



IN DEPTH

Official Newsletter of the Submariners Association

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

Issue No: 45

www.submarinersassociation.co.uk

July 2014



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Editorial

Welcome to the July 2014 Edition of 'In Depth'. We are back onto the normal timing for In Depth No. 45 after the wait to get the results of the National Council Conference to you in the last Issue.

There is still time for you to get your Bookings in for the Mixed Reunion this Autumn and, in discussion with Dave Barlow, we are reprinting the details of the Mixed Reunion and the Booking Forms for your Accommodation and your Meal choices are also attached as the last pages 23 & 24. If you haven't booked already please get your bids (and your cash) to Dave as soon as possible.

This edition includes items about more Memorials, Acts of Remembrance and a Branch Standard blessing. Dave Barlow has written about the annual VANDAL & UNTAMED commemorations. There is a contribution from John Keating of the Submarines Association of Australia about their recent visit to HMS TIRELESS in Western Australia

For those who haven't heard we now have three qualified female Submariners. They qualified at sea in HMS VIGILANT earlier this year and there is an article

about them in this Edition. As things stand there are still only these three – all Officers but there are more Officers in the initial stages of training and these will be followed by female Ratings in the not too distant future.

Once again I have been sent more articles for inclusion than I can fit in this time so if you don't see your item you can be assured that I still have it and will look to include it in the next Issue. I will be holding Gavin Scrimgeour's dit on Service Rom to the next issue.

The serialisation of Henry Kinder's diary is continued and Henry tells of the successful second attempt by AE2 to make the passage through the Dardanelles into the Sea of Marmora.

When reading the 'Crossed the Bar' Lists (which are quite long this time) you will see that eight of the WWII Submariners have set off on their last patrol. Also eight former Submarine Commanding Officers have 'Crossed the bar'.

I hope you enjoy your July 'In Depth'. Comments are always welcome – but polite ones please. A request to keep your stories coming in - so that I can print them and everyone else can see what you got up to!

Regards
 Barrie Downer

Chairman's Report

Friends and fellow Submariners

I hope everyone is enjoying the bright summer weather just as we are up here in sunny Scotland! There are a couple of things I would like to mention to you so I will get right on without further preamble.

The first thing I want to mention is the honour bestowed on our Patron Lord Boyce by Her Majesty The Queen. The official announcement is that:

"Her Majesty The Queen has been graciously pleased to give orders for the following Honorary appointment in Her Majesty's Armed Forces with effect from 13 June 2014:

Admiral the Lord Boyce KG GCB OBE DL as Admiral of the Fleet"

I have written to Lord Boyce congratulating him on behalf of the Submariners Association. I know from his reply that he is feeling very honoured; but also pleased about the implied recognition for the Royal Navy – and, by extension, the Submarine Service!

I think Her Majesty must hold the Submarine Service and its Veterans in the highest regard; elevating Lord Boyce to Admiral of the Fleet and our President, Sir James Perowne to the role of Governor of Windsor Castle.

Our congratulations go to both.

The Naval Service Memorial

Dave Barlow and I were privileged to have been invited to attend the unveiling by HRH Prince Michael of Kent GCVO of this remarkable memorial at the National Memorial Arboretum on 15th June. Thankfully the weather was good and approximately 3000 people turned up for the event.



The National Standard Bearer of the Submariners Association, Trevor Thomas

It is estimated that there were 200 Standards on display at the Parade. Most of these were as you can imagine from the RNA but I was pleased to see a number of SA Branch Standards at the event. The picture shows the National Standard of the Submariners Association carried with dignity by Trevor Thomas and positioned right at the front of the massive columns of Standards. Exactly where it should be!!

This stunning memorial designed by Graeme Mitcheson ARBS is dedicated to all who have

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served, all who are serving and all who will serve in the Royal Navy regardless of rank, trade or fighting arm. It was commissioned by the RNA to celebrate the 70th Anniversary of their Royal Charter. The design of the Memorial has been discussed in earlier editions of the In Depth but that still does not prepare you for the magnificent and elegant structure which was unveiled. Stone memorials could be a thing of the past!! Every one of us should feel proud to be associated with such a beautiful and unusual Memorial. It is truly worth the effort to go and see.

National Armed Forces Day 2014

This prestigious event was held in Stirling this year. Armed Forces Day is an annual opportunity for the nation to show their support for the men and women of the Armed Forces community, which includes serving personnel and their families, veterans and the cadet forces. Our Armed Forces make personal sacrifices to defend the United Kingdom and its interests and contribute to international peace and security. This show of support is greatly appreciated.

It is estimated that nearly 30,000 people were at the event in Stirling and again the weather was kind. Over 1,200 veterans were present at the Drumhead Service to honour their comrades and their successors in today's Armed forces.



There were, sadly, very few members of the Submariners Association present on the day, as this was a National event not a simply a Scottish event. The picture shows the Standard of the West of Scotland Branch and some of its members. The gap behind the Standard Bearer, Campbell Hunter is where I was standing!! You may recognise some of the faces. A fine body of men!

The salute was taken by HRH Princess Anne, The Princess Royal. There was a dazzling array of Senior Officers from all branches of the Armed Forces as well as the Prime Minister, Leader of the Opposition, and the First Minister of Scotland. So you can see that the event was taken very seriously and held in the highest regard.

As well as the traditional Drumhead Service we were entertained by several military bands, Army dogs,

parachute displays and the Red Arrows to name but a few of the attractions. It was a day well spent.

Armed Forces Television Channel

Are you aware of the new TV channel launched on the 10th of June? It is not surprisingly called **Forces TV** and is dedicated to bringing programmes and news specifically of interest to members of the Armed Forces and their families. This new feature can be found on the following channels:

Sky channel 299. Virgin channel 244. Free Sat channel 652.

Have a look. You might find something of interest.

Portsmouth Historic Dockyard Concession

Can I make you all aware of the good news that, as from Tuesday 1st July 2014 the Submariners Association have been awarded the same concessions for entry to Portsmouth Historic Dockyard and its associated attractions as those enjoyed by the Association of Wrens, RNA and RMA. It would be appreciated if you could circulate this information to your Members please, ensuring that they are made aware of the Terms and Conditions for taking advantage of this Concession which are displayed below.

Association of Wrens, Royal Naval Association, Royal Marines Association and Submariners Association:

- £10 ticket valid for one day only for themselves and up to four members of their friends and family at £10 per ticket each on production of valid and in date association membership ID card.
- Tickets are valid for one day only. Tickets give access to Mary Rose Museum, HMS Victory, HMS Warrior 1860, Action Stations, National Museum of the Royal Navy, Harbour Tours, Royal Navy Submarine Museum and HMS Alliance, Royal Marines Museum and Explosion Museum of Naval Firepower. A complimentary Waterbus service is available for transportation between Portsmouth Historic Dockyard and the Gosport attractions. This is on a first come, first served basis and cannot be guaranteed.
- Tickets must be purchased in person in the Visitor Centre at Portsmouth Historic Dockyard and valid and in date ID card must be shown. This special rate ticket cannot be purchased directly from the Submarine Museum, Marines Museum or Explosion Museum,
- No upgrades or refunds are available after purchase and tickets are non-transferable.

This exceptionally good deal is the result of a lot of work and negotiations carried out on our behalf by Chris Munn, Dave Ottley, Ted Hogben and others.

It is a good deal and we should ensure that it is not abused.

Sunderland Branch of the Submariners Association

In the present climate of dwindling membership and general apathy towards associations like ours it was my privilege and pleasure to attend the 50th Anniversary of the founding of the Sunderland Branch of the SA this month. The celebration dinner was held in a local hotel and attended by approximately 60 people including the local Mayor. Everyone thoroughly enjoyed the evening and we wish them every success and look forward to the next 50years!!

Well done Sunderland!

Future Reunion Voting Form

I would like to remind you and indeed encourage you to please discuss the detail and complete your branch's Voting Form letting the NMC know when in the year you would prefer to have the new format Annual Reunions in future. This is your opportunity to make your feelings know. Don't let it pass you by. Talk to your Branch Secretary. Take part.

I think I have probably taken up too much space in this edition so I had better bring this to an end and wish you all a very pleasant and sunny summer.

Keep on keeping on.

JMcM

2014 Mixed and 2015 National Council Conference and Reunions

The 2014 Mixed Reunion will take place on the weekend of Friday 12th – Sunday 14th September 2014 at the **HOLIDAY INN, RUNCORN**. The hotel is situated just 2 minutes from the M56 junction 12 in Cheshire. The nearest railway stations are in Runcorn, each only a few minutes by taxi to the hotel, with Liverpool John Lennon being the nearest airport at 12 miles away. Chester is a 15 minutes car ride but there are also local buses to Chester. There is also ample free secure onsite parking.

The 2015 National Council Conference and Reunion will take place on the weekend of Friday 27th – Sunday 29th March 2015 at the **HOLIDAY INN, LEICESTER**. The hotel is located in the centre of Leicester in the middle of a large roundabout with an NCP car park adjacent. It is literally 5 minutes' walk to a very large modern shopping centre and is about 1 mile from the railway station and 35 miles from East Midlands Airport.

The first of these events is arranged and details Accommodation Booking and Meal Choices for the 2014 Mixed Reunion are attached to this newsletter on the last two pages.

Details for booking the 2015 National Council Conference and Reunion will be promulgated in due course. Hopefully this early notification will enable

you to give some serious thought to supporting these two major events in our Association's calendar and it would also be appreciated if you could pass this information on to any of your fellow Branch

Members who are only contactable by either snail mail or word of mouth, many thanks.

NEW & RE-JOINING MEMBERS - 30th MARCH 2014 TO 10th JULY 2014

(**** Serving Member) (** WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
S M (Stephen) Baines	MEM	Essex	Not Given	CHURCHILL & CONQUEROR
William (Billy) Belshaw	Charge Chief MEA(M)	Blyth & Wansbeck	1967-1989	ORACLE (68-76) & OCELOT (80-88)
S R (Steven) Blows	Leading Writer	Teeside	1990-1999	TALENT (91-93), TIRELESS (loan) (92-93) & TALENT (94-97)
C J (Christopher) Brooks	Surgeon Lieutenant	Nottingham	1966-1969	ARTEMIS (67), WARSPITE (67-68) & RENOWN (68-69)
M G (Michael) Charlton	CPO TASI	Espana Levante	1961-1987	THERMOPYLAE (61-65), ANCHORITE (65-66), AMPHION (68-70), REPULSE (70-72), RENOWN (72-75) & DREADNOUGHT (76-78)
S J (Stephen) Crowley	POSA	Exeter	1974-1979	DREADNOUGHT (74-75) & COURAGEOUS (75-79)
Robert G (Bob) Crutchley	Leading Steward	Portsmouth & Gosport	Aug 73- Nov 77	NARWHAL, CACHALOT & RESOLUTION
P G (Paul) Douglas	Lieutenant Commander	Barrow in Furness	Sep 93- Mar 12	TIRELESS (93-94), VANGUARD (95-97), VENGEANCE (97-99), SPLENDID (99-01), TRIUMPH (01) & SPLENDID (01-02)
S (Stuart) Duff	Able Seaman (RSM)	Grangemouth	1975-1978	ONYX (76) & PORPOISE (76-78)
R J (Richard) Echaliar	CEA1	Dolphin	1971-1978	PORPOISE (71-74), GRAMPUS (74) & OCELOT (77)
J Q (John) Glayzer	Leading Seaman	Espana Levante	1951 to 1961	SUBTLE, ARTFUL & TABARD
P (Peter) Goodwin	CPO MEA ML	Portsmouth	1969-1987	ACHERON (69-70), RESOLUTION (70-77) & RENOWN (79-86)
S J (Stephen) Greenwood	Lieutenant	Blackpool & Fylde	2003-2014	TURBULENT (05-10) & VICTORIOUS (10-12)
A C (Alan) Jupp	ME1	Lincoln	1959-1964	SOLENT/THULE (SC 59), NARWHAL (60-61) & GRAMPUS (61-64)
J (John) Kelly	CPO MEA	Portsmouth	1980 - 2002	ONYX (80-81), OBERON (82-83), TRAFALGAR (87-89), TURBULENT (90-96) & TIRELESS (00-02)
B W J (Ben) Kirby	Able Seaman	Cheltenham & West Midlands	2005-****	TORBAY, TRAFALGAR, TURBULENT & TIRELESS
D (David) Lewis	POMEM(M)	Grangemouth	1976-1998	ODIN (77-81), WALRUS (82-84), ODIN (84-87) & (88-90), RESOLUTION (93-95) & SPLENDID (96-97)
D M (David) Lewis	Radio Supervisor	Grangemouth	1962-1970	OSIRIS, ACHERON, ALCIDE & OCELOT
P A (Peter) Lord	MEM1(M)(SM)	North East	1975-1984	OBERON (75-78), OCELOT (79) & OSIRIS (82-83)
W M (William) MacKinnon	POWEM(O)(SM)	Plymouth	11 th Nov 1985-15 th Nov 2007	VALIANT (87-92) & (93-94), SOVEREIGN (94-96), VANGUARD (98-01) & VENGEANCE (03-06)
G L (Graham) May	WOWEA	Dorset	1978-2003	RESOLUTION (79-81), SCEPTRE (83-86) & SUPERB (93-93)
J F (James) Moir	LM(E)	Grangemouth	1965-1970	OSIRIS (65-69) & ORACLE (69-70)
I A (Ian) Murphy	LMEM(L)	Plymouth	May 72- Oct 80	PORPOISE (72), ORACLE (72-74), GRAMPUS (74-75) & OPPORTUNE (75-80).
J N (John) Parsons	Lieutenant, RNVR	Gatwick	1942-1946	H44 (43) & VIKING (43-46)

T V (Tom) Peters	CPOMEM	West of Scotland	1976-2014	VALIANT, WARSPITE, SOVEREIGN, SPARTAN & SPLENDID
W J (William) Price	LOEM	Sunderland	1963-1968	OTUS (63-67) & TABARD (67-68)
J M M (Jan) Serdecki	LRO	Lincoln	1964-1970	AENEAS (65-68)
D (Donald) Smith	CPO MEM(L)	Portsmouth & Scotland Northeast	1967-1989	FINWHALE (69-71), OBERON, OTTER (72-73), (74), OLYMPUS (75) & CONQUEROR (75-77) & (78-88)
G A (Glen) (Dan) Steward	LMEM(L)	Sussex	1987-1994	OPPORTUNE (87-88), OPOSSUM (88-92), UPHOLDER (92-93) & TORBAY (93-94)
A D R (David) Theed	POWEM(O)(SM)	Grangemouth	1975-1987	RESOLUTION (75), RENOWN (81-82) & WARSPITE (83-86)
P A (Paul) (Tug) Wilson	CPO Cook	New Zealand	1992-2005	ORACLE, SUPERB, TORBAY & TRIUMPH

SUSSEX BRANCH
BLESSING OF NEW BRANCH
STANDARD

By Harry Summerton

The Sussex Branch was formed in 1956 and is still a very active Branch. Our Branch President, Mr Frank Deadman, was a Founder Member and he was recently awarded the 'President's Certificate of Appreciation'.

Frank was our Standard Bearer for over 20 years and was well into his 80s when he had to be forcibly relieved if carrying it! This was the Branch's second Standard and had been in use for over 20 years and had suffered badly from the hardy weather of the south Coast so we badly needed a new one.

A campaign was launched and finally, thanks to member's efforts and public donations, sufficient funds were raised to purchase a new Standard complete with the necessary attachments.

It was decided that it was financially impractical to have the Standard 'Blessed' in a local church and, therefore, preparations were made to have the Service carried out in the Royal Naval and Social Club, Eastbourne. This venue has been used quite successfully in the past by the RNA for Services when a local church has been unavailable. Preparations were made and the formal Service of 'The Blessing of the Standard' arranged.

On Sunday 11th May 2014 the Service was conducted by the Reverend Peter Clark, the new Standard being formally presented by our Standard Bearer Mr R Wigmore.

The guests were welcomed by the Branch Chairman, Mr H Summerton and included Mr Stephen Lloyd, MP for Eastbourne as the Guest of Honour. Other guests were Major B Lane, MBE of Eastbourne Combined Ex-Servicemen's Association, Mr J Wicking - Chairman of the RNSC Club and Mr T Brown - the Chairman of Eastbourne RNA.

Also present was the Branch President, Mr Frank Deadman, Branch Members and their guests.

Following the Service members and guests enjoyed a buffet and other refreshments

THE VANDAL & UNTAMED
WEEKEND

By Dave Barlow

Just after the Barrow Branch May meeting I put on my Scottish Branch hat (of which I am now the only surviving founder member) and travelled up to Dunoon for the Annual VANDAL and UNTAMED Memorial weekend. This consists of a meet and greet on the Friday evening. Saturday morning is an early breakfast but the hotel is well versed to our requirement and is quite happy to comply. Mustering at Dunoon Pier, heads counted, NOK form checked and we embark on one of the SERCO operated boats that are normally used to ferry submariners to and from the boats in the outer reaches of the Clyde rather than having to come in the Faslane.

Anyway we set sail in atrocious weather with the Clyde being rather bumpy and although there were a few green gills for the first hour or two before the weather eased up, the sun came out and all the ladies were gossiping again as only they can do. It was good that we had a good number of relatives of those lost with us, as it is them that make this weekend so special. In three hours we arrived at Loch Ranza on the Isle of Arran where there is a Cairn provided by the Scottish Branch in memory of those lost on HMS VANDAL which went down with all hands in 1943 about half a mile or so from Loch Ranza. We held a service, laid wreaths and then back on board. We sailed over the spot where the submarine lies and CaptFasFlot laid a wreath on the waters. This was the call for 'Up Spirits' - the rum quickly dished up and a toast to Absent Friends. The ladies then passed out hot soup, along with various rolls and unlimited tea and coffee. By this time the weather was turning out really good and most spent the time on the quarter deck enjoying the Scottish Scenery that only the bridge watch keepers

ever get to see normally. We soon arrived at Rothesay where a chartered bus took us up to the cemetery where we held a short service and laid wreaths on the graves of those lost in XE-11. Just time to get an ice cream at the famous Zavaronis, back on board and set sail back to Dunoon where we arrived about 16.00.

In the evening we had a social in the hotel, spun a few dits, drank copious amounts of good single malt and then retired to bed tired, confused but happy.

Sunday was a later start which looking at some of the heads at breakfast was just as well. We walked down to the Castle Gardens, which overlooks the pier, and again held a short service at the stone laid in memory of those lost in VANDAL and UNTAMED and again laid wreaths. On completion we went to the local church where we were welcomed to join them at the morning service as we have done since we started this memorial weekend back in 1993.

The final act of remembrance was the short journey to Dunoon cemetery where those lost in UNTAMED are laid to rest. Crosses were laid on each of the 39 graves. This submarine also went down 1943 with the total loss of the crew. It was actually later salvaged, refitted and renamed VITALITY and saw out the rest of the war as a training submarine before being scrapped. It was then time to say our goodbyes until next year, get the ferry across to Gourock and the long drive back home to Barrow.

HMS ARTFUL LAUNCHED

In the last issue the imminent launch of the third 'Astute' Class Submarine HMS ARTFUL was anticipated. As you will see from the Front Page the boat has now been 'Rolled Out' and lowered into the water - 'Launched' - and is currently alongside at the Wet Dock Quay in the Devonshire Dock.

The 'Back Afties' are now in watches as steam goes round the systems, the reactor is 'flashed up' and 'Power Range Testing' progresses.

Meanwhile the construction of the rest of the Class continues in the New Assembly Sheds and in the Devonshire Dock Hall. In anticipation of the next Class of Submarines the Barrow Ship Yard has started work on designing the buildings and preparing the ground for the new facilities required for the 'Trident Replacement' boats.

MEMORIAL MARKS 60 YEARS SINCE SUBMARINE TRAGEDY

Tuesday 17th June 2014 in News by Oscar Tollast
Veterans gathered to remember lives lost in a Portland submarine disaster that took place nearly 60 years ago.

A ceremony took place at the HMS SIDON Memorial on 16th June, with one of the remaining survivors placing a wreath by the memorial.

The event was organised by the Dorset Submariners and attended by Commander Rupert Best, one of Dorset's Deputy Lieutenants.



Bryan Simpson at the wreath-laying ceremony at Portland Heights

On Thursday, June 16, 1955, one of HMS SIDON's torpedoes exploded, wrecking the torpedo tube and devastating the forward compartments.

Twelve men in the forward compartments died in the explosion.

When SIDON sank, a 13th victim was recorded. A medical officer who had gone on board with the rescue party collapsed unnoticed and died of asphyxiation after everyone else had evacuated.

Bryan Simpson, who was a 21-year-old Leading Seaman at the time, is one of the remaining survivors.

Speaking of the day's events, Mr. Simpson said: "It was something you never think you are going to survive.

"The only reason I survived was because I came back to say all the torpedoes were all loaded.

"I said: 'All loaded, all ready to go' and as I said that, basically, it went up.

Everything went black and things went flying."

Mr. Simpson escaped by climbing up the tower – the nearest possible exit.

The memorial, next to Portland Heights, was put in place on the 50th Anniversary of the tragedy in 2005.

After the wreath was laid there was a minute's silence.

Mr. Simpson said: "I get tearful. I come every year. It's important to me.

"There's not many of us left now."

Mr. Best, who is also the president of the Dorset Submariners, said the ceremony was a way of remembering the tragedy.

"I think at the time not much was said because of the security of the trials concerned. The crew was disbanded and broken up and sent to other submarines very quickly. I suppose we thought we

would put that right so there is a tangible place for their children.”

A Court of Enquiry absolved anyone aboard HMS Sidon of blame.

The direct cause of the accident was determined to have been the malfunctioning of the safety features of the torpedo.

HM SUBMARINE SICKLE (P224)

A MEMORIAL service at St John's Church, Epping on the 18th of June commemorated the loss with all hands of HMS submarine SICKLE, the warship adopted by the towns of Epping and Harlow during warship week in 1942.



The service also saw the dedication of a plaque in the Garden of Remembrance and the laying of wreaths to remember the 50 men who lost their lives 70 years ago today (Wednesday).

Relatives of the servicemen joined civic leaders as a 100-strong congregation for the service which was led by Rev'd Geoffrey Connor and began with the parading of the standards of the Royal British Legion, the Submariners Association, the Royal Naval Association and the Air Training Cadets. A number of former submariners attended and Mick Vanner was present as standard bearer of the Essex Submariners Association and Rev'd Dr Stephen Dray, Essex Branch Padre, led the prayers.

The people of Epping and Harlow had been given the target of raising £175,000 for HMS SICKLE.

The Epping and Harlow districts held various events including boxing matches, whist drives, children's parties and collections and personal and business contributions and managed to raise £176,389 in 'sponsorship'. Local people then sent continued their support of SICKLE by sending letters and parcels to the crew.

SICKLE, which was commissioned in December 1942, spent most of her active service in the Mediterranean.

Epping Town Council, the Epping Forest District Museum, St John's Church and the Royal British Legion organised the service and an exhibition to mark the 70th anniversary of the loss.

Wreaths were laid by Epping mayor Barbara Scruton, Epping Forest District Council vice-chairman Liz Webster, Harlow Council chairman Ian Beckett, Epping and District Royal British Legion president Kevin Toole and Keith Bishop, national membership secretary for the Submariners Association who laid a wreath on behalf of the 'We Remember Submariners' Facebook Group.

Mrs Scruton said: "The town council is delighted to have worked with the Epping Forest District Museum, the Royal British Legion branch and St John's Church to create the permanent memorial for the men of SICKLE in the town.

"The efforts which went into raising the money for SICKLE all those years ago show that the community spirit in our town was as great then as it is today and it is only right that the town gathers to remember those who were so closely linked to Epping exactly 70 years ago."

By Editor: Submarine HMS SICKLE left for a patrol in the Northern Aegean on 31st May 1944. The Submarine was in action on 4th June when she fired on shipping in Mitylene Harbour. She was later engaged in a gun battle with two German patrol vessels and, during the fight, one member of the crew (Able Seaman Richard Blake) was washed overboard. He was rescued by the patrol vessels and became a Prisoner of War – and the only survivor. HMS SICKLE escaped the engagement by diving and continued on her patrol. On 12th June the Commanding Officer spotted a convoy in the approaches to Steno Pass. The presence of a submarine was suspected by the convoy escort and dropped two depth charges. Soon afterwards all contact with HMS SICKLE was lost. It is assumed that HMS SICKLE probably struck a mine in the Kythera Channel. The Submarine was lost with all hands.

WARSHIP WEEKS IN WWII

During WWII there was a Government Campaign to raise Funds to support the provision of weapons of war and to involve the whole of the country in supporting the Campaign. Although the Campaign was designed to support provision of equipment to the three Services the main area of interest to us were what became known as 'Warship Weeks'. Cities, Towns and Rural Areas were included with each being given Funding Targets. Such Funding Targets were advertised as being sufficient for a particular type of Naval Vessel. During the selected week for each area visits by Naval Officers and Ratings – normally those recently involved in particular action or Victoria Cross holders etc. and events such as Dinners and Dances arranged as Fund Raisers. Additionally Cities, Towns and Rural Areas were invited to adopt a suitable named Vessel

and visits were usually arranged for the crews to meet their adopted town and a Plaque would be presented to the Local Authority.

Barrow Branch Member Peter Schofield has made an extensive research of Warship Weeks and will be providing examples of adopted Submarines for inclusion in this and future issues of In Depth. His first two contributions are:

HMS PANDORA SELKIRK AND GALASHIELS



The adoption plaque for HMS PANDORA is held at the Municipal Building, Selkirk. The plaque shown is one of two, the second being presented to Galashiels. Both towns were involved in raising a county target of £350,000 in war savings to adopt the submarine, the final total raised being £405,420. It was also reported that a bronze plaque, commemorating Selkirkshire Warship Week was to be presented to the submarine. The plaque bore the county crest, and was emblazoned with the county motto 'Leal to the Border.' It was the work of Messrs Henshaw, Edinburgh. The crest represents Pandora's Box which contained many of mankind's benefits and ills. When Pandora opened the box, the ills took flight before she could close the lid. Only hope was left trapped inside, therefore the motto 'Hope On, Hope Ever'. HMS PANDORA was sunk at the Valetta Dockyard, Malta by Italian aircraft on 1st April 1942. She was raised in September 1943 but not repaired and was eventually scrapped*. HMS PANDORA was the name given to the Air Sea Rescue Base at Littlehampton from 1942 to 1945. The name was also commemorated the name of Pandora Block at HMS DOLPHIN.

The inscription on the Plaque reads:

'Presented by the Lords Commissioners of the Admiralty to the Royal Burgh of Selkirk to Commemorate the Adoption of HMS

PANDORA During Warship Week
November 8th to 15th 1941.'

By Editor: *Twenty five of the crew of PANDORA were killed in the sinking. A few of the survivors were also lost a few weeks later as passengers returning home in HMS OLYMPUS. HMS PANDORA was raised and beached alongside HMS P39 in Kalkara Creek. In 1957 the submarine was broken up as she lay and during the breaking up the skeletons of two of the crew were found. These remains were buried at sea from HMS TUDOR on 1st Jul 1957.

HMS PORPOISE WORKINGTON

The adoption plaque for HMS PORPOISE is held nearer home at the Helena Thompson Museum, Workington. With an adoption target of £300,000 the town fell short raising £252,355 in war savings. Workington Warship Week was held 21st-28th February 1942. The diamond shaped crest differed from the crest of the post war HMS PORPOISE. Today's shapes date from 1940 when it was decided to give new ships a round frame. HMS PORPOISE helped save Malta as Britain's first submarine tanker carrying supplies of aviation fuel and ammunition during the Luftwaffe attacks on convoys. Operating in the Far East. HMS PORPOISE was sunk (with all hands) by Japanese aircraft in the Malacca Strait on 19th January 1945.



The inscription on the Plaque reads:

'Presented by the Lords Commissioners of the Admiralty to Workington to Commemorate the Adoption of HMS PORPOISE During Warship Week Feb 28th 1942'

LETTERS AND E MAILS TO THE EDITOR & THE WEBSITE

Date: 27th June 2014
Name: John Griffin
Email Address: johnmgriffin@bigpond.com
Comments: Very sad news to hear of the passing of Drew (Ali) Mahood. I was fortunate enough to have spent some time with Drew at his home in Bridlington when I was in the UK last August. He was full of life. Drew and I were run ashore oppo's and served on both FINWHALE and CACHALOT together. RIP

Answer: Thank you John.

Date: June 24, 2014
Name: Terry Fearnley
Email: grumpyandmonkey@icloud.com
Comments: I have some update on the reunion 31/7/2015. 1500 meet at RN Submarine Museum to form into Groups to Tour Fort Blockhouse. 1700 back to John Fieldhouse Building for welcome by Museum Director and myself. Toast with tot. Bar open until 2300. Clear by 2330. Buffet fit for a Prince from 1800. Free access to ALLIANCE from 1800 at leisure. Cost for the event £10.00 pounds for buffet and tot. Donations to Alliance Appeal at individual's choice. Blockhouse Tour and use of museum area have been donated by Museum as part of the reunion. When a list has been compiled that should flag up those who do not belong to the SA any member can contact me and I will follow up. If you can send out to Branches that would be appreciated. Yours aye Terry (Ginge) Fearnley

Answer: If you are interested in this event please contact Terry Fearnley directly.

Date: June 05, 2014
Name: John Glayzer
Email: johnglayzer@hotmail.co.uk
Comments: I am an ex submariner, left the Royal Navy in 1961, now live in Spain and need to get back with members who feel the same.

Answer: Since he posted this message John has joined the Espana Levante Branch and is listed above with the New Joiners – Welcome John.

Date: May 27, 2014
Name: Derrick William Bardsley
Email: derrickbardsley@btinternet.com
Comments: I have the sad news of the passing of Reuben Rogers, who to my knowledge served on the ONYX and the OCELOT. A good man and a good friend.

Answer: Thanks Derek – does anyone else have any further information about Reuben's service career.

Date: May 27, 2014

Name: Pauline Fox
Email: not given
Comments: My good friend and ex Royal Navy submariner Reuben Rogers sadly passed away on Tuesday 27th of May after a bravely fought battle against lymphoma. He will be greatly missed by many

Answer: Thanks Pauline

Date: May 27, 2014
Name: Patrick Beresford
Email: beresford17@hotmail.com
Comments: Hi I am a member of the Australian Submarine Association. I started my career as a Sea Cadet in Canada, joined the RAN to escape the annihilation of the RCN of the late 60 so had a navy blue career in the RAN. I couldn't join the RN in those days due to citizen regulations. So I ended up in O boats here instead. I have two questions. My cadet corps in Canada was AMPHION and would like to obtain some pictures of HMS AMPHION. At our 100th submarine anniversary I met Michael Hickey who was the CO of AMPHION in the 50s and would like to send his history of CO of AMPHION and pictures of AMPHION to my former Sea Cadet corps. Also I have a two HMS DOLPHIN plaques. One is diamond shaped with a green background and a round one with blue background - the one I knew when I carried out my O Boat training part 1. What is the reason for the two different styles of DOLPHIN plaques? Ok thank you very much Patrick Beresford

Answer: Photos of AMPHION should be available from the Submarine Museum. From research by Peter Schofield (Barrow Branch) the 'diamond' shaped crest was the pre-1940 standard. Today's round shapes date from 1940 when it was decided to give new build submarines a round frame. For example the crest of the 'post-war' PORPOISE is round whereas the 'pre-war' PORPOISE is diamond.

Date: May 25, 2014
Name: peter bunn [sticky]
Email: peter1944@hotmail.co.uk
Comments: Served on OTTER, ALLIANCE, FINWHALE and SEALION. Was afterends killick on ALLIANCE when she run aground on the Bembridge ledge.

Answer: Thanks Peter. Perhaps you would like to write and submit an article on your ALLIANCE experiences?

Date: May 15, 2014
Name: Terry Fearnley

Email: Grumpyandmonkey@icloud.com
 Comments: I am trying to arrange a reunion for HMS ALLIANCE crew. To be able to encourage interest I was hoping that you could contact all branches to notify ex-crew members. So that I can get numbers of any interested guys. You can quote my E-mail address for initial contact. I am an Ex crew member and also involved with the RN Submarine Museum as a Guide and Speaker. I am a member of the Gosport Branch SA where I am also the Standard bearer for the Branch. I am trying all areas of contact to try to arrange contact and I feel with the renovation of the boat and the recent Re-Dedication by Prince William, now is the time for the crew to get together. Thanks in anticipation.
 Terry (Ginge) Fearnley PO MEM

Answer: See Terry Fearnley's message above with further details.

Date: May 04, 2014
 Name: Jane Gaunt
 Email: cjgaunt@ntlworld.com
 Comments: My Father Sub Lieutenant James Kerr (Jimmy) born around 1925 was in submarines during the war. He didn't talk about his experiences and I was wondering if anyone knew him and what he got up to! I have a certificate of him crossing the equator in 1945. Jane Gaunt

Answer: Temporary Sub Lt. RNR James Kerr served in HMS VARANGIAN and joined HMS SOLENT in November 1944. She was sent to the Far East from January 1945 and conducted three War Patrols. The boat returned home on 2nd Nov 1945. If you type HMS SOLENT into your Search Engine you will find full details of SOLENT's war service on the U Boat Net website.

Date: May 01, 2014
 Name: Brian Robertson
 Email: brianrobertson964@yahoo.com
 Comments: Hi to all fellow x submariners ref former s/m ONYX she is now tied up at DRB MARINE on the Clyde which I am glad to say as a x submariner it was a pleasure to be the only one on the boat as see was brought along side. To let you all know what she is doing there, STORAGE. In a word there are lots of stories out there but that's it. There are lots of groups that want it. None of them have the cash to buy it. She can't stay where she is for long. She needs a lot of TLC but nothing major per-say. All the stories of what it cost and what they want for it are almost certainly untrue as the cost of berthing it add to it daily. This is a cost that current owners will take for much longer I think. As I have not won the lottery I can't, but if you have then it could be yours

Answer: The fate of HMS ONYX now appears to have been sealed. The Submarine still lies alongside the jetty at the breakers yard in the Gareloch but the removal of the batteries has apparently been completed – but not by the designated 'battery removal routes' but by cutting away the hull, fin and casing in way to allow easier access.

You will have seen various E mails from the National Secretary giving contact details for requesting souvenir items from the boat – but at a cost! The discussions between the current owners and the Greenock Team obviously came to nothing but whether their intention to salvage and display the bows of the boat at Greenock remains to be seen.

All in all a very sad end for a fine and historic submarine which so many people tried so hard to preserve intact

Date: April 28, 2014
 Name: Tony Gunn
 Email: tony_gunn@hotmail.com
 Comments: Hi, I'm trying to trace an old friend Mike Taylor. I found a Michael J Taylor (though I'm unsure of his middle initial) in your members list which seems to fit with his time as a submariner in the RN. I just wanted to see if this was him. When I knew him c.1975-1980 he initially lived in Bedford Street in Gosport. Any help you can provide would be much appreciated. Many Thanks. Tony Gunn

Answer: Does anyone know how to contact Mike Taylor – if so please get in touch with Tony Gunn directly

Date: April 24, 2014
 Name: John Goldsmith
 Email: johngoldsmith@talktalk.net
 Comments: Graham Wingent who served on NARWHAL on 1975 and lives in Whyalla, Australia is trying to contact Alan Smith who was his best mate and came from Peterborough. Also any other Submariners who knew him. Graham E-Mail address is wingyme@bigpond.net.au

Answer: Was Alan Smith a mate of yours? If you know where he is please contact John and Graham with contact details.

Date: April 24, 2014
 Name: Colin Carmichael
 Email: Col.carmichael@yahoo.com.au
 Comments: I served as outside wrecker on Polaris submarines REVENGE, RESOLUTION & REPULSE during the period Jan 76 to Aug 89. Was awarded 20 year deterrent patrol pin. Unfortunately

it has been lost does anyone know if it is possible to get a replacement. Would also be glad to hear from any of my wrecking crews from the period. P.S. Old age is making it very hard to remember people's names so please bear with me if I can't initially remember who is who. Ex CPO Colin Carmichael

Answer: Several members have reported that they have lost their Patrol Pins – both Gold and Silver. Does anyone know who they should contact to get a replacement?

Date: April 08, 2014
 Name: Mike Colton
 Email: mikecolton@hotmail.com
 Comments: Dear Sirs, We have recently installed two plaques in honour of Operation Frankton in which HMS TUNA sea landed 10

members of the Royal Marine Boom Patrol Detachment for their mission to destroy enemy shipping in Bordeaux Harbour. These are in Garden 5, Royal Marine Boom Patrol Detachment, Allied Special Forces Memorial Grove, National Memorial Arboretum, Alrewas, Staffordshire DE13 7AR. More detail will appear on our website, which can be obtained by searching for Memorial Grove on google. Any help can be obtained by calling Mike Colton on 07929-118598. Hope that this is of interest. Regards, Mike Colton, Secretary Allied Special Forces Association

Answer: Thank you Mike. I am sure that Members visiting the Arboretum will take the time to find the Frankton plaques.

A VISIT TO HMS TIRELESS IN AUSTRALIA

HM Submarine TIRELESS (CO Cdr Hewyl Griffiths) was alongside at FBW at HMAS STIRLING, Garden Island, in Western Australia, South of Perth. They had previously been involved in the search for the missing Malaysian aircraft MH 370. The Submarine had arrived there on Thurs 24th April, just in time to participate in the ANZAC Day Parade in Perth on the Friday - which is when our Australia Branch of the Submariners Association, first became aware of their visit).

We were lucky enough to be invited on board for a tour for a group of 10 people commencing at 1400 on Wed 30th. We first mustered at the Causeway Shore Pass Office where we were issued with day passes to the Island. These had been arranged by our good friend WOMTSM Mark Dixon (a fellow ex-RN'er), who works at the RAN SM HQ. The attendees were Karl Campbell (Standard Bearer), David Gilbertson, John Harrison, Alan Jameson (past President), Charlotte & myself, Ted Manning (Slops Bosun), Ned Newcombe, Pat & Alan Thomas (Social Secretary) & Gareth Wyatt (a family friend).

Mark then arrived & we drove on board via the causeway in 3 cars & we were able to park near the Jetty where we were met by our guide for the tour by TIRELESS crewman Leading Seaman (Sonar) Nick Ingledeew. There was a short wait as some VIP's had been visiting TIRELESS, but we were soon on our way down the jetty. David who has just turned 89 was unable to go down into the SM but he sat near the gangway with his painting of the original WW2 TIRELESS, accompanied by Charlotte. David is a WW2 RN SM Veteran who served in RN SM's as an Able Seaman (Radar/ST) from Jan 1944 to Nov 1946 in UNRIVALLED, TIRELESS & TAPIR. He was a member of the commissioning crew for TIRELESS Mk1.

Another connection with our Branch of the Submariners Association & the original TIRELESS, was provided by former CPO MED Tech SM Alan Jameson. Both he & our Treasurer, former CPO El Mech SM Geoff Arnold had served on board her in the late 1950's/early 1960's. Sadly Geoff was unable to attend. Also when the current TIRELESS was commissioned at Barrow in mid-1985 Alan & his late wife Jane had been on holiday nearby and received an invitation to the Commissioning Ceremony. When it became known that Alan had served on the previous TIRELESS he and Jane were invited on board.



Left to Right: Gareth Wyatt, Alan Thomas, Karl Campbell, Ted Manning, Charlotte Keating, Pat Thomas, LS Nick Ingledeew, Alan Jameson & John Harrison

We were met on the casing of the current TIRELESS by the Officer of the Day (the Navigator) who welcomed us on board and nine of us went below and started our tour. We started in the Control Room and spent the next 90 minutes or so being amazed at how much equipment, gear & people you can squeeze into the submarine's very confined spaces. Nick (our guide) was most informative and fielded our queries very well. Meanwhile on the jetty David was being visited by a lot of the crew who were interested in his history and the connection with WW2 submarine and he was looked after with cups of tea. It was quite a

culture shock to discover that there is now no smoking allowed anywhere inside the submarine at sea. Smoking is only allowed on the rare occasions that personnel were allowed up onto the bridge - also the boat was now virtually dry!! All good things come to an end and after the tour was over we mustered on top of the jetty and posed for some pictures with our Association Banner which we had brought along for the occasion. We also used the occasion to have an 'Up Spirits' from a handy hip flask - we do preserve some traditions! Alan gave Nick one of our Association Baseball Caps and I presented him with our Association Plaque for his

mess - he was the Senior Leading Hand of the Junior Rates Mess. Alan Thomas had also brought a Plaque along and he presented that to the Navigator before we left the boat.

HMS TIRELESS sailed from HMAS STIRLING pm on 1st May and they are now on their way back home. This is the end of a long trip - they've been away for nearly four months now and an even longer career of nearly 30 years. After they return home HMS TIRELESS will be decommissioned & paid off for the last time.

BOOKS

No so many submarine books recently. Only two of them this issue! However I am aware of several still in production (two in Australia) which may be ready for review in In Depth No. 46.

'COLD WAR COMMAND'

By Richard Woodman & Dan Conley

Did you serve in any of the following Submarines – ODIN, SEALION, OBERON, OTTER, SPARTAN, COURAGEOUS and VALIANT? Were you on board any of these Boats with Captain Daniel 'Dan' Conley? Perhaps you served with him ashore or in the Submarine Tactics & Weapons Group (STWG)? If the answer to these questions is yes then you might want to get hold a copy of the recently published book 'COLD WAR COMMAND' - written jointly by Dan Conley and Richard Woodman.

The authors between them cover a broad sweep of naval and submarine history since WWII as background material (which appears to be mainly the work of Richard Woodman) interspersed with details of Dan Conley's Naval and Submarine career covering his experiences ashore and afloat in both the surface fleet and in submarines.

As well as discussing his service in the Far East, the North Atlantic, the South Atlantic (post Falklands) and chasing Soviet submarines the book also covers Dan Conley's experiences with - and opinions of - Naval and Commercial Dockyards and his time with the development of submarine weapons systems tactics and effectiveness in both the UK and the USA including torpedo and weapons systems trials on the AUTEK Range and under the Arctic Ice Cap. Dan Conley is quite frank in his opinions on some of the Officers and Ratings with whom he served.

Having seen a review copy of the book and having served with Dan Conley on a few occasions – in SPARTAN and in the Submarine Tactics and Weapons Group I can say it is a good read and can vouch for some of his recollections. Many readers will be able to recognise the events covered and some of the individuals referred to although I would have preferred a few more of those with whom he served to be named.

The book is published by Seaforth and is now on general sale through Seaforth's website <http://www.pen-and-sword.co.uk/latestreleases/18> or through Amazon. Even better it can be bought by telephone order from the Submarine Museum Shop Tel: 02392 510354 Ext 241. All profits are going to the Submarine_Museum.

THE LONG SILENCE

The Story of G A G Haggard of Submarine AE2

By Jennifer Smith (nee Haggard)

Geoffrey Haggard was the Royal Navy 1st Lieutenant of the Australian Submarine AE2 which saw service with the RAN in the Pacific during the early months of WWI before returning Mediterranean to join in the Gallipoli Campaign. As reported in other books AE2 was the first Submarine to successfully break through the Dardanelles into the Sea of Marmara on 25th April 1915. After that success the Submarine was lost on 30th April 1915 and, together with the rest of the Crew of the Submarine, Geoffrey Haggard spent the rest of the Great War as a Prisoner of War in Turkey in somewhat unpleasant circumstances.

A nephew of the author Sir Henry Rider Haggard (of King Solomon's Mines' fame) and several noted senior Naval Officers Geoffrey Haggard retired from the Navy shortly after WWI and spent most of the rest of his life in Australia initially as an Aide to the Governor General and latterly as a farmer at Woori Yallock.

He retained his interest in (and contacts with) the Navy and applied to rejoin the RAN or the RN as WWII approached. Not taken on by the RAN he was accepted for a posting with the Royal Navy but was killed in a bizarre accident as he walked home along the railway line on the day the letter of his acceptance arrived. Geoffrey Haggard's granddaughter Jenny Smyth has written a very well researched and detailed history of her grandfather and his family. A timely book about a brave man

long overshadowed by others who served at the Dardanelles. The book printed and published in

Australia and the ISBN 978-0-646-47443-4

The Diary of Petty Officer Henry Kinder (RAN) of Submarine AE2

(Continued from Issue No. 44)

SUCCESSFULLY INTO THE DARDANELLES

When we made our reappearance in the Fleet they must have thought we had flunked it. However, the captain decided to be off again as soon as the coupling could be mended. This time, we made an earlier start so as to run longer on the engines as it was going to be a long dive to get through the Dardanelles. At 3.45am the engines were stopped. This time everyone took fine care that there was no mistake as we stood a very poor chance of running out on the surface again. At five minutes to 4 am just as it was beginning to get light we dived: our destination unknown.

The captain ordered the boat to be taken to 80ft so as to be well clear of any shipping or floating mines which float about eight or nine feet under the water. Our greatest danger was running onto banks or getting entangled in wire hawsers. Everything was very quiet for the first two hours and only an occasional order from the captain and the hum of the motors broke the stillness. Strict silence is maintained by the crew so that no order is missed.

The captain, every twenty minutes or so, brought the boat up to the 22ft mark to take observations through the periscopes and see that we were on the right course; then down again to 80ft, well out of sight.

At 6 am the captain remarked that the next few minutes might see us sailing off for Kingdom Come after our halos and wings. We were approaching the place marked on the chart where there were two stationary mine fields, each containing nine rows of mines. Mines are one of the most dreaded things in submarines. It was not pleasant to know that we had to face eighteen rows of them.

Shortly after 6 am we hit the first wire and it was enough to stop one's heart beating to hear it sliding over the steel deck. These wires are prevented from catching on any projecting part of a submarine by a jumping wire which extends from the bows to the highest part of the conning tower and then on down to the stern. Any wire you hit slides up over them and keeps the wire clear of the boat. The hydroplanes have a curved piece of steel in front of them so that every precaution is taken to prevent anything catching on the boat. It makes you hold your breath when the wires keep hitting the boat. I wondered if one of the mines had AE2 written on it. Several times we hit the mooring chains and as

they dragged along the sides they made you think of the ghost stories you heard as a kid. We kept count of the wires as the boat hit them and on the eighteenth we guessed we had passed through our first danger.

CAT AND MOUSE NEAR CHANAK

Our next dangerous place was the narrows just below Chanak. It is the narrowest part of the Dardanelles with a lot of banks and shallow water. Several big forts are situated close handy. It was just below Chanak that E15 had met her fate a few days before.

The current runs down the Dardanelles at about three knots an hour and runs the one way all the year round draining the Black Sea and the Sea of Marmara.

Just around from the narrows is the town of Chanak and anchored in the bay in front of the town were several Turkish cruisers and gunboats. The captain had to be careful that AE2 did not break surface as we passed through the narrows as there is no room to manoeuvre a submarine. It would have made it awkward for AE2 if the Turks had known we were there. The risk of coming to the surface for observation would have been far greater.

On passing through the narrows the captain saw the Turkish cruisers anchored so decided to have a shot. The bow torpedo tube was got ready but just as the torpedo was discharged a mine layer steamed across the cruiser's bows and got in our line of fire. Unfortunately for her, she stopped the torpedo. It must have been an unpleasant surprise for them so early in the morning.

As soon as the torpedo was fired the captain ordered the sub down to 80ft to get away from the hornets' nest we had stirred up on top.

Bad luck was dogging us and nearly finished our careers. The torpedo discharging jarred the gyro wheel which controlled the compass. The compass turned round and round leaving the helmsman nothing by which to steer the boat. AE2 was just cruising around blind at 80ft. It wasn't safe to rise to 22ft to take our bearings.

The current soon decided for us by slewing AE2 in towards the shore and a few minutes later the sound of the water surging past the boat told us, from past experience, that AE2 was running into shallow water.

The captain ordered both the motors full speed astern but it was too late. With a few bumps the

boat stopped. To make matters worse AE2 was on the surface and a good target for the Turkish navy and forts. Evidently they were standing by their guns as they knew by their sinking mine layer that a submarine was in the vicinity. On seeing AE2 appear they immediately opened fire on us. It looked very much as though we would share E15's fate.

Luckily, the Turks are an excitable race which evidently caused them to be wide in their shooting. The shells failed to hit AE2 although some came very close. In one sense we were fortunate as we were so close inshore under one fort that they couldn't get their guns trained on us. Most of these forts are built on the cliff's edge.

Of course we had not been idle. The captain was issuing orders out, all the ballast tanks were blown and the motor kept going full speed astern. Gradually AE2 bumped off. The tanks were again flooded and slowly she sank down to 80 ft once more.

It seemed we had been on the surface an hour instead of only a few minutes but one didn't get much time to think. At ordinary times I didn't care to be down under water but I was thankful to see the gauge registering 80ft once more.

AE2 was not out of the mill yet as the gyro wheel had not got control of the compass. The compass card was still spinning around. As the gyro wheel spins around several thousand times a minute the slightest jar will sometimes make it lose control. An ordinary compass is useless in a submarine owing to so much steel affecting it. Until the gyro compass could be got to work we were as bad off as ever. We didn't know in what direction the boat was traveling. We were not left long in doubt as we heard the familiar sound of surging water and again we hit Turkey with AE2 coming to the surface. She had run onto a bank on the opposite side but was still well within range of the ships' guns and a better target for the Turks' bad shooting.

This time the captain kept the motors going full speed ahead and by blowing the main ballast tanks bumped the boat over the bank and into deep water again.

Fortunately the boat was not hit and the captain managed to get some idea of his bearings so we dived down to 80ft once more to continue our journey up the Dardanelles.

Just then the compass become sensible again and stopped turning around. It would have been impossible to get through without the compass so we were more or less safe for the time being with one ship to our credit. However, our voyage had nearly cost us our lives on two occasions.

STUCK ON THE BOTTOM

Progress up the Dardanelles was slow as AE2 was

running against a three knot current but things had settled down again to normal. Everything was very quiet in the boat for the next half hour.

When the captain brought the boat up to take observations and see that we were not running into Turkey again, he saw we were being followed by a cruiser and two smaller boats. Perhaps they thought we might run onto some more banks.

We were just opposite to where the French submarine came to grief in Jan. It was a dangerous corner to navigate and more so for us as we had to keep down to 80ft as much as possible. Good judgement on the captain's part got us safely around. Later, on rising to 22ft to take observations the three boats were still persistently on our track and we were in danger of being rammed each time the boat was brought up. It was too awkward a place to manoeuvre to get a shot with a torpedo so the captain decided to run into a bay and stay on the bottom for a couple of hours until things quieted down. He ordered the boat to be turned in towards the shore. AE2 hit the bottom at 90ft. All the spare tanks were flooded to keep her on the bottom. It was just 8am so we had breakfast and then settled down for a sleep.

Before 11 o'clock we were called and fell in for morning prayers. I dare say it was the first time prayers were read on the bottom of the sea. After prayers, we went to diving stations but on blowing the tanks to come up, it was found that the nose of the boat was stuck into a mud bank and was preventing the boat from rising. To free the boat would mean a good deal of kicking with the motors and stirring up of mud which might attract the attention of some passing cruiser.

The captain decided to wait for darkness. As it was, a certain amount of air had to be released to reflood the tanks and the disturbance it made on the surface must have been noticed by some passing boat. A destroyer started dragging for us shortly afterwards. At about quarter hour intervals we could hear her coming, the churning of her propellers drawing closer and closer. As she passed overhead within a few feet of us, her machinery could be heard working. We could hear the stokers opening the furnace door and shovelling coal into the fires. The swish of the towing wire as it cut through the water could be heard quite plainly.

There was no more sleep for us as it got on our nerves to hear the boat persistently going backwards and forwards. Once the drag hit the boat and for one awful moment we waited anxiously to see if the destroyer would stop but when we heard her continue on her way we knew the drag had not caught. If the drag had held it would have been the end of AE2 and her crew as a depth charge would most likely have been our fate.

It was a great relief to hear the destroyer steam

further away but our suspense was increased as the Turks might have noticed the jar on the rope. Each time she came over, our crew would stop talking as it seemed as though they must hear us. It was a proper game of hide and seek and in deadly earnest.

At tea time no-one felt inclined to eat as the air was getting thick. The boat had been submerged for fourteen hours and we carried no oxygen to renew the air. Later on in the war submarines were fitted with extra oxygen cylinders which allowed them to remain under the water for two or three days.

At 6 o'clock the destroyer was evidently relieved by a motor-boat as the exhaust from her engine could be heard hitting the water as she passed overhead. But at eight o'clock she either went away or was waiting and watching for us to come up. It was evident that they knew we were there and they would surely keep a watch.

At 10.30 the captain decided to risk making an attempt to rise as everything seemed to be quiet on

top. The crew were not sorry when the captain gave the order to stand to diving stations. Action was far better than lying on the bottom imagining all sorts of things happening.

After all the tanks were blown it took a fair amount of slewing to get AE2's nose out of the mud bank but at last the depth gauges indicated the boat was rising. What a relief it was when she broke the surface and the conning tower was opened to admit fresh air. How nice that fresh air tasted. It is hard to realise in ordinary times that one could enjoy a breath so much.

It was 18½ hours since the conning tower door had been closed and we had been breathing the same air with no renewal. It was getting pretty thick in the boat so we were glad to get on deck for a while.

To be continued next issue with **ACTION IN THE SEA OF MARMARA**

ROYAL NAVY SUBMARINE MUSEUM – SUMMER NEWSLETTER

Summer 2014 has arrived. Alliance's refurbishment is complete. The Royal Visit is behind us and the Submarine Museum is now officially part of the National Museum of the Royal Navy.

HMS ALLIANCE

Alliance is clearly not in commission and so officially I should not use the 'HMS' prefix. But she looks brand new and ready for sea. She is even flying a Jack and Ensign (in contravention of the rules). But we do this with pride and respect. It looks appropriate and our visitors like it too and that is good enough reason.

The submarine has been dressed internally to represent the style of the decades in which she was in commission (40s, 50s, 60s and 70s). A 'soundscape' provides a background of authentic crew and other noises, to make the submarine feel lived in. This, together with the illumination of the instrumentation gives the convincing impression that the boat is 'alive'. We will need to keep her in good condition for the future. The average annual cost of maintenance is estimated at about £45k; fundraising to pay for this will continue, but I am pleased to say that all refurbishment costs have been met. The Project team did an excellent job. In addition to the work on the submarine, a great deal of work has been done to the Museum site with new photo panels (sponsored by the Friends), a new ticket office (also supported by the Friends), a refurbished café, memorial area and Resurgam stone.

The work on internal refurbishment completed at the end of February. During March we conducted pre-launch tours for teachers, tourism professionals, disability groups and so on to test out all the facilities. We held the Public Opening on 3 April (a celebration of the Museum and Alliance in Gosport) and the Royal Re-dedication in the presence of HRH The Duke of Cambridge on 12 May. Following his tour of Alliance, HRH was awarded a submarine badge and celebrated this with a tot of rum in full view of all of the guests (and about 40 members of the press). Both re-launch events were considered to be successful and enjoyable by our guests and generated huge publicity surpassing all PR targets to achieve in excess of £1m worth of AVE (Advertising Value Equivalent - i.e. what it would have cost to buy the publicity). National coverage of the Royal Re-dedication highlights included BBC Breakfast, ITN News, 6 page spread in the Sunday Times, a double page spread in the Daily Mirror, inclusion in the Telegraph, The Independent, The Times and Daily Mail. The international coverage for the Re-dedication through Getty Images put HRH The Duke of Cambridge with his tot on front pages in Canada, USA, Italy and Spain. The Duchess of Cambridge has commented about the visit on her own social networking site which prompted coverage in Hello Magazine and Cosmopolitan. Michelle Obama has also 'retweeted' the 'tot' image to her followers. The publicity has done us good. In less than 10 weeks between 3 April when the submarine opened to the public and 9 June, the museum received 30,000 visitors (we had 41,000 in the whole of last year). The Guides and staff did a tremendous job in dealing with the rush whilst maintaining a high standard of service. We know this because the museum has just been awarded the Trip Adviser Certificate of Excellence based on visitor feedback.

INTEGRATION INTO THE NATIONAL MUSEUM OF THE ROYAL NAVY

The implementation of the new staff structure (an important step in the Integration process) was completed at the end of March. The structure is based on 'functional' directorates that support all museums rather than separate museum staffs as was the case.

The Five Functional directorates are:

- Finance Director - Sarah Dennis
- Administration and HR Director - Graham Dobbin (also Deputy DGNMRN)
- Fundraising Communications and Marketing Director - Allison Dufosee
- Operations Director - Robert Bruce
- Collections Research, Access and Learning Director - Graham Mottram

There is of course no place for a museum director in the new structure and so the post of Director RNSM will be disestablished from 30 June 2014. The museum site will in future be managed by a Site Manager who reports to the Director of Operations. We have been extremely fortunate in recruiting Isabella Stagg as our Site Manager. Isabella (isabella.stagg@submarine-museum.co.uk; 02392 545031) has worked at the Submarine Museum for nearly 18 years as the Finance Manager and Administrator and knows the museum very well indeed.

The staff restructuring is the first part of the Integration process. We can look forward to the building of a new archive and artifact center in Portsmouth (where our archives will eventually be placed), and new staff accommodation in the Dockyard for all but the site specific staff. These facilities are likely to be ready within 2 years.

Governance Changes

Integration has resulted in the need to change our governance arrangements with a much smaller Board of Trustees (Directors) and the formation of an Advisory Panel. The Advisory Panel will be up to 12 strong and comprise ex trustees/observers and chaired by and reporting to trustees through the 'Client Executive', and will be responsible for providing expert advice to the BoT on matters ranging from finance to submarine cultural issues. Importantly, there will be places on the Advisory Panel for representatives of the Friends of the Submarine Museum and the Submariners' Association. The Board of Trustees has reduced to 4 members, 2 of which are also NMRN Main Board members (and therefore able to influence the NMRN Board directly). These are:

- Sir Tim McClement (Chair of RNSM board and NMRN Board member)
- Sir Robert Crawford (NMRN Board member)
- Dominic Tweddle (DGNMRN)
- Chris Munns (ex Director and 'Client Executive Director')

Chris Munns, Director

FUTURE EVENTS

The following events are planned for the near future:

<u>EVENT</u>	<u>Date/Time</u>	<u>Bookings/Remarks</u>
Victory Gun Deck Dinner	Wed 10 Sep	£200 per seat. Bookings through Emma Strong on 02392 891373
Heritage Open days	Sat 13 Sep	Free but booking required. Bookings open in August on 02392545036
The story of Leonard Clarence Roberts DSM	7 pm Thurs 18 Sep	Bookings 02392545036.
City and Serving	6 pm Thurs 25 Sep	Partners welcome. £25 per head. Calling notice will be issued by CNS NS OPS1. Bookings 02392545036.
Film night on board Alliance 'Das Boot'	6.30 Fri 26 Sep	Tickets £20. Bookings_02392545036
Third Thursday Talk	7pm 16 Oct	Bookings 02392545036.
Third Thursday Talk	7pm 20 Nov	Bookings 02392545036.
Carol Concert	7 pm 11 Dec	Bookings 02392545036. Tickets £12 (Friends £10)

Royal Navy gets first female Submariners



Left to Right: **Lieutenants Maxine Stiles, Alexandra Olsson and Penny Thackray**

Three women have become the first female submariners in the 110-year history of the Submarine Service. Lieutenants Maxine Stiles, Alexandra Olsson and Penny Thackray earned their "Dolphins" after months of training, including operations on HMS VIGILANT.

Defence Secretary Philip Hammond hailed their "huge personal achievement" and said it was "an historic moment for the Royal Navy and our armed forces". A ban on women submariners based on health fears was lifted in 2011.

A review of concerns that submarines' higher levels of carbon dioxide could carry risks to female health decided the fears were unfounded.

Lt Olsson, 26, from Tranmere, the Wirral, described joining the 165 male fellow crew members of HMS VIGILANT as like living "as a very strange family". "I felt like a little sister to 165 brothers," she said. "At the end of the day manpower is a big thing for the navy - as long as you can do the job, it doesn't matter."

She added: "Of course it's been challenging, but women are absolutely capable of doing this job. I think that change can always be a bit of a shock, but I look forward to seeing more and more women getting on board."

'Whole new world'

Lt Stiles, 29, from Ashton-under-Lyne, Greater Manchester, said: "As long as you can do your job and you're good at what you do, I don't think they [the crew] cared whether you were male or female."

Describing the experience of being away at sea on a submarine, Lt Thackray said: "You limit your horizons. I found I just forgot about the existence of some things.

"Someone asked me if I missed bananas, I hadn't even noticed until they mentioned it. "I just forgot the outside world - you get a whole new world," said the 39-year-old from Hightown in West Yorkshire.

The women joined operations on nuclear-powered Vanguard-class submarine HMS VIGILANT. Lt Stiles will continue as a logistics officer on board HMS Vigilant, while Lt Olsson is undertaking deputy weapons engineering officer training. Lt Thackray is due to become an education officer.



HMS VIGILANT

HMS VIGILANT's commanding officer, Cdr Matt Dennis, said: "I was impressed with how seamlessly the three women integrated on board." He added that they had "really paved the way for women on submarines to be business as usual from now on".

Second Sea Lord Vice Admiral David Steel said: "Women have been serving in ships at sea with the Royal Navy for more than 20 years and integrating them into the Submarine Service completes their inclusion into all seagoing branches." The Royal Navy first allowed women to go to sea in 1990.

FRIENDS OF THE SUBMARINE MUSEUM – Miscellaneous Items

X-Craft X -51 currently stored in the dockyard at Portsmouth on behalf of the Museum will be loaned to the new Heritage Submarine Museum in Helensburgh, which it is hoped will be open in time for the Commonwealth Games. The RN museum will seek to establish links with Helensburgh in order to benefit both museums.

The 'Friends' have approx. £13K available for forthcoming museum projects taking into account £8K already committed and £8K which is always held in reserve. The 'Friends' contributed £35K to the Alliance Appeal which has resulted in the magnificent restoration now complete.

Paul Hoddinott will stand down as Chairman of the 'Friends' committee and, subject to AGM approval, will be replaced by John Westbrook. Current membership of the 'Friends' stands at 677 members but more are needed to enable better financial support to be provided. This is not easy because today's submariners tend to be either located in Scotland or Plymouth, so a proactive drive will be undertaken in an endeavour gain a greater percentage of members from the increased visitor numbers being attracted to the museum.

Copies of "All Round Look" (2013/14 yearbook) was prepared for dispatch to members (it makes for some very interesting reading). Best Regards, David Ottley (SA Rep)

MEMBERS 'CROSSED THE BAR' 30th MARCH 2013 to 10th JULY 2014 (** WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
J W (John) Sutherland	30 th Mar 2014	Able Seaman	Scottish	1946	TELEMACHUS (46) & THOROUGH (46)
B C (Brian) Broadley	31 st Mar 2014	Able Seaman	Southampton	Jun 1946-Mar 1948	THERMOPYLAE
J H (John) Turner	7 th Apr 2014	POSM	Dolphin	1946-1953	TANTALUS, ALDERNEY, TRENCHANT, TALENT, TABARD & TOTEM
Peter W Copper	8th Apr 2014 (69)	RO2	Dolphin	Jul 1964 to Oct 1971	RORQUAL (65-68), ALARIC (68-69) & OBERON (69-71)
Walter Davies	17th Apr 2014 (82)	Acting Leading Seaman	Lincoln	May 1953 to Jan 1957	AMBUSH (53) & AENEAS (54-57)
Bert Della	20th April 2014 (91)	Stoker 1st Class	Cheltenham & West Midland	1942 to 1946	TRUCULENT & TRUANT **
John S Croy	April 2014 (67)	Petty Officer (WEM) (R)	Former West of Scotland	1966 to 19**	RESOLUTION (P) (1st Commission Crew) on 3rd Oct 1967, FINWHALE, RENOWN, REPULSE & REVENGE
Peter Lewis Davis-Poynter	April 2014 (90)	Sub Lieutenant RNVR	Submarine Officers Association	1944 to 1945	ULTOR, U-403 & U-1004 **
Peter Brian Godley	April 2014 (80)	Lt Commander	Submarine Officers Association	1955 to 1962	ACHERON (56), ALCIDE (57), SERAPH (59), TIPTOE (IL 60) & TALENT (IL 61-62)
Mark (Blue) Lydiard	April 2014	CPOMTSM	Submarines Association of Australia	Not given	ORION & OTWAY
Robert Bruce Welsh	10th April 2014 (78)	LM (E)	West of Scotland	Sep 1955 to Jul 1962	TOKEN, ARTFUL, ALCIDE, AMPHION, AUROCHS & AMBUSH
Thomas Anthony Allen, OBE	18th April 2014 (78)	Commander	Submarine Officers Association	Not Given	Not Given
George Macdonald	29th April 2014 (89)	Able Seaman (UC)	Peterborough (former Chairman)	1947 to 1952	ARTFUL, TRADEWIND, TRESPASSER, SCYTHIAN & AMBUSH
Vernon Coles, DSM	2nd May 2014 (94)	Chief Engine Room Artificer	Royal Berkshire & Australia	1941 to 1953	X-9, X-24, XE-4, VIRTUE, TIRELESS, TRADEWIND, THOROUGH, TACTICIAN, TELEMACHUS, SCEPTRE & TUDOR **
M J (Mike) Edwards	3rd May 2014 (77)	Leading Electrical Mechanic	North East (formerly Beds & Herts)	Aug 1957 to Jun 1964	TRUMP (57-58), TUDOR, TOTEM ON 'COMMISSIONING' AT CHATHAM ON 21ST SEP 1959, AMPHION (60-61), TRUNCHEON & TURPIN (62-64)
Arthur Henry Elliott Cook	5th May 2014 (91)	Commander RN & RAN	Australia	Oct 1944 to Jun 1959	P614, SANGUINE (TO), SPITEFUL (TO), SOLENT (NO), STATESMAN (IL), TACTICIAN (IL), TALLY HO (IL), SCYTHIAN

					(CO), SEASCOUT (CO) & ALARIC (CO) **
Ernest (Ernie) Wilde, DSM, MiD	12th May 2014 (95)	Petty Officer (TGM)	Blackpool & Fylde	1941 to 1945	TORBAY **
Peter Derek Johnstone- Hall	14th May 2014 (86)	Lt Commander, RN & RAN	Submarine Officers Association	Nov 1958 to 19**	ANCHORITE (Jul 59), EXCALIBUR (Jan 62), PORPOISE (Feb 63), TACITURN (IL Nov 64), ALARIC (CO 67), OXLEY (RAN) (CO Jul 72- Jul 74) & OIC SETF (RAN)
Michael Forder	17th May 2014	Lt Commander	Dolphin	1954 to 1960	ANCHORITE, TACTICIAN, THOROUGH, TELEMACHUS, SLEUTH & THULE
Peter Minet Staveley	26th May 2014 (96)	Lt Commander	Submarine Officers Association	Jun 1941 to 19**	THORN, OSIRIS, PROTEUS, ROVER, TAURUS, H43, VOTARY (CO), THERMOPYLAE (CO) & TEREDO (CO) **
Peter Corderoy	29th May 2014 (73)	Lt Commander	Submarine Officers Association	1969 to 1987	ANDREW, RENOWN, CACHALOT & SUPERB
Alex Menzies	May 2014 (70)	Radio Supervisor	Former Scottish	1962 to 1979	ODIN (63-67), VALIANT (68), WARSPITE (69-74), ORPHEUS (74-75), OSIRIS (75-76) & OBERON (77-78)
Nigel John Gilbert	May 2014 (86)	Lt Commander	Royal Berkshire	Oct 1948 to Jan 1968	TRUNCHEON, THERMOPYLE, AUROCHS, SIRDAR, ARTEMIS, SELENE (IL), SENTINEL (IL), SANGUINE (IL), SENTINEL (IL), SEA DEVIL (CO), TACITURN (CO) & OTTER (CO)
Eric John Briggs	May 2014	Petty Officer (REL)	Submarines Association of Australia	Jan 1967 to Oct 1972	OPPORTUNE (Jan 67), RESOLUTION (S) (Feb 67 to Jan 70 - 1st Commission Crew) on 3rd Oct 1967 & REVENGE (S) (May 71 to Oct 72)
Dennis Arthur Probee	May 2014 (89)	Chief EA/ Lt Commander (WESM)	Submarine Officers Association	Feb 1946 to Sep 55	TRUCULENT (Apr 46), SPIRIT (Jul 46), TELEMACHUS (Jul 46), AENEAS (Oct 46), Attack Teacher (Sep 49), ALCIDE (Dec 49), Attack Teacher (Jun 51), AMBUSH (Jun 54) & DOLPHIN (SC Nov 54)
Philip Marrack, CB	29th May 2014 (91)	Rear Admiral (E)	Dolphin & Submarine Officers Association	1948 to 1950	TEMPLAR (Apr 48 to May 49) & TOKEN (May 49 to May 50)
Hugo Moresby White, GCB, CBE, DL	1st June 2014 (75)	Admiral	Submarine Officers Association	1961 to 1975	TABARD (62-64), TIPTOE (64), ODIN (64-65), WARSPITE (NO 66-68), OSIRIS (IL 68-89), ORACLE (CO 70-71) & Cdr CSST (73-75)
A (Jim) Houlton	6 th June 2014	Leading Seaman (TS)	Leicestershire & Rutland	Mar 1976-Feb 1986	OBERON, WARSPITE & VALIANT (twice)
Joseph Raymond Schofield	8th June 2014 (75)	Lieutenant (E) (MESM)	Blackpool & Fylde (formerly Scottish)	1972 to 1976	OLYMPUS, GRAMPUS & WALRUS
Claire Wilson	12th June 2014	Leading Hand	Submarines Association Of	Not Given	Not Given

			Canada (West)		
Andrew Elliot Thomson	13th June 2014 (82)	Captain	Submarine Officers Association	Jun 1953 to 19**	SUBTLE (Oct 53 to Aug 55), TRESPASSER (Jul 57), TACITURN (IL Mar 58), TACITURN (CO Mar 59), THULE (CO Aug 60), ALCIDE (CO Sep 65), ONSLAUGHT (CO Feb 66) & RESOLUTION (CO)
Brian Marshall	16th June 2014	Commander (WESM)	Submarine Officers Association	Not Given	Not Given
John Gerard Walmsley	17th June 2014 (68)	Lt Commander (WESM)	Dorset	1972 to 1986	REVENGE (twice)
Peter Burgess	20th June 2014 (78)	Leading Seaman (RP2)	Gosport (formerly Northants)	1954 to Feb 1966	TURPIN, TELEMACHUS, SEASCOUT, ANCHORITE, ANDREW & OTUS
Andrew J Mahood	22nd June 2014 (64)	CT1	Hull & East Yorkshire	1968 to 1978	FINWHALE (69-70); CACHALOT (70-71); ONSLAUGHT (72-75) & OSIRIS (75-78)
E F B (Frank) Spragge	22nd June 2014	Lieutenant Commander	Submarine Officers Association	Not Given	TRENCHANT (4th Hand 56) & TELEMACHUS (59)
Ralph Anthony Saville 'Tony' Platt	26th June 2014 (95)	Lieutenant	Australia (former Eastern States)	Apr 1941 to Sep 1944	P32, UPRIGHT(3rd Hand), UPHOLDER, SEAWOLF (IL) & L23 **
William Hedley Kett, DSC & Bar	29th June 2014 (100)	Captain, RNR	Colchester Branch (former President)	1939 to 1953	OBERON (NO), CLYDE (NO & IL), P555 (CO), ULTIMATUM (CO), TAKU (CO), OTWAY (CO), TACTICIAN (CO) & SPRINGER (CO) **
Casper William Carnegie 'Bill' Swinley, OBE	June 2014 (83)	Captain	Submarine Officers Association	1952 to 1965	SPRINGER (52-53), ARTFUL (53), STICKLEBACK (54-56), ANCHORITE (IL 56-58), GRAMPUS (IL 58-59), ASTUTE (CO 58-60), ARTEMIS (CO 60-62), AUROCHS (CO 63) & ANDREW (CO 63-65)
John B Stewart	4th July 2014 (79)	Signalman	Scottish Branch	1955 to 1960	TIPTOE (55-56), ARTFUL (57) & SCOTSMAN (58-60)
David Elder	July 2014 (88)	Chief Engine Room Artificer	Royal Berkshire Branch	1945 to 1948	SIRDAR. THERMOPYLAE & X-Craft.

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’ 30th MARCH 2014 to 30th JULY 2014 (WWII Service)**

NAME	DATE /AGE	RANK/RATE	SM SERVICE	SUBMARINES
Harold H Maton	1st Apr 2014	Not Given	Not Given	DREADNOUGHT
Mike J Jackson	6th Apr 2014	Chief Control Electrical Artificer	Not Given	REVENGE (S) (1st Commission Crew) on 4th Dec 1969
Peter George Edward Tuck	March 2014	Fleet Chief MEA(P)	Not Given	RESOLUTION
John Freeman	23rd April 2014 (66)	Able Seaman (UC2)	Sep 1965 to 19**	ALARIC (Jan 66), NARWHAL (on re-commissioning at Rosyth) on 5th Apr

				1967 & REVENGE (P) (1st Commission Crew) on 4th Dec 1969 & RESOLUTION
William Campbell Bradley	7th May 2014 (73)	ME1	Apr 1962 to Sep 1967	WALRUS (6th Nov 62), AMBROSE (SC), MAIDSTONE (SC), NARWHAL (22nd Sep 1966 & on re-commissioning at Rosyth) on 5th Apr 1967)
Reuben Rogers	27 th May 2014	Not Given	Not Given	ONYX & OCELOT
Jeremy (Jess) Pyne	28th May 2014 (56)	Chief Ordnance Electrical Artificer	Not Given	SUPERB, SCEPTRE, TRAFALGAR (1st Commission Crew) on 27th May 1983 & TALENT
Robert Bobilak	May 2014	CPO (ETP) (SM)	1967 to 19**	GRAMPUS & OVENS (1st Commission) on 15th Apr 1969 Died 31st May 2014

Re-Union Application

Note : All prices are per person.

BRANCH

Packages

A	£ 125.00	Fri & Sat DINNER B&B SHARING DOUBLE OR TWIN	G	£ 35.00	Additional Night Sunday B&B (SHARING)
B	£ 145.00	Frid & Sat DINNER B&B (SINGLE)	H	£ 60.00	Additional Night Sunday B&B (SINGLE)
C	£ 90.00	Sat Only DINNER B&B (SHARING DOUBLE OR TWIN	I	£ 35.00	Non Resident Sat Reunion Dinner - inc Tot, Wine & Port.
D	£ 110.00	Sat Only DINNER B&B (SINGLE)	J	£ 22.00	Non Resident Friday Dinner - no Wine or Port
E	£ 35.00	Add Night Thu B&B (SHARING DOUBLE OR TWIN)	K	£ 3.00	Entry Only - Includes Tot
F	£ 60.00	Additional Night Thursday B&B (SINGLE)			

SURNAME	FIRST NAME	Room Type T/ D/S	Select Package(S)										TOTAL COST	AMOUNT PAID	Special requirements
			A	B	C	E	F	G	H	I	J	K			Disabled - Please Specify Room Requirement
			£ 125.00	£ 145.00	£ 105.00	£ 35.00	£ 60.00	£ 35.00	£ 60.00	£ 35.00	£ 22.00	£ 3.00			Sharing with if in Twin/ Double

All cancellations must be made to Dave Barlow as soon as possible and not direct to the hotel Add any other supporting information or requirements on a separate sheet if necessary
Submit applications to Dave Barlow, 84 Holbeck Park Ave, Barrow-in-Furness, Cumbria. LA13 0SB. Make Cheques Payable to "Submariners Association" and NOT me please.

BRANCH:

STARTERS	S1	Tomato & Mozzarella salad with pesto dressing		
	S2	Roasted vegetable & pesto tart		
INTERMEDIATE COURSE	I1	Mushroom and Tarragon Soup		
	I2	Broccoli & Blue Cheese soup		
MAIN COURSE	M1	Breast of Chicken wrapped in bacon with red wine jus		
	M2	Roast loin of Pork, apple sauce, sage @ onion stuffing		
	M3	Roasted red pepper filled with cous cous & goats cheese		
		All Main courses served with Rosemary Roasted potatoes & seasonal vegetables		
DESSERTS	D1	Baked lemon tart with berry compote		
	D2	Pecan toffee cheese cake with toffee sauce		
WINE	R or W	Red or White		

Please enter your selection with a 'Y' in the appropriate boxes

SURNAME		FIRST NAME		REUNION DINNER MEAL SELECTION										OTHER DIETRY REQUIREMENTS		
				S	S	I	I	M	M	M	D	D	WINE			
				1	2	1	2	1	2	3	1	2	R		W	