



# IN DEPTH

Official Newsletter of the Submariners Association

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

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**Editorial**

Welcome to the October 2014 Edition of 'In Depth'. I hope you have all been enjoying one of the best summers we have had for a few years – only what we all deserved after all that wind and rain of last winter and spring.

As in previous recent Issues you will find the 'New Joiners' (twenty seven this time) towards the front and the 'Obituaries/Crossed the Bar' lists (nineteen Members and twelve other submariners) towards the end. The 'Crossed the Bar' Lists this time includes another five Submarine COs!

For those planning to attend the 2015 National Council Conference and Reunion information about the arrangements for the Conference and Reunion is at Page 17 & 18 (with prices and Booking Forms for Accommodation etc.) at Pages 21 & 22. Please note Dave

Barlow's request to book early to avoid disappointment!

Included in this Issue are reports from the Hull Branch, the East Kent Branch and a report from the Barrow branch on the AE1 Commemoration Parade. There is also an article about the Blue Plaque ceremony for Lieutenant Norman Holbrook VC at Portsmouth Grammar School.

There is another contribution from Peter Schofield on WWII Warship Weeks and a further instalment of Henry Kinder's Diary.

As promised in Issue 45 I have remembered to include Gavin Scrimgeour's article about 'Service Rum' – Pusser's Rum to the uninitiated.

Thank you to all those who have contributed to this issue of 'In Depth'. Without your stories and contributions this would be a pretty slim volume so please keep them coming. I do keep all the items sent to me so they will get printed but not necessarily in the next issue after receipt.

Regards, Barrie Downer

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**Cover Picture: THE UNVEILING OF THE HOLBROOK, VC BLUE PLAQUE**

Serving and veteran submariners gather at Portsmouth Grammar School for the unveiling of a plaque to Lt Norman Holbrook VC. Pictures: LA (Phot) Gaz Weatherston and RN Submarine Museum

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**Chairman's Report**

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**Friends and fellow Submariners**

It has been a busy time since I last put pen to paper (or digit to keyboard!!). I hope all of you have enjoyed the summer months and experienced the good weather we have been having up here in the west of Scotland. The temperature is now starting to creep downwards so I suppose I had better prepare the winter woollies for the coming season.

**Blue Plaque Initiative**

The second of the 14 Blue Plaques dedicated to the Submarine Service Victoria Cross recipients was unveiled on Saturday 20th September at Portsmouth Grammar School. The Plaque to commemorate the award to Lt Norman Holbrook VC was placed at the

School as this is where he was educated prior to joining the Royal Navy. There was a very good turnout from the Association as well as serving members of the RN, all of whom enjoyed the excellent weather. RASM was represented by Captain David Pollock. The Plaque was unveiled by our President Sir James Perowne, KBE and Mr. James Priory, Headmaster of PGS.

Thanks to everyone who attended and contributed to this great occasion. A special 'thanks' goes to Sandy Powell and Keith Bishop the two NMC members who took the lead in the organising of the event.

The next plaque we intend to place will be for Lt Cdr. Edward Courtney Boyle, VC. This will be at 3 Chatsworth Square, Carlisle in the spring of 2015. Following that we will place a plaque for Lt Cdr. Martin Dunbar-Nasmith VC. This will be in London in the Autumn of 2015. Both received their VC's for action in the Dardanelles/ Sea of Marmora.



### The Annual Reunion and NCC 2015

By now you should all have received the information Circular, Booking Form and Menu Choices Form for this event taking place at the Holiday Inn Leicester over the weekend of 27<sup>th</sup> to 29<sup>rd</sup> March. This Conference/ Reunion will be the first of what I hope will be many fully integrated events. This means that our ladies and friends will be welcomed to the Reunion. There will NOT be two separate Reunion Dinners as in the past but our ladies and friends will join us for the Reunion Dinner. Although the Reunion part of the weekend will be fully integrated I would remind you that the National Council Conference (NCC) - which will take place on the Saturday forenoon will be as it always has been - Association Full Members Only. The NMC felt that this event was of such importance that they took the unprecedented step of giving every member of the Association an opportunity to have their say as to when in the year we should hold the Reunion. We issued a Voting Form to every Branch Secretary with the options of holding the Reunion: Late March/ Early April or Late September/Early October. When the votes were finally counted it came out in favour of the March option by 22 votes to 17. There were three branches who declared that they had 'no preference' and one branch abstained. I was deeply disappointed by the fact that 14 branches just couldn't be bothered to respond in any way. The NMC went to a lot of time and trouble in an effort to give every single member a chance to exercise his democratic right on this important issue and 14 branches didn't even have the courtesy to reply. That is sad!!

I would encourage all of you to get your accommodation and menu choices back to Dave Barlow as soon as possible. Don't miss this chance

to meet up with old oppo's and share a few pints while spinning those dits!

### Embankment Parade 2014

This year our annual Embankment Parade and Memorial Service will be held on Sunday 2<sup>nd</sup> November at the Submarine War Memorial on Victoria Embankment. We will muster at 1000 on the road next to Ship President which is berthed adjacent to Blackfriars Bridge and march (well our version of marching!) accompanied by the band of the Royal Marines to out Memorial. The distance is only about 500 yards but if you are unable to march that distance please still come along. There will be chairs available at the memorial and you will be most welcome. This is our chance to pay our respects to the men who earned the reputation we enjoy. We must never forget those who have gone before us.

### Submariners Association Web Site

We are very fortunate to have a very committed Web Master in Mike Kemp, a member who works tirelessly to ensure that this important communications media is up to date and informative. The entire Web Site has just been reorganised and enhanced, a process which took Mike many weeks to achieve - but what a result!! I recommend that you visit the Web Site and enjoy the new, informative, colourful and most importantly, user-friendly Site. A big BZ to Mike for all his hard work.

### Submariners Association on Face Book

Now I have to confess that I am far from being 21st Century Man and I struggle to understand the modern Social Media. However, it is with us and we should endeavour to embrace modern technology where we can. To this end, Keith Bishop has put together (if that is the correct term!) a Submariners Association Face Book.

To 'use' this facility you have to be a member of the Association so straight away you can see that any comments are coming from our own people. Hopefully this will ensure that any debates are informed and constructive. I suggest you contact Keith for more information regarding this excellent facility. A big BZ to you too Keith.

I mentioned at the beginning that the winter season is approaching and all the cold and misery that can bring so please keep in mind our older members and friends and check with them regularly to ensure they are well. I look forward to seeing as many of you as possible at the Embankment Parade. In the meantime, take care.

Keep on keeping on.

**JMcM**



NEW & RE-JOINING MEMBERS – 11<sup>th</sup> JULY 2014 TO 30<sup>th</sup> SEPTEMBER 2014

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
A (Alexander) Ferguson	Petty Officer (REL)	SCOTTISH	1971-1975	DREADNOUGHT (72-73)
P R (Peter) Flicker	Radio Supervisor	DOLPHIN	1957-1967	EXPLORER (57-58), AENEAS (58-59), SERAPH (60-62) & CACHALOT (62-66)
I (Ian) Swampy Marsh	CPOWEA	WEST OF SCOTLAND	1975-1997	RENOWN (76-84), REPULSE (88-90), RENOWN (92-94) & REPULSE (94-96)
A M (Andrew) Smith	CPOMA(SM)	PORTSMOUTH	1993-201*	TALENT (93-95) & (98-99), SUPERB (00-04), SOVEREIGN (04-06), VANGUARD (07-09) & TRENCHANT (12-14)
J (Jonathon) Garrard	OM (SSM)	SOUTHAMPTON	1985-2003	ONSLAUGHT (85-87), OPOSSUM (88-91), REPULSE (92-93), TALENT (95-97) & TIRELESS (99-01)
D C (David) Morris	Petty Officer WEM(R)	WELSH	1974-1990	RESOLUTION (74-78), SUPERB (81-83), OBERON (84-86) & ONSLAUGHT (87-90)
A. (Arch) Deakin	Able Seaman (RP)	MANCHESTER	1969-1974	OTUS, OSIRIS & RESOLUTION (S)
A (Alan) Gibbs	OAM	EASTERN STATES	1964-1980	OTTER (65), OPPORTUNE (65-67), OVENS (67-70), OXLEY (70-74) & ONSLOW (75-77)
A (Angad) Singh	LMED 3	EASTERN STATES	1967-1976	OPOSSUM (67-69), OVENS (69-70) & (74-76), ONSLOW (70-72) & OTWAY (73-74)
R (Roger) Fry	Med Tech (L)	BARROW-IN-FURNESS	1963-1982	EXCALIBUR, OBERON, CONQUEROR, VALIANT, SOVEREIGN & SPLENDID
G A (Graham) Teal	CPO ET (SM)	BARROW-IN-FURNESS	2004-2014	VIGILANT (05), VENGEANCE (05-06), VICTORIOUS (06-07) & VANGUARD (08-11)
S (Steve) Forsyth	Petty Officer MEA (ML)	PORTSMOUTH	1977-2000	OPOSSUM (78-80) & (87-89), OTTER (80-84), OPPORTUNE (91-93) & TURBULENT (97-00)
P T (Paul) Yorke	WO2 WEA(SM)	SOUTHAMPTON	1984-2007	RESOLUTION (85-88), RENOWN (87), OSIRIS (89), VIGILANT (95-97), VANGUARD (00-04) & VICTORIOUS (04-07)
M A (Mark) Jones	MEM (L)	DOLPHIN	1980-1984	RENOWN (80-84)
R (Roy) Davies	Able Seaman	MERSEYSIDE	1957-1962	TEREDO (57-58) & TACTICIAN (58-62)
C J (Christopher) Mason	Able Seaman	BIRMINGHAM	2009-2013	TIRELESS (09-13)
R (Richard) Holland	Lieutenant	DOLPHIN	2006-201**	TALENT & VANGUARD
R (Raymond) Cornelius	CPO MEA (P)	BARROW-IN-FURNESS	1974-1987	OPOSSUM (74-77) & REPULSE (S) (78-80), WALRUS (80-85) & FINWHALE (85-87)
L.A (Lee) Marshall	WEM(R)	GOSPORT	1980-1985	DREADNOUGHT (81-82), WALRUS (82) & VALIANT (83-85)
L T (Leo) Houston	LET	NORTHERN IRELAND	Jul 06-201*	VICTORIOUS (08-11), VENGEANCE (11) & VICTORIOUS (13-14)
H F (Henry) Hill	LM (E)	NOTTINGHAM	1954-1962	TIPTOE, TALLY HO, SEA DEVIL, SENTINEL & AUROCHS
R P (Richard) Starkey	CPO (SSM)	PLYMOUTH	1985-2006	SUPERB (Mar 85-Jun 88) & (Nov 90-May 93) SPLENDID (Aug 94-Oct 96), TRENCHANT (May 98-Aug 99), TIRELESS (Aug 99-Dec 01) & (Aug 02-Sep 03)
A (Anthony) Holmes	Able Seaman 1	PORTSMOUTH	Nov 07-Feb 13	VANGUARD (P) (08-10) & VANGUARD (S) (11-12)
W (William) Goodall	CPO (S) SM	MANCHESTER	Jun 78-Nov 01	REPULSE (P) (Apr 79-Mar 82), RENOWN (S) (Dec 84-Apr 87), CONQUEROR (Sep 87-Sep 90), REPULSE (P) (Mar 95-Mar 96). VANGUARD (P) (Mar 96-Sep 97) & VICTORIOUS (P) (Apr 99-Jul 01)

D S (David) Goodman	LWEM (O)	NORTHERN IRELAND	Jul 79-Oct 84	RESOLUTION (P) (1980-1982) & RENOWN (S) (84)
R A (Richard) Osborne	LRO (SM)	ROYAL BERKSHIRE	1977-1986	OBERON (78-80), OTUS (80-82) & ORPHEUS (83-85)
M N (Mark) Middleton	WO (ET)	PLYMOUTH	1977-2009	OBERON (97), RESOLUTION (78-80), SPLENDID (84-87), CONQUEROR (90-91) & TURBULENT (91-99)

### THE ASSOCIATION WEBSITE

Can I please make you all aware that following a lot of very hard work and dedication over the last three months by our Webmaster - Mike Kemp - the Submariners Association Website has been updated and brought into the 21st Century. The message below from Mike explains how the new Website evolved and will also help you get started on your voyage of discovery. If you have already received this message I apologise.

Kind regards

David Watts (Hon. National Secretary)

Gents

Earlier this year I worked on two Mobile Applications for Smartphones, for both Android and Apple Mobile devices.

To test one of the Applications I asked Peter Swift (Chairman) & Ian Warner (Secretary) and some of the members of the Blackpool Branch & I am grateful for their assistance and input.

The Mobile Application was well received and I keep a copy for training purposes on my PC & Phone

However, I encountered some difficulties with the 100's of varied devices on the market also I had some problems in getting iTunes (Apple) to accept the App

Having trawled various Websites, I decided to rebuild our website throughout to be more Mobile Phone and responsive to enable the site to run on most - if not all devices, from PC's, Laptops, Tablets, PDA's, and Mobile Smartphones.

Templates were purchased and I started work on the 1st August 2014, migrating the information from the current Website to the new one

Earlier on the morning of 30 Sep 2014 the Website you know has was removed and the new Website is now live

The Website has been tested on PC, Laptop, Android Tablet, iPad mini, and Mobile Smartphone - however:

The Database Tables are linked from the Server and they may look strange on a small Phone screen.

The Database Pages, i.e.: Current Membership, WWII Membership and In Memorium are best to look at on a larger device than a Mobile Phone screen

I would recommend using Google Chrome as it does not have the issues with Cache as Internet

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

Explorer! Perhaps you might make this your Default Internet Browser. The new Website link for your Devices is:

[www.submarinersassociation.co.uk/index.htm](http://www.submarinersassociation.co.uk/index.htm) but please note that it is [ .htm ]

There are hundreds of links, and I think they are all working but I am sure someone will find a link they cannot get. I will answer them in due course Please take a look and enjoy, it has been an interesting challenge!

Regards

Mike Kemp, SA Webmaster

### East Kent Branch:

#### Adoption of WW1 Unknown Sailor War Graves

Following a tour of the War Graves at St. Peter's Churchyard, Broadstairs in April 2007, the Branch adopted the two World War One Unknown Sailors graves. All War Graves in the Churchyard have been adopted by local people.

The Branch ensures the graves are maintained and the headstones are clean. The Branch Standard is paraded on 11th November each year at the Remembrance Service organised by the St Peter's War Graves Tour Group.

On Saturday 23rd August 2014 in the presence of the local MP, Mayors and Councillors, three new War Grave Direction Boards were unveiled. East Kent Branch secretary Barry Harris and the 11<sup>th</sup> Broadstairs Scouts were invited to unveil one of the new WW1 direction boards.



Following the service, the East Kent Branch presented a cheque for £100 to the St Peter's War Graves organiser Sheila Rule.



**Branch Secretary Barry Harris and Social Secretary Peter Maxwell present the cheque to War Graves Organiser Sheila Rule and St Peter's Village Tours President Brian Sleightholm**

The donation will go towards the production of a new pamphlet which will be given to visitors who attend the War Grave Tours. The badge of the Submariners Association will be included in the pamphlet.

### **HMAS AE1 100<sup>th</sup> ANNIVERSARY OF LOSS** **COMMEMORATION CEREMONIES**

Sunday 14<sup>th</sup> September 2014 was the 100<sup>th</sup> Anniversary - to the day - of the loss of the Australian Navy's first Submarine HMAS AE1 with her entire crew of three Officers and thirty two ratings - a mixed crew of Australians, New Zealanders and British personnel. HMAS AE1 was also the first Submarine lost in WWI. To commemorate this sad Anniversary Ceremonies were held at the Bita Paka Cemetery in Papua New Guinea, at Brisbane in Queensland, Garden Island in Sydney, HMAS STIRLING in Western Australia, at the AE1/AE2 Memorial in Barrow in Furness and at the Royal Navy Submarine Museum.

The Ceremony in Barrow was arranged by the Barrow Branch of the Submariners Association and the main Guest was Commander Dylan Findlater of the Royal Australian Navy who is based at the Australian High Commission in London.

All of the Ceremonies followed a similar format and the following is a report of the Barrow Ceremony.

A Parade and Commemorative Ceremony to mark the 100th Anniversary of the loss of the Australian Submarine AE1 on 14th September 1914 was held at the AE1/AE2 Memorial in Ramsden Square in Barrow in Furness on Sunday 14th September 2014. Prior to the Parade the Piper (Mr Mike Ramsay) played a selection of Scottish airs. David Barlow (Barrow Branch Chairman) welcomed the Guests and addressed the Parade as follows:

*'Honoured Guests, Ladies and Gentlemen, we gather here today to remember HM Australian Submarine AE1 and her crew. One hundred years ago today, on 14th September*

*1914, AE1 and her crew set sail to carry out a patrol off what was then the island of New Britain in the South Pacific. The Submarine was last sighted in the afternoon by HMAS PARRAMATTA - her partner in a joint patrol. Signals were exchanged and the two vessels went on their separate ways expecting to meet up in harbour later that day. AE1 was never seen again and had vanished without trace with her crew of three Officers and thirty two Ratings. Most of those lost had, only a short time previously, been in the Shipyard of Vickers, Sons and Maxim in Barrow in Furness 'Standing By' while AE1 was being completed.*

*We remember today all those who were lost that day and whose names are engraved on this Memorial. They are remembered here today and also in ceremonies at other Memorials to AE1 in the Bita Paka War Cemetery in Papua New Guinea, at the Submarine Heritage Trail in Brisbane, Queensland, at Garden Island in Sydney, New South Wales, at HMAS STIRLING in Western Australia as well as at the Royal Navy Submarine Museum in Gosport.'*

Following a short service, conducted by Barrow Branch Lay Chaplain Alan Jones, Commander Dylan Findlater, Royal Australian Navy addressed the Parade as follows:

*'Ladies and Gentlemen:*

*"A ship is safe in harbour, but that is not what ships are built for."*

These words, popularised by an American Admiral of the computer age, Grace M. Hopper, USN, are timeless in their meaning. For all ships, and warships in particular, a harbour such as Simpsonhafen, as a place in Papua New Guinea was once known to some, can be a haven, a place of relative safety and security.

But warships are built for a purpose. They are built to go in harm's way, to take risks and to fight and win at sea. They must endure not only the power and fury of the seas, and the depths, but also the actions of the enemy.

The crew of Australia's first submarines were keenly aware of the risks of their naval profession and of their particular Trade. In May of 1914 at a public reception to mark their arrival in Sydney, the Commanding Officer of HMAS AE1, Lieutenant Commander Thomas Besant, spoke about life as a submariner. He said:

*'It's not all beer and skittles and perhaps it is a harder life than in other branches of the service, but it's the life I've chosen. Oh, yes, it's dangerous if you want to look at it like that but it's got to be done - and every man in the Navy, no matter what branch he is in, has to be prepared to meet danger when it comes.'*

Ladies and Gentlemen, we meet today in Barrow-in-Furness while others have met in Gosport, Rabaul, Papua New Guinea, and in Brisbane, Sydney and Fremantle, Australia, to remember the thirty five officers and sailors of our first submarine, AE1, who



died on this day in September one hundred years ago.

In today's age of technical mastery, when we know infinitely more about submarines and the undersea domain that they inhabit, it is truly difficult to appreciate the sheer courage and the resilience these people needed just to take their boats to sea, let alone to war.

Having died in the first RAN vessel to be lost at sea, the men of AE1 have a particular and permanent place in Australia's naval history. Their bravery lives on as a foundation stone for the standards and traditions of their professional descendants, the men and women of the Australian Submarine Arm.

Undoubtedly tragic, the circumstances of AE1's loss remain mysterious today. Shrouded in the mists of time and the vagaries of the sea, the circumstances of her loss and her final resting place may never be known. However, the knowledge that is hidden from us should do nothing to diminish our admiration for the crew.

While the scale of the casualties during the First World War might tempt us to skip over the slighter numbers of the lesser actions, this is a temptation to resist.

- Each person who served risked their life.
- Each person who was injured or killed had family and friends.
- Each of them gave of themselves for the security, prosperity and way of life we enjoy today.

Their fate did not slip from the minds of their families in Australia, in New Zealand and in Britain, whose mourning for them was life-long. Nor has the fate of AE1 and AE2 slipped from the memory of the Royal Australian Navy. Two new submarine support vessels, to be named MV Besant and MV Stoker, will soon honour the Commanding Officers and entire Ship's Companies of both submarines.

And our modern Submarine Force continues to draw inspiration from the endeavours of our first submariners – operating forward, in the littorals of our then German and Turkish enemies, AE1 and AE2 established a proud tradition of service, sacrifice and war-fighting spirit, which the Submariners of the Royal Australian Navy have sought to uphold ever since.

Today, the strength of the alliance between the Royal Navy and Royal Australian Navy can be traced back to those days when British sailors fought side-by-side Australians in AE1 and AE2. This enduring bond is demonstrated by the continued exchange of information, combined training and exchange of personnel.

Furthermore, Australia recognises the capability of the shipyard here at Barrow to deliver the world's greatest submarines today, just as it did 100 years ago.

For a maritime nation such as Australia, our submarines are vital to our security, our prosperity and our way of life. Though today's submarines are immensely more capable than their predecessors, their crucial edge continues to be found in their people – the men and women who take them to sea and all those who maintain and support them.

They each know that our submarines can be safe in harbour, but that is not what they are built for.

So as we remember the service and sacrifice of the crew of AE1, I can do no better than quote Able Seaman John Wheat of the AE2, who wrote a heartfelt dedication in tribute to his fellow submariners.

*"To the memory of our sister ship AE1 and her crew. We took the first patrol on the 13th, they took the second next day. We came back, they didn't. The path of our duty became the high-way of mystery for them for they never returned. They lie confined in the deep, keeping their silent watch at Australia's North Passage, heroes all."*

Commander Findlater's speech was followed by an Act of Remembrance with a 'Two Minutes Silence' during which the Standards were 'dipped'. One unplanned event during the 'Silence' was a sudden and poignant shower of autumn leaves falling on the Standards.

Wreaths were laid by David Barlow and Commander Findlater during which Piper Mike Ramsay played the Lament 'Flowers of the Forest'. Afterwards Jan Mead read out the names of the Crew of AE1.

Barrie Downer read a Poem written by the Australian Del M'Cay in 1914 entitled 'To The Men of AE1 – Entombed But Not Forgotten'.

The Barrow Male Voice Choir led the Parade in the singing of the Australian National Anthem and the National Anthem.

Following the Parade an Australian 'Morning Tea' was held in the Lounge at the Royal British Legion for Guests, Members, families and friends.

### Australian Navy search for missing WW1 Submarine AE1

(Adapted from a report by Tim Barlass 7<sup>th</sup> Sep 2014)

It is regarded as one of Australia's biggest wartime mysteries. A century later hopes that it could finally be solved by the Australian Navy in the waters off Papua New Guinea appear to have been dashed

In 1914, the first task of the newly formed Royal Australian Navy following the August declaration of World War I was to seize or neutralise German territories in the Pacific. The British-built AE1 submarine with an Australian and British crew of 35 was part of that small fleet.

But it was quickly to become the Australia's first Naval loss of the War on September 14<sup>th</sup> when she disappeared off the Duke of York Islands in Papua New Guinea. She was intending to make way to Rabaul harbour for re-supply and repairs, however

she vanished without trace and, despite numerous searches over the years, has never been found.

In the 100<sup>th</sup> Anniversary week since the loss the mine hunter HMAS YARRA searched the volcanic waters of the area with a group of AE1 descendants waiting in Rabaul and some on board joining in a wreath-laying ceremony at sea in the hope that the questions about what happened to the vessel might be solved.

At a commemorative service for the submarine in England in May, Prince William told Vera Ryan of the AE1 Descendant Families' Association that it would be good for families to finally have some answers.

She lost her uncle, Jack Messenger, and his great nephew David Messenger was among the handful of relatives who travelled to PNG.

Despite the high hopes it seems the mystery of the resting place of AE1 and her crew remains.

### HULL VETERAN'S WEEKEND

The Hull Veteran's Weekend took place over the weekend of 26<sup>th</sup>/27<sup>th</sup> July

The Hull & East Yorkshire Branch always have a stall at the Veterans weekend displaying photographs of past and present Submarines and Submarine Memorabilia



Zeb Weatherall, Pete Griffin, Keith Woods (Assn. Member) with the Lord Mayor of Kingston upon Hull & Admiral of the Humber Mary Glew



Ian Turner (in the recycled Bomber), Pete Griffin, Cyril Raines (Sec), Keith Woods (Assn. member)  
Front: Ron Thundercliff & WWII Vet George Palmer

### SUBMARINE LOSSES OF WWI

The first Royal Navy Submarine lost in WWI was Submarine E3. The Submarine had been detailed to

patrol off the Island of Borkum in the North Sea. However Submarine E3 was sighted, whilst on the surface, by the German U-Boat U-27. The Commander of U-27 fired his torpedoes and sank E3. It is reported that four of the crew were seen in the water after the Submarine sank but the Commander of U-27 (Lieutenant Commander Bernhard Wegener) was unwilling to close the area to make a rescue as he was concerned that there was another British Submarine in the area. When he finally closed the area of the sinking all four had vanished. As a result all of the crew of Submarine E3 died in the sinking. The Crew of Submarine E3 was as follows:

#### Officers:

Lt Cdr George Francis Cholmley - In Command  
Lt John Stuart Binney Scott - 1<sup>st</sup> Lieutenant  
Sub Lt John Gerald Barrow – 3<sup>rd</sup> Hand

#### Ratings:

CPO George Webster MacFarlane 160606  
PO Herbert Joseph Harris 175521  
PO Frederick Wallace Edroff 216669  
Ldg Seaman Stanley Vernon Coutanche 229936  
Ldg Seaman George William Taylor J5939  
Ldg Seaman John William Westrope 201402  
Able Seaman Albert Edward Hunt 235216  
Able Seaman Robert Jones 215732  
Able Seaman William George Lowman J10953  
Able Seaman Peter Querotret 210665  
Able Seaman William Young 221404  
Signalman Alfred Lowe Morgan 223305  
ERA 1st Class Fred Hunt 269555  
ERA 2nd Class Richard Saunders Hellon 271113  
ERA 3rd Class Charley Ellman Blake M280  
ERA 3rd Class Joseph Stothard M987  
Acting Chief Stoker Neil Matheson 287663  
Stoker Petty Officer Percy George Merritt 301550  
Acting Ldg Stoker George Henry Tanner 222533  
Stoker 1st Class William Alexander Beal K8664  
Stoker 1st Class Percy Beckwith K2496  
Stoker 1st Class Alfred John Douglas K4408  
Stoker 1st Class Alfred Ernest House K808  
Stoker 1st Class Edgar Scott K2072  
Stoker 1st Class Jesse Whittington K3399

### WWI VC Submariner Honoured with Blue Plaque at Old School

Sailors from HMS SULTAN and veteran Submariners joined the family of Norman Holbrook – the first Submariner to win the Victoria Cross – as he was honoured at his former school. A blue plaque celebrating the deeds of the then 26-year-old Lieutenant, who sank a Turkish battleship in December 1914, has been unveiled at Portsmouth Grammar School.

Norman Holbrook was born at Southsea, Hants on 9th Jul 1888 and he was the son of Sir Arthur Holbrook – a newspaper proprietor and one of the



founders of Holbrook's Printers in Hilsa, Portsmouth and Amelia M Holbrook. At the time of the 1891 Census two year old Norman was listed as being at home with his parents, two sisters and three brothers at 25, Victoria Road North, Portsea, Hants. By the time of the 1901 Census the family had increased by another two daughters and another two sons and the family had moved to Warleigh House, Grove Road South, Portsmouth. Norman Holbrook was educated privately and at Portsmouth Grammar School. He joined the Royal Navy as a Cadet at the Britannia, Royal Naval College in 1903 and was promoted to Midshipman on 30th Jan 1905. He was appointed to the 14,900 ton Twin Screw Battle Ship HMS JUPITER in the Channel Fleet on 20th Sep 1905. This was followed by an appointment to the 9,800 ton Twin Screw Armoured Cruiser HMS MONMOUTH 'on commissioning at Devonport for service on the China Station' on 10th Apr 1906. He was promoted to Sub Lieutenant on 30th Mar 1908. Lieutenant Holbrook (Seniority 30th Sep 1909) joined Submarines in 1910 when, on 4th Jan 1910, he was appointed to HMS MERCURY at Portsmouth 'for Training'. This was followed, on 11th Apr 1910, by a further appointment to HMS MERCURY 'for Submarines' in Submarine Section IV which, at that time consisted of fifteen submarines of the 'A', 'B', 'C' & 'D' Classes. At the time of the 1911 Census, which was conducted on Sunday 2<sup>nd</sup> April 1911 Norman Holbrook – who was listed as an Officer in the Navy and serving in the Submarine Depot Ship HMS MERCURY - was living at home with his family in Warleigh House. His next appointment was to HMS BONAVENTURE 'for Submarines' on 4th Apr 1911 followed by an appointment to HMS THAMES (5th and 6th Flotillas – both of 'C' Class boats) 'for Submarines' on 12th Jan 1912. On 15th Oct 1912 he was re-appointed to HMS BONAVENTURE 'for Submarines'. His first Command then followed with the appointment, on 19th Mar 1913 to HMS DOLPHIN 'for Submarine A13 in Command'. An appointment to HMS EGMONT at Malta 'for Submarine B11 in Command' followed on 30th Dec 1913.



Norman Douglas Holbrook

Lieutenant Norman D Holbrook was awarded the Victoria Cross (London Gazette of 22nd December 1914) for his action in successfully sinking the Turkish Battleship MESSUDIEH at the Dardanelles on 13th Dec 1914.

*The King has been Graciously pleased to approve of the grant of the Victoria Cross to Lieutenant Norman Douglas Holbrook, Royal Navy for the conspicuous act of bravery as specified below.*

*For most conspicuous bravery on 13th December, when in command of the Submarine B11, he entered the Dardanelles, and, notwithstanding the very difficult current, dived his vessel under five rows of mines and torpedoed the Turkish Battleship "Messudiyeh", which was guarding the minefield.*

*Lieutenant Holbrook succeeded in bringing the B11 safely back, although assailed by gun fire and torpedo boats, having been submerged on occasion for nine hours.'*

This was the first Victoria Cross awarded to the Royal Navy in the First World War and the first ever to a Submariner. On 5th Jul 1915 Lieutenant Holbrook was transferred, with Submarine B11, to the Submarine Depot Ship HMS ADAMANT. On 7th Oct 1915 he was reported as being appointed to HMS DOLPHIN as 'Sick'. Then followed an appointment to HMS ARROGANT 'for Submarine F3 in Command – Building' to date 1st Jan 1916 – see Nominal List of 10th Feb 1916. Submarine F3 was built by Thornycroft of Woolston, Southampton and was 'Launched' on 15th Feb 1916 and 'Completed' on 15th Jul 1916. On commissioning Submarine F3 was attached to the Submarine Depot Ship HMS ALECTO (8th Submarine Flotilla). His next appointment was to HMS ALECTO 'for Submarine V4 in Command' on 8th Dec 1916 (Nominal List of 1st Jan 1917). Norman Holbrook was appointed a 'Chevalier of the Legion of Honour' (France) – see London Gazette dated 7th Apr 1916 and an 'Officer of the Order of St. Michael and St. Lazarus' (Italy) – see London Gazette dated 14th Jul 1916. Norman Holbrook was next appointed to 'Submarine E41 in Command - Standing by whilst refitting' to date 14th Feb 1917 – Nominal List of 1st Mar 1917. The refit followed the accidental sinking of E41 in a collision with Submarine E4 on 15th Aug 1916. Submarine E41, which was a mine-laying Submarine, re-joined the 9th Submarine Flotilla, based on HMS MAIDSTONE at Harwich on re-commissioning. Norman Holbrook was promoted Lieutenant Commander on 30th Sep 1917 and, on 26th Jan 1918, he was appointed to HMS TITANIA (11th Submarine Flotilla) at Blyth 'for Submarine J2 in Command' (Nominal List of 1st Feb 1918). On 30th Oct 1918, returned to General Service and was appointed to HMS GLORY IV 'for Gunnery Duties'. Norman Holbrook was married to Viva Dixon at St George's, Hanover Square, London in 1919. In January 1920 he was listed without an appointment.

Norman Holbrook was transferred to the Retired List at his own request on 30th Sep 1920. He then became a Director of Holbrook's Printers. He was promoted to Commander on the Retired List on 9th Jul 1928. He was recalled for duty on 25th Aug 1939 and was appointed to HMS PRESIDENT '*for service in the Admiralty Trade Division*'. Norman Holbrook died at Steadham Mill, Sussex on 3rd Jun 1976. He is buried in the St. James' Churchyard at Midhurst, Sussex.

Soon after the outbreak of the War in 1914 the population of Germantown in New South Wales decided that they needed to change the name of their town to something a little more patriotic. Following the award of the Victoria Cross to Norman Holbrook it was decided to change the name to Holbrook. The name and the achievements of Norman Holbrook are commemorated annually by the town of Holbrook on ANZAC Day.

Norman Holbrook visited his namesake community several times before his death at the age of 87 in 1976, and his wife subsequently donated his medals to the town. Norman Holbrook's Victoria Cross and other medals are now on display at The Australian War Memorial in Canberra.

At the Blue Plaque unveiling the Headmaster of Portsmouth Grammar School, James Priory said young Norman's reports showed "some room for improvement" but that he made his mark on the sports field, including a win in the 100-yard dash "in the face of a stiff breeze" and came third in an obstacle race – an early indication of skills which stood him in good stead in the war, suggested Mr Priory.

His time at the school has now been formally recognised by the unveiling of the Blue Plaque, part of an initiative by the Submariners Association over the next few years to remember fourteen leading Submariners.



Admiral Sir James Perowne, President of the Submariners Association (centre), and James Priory,

### Headmaster of Portsmouth Grammar School, at the unveiling of the plaque to Norman Holbrook VC

Mr Priory continued: "It is incredibly poignant for us to be able to commemorate Norman Holbrook in a year when the whole nation has been reflecting on the Great War and the heroism of so many in service of their country".

"We were honoured to be asked by the Submariners Association to be the home to a plaque commemorating his daring exploit, and hope that for years to come pupils and passers-by will be able to remember his bravery and learn his story when they see the plaque."

Several members of the Holbrook family were there to see the ceremony – the family has strong roots in the area – as were sailors from HMS SULTAN, serving submariners, members of the Portsmouth Grammar School Combined Cadet Force and veterans of the Submariners Association gathered at the Upper Junior School site on Cambridge Junction.

The plaque was unveiled by Mr Priory and the President of the Submariners Association, Admiral Sir James Perowne.

Jim McMaster, chairman of the Submariners Association, presented a set of VC cigarette cards to Portsmouth Grammar School headmaster James Priory

There is also a Memorial Plaque to Norman Holbrook, unveiled by the Duke of Edinburgh in the Royal Naval and Royal Albert Yacht Club in Pembroke Road, Old Portsmouth and another Blue Plaque (installed several years ago) is sited at 18, Grove Road South, Southsea, Hants where Norman Holbrook once lived.

### WARSHIP WEEKS IN WWII

#### Selby Urban District and Rural District

(Contributed by Peter Schofield)

The three adoption plaques shown in the photograph, two for HMS STURGEON (adopted by Selby Urban District and Rural District) and one for the Motor Launch HMML 153 (Osgoldcross Rural District) were saved in December 2010 after local councillors noted they had been put up for sale by Selby District Council through the industrial auctioneers CLM Asset Management at an auction house in Scunthorpe. The Plaques had been in the Housing Maintenance Depot which the Council had sold to TESCO.

Selby Urban and Rural Districts held a combined Warship Week from 21st to 28th March 1942 and raised £212,620 in savings securities to adopt STURGEON; the target being £175,000 for the hull.

The Plaques, when found, were in poor condition and underwent professional restoration at a cost of some £500.



**Pictured with the plaques is Steve Shaw-Wright who is the leader of Selby Town Council.**

HMS STURGEON was not a new submarine when she was adopted. She was one of the first batch of four 'S' Class Submarines ordered. STURGEON was ordered from Chatham Dockyard, was 'Laid Down' on 1<sup>st</sup> January 1931, was 'Launched' in 1932 and was first 'Commissioned' on 15<sup>th</sup> December 1932.

HMS STURGEON spent most of her War career in the North Sea mainly off the Scandinavian coast. On September 14, 1939 in what today would be called a 'Blue on Blue' incident she attacked her sister ship HMS SWORDFISH with three torpedoes

but, luckily, they all missed. This took place off the coast of Norway. Because of this incident, the Admiralty increased the operating distance between British submarines off Norway from 4 miles to 16 miles. STURGEON later attacked the German submarine U-23, but failed to hit her. The Submarine claimed her first success when she sank the German A/S Trawler V-209 (formerly Gauleiter Teleshon) on 20<sup>th</sup> November 1939. The sinking of the V-209 was the first successful attack on an enemy ship by a British submarine in the WWII. STURGEON later went on to sink the German troop transport PIONIER, the Danish merchant vessel SIGRUN, the Norwegian merchant DELFINUS, and the German merchant BOLTENHAGEN. She also fired six torpedoes against the German submarine U-43, but they all missed their target. She was later, one of a number of submarines ordered to track the German Battle Ship BISMARCK before her eventual sinking. HMS STURGEON was 'loaned' to the Royal Netherlands Navy from 11<sup>th</sup> October 1943 to 14<sup>th</sup> September 1945 and renamed ZEEHOND. She was returned to the Royal Navy at the end of the war but was quickly disposed of and broken up at Granton from January 1946.

## LETTERS AND E MAILS TO THE EDITOR & THE WEBSITE

**Date:** September 16, 2014  
**Name:** Tracey  
**Email Address:** tracey@mountcity.com  
**Comments:** I would like to get in contact with relatives of the men who were on HMS C33 which went missing in August 1915. If anyone could let me know of organisations etc.... who I should be contacting.  
 Kind regards, Tracey

**Answer:** I have replied to Tracey with a crew list for C33 and the names of their Next of Kin at the time of loss – where known

**Date:** August 14, 2014  
**Name:** Martin Lewis  
**Email:** Martin@betagroupltd.com  
**Comments:** My father who now resides in a care home is an ex submariner and used to run the Submariners Old Comrades Club in Bury then Blackpool. I was wondering if you could put me in touch with any such club now as he'd love someone to visit him or I could take him to a club event.

**Answer:** Martin – you don't say where he is living but if you look on the Submariners Association Website the details of the Branches and their Secretary's Contact details are there. There is still a branch in Blackpool!

**Date:** August 12, 2014  
**Name:** Mark Reynolds  
**Email:** markploppy@yahoo.co.uk  
**Comments:** My late Father who died in 1986 aged 62 served during the 2<sup>nd</sup> World War on some T class subs, one of which I know to be TRADEWIND. Would like to hear anyone that knew my Father William Arthur Reynolds or Bill as I know nothing about his service with HM Navy. Thanks, Mark

**Answer:** Mark – if you contact the Archivist at the Royal Navy Submarine Museum they may have a Record Card for him detailing his Submarine Service. If you look on the Barrow Submariners Website there is guidance there on how to obtain his full Service Record. Also if you type HMS TRADEWIND into your Search Engine you will find her listed on the 'U-Boat.net' with full details



and maps showing her route out to Australia and back and all of her War Patrols in the Far East

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Date: August 07, 2014  
 Name: Harry Harrison  
 Email: ednanne51@gmail.com  
 Comments: HI HARRY HARRISON HERE, SIGNALMAN ON THE TIRELESS LAST COMMISSION 1963

Answer: Hello Harry – nice to hear from you – no need to shout!

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Date: July 27, 2014  
 Name: Mike Carter (Nick)  
 Email: tristrameric@gmail.com  
 Comments: I was a Leading Signalman in Submarines from 1954 to 1962 and served on UPSTART, UNTIRING, STURDY, SANGUINE, AUROCHS, TELEMACHUS and ANDREW and also did two years at the SETT as a Swimboy. I am getting on now but I would like to hear from anyone who remembers me

Answer: Anyone remember Nick Carter? If so please get in touch with him.

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Date: July 07, 2014  
 Name: John Thompson  
 Email: tcthompson359@btinternet.com  
 Comments: I served 2 commissions in Seraph in the late 1950s and early 60s. I was Killick of the fore ends for my sins. I would be pleased to hear from anyone from those times. Tomo

Answer: Anyone remember Tomo? Again if you do please get in touch.

---

Date: July 05, 2014  
 Name: Keith Hallam  
 Email: outsiderswrecker@gmail.com  
 Comments: RIP Vernon Coles. However, I have a question. He joined the mob as a stoker in 1939, how did he end up a Chief Tiff? I know he was apprenticed toolmaker in 1934 so possibly his

qualifications were recognised soon after he joined and he became a Direct Entry Tiffy. Anyone know?

---

Answer: If anyone knows can they contact Keith directly? I think his suggestion of Vernon's training being recognised and transferring from Stoke to DE Tiffy is most the likely answer.

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Date: Jun 14 2014  
 Name: John Keating  
 Email: keatingclan@optusnet.com.au  
 Comments: While surfing the Net, looking for articles on the recent unveiling of the new THETIS Memorial in Birkenhead, I came across another Memorial in Birkenhead that I wasn't aware of. It's in the clock tower of Birkenhead Priory at St Mary's Gate, in Birkenhead & been there since 1974. Apparently; this clock tower overlooks the Cammell Laird shipyard. There are metal plaques with the names of those who died on board the SM. They are fitted to a wooden strip on the inside wall of the stairway, that goes up to the top of the tower. Approximately one plaque per step. The website is <http://www.carlscam.com/warmem/thetis.htm>  
 Regards, John Keating



Answer: Thanks John. I'm sure lots of members will want to see this Memorial.

### A Message from BLIND VETERANS UK (formerly St. DUNSTANS)



**Free, lifelong support for ex-Service men and women with severe sight loss from Blind Veterans UK**  
 Blind Veterans UK is the national charity for vision impaired ex-Service men and women. It doesn't matter how or when a veteran lost their sight, Blind Veterans UK will provide free, lifelong support to help them overcome the challenges of sight loss.

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

Blind Veterans UK believes that no one who has served our country should battle blindness alone. The charity helps with whatever someone needs to help them live independently with vision impairment – that could be anything from specialist equipment to help with reading at home to rehabilitation and training to help with mobility skills.

The charity has three service centres around the UK, in Brighton, Sheffield and Llandudno, North Wales. Each centre provides exceptional practical and emotional support to veterans, as well as offering sports, craft and social activities. Many find that Blind Veterans UK becomes a second family.

Blind Veterans UK's No One Alone campaign is reaching out to the estimated 68,000 blind or vision impaired veterans who could be eligible for support, but who are not currently receiving it. If you are a vision impaired veteran, or you know someone who is, and would like more information about Blind Veterans UK, **please call 0800 389 7979 or visit [www.noonealone.org.uk](http://www.noonealone.org.uk)**.

### BOOKS

No so many books recently. Only two of them this issue and neither is a Submarine book! 'Dive Truk Lagoon' will be of interest to those with an interest in Naval History and the Pacific War and those who enjoy recreational diving as a pastime. 'Australia's Real Baptism of Fire' is timely as it fills out the background to the loss of the Australian Submarine AE1 - whose loss 100 years ago has recently been commemorated in services in Australia and UK. I am aware of several Submarine books still in production (two in Australia) which hopefully will be ready for review in In Depth No. 47.

#### **DIVE TRUK LAGOON**

##### **The Japanese WWII Pacific Shipwrecks**

(By Rod Macdonald)

Truk Lagoon is quite simply the greatest wreck diving location in the world. Scores of virtually intact large WWII wrecks filled with cargoes of tanks, trucks, artillery, beach mines, shells and aircraft rest in the crystal clear waters of the lagoon each a man-made reef teeming with life.

By 1944, the tide of war had turned against the Japanese the Allies were pushing westwards across the Pacific islands towards the Japanese homeland. A daring U.S. long range aerial survey showed the lagoon with the full might of the Imperial Japanese Navy; battleships, cruisers, aircraft carriers, submarines and destroyers, along with scores of large supply ships and transports. The Allies decided to attack immediately. Sensing this, the Imperial Japanese Navy scattered but the merchant ships remained to offload their cargoes of aircraft, tanks, artillery, mines and munitions. Other heavily laden supply ships continued to arrive, unaware of the Allied assault plans.

Truk was the main forward anchorage for the Japanese Imperial Navy and merchant fleet during the early days of WWII. Protected by a 140-mile coral barrier reef, with only a few heavily defended entrances, it seemed a well-protected safe anchorage. The lagoon although the Allies knew little about it had been fortified by the Japanese in great secrecy during the 1930s

Fresh from the Kwajalein Atoll assault, Task Force 58 was formed for an immediate attack - Operation Hailstone. In total secrecy, nine U.S. carriers holding more than 500 combat aircraft steamed towards Truk, supported by a screen of battleships, cruisers, destroyers and submarines. Before dawn on 17 February, Strike Groups of 12 Hellcat fighters swept in low towards Truk under Japanese radar and immediately began strafing Japanese airfields. Soon,

hundreds of aircraft were involved in one of the largest aerial dogfights of WWII which was over within an hour. With air superiority established, U.S. dive-bombers and torpedo-bombers spent the remainder of the day and the following day sinking all the large ships trapped in the lagoon.

With Truk neutralised as a naval and air base, the Pacific war soon ended. The sunken ships of Truk Lagoon with their war cargoes were largely forgotten about until 1969, when an expedition by Jacques Cousteau located and filmed many of the wrecks. The resulting TV documentary, Lagoon of Lost Ships, went viral. Truk's secret was out and the beautiful wrecks, untouched since WWII, have proved an irresistible lure for thousands of divers each year since then.

Readership: this will be of enormous appeal to divers, anyone interested in maritime and WWII history, as well as those with an interest in shipwrecks.

ISBN 978-184995-131-9 288 pp liberally illustrated with b/w & colour photos - hardback. £30 Available September 2014 from Whittles Publishing, Dunbeath, Caithness, Scotland, UK. KW6 6EG

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**About the author:** Rod is one of the world's pre-eminent shipwreck explorers and an international best-selling author of a number of classic shipwreck diving books. His books about his diving adventures around the world include 'Into the Abyss, diving to adventure in the liquid world', 'The Darkness Below and Great British Shipwrecks'. 'Force Z Shipwrecks of the South China Sea, HMS Prince of Wales and HMS Repulse', is already proving itself an international best-seller. Rod lives in Stonehaven, north-east Scotland where he is the Operations Manager of the local RNLI Lifeboat Station.

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

## AUSTRALIA'S REAL BAPTISM OF FIRE

(By Greg Raffin)

Reviewed by General Peter Cosgrove, Retired

Early in Greg Raffin's book, he notes that while the veterans of 1914-1918 have all gone, interest in and commemoration of the events of that extraordinary period in Australia's history remains at a very high level — and in my view is at a greater pitch now than at any time in my life to date. I have the honour at the moment to be the Chairman of the New South Wales Advisory Council on the Centenary of Anzac. When Greg Raffin got in touch to mention his project to chronicle this hugely-interesting but mostly overlooked initial episode of Australia's war in 1914-18, I was both intrigued and delighted. Intrigued, because as a retired military man, I realised that while it was so significant to Australians then and now, very few people today knew anything about it; delighted, because even though the Australian Naval and Military Expeditionary Force heading off to New Guinea was a national effort, it sallied forth from Sydney in August 1914 very much led by the new Royal Australian Navy. In that regard, I want to recommend to you all that Greg Raffin's book is a major contribution to our knowledge beyond the historical norm, beyond Australia's involvement at Gallipoli, the Western Front and the Middle East. I hope we can appropriately commemorate the moment described in the book, in 2014.

If you are an avid consumer of military histories, you can be a bit apprehensive when you pick up a new work: Is it going to be as dry as dust, forensically accurate but stupefyingly dull? Alternatively, will it be populist and haphazard without a 'spine' of historical rigour? Greg has walked the tight rope between two ends of the spectrum with consummate skill. He covers the preparations for and the deployments of the campaign, the landings, the fighting, the capitulation and the follow-up operations in a comprehensive and attractive way with frequent side-bar excursions to make his characters come alive. The handful of men killed during the fighting become known to us for their past and this makes the absence of their future beyond the 11th of September 1914 more poignant. Others as time goes by succumb to disease and accidents. Some are venal and some are criminal. All round out the story.

As important as was the military operation to seize German New Guinea, Greg Raffin's account of the first weeks and months and years of wartime colonial administration by Australia is a fascinating insight into an unexpected burden for a brand-new nation, Australia. While Greg informs us that Britain sought to retain rights over the ex-German colony, in all practical ways the greater New Guinea

lands thus seized devolved to Australia at that time. It is interesting to theorise on the importance of our subsequent lengthy period of administrative control in contributing to Australia's grave concern in 1942 about the encroachment of Japan into New Guinea and the other parts of Germany's pre-World War I Pacific territories.

It is axiomatic that with so much written about the vast canvas which is Australia's involvement in the Great War, abundant remembrance and commemoration will be paid across the Centenary period to events in far off places. That is as it should be. Equally though there are other World War I stories which ought to be told and thus we all should be very grateful to Greg Raffin for his excellent work, a timely and eloquently written reminder of Australia's men who were first to fight in August and September 1914.

### About the author:

Growing up in Condobolin, NSW Greg Raffin developed an early interest in History. This led to post-graduate studies in the subject and a lengthy career as a History Head Teacher. In 2005 he was awarded the Premier's Military History scholarship which led to his study of the Burma-Siam "Death Railway". Apart from co-authoring a history of Hay War Memorial High School this is his first book.

ISBN 16-001-414-437 \$30 plus postage from:

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## SERVICE RUM' – THE FACTS

By Gavin H. Scrimgeour

Reference is made to an article in Wikipedia regarding 'Pusser's Rum'. Having carefully read the article, I would like to clarify several details relating to the product 'Pusser's Rum', as produced by Pusser's Rum Ltd. of the Virgin Islands.

According to the marketing to promote the product produced by Pusser's Rum Ltd. it is claimed that Charles Tobias, founder of Pusser's Rum Ltd. obtained the secret blending recipe for rum issued to serving personnel in the 'Royal Navy' from the Admiralty in 1979, when the company Pusser's Rum Ltd. was formed, to produce and blend the spirit according to the Admiralty's original spirit ration, and marketed it as the 'Original Pusser's Rum'.

Pusser's Rum Ltd. claim they were given the blending rights by the Admiralty in 1979 when, in fact, the Admiralty had ceased to exist in 1964 when it became the 'Ministry of Defence – Navy'. I will admit that the term Admiralty comes across in advertising rather better than MOD (N) but it is not correct. Charles Tobias seems to also be incorrect with several other aspects regarding the marketing of the product now produced/blended in the West Indies Virgin Islands, as I will explain herein.



I joined the Royal Navy as a boy in 1958. In 1968 I had reached the position of Petty Officer and was sent on an intensive six week leadership course at HMS ROYAL ARTHUR. During the course lectures were attended on a variety of subjects, including 'Naval History'. On one occasion the lecture was on the tradition of issuing Rum to naval personnel on a daily basis, which was all very interesting. We were informed that although the rum issued had many names, the correct description was 'SERVICE RUM' not Pusser's, or Navy Rum. At the end of the lecture, we were given printed notes on the subject that I still have among my personal papers today.

Reviewing these notes, they contradict the key marketing statements by Pusser's Rum Ltd. It is clear from the notes that there was never any 'secret' as to where the rum was procured from, or the blend, and most importantly, the issuing strength of the spirit to the fleet.

The 'SERVICE RUM' that was issued until 'Black Tot Friday' (July 31, 1970) was a blend of rum containing 60% Demerara (from the former colony of British Guiana), 30% from Trinidad in the West Indies, and 10% from Australia & Natal. This was blended at the Royal Navy victualling yards, primarily at Deptford, and distributed to the other victualling yards around the country. Rum in its initially distilled and unblended state, is 'white' or 'clear', with the colour coming from ageing the spirit in wooden (often oak) casks, and those responsible for blending the rum, would, where required, also add toffee or caramel, in order to achieve a consistent colour and taste.

Britain used the 'Sikes' scale for proofing alcohol, where 100° (degrees) proof, equates to 57.15% ABV (alcohol by volume). This is defined as the percentage of alcohol to water, so as gunpowder moistened with this ratio of spirit, would not ignite. Service rum was issued at: 4.5° (degrees) underproof. Hence: 1° proof (under the British Sikes proof) equals 0.5715% ABV. Therefore, 4.5° Underproof =  $4.5 \times 0.5715 = 2.57175$  ABV, making the issue strength of the rum as 54.57 ABV, or 95.5° Proof (100° proof, less 4.5° = 95.5° proof).

It should be noted when looking at the label on a bottle of Pusser's Rum, there are a number of inconsistencies, especially on the statement of alcoholic strength. The label states the ABV as 54.5%, and alongside this, 109° Proof. This particular reference to 'Proof' is based on the American standard used for alcoholic beverages, wherein the ABV is multiplied by 2, to calculate Degrees Proof, although this is not consistent with the Service Rum issued, as detailed above. Therefore, if Pusser's Rum is claiming to be at the original issuing strength, it should read 95.5° proof, not 109° proof!

This also supports the comments from noted whisky and spirit writer, David Boon, who is quoted as follows regarding the last remaining bottles of 'Black Tot Rum: 'Remarkably, after almost 40 years, Black Tot Rum will be introduced at 54.3%, almost exactly the original issuing strength.'

Therefore, any rum claiming to be as was originally issued to the Royal Navy should have an alcohol strength of 54.3% ABV (95.5° of Proof) and have a blend of Rum of 60% Demarara, 30% Trinidad and 10% Australian/Natal (RSA).

In conclusion, if you are partial to a tot of rum every now and again, at reunions or when reminiscing the good old days, please make sure it has at least an alcohol strength of .54.3% ABV, although this is not always easy to find! Whether you will get it with a blend of 60% Demerara, 30% from Trinidad, and 10% from Australia & Natal, is another story.

Finally, I think it should also be said that Charles Tobias is without doubt a great entrepreneur; saw a niche market, and developed it accordingly. He also instigated a most generous cause in donating the royalties from each bottle of the rum sold to 'The Royal Navy Sailor's Fund', which is now this charity's largest source of income, apart from the founder's original bequest. This was indeed a very noble thing. However, in making his claims, he should equally have considered Abraham Lincoln's famous saying: 'You can fool some of the people all the time, and all of the people some of the time, but you cannot fool all of the people all of the time.' ~'Sandy Bottoms!' ~

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

(Continued from Issue No. 45)

#### **ACTION IN THE SEA OF MARMARA**

Everything seemed very quiet and no boat could be seen standing guard. The lights from moving ships could be seen up and down the channel but they made no attempt to come anywhere near us. They would have had some difficulty seeing AE2 as she was well in the shadow of the shore. The night was

extremely dark and a light rain was falling so it made us feel fairly secure.

The captain decided it would be a good opportunity to charge the batteries so orders were given to run the port engine. However, on opening the engine exhaust it was found that not enough water had been blown out of the tanks. The boat had not risen high enough to bring the exhaust above water level.

When the watertight cover was taken off the exhaust, both engines were flooded with water. It took a good hour and a half to clear them as they had to be turned by hand with rope blocks. They must be free of any water before starting them.

One engine was got going about 12.30am and we kept on charging till 3.30am. Preparations were then made for diving and as soon as it showed signs of daylight the captain ordered the boat down to continue our journey up the Dardanelles. As we were leaving the bay the captain saw two boats going towards the place which we had just left. They evidently intended to continue their dragging operations but they were too late.

We heard after our capture that they knew a submarine was lying somewhere in the bay. When they saw the air bubbles rushing to the surface they thought something must have happened to the boat and that we were all dead. Just as well for us, otherwise a boat would have been left to guard the spot.

At about 6am on the 26th April 1915 we entered the Sea of Marmara. We were the first submarine to get through the Dardanelles after a run of about 45 miles.

It was a beautiful day and the Sea of Marmara was like a sheet of glass. After the weather we had been experiencing it was lovely to sit on the saddle tanks in the sunshine. Just near the town of Gallipoli there are several forts where the gunners opened fire on us. However, it was long distance shooting and we kept well out of range.

AE2 was now on the surface and running on engine power. We seemed to have the Sea of Marmara to ourselves. During the morning we sighted a large dhow. The captain headed AE2 straight for it as though to ram her. The Arabs started calling on Allah but when we headed off and passed on they shook their fists and cursed us.

As we only carried a few rifles besides the torpedoes the captain did not go near any small craft again in case they had a concealed gun on board.

During the afternoon several big ships carrying troops for the peninsula were coming from Constantinople but they soon turned back on sighting AE2. We kept on the surface to show ourselves but everything was in readiness for a quick dive in the event of them coming on.

The captain's orders were to try and frighten the troop ships back and so hinder the Turks as much as possible from getting more reinforcements down to the peninsula. Our progress seemed more like an ordinary day's exercise than warfare. At dusk we went into the shadows as close to the shore as possible. The crew had to sleep at their diving stations in case of a surprise attack during the night.

The night was fairly dark and the captain didn't think there would be any danger lying on the

surface. However, the Turks managed to find us much sooner than we expected. We had just got nicely settled for sleep when we heard the order to dive and the lookout hurried down the conning tower. A Turkish patrolling destroyer had run in between AE2 and the shore and was not a hundred yards away. They immediately opened fire on us but owing to the darkness, we were a difficult target even at that close range.

They had a great opportunity to ram AE2 but either they were too frightened or they wanted to get the boat. It wasn't many seconds before AE2 was sinking down to 80ft where it was more pleasant than being a target.

The captain decided to run over to the other shore about eleven miles away and on coming to the surface we ran in under the shadow of the shore again. This time we didn't have time to settle down before a couple of small shells from a destroyer exploded overhead. She was evidently patrolling that side and we had been unfortunate enough to get on her course.

On this occasion we nearly lost our coxswain because the conning tower door became jammed with a rope. He had given the order to dive and the AE2 was sinking. He just managed to clear the door and pull it down as the water closed over the conning tower.

The Turks were not taking any risks as another opportunity had been given to them to ram us. However the captain was not giving them a third chance as he kept AE2 submerged for the remainder of the night and just cruised around at 80ft.

The time passed endlessly waiting for daylight and we were glad to hear the captain say that at last day was breaking. The order was given to bring AE2 to the surface and take on fresh air.

During the morning several ships were sighted making for the peninsula but turned back on sighting AE2.

During the afternoon a big transport escorted by two destroyers, one on either side, came steaming down but as AE2 was submerged they did not see us. When nearly abreast of us the captain ordered one of the beam torpedoes to be fired but instead of diving to 80ft and safety he kept AE2 at 22ft to see the effect of his shot. Suddenly remembering the destroyers, he swung the periscope around and saw one of them coming straight for us trying to ram the AE2. They must have seen the periscope when the torpedo was discharged. The disturbance caused by air rising to the surface would have attracted their attention.

The captain gave the order to dive hard to 50ft and AE2 just managed to submerge enough to allow the destroyer to race past overhead with very little to spare. The propellers sounded so close that we ducked our heads to allow it to pass. We expected

to hear it strike the conning tower and it was much too close to be pleasant.

A few minutes later, on rising to 22ft, all the captain could see were the two destroyers steaming for Gallipoli.

That night the captain decided on a different plan to allow us to get some sleep without being disturbed. Submarines are not much good at night unless they are on some special mission.

Just before dark, AE2 was submerged and ran for an hour parallel with the shore. We then dived to 80ft and turned in towards the shore. When there were indications we were running aground, both motors were shut down and by the time we hit bottom the boat was hardly moving. With a few light bumps she settled down. Some of the extra tanks were flooded and we were secure for the night.

A watch keeper was on guard throughout the night checking the depth gauge as the boat had a tendency to drift very slowly along the bottom and gradually work out into deep water. The first night we had got a start when we were aroused by the watch keeper's cry that AE2 was sinking. The captain was soon at his station. The remainder of the crew

always slept at their diving stations to be ready for any emergency.

AE2 settled down at 95ft having dropped 10ft but it might have been much more. After standing by for half an hour to see if anything else was going to happen, we were allowed to settle down to sleep once more.

When the boat is lying on the bottom with only a pilot light on, one begins to imagine all sorts of things happening to the boat. Perhaps it would not be able to rise again with the crew caught like rats in a trap with no hope of escape.

If you let your imagination run too long you can feel your hair rising. Even the heavy breathing of your mates who are more fortunate and able to sleep does not dispel this horrid feeling. Sometimes the sound of a voice is a welcome sound. I think that most of the crew was affected this way although some would never own up to the fact. It was surprising how soon everyone was awake and ready to talk as soon as anyone spoke.

To be continued in In Depth No. 47 with:

**THE LOSS OF THE AE2**

### **SUBMARINERS ASSOCIATION NATIONAL COUNCIL CONFERENCE/REUNION 2015**

The Annual Reunion including the National Council Conference (NCC) for 2015 will be held at the Holiday Inn Leicester over the weekend of 27th to 29rd March. The Conference itself will be on Saturday 28th March. This Conference/ Reunion will be the first of what I hope will be many fully integrated events. This means that our ladies and friends will be welcomed for the Reunion but note that the Conference itself is strictly for the Full Members only. There will NOT be two separate Reunion Dinners as in the past and our ladies and friends will join us for the Reunion Dinner.

#### **General**

The address of the hotel is 129, St. Nicholas Circle, Leicester, LE1 5LX. This is NOT to be confused with a Holiday Inn Express one of which is also in Leicester. The hotel is located slap bang in the middle of Leicester, very adjacent to the large shopping malls, pubs and other places of interest, which I am sure you will find. Car Parking is in a multi-story NCP car park, adjacent to the hotel. In fact you can off load passengers and luggage then turn left straight into the car park. Whilst it is normally quite expensive we have managed to negotiate a deal of £5 per night for those accommodated in the hotel. There is a Health and Leisure Club, which offers a range of options to burn off some energy or to simply relax and unwind. The health club features an indoor swimming pool, gym, sauna, steam room and Jacuzzi all will help to get rid of that fuzzy feeling in the morning. Use of the gym is free to hotel residents.

#### **Accommodation**

I have reserved a total of 120 bedrooms in a mixture of Doubles, Twins, and Singles giving us a total of 200 beds. I can get more but this is subject to availability and early notification. There are no rooms on the ground floor, where all the public rooms, bars, restaurant, main dining room etc. are located. All bedrooms are accessed by lifts which are well maintained. Although there are no fully disabled rooms there are a number of what are called easy accessible rooms. The showers are of the over the bath type. We viewed a selection of rooms and found them all to be clean, spacious and all had TV, Tea and Coffee making facilities and a mini fridge.

#### **Meals**

The Friday evening meal will be a 3 course buffet style meal with a 2 choice starter, a 4 choice buffet main course (Chicken, Beef, Fish and Veggie) and a 2 choice buffet desert.



The Saturday evening Reunion Dinner will be a 4 course dinner with a 2 choice starter, an intermediate soup course, a 2 choice main course plus a vegetarian option and a 2 choice desert with ½ bottle of Wine per person and Port for the toast.

### The Most Important Room – The Bar

The bar tariff negotiated is, I believe, very good and reflects a 25% and in many cases a 30% reduction to their normal prices.

Draught Beer, Lager, Cider, Guinness & Becks	£ 2.80 per pint
Bottle Beers (Becks, Budweiser, Sol, Peroni, Heineken)	£12.00 for 5 bottles
House Rum, Vodka, Whiskey	£ 3.00
House Gin	£ 2.50
Mixers by the pump dash	£ 0.40
Mixers by the bottle	£ 1.00
House Red or White Wine (bottle)	£12.95
House Red or White Wine (1/2 bottle)	£ 8.95
House Red or White Wine (175ml glass)	£ 3.50
House Rose Wine (bottle)	£13.95
House Rose Wine (175ml glass)	£ 4.00

All other drinks will be at the normal hotel price.

**Rates:** Note all rates are per person

Friday & Saturday nights	Dinner, Bed & Breakfast (Sharing Double/Twin)	£125.00
Friday & Saturday nights	Dinner, Bed & Breakfast (Single)	£145.00
Friday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 70.00
Friday Night Only	Dinner, Bed & Breakfast (Single)	£ 95.00
Saturday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 80.00
Saturday Night Only	Dinner, Bed & Breakfast (Single)	£105.00
Additional night Thursday or Sunday	Bed & Breakfast (Sharing Double/Twin)	£ 35.00
Additional night Thursday or Sunday	Bed & Breakfast (Single)	£ 60.00
Non Resident Saturday Reunion Dinner		£ 37.00
Non Resident Friday Buffet Dinner		£ 22.00
Non Resident Tot Only		£ 3.00

The Friday & Saturday rate, the Saturday only rate and the Non Resident Saturday Dinner includes your Tot, ½ bottle of wine and Port for the toast.

Attached to this Newsletter are two Applications, one for your accommodation requirement(s) and the other for the Saturday Reunion Dinner meal choices. Whilst applications via your secretary are welcome I am happy to accept applications from individual members, indeed that is the preferred method so that I can quickly ascertain the room requirements.

I would prefer full payment up front, but a £50 deposit per person for packages greater than that will be accepted but I do need the FULL BALANCE by Friday 6th February 2015. I have to declare the room requirements at that time and pass back any not sold.

Please remember to include your contact details including your postal address so that I can send your tickets or contact you if there is a query. Although this Circular and Application form will be sent to all those members on e-mail I would ask all branch secretaries to get it out to your members as quickly as you can.

Please send your Applications and cheques to Dave Barlow at 84, Holbeck Park Ave, Barrow-in-Furness, Cumbria LA13 0SB. Tel 01229 831196. Email [dave@davebarlow.plus.com](mailto:dave@davebarlow.plus.com). Please make your cheques payable to the "Submariners Association" and NOT me. This causes a delay while I clear the cheque through my own bank before I pay the Treasurer.

You will be aware that due to the very low take up by the time I had to declare the room take up, the final mixed reunion was cancelled. I have since found out that quite a number of you were going to book but had left it until the last minute. I cannot take that risk as I have to pay for the rooms or pass them back. So, please book early to prevent a repeat. Your deposit will be returnable up to the time I have to declare the rooms so you do not gain anything by hanging back.

Best Regards, Dave Barlow

MEMBERS 'CROSSED THE BAR' 11<sup>th</sup> JULY 2014 to 30<sup>th</sup> SEPTEMBER 2014 (\*\* WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
John B Stewart	4 July 2014 aged 79	Signalman	SCOTTISH	1955-1960	TIPTOE (55-56), ARTFUL (57) & SCOTSMAN (58-60)
P F (Philip) Cookson	28 Jun 2014 aged 82	Lieutenant Commander	DOLPHIN	Apr 53-Jun 73	SEA DEVIL (53-55), EXPLORER (55), SELENE (56-57), EXPLORER (57-58), SEA DEVIL (IL 58-59), SERAPH (CO 60-61), ALARIC (CO 63-64) & OBERON (CO 66-67)
D (Dave) Elder	Jul 2014 aged 88	Chief Engine Room Artificer	ROYAL BERKS	1945-1948	SIRDAR, THERMOPYLAE & X-craft
A (Alex) Wood	Jun 2014 aged 83	Stoker Mechanic	SOUTH KENT & MEDWAY TOWNS	Aug 52-Apr 56	TACTICIAN & THOROUGH
Kenneth F Horn	30 Jul 2014 aged 79	Able Seaman (UW) SM	AUSTRALIA	1958-1970	OPPORTUNE (1st Commission) & OXLEY (1 <sup>st</sup> Commission)
A (Arthur) Brady	2 Aug 2014 aged 89	Telegraphist	ESSEX	1943-1946	H44 & SUBTLE **
Brian Harries Gordon Michael Baynham, MiD	2 Aug 2014 aged 93	Captain	EASTERN STATES	Sep 1942-195*	H44, SCEPTRE (TO), UTHUR (IL), AFFRAY (IL) SERAPH (IL), AMPHION (CO), TRESPASSER (CO 1949), SANGUINE (CO), SEASCOUT (CO) **
P (Peter) Geard	8 Aug 2014 aged 85	Chief Mech	EASTERN STATES	1953-1967	THOROUGH, TACTICIAN, AMBUSH, SEASCOUT & EXCALIBUR
J F (John) Taylor	August 2014 aged 79	Engine Room Artificer 1 <sup>st</sup> Class	DOLPHIN	Jan 59-Aug 75	THULE, TEREDO, ANDREW, OSIRIS & Chilean 'O' Boats
Colin Campbell Pemberton	11 Aug 2014 aged 96	Able Seaman (LTO)	MERSEYSIDE	Oct 42-Dec 45	SEVERN & TRENCHANT **
A H (Archie) Watt	22 Aug 2014 aged 76	Charge Chief Mech (L)	MEDWAY TOWNS	1964-1978	OSIRIS, CHURCHILL & RESOLUTION
D A (David) Kemp	20 Aug 2014 aged 78	Lieutenant (E)	GOSPORT	1968-1976	AURIGA, GRAMPUS & OCELOT
J (Jim) Cordy	Aug 2014 aged 93	Abler Seaman (UW)	DOLPHIN	Jul 42-Aug 45	TRIDENT & STRONGBOW **
W J (Bill) Brayley	14 Sep 2014 aged 83	Petty Officer ME	MERSEYSIDE	Nov 46-Dec 53	TANTIVY, SELENE, SPORTSMAN, ANDREW, ALLIANCE, TALENT & SLEUTH
R J (Ron) McKenzie	21 Sep 2014 aged 83	Engine Room Artificer 1st Class	AUSTRALIA	Nov 54-Aug 61	TELEMACHUS, ANDREW & TEREDO
Rod Winstanley	24 Sep 2014 aged 77	Leading Cook	MANCHESTER	1956-1961	SLEUTH, TRUNCHEON, TIPTOE, TACITURN, ASTUTE & TUDOR
John Babington	30 Sep 2014 aged 86	Stoker Mechanic	HULL	Sep 46-Apr 48	TANTALUS, TRENCHANT & TEREDO.
Alan Heaume	Sep 2014 aged 68	Radio Operator 2	CHELT & WEST MIDLANDS	1968-1973	NARWHAL
A G (Alan) Pitcher	Sep 2014	Leading Seaman	NORFOLK	Jan 69-Mar 75	RESOLUTION (P) (2nd Commission Jul 1971 & CONQUEROR

**OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’ 11<sup>th</sup> JULY 2014 to 30<sup>th</sup> SEPTEMBER 2014 (\*\* WWII Service)**

	NAME	DATE /AGE	RANK/RATE	SM SERVICE	SUBMARINES
Non Member	David Roy Mitchell	18th Mar 2014 aged 69	Chief ME	Not reported	GRAMPUS, SWIFTSURE & SPARTAN
Submarines Association of Australia	Les Benson	11th July 2014	Leading Seaman (RP) (SM)	1963 to 1972	THERMOPYLAE, SEALION, OTWAY & ONSLOW
Submarines Association of Australia	Kevan Marengo	7th Aug 2014 aged 73	CPO MTP4 SM	1963 to 1978	OBERON, ARTEMIS, TABARD, TRUMP, OXLEY, ONSLOW & OVENS
Submarine Officers Association	Richard Anthony Skelton (RAS) Adams	16th Aug 2014	Commander (MESM)	Not reported	DREADNOUGHT, SWIFTSURE, CONQUEROR & FOSM Northwood
Submarines Association of Australia	Daniel John O'Brien	25th Aug 2014 aged 72	Able Seaman (EM) (SM)	Not reported	CACHALOT, TIPTOE & OXLEY
Non Member	A M F 'Mike' Summers	August 2014	Lieutenant Commander, RAN	1963 to 1968	ARTEMIS (NO) & GRAMPUS
Submarine Officers Association	Thomas Noel (Tommy) Catlow	August 2014 aged 99	Captain, RN	1936 to 1945	ROVER, TRIDENT, CLYDE (IL) & L23 (CO) **
Submarine Officers Association	John Robert Wadman	17th Sep 2014 aged 83	Captain, RN	Mar 1947 to 197*	THOROUGH (47), ALLIANCE (47 NO), ANDREW (48 NO), SELENE (49), XE-8 (49), AUROCHS (51), AENEAS (53 1st LT), COQC (54), SPRINGER (54 CO), EXCALIBUR (57 CO), FINWHALE (60 CO), SO S/M Londonderry (62), CDR SM 3 (66), REPULSE (Port) ( CO 1st Commission 68) & Captain SM10
Submarine Officers Association	Kenneth Howard Mills	17th Sep 2014 aged 85	Captain, RN	May 1950 to 1970	TABARD, TRUMP, TACITURN (IL), TUDOR (CO), ARTEMIS (CO), FINWHALE (CO) & RENOWN (S) (CO 1st Commission 68)
HMS CAVALIER Association	Charles Thomson	19th Sep 2014 aged 80	Mechanician (L)	Sep 1953 to Aug 1960	SELENE, SLEUTH, SCORCHER, SIDON, SCOTSMAN, TUDOR & from Jun 1962 in OBERON & AMBUSH. Survivor from SIDON
Non Member	Conrad (Danny) Danvers	September 2014	Chief Marine Engineering Artificer	Feb 1963 to 197*	CACHALOT (Jun 63), WALRUS (Oct 64 to Sep 65), REPULSE (P) (Feb 67 – 1st Commission) & SUPERB (1st Commission)
Non Member	Robert G (Bob) Little	3 <sup>rd</sup> Oct 2014	Fleet Chief Radio Electrician	Sep 1953 to 1977	ASTUTE, ALLIANCE, THOROUGH, AUROCHS on 17th May 1958, TELEMACHUS, ANDREW, TABARD (Jul 1961) & REPULSE (S) (Jul 1967 & 1st Commission Crew on 28th Sep 1968)



# IN DEPTH

**000000SUBMARINERS ASSOCIATION REUNION APPLICATION**  
**FRIDAY 27th MARCH - SUNDAY 29th MARCH 2015**

BRANCH: .....

Packages	A	£125	Frid & Sat Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	H	£60	Additional Night Thurs B&B (SINGLE)
	B	£145	Frid & Sat Dinner B&B (SINGLE)	I	£35	Additional Night Sun B&B (SHARING DOUBLE/TWIN) Per Person
	C	£70	Frid Night Only Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	J	£60	Additional Night Sunday B&B (SINGLE)
	D	£95	Frid Night Only Dinner B&B (SINGLE)	K	£37	Non Resident Saturday Reunion Dinner includes Tot, Wine & Port
	E	£80	Sat Night Only Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	L	£22	Non Resident Friday Buffet Dinner
	F	£105	Sat Night Only Dinner B&B (SINGLE)	M	£3	Tot for Non Resident
	G	£35	Additional Night Thurs B&B (SHARING DOUBLE/TWIN) Per Person			

SURNAME	FIRST NAME	SELECT PACKAGE(s)													Total Cost	Deposit Paid	Balance Paid	Special requirements Disabled or Who to share with in Double/ Twin  Use extra sheet if required
		A £125	B £145	C £70	D £95	E £80	F £105	G £35	H £60	I £35	J £60	K £37	L £22	M £3				
TOTALS																		

All hotel 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. Tel 01229 831196  
 Make Cheques Payable to "Submariners Association" and NOT me please.  
 Please include your contacts details

BRANCH: .....

STARTERS	S1	Goats Cheese Tart, Cherry Tomato, Rocket Leaves with pesto dressing
	S2	Ardennes Pate, Sour Dough bread, mixed leaf salad, red onion relish
INTERMEDIATE	I1	Leek and Potato Soup (V)
MAIN COURSE	M1	Chicken Supreme wrapped in bacon, seasonal vegetables, new potatoes served with a pepper sauce
	M2	Lamp Rump with Rosemary Mash Potato, seasonal vegetables served with a red wine sauce
	M3	Mushroom & Tarragon Tart with Herb Cream Sauce, new potatoes and seasonal vegetables (V)
DESSERTS	D1	Lemon Tart with Chantilly Cream, mixed berry compote
	D2	Warm Apple Pie with Vanilla Ice Cream
WINE	R or W	Red or White - 1/2 bottle per person

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

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

Please note that this is a 4 course meal with an intermediate Soup Course between the Starter and Main Courses.