



# IN DEPTH

Official Newsletter of the Submariners Association

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



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## EDITORIAL

Hello All,

Well the last few months have been very busy with the National Council Conference, the Submarine Service 'Freedom of Barrow' Parade in June, the Queens 90<sup>th</sup> Birthday followed by Commemorations of the Battle of Jutland and then the Battle of the Somme. I know many members will have been on Parade on a number of occasions.

The Chairman's Report this time is a bit longer than usual as he updates us all on the decisions taken at the National Council Conference – you may have seen these results in the recently issued unconfirmed Minutes but for those who haven't seen the minutes it another opportunity to see what happened.

Once again I have received more submissions than I can fit in so some items will have to be held over to a future issue but I hope you will find the range of articles this time to be interesting and relevant.

There is a further contribution from RASM, an article about the Submarine Service 'Freedom of Barrow Parade', a report on the latest Blue Plaque unveiling, an item by Dave Barlow on the VANDAL & UNTAMED Memorial Weekend, news about the Australian plans for a replacement for the Collins Class and details of a scheme to recruit new potential Submariners from General Service, the Fleet Air Arm and the Royal Marines.

You may have read of the recent discovery of the wreck of what is thought to be the WWII

'T' Class Submarine HMS P311. Some details of this Submarine's last patrol and the unfortunate crew and team of 'Charioteers' are in this newsletter – confirmation of the Submarine's identity are awaited from the Ministry of Defence who are investigating.

I have included our outgoing President – Sir James Perowne's - Address to the Conference. Sir James – as you all know has been our President for fourteen years and is well deserving of our thanks. Also included is a CV (and photo) of our new President – Rear Admiral Niall Kilgour – I'm sure many of you will know him already.

A new contributor in this issue is Tony Johns – the Managing Director of the BAE Shipyard in Barrow updating us on the ASTUTE Build Programme, the preparations in the Shipyard for the anticipated VANGUARD replacement and longer term plans for a possible ASTUTE Successor.

The regular items covering Submarine and Submariner losses in WWI and the next Chapter of the Henry Kinder Diary are here as well!

Please read and enjoy.

Regards

Barrie Downer

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### NEWSLETTER CONTRIBUTIONS

Issue No. 54 of IN DEPTH is due for publication on 1st October 2016. Contributions for the next Issue should be with the Editor by 15th September to ensure your story/article is considered

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Cover Picture: HMS ARTFUL Surfaces off the Coast of Scotland

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## CHAIRMAN'S REPORT

Friends and Fellow Submariners,

It seems such a long time since early April when I last sat down to write my dit for the In Depth. So much has happened in that time it's difficult to work out where to start, but let me assure right now I will not be discussing the EU Referendum or the ensuing chaos it seemed to generate! I think we will all have had our fill on that subject. We are now well into the 'lazy, hazy days of summer' where afternoons are tranquil and evenings are spent sitting in the garden enjoying the setting sun whilst sipping a G & T. Well that's the theory of it anyway

Since the last In Depth we have enjoyed the Annual Reunion and NCC which was held a little later this year simply to enable us to negotiate the excellent deal we enjoyed at a super hotel. Well done to Iain Mackenzie and Dave Barlow for all their work and time spent securing such value. It was a very successful Reunion enjoyed by all of the 250 or so members and families who attended.



REUNION 2016 GROUP PHOTOGRAPH

The Reunion side of the weekend went according to plan and followed the usual programme of events, Laying-Up of Standards at church service, tribute to those who have Crossed the Bar, NCC (more on that shortly), Tot Time, Saturday evening Dinner all of which was set amongst the traditional attempts to drink the hotel dry! Our principal guest this year was Rear Admiral John Weale, OBE and his wife Julia. Admiral Weale as well as being RASM is also Flag Officer Scotland & Northern Ireland and Assistant Chief of Naval Staff (Submarines) so he is quite a busy man with a lot of demands on his time. I know that he and his wife enjoyed the weekend immensely and are already looking forward to next year. The 2017 Reunion will take place in Leicester as it did in 2015. Those who attended then will I'm sure testify to the quality and care we received then. So my advice is don't leave it too long - book early!

That's the fun part of the weekend but there is a serious part of the Reunion weekend and that is the National Council Conference (NCC). This is where members can debate and vote on how they want the Association to be run. An opportunity to put your suggestions before the Delegates and make your case for changes. I'm pleased to say that there were 33 official delegates present this year each one representing a branch. There were 16 apologies from branches that for one reason or another were unable to be represented. Sadly there were five branches that did not even have the courtesy to respond in any way.

We also had 3 'Proxy' delegates each representing one of our overseas branches. This Proxy is selected by the overseas members and gives them a chance to have their voice heard and contribute to the debates. I hope it helped them to feel included.

Another new face at the event was our new National President Rear Admiral Niall Kilgour CB who is taking over from Admiral Sir James Perowne. Sir James has held the post for 14 years and we are extremely grateful to him for all that he has done in those years and the sage advice given to ensure the sustainability of the Submariners Association. Details of our tokens of appreciation are fully covered in the Minutes of the meeting.

The first voting issue of the NCC was to ratify Nigel Mellor of the National Secretary. I am pleased to inform you that this was 'carried' unanimously so we officially welcome Nigel to the post and wish him well.

There were 5 Proposals and 1 Recommendation for debate at this year's NCC - a good number which tells me that members are looking at our organisation and taking the time to suggest changes and improvements so I thank you all for that.

All the details of the various debates and arguments are contained in the Meeting Minutes which you should all have read by now so I will briefly summarise them here.

Proposal No. 1

Proposed by: Sunderland Branch                      Seconded by: North-East branch.

We propose that a member of the Association may apply for a suspension/waiver of the annual subscription due to the criteria agreed by the NCC; the Membership Secretary be empowered to waive said subscription for the annum in question, such waiver to be reviewed at a later date.

FOR: 9                      AGAINST: 23                      ABSTENTIONS: 1                      Motion Failed

Proposal No 2

Proposed by: Barrow Branch                      Seconded by: Morecambe Bay Branch

We propose that the NMC should ensure that the total costs of the Submarine Memorial Parade and associated activities are limited to 40 % of the current year's subscriptions.

FOR: 9                      AGAINST: 23                      ABSTENTIONS: 1                      Motion Failed

Proposal No. 3

Proposed by: Merseyside Branch                      Seconded by: Plymouth Branch

It is proposed that the NMC (Treasurer) makes available, within one month of the NCC meeting, a breakdown of the NMC Expenditure to the members of the Association. This should be a comprehensive and detailed account and should show increases in expenditure from the previous year i.e. train fares, hotel costs etc.

As there was no Delegate from the Proposing branch this item was not progressed.

Proposal No. 4

Proposed by: Plymouth Branch                      Seconded by: Merseyside Branch

It is proposed that the existing system of One Branch one vote, be changed to and replaced with One Member One Vote. In doing so we believe this would ensure that a fair and democratic result being achieved in all future Ballots held by the association

As there was no Delegate from the Seconding branch this item was not progressed.

Proposal No.5

Proposed by: Dolphin Branch                      Seconded by: Medway Towns Branch

The Dolphin branch proposes that an additional paragraph, 5(f) (a) be added to Clause 5 (f) of the Rules & Constitution:

Existing Clause 5(f): The cost of all National Council Conference meetings, and National Council members' approved travel expenses shall be a charge against the funds of the Association.

Proposed addition: 5(f)(a) Where the Conference and a Reunion are held at the same place and time, travel expenses of National Council members who are attending the Reunion cannot be a charge against the funds of the Association.

FOR: 22                      AGAINST: 9                      ABSTENTIONS 0                      Motion Passed

With 33 members present this achieved the required 2/3<sup>rd</sup> majority

Recommendation

The National Management Committee will recommend:

"Members of the Association who permanently reside outside the British Isles should pay a reduced Annual Subscription. The amount recommended is 1/3 of the in -place Subscription, and that the Submariners Association Rules & Constitution, Clause 4, be amended to accurately reflect this decision."

FOR: 26                      AGAINST: 6                      ABSTENTIONS 0                      Motion Passed

With 33 members present, this achieved the 2/3 majority required

Ted Hogben was elected as the new Vice Chairman and Chris Freeth and Brian Tate were elected on to the NMC. Our thanks for all their hard work go John Wood the outgoing Vice Chairman and Andrew Jeffrey who leaves the NMC.

The debates on all of the above were conducted in a fair and proper manner with all Delegates and Observers conducting themselves in good spirits. It is just a pity that branches who propose and second issues cannot turn up for the debate therefore rendering all the good preparatory work invalid.

The Blue Plaque dedicated to Lt. Cdr. Geoffrey Saxton White VC RN was unveiled on 30th April at Bradfield College. The college was well represented as was the family of Lt Cdr White VC. I am pleased to say that Standards of the Welsh and Royal Berkshire branches were paraded as was the National Standard. The event was enhanced by the attendance of a contingent of the College CCF Unit who were inspected by Admiral Sir James Perowne. The Plaque was unveiled by Mrs. Victoria Fishburn - High Sheriff of Berkshire and Sir James. All together an excellent day. By Editor – A full report on the unveiling is at Pages \*\* & \*\*.

Many of you will have heard of the new Submarine Service Regimental Tie which is now available for the price of £40. I know that this on the face of it seems a very high price to pay for a tie but please be assured that this is a tie of extremely high quality and if purchased directly from the manufacturers shop would cost between £120 and £150. It is only due to a pre-existing relationship with the manufacturer Windridge & Young that the Navy can negotiate such a favorable deal for this silk tie. This bespoke hand-woven tie should not be confused with an Association tie. There is a distinct difference between the two and this is NOT intended to replace our own Association tie.

Also in production is a weaver in Perth who is presently manufacturing the Official Submarine Tartan (registered with the Scottish Government). Once this available for purchase I will pass the information to you. There is also a local distillery here in Scotland commissioning a bespoke Official Whisky of the RN Submarine Service. It will be called 'The Dolphin' and will include bespoke labeling which will carry 'Dolphins'. It is intended that it should cost no more than £20 per bottle. Again, when this is available I will let you know. The reason for all this activity is that RASM is a very proactive Submariner and believes passionately that there should be much more co-operation and integration between the Serving Submariner and the Veterans. He firmly subscribes to the philosophy of 'once a Submariner - always a Submariner'. You are either serving or non-serving. We are all one Family! He is a fully paid-up member of the Association.



RASM RECIEVES HIS ASSOCIATION MEMBERSHIP CARD FROM THE CHAIRMAN

I think I had better draw a line under this now or the Editor will be demanding cuts to this tome! I will finish now and wish you and your families and friends a warm and sunny summer. I look forward to meeting up with you all again soon.

In the meantime, Keep on Keeping on.  
JMCM

## SUBMARINERS CELEBRATE 115 YEAR ASSOCIATION WITH BARROW

Pictures by LA(Phots) Pepe Hogan and Ben Shread, FRPU North

Submariners from five boats plus engineers, who'll soon join them, paraded through the town synonymous with the Silent Service - Barrow in Furness. For the first time since 2001, when they were granted the Freedom of the Borough, the Submarine Service, led by a RM Band, exercised that right on Saturday 11<sup>th</sup> June 2016.



THE PARADE 'FALLEN IN' IN THE TOWN HALL COURTYARD

Submariners from five boats plus engineers - who'll soon join them - paraded through the town synonymous with the Silent Service: Barrow in Furness. Under various names and guises – today BAE Systems – the town's Shipyard has built most of the Royal Navy's submarines, beginning with Holland 1 in 1901, all the way up to the latest Astute-class boats rolling out of the sheds today.

In the Silent Service's centennial year – 2001 - Barrow Town Council bestowed their highest public honour on Submariners – The Freedom of the Borough. Fifteen years down the line and there was the opportunity to celebrate that honour once again.



THE PARADE FORMS UP ON THE TOWN QUAY - BAE SHIPYARD IN THE BACKGROUND

Led by the Band of HM Royal Marines, Scotland, a twenty four man Guard, a Colour Party and a Casket Party with Marching Platoons drawn from the crews of hunter-killers AUDACIOUS, ASTUTE and TORBAY, plus nuclear deterrent boats VANGUARD and VICTORIOUS, and the Engineering School at HMS SULTAN marched through the streets of Barrow with Colours Flying and Bayonets fixed.

A Platoon of Submariners Association Members from the Barrow in Furness, Morecambe Bay, Blackpool and Manchester Branches joined in the Parade. Also marching was a Platoon made up of Sea Cadets from the North West Region.

The route of the parade was from the Town Quay via Schneider Square to the Town Hall Square where there was an Eyes Left to the VIPs, on down Duke Street to Ramsden Square where there was an 'Eyes Left' at the Memorial to the Barrow Built WWI Australian Submarines AE1 and AE2 and their crews. The Memorial at which a Wreath was laid by the President of the Barrow Submariners Association was marked by the RN and RAN White Ensigns. The 'Eyes Left' was acknowledged by retired Submariners from Barrow. The Parade then returned up Duke Street to the Town Hall Courtyard for the formal Parade, Inspection and Speeches. The Submariners Association Platoon was inspected Rear Admiral John Weale and by the new Submariners Association President Rear Admiral Niall Kilgour CB.

Fresh from her visit to the Belfast to support Battle of Jutland Commemorations and the Isle of Man supporting the TT races, the Minehunter HMS RAMSAY was in town – and open to the public, as was the adjacent Royal Navy recruiting village, including the Submarine Service's new public information trailer, which gives a taste of life aboard a Submarine through pictures, videos, periscope imagery and the opportunity to talk to serving submariners. Some 5,000 townsfolk took the opportunity to visit the Naval Village and HMS RAMSEY.



REAR ADMIRAL JOHN WEALE CHATS WITH MAYOR – CLLR. ANITA HUSBAND

Rear Admiral John Weale, Head of the UK Submarine Service, said: "Barrow-in-Furness sits at the heart of the UK's scientific and technological community that keeps the Royal Navy on the leading edge of global submarine and nuclear technologies.

"The Borough and the Royal Navy have worked closely together for more than a century: from HMS Holland 1 and HMS A1 through the Swiftsure and Trafalgar Class boat builds of the 1970s and 80s, and now the town is building our seven 21<sup>st</sup> Century Astute-class submarines."

The formal proceedings were followed by a Civic Reception in the Forum for those participating in the Parade after which the Royal Marine Band laid on a two hours Concert for townsfolk in the Forum theatre with all proceeds going the Royal Navy and Royal Marines Charity.

## PRESIDENT'S ADDRESS TO THE 2016 CONFERENCE

Vice Presidents, Chairman, Members of the NMC, Delegates, Fellow Submariners,

Good morning. It is lovely to see you all on this glorious day. Let's see if we can speed through this morning and get out on the beach in our bathers! I'm sure all of you would like to thank Iain Mackenzie and his team, I know Dave Barlow helped out a lot this time, it's a great hotel, great food and I think everyone is happy with the situation.

I would also like to thank Stuart Brown of the NMC because Stuart is very generously helping to meet the costs of the port and wine at the meal this evening. Thank you very much Stuart.

Just before I go on to the main part of my address let's just wish Ray Gritt a speedy recovery. Ray has been ill lately but is now back home so hopefully that will help in the process of recovery.

I would like to thank all on the NMC for all that you have done and will have more to say about them later in my talk. Right now I just want to say how pleased I am to see Rear Admiral Niall Kilgour here today - no broken legs and looking fit and well! So welcome Niall to the SA although I am not quite sure when the official hand-over comes into force but I'm sure Jim will tell us!

Niall's and my careers have intertwined over many years. Not just in Submarines! I was captain of the 6th Fleet Squadron when I handed it over to Niall back in about 1994 and of course he was FOSM after me with just Bob Stevens in between us. Those of you with long memories will recall the Niall came and spoke at the dinner in 'DRAKE' when he was FOSM and it was at that point you all came up to me and said "You've got to get him as your relief!" What we didn't realise at that time is that he was going off to do a proper job when he left the Navy!

It was fourteen years ago in March 2002 when Tony Whetstone passed the baton to me at the Nautical Club in Birmingham and much has changed over the years since then. I'm not going to go through it all now but if you remember then it was "men only" Reunions, then we had the dreaded 'split' dinners, then we had the rising wall in the Adelphi Hotel. We tried all sorts of thing like having two Reunions a year. I think we have now come to a really good conclusion. Having a mixed Reunion & tying it in with the Conference seems to be working well and we have a good number of Delegates here today. Not just Delegates but in fact a great number of people and a good hotel. The other thing I am quite proud about during my Presidency is introducing the President's Certificate of Appreciation. Every person I have given it to has died!!! Except Roy James! It's a small token but I hope my successor will carry on with that. I have always gone to the presentations and the branches make a massive effort to make the recipient feel good and worthy. So if you do think you know someone who deserves the award keep sending the names into the Chairman and each one will be discussed by the Vice Presidents Committee and the NMC.

What is the SA about? What is it that we do? Here we are - the Submariners Association - why do we all do this? What's our aim? There are three things I want to pick out:

1. At Branch Level: Branch level is really the heart of the SA. You look after the submariners in your area and as they get older I hope you continue to look after them even when they stop coming regularly to your meetings. I know that in my branch, Leicester, widows are still looked after when our members have passed on and I think that community spirit, people not left to die lonely, is vital. Branch level is so very very important. The single most important thing we do!

2. The Embankment Parade: In the 14 years that I have been President this has gone from almost tottering on its last legs to over 400 people attending! It has really gone from strength to strength and we even had Prince William there last year! I really do commend it to you. Take it back to your branches, if you are not a branch which normally attends, please give it a go. It is really a good parade now. Prince William was so good this November, we had the 94-year-old, wheelchair-bound, widow of the captain of the Submarine UNTAMED (he is still resting within his submarine at the bottom of the Clyde) and Prince William went down on his haunches and spoke to her eye-to-eye for about five minutes. That is just worth a million dollars!! That woman is going to go to her grave knowing that someone from very high authority really appreciated the sacrifice she made all those years ago. I DO think the Embankment Parade is very important, Sadly, Boris Johnston doesn't!! He has put his retched bicycle track right in front of our Memorial! So it is virtually impossible for us to hold our Service in front of our Memorial now. Luckily our Patron, Admiral of the Fleet Lord Boyce is a member of Middle Temple and they have a large grassy courtyard surrounded by buildings with a natural spot to place our drum-head alter and lay our wreaths. It is literally right across the road from our Memorial. So that will continue! I have to say that Jim and his team including John Wood negotiated an amazingly good deal with Middle Temple. If I tell you that it was at least 1/3 of the normal charge that will give you an idea of how much they knocked the price down. It is a cost but I think it is a vital part of what we do and I really get quite moved when the names of the 167 submarines lost are read out. There is a BUT.....

Branches ceding from the Association. Leaving the National Association and renaming their branch something else, Submariners UK or such. That's fine for them but that will stop us doing the Embankment Parade because

we won't have the money, we won't have the people and we won't have the organization. So please, if your branch is one for ceding from the Union, that's fine, their better off but the community of Submariners is considerably worse off. So please do try and nip that one in the bud if it is starting in your branch. If you do cede then we might as well pack up and go home and that would be a shame after all these years.

3 - Reunions: this is the third thing that we do and it is another thing that will collapse if people just leave the Association. Reunions are vitally important. So many people enjoying themselves, meeting old mates and having a great time. If too many people leave the Association, we will no longer have the ability to organize such events. So please let's keep the Association together otherwise we will lose the one thing we all enjoy.

I have one more BLEAT! I hope it is none of you but you can take it back to your branch. I HATE the use of Social Media to impugn the members of the NMC and they are doing it anonymously which I think is despicable! If you have a problem - air it openly with your name at the bottom of it! There has been some stuff on Face Book saying the NMC are running away with all the money, making themselves rich etc. Let me tell you, for the 14 years I have been your President I have very rarely asked for expenses, it has cost me a lot of time and money over the period which I have thoroughly enjoyed and wanted to do. But it doesn't encourage you to do it when there are idiots putting that sort of thing about, impugning my character and Jim's character and Nigel's character. It is disgraceful and it's just not right. So if you know who it is please do all you can to stop them because I just think that it is awful? I know it's the way the country is going and I just find it awful. We even have the Prime Minister putting out his tax return!! But that is not us! The crème de la crème of the country. Please bring it to an end. End of bleat!!

I have thoroughly enjoyed my 14 years as your President and I'm sure Admiral Kilgour will as well. You are a great bunch and we have had such fun over the years. I was just wondering if we could get the Bruges ferry thing going again! And we have not been to Ireland for a wee while so there are lots of things we can do to cheer ourselves up!!

I hope you have a good Conference, be polite to each other, don't use swear words, don't resort to personal abuse and no fisticuffs!!

Thank you all very much.

James Perowne

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#### SUBMARINERS ASSOCIATION PRESIDENT'S 'CERTIFICATE OF APPRECIATION'



SA PRESIDENT'S AWARD TO ROY JAMES (Welsh Branch)

As mentioned in the President's Address to this year's Conference (see above) Welsh Branch Member Roy James was presented with the Submariner's Association President's 'Certificate of Appreciation' in January 2016 in recognition to his many years of stalwart Service to the Submariner's Association. This service included eighteen years as Secretary/Treasurer of the Welsh Branch and eight years as the National Treasurer. Roy tells me he was the first National Treasurer to computerise the accounts and that he was also responsible for the original design of the SA Diary – a design which is still used today. Although somewhat belated I am pleased to be able to

include this photo of Roy and Sir James surrounded by Roy's colleagues from the Welsh Branch - including the Welsh Branch President Commodore Elliott. Well done Roy!

NEW & RE-JOINING MEMBERS – 1<sup>st</sup> April 2016 to 30<sup>th</sup> June 2016  
(20\*\* Serving Member) (\*\* WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
M. (Mike) Blake	CPO Stwd	Dolphin	1973 to 1980	CONQUEROR (73-74), RENOWN (P) (74-76) & REVENGE (P) (78-80)
G. (George) Boyle	CPO Coxn	West of Scotland	1978 to 20**	SEALION, REVENGE, SPARTAN, TIRELESS, TRENCHANT & VANGUARD
A. R. J. (Anthony) Busvine	REA1	Beds & Herts	1964 to 1970	ASTUTE (64), ANCHORITE (64-66), ALLIANCE (66), ASTUTE (66 to 68) & ODIN (68-69)
Philip (Jimmy) Green	CPOWEA	Barrow in Furness	Sep 1974 to Mar 1998	RENOWN (85), REPULSE (85-88) & VICTORIOUS (92-96)
L. M. (Lee) Hardy	LMA	Bath	1999 to 2002	VICTORIOUS (99-01) & VIGILANT (01-02)
Bernhard G. (Bogie) Knight	MEM1	Essex	1969 to 1973	OTTER (69-71) & PORPOISE (72-73)
I. M. (Ian) McNamara	Lt. Cdr	West of Scotland	1996 to 2009	VANGUARD (96-97) & VIGILANT (99-02) & (07-09)
G. K. (Gary) Nicolson	WO1 MEM (SM)	West of Scotland	1986 to 20**	VALIANT (86-87), COURAGEOUS (87-92), VANGUARD (93-98), VENGEANCE (00-01), VIGILANT (03-06) & AMBUSH (07-08)
P. (Peter) Oakes	MEA(P)1	Barrow in Furness	1969 to 1979	WARSPITE (69-71), COURAGEOUS (72-75) & CHURCHILL (78-79)
G. S. (Garry) Parkes	WO1 (Coxn)	Gospport	1986 to 20**	CONQUEROR (86-90), VICTORIOUS (S) (92-96), VANGUARD (P) (97-00) & VENGEANCE (00-03).
J. S. (John) Weale	Rear Admiral	West of Scotland	Sep 1987 to 20**	SOVEREIGN, OPPORTUNE, TRENCHANT, SPLENDID, TRAFALGAR, SM2 & RASM
A.J. (Adrian) Williams	CPOMEM(M)	New Zealand	1981 to 2010	REPULSE (82-84), RESOLUTION (85-97), SOVEREIGN (98-00) & SPLENDID (00-04)

### A MESSAGE FROM REAR ADMIRAL SUBMARINES

RASM's Thoughts on his Various Roles - 'Think Scotland: Think Submarines'

Following the Submarine Service exercising its Freedom of Barrow in Furness in June, Rear Admiral Submarines, John Weale, met up with a group of veterans who asked him about roles and to explain how his three titles complement each other – Flag Officer Scotland and Northern Ireland; Assistant Chief of Naval Staff (Submarines); Rear Admiral Submarines (FOSNI/ACNS(SM)/RASM).

"The key benefit of concentrating these three roles into one organisation is that it makes me responsible for the entire UK submarine capability," said Rear Admiral Weale.

"As ACNS(SM) I am responsible for ensuring that the Royal Navy gets its crews and submarines ready for Commander Operations (COMOPS) in accordance with the UK's operational requirements. We then regenerate our people and boats upon completion to get them ready for their next deployment.

"This is of benefit to the Submarine Service as it provides it with an accountable and responsible two-

star head, with clear reporting lines to the Defence Nuclear Executive Board, and to the Navy Board, based right alongside the sailors and boats at Faslane.

"The Navy Board decided in 2015 to bring together FOSNI with the new ACNS(SM) role in recognition of the importance of HM Naval Base Clyde's contribution to UK national security and defence from Scotland. As an aside this change also allowed the Naval Service to continue to have two-star representation in Scotland at a time when there was pressure to remove that post.

"This change coincided with the Navy Board restating that Continuous At Sea Deterrence is its main effort, which itself was an immense help to the Submarine Service as it seeks to strengthen and reinvigorate its under manpower pressure.

"As these changes bed in, our progress towards establishing HMNB Clyde as the single Home of the UK Submarine Service will accelerate. The timetable for this will see the last two Trafalgar class boats move to the Clyde by 2019 and the final four Astute class will join their three sister boats by the mid-2020s. Looking further out the Successor class of deterrent submarines are expected in service from the early 2030s.

“And, of course, this is in addition to Naval Base Commander Clyde working to deliver the £1.2bn of improvements and upgrades to the Faslane sites over the next decade across its waterfront, engineering support and accommodation services.

“Finally, as RASM, representing Submariners and their families, veterans and industry, I firmly believe that the changes that we have been making are really beginning to take effect and that the association between the Submarine Service and Scotland is in good health.”

**REAR ADMIRAL NIALL S R KILGOUR, CB**  
Rear Admiral Niall Kilgour is now our Submariners Association President in succession to Admiral Sir James Perowne. The handover took place at this year's Reunion and National Council Conference in Blackpool. For those of you who don't know him here is his biography.



Rear Admiral Niall Kilgour joined the Royal Navy in 1968. He qualified as a submariner in 1972, subsequently serving in HMS ORPHEUS and twice in HMS REPULSE (Port) prior to the Submarine Command Course; he commanded the submarines HMS PORPOISE from 1980 to 1982 and HMS COURAGEOUS from 1986 to 1988. Early shore appointments include the Naval Staff Course at Greenwich, the staff of Britannia Royal Naval College, Dartmouth and Commander SM of the Third Submarine Squadron in Faslane. In 1990 he was appointed the Operations Officer for the Submarine Flotilla thus starting a subsequent career profile alternating between operational posts and further command at sea.

From submarine operations and the direction of operational patrols in the final stages of the cold War, he served with COMNAVSOUTH in Naples with responsibility for the day to day NATO sanctions operations in the Adriatic at the start of the Bosnia Crisis. He returned to sea in 1994 as Captain of the Sixth Frigate Squadron and Commanding Officer of HMS NORFOLK and thence HMS MONTROSE. Back in the operational fold in 1996, he became the Assistant Chief of Staff (Operations) to the Commander-in-Chief Fleet and

also dual hatted as Assistant Chief of Staff for Maritime Operations within the then newly formed Permanent Joint headquarters. In an exhilarating period of activity he was involved in a wide variety of operations worldwide. In 1998 he returned to sea again as Commander Amphibious Task Group/Commander United Kingdom/Netherlands Amphibious Group. Highlights included disaster relief operations in Central America post Hurricane Mitch (for which the Group was awarded the Wilkinson Sword of Peace), several major deployments and Component Command for UK operations in Sierra Leone. Admiral Kilgour was awarded the Queen's Commendation for Valuable Service for his command of maritime forces in Operation Palliser (Sierra Leone) in May/June 2000. Promoted to Flag Rank in September 2001, Admiral Kilgour returned to the Fleet Headquarters at Northwood for the third time as Commander Operations for the Fleet, Flag Officer Submarines (subsequently Rear Admiral Submarines) and as the NATO Submarine Commander responsible for all submarine activity in the Eastern Atlantic and Northern waters. He was appointed Companion of the Bath in the 2004 New Year's honours list.

On his retirement from the Royal Navy at the end of 2004, he secured the position of Secretary and Chief Executive of the Hurlingham Club in West London, commencing in mid-2005 and retiring finally in 2015. He is a Vice President of Navy boxing and former President of the London Flotilla.

Niall Kilgour is married with a home in Somerset and he and his wife Jane have three grown up children all vaguely on the straight and narrow! His principal interests include country activities, history, sport and enjoying life to the full.

#### BARROW SHIPYARD UPDATE

By Tony Johns – Managing Director BAE Systems Submarines

Thank you for the opportunity to contribute to your newsletter. I think I write as the first ever Managing Director of the Barrow Shipyard who is an ex submariner, so I am delighted to let you know what is happening in the submarine build yard.

The yard is busier now than at any time since the height of the Vanguard Programme. The shipyard continues to grow in terms of facilities, capacity and personnel with nearly 8,000 now working on site (up from 4700 in 2010). We continue to deliver the Astute programme, but are also preparing to start the construction of the Trident Successor programme. To enable us to deliver the Successor programme we are currently undergoing a substantial site redevelopment programme to update our capability and increase our capacity.

## ASTUTE

Due to the nature of current threats to the UK and the increased capabilities of the Astute Class submarine over the Trafalgar Class, they are in high demand by the Royal Navy. After the troubled years of which I am sure you are familiar, we have proved through the delivery of the first three boats that we have created a truly world class product that has increased the operability of the Royal Navy Submarine Service.



Whilst the Astute programme continues to provide challenges within its build phase, Boat 4's (AUDACIOUS) time in the Devonshire Dock Hall (DDH) is coming to an end and we hope to have her in the water next year. This will leave Boats 5, 6 and 7 in various stages of the build phase within the DDH. With the delivery of boat 3 (ARTFUL) at the end of last year it signified the first boat to leave the Barrow shipyard with the new Common Core Combat System, which has now undergone extensive sea trials and will be fitted to the rest of the Astute class and retrofitted to the remaining submarine flotilla.

## SUCCESSOR

The replacement of the Vanguard Class Submarines has been on both the political and industrial agenda for some time, but the Shipyard at Barrow continues to go about its job of being able to deliver the programme. As I am sure you are all aware of the incredible complexity of an SSBN Programme, and it presents a number of challenges to all concerned, from ensuring the design is appropriate for the role the submarine will undertake to ensuring the shipyard site is able to deliver the submarines in a time frame that allows the Royal Navy to maintain Continuous At Sea Deterrence (CASD). There continues to be intense political debate around the programme and role it plays in the defence of the nation. We are working closely with our ministry partners to ensure that we have done all we can when an investment decision is made in Parliament. Both the programme and its enabling site redevelopment programme remain on course to deliver (the design programme has gone pretty well over the last five years).

## SITE DEVELOPMENT

To enable us to deliver the Successor programme in concert with the final three boats of the Astute programme the Shipyard in Barrow is currently undergoing a major site redevelopment. This includes completely new buildings and the refurbishment of a number of facilities already in use, some 22 separate projects. The first building to be completed in October will be the Strategic Bulk Store (SBS) which can be found on the Barrow Island Business Park, offsite between the shipyard and the Docks.



THE RESOLUTION BUILDING

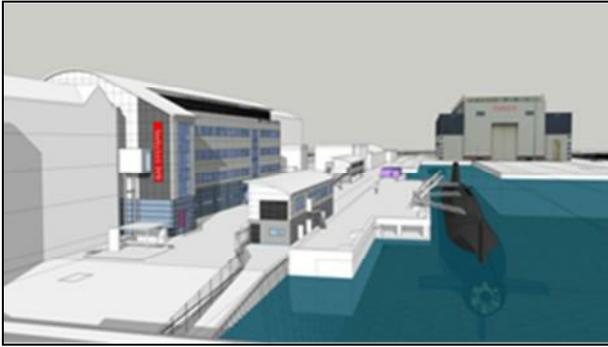
The SBS once completed will be named the Resolution Building to mark 50th Anniversary in September of the launch of HMS RESOLUTION, the UK's first SSBN.

## CENTRAL YARD DEVELOPMENT

Perhaps the most obvious sign of our site redevelopment programme is the Central Yard Facility. This comprises of both the Central Yard Complex, a building half the size of the DDH to enable us to do modular construction, and the Paint Facility which enables us to paint the submarine in ideal conditions in the days of environmentally friendly water based paints. This new facility enables us to achieve a higher level of outfitting and test before the sections of submarine enter the DDH for final integration.



There are a number of other projects ongoing across the site including upgrades to both the New Assembly Shop and Devonshire Dock Quay (below) all to ensure we can deliver the Successor Programme.



MUFC

No, it's not Manchester United Football Club, it's the replacement for ASTUTE. It seems a little hard to believe, certainly with my long association with the shipyard and understanding the challenges it has faced in the recent past, that with one programme currently well on its way to completion and another about to ramp up that we are considering our third programme.



MUFC is currently way out on the horizon in terms of build and service, but it is now that we must work with our customer and the Royal Navy to ensure that we leverage the appropriate technology to guarantee that our platforms remain world class. MUFC could be considered as ASTUTE's successor and we are therefore exploring a number of different options incorporating the requirements along with the new technologies we are working on day to day. We cannot accurately predict the threat landscape that the Royal Navy will be faced with in the 2040-50s but we can provide cutting edge solutions to safeguard Royal Navy submarine operations against emerging threats.

I simply want to conclude by thanking all those who have been or continue to be associated in some way with the Barrow Shipyard; from current workers to former submariners it is a unique community that relies on a team ethic to achieve the incredible things we do here. As you can see this is a busy time for us all up here in Cumbria, ensuring that we safely deliver world class platforms for the Royal Navy which are capable of operating in an ever changing 21st century.

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#### FRANCE TO BUILD AUSTRALIA'S NEW SUBMARINE FLEET

Tuesday 26 April 2016

Malcolm Turnbull announces DCNS awarded tender over Germany and Japan to build fleet of Barracuda-class submarines in South Australia

Australia's new fleet of submarines will be built by France in Adelaide, Malcolm Turnbull, announced in Adelaide on Tuesday.

The award of the \$50bn contract to French shipbuilder DCNS means the fleet will be new Barracuda-class submarines which will be built to Australian specifications for a conventional, non-nuclear powered submarine.



The Shortfin Barracuda Designed by French shipbuilder DCNS, is over 90 metres in length. Photograph: DCNS Group/AAP

Germany's ThyssenKrupp Marine Systems (TKMS) and the government of Japan were the two unsuccessful bidders in the bid to build 12 submarines to replace Australia's Collins-class submarines.

The submarines will cost \$20bn to build and \$30bn to sustain after they come into operation in the middle of the next decade.

Turnbull said the submarine contract would "secure Australia, secure our island nation, but [also] ensure that our economy transitions to the economy of the 21st century". The submarine project alone would create 2,800 jobs, he said.

Turnbull said the submarines "will be built here in Australia with Australian jobs, Australian steel, and Australian expertise". However, some components may come from other states of Australia or other countries including the combat system, which will be sourced from the US.

He said the cost implications of building some of the vessels overseas relative to the completely local build were "comprehensively examined". Nevertheless, he said the government was committed to the principle that "every dollar we spend on defence procurement as far as possible should be spent in Australia".

"I want to thank TKMS and the government of Japan for their proposals, which were of a very high quality. However, the recommendation of our competitive evaluation process was unequivocal, that the French offer represented the capabilities best able to meet Australia's unique needs."

Industry minister Chris Pyne said the announcement secures Osborne in South Australia as the centre of the defence industry for naval ship building into the future. "This of course means a continuous naval shipbuilding industry for decades into the future which all first world countries should aspire to." According to reports, former Prime Minister Tony Abbott had favoured the Japanese bid, but after facing a leadership spill in February 2015 he opened the contract up for a "competitive evaluation process". Abbott said it was reasonable to expect the government to try to secure the best value and the best product and "to give Australian suppliers a fair go".

South Australian MPs were concerned if Japan was awarded the contract local shipbuilder ASC would miss out on the chance to build the submarines. The Coalition had been under political pressure in the key manufacturing state over accusations it was preparing to break an election promise to build the submarines domestically.

In September Japan signalled it was willing to perform construction work in Australia, meaning all three bidders were prepared to build the submarines in Australia.

In March a defence white paper leaked which purported to show that under Turnbull and his defence minister, Marise Payne, the entry into service of a replacement for the ageing Collins-class fleet had been delayed by "nearly a decade". Abbott confirmed that claim and said he was disappointed and flabbergasted by the delay. But the Secretary of the defence department, Dennis Richardson, rejected the claim there had been any delay to the scheduled introduction date.

On Tuesday morning the opposition leader, Bill Shorten, said Labour was committed to building, maintaining and sustaining all 12 submarines in Australia. "It was the resolute opposition of the Labour party which has forced the Liberal party back to the table to stand up for Australian jobs and Australian-built submarines," he said. Labour trade and investment spokeswoman, Penny Wong, said the government's announcement had left "wriggle room" for commercial negotiations to allow the first few submarines to be built offshore. She called on the government to rule out such a hybrid build.

Senator Nick Xenophon, whose new political party is campaigning on shipbuilding in South Australian lower house seats, welcomed the announcement. But he said it could be eight years before we start seeing those jobs in making the submarines. He called on the government to guarantee Australians would also build \$2bn worth of supply ships and a \$500m icebreaker. "We've got a lot of jobs that would go in our ship building industry in the meantime - unless we act with decisiveness to make

sure the surface ships are built here so we don't export jobs overseas."

DCNS chief executive, Sean Costello, has said while exact details remain confidential, the Shortfin Barracuda is over 90 metres in length and displaces more than 4,000 tonnes when dived. "The Shortfin Barracuda will remain in service until the 2060s and will be updated and upgraded with new technology developed in France and Australia," he said.

Payne said DCNS was chosen because it best met the requirements for submarines with considerable range and the capacity to remain undisturbed and undetected for extended periods.

Chairman of TKMS's Australian arm, John White, said: "the competitive evaluation was conducted with high integrity and professionalism and we were privileged to be part of it". "We are naturally disappointed, but we stand ready to provide support for Australia's future submarines project with our unrivalled experience, leading technology and track record in building submarines in the customer's own country."

Japanese defence minister Gen Nakatani said the decision was "deeply regrettable". "We will ask Australia to explain why they didn't pick our design." An unidentified Japanese foreign ministry official told national broadcaster NHK "we have been looking to extend the special relationship between Japan and Australia so this decision is extremely disappointing". "But the decision will not affect our work to deepen defence cooperation with Australia or the US."

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#### SUBMARINERS ASSOCIATION SLOPS & CATALOGUE

A Cash Clothing Store, where items of Slops can be purchased from what used to be the traditional seaman's Slop Chest. The Association Catalogue link on the SA Website shows the items that can be purchased from Frank Pas Esq. A percentage from the sales goes back into the Submariners Association.

Association Catalogue:

F.R.A. (Frank) Pas

11 Firvale, Harthill, Sheffield

South Yorkshire S26 7XP

Email: [pas.frank@yahoo.co.uk](mailto:pas.frank@yahoo.co.uk)

Tel: 07769 704051

Submarine Badges & Pins:

A second link on the SA Website is for Badges & Pins which may be purchased from:

Ted Hogben Esq, 62 Kitchener Road, Strood  
Kent ME2 3AP

Email: [mayted@blueyonder.co.uk](mailto:mayted@blueyonder.co.uk)

Telephone: 01634 71563

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## SUBMARINE LOSSES OF WWI

This is the seventh article in a series listing Submarine losses during WWI and covers Submarines and Submariners lost in the 2<sup>nd</sup> Quarter of 1916.

## APRIL 1916

One Submarine was lost in April 1916. In addition five Submariners were also reported to have died in the month.

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SUBMARINE E30. Four members of the crew of died on 7th Apr 1916. The deaths resulted from an accident in which there were explosions in Nos. 1, 2 & 3 batteries. Those who died were:

L/Sea Ernest Arthur Bonnamy 234265. He was returned to his family and was buried in the Paddington Cemetery in Willesden Lane, Kilburn, London

AB Edward Albert Howard 230663

PO Tel Robert Larcombe 309324

Sto 1 J Smith K9252

The other three ratings were buried in the Blyth Cemetery in Links Road, Blyth, Northumberland

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One rating from HMS DOLPHIN died on Saturday 8th April 1916. He was taken ill and died in the Royal Naval Hospital at Haslar. He was:

SPO James Hatchard 277869

Forty four year old James Hatchard was born in Corfe Castle in Dorset on 25th Mar 1872. His Next of Kin was his sister, Mrs A Curtis, who lived in Blandford, Dorset. James was buried in the Royal Naval Cemetery in Clayhall, Alverstoke in Grave No. E.25.6.

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SUBMARINE E22 was the boat which was lost:

On Tuesday 25th April 1916 E22 was on patrol in the North Sea. The submarine was hit by a single torpedo and E24 sank immediately. This had been fired from the German U-Boat UB-18 (Lieutenant Commander Otto Steinbrink). There were two survivors out of the crew of thirty-three. The survivors were:

Sig William Thomas George Harrod J10833 (who was the lookout) and ERA Frederick Samuel Buckingham M3549 who had gone onto the bridge to examine the air whistle just before the torpedo hit. Finding himself in the water he attempted (unsuccessfully) to assist Stoker 1st Class Patrick Flynn. He then assisted (also unsuccessfully) Lieutenant Carles. Thomas Harrod and Frederick Buckingham were rescued by UB-18 and became a Prisoners of War for the duration in the Prison Camp at Dulmen in Westphalia. Those who were lost were:

## OFFICERS:

Lt Commander Reginald Thomas Dimsdale, RN

Lt Alan James Carles, RN

Lt Edward des Forges Collier, RRN

## RATINGS:

PO Charles Albert Frost 183901

PO Ernest William Hunt 193302

PO Herbert Albert Victor Puckhaber, DSM 233222

L/Sea Harry Sabin Bacon 238739

L/Sea Ernest Samuel Jelf 224881

AB Charles Robert Hood J406

AB George Webster Jecock J6004

AB Harold Frank Norton 239583

AB Edward Felix Owen Regan J7543

AB Henry Thomas Skoyles 239694

AB John Trebble SS3243

Boy Tel Harold Hazelton J38792

CERA Class Wilfred Elliott 270779

ERA2 William Robert Woodland M321

ERA3 Class Frederick John Organ M1694

ERA4 Class Fred Carter M7328

Ch Sto William John Cornelius Bewers 280241

SPO John Cleave Hoskin 300765

L/Sto Arthur Rayer K4046

L/Sto William Rook K7179

L/Sto William Henry Skinner K3851

Sto 1 James William Brewer K16024

Sto 1 Charles Herbert Dadford K8711

Sto 1 William Henry Dumelow K7807

Sto 1 James Dwyer K22241

Sto 1 Patrick Flynn K21302

Sto 1 George John Hayward K16817

Sto 1 Richard Henry Bassett Hingston K11199

## MAY 1916

One Submarine was lost with all hands in May 1916. In addition four submariners were also reported to have died in the month.

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## SUBMARINE E18

Submarine E18 was ordered as part of the 1913/14 Naval Estimates and was built at the Barrow in Furness Yard of Vickers, Sons and Maxims. The submarine was launched on 4th March 1915 and, after commissioning on 6th June 1915, joined the Eighth Submarine Flotilla at Harwich and was later sent to join the Baltic Flotilla. The Submarine was on patrol in the Baltic on 23rd May 1916 when the Commanding Officer Lieutenant Commander Robert C Halahan torpedoed the German Destroyer V100 blowing off the bows of the German ship. This success was reported on the 24th May which was the last message received from the submarine. The wreck of the Submarine has recently been identified and evidence seems to confirm that the submarine was mined.

Note. CWGC Records report the date of loss as Sunday 11th June 1916 whereas other records all indicate 24th May 1916. It is understood that the official Admiralty 'Paying Off' date for E18 was 11th June 1916 whereas 24th May 1916 is accepted as the

probable date of the loss of the submarine. Those lost were:

OFFICERS:

Lt Cdr Robert Crosby Halahan, RN

Lt Walter Luke Landale, RN

Sub Lt Douglas Nowell Colson, DSC, RNR

RATING:

CPO Edwin Albert Taylor Bagg 177854

PO Frederick Clack 195904

PO (LTO) Charles William Turrall 204563

L/Sea William George Bass 201300

L/Sea Ernest William Ruaux 205600

L/Sea Frederick White J3791

AB Sydney Augustus Welsh 224767

AB Cyril Francis Godward J7415

AB Frank Ladbrooke Maddox 224189

AB William George Powell 182354

AB Horace Edward Pritchett J4417

L/Tel Clement Harry Edwards J8503

Tel George Gaby J1674

ERA1 William Chadwick Spencer 271190

ERA James Kerr Galloway RNR/1085/EA

ERA2 Maurice Harold Fuller 271261

ERA3 Charles William Holland 271983

Ch Sto Samuel Arthur Sheppard 289749

L/Sto Thomas Edwin Guest K4295

L/Sto James Reuben Percy K6463

L/Sto Arthur Percy Phillips 309511

Sto 1 Herbert Thomas Harris 302072

Sto 1 Class Percy James Peter Nye K9941

Sto 1 Ernest Alfred Fox K9171

Sto 1 Percy Duffield K18506

Sto 1 Albert George Hall K14150

Sto 1 Charles Hunt K13248

Note: Two Ratings who had been members of the E18 crew were left inboard immediately prior to sailing on this last patrol and became inadvertent survivors of the loss. Both men survived the War and one became a significant figure in the early years of the Submarine Old Comrades Association (SOCA). The two were:

PO John Percival Ryan J690. He was left inboard when the Submarine sailed on patrol owing to him being listed 'Sick' with measles. On his recovery he was drafted to Submarine E19. He returned home in January 1918 after the disbandment and scuttling of the Baltic Submarine Flotilla. In November 1933 John Ryan was elected as the Secretary of the London Branch of the Submarine Old Comrades Association at an Inaugural Meeting held in Carr's Restaurant in the Strand. He remained as the London Branch SOCA Secretary until the outbreak of WWII in 1939.

Able Seaman Charles Henry Sexton J23950. He was a very lucky man who had, previously, survived the sinking of Submarine D5 in November 1914. According to a former member of the RNSM

Archives Working Party Charles Sexton survived the loss of Submarine E18 by virtue of the fact that he had been sentenced to 90 days in cells for 'borrowing' beer from the Wardroom. After completion of his detention Charles Sexton was drafted to Submarine E8 - also in the Baltic Flotilla. He returned home safely in January 1918 after the disbanding of the Baltic Submarine Flotilla.

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SUBMARINE C26

Lieutenant Hugh Staunton Hornby, RN - the Commanding Officer of Submarine C26 was reported to have died on 1st May 1916. Some reports indicated that he was killed in an accidental explosion on board the Submarine Depot Ship HMS VULCAN. However this is incorrect as he was actually killed in a bizarre 'diving accident' at Dover - but not a diving accident involving his Submarine. The full circumstances are reported in the Dover Express of 5th May 1916

Dover Express 5th May 1916

Submarine Commander's Fatal Accident

An inquest was held at the town Hall on Tuesday Afternoon, by the Borough Coroner (Mr. Sydenham Payn), to inquire into the fatal accident to Lieutenant Hugh Staunton Hornby, R.N., a submarine commander. The deceased, who was an all-round athlete, was the son of the famous Lancashire cricketer, and was himself a good cricketer, tennis player, swimmer and diver. Mr. A Harris was foreman of the jury.

Lieut. C.E. Finley, HMS 'ARROGANT,' said that the deceased was Hugh Staunton Hornby, who was a lieutenant in command of one of HM Submarines, aged 26 years. On Thursday last, at about 6 p.m., Lieut. Hornby was bathing from the upper deck of HMS 'ARROGANT.' He had dived once from the port after gangway over the rail. He then came on board to try it again. It was a dive which needed a certain amount of skill, and the deceased was known as a skilful diver in the Navy. From where he took off from his feet he had to clear a rail about 3 ft. 6in. high. He had made the deck slippery with water from where he started, and at the second dive his feet slipped when taking off, causing him to fall on the rail, and then over it onto a stage moored below. He lay on the staging injured, and the assistance of the ship's medical staff was at once sent for. He struck the rail with his stomach. Dr. Dupree took charge of the case, and the deceased was then taken in a boat to the nearest motor ambulance and then taken to the Royal Victoria Hospital. Witness saw the deceased at the Hospital on the day previous to his death, but he did not know witness. The place was used continuously last summer for bathing, but the rail was then removed. The deceased did not want it removed. He was doing more or less trick

diving. The deceased fell between 15ft. and 18ft. The staging projected six feet into the water, and the deceased was diving from a gangway which projected four feet. The deceased had been playing tennis earlier in the afternoon.

Dr. A.J. Fairlie-Clark said that the deceased was brought to the Dover Hospital soon after seven o'clock on Thursday evening last, and witness saw him at a quarter to eight. He was suffering from shock, a dislocation of his left elbow, and a severe injury to the upper part of the abdomen, which was visible from the bruising and rigidity of the muscles. He was conscious, though suffering a good deal of pain. Witness had a consultation with the medical officers of the 'ARROGANT' the next day, his condition getting worse, and it was decided to perform an operation, which was done. There were found to be severe internal injuries, and a good deal of internal hemorrhage from a small rupture of the liver. He became worse, and a second operation was undertaken at mid-day on Sunday as the only chance. He did not improve however, and died on Monday morning. The operation was undertaken as a last resort. The cause of death was internal injuries, and they would be consistent with the nature of the accident. He believed that the injuries to the abdomen were caused in striking the rail, and that he dislocated his arm in the further fall to the staging.

The Coroner, in summing up, pointed out that no blame could be attached to the authorities, as the deceased chose not to have the railing removed, preferring to try diving over it. In these times plenty of dangers marked the path of all, and it was wisest not to seek danger unnecessarily'

The jury returned a verdict of accidental death.

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#### SUBMARINE E15

Two members of the crew of Submarine E15 are reported to have died as a Prisoners of War in Turkey in May 1916. Submarine E15 had been sent to the Mediterranean to support the Dardanelles Campaign in 1915 and ran aground at Kephez whilst attempting to make a passage through the Dardanelles into the Sea of Marmora on 17th Apr 1915. After running aground the submarine was shelled by the Turkish Forts in the area. Several of the crew were killed at the time and the remainder were taken Prisoner of War by the Turks. The two Prisoners of War who died were:

Petty Officer John Shepard 169388

John Shepard was born at St. Giles, Edinburgh on 36th May 1876. John Shepard died on 10th May 1916 (29th May 1916 – CWGC) whilst a Prisoner of War at Sivas. He is commemorated on the Basra Memorial in Iraq and is listed on Panels No 1 and 60.

Able Seaman Henry John Barter 230790

Henry Barter was born in St. Helier, Jersey, Channel Islands on 15th Apr 1888. Henry Barter survived the loss of Submarine E15 but died, on 11th May 16 as a Prisoner of War. He was buried in the Baghdad North Gate Cemetery in Row 21, Plot E, Grave No 1.

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#### HMS DOLPHIN

One Rating on the books of HMS DOLPHIN died on Tuesday 23rd May 1916. He was:

ERA3 Victor Vivian Lewis 272399

Victor Lewis was born in Portsmouth in Hampshire on 22nd Jul 1891. He joined Submarines as an Engine Room Artificer 4th Class on 1st July 1913. He served in various Submarine Depot Ships before he was drafted to Submarine H6 from 1st July 1915. He was part of the crew which brought the Submarine across the Atlantic from the Shipbuilders – Vickers, Canada. He later served in HMS DOLPHIN. He was taken ill and died in the Royal Naval Hospital at Chatham on 23rd May 1916. He was buried in the Gillingham (Woodlands) Cemetery, Gillingham, Kent in Grave Naval 22 1140.

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#### JUNE 1916

No Submarines were lost in June 1916 but one submariner was accidentally lost.

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A member of the crew of Submarine B1 died on Friday 16th June 1916. He was accidentally lost overboard and drowned. He was:

Able Seaman George Rowley Grinham 219516

George Grinham was born in Croydon in Surrey on 12th Sep 1886 and he was the son of Douglas Grinham – a painter. He joined Submarines on 1st January 1916. The date of his draft to Submarine B1 is not known. Twenty nine year old George Grinham was the husband of Elsie Gertrude Grinham (nee Randall) who he married in the Church of St Mary Magdalen in Addiscombe in Surrey on 13th January 1908. He is buried in the Haslar Naval Cemetery in Grave No. E.24.33.

This Series will be continued in In Depth No 54.

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#### ROYAL NAVY MUSEUM SUBMARINE RE-LAUNCHED

The UK's only nuclear-powered museum Submarine – the former HMS COURAGEOUS - has a bright new future after a ceremonial re-launch in Plymouth Naval Base.

Former head of the Royal Navy Admiral Sir Jonathon Band (retired) cut the ribbon to the face-lifted Cold War submarine yesterday (Tuesday) to herald the next milestone in its thriving career as a tourist attraction and a newly-announced part of the

National Museum of the Royal Navy's (NMRN) heritage collection.



As Head of the Trustees of the NMRN, Admiral Band announced to 100 guests at Devonport Naval Base that a new memorandum of understanding between the Devonport Naval Heritage Collection (of which the decommissioned submarine is part) and the Portsmouth-based NMRN had been signed. This, and the relationship between Plymouth City Council Museums and the Devonport Naval Base Heritage Centre, gave the collection new potential. He said: "I am now able to announce a much closer link between the Devonport Heritage Collection, including COURAGEOUS, and the National Museum in Portsmouth. This has been developed to ensure that such an important collection can be properly exploited and developed and better opened to a wider local, national and international audience with access to new streams of funding and professional support.

"It heralds an exciting future and helps to make a reality of our contribution to the new City of Plymouth flagship History and Arts Centre. The signing of the memorandum of understanding will help ensure the Devonport Naval Base heritage continues to find its rightful place on the agenda and continues to play an increasingly important part in all that Plymouth can offer."

Professor Dominic Tweddle, Director General of The National Museum of the Royal Navy, said: "We are delighted to be forging closer relations with Plymouth. Both of our cities are synonymous with the Navy. We look forward to working with this hugely important heritage collection which will remain in Plymouth. We will help the heritage centre and its volunteers to attract more visitors. Our formal affiliation with COURAGEOUS is the first step."

COURAGEOUS has been open for fourteen years and attracted 300,000 visitors having been transformed by volunteers from a retired shell to a fascinating museum and tribute to Royal Navy submariners.

The main driving force behind this unusual attraction is former COURAGEOUS serving sailor Michael Pitkeathly. His achievement was marked by a new submarine museum building next to COURAGEOUS being named after him and unveiled as the submarine was opened.

Tours of COURAGEOUS can be booked by calling 01752 552 326.

#### ROYAL NAVY SUBMARINE FOUND AFTER SEVENTY THREE YEARS

Nathan Tyler 25<sup>th</sup> May 2016

In November 1942 His Majesty's Submarine P311 slipped quietly from her moorings in Malta. She was never to return. Now, 73 years after her disappearance en-route to Sardinia, the vessel and her entombed 71 man crew have apparently been found gently resting on the seabed, off the Italian island of Tavolara.

Discovered by scuba diver Massimo Domenico Bondone, P311 lies in 90 metres of water, encrusted in sea life having sunk to the bottom following the suspected collision with a mine in January of 1943.



Built in Barrow-in-Furness and under the command of Lieutenant R.D. Cayley, T-class Submarine P311 was to have become HMS TUTANKHAMEN - she didn't survive long enough to officially be given the name - a name never shared either before or since by a Royal Navy vessel.

She was lost on a mission to destroy two Italian cruisers with Chariot human-guided torpedoes mounted on her casing.

A seasoned wreck diver, Mr Bondone has previously found the resting place of UJ 2208, a German submarine chaser off the coast of Genoa.

To him, though, finding such ships is more than a hobby: "I am a strong believer that the wrecks are still alive, they are a link from past to present."

"If we don't find them, identify them and document their story, we lose the history of the ships and the men who built them and sailed with them." "We don't have much time, maybe a few decades and then time and the elements of Nature will prevail. I believe that history is not only made by masters and admirals, the last sailor too must be remembered."

A Royal Navy spokesman, meanwhile, said: "We are examining our records to determine whether or not this is a Royal Navy submarine."

T-class, or Triton, submarines were designed in the 1930s. Powered by diesel-electric engines the 54 boats built played a major role in the Royal Navy's submarine operations throughout World War Two - a quarter of them never made it home.

By Editor

Submarine P311 was taking part in an Operation to take 'Chariots' to attack Italian shipping at the port of La Maddelena in Sicily. Submarine P311 was allocated three 'Chariots' for this task. P311 had completed the passage through the Sicilian Channel (which was reported at 0130 on 31st December 1942). No further reports were received from the Submarine and P311 was presumed lost with all hands in a minefield near La Maddelena on (or about) 2nd January 1943. Also lost were the three Chariots - including Nos. X & XVIII and one other, the three Chariot Crews (six personnel in all) and the team of four 'Dressers'. The date of the loss of the crew of Submarine P311 and her passengers is taken as 8th January 1943 which is the date that the submarine was due to arrive back at Malta. The Submarine may be confirmed as P311 if there are three Chariot Containers on the Casing.

Those lost in P311 were:

#### OFFICERS

Commander Richard Douglas Cayley, DSO\*\*, RN

Lieutenant Richard Hele Spencer Silver, RN

Lieutenant Cecil Buckley, RNVR

Lieutenant Ian Norman MacRae, RNR

Lieutenant (E) John Hudson Gordon, RN

#### RATINGS:

CPO Arthur Stephen Kingston Lee DSM J113433

PO Christopher Iddiols J100591

PO William Edward Dye C/JX 126605

PO Cecil Ernest Carr CJX 144742

L/Sea John William Redman C/JX 132535

AB Desmond Arthur Jack Feltham P/SSX 32278

AB William Henry Burton P/SSX 22991

AB Cecil William Evans P/JX 164117

AB Clarence Howard Rudge P/JX 276518

AB Leonard Auty P/JX 237486

AB Arthur Key P/JX 275312

AB Robert Warner Clarke P/JX 321979

AB James Clark C/SSX 23951

AB William Frederick Nesbitt J99511

AB William Frank Sutherland C/SSX 23885

AB Bernard Cross C/JX 157739

AB George Lord D/JX 287256

AB Robert William Johns D/SSX 21077

AB Charles Edward William Brock D/JX 138882

AB William Cooney D/SSX 28081

AB Richard John Foulkes D/JX 212864

AB Alfred Stanley Newton D/SSX 13847

OS Richard Ribbands P/JX 338299

OS Walter McLean P/JX 362264

OS Donald Barry Bennett D/JX 305625

PO Tel Andrew Adams D/JX 147935

L/Tel Jim Lord D/JX 161659

L/Tel James Malcolm Brown P/JX 139969

L/Tel John Meyerhuber P/JX 155251

Ord Tel Bernard George Cheeseman C/JX 236264

Yeo of Signals Thomas Harold Moon C/JX 133998

Electrical Artificer John Leslie Lyth P/MX 66284

PO Std James Crisp King, MiD P/LX 22336

L/Cook Geoffrey Leonard Skippon D/MX 69037

CERA Cyril Kimberly M38795

ERA Percival Leo James Down D/MX 53618

ERA Harry Hillyard P/MX 60318

ERA Reginald Charles William Martin P/MX 55884

ERA Edmund George Hunt C/MX 77300

Ch Sto Arthur James Squire D/KX 75929

SPO John Vernon Milligan P/KX 86292

SPO John McClure, MiD P/KX 80404

SPO Patrick John Donohoe P/KX 84220

L/Sto Henry Charles Short P/KX 97695

L/Sto Charles Henri Vokins P/KX 85119

A/L/Sto Thomas William Bulford P/KX 88120

Stoker Thomas Neil McShane P/KX 130699

Stoker Henry Reginald Foxon P/KX 114941

Stoker Harry Herbert Blackwell P/KX 132332

Stoker W Foundling C/KX 132645

Stoker Wilfred Bruce C/KX 118719

Stoker Thomas William French C/KX 95964

Stoker John Gee D/SKX 1266

Stoker Matthew Quinn D/SKX 1238

Stoker John Norbert Griffiths D/KX 144769

Stoker Leslie James Bond D/KX 132332

#### CHARIOT CREWS & DRESSERS:

##### OFFICERS:

Lieutenant Charles Ernest Bonnell DSC, RCNVR

Lieutenant Guy Stretton-Smith, RNVR

Lieutenant Jack Sargent, RNVR

Sub Lieutenant Gilbert George Goss, RNVR

Lieutenant Kenneth Stewart Kerr, Royal Scots

##### RATINGS:

AB Bernard Trevethan P/JX 149522

L/Sea Bertie G S Rickwood P/SSX 25205

AB Paul Mapplebeck P/JX 180968

Ord Sea Robert Anderson D/X 18907A RNR

Sto Ronald William Buller Pridham D/KX 145916

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#### GEOFFREY SAXTON WHITE, VC

##### BLUE PLAQUE

By Lieutenant Commander Frank (Sandy) Powell  
(Member National Management Committee  
Submariners Association.)

As part of the Submariners Association initiative the fifth Blue Plaque commemorating a WWI Submariner and VC holder was placed within the Memorial Park of Bradfield College, Bradfield, Berkshire, RG7 6AO on Saturday 30th April 2016.



Unveiling of Plaque by High Sheriff of Berkshire and White's Grandson Mr Richard Campbell

Approximately 60 guests, which included the Deputy Lord Lieutenant of Berkshire Mr. Dodson OBE; the High Sheriff of Berkshire Mrs. Victoria Fishburn; the Chairman of West Berkshire Council Cllr. Argyle; the Headmaster of Bradfield College Dr. Christopher Stevens and members of the White family, joined veteran and serving submariners including the President of the Submariners Association, Admiral Sir James Perowne KBE; the Chairman Mr. Jim McMaster and the National, Welsh and Royal Berkshire Standards for the ceremony. The event was also enhanced by a contingent of the College CCF Unit who were inspected by the Admiral.

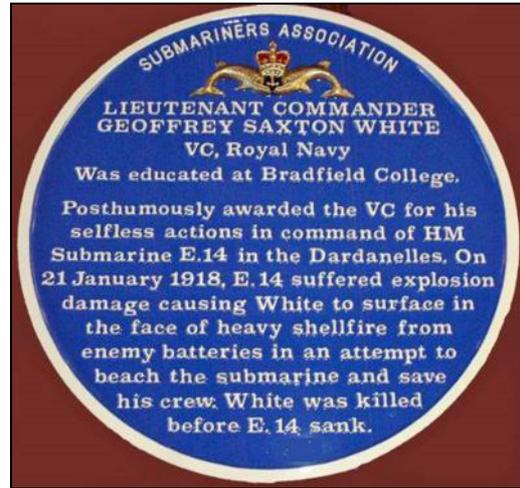


Bradfield College CCF being inspected by Admiral Sir James Perowne KBE

Prior to commencing the ceremony the College provided an excellent light lunch for the guests during which the Headmaster welcomed everyone to the College.

The commemoration service was led by the College Chaplain, Reverend Steven Gray. The Association Chairman also welcomed everybody to the event and the President - Admiral Sir James Perowne, KBE provided further information on Lieutenant Commander Geoffrey Saxton White, VC – his Naval career, citation and information on the discovery of HM Submarine E.14 in the Sea of Marmora some 94 years after she was sunk.

This was followed by the unveiling of the plaque by the High Sheriff of Berkshire and the Grandson of White VC, Mr. Richard Campbell.



Born Geoffrey Saxton White on July 2<sup>nd</sup>, 1886 at Leecroft, Durham Road, Bromley, Kent, he was the son of William Henry White Esq JP and Alice White (formerly Saxton).

Educated at Bradfield College he joined the Royal Navy at HMS BRITANNIA (Naval Training Ship) on the 15<sup>th</sup> May 1901. On passing out he was appointed as a Midshipman to numerous ships, including HMS ABOUKIR, EMPRESS OF INDIA, ECLIPSE, AMPHITRITE, DIADEM and GLORY whilst serving on the Mediterranean and Chinese Stations between 1902 and 1906.

On the 15<sup>th</sup> January 1906 he was promoted to Acting Sub Lieutenant and confirmed in the rank exactly one month later.

Between 1906 and 1909 he was appointed to HMS CHERWELL, VENERABLE and LEDA whilst serving on the Home and Mediterranean Stations during which time he was promoted to Lieutenant.

On the 11<sup>th</sup> January 1909 he joined the Submarine Depot Ship (Portsmouth Submarine Flotilla) HMS MERCURY 'for Submarine Training'. On completion of his training he was then appointed to the Submarine Depot Ship HMS FORTH (Devonport Submarine Flotilla) and joined HM Submarine B7 where he remained until 25<sup>th</sup> July 1911. It was during this period that he married Sybil Thomas on the 26<sup>th</sup> June 1911 at St. James the Less at Plymouth.

Following his period in B7, White joined the Submarine Depot Ship HMS ARROGANT at Dover whereupon he was appointed 'In Command' of HM Submarine A.4 from 25<sup>th</sup> July to 30<sup>th</sup> November 1911.

He then joined HMS VULCAN (Dundee Submarine Depot Ship) and was appointed 'In Command' of HM Submarine C.27 until April 1914. Having spent a considerable time at sea and with two submarine commands to his credit he was then appointed to the battleship HMS MONARCH. On return to submarines he was then appointed to the Eighth Submarine Flotilla Depot Ship, HMS MAIDSTONE at Harwich "additional for SM's" on

29 September 1915 where he remained for eight months.

On 15<sup>th</sup> May 1916 he was then appointed 'In Command' of HM Submarine D.6 for three months until being re-appointed to Command E.14 on the 10<sup>th</sup> August 1918 in which the following deed took place and for which he was awarded the Victoria Cross.



Admiral Sir James Perowne KBE, High Sheriff of Berkshire & Mr. Jim McMaster

Admiralty, S.W., 24th May, 1919.

The KING has been graciously pleased to approve of the posthumous award of the Victoria Cross to the under mentioned Officer:

Lieutenant-Commander Geoffrey Saxton White, R.N.



For most conspicuous gallantry and devotion to duty as Commanding Officer of H.M. Submarine "E 14" on the 28th of January, 1918.

In Command of HM Submarine "E 14" White left Mudros on the 27th of January under instructions to force the Narrows and attack the "Goeben" which was reported aground off Nagara Point after being damaged during her sortie from the Dardanelles. The latter vessel was not found and "E 14" turned back. At about 8.45 a.m. on 28 January a torpedo was fired from "E 14" at an enemy ship; 11 seconds after the torpedo left the tube a heavy explosion took place, caused all lights to go out, and sprang the fore hatch. Leaking badly the boat was blown to 15 feet, and at once a heavy fire came from the forts,

but the hull was not hit. "E 14" then dived and proceeded on her way out.

Soon afterwards the boat became out of control, and as the air supply was nearly exhausted, Lieutenant-Commander White decided to run the risk of proceeding on the surface. Heavy fire was immediately opened from both sides, and, after running the gauntlet for half-an-hour, being steered from below, "E 14" was so badly damaged that Lieutenant-Commander White turned towards the shore in order to give the crew a chance of being saved. He remained on deck the whole time himself until he was killed by a shell. He was 31 years old and left a widow, Sybil and three children under the age of six.

White's body was not recovered at the time and he has no known grave. He is commemorated on the Portsmouth Naval Memorial.



HM Submarine E14

What is not widely known is that E.14's final resting place was found in 2012 after 94 years just off the coast of Turkey.

Her precise location in the eastern Mediterranean remained a mystery until June that year when a Turkish marine engineer and a diver detected it on the seabed off the town of Kum Kale - just 800ft from the beach.

E14 was lying at a depth of 65 ft at an angle of almost 45 degrees with sand covering nearly all the 181 ft vessel. At least one shell hole was visible near the bows, but that appeared to be the only damage. The British Government has asked the Turkish authorities to preserve the site as a war grave

E.14 sank less than a quarter of a mile from getting out of the straits and safely out of the range of the Turkish guns. A survivor recalled that his White's last words were - 'We are in the hands of God', uttered moments before he was killed by a shell and the submarine went under. Only seven of E14's 32 crew managed to escape alive and were taken prisoner by the Turkish.

The unveiling ceremony was conducted by the Reverend Steven Gray by blessing the plaque and reading the Naval Collect. This was followed by Admiral Sir James Perowne, KBE presenting the Headmaster of Bradfield College with a framed picture of White VC, his Birth Certificate and pictures of HM Submarine E.14. The Chairman,

Mr. Jim McMaster also presented a framed picture to the White family.



**Goeben**

In summary it was an excellent day, everybody appeared to enjoy themselves and the rain stayed away.

The Submariners Association would like to thank the Headmaster for allowing the plaque to be mounted at the College and for providing an excellent reception and lunch for the guests. In addition we would also like to thank all serving and submariner veterans that attended the ceremony and in particular, the National Standard Bearer, members of Welsh and Royal Berkshire Branches together with their Standard Bearer's.



**HM Submarine E14 - Found after 94 years.**

It is planned that the next Commemorative Blue Plaque, Number Six of Fourteen, will be unveiled in September 2016 at Exeter Cathedral School to commemorate Lieutenant Sandford VC, RN.

#### SIDON 2016

On Thursday 16th June 2016 (the 51st Anniversary) of the accident on Submarine SIDON when an experimental torpedo exploded killing thirteen men, the Dorset Branch of the Submariners Association

together with Portland and Weymouth Members of the Royal British Legion and the Royal Navy Association and their Standards laid a wreath on the HMS SIDON Memorial overlooking the site of the accident in Portland Harbour.

They were delighted to be joined by Norman Deacon and Bryan Simpson - two of the last remaining members of SIDON's crew on that fateful day.



**The SIDON Memorial & the Parade**

For further details of the accident see Dorset Submariners - HMS SIDON.

For photographs of previous years

[http://www.dorsetsubmariners.org.uk/gallery/album.php?album=HMS SIDON Memorial 2005](http://www.dorsetsubmariners.org.uk/gallery/album.php?album=HMS%20SIDON%20Memorial%202005)

#### MARITIME TRIPS

Maritime Trips - hosted by Mike Critchley have arranged the following tours:

7<sup>th</sup>-11<sup>th</sup> September      Glorious Gosport! A look behind the Navy and Military scene during the local heritage weekend - a very full programme and Harbour tour.

15<sup>th</sup>-22<sup>nd</sup> October      Historic Malta - includes the Military Tattoo and Trafalgar Night Dinner. (LIMITED AVAILABILITY)

Maritime Trips is considering a possible visit to the Far East in November to include the International Fleet Review in New Zealand. Interested?

To learn more contact: Mike Critchley on [mikecritchley7@icloud.com](mailto:mikecritchley7@icloud.com)

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

Date: 4<sup>th</sup> May 2016  
 Name: John Bannatyne  
 Email: [john.bannatyne@whsmith.co.uk](mailto:john.bannatyne@whsmith.co.uk)  
 Comment: I'm trying to get together some information together on my father, Mr Robert William Bannatyne. He served in the RN as a submariner on several boats during his service.

He was in the navy for about 14 years, but doesn't mention his time served!!! He is still alive. 81 years young and still going strong

I was wondering if you could point me in the right direction to find out anything more or if I could provide more information, what could the association forward through.

Many thanks in advance, John Bannatyne

Date: 19 June 2016  
 Name: Basil O'Brien  
 Email: [basil.obrien1@bell.net](mailto:basil.obrien1@bell.net)  
 Place: London, Ontario, Canada  
 Comment: HMS Tabard December 1956. It's a Saturday afternoon and the temperature outside is 32C so, rather than sit out on the deck in the backyard, I decided to slake my thirst indoors where the air conditioning is doing sterling duty maintaining a more comfortable 23C. Googling my time away I came across your website and Edition 51 of In Depth in which there is a photograph of HMS TABARD alongside HMS TRUMP. Both submarines had just returned from the Suez operation. A note in the newsletter stated that the TABARD later sailed up to the Barents Sea.

Although never a bona fide submariner, I did complete a couple of patrols in northern waters; one on HMS TURPIN as a L/Tel (S) during Operation Tartan and another as a PO Tel (S) on another T-boat which I believe was TABARD. I and a colleague, a Chief Tel (S), installed some equipment in the wireless office while the submarine was in dry dock in Portsmouth and sailed north in December 1956, returning early January 1957. The trip was uneventful, unlike the TURPIN patrol a couple of years earlier. I recall there were a number of Canadians on board preparing for the time they would man one of the submarines which was to be transferred to the Canadian navy later that year.

Memory fades over the years and I can't be sure it was the TABARD that I sailed in but the name rings a bell. I wonder if any member of your Association can jog my memory (without, of course, breaking any rules of the Official Secrets Act which I recall signing in the dim and distant past while learning Russian).

Incidentally, I have some photographs of life aboard the Turpin circa 1954 if they would be of any interest to some of your members. Submariners, a very special breed indeed!

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#### E MAIL ADDRESSES REQUEST

Submariners Association National Records currently list the E Mail Addresses of 1,117 of our Members. After a recent Global E Mail by the Membership Secretary he reported that some 200 of these Addresses were unobtainable!

If you have changed your E Mail Address recently or are intending to change your provided in the near future please remember to advise the Membership Secretary accordingly.

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#### THE DUNOON MEMORIAL WEEKEND

By Dave Barlow – National Vice President

The Dunoon Memorial Weekend as it has come to be known is a weekend organised by the Scottish Branch of the Submariners Association to

commemorate the loss of two submarines during WWII. In recent years this has included the XE11 lost in Loch Striven organised by the West of Scotland Branch.

It started off in 1993 by the Branch discovering that two submarines, 'VANDAL' and 'UNTAMED' had both been lost in the Clyde with all hands some fifty years before in 1943 within a couple of months of each other. VANDAL was lost in February 1943 and UNTAMED at the end of May of the same year. Both were newly built boats undergoing their initial sea trials and both lost as a result of accidents rather than enemy action. Both submarines suffered a total loss of their crews.



THE CASTLE GARDEN MEMORIAL

The crew of UNTAMED are buried in Dunoon cemetery with the exception of the Chief Engine Room Artificer who is buried in Campbeltown. UNTAMED was subsequently recovered, refitted, renamed VITALITY and was used as a training boat for the remainder of the war. VANDAL was never recovered and still lies as a War Grave off the Isle of Arran.

As far as the Scottish Branch could ascertain, they had been simply forgotten and no Memorials had taken place nor was there any Commemoration Stone or Plaque in existence. The branch decided to redress that and set forth to have a stone made - the one currently in the Castle Gardens in Dunoon - and to hold a Memorial Weekend. The weekend has continued every year ever since. Four years later in 1997 as a result of the kind assistance of one of the relatives of the crew of VANDAL a Cairn was erected at Lochranza on the Isle of Arran overlooking the spot in Inchmarnock Water where the VANDAL was lost and still lies today as a War Grave. I have promised Barrie, the In Depth Editor that I will prepare an article on how the submarines were lost for a future publication but for now this is how the weekend went in May 2016 through my eyes.

Fiona and I arrived in Dunoon on the Friday afternoon to the small hotel we have used every year since 1993 which overlooks the Clyde and, from the lounge on the first floor, on a good day can see right down the Clyde. On a bad day you can just about see the foreshore and the waves

lapping the stone beach. This year the weather was good and once unpacked, settled ourselves down in the lounge to partake of a refreshment or three and gaze on the shipping plying the Clyde. Occasionally we see a submarine coming or going from Faslane but not this year.

After dinner we strolled along the promenade to the larger Esplanade Hotel where most of the branch and guests were staying and had a most convivial evening catching up with the members and the branch activities since the last time we met. I found it rather thirsty work so had to imbibe on the odd glass of the amber nectar. Well, somebody has to do it.

Saturday is an early start as we have to be at the pier by 08.00 to catch the Fleet Tender that the Royal Navy provides free of charge each year to take us to Lochranza. It is the boat operated by Serco that is used to ferry sea riders and crew changes to and from the submarines in the outer reaches of the Clyde. Having ensured all the victuals, members and guests are on board and the Next of Kin signal sent, we set off on a lovely morning "doon the watter" towards the Isle of Arran. We were joined by members of the West of Scotland branch including the National Chairman Jim McMaster and the National Vice president Cdr Bob Seaward. Bernard Quinlan also comes along from the Burton Branch and never misses a year. Bernard was serving in the Holy Loch at the time of the accidents and attended the funerals of the UNTAMED crew so he has a close affinity with the incident and also with the Memorial Weekend itself. Now, the Scottish Branch has an Honorary Member the Rev Pat Lang who normally presides over our memorial services but this year she had another commitment in Glasgow so was unable to join us. She had arranged for a minister from Arran to take the service at Lochranza for us and had also provided us with the Order of the Service as well which was fortunate as you will see. During the voyage which takes about 2½ hours or so the weather gradually worsened, as it does in the Clyde, such that when we arrived off Lochranza despite a number of attempts the captain of the vessel was unable to get alongside due to the gusting high wind. We think the advancing ages of the passengers may have had something to do with it as well.

So we had to revert to Plan B which at that point hadn't even been considered. On a normal year, after the service at the Cairn at Lochranza we sail and stop briefly over the spot where the Vandal lies and lay a wreath on the waters. This year we asked the captain if he could actually remain over spot while we conducted the normal full service that would have taken place ashore. He readily agreed and at the spot, lowered his mast head flag to half-mast which was our cue to conduct the service on

the quarter deck. In the absence of the minister yours truly conducted the service and our National Vice president Cdr Bob Seaward gave the address. On completion a number of wreaths were laid on the water including one by the relatives of one crew member who come every year. This year was particularly emotional for them with the service being over the exact spot where VANDAL lies. We had a piper and drummer from the local Dunoon band who played Flowers of the Forest during the wreath laying. Did you know that due to EU meddling if a poppy wreath is to be cast on the waters it has to be bio-degradable. All adds to the cost.

We then set sail towards Rothesay on the Isle of Bute the journey taking us through the Kyles which is a beautiful area of the Clyde. En route, we enjoyed, soup, rolls, cake, tea and coffee served by two wives of the Scottish Branch without forgetting of course the traditional tot of rum to toast 'Absent Friends' organised by the WOS Branch. Rothesay is where the WOS branch come into their own. Some years ago, at their suggestion, it was agreed that rather than just sail back to Dunoon we would call in at Rothesay to pay our tributes to the three men who died on XE11 in March 1945 during an exercise in Loch Striven prior to proceeding to the Far East and joining the conflict against Japan. Although 39 men of the 12th Submarine Flotilla (Rothesay) died in WWII only three graves exist. These are three of the five-man crew of XE11 and are buried side-by-side in Rothesay Cemetery. After a short but poignant service, again led by yours truly, we were bussed back to the pier and embarked the Fleet Tender for the last leg of our voyage.

We arrived back at Dunoon just as the heavens opened to unleash a characteristic Clyde deluge on us. All we needed was some snow to witness all four seasons in a day as is common in this part of the country. Now I know why I moved further south to sunnier climes. Arriving back at the hotel rather damp, we had time to shower, change into clean dry clothes, and then join others for dinner complemented with a rather nice glass of wine – well really a bottle.

In the evening we went along to the Esplanade hotel and once again enjoyed a lovely social evening eventually retiring tired but happy.

Sunday morning was a lovely sunny morning which made for a pleasant walk to the Castle Gardens where the original Memorial Stone was unveiled in 1993. By this time the Rev Pat Lang had caught up with us and led us in the traditional Memorial Service. From there it was a short walk up the hill to the church where we are always welcomed with tea and biscuits and to join them in their morning service which always has a seafaring theme when we visit.

Finally, a short car journey takes us to the Dunoon Cemetery where the crew of UNTAMED are buried in a long row of military graves. Over the year's plants have been placed at the graves and these make the graves look quite special. I am told by the locals that in the height of summer they provide a real dash of colour along the row of graves. Again, we enjoyed a short service of remembrance, laying crosses on each grave and reflecting on the sad times that our submariners suffered during the past conflicts. In summary this weekend is remembering individually the crews of VANDAL, UNTAMED and XE11 and collectively at the Memorial Stone in the Castle Gardens.

We all made our goodbyes with promises of see you next year and started on the long drive back home to Barrow. In the 24 years since we started in 1993, I have only missed one of these Memorial Weekends and I sincerely hope I can attend many more. It has been muted that we reduce the frequency to perhaps every two years or even every five years but that remains to be seen. All that matters is that "We will never forget them".

Finally, my thanks go to the Scottish Branch with the assistance of the West of Scotland Branch for their organisation and making these Memorial Weekends so special and of course to all those who turn up year after year.

#### FASLANE MYTHS BUSTED FOR WOULD BE SUBMARINERS

Sixteen prospective submariners and their families tore up naval service myths about serving in Scotland and Faslane this weekend, 20-22 May 2016.

The Sustainable Submarine Manning Programme hosted the event for the mainly Devon and Cornwall-based naval service families.

"But, what was particularly pleasing was the families' response to being here, with many of them saying that they are really looking forward to the move. We completely transformed this group of people's inaccurate and out of date perceptions of what is on offer – from the weather, to things to do and the support available to them here."

The biggest expressed concern for the families was transferring from the English to Scottish education systems. Any fears were put to rest by the Royal Navy and Royal Marines Welfare team who told the group that with as many as 50% of school pupils in the Helensburgh area being from service families, the Scottish Government has provided £100,000 to support their specific needs.

Indeed, Argyll and Bute Council has recruited a qualified teacher to work full-time in support of local service children, and produced a dedicated website for service personnel and their families: <https://www.argyll-bute.gov.uk/armed-forces>.

"Coming from the South West, many of the families did not know what to expect from Scotland," continued Andy Knox. "The feedback I received was that they were amazed by the wide range of high quality facilities and activities right here on their doorstep."

On the Base the group visited HMS TORBAY and some of the dedicated state of the art submarine training facilities. They also visited the Churchill estate to see the service accommodation there, as well as the Supermess with its high quality single living accommodation, shops, cafés, bars, restaurants and bowling alley. Their tour also took in the Base's own dry ski slope and Sportsdrome, including the newly opened £250,000 Doug Wylie Memorial Gym. The group also ate out in Helensburgh Town Centre, with some receiving the red carpet treatment at an evening screening at the new local 300-seater Tower cinema, while others enjoyed the Real Ale Festival.

All 16 personnel had expressed their interest in becoming submariners, transferring from Naval General Service, Fleet Air Arm and Royal Marines.

"Half of the group have already formally submitted their transfer requests to their career managers, with several others stating their intention to do so," said Submarine Service Command Warrant Officer, Andy Knox.



Before they headed back to the airport, the group visited Glasgow City Centre and also SOAR at Braehead with its IMAX cinemas and one of the longest indoor real snow ski slopes in the UK.

Faslane will be the single home of the operational UK Submarine Service by 2020: the new hunter killer Astute-class submarines are already there; the last two Trafalgar-class boats will move north from Devonport in 2017 and 2019; Scotland is already home to the submarine-based nuclear deterrent, with the Successor boats located there too from about 2030.

Personnel transferring into the Submarine Service will receive a £5,000 'Golden Hello' on achieving their 'Dolphins' – a recognition that they have qualified as a submariner. As they progress they will be entitled to an attractive submarine pay package which could equate to as much as 25% more

depending on rank and specialisation. This event was part of a wider Royal Navy initiative to encourage 40 engineering qualified personnel move to the Submarine Service, which has already attracted over 100 expressions of interest. Any

transfer comes with a five year return of service upon submarine qualification. Volunteers must have at least three years left to serve; accept an extension of service; be Medically Fully Employable and hold, or be willing to hold, sole British nationality.

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### BOOKS & BOOK REVIEWS

New-look Navy Book retailer celebrates launch with charitable pledge

A specialist naval publisher and bookseller from Liskeard is celebrating the launch of its new website by putting charity at the heart of what it does. The new-look NavyBooks.com, which hosts hundreds of naval titles and thousands of books, ranging from amateur-penned memoirs to established thought-leaders in naval history, warships and maritime warfare, is to donate 1% of all revenue to The Royal Navy and Royal Marines Charity (RNRMC) as its 2016 Charity of the Year.

New NavyBooks owner and Managing Director, Ian Whitehouse, is a former submariner who served with the Second Submarine Squadron in Plymouth and now lives in North Cornwall. He says that the RNRMC was an obvious candidate to support because of his personal links to the Royal Navy. NavyBooks' main customers typically also have close links to, and support for, the Royal Navy. Ian Whitehouse said: "With the launch of the new website, and understanding our customers' passion for the subject, we thought it was a good time to partner with The Royal Navy and Royal Marines Charity, especially considering their support for the veteran community." Steve Bush, NavyBooks editor, is also a Royal Navy veteran. A communications technician he joined the Royal Navy, at HMS Raleigh, Torpoint, in 1978. On leaving the Royal Navy in 2000 he joined Maritime Books, and edits the business' flagship magazines, such as 'Warship World' and 'Warship World Pictorial', while also writing books and supporting the venture's authors and contributors. NavyBooks.com offers free UK mainland delivery for purchases over £60 and International Delivery starting from £2.50 and also welcomes visitors, at: Unit 6B, Heathlands Rd, Liskeard, PL14 4DH.

NavyBooks

NavyBooks is a new 2016 Cornish publishing venture building on a previous publishing business 'Maritime Books'. Based in Liskeard it is a specialist naval publisher and bookseller. It publishes two magazines 'Warship World' and 'Warship World Pictorial' as well as books about the Royal Navy. Its annual publication 'British Warships and Auxiliaries' details every ship in the Royal Navy and was first published in 1979; it has not missed a year since. NavyBooks also operates an on-line retail business, with 100s of titles and 1,000s of books, selling to the general public and trade customers from its website: [www.navybooks.com](http://www.navybooks.com) For more information on NavyBooks and its team: Email: [info@navybooks.com](mailto:info@navybooks.com) or Phone: 01579 343663

Royal Navy and Royal Marines Charity

The Royal Navy and Royal Marines Charity is the principal charity of the Royal Navy. It exists to support sailors, marines and their families, for life. Since 2007 it has funded projects and facilities that boost morale for those who serve today. It also distributes millions of pounds annually to military charities who care for the children, families and veterans of the Naval Service. For more information on The Royal Navy and Royal Marines Charity, call 023 9387 1520 or visit [www.rnrmc.org.uk](http://www.rnrmc.org.uk)

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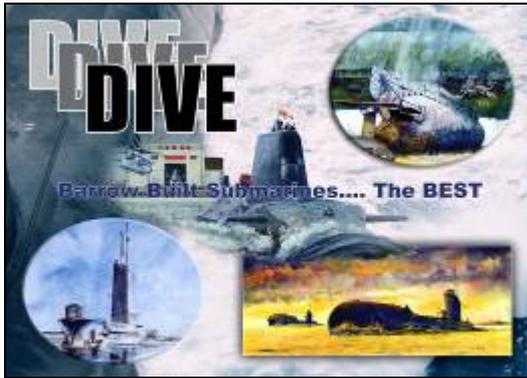
### DIVE, DIVE, DIVE, BARROW BUILT SUBMARINES - THE BEST

This third book has appeared in In Depth previously having been 'launched' in the 50<sup>th</sup> Anniversary Year of the launch of HMS DREADNOUGHT.

The Submarine Heritage Centre (SHC) and the Submariners Association (SA) of Barrow in Furness commissioned a series of Paintings, by the noted Barrow-in-Furness based Marine Artist – Tom Murphy - of all Classes of Submarine built in the Barrow Shipyard over the last 120 years. The Barrow Shipyard has been involved with the design and built over 72% of all UK Submarines plus many Submarines for overseas Navies. This Paintings Series represents the development of the Submarine over that period and reflects how the Submarine evolved from the first basic vessel in the 1880's to

the sophisticated Nuclear powered Submarine of the 21st Century.

This Book showcases the Paintings with supporting data on plates covering the forty four Classes of Submarine built in Barrow together with a number of Submarines built for other countries. It also includes twelve 'Decade' paintings reflecting the products, other than the Submarine, produced by the Barrow Shipyard over that same period and a further ten plates of 'Miscellaneous' paintings of Ships, Submarines and topics related to Barrow in Furness and the Barrow Shipyard. The Book is a "Coffee Table" hard back product with the Painting Plates on the RH pages with associated information on the LH pages.



A limited number of copies of the Book are still available, now at £15.00 per copy plus £5.00 P & P

(UK rate only - Overseas postage rates on application). Cheques should be made out to 'SA Barrow'. In addition 'limited edition' prints are available of all the paintings in the Big Book at £45.00 each plus £3.95 P & P (UK).

To obtain your own copy of 'Dive, Dive, Dive – Barrow Built Submarines - the Best' and/or a 'Limited Edition' print contact Barrie Downer at [barrie@downer55.freeserve.co.uk](mailto:barrie@downer55.freeserve.co.uk)

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THE DIARY OF PETTY OFFICER HENRY KINDER (RAN)  
SUBMARINE HMAS AE2  
(Prisoner of War in Turkey)  
(Continued from Issue No. 52)

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LIFE IN THE ÇANKIRI BARRACKS

Just before dark the sentries pointed out a big building, saying it was our destination. At first we didn't believe them but when a gendarme came out to meet us we reckoned it was true. It was a fair sized building in the form of a square with a big yard in the centre about two chains square (400m<sup>2</sup>). It had been a military barracks with the courtyard used for drilling. This was to become our exercise yard.

The barracks compared well with the other buildings we'd seen in Turkey: filthy, half fallen to pieces and with the barred windows having most of the panes broken. We marched into the yard and had to be counted. We were so tired that we could hardly muster the energy to get up to our room. This proved to be very long and narrow with a platform raised about a foot above the floor and running along each side. There was a six-foot wide alleyway down the centre.

On entering the room we could hardly believe our eyes. There were thick mattresses and eiderdowns to sleep on. Little did we know at what cost these beds had been supplied. We later found that they had belonged to some Armenians who had been massacred shortly before our arrival. We were too tired and knocked up to care where the beds came from. We just crawled in under the covers and were soon dead to the world.

The beds proved to be full of lice so we soon had a hunt and shifted a few hundred of them. I was too tired to shift out of bed for a couple of days and fortunately the Turks didn't ask us to. Whenever our bread arrived we soon finished it off as we were jolly hungry.

At this camp we were allowed our own cooks, the food being a little more plentiful than at Afyon. We had no work to do so just amused ourselves lice hunting. In a few weeks we practically

cleaned them up. I don't know how the Turks put up with them. The sanitary arrangements were so vile we asked permission to fix the drains. At first this was refused but later things became so bad and we made such a fuss that they let us fix them.

The building was very old and what wood was removable, the prisoners had off and burnt. The Turks threatened all sorts of punishment but found it hard to catch anyone taking it as the only night illumination was from two little lamps with wicks floating on pieces of cork. These didn't give out much light and their smell was unpleasant. However, it only added one more smell to the many. In any case, the lamps only burnt for a couple of hours so everyone would settle down about dark.

The Turks didn't trouble us about work and this was just as well as the weather was bitterly cold and our clothes still very scanty. We lay in bed all day to keep warm. My mate and I fashioned some chessmen from pieces of bread. Our bed was against a very low window ledge so we were able to mark out a chessboard on it and amuse ourselves with games. We also managed to get hold of some old playing cards to play bridge. Sleeping in the bed next to me was a bridge fiend who would wake us up at dawn with, "What about a game of bridge?" One morning I was feeling liverish. What I said to him made him decide to change his sleeping place.

Our food was much improved with more of it. Our own cooks made a much better hand at cooking than the Turks who used to steal much of it. The food consisted mostly of boiled wheat with a little goat flesh to flavour it. Christmas 1915 was bitterly cold. A big fall of snow gave everything a Christmassy look. However, the eating part wasn't anything like Christmas and it was no use us hanging up our stockings as we hadn't any. We got permission to go outside and play a game of football but the sentries got fed up before half-time.

They thought we were mad chasing a ball around, so Christmas day was a failure.

Very often at dusk, big teams of pack donkeys were brought into the exercise yard for the night. It was pitiful to see them. Some were in an awful condition being overworked and starved, having to stagger along under heavy loads. It is marvellous what they can carry. I often saw two heavy men riding on one, each with an open knife. One would prick the donkey between the shoulder blades and the other on the rump. One could see the blood running from the cuts. The Turks never thought it necessary to remove the pack-saddles and very often we would cut the holding thong and throw the saddles off. The back would be one big, raw sore nearly the size of the saddle. The poor brutes must have suffered agonies. Often they would be dead next morning. The body would often be left for two or three days before the Turks removed it. Fortunately, the weather was cold.

Very often, civilians would come down from the town, situated about a mile away, to walk up and down and gaze at us as though we were on show. No one ever challenged them. They seemed to be able to wander in and out as they liked.

Our washing and drinking water ran out of an inch pipe in the middle of the exercise yard. One day the doctor caught a New Zealander having a wash with his coat off. He was going to have him flogged but finally worked his temper off on a poor sentry mending the gate by giving him a flogging. These floggings are both painful and undignified. Two Turks hold you across their knees and one swings a four-foot stick. It depends on the Commandant's temper and how hard you yell to determine how many strokes you receive. Usually however, it makes you careful how you sit down for a week or more. A good policy was to make plenty of noise as you generally got off lighter. It was foolish to crack hardy.

Just after Xmas 1915 some money came through for the AE2 crew and a few things arrived from the Red Cross. On receiving our money we got permission to go to the village to buy a few things. Only one sentry accompanied about twenty of us. There was practically no chance of escape: we had very little of the language and no idea about what direction to take.

The village to which we were marching was fairly large with a population of about five thousand. On arrival we all scattered into the bazaar. This just about drove our sentry mad. However, when it was time to go we just met up outside the village and marched back to barracks. The Turks soon got used to this routine and didn't worry too much. However, it was sometimes hard to convince our escorting, old sentry, who could barely count, that

we were all there. He was always relieved when we were all correctly counted in at the barracks.

Things were still fairly cheap in Çankiri as war price rises had not yet reached the countryside. However, it wasn't long before prices started to go up. We soon picked up the names for different foods and the values for different coins. We had an Armenian interpreter who had attended an American school and spoke with a decided American twang. Everyone was 'guy' to him. He was a bit of a character but the biggest rogue unhung! He would interpret just to suit himself and seldom said what you wanted. He could never be depended on.

Nearly every Sunday a church service was held. A young English soldier took the service and there were always a fair number attending. In Çankiri there were several French families who were civil prisoners. They always attended the church service and visited the French prisoners. Unfortunately, they could give us no information about the war or even how the war was going. We were always trying to get news of the war but for all the information that we got there could have been no war at all.

There was always something comical happening every day from which we managed to get a good laugh and which prevented us from slipping into melancholy. One incident stands out in my memory. Fowls were very cheap in Çankiri with a good bird costing between 2 and 4 piastres. Consequently, it wasn't long before the exercise yard had a few fowls running around in it, each fowl carrying its owners distinguishing mark. Mousa, the French colonial, had come up from Afyon with some of the French prisoners. He hated the sight of a certain white fowl. Mousa was standing looking out at the exercise yard which was covered by a good foot of soft mud as it had been raining for days. Suddenly, this big, white rooster crowed right in front of him. Mousa's eyes started to roll and he made a rush at the bird, falling head first into the mud. Getting up, he began to chase the bird around the yard. Everyone who could get a vantage point to watch his antics cheered every time Mousa went down into the mud. The only recognizable thing we could see of him were his eyes. After about five minutes, the rooster escaped under the building and Mousa, who was foaming at the mouth, started looking around for another victim. We all started to fade out of sight, falling over one another in our hurry. While the chase lasted, it put me in mind of a famous Whisky advertisement: "A Study in Black & White". Eventually, the French got Mousa calmed down and away.

Later, the second coxswain (who was just about in his second childhood) had washed three pieces of clothing and had hung them out to dry.

When he went out later to see how they were drying he found that some light-fingered gentry had removed one piece. Just then, two old Turkish officers who had something to do with the prisoners came walking past where the coxswain was lamenting over his loss. Neither of the officers knew a word of English. The following pidgin English dialogue then took place from the coxswain, (commonly known as Cuts). "Hear you, me washy three piecey washing. Two piecey there, one piecey gone. What are you going to do about it?" The two officers, thinking Cuts was referring to the cleanliness of his washing, smiled and said something in Turkish. Cuts yelled at them, "What the devil's the good of talking Turkish. Say it in English so I can understand you." He was forgetting that they knew as much English as he knew Turkish. When we all laughed, he reckoned we were as ignorant as the Turks. For many a day after that you could always tell where he was by the "me washy three piecey washing" followed by Cuts' shouting, "Shut Up!"

When Mr Phillips brought the money up for us, a boy used to come in from the bazaar to get what we wanted, however it was quite a job to make him understand. One time, Cuts wanted some raisins but no one knew the Turkish for it. Cuts got a brain wave, called over the boy, who knew no English, and asked him, "What's the Turkish for raisins?" The boy just stared at him so Cuts said, "What's up with you? Don't you even know the Turkish for raisins?" He then remarked that the Turks were a damn lot of idiots. Poor old Cuts was as good as a circus and we had many a good laugh at his expense.

The British always kept up their spirits and could always see the humorous side of things. It was this spirit that brought many of them through the ordeal. No matter what the trouble was, if there was a humorous side we could always laugh. However, I can't say the same for all the prisoners.

At Çankiri it would have been impossible to set us to work as during Xmas it snowed very heavily. Then the rain started and it rained for weeks. We just stayed in and played chess. My chum was a much better player than me and I'm afraid most of the games fell to him. Nevertheless, we passed many a weary hour away.

On some of the Armenian beds were some beautiful angora fleeces. I cut the end of my wooden spoon into the shape of a crochet hook and crocheted some stockings and a balaclava cap. They came in handy to keep our legs warm. On frosty nights when the ground was frozen hard my chum and I could walk up and down for exercise in our woolen caps and stockings. Several others started on their beds and the Commandant got to hear of it.

He threatened to flog anyone found with wool taken from their beds so we had to be careful after this.

Considering the conditions we were living under there was very little sickness although a lot were still suffering from the effects of their wounds. No doubt the cold weather was preventing any sickness. We were fortunate in having the beds as the weather at Çankiri was bitterly cold and we had no fires.

The living was too good to last. Rumors went around that we were due for another shift. Everyday a fresh bush wireless would go around. Some said we were going to be released and that the war was finished. When you are away without any news it is wonderful what straws you will cling to.

On day they came around to find out all our trades. It was rather curious to hear some of the trades and professions: from football goal keeper to Governor General. I was curious why they wanted this for. Later on, it made no difference as we all did the same class of work.

Just before leaving Çankiri we were paid a visit by a Turkish gentleman who represented the Red Crescent. He got us some shoes and a few clothes and promised to see the American Ambassador for us. He seemed a very decent chap.

No doubt he might have made things better but unfortunately we got on the move once more and he lost sight of us. That ended another chapter as far as the Ambassador was concerned.

Much to our surprise, a few days before we left Çankiri, three of the crew of Submarine E20 marched in. They just managed to get there in time to start back again. When we told them we were off again in a few days they told us that the road was in a terrible state due to the rain and was just a quagmire. We guessed we would have a lively time of it. As we hadn't been able to get much exercise, we were not looking forward to the march.

It appears Submarine E20 unfortunately had been torpedoed by another submarine. It had been on the surface waiting for a relief boat to come through. Some of the crew had been in swimming and had just gone below to get dressed when the lookout reported to the captain that a submarine periscope was showing on the port quarter. They naturally thought it was their relief until they saw a torpedo had been discharged straight at them. The captain sang out down the conning tower to go full speed ahead on main motors and tried to swing E20 away from the incoming torpedo. Just as E20 started to move the torpedo hit her amidships. The explosion that followed practically lifted E20 out of the water, breaking her in half. Three officers and three ratings were the only survivors. The attacking submarine, which proved to be German, picked up the survivors just as they were about done for. The remainder of the crew of E20 had no chance. Many

must have been blown to pieces. These are the facts as they were told to me by one of the survivors.

To Be Continued in 'In Depth' Issue 54 with:  
ON THE ROAD TO THE RAIL TUNNEL CAMP

### SUBMARINE E18 COMMEMORATIONS



Sailors from HMS COLLINGWOOD attended a remembrance service to commemorate the 100th anniversary of the loss of submarine E18 and all 33 men on board.

The service, which took place at St Ann's Church in Portsmouth Naval Base, was led by Reverend James Francis, Royal Navy, and families of those who lost their lives attended as well as serving and former submariners.

Lieutenant Oliver James, Submarine Engagement Officer for HMS COLLINGWOOD, lead the group of sailors from the Fareham base that included 13 Engineering Technicians who will become submariners, submarine officers on a System Engineering Management Course, and members of the training staff.

Lieutenant James: "We were delighted to represent the Royal Navy and Submarine Service at the centenary memorial service for E18 and show our support for the E18 Families Group.

"The ceremony was a great way to show our young sailors and future submariners the proud history of the Submarine Service and that the ethos and values we hold are as relevant today as they were then."

The crew of E18 lost their lives on June 2 1916 when they struck a mine in the Baltic Sea off the coast of Estonia.

The fate of E18 remained a mystery for over 93 years, until the wreck was found by a Swedish survey team.

Using accurate information provided by Darren Brown, great-grandson of crew member Albert Robinson, the team located the wreck on 19 October 2009.

By Editor. Those lost in Submarine E18 are listed in the WWI SUBMARINE LOSSES article above.



### DARPA ACOUSTIC GPS FOR SUBMARINES & UUVs

Andrew Tarantola , @terrortola

For all the benefits that the Global Positioning System provides to landlubbers and surface ships, GPS signals can't penetrate seawater and therefore can't be used by oceangoing vehicles like submarines or UUVs. That's why DARPA is creating an acoustic navigation system, dubbed POSYDON (Positioning System for Deep Ocean Navigation), and has awarded the Draper group with its development contract. It will utilize undersea sounds instead of satellite feeds.

The space-based GPS system relies on a constellation of satellites that remain in a fixed position relative to the surface of the Earth. The GPS receiver in your phone or car's navigation system triangulates the signals it receives from those satellites to determine your position. The POSYDON system will perform the same basic function, just with sound instead. The plan is to set up a small number of long-range acoustic sources that a submarine or UUV could use to similarly triangulate its position without having to surface.

The system should be ready for sea trials by 2018. It will initially be utilized exclusively for military and government operations but, like conventional GPS before it, will eventually be opened up to civilians as well

MEMBERS 'CROSSED THE BAR' 1<sup>st</sup> April 2016 to 30<sup>th</sup> June 2016 (\*\* WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
J (Jim) Murdoch	March 2016 aged 96	Able Seaman (ST)	West Riding	Aug 1940 to Sep 1945 **	UTMOST, THORN, OTUS, SEAROVER & TIRELESS
J. (Taff) Rees	4 <sup>th</sup> April 2016	Able Seaman (UW3)	Portsmouth Branch	1961 to 1965	OBERON & TACITURN
P.W. (Phil) Bayes	10 <sup>th</sup> April 2016	Petty Officer Electrician	Gosport Branch	1949 to 1954	SCORCHER, THERMOPYLAE & SERAPH
T.W. (Tom) Solarz	14 <sup>th</sup> April 2016	Petty Officer WEM(R)	Portsmouth Branch	1969 to 1992	TIPTOE, FINWHALE, WALRUS, SEALION & OPOSSUM
Alastair Ferguson	18 <sup>th</sup> April 2016 aged 67	Petty Officer (REL)	Scottish Branch	1971 to 1975	DREADNOUGHT (72 to 73)
Peter Hilbert	23 <sup>rd</sup> April 2016 aged 83	Stoker Mechanic	Morecambe Bay Branch	July 1952 to December 1955	TACTICIAN, TELEMACHUS, THOROUGH, TABARD & AUROCHS
Leslie Brown	27 <sup>th</sup> April 2016 aged 77	ME.1	Sunderland Branch	1958 to 1966	TAPIR, TABARD, ANCHORITE & OLYMPUS
J. (John) Muir	9 <sup>th</sup> May 2016	Able Seaman	Dolphin Branch	1957	EXCALIBUR
T. (Terry) O'Connell	9 <sup>th</sup> May 2016 aged 86	Able Seaman (ST)	Cheltenham & West Midlands	1943 to 1946 **	H50 & TRESPASSER
Andrew George Prideaux, DSC	17 <sup>th</sup> May 2016 aged 89	Lieutenant Commander	Gosport Branch	Nov 1940 to Apr 1947 **	P36 (NO), UNRIVALLED (IL), L26 (CO), SENESCHAL (CO) & TANTALUS (CO)
Christopher O'Brien Hayward	18 <sup>th</sup> May 2016 aged 58	CPOMEM	Welsh Branch	1979 to 1997	FINWHALE, OTTER, OBERON, OPOSSUM, ORPHEUS, OPPORTUNE, ONYX, SEALION & ODIN
J.A.W. (John) Standen	18 <sup>th</sup> May 2016 aged 86	Lieutenant Commander ME	Dolphin Branch	Sep 1957 to ?	ACHERON, ALCIDE, TIPTOE, ARTEMIS, ONSLAUGHT, ORPHEUS & ALLIANCE
Mathew (Shane) Irvine	24 <sup>th</sup> May 2016 aged 61	Chief Petty Officer Coxswain	SAOC	Not Given	OJIBWA, OKANAGAN, ONONDAGA, CORNER BROOK & CHICOUTIMI
Malcolm Reith	26 <sup>th</sup> May 2016 aged 87	Leading Stoker	Beds & Herts Branch	1948 to 1952	ACHERON, SEADEVIL & TELEMACHUS
John Hervey, CB	26 <sup>th</sup> May 2016 aged 88	Rear Admiral	Dolphin Branch	1950 to 1975	ACHERON (50-51), AUROCHS (51-52), TRADEWIND (52-53), SEA DEVIL (53-56), AENEAS (CO 56-57), AMBUSH (CO 59-62), ORACLE (CO 62-64), WARSPITE (CO 68-69) & SM2 (74-75)
Terry O'Connell	May 2016 aged 90	Able Seaman (ST)	Cheltenham Branch	1943 to 1946 **	H50 & TRESPASSER
Sam Tomlinson	May 2016	Lieutenant Commander	SAOC	Not Given	ARTFUL (1955), TRESPASSER (CO 1958) & OJIBWA (CO Sep 1965 to Nov 1966)
A P V (Alfie) Hines	2 <sup>nd</sup> June 2016 aged 66	Chief Petty Officer WEA	Barrow Branch (lapsed)	1970 to 1990	COURAGEOUS, SUPERB, SPARTAN (1st Commission), TURBULENT (1st Commission) & TRENCHANT
T. (Geordie) Coppock	3 <sup>rd</sup> June 2016 aged 81	Petty Officer	Dolphin Branch	Jun 1955 to Jan 1962	SCOTSMAN, TABARD, TAPIR, SEADEVIL, ALCIDE & ALLIANCE

J. (John) Holland	16 <sup>th</sup> June 2016 aged 86	Leading Stoker	New Zealand Branch	1948 to 1955	TALENT, TRUNCHEON, TABARD, STURDY, TRADEWIND & AUROCHS
J Bond	20th June 2016 aged 69	Petty Officer Steward	Scottish Branch	1963 to 1975	DREADNOUGHT (63), ORPHEUS (64) ANCHORITE, AMBUSH (64-67), ONYX (67-72), OLYMPUS (72-73) & REPULSE (73-75)
Brian Robin Newton	June 2016 aged 80	Electrical Mechanic	South Kent Branch	1956 to 1965	TABARD, TURPIN, EXCALIBUR & STURDY

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

April 2016 to June 2016 (\*\* WWII Service)

NAME	DATE /AGE	RANK/RATE	ASSOCIATION	SM SERVICE	SUBMARINES
David I (Danny) Thornber	6th March 2016 aged 75	Chief Petty Officer MEM	Non Member	Not Given	TOTEM, TALENT, EXCALIBUR, WALRUS, PORPOISE, REVENGE & NARWHAL
Roy Alan Anderson	5th April 2016 aged 80	Commander	Submarine Officers Association	Not Given	TOTEM, NARWHAL, ALLIANCE (CO 1967), OIC RNSETT & FOSM Escape Officer
James P Creedon	April 2016	Lieutenant Commander (E)	Submarine Officers Association	Not Given	OPOSSUM (1981)
Robert (Bob) Potts	April 2016 aged 66	Petty Officer Cook	Non Member	1968 to 1988	PORPOISE, RESOLUTION, REPULSE, COURAGEOUS & SPLENDID
Arthur Melling	22nd April 2016 aged 92	Able Seaman	Non Member	**	SARACEN
N.R. (Neil) Boivin	April 2016	Captain, RCN	Non Member	1955 to 1965	ANDREW, TELEMACHUS, SETINEL & ODIN
Andrew C Goodill	3rd May 2016 aged 87	Lieutenant	Submarine Officers Association	Not Given	UPSTART, TIRELESS & SIRDAR
Edward W (Ted) Traer	13th May 2016	Lieutenant Commander (SD) (X)	Submarine Officers Association	Not Given	‘A’ & ‘T’ Boats, MERCURY, CINCFLEET & MoD (PE)
Peter William Murphy	May 2016	Lieutenant Commander (MESM)	Submarine Officers Association	198* to 2009	COURAGEOUS (1991), VANGUARD (DMEO), DNST (RNC Greenwich & SULTAN), NRTE VULCAN, In-Service IPT & Submarine Production IPT