



# PERISCOPE VIEW

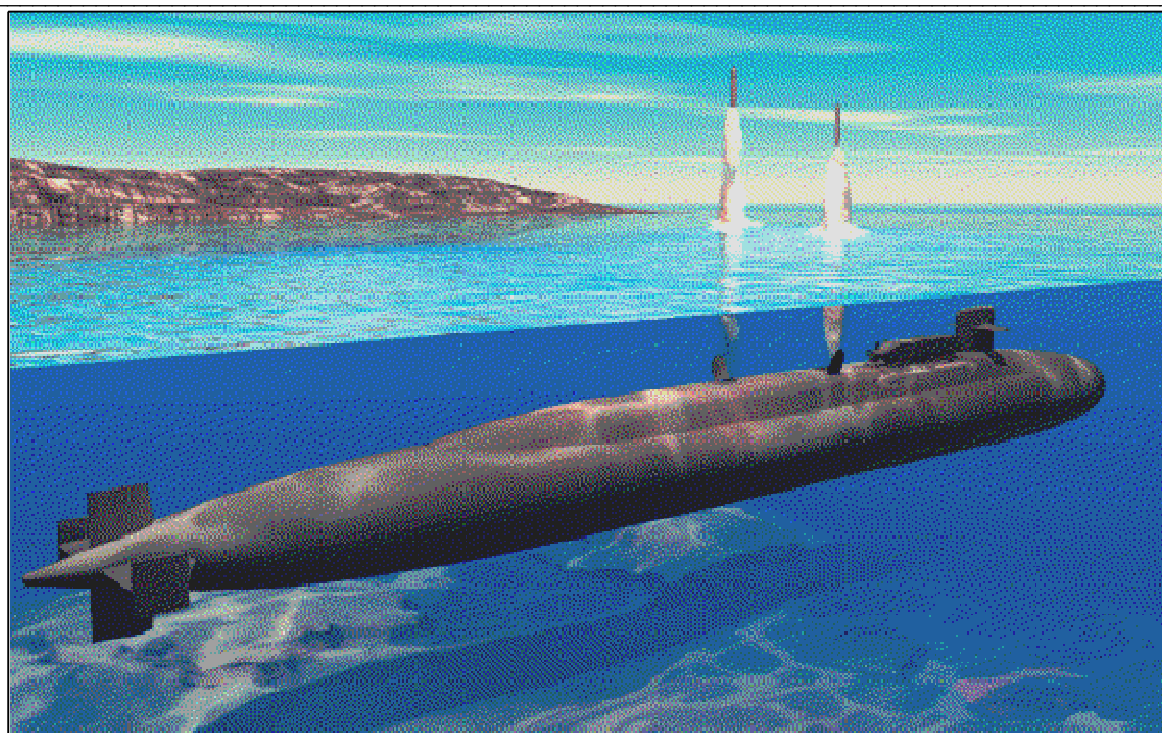
The Newsletter of the Barrow-in Furness Branch  
of the  
Submariners Association

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

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**Cover Picture: Artist's conception of an Ohio Class guided missile submarine firing Vertical Launch Tomahawk Land Attack Missiles**

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## **EDITORIAL**

### **Hello Everybody**

Just about on the run up to Christmas already with a very busy month coming up. So what's on in the next few weeks? First the Branch Meeting on Tuesday 3<sup>rd</sup>, then the Ladies Night on 6<sup>th</sup> November, the Furness Railway Remembrance at Barrow Station on 7<sup>th</sup> November and the Remembrance Day Parade on Sunday 8<sup>th</sup> November with the Social Afternoon following at the RBL. After these events there a short break until Beverly Griffiths' Party at the Legion on Saturday 14<sup>th</sup> November and a week later the Christmas Lights 'Switch On' is on Saturday 21<sup>st</sup> November – that really will be the lead in to Christmas – no reindeer this year either!

The Keswick to Barrow Awards Ceremony was attended by Mick Mailey and, once again, the Committee was generous to provide us with a £700 donation. Talking about financial matter the Branch has received a kind donation of £121 from a collection taken up at the funeral service of the late Mary Wetton – you may remember that both Harry and Mary Wetton were stalwart supporters of the Branch.

Once again there are several contributions from Branch Members in this Issue. Ginge Cundall has sent some photos of his visit to Malta – some of you will remember

visits to the 'Gut' or Strait Street to give it its proper name. Ben Britten drew my attention to an item in the Telegraph by the Minister of Defence discussing the dangers of any delays in the Successor programme. Peter Scofield sent in an item about Prize Money paid in WWI. Dave Barlow sent me an item by Albert Brown – a WWII Charioteer. Dave tells me this was originally printed in Tartan Topics and, as it is a long article, I will publish it in parts over this and the next three Issues. Thank you to all and keep the stories coming!

The WWI Submarine losses item month by month is continued with the story of Submarine E20

The Submarine K26 story continues in this Issue with the Chapter about 'Tiffies' to entertain our engineering fraternity. Next month it will continue with 'Signalmen'. A reminder that booking is now open for next year's Reunion in Blackpool. I have attached details and the Booking Forms at the end of this News Letter. Remember to book early to avoid ant disappointment. That's about it for this month but don't forget the Branch Meeting on Tuesday 3<sup>rd</sup> November.

Regards to all,

**Barrie Downer**

## **CHAIRMAN'S REPORT**

**Hi all**

Hi again. I am rushing to get this done before catching the train to London. It's that time of year again when we remember all those submariners who tragically lost their lives that we might be free. The Embankment Parade is the major event on the National Calendar. There are usually 300 - 400 submariner veterans plus a host of serving personnel attending not forgetting the Royal Marine Band. This year I have mixed feelings. The area around the Submarine Memorial is quite literally a building site despite the promises from London that it would be cleared for us to hold our event even if the work wasn't finished. So much for promises. This year we will be honoured by the presence of the Commodore of the Submarine Fleet - none other than Prince William. Because of the building work the event will be held in the gardens of the Middle Temple which is literally across the road. So whilst it is a great honour to have the Duke of Cambridge with us it is disappointing that we won't be able to march and have the memorial service at the Memorial itself. David A. J. Smith will be laying the branch wreath as he has done for the last few years and Mark Butchart one of our serving members and a branch committee member will be reading out the names of the submarines lost whilst the wreaths are being laid. So the branch will be represented and in full view. Thanks guys.

On a local level we will be attending the Remembrance Day parade as usual mustering at the town hall at 10.10

or thereabouts ready to march off at 10.30. Immediately prior to this we will muster at the AE1 & 2 Memorial for a very short service and lay a wreath. Even if you can't march try and make it to the Memorial in the park and join us for the service. Thereafter we retire to the RBL for a well-earned drink or two.

Next Friday of course is our Ladies Night which is always a good do. If you want to go then see Alex pronto to see if he has any tickets left.

If you have anything for the National Conference, then this is your last chance as any proposal we may have will have to be agreed by the December meeting to get it off to the National Secretary before the end of the year. There are always plenty of you who do not have a good word to say about the national committee so why don't you put your name forward to join the committee and influence how the Association is run? Perhaps it is more fun to sit outside and throw muck though.

In the last issue I included a dit about the Valiant Reunion next year. Just to briefly summarise - next year is the 50th Anniversary since Valiant was commissioned. There is a reunion next August. See the dit for more info and how to apply, but be quick because space is at a premium.

That's all for now see you all on Tuesday or if not at the Remembrance Day parade next Sunday. Well, that's all for now, see you all on Tuesday.

**Dave**

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## **SECRETARY'S DIT**

**Hi All**

The weather has turned autumnal and the festive season is rushing towards us. That also means that the deadline for any proposals for changes to the NMC rules needs to be with the Committee before the next Committee meeting in November. This way the Committee can discuss the issue and make recommendations to the members at the December meeting. All proposed changes need to be with the National Secretary by 31st December. So if you have any ideas then get them to a member of the Committee as quick as possible.

November is a busy month for the Branch with the Lady night and the Remembrance Sunday Parade. We now have a request to attend the Furness Railway workers ceremony on Saturday 7th November. If you are able to attend please be at the railway station for 1045 for a short ceremony and tea and biscuits after.

The sale of the Mollie pins is going so well we have ordered an extra 300 pins. So if you have any left please try and move them as soon as possible and get the money to either Ken Collins, Mick Mailey or myself promptly.

Following Terry Spurling's Crossing the Bar, a small Committee has been set up to look after the SHC Paintings Collection and they are trying to arrange an exhibition of them as well as finding a permanent home where they can be displayed. So if you can help or have any ideas please contact Barrie.

I look forward to seeing as many of you as possible at the next meeting.

Regards

**Ron**

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## SOCIAL SECRETARY REPORT

### **Hi Shipmates,**

October saw our quiz night on completion of the meeting, won ably by Dickie Cambridge and team. Thanks to all who took the time out to join in the fun.

### **Diary Check:**

Fri 6th November is the LNDD. This year at the Chequers (7pm for 7:30 sit down) with a Hollywood theme and of course is a black tie event. The evening will begin with reception drink and musical accompaniment then to the specially decorated function room for a 3 course meal (including a half bottle of wine) and coffee and a small favour for the ladies. We shall enjoy the very brief toasts and raffle and two live acts will be there to keep us entertained late into the evening. On hand will be Glenn, our photographer, to help with those professional mementos of the evening. This is going to be a great night with a lot of celebrities and fun to be had by all, remember it is the only time in our social calendar where we can all get dressed up in our finery (including medals for the boys) and enjoy a good old fashioned dinner dance.

I have now moved my attention to the final events of the year; the children's Christmas party on Friday 18th December and the adults Christmas party on Saturday 19th December. The children's party is limited to 50 and

is the same price of £5 (for the present). We have almost sold out on this - when they are gone they are gone!

The adult party will be lots of fun with a live act and disco, the food will be a mixture of bring a plate and I will knock up a pot of my famous chilli. Cost of a ticket being only £2:50 – it is ticket only entry so get your tickets which are available from me now.

The members draw was not won in October so stands at £10 - all you have to do to win is be there and be a fully paid up member.

Don't forget the free birthday boy's beer at the monthly meetings.

I am preparing next year's social programme and it will be available at the December meeting.

Finally, due to the small number of our members who were on HMS Valiant and the cost of transport to Plymouth, sadly it has makes the 50th anniversary trip a none runner from the point of The Association. I apologise, but if you want to go then I suggest you get hold of Bungy personally to try to sort out tickets on a one to one basis, and the sooner the better by all accounts.

Please support me and the branch at these functions!!!

**Alex Webb**

**Social Secretary**

### NOVEMBER BRANCH CALENDAR

Branch Meeting	Tues 3 <sup>rd</sup> November
Ladies Night	Fri 6 <sup>th</sup> November
Railway Remembrance	Sat 7 <sup>th</sup> November
Remembrance Parade	Sun 8 <sup>th</sup> November
Bev Griffiths Party	Sat 14 <sup>th</sup> November
Christmas Lights	Sat 21 <sup>st</sup> November
Committee Meeting	As Required

### BRANCH BIRTHDAYS NOVEMBER 2015

G. (George) Hockey	03/11/1944
D.J. (Dave) Duncombe	08/11/1960
J.E. (John) Smith	08/11/1943
P. (Pete) Schofield	09/11/1946
T. (Tim) Fry	11/11/1966
S.J. (Simon) Hutton	16/11/1964
A.R. (Vernon) Miles	17/11/1953
R (Bob) Pointer	18/11/1948
I.A. (Ian) Clark	18/11/1945
M. (John) Davenport	22/11/1942
M.S. (Mike) Lacey	22/11/1946
N. (Neil) Lambert	27/11/1957
T.J. (Trevor) Janes	29/11/1948
J. (Jeffrey) Thomas	30/11/1943

**Happy Birthday to you all!**

### BAE NEW FACILITIES

Work is now well in hand on the new 28,000 square metre Stores Building in the Waterfront Business Park on Barrow Island. Work started on the site over a year ago but what has been happening there up to now has been hidden from sight behind a three metre high fence. The only signs that something was happening was a constant stream of tipper trucks taking soil out and taking hard core in followed by lorry loads of concrete piles and the constant noise of piles being pounded into the ground over recent months.

This week (25<sup>th</sup> October) it has all changed – the lorries delivering to the site are now taking in heavy loads of steel work and, with the aid of two huge cranes and steel fixers working from 'cherry pickers' the skeleton of a huge building is appearing at a remarkable rate'. The sky line is rapidly changing but it seems that the new Stores facility for the 'Successor Programme' is well on target.

Another change to the skyline on Barrow Island is the complete disappearance of the old Shipwrights Shop. This was demolished over several months and the site has now been cleared ready for more new facilities for the Successor Project to be constructed.

Those walking or driving along Ferry Road will also have noticed mountains of soil & rubble piling up in the area of the Central Yard as the ground works for the new assembly building (son of DDH) get underway.

All is changing in the Ship Yard and around Barrow Island and it will be interesting to see how things progress

### **SUBMARINE LOSSES OF WWI**

This is a series listing Submarine losses month by month during WWI, Crew Members lost and other Submariners who died.

One Submarine was lost in November 1915 and this was the Barrow Built 'E' Class Submarine E20.

Immediately after 'Commissioning' Submarine E20 was sent to the Mediterranean to bolster Submarine Operations at the Dardanelles. E20 entered the Sea of Marmora and was programmed to rendezvous with the French submarine TURQUOISE on 6th November 1915 to co-ordinate plans. Unfortunately the details of the rendezvous position (40°45'N 28°10'E) were captured by the Turks after the TURQUOISE had run aground and was abandoned by its Officers and Crew. The position and time of the rendezvous was passed to the Commanding Officer of the German U-Boat UB-14 (Lieutenant von Heimbürg). Whilst E20 was waiting on the surface at the rendezvous point the submarine was torpedoed by UB-14.



#### **Submarine E20 in Devonshire Dock**

The following personnel made up the crew of E20. Of these ten survived to be taken Prisoner of War (one died whilst still a Prisoner) & twenty one were lost in the sinking. Those who died are asterisked below.

##### **Officers:**

Lt Cdr Clyfford Harris Warren, RN

Lt Arthur Norman Tebbs, RN

Acting Lt Henry Wilfred Pell, RNR

##### **Ratings:**

\*Petty Officer Sidney Harry Jolley 226676

\*Petty Officer William Clarke Pope 216624

Petty Officer Alfred John Burtenshaw 212543

\*Leading Seaman George Dew J151

Leading Seaman Charles Woodman J2501

\*Leading Seaman Ernest William Job Webb 195407

\*Able Seaman Gilbert Thompson J3187

\*Able Seaman Harry Limb Waters J8325

\*Able Seaman Arthur James Howard J6684

Able Seaman Thomas James Piddock 238702

Able Seaman William Henry Voisey 235640

\*Signalman Henry Wilkinson Brown J7134

\*Telegraphist Wallace Henry Rudd J12347

\*Chief ERA Tracey Rees 270158

\*ERA 3rd Class Arthur Loneragan 271886

\*ERA 3rd Class Harold Douglas Male 271885

\*ERA 3rd Class Frank Edgar Williams M3935

\*Stoker PO Edward James Coleman 302288

\*Stoker PO Frederick William Hoy 301032

\*Leading Stoker William Long 229249

Leading Stoker Joseph Embery K13863

\*Stoker 1st Class Darcy Dendy K11235

\*Stoker 1st Class Harold Haynes Fenner K3236

\*Stoker 1st Class William John Keeling K13396

\*Stoker 1st Class Percival Hall Rodgers K2482

\*Stoker 1st Class Harry Albert Stanford K9865

\*Stoker 1st Class Percy Horace Victor Symonds K302

Stoker 1st Class William Kiddle K6439

### **DISCLAIMER**

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

### **NEWSLETTER CONTACT INFORMATION**

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or if you wish to send me an article my postal address is listed above under Committee Members. You may also send your contribution by e-mail to me [barrie@downer55.freemove.co.uk](mailto:barrie@downer55.freemove.co.uk). Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the newsletter are also very welcome. The newsletter will be published in the last week of each month i.e. the last week in July for the August 2015 issue. Please ensure you have any information with me by the 15th of each month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

### **YOUR HELP NEEDED**

Apologies for repeating myself but, as I said last month, finding stories for Periscope View every month is sometimes not all that easy although something suitable comes to hand – usually at the last minute. I have a similar problems when putting together the quarterly issues of In Depth.

I had a letter a short while ago from Association Member and WWII Submariner Ted Hancox,

encouraged by his oppo Bernard Quinlan, who finally decided to put his memoirs on paper – and had them published as ‘From Matelot to Miner’ – I have his permission to use his memoirs in In Depth.

That got me thinking that many of our Branch Members will have stories to tell of their time in Submarines. Although you might think most of your time in boats was of limited interest you will all have witnessed events and taken part in trials, exercises and been involved in various emergencies over the years.

You might think that your experiences were all fairly hum-drum but sometimes even the most mundane day to day business and issues will be of considerable importance to future historians.

So, the question is, have you got time to write down your memories of your time in Submarines? A few years ago the Gatwick Branch published three books called ‘Submarine Memories’, ‘More Submarine Memories’ & ‘Even More submarine Memories’. Those book proved that the stories are there. We, as a Branch, might be able to do a similar thing. So come on, put your thinking caps on, dig out all those old photographs, Commissioning Brochures, Crew Lists and papers, try and remember the names and ranks/rates of all your old oppos and get it all down on paper and send it to me. I will use as many stories and photos as possible in the Newsletters and see if we can find enough material for a book.

Over to you!

Barrie Downer

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### **NAVAL PRIZE BOUNTY**

(supplied by Peter Schofield)

Prize Bounty or Head Money was a grant from the Crown out of moneys provided by Parliament as a reward for the sinking or capture of an armed vessel belonging to enemy forces, and intended primarily as an encouragement of personal gallantry and enterprise. The award originated in the time of the Commonwealth, when it was felt extra remuneration should be given to those who by personal exertions destroyed a recognised enemy warship. In the middle of the seventeenth century it was enacted that, for all ships of war of the enemy ‘burned, sunk or destroyed’, there should be paid for an Admiral’s ship £20 per gun, for a Vice Admiral’s ship £16 per gun, for other Ships of War £10 per gun. The captors were also allowed a certain award of pillage or plunder out of all prizes whether warships or merchant vessels. Lawlessness resulted and later a decent share of the prize was given to the captors in lieu of plunder. In the case of a warship taken or destroyed a bounty of £10 was awarded for ‘every gun mounted on a prize’. These provisions being considered too restrictive, it was finally enacted that the bounty might be paid for the ‘taking or sinking, burning or otherwise destroying an armed ship of the enemy’.

By Order of Council of 2<sup>nd</sup> March 1915, His Majesty the King declared his intention to grant bounty (by virtue of

the Naval Prize Act of 1864) to the officers and crews of such of his Ships of War as were actually present at the destroying or taking of any armed ship of any of His Majesty’s enemies. Such officers and crews were entitled to have distributed among them as prize bounty ‘a sum calculated at the rate of £5 for each person on board the enemy ship at the start of the engagement’.

Numerous awards were made during the First World War to British submarine officers and crews for gallant and destructive work in the Baltic, North Sea and the Dardanelles. Not least of these was the destruction in the Sea of Marmora and the Dardanelles of three Turkish warships by E11, a daring exploit leading to the loss of 866 enemy men. The amount awarded was £4,330 and, by the scale of sharing, the commander Eric Martin Nasmith, VC received £580 11s. Other officers received £306 6s 6d and each able seaman £76 1s 6d, a considerable amount at the time. This was one of the largest share-outs of bounty during 1916 but nothing as compared to that awarded to the officers and men of E14.

The prize money for E14 for the sinking of the *Guj Djemal*, it was reported by the *Dundee Evening Telegraph* of Wednesday, May 1920, was now ready for issue. ‘Does this make your palm itch’ asks the *Daily Express*. Perhaps not, but there were a score or so who would have an extra round on the strength of it. E14’s account was £31,000, the greatest sum awarded to any one ship for prize bounty in the war. The commanding officer - Edward Courtney Boyle, VC - received about £5,000 and each able seaman was entitled to about £700 out of the Kitty despite the fact the case was fought hard by lawyers and had to go to the Judicial Committee of the Privy Council before it was decided. In 1917 Boyle claimed this huge total in respect of torpedoing the Turkish transport carrying 6,000 troops. The claim was that £5 per head bounty should be paid in respect of the troops as well as the crew of 200. The argument was over whether the transport was an armed ship belonging to a fighting unit of a fleet. Their Lordships eventually reversed judgements by two former Presidents of the Prize Court, both of whom held the transport was not an armed ship within the meaning of the Naval Prize Act.

It should also be mentioned that in the case of men who lost their lives in the service of capture or destruction of enemy warships, the bounty award was given to the next of kin.

Finally, in comparison to these awards, it is interesting to note that after the Battle of Trafalgar, Nelson received £18,517 13s 6d as his share of the bounty and his four sub-ordinate Admirals (Collingwood, Northesk, John Knight, and Thomas Louis) each received £4,629 8s 4d, a total for the four Admirals equal to Nelson’s one share. Parliament however, thought the prize bounty insufficient recompense for the inestimable services rendered in securing the victory, and voted a sum of £300,000 for the Fleet.

Peter Schofield MA



## **THE SUBMARINE HERITAGE PAINTINGS COLLECTION**

We are still looking for a location where the whole collection can be permanently displayed and available to public viewing. Any suggestions on how this can be achieved will be given full consideration. As I reported last month the Dock Museum has proposed dates for a short term Exhibition in the Dock Museum next year – currently these dates are from 10<sup>th</sup> September 2016 or from 9<sup>th</sup> November 2016 and a temporary exhibition at these times have been provisionally booked. The first date would tie in with the anniversary of the loss of Submarine AE1 on 14<sup>th</sup> September and the second date would tie in to Remembrance Day. Three Volunteers (Mick Mailey, Peter Hearn and Dickie Cambridge) have offered to help out to make arrangements with the Dock Museum to organise an Exhibition. Any further progress will be reported in due course

### **U.S. NAVY TO ADD BACK ANTI-SHIP MISSILES TO SUBMARINE FORCE**

By: Sam LaGrone  
October 21, 2015

The Navy is investigating adding an anti-ship missile to its submarine force — bringing it in line with the majority of the world naval submarines, the director of Naval Reactors said on Wednesday.

In response to a question from the audience at the 2015 Naval Submarine League Symposium, Adm. Frank Caldwell said the Navy was exploring adding the capability to the fleet.

“For this audience, I’ll tell you we are considering that and we are taking some steps to delivering that kind of capability to our submarine force and I can’t really say any more than that,” he said.

The U.S. submarine fleet did use the UGM-84A Harpoon anti-ship missile but that Harpoon variant was retired in 1997. The current primary attack submarines is the anti-ship weapon is Mk48 heavy torpedo and is limited in its range relative to anti-ship missiles developed and deployed with foreign navies.

In particular, Russian and Chinese submarines field a variety of anti-ship missiles with ranges that far exceed the Mk48s.

For example, the emerging Chinese YJ-18 supersonic anti-ship cruise missile, capable of launching from a People Liberation Army Navy (PLAN) Attack Boat has an estimated range in excess of 300 miles. Likewise, Russia’s newer Oscar-class attack boats field the supersonic P-700 Granit — known by NATO as the SS-N-19 Shipwreck - with a more than 300-mile range.

For the U.S. submarine fleet it makes sense to return anti-ship missiles to boats to provide a greater standoff range for the force, Eric Wertheim - naval analyst and author of U.S. Naval Institute’s Combat Fleets of the World - told USNI News on Wednesday.

“When you look at potential combat operations and you can see how an anti-ship missile from a sub could prove useful,” Wertheim said.

“I do think it would add options to today’s submarine fleet to operate farther from high threat environments. Standoff capability adds a lot of options for military commanders.”

If the U.S. elects to include anti-ship missiles in its submarines there are several options to choose from beyond the legacy Harpoons.

The Norwegian company Kongsberg — that recently partnered with Raytheon — unveiled a subsurface launched version of its Naval Strike Missile in 2014. Lockheed Martin’s Long Range Anti-Ship Missile (LRASM) being developed for DARPA is currently air launched, but Lockheed has examined firing the missile from a surface ship and it could likely be adapted for submarine use.

Additionally, U.S. attack submarines all field Raytheon Tomahawk Land Attack Missiles (TLAM). Earlier this year, Naval Air Systems Command (NAVAIR) tested a Block IV TLAM as an anti-ship missile.

“If you have Tomahawks already on board then it could be dual purpose [land attack or anti-ship],” Wertheim said.

Studying a sub-launched ASM conforms to an overall trend in the Navy in the last few years to empathize high end warfare after years of supporting the low intensity conflicts in Iraq and Afghanistan.

### **ALBERT F BROWN - HUMAN TORPEDO**

#### **Part 1**

Supplied by Dave Barlow

(previously printed in TARTAN TOPICS)

Never volunteer for anything.

It was early on in the World War 2. I volunteered for everything, even to go to Finland to help them out when they were getting over-run, but I was told I was not old enough. I had to be 29 years of age and I was only 18. The next thing was the minesweepers but I was not a Fisherman and that's who they were taking, so the next was the Navy.

I went from Rye to Brighton and passed A1. They tried to get me in the Marines but I said the Navy and that was that. In two weeks I was in HMS GLENDOWER, North Wales. They divided us into three lots, stewards, stokers and sick-bay tiffies.

After seven weeks I was drafted back to Pompey to the VICTORY but I had already put in to change to Ordnance Mechanic, so I was sent to Wallsend for a course in engineering. I did very well and was drafted back to Stamshaw Camp, Pompey. From there I marched every day to Whale Island to do a course on hydraulics.

The first day, I put my foot in it; we were in the classroom and a two ringer was asking for our particulars he was making a joke of everything such as if you came from Brighton you know what they say about them. So when he asked me where I was born I just said "why", he asked me again and so I said "why" and just looked around the room, that went on three or four times. He

said I have to know as I have to write it down. By this time his face was getting red, then one of the lads said that is where he was born Sir. WHY in KENT. The joke was on him and he didn't like it. I cannot tell you what he said but he made it clear that I had to do well in the next exam because he was one of them that passed us out.

After that I heard there was Navy Commandos and, after two or three requests to see the Captain at Stamshaw Camp, I got to see him and it was arranged that I should be drafted to the VICTORY Barracks and then to some place in Scotland to train for the Commandos. When the time came for exams on hydraulics I did very well but it was that man again. He said you failed. The rest of the class could not believe it, that he could get away with that, but I just looked at him and said that's ok, I have been accepted for the Navy Commando's. Then he went off his head again and shouted that I had been wasting his time so in the next two days I was drafted to the VICTORY Barracks. They said they didn't know anything about me and there was no Navy Commandos so they put me over to the Ward Room to pass out as a Steward, I didn't, I packed my case and went away for the week to Three Bridges. I had been there before, just for a weekend, and thought it was a nice place. I never had a pass so after the week I went back to Pompey and walked in and nothing was said. I just went into the Stewards Mess, there was always a lot of coming and going so they thought I was a caterer of the Mess.

One day it came over air they wanted lads for Special Service so over to the Jaunty's Office I went and in no time there was over four hundred of us there but after going through the office there was twenty six of us picked out of that lot and sent to another office. We were sent in one at a time to be interviewed, by seven officers. When I got by that, I was told to wait outside in the corridor on the left and not to speak to the other lads. By the time we had all been through, there was myself and five others on the left and twenty on the other side of the corridor. Then a PO came out and told the twenty to get back to their duties and the six of us had to go back in again one at a time and it was then I was told what I was going for.

It was underwater and a cold-blooded job and did I still wanted it. I said yes and that was that. The time was about 3.30 in the afternoon and by 4.30 I was all packed and drafted to the DOLPHIN Submarine base. The next day we all went to the tank and were told about the DSEA Sets and in the tank we went. It was great. After that we had more tests then over to the hospital the six of us but only five made it, another one had to drop out. By then it was Friday 3.00pm. There was nothing more to do until Monday. We had to get the first train to go to Surbiton to Siebe Gorman's for more tests in and out of the tanks. It was great. That was the first time I had seen Sladen Suit. By this time another one of the boys had to drop out. He lost his nerve and just would not go through the tank.

Just four of us left after a few days it was back to the DOLPHIN. The four of us were drafted to HMS TITANIA outside of Stornoway in the Outer Hebrides.

We arrived in Stornoway by Steamer, overland to Loch Erisort. There was no jetty and in the dark we just had to scramble over the rocks to a wee boat then out to the TITANIA - that was about 3 o'clock in the morning so we just got our heads down any place we could for the rest of the night.

The next day it was all go from then on. We were paired off. My Number 1 was Lt. Harry Hardgreaves, a great lad.

We got used to the suits and sets then onto a wooden torpedo, there was no engine in it, you had to pump water in to go down and out to come up again. It was good fun. The only thing I didn't like at the time, we never had enough mouth pieces to go round so when someone came in from a run they just took their mouth piece out and threw it into a bucket of Dettol. The next one had to take it out and give it a rinse and use it again. The smell and taste was not very nice when you were down below on oxygen.

Sometime later on I was doing a night dive. We set off from the TITANIA but the water was coming in one of my glasses and at that stage we had two eye glasses that were screwed in so we went alongside another ship that was with us and in the darkness an Officer took the glass out and replaced it. He gave me a weight in my right hand to take me down to test the glasses. He also handed me a rope in my left hand to stop me going down too far but before the officer could get back to the other end of the rope I was over the side in the darkness and I was going down head first not able to get the weight off my finger. I was getting squeezed and pinched in all places and the rope never stopped coming down with me. I hit the seabed at about 200 ft. by that time my ears had gone bang with the pressure and there was no oxygen in my bag or in my suit to keep the pressure off. As I was upside down I could not get any oxygen until I stood up on the seabed then I got some into my suit and came up almost alongside the torpedo. I mumbled to my Number 1 my ears had gone and just got to the torpedo and carried on with my run.

We had nets to go through and one we had to go under at about 90 ft. The clock used to stop at 90 ft. but many times we had been a lot lower than that. I went to the sickbay that night after we got back from that run and I had to lay off diving for a week.

After the week PO Bill Smith had a line on me and I went down on a short rope over 225 ft. I could hardly bend but I managed to pick up a tin from the bottom and take it back to Smith. He always joked and said, "I couldn't go to those depths" so I thought I would show him, it was great. After my eardrums had burst I could go down any depths, as there was no pressure on them all. So I never left a torpedo even when it was going down out of control I had a few Number 1's that bailed out but I hung on and brought them back up to the



surface, and picked up the Number 1. Sometimes it was a hard job as this was all done in pitch darkness in rough weather and in open sea.

To be continued.

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### **MEDITERRANEAN MEMORIES**

#### **A few views from Valetta**

(Pictures by Ginge Cundell)



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### **TRIDENT REPLACEMENT CONCERNS**

(The following item was reported to me by Ben Britten and is from the Telegraph - as seen on Twitter)

British industry has been warned the country's national

security will be at risk if work on the planned new generation of nuclear submarines goes over budget or hits construction delays.

Firing a shot across the bows of the country's arms manufacturers and companies in their supply chains, Defence Secretary Michael Fallon highlighted the dangers of "failing to deliver" on the nuclear Successor class submarines for the Royal Navy, which will replace the existing fleet of Vanguard class boats.

Detailing how Britain's nuclear deterrent had protected the country for 60 years, the minister said: "Cold war certainties have been replaced by an unpredictable new nuclear age defined by weapons proliferation, more nuclear states, and rogue nations wanting nuclear weapons and the technology to develop them." We cannot let Trident run aground.

Successor will replace the Vanguard submarines. Citing an "expansionist Russia" commissioning nuclear submarines and North Korea conducting atomic tests, Mr Fallon said that the Government's "first duty is protection of the UK", adding Britain must have a "credible, operationally independent, continuous-at-sea deterrent" to do this.

Plans for the £11bn to £14bn Successor programme of up to four new 16,000 tonne nuclear missile submarines to replace the ageing Vanguard vessels have yet to get the green light.

However, ahead of a final decision set for next year, the Government has already invested heavily in items with long lead times that are necessary to build the new fleet.

It has also funded expansion of BAE Systems' submarine construction yard at Barrow in Furness.

But Mr Fallon warned that failures by industry to construct the new submarines on time and on budget, should they get the final go-ahead, could put the UK's safety at risk.

The "other risk to our [nuclear] deterrent", is "industry failing to deliver", the Defence Secretary said. "There can be no failure to meet build times, no overrunning costs, no excuses," he said. "Our adversaries are not going to wait."

Describing the Successor as a "national endeavour", he called on "politicians, unions and the business community to put aside politics in the national interest".

The current programme by BAE to build new Astute-class attack submarines is overrunning, Mr Fallon said, but added this cannot happen with the new fleet. "Be in no doubt, our new submarines are late but our new ballistic submarines cannot be," he said

#### **COMMENT**

The delays in the ASTUTE programme can be laid firmly at the door of previous Ministers & MoD 'Bean Counters' by firstly, only ordering three boats with no spares and delaying subsequent orders, secondly, by refusing to recognise that the initial cost was impractical, thirdly, by refusing to provide more cash when they did recognise the cost problems, fourthly, by changing the design significantly after the initial design had been agreed and fifthly, by twice extending the boat programme (interval between launches) to 18 months

and then 22 months hoping that that would allow the Yard to stay with the original budget.

It is probable that extending the programme dates was meant to ensure that the Yard was still building submarines (or had the capability) when the Trident Successor was ordered. Their best option now to ensure Successor is on time is to order all four boats immediately (plus all the spares) and allow the Yard to order in all the steel while the price of steel remains low.

### **THE SEA CADETS TRAFALGAR BALL**

By Ken Collins

The annual Trafalgar Sea Cadet/Submariners Association Ball took place in the Masonic Lodge at Fairfield Lane Barrow on the 23rd October. There were around 120 guests present for a most entertaining evening. The food was beautifully presented, very tasty, with a great selection and of course, plentiful, this would be a good venue for one of our functions (take note Alex).

The Branch, was quite well represented although the Ball, like the rest of our functions, could be better supported.

Those attending included Barrie Downer, Dave Parsons, Pete Dismore, Bob Palmer, Ben Britten, Paul Douglas and our own Sepp Blatter lookalike Micky Dack, and myself along with our lovely Ladies. We all had a spectacular evening, with Dennis Horan providing the entertainment.

The price of the ticket for an evening which included a three-course meal, a Decanter of Port for the toasts, and the entertainer was only £28 per person which, currently was terrific value for money.

Barrie gave the toasts of 'The Immortal Memory' and 'Absent Friends' at the end of dinner. The evening raised the largest amount of cash for the Sea Cadets in their history of this function.

Well done to all concerned for a terrific evening. We will be going again next year

### **CROSSED THE BAR OCTOBER 2015**

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Dolphin Branch	Oct 2015	John Ranger	Chief WEM (R)	D080133A	69	Submarine Service from Nov 1967 to Aug 1989 in ANDREW (68-69), RORQUAL (69-70), FINWHALE (70), GRAMPUS (73-75) & ODIN (75-79)
Eastern States Branch	8 <sup>th</sup> Oct 2015	Jeffrey L Rubython	Lieutenant (E)	N/A	85	Submarine Service from 1961 to 1970 in CACHALOT & RORQUAL
Dolphin Branch	Sep 2015	John Oakman	Chief Petty Officer (TASI)	P/JX 646394	85	Submarine Service from 1959 to 1969 in SEPAPH, ANDREW, TOKEN, EXPLORER, PORPOISE & ALARIC
Hull Branch	6 <sup>th</sup> Oct 2015	Terence Soar	Petty Officer (ME)	P/K965173	75	Submarine Service from 1959 to 1965 in TALLY HO, TAPIR, ANCHORITE, TACTICIAN & NARWHAL
Dolphin Branch	October 2015	Ronald Burns, MSM	Warrant Officer WEM(R)	M967089	84	Submarine Service from June 1962 to June 1986 in AMPHION, TOKEN, OCELOT, GRAMPUS & FINWHALE

### **K26 – THE STEAM SUBMARINE (Part Five)**

By Jack Phillip (Nick) Nichols O/N J98553

#### **CHAPTER 7**

#### **TIFFIES**

The Engine Room Artificers. Affectionate term 'Tiffies'. You can't have a ship in the Royal Navy without 'Tiffies', and a Tiffy is a man with a lot of training behind him. Most of the Tiffies are capable, if asked, of making the machinery for which they care; they can collectively cast, mill, machine, drill, turn, temper & fit the pieces that go into ship's machinery. If your need is a boiler, there are 'Tiffies' of that trade, and increasingly there are electrical and other 'Tiffies'. If you took the 'Tiffies' out of a submarine it might go, but not for long.

K.26 had five Engine Room Artificers, and one electrical artificer. The Chief E.R.A., a man called Telford who, under the eye of the Engineer Officer, Engineer Lieut. Asbury, ruled the Engineering Department. It ran so smoothly, the Department; that a message, "Chief E.R.A. please report to the Engineer", was treated much as an announcement that the pillars of heaven were rocking. In the ordinary way the Chief stood in the Control Room as if watching a fly or wasp about 9 a.m. every morning, and the Engineer strolled through the watertight door as if he were going to visit the orangery

or to tap the barometer. "Morning Chief", "Morning Sir". The Board met Management. "About the distiller Chief....." and so on. There would be thunder noises in the Turbine Room soon after. A Tiffy with his Stoker mate would be reducing something to bits in quick time, with the Stoker probably singing "Oh my gawd ain't it funny, the Stokers do the work and the Tiffies get the money". But that old jingle was not half the story, Tiffie's mate was a sought-after job, there's a goodly number of garage owners about the land whose first real contact with machinery was guided by an Engine Room Artificer.

As a Junior Electrical man I had a good working arrangement with E.R.A.s with the centre line diesel generator, cum-compressor set. I had my own end, the dynamo. It was mine - all mine! The Tiffy E.R.A. Branch would not rest his elbow on the eight foot high dynamo whilst I could look with dignified difference at his diesel engine and compressor on the same shaft. If the set was to be started to charge the main battery he got his orders from the Engineer, I got mine from the First Lieutenant via the POLTO. We arrived together, always a wag Branch bowed to me, I bowed in return. "I'm going to blow round" - I would nod - air from charged bottles whistled, - "Aggie" Branch gave the order 'Cocks and Drains'. The diesel Stoker ran up and down as if he was feeding a number of rabbits at knee level, and the opening blast on eight big pistons set the diesel rotating. A few seconds only and it stopped. Branch raised a thumb I made my dynamo field, adjusted the current, put the volt meter switch to battery and then to dynamo. A few minutes, generally if no hurry, at an even hour the First Lieutenant would enter the Motor Room say "All right Branch?" as befitted his Senior station in life, and then, "All right Carter?" "Aye, aye Sir". I would wave my right hand upwards and Branch would open up the H.P. air and round would go the diesel, "rumpity ... room .. room .. bang ... boom ... a .. boom .. di da di da room .. room. The voltage would be rising the diesel going faster the noise loud in the circular space. As the volt meter rose to five volts above the battery I banged in the five single pole switches. A little adjustment on the field rheostat, a little fine fiddling on Branch's part and the ammeter would read two thousand amperes. All this surging through the 333 big cells that formed the main battery. The diesel rumbled, the First Lieut. looked at my log and left, Branch filled in his log of his end. I filled in my log. My dynamo turned by kind permission of Branch's diesel, from time to time the Stoker and the Tiffy felt round the bearings and valve gear. I surveyed my carbon brushes, took densities of the pilot cells, wrote in the log and sang the song parody of the year. "You flung your arms arahnd me, your kisses linger yet, you taught me how to love yew, now teach me to forget, you 'urt my heart a million whys, when you stole my 'appy days, and leff me lonely nights." Nobody could hear me, too much noise from the diesel, but I had to remain above the dynamo until relieved by Bertram or Bud. Meanwhile above the compressor everybody sat down to meals, and sometimes the Tiffy on watch earned a reputation for not being toffy-nosed by accepting a cup of what we called A.B.'s tea. With certain billets where the boat did not swing to the wind the diesel smoke went up outside the water cooled exhaust pipes and returned through the Motor Room hatch to go through the diesel again. This was referred to as a further piece of "Jack's hard lump." A great joke from Timms was, "Now behave yourselves, don't forget there's a Tiffy present." The Tiffy could not hear, because he would be shouting. Timms was secretly jealous of the well-deserved status of the E.R.A.s. He used to say, "I would have been one of those brass mounted beauties, if I hadn't got poor marks in nail-bending, and dropped two aitches at the examination board." Every Tiffy knew this one and greeted it with a nod of the head and silence. Jock Lough said "Just as weel Timmo, you'd have had to have had your brains kicked out as part o' the training". Relations with the Stokers, Tiffies, and Officers were good, cricket and football, water polo and rowing welded us together. With only 63 in the crew, the choice of sportsman was not wide, but in some queer way we produced the champion water-polo team in 1930, of the whole Med. fleet, when battleships had 1,000 men from which to pick. Cricket, both flotilla and fleet matches we did well, cricket was the Tiffies' game. The classic answer at an inter-Tiffy match was after "Howzat? "A drunken Stoker calling "Two thou out." Telford the Chief E.R.A. was of long, long experience almost due for pension, and a man who could command respect. To an E.R.A. First Class he would say, "Do this and that lad, then grind off the burr lad, and there you are". The E.R.A. would do just that, and Chief E.R.A. Telford would say, "That's very good lad, very good". I used to wonder if he had any connection with the Telford that put up the Anglesea Suspension Bridge in 1826, he seemed full of quiet confidence. As Tiffies were on a higher social scale I did not mix much with them. They formed a little knot on the upper casing and the Stokers sat round the top of their hatch. Ah! But once "Hands to bathe" had been piped E.R.A.s, Stoker P.O.s, Signalmen, Sparkers, Seamen, P.O.s and C.P.O.s dived off the duck's arse and splashed about in the water. The green weed on the stern allowed you to run, sit down quickly and glide off the stern like a fish off a slippery slab. A water polo ball tossed in and the shadow of brass buttons never very strong disappeared altogether. I have a boat's crew photo, and boat's crew are always class conscious, who would not have it so?

The Captain is always in the centre behind the gilt ornamented life belt. The Officers spread both sides. The Coxswain is in the second row most rubbing shoulders with the Chief E.R.A., from then back fine shades of distinction emerge. I am, to keep me in my proper station, third from left, back row. This is as it should be. As your Naval career goes on, you may if you are smart and hard-working come further and further forward in the-group, there is a faint chance that the man in the back row may one day be in the centre position behind the life belt. Unfortunately, I never managed, try as I might to get further than centre man in the second row from the back in a reserve destroyer crew picture, my immediate neighbours being an Asdic Rating and a Stoker. But there - I can only remember the names of some of the Tiffies, but collectively they were a fine lot of men. Hats off to Tiffies everywhere.

**To Be Continued in December**

## Prince William's touching letter to family of murdered Wigan Navy hero



The Duke of Cambridge meets Gillian Molyneux

*Credit: Press Association*

The widow of a Royal Navy officer took the chance to say thank you in person to the Duke of Cambridge for sending her family a "touching" letter of condolence when her husband was shot on a nuclear submarine.

Gillian Molyneux, from Wigan, described the Submariners' Remembrance Service and Parade in central London today as an "emotional" day for her family. Her husband Lieutenant Commander Ian Molyneux, 36, was killed by Able Seaman Ryan Donovan while HMS ASTUTE was docked in Southampton in 2011.

The mother of four, who attended the service with her sons Jamie, 18, who is an officer's cadet and Arron, 16, who is a royal marine cadet, laid a wreath on behalf of submariners' widows. She also has a daughter Bethany, 10, and son Charlie, seven. Lt Cdr Molyneux was posthumously awarded the George Medal for his bravery.

Mrs Molyneux revealed that William had sent a personal letter of condolence. It arrived in April 2011 as hundreds of mourners were to attend her husband's funeral and around the time of William's wedding.

Mrs Molyneux said it was "touching" to receive such a heartfelt message at such an important time.

"He said that he could sympathise because he was the same age as Jamie when his mother was taken. I think that the intention of the letter was to make us feel that we were not alone.

"He took the time to write to us. The children took a lot from that. They could see what William and Harry went through (when their mother died) and that was really supportive and comforting at the time.

"It was nice to be able to thank him personally."

Lt Cdr Molyneux was shot dead on board submarine HMS ASTUTE while tackling a junior sailor who went on a rampage with a gun. His actions saved the lives of several other naval officers.

(ITN 1st November 2015)

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### **Maritime Books Ltd News & Update** **CHANGE OF COMMAND**

New owner takes over at Maritime Books

After 35 years Maritime Books has a new Managing Director. Ian Whitehouse, a former submariner, has taken over and is now working with the Maritime Books team - Steve Bush, editor, and Pat Garnett, Office Manager, to develop and expand the service provided to world-wide Maritime Books customers.

Expect some changes over the next few months, but nothing too radical. We will be moving to new premises

in Liskeard, plans are underway to make the website simpler, clearer and easier to navigate. We also intend to expand the range of books offered and the content of our two magazines.

We are always interested in hearing from new authors and contributors.

Send us an e-mail with your thoughts  
"Maritime Books" <[ian@navybooks.com](mailto:ian@navybooks.com)>

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# Submariners Association

Recognised by the Ministry of Defence

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## Annual Conference/Re-union 2016

The annual Reunion including the conference for 2016 will be held at the Imperial Hotel Blackpool over the weekend of 22nd to 24<sup>th</sup> April. The conference itself will be on Saturday 23<sup>rd</sup> April.

This conference/reunion is the same as our inaugural event last year. This means that our ladies and friends will be welcomed for the reunion but note that the conference itself is strictly for the Full Members only. There will NOT be two separate reunion dinners as in the past but our ladies and friends will join us for the reunion dinner.

General

The address of the hotel is North Promenade, Blackpool, Lancashire, FY1 2HB.

The hotel is located towards the northerly end of the promenade, it has spectacular sea front views and is within walking distance of the main shopping area in Blackpool, more importantly pubs and other dens of ill repute, which I am sure some of you will find, Blackpool has a fine reputation of entertainment to suite all comers!

Car Parking is in the grounds of the hotel front and back. Car parking is free.

There is a Health and Leisure Club, which offers a range of options to burn off some energy or to simply relax and unwind. The health club features an indoor 13m swimming pool, fitness suite, sauna, steam room and Jacuzzi all will help to get rid of that fuzzy feeling in the morning. Use of the gym is free to hotel residents.

Accommodation

I have reserved a total of 75 Doubles, Twins, and 45 Singles giving us a total of 195 beds. I cannot stress the point too much to BOOK EARLY! All bedrooms are accessed by lifts that are well maintained. Although there are no fully disabled rooms there are a number of what are called easy accessible rooms. The showers are of the over the bath type.

We viewed a selection of rooms and found them all to be clean, spacious and all had TV, with Tea and Coffee making facilities.

Meals

The Friday evening meal will be a Carvery with a choice of Lamb and Turkey, roast potatoes and vegetables and variance sweets

The Saturday evening Reunion Dinner will be a 3 course dinner with a 3 choice starter, a 3 choice main course plus a vegetarian option and a 3 choice desert with ½ bottle of Wine per person and Port for the toast.

### The Most Important Room - Bar

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

Draught Beer, Lager, Cider	£ 3.00 per pint
Guinness, San Miguel	£ 3.70 per pint
Bottle Carlsberg	£12.50 for 5 bottles
House Rum, Vodka, Whiskey, Gin with a draught mixer	£ 3.50
Tonic large bottle	£ 1.50
House Wine (bottle)	£13.00
House Red, White, Rose Wine (175ml glass)	£ 3.50

All other drinks will be at the normal hotel price.

### Rates

#### **Note all rates are per person**

Friday & Saturday nights	Dinner, Bed & Breakfast (Sharing Double/Twin)	£127.00
Friday & Saturday nights	Dinner, Bed & Breakfast (Single)	£152.00
Friday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 65.00
Friday Night Only	Dinner, Bed & Breakfast (Single)	£ 75.00
Saturday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 72.00
Saturday Night Only	Dinner, Bed & Breakfast (Single)	£82.00
Additional night Thursday or Sunday	Bed & Breakfast (Sharing Double/Twin)	£ 40.00
Additional night Thursday or Sunday	Bed & Breakfast (Single)	£ 46.00
Non Resident Saturday Reunion Dinner		£ 30.00
Non Resident Friday Carvery Dinner		£ 22.00
Non Resident Tot Only		£ 3.00

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

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

I would prefer full payment up front, but a £50 deposit per person for packages greater than that will be accepted but I do need the **FULL BALANCE** by **Friday 16th March 2016**. I have to declare the room requirements at that time and pass back any not sold.

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

Please send your applications and cheques to Iain Mackenzie at 46 Almora Drive, Dumbarton, G82 1AE. Tel 07403 433 178.

Email [coxswainmackenzie@yahoo.com](mailto:coxswainmackenzie@yahoo.com) Please make your cheques payable to the "Submariners Association" and NOT me. This causes a delay while I clear the cheques through my own bank before I pay the treasurer.

You will be aware that if there is a very low take up by the time I have to declare the room take up to the hotel I will be forced to cancel room to avoid payment for those rooms. This may mean late bookers will find no rooms available at our discounted rate.

I would like to thank Stuart Brown (NMC) has very kindly donated funds to this year's reunion dinner to cover all the port and a majority of the wine.

Stuart will also be funding and organising the Friday night entertainment.

Best Regards

**Iain Mackenzie**



# Submariners Association 2016 reunion application form

Packages	A	£127	Frid & Sat Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	H	£46	Additional Night Thurs B&B (SINGLE)	
	B	£152	Frid & Sat Dinner B&B (SINGLE)	I	£40	Additional Night Sun B&B (SHARING DOUBLE/TWIN) Per Person	
	C	£65	Frid Night Only Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	J	£46	Additional Night Sunday B&B (SINGLE)	
	D	£75	Frid Night Only Dinner B&B (SINGLE)	K	£30	Non Resident Saturday Reunion Dinner includes Tot, Wine & Port	
	E	£72	Sat Night Only Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	L	£22	Non Resident Friday Buffet Dinner	
	F	£82	Sat Night Only Dinner B&B (SINGLE)	M	£3	Tot for Non Resident	
	G	£40	Additional Night Thurs B&B (SHARING DOUBLE/TWIN) Per Person				

**All hotel cancellations must be made to Iain Mackenzie as soon as possible and not direct to the hotel**  
**Add any other supporting information or requirements on a separate sheet if necessary**  
**Submit applications to Iain Mackenzie, 46 Almora Drive, Dumbarton, G82 1AE, Tel 07403433178**  
**Make Cheques Payable to "Submariners Association" and NOT me please.**  
**Please include your contacts details**

### SATURDAY REUNION DINNER MEAL CHOICES

[illegible]