



# 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: MEMBERS AND FRIENDS AT THE HOPE & ANCHOR**

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## **EDITORIAL & SECRETARY'S DIT**

Hello Everybody

Welcome to the September Issue of the Branch Newsletter. Well what has been happening in the last month? Apart from the August Branch Meeting there were no Social Events as the Social Secretary was away taking a well-earned break with his family. However, Dickie Cambridge, Dave Oakes and the Hope and anchor gang, along with Kate and Dudley's carers at the Swarthdale Nursing Home arranged a party for Dudley Davenport in his Nursing Home on the 12th August. This was very well attended by Branch Members, Dudley's friends and Members of the SCEPTRE Association.

As it turned out this was the last chance for Members and Friends to see Dudley as, sadly, Michael (Dudley) Davenport 'Crossed the Bar' a week later on 20th August. As many Members will know Dudley was a long serving Branch Member and was, formerly the Branch Standard Bearer.

Dudley's funeral (conducted by Branch Padre Brian Jones) took place at Thorncliffe on 25<sup>th</sup> August and was very well attended by Members and friends and Dudley's sister Mavis was also able to be there. We were able to give him a proper Submariners 'send-off' on his final patrol and to remember him and spin a few dits about him at a wake afterward in the Hope and Anchor. A very big thank you to everyone who helped out and who were there for Dudley in his last few days.

For those who couldn't make either Dudley's Party, Funeral or Wake Dave Oakes and Dickie Cambridge have posted a 'Remembering Dudley' folder on the 'Friends of We Remember Submariners' Website

(accessible via a link on the Barrow Branch Website or the Submariners Association Website) with photographs, stories and reminiscences.



### **Raising a Glass for Dudley**

Another piece of sad news for the Submariners Association was the recent loss of the National Membership Secretary – Keith Bishop. This was quite sudden and has resulted in a bit of a shake up on the National Committee with Dave Woolterton (the National Website Manager) taking on the Membership duties on a temporary basis.

This may result in some delays in processing new memberships and in sorting out the overall Membership Records and database while Dave Woolterton gets the hang of things.

Last month I mentioned that I have been into the Shipyard to remove papers, documents, photos and artefacts previously donated for the Submarine Heritage Centre. It took quite a while for me to collate the various papers, photos and documents and, following discussions with the Local History Section of the Barrow Library, they have been donated to their Archives and will form a Submarine Heritage Collection for research purposes.

Of the artefacts removed from the yard so far there were two Lifebuoys, two Name Boards and two large Ships Badges - all for Submarines HMS UNSEEN and HMS UNICORN. These are currently with the Sea Cadets for some minor refurbishment and, on completion will be displayed on either side of their Quarterdeck in their Dundee Street Headquarters together with a large Ships Badge for Submarine HMS UPHOLDER. It is planned to make a formal presentation of these items at one of their formal Parade evenings – date to be agreed.

Also found was a ships badge for Submarine HMS DREADNOUGHT which, after a bit of a clean-up, will go on the wall at the Legion to replace the one which went missing some time ago.

There are more SHC items and Documents to be surveyed and removed from the Yard – to go with other items currently in my shed (and in Brian Downie's shed) – all of which will need alternative homes. I hope to update the Committee and Branch on this further in the weeks to come.

In this Issue you will find an article (from the NWEM) about the new Shipyard MD – Will Blamey – whom some of us have worked with before plus an item about the new Head of the Aircraft Carrier Alliance (Admiral Simon Lister who used to head the Astute Project) and a new Head of the Dreadnought (Successor) Project (Ian Bishop).

I have included information and booking forms for the 2018 National Conference and Reunion and also information about the Submarine 'Oscars' Dinner at Faslane in October

The 'Oscar Moth' Serial is continued – this month he is travelling to Canada to take over as Coxswain of Submarine H1 and take it to the Mediterranean to support the Dardanelles Campaign.

That's about it for this month – please enjoy this Newsletter. Sunday September 17<sup>th</sup> sees this year's Battle of Britain Parade. Can we have a good turn-out for that please? And for the Social at the RBL which follows the Parade. Don't forget the September Branch Meeting next Tuesday 5<sup>th</sup> September when we will be joined by visitors from the Morecambe Branch and will be presenting a cheque to the Brisbane Park School – see you all there for 1930 – don't be late!

Regards  
Barrie

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## SOCIAL SECRETARY REPORT

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### **Hi Shipmates**

August was a quiet month for me with regard to the Association but a very busy time for; anniversaries, holidays and visits to various parts of the country.

However, one social event did take place on the 12th August and that was the party for Dudley, arranged jointly by Dave Oakes and Kate Pearson – very well done to both of you. Many of Dudley's friends and colleagues attended and it was a very social, and on occasion emotional, afternoon. Arriving at 12 we were greeted by the smiling faces of the nursing home staff in Ulverston and taken to Dudley's room; which had been cleared for the event but modified with a dustbin full of beer, a table full of spirits and an awesome buffet. Dudley chatted away with us for almost two hours before we were evicted to let him get some rest – good going my friend. Then we sat outside to finish off the booze and continued to have a laugh in the sunshine, we were amused by the reaction from the other visitors who saw us, having a good laugh and drink, were heard to say, "this is the nursing home I want to come to if the need ever arises" – solid gold promotional material if ever there was.

I for one was pleased for the opportunity to see Dudley (and as it turned out) have a last drink with him. R.I.P. Duds – you will be sorely missed.

### **Diary Check:**

**September 16th** is the Canal Trip. Cost £32:50 per person and is now full. The cost includes the coach as normal, a 4-hour canal trip, a buffet, absent friends cocktail and of course lots of fun and laughs. I am looking to depart the Ferry just before 3pm with the normal pick up points en-route to Barton Grange (well actually Bilborrow. Please can I have payment at the earliest opportunity and no later than the end of August, if paying by cheque then make it out to Mr A Webb and not the branch – thank you.

**October 13th** is the race night, so clear your diaries. It will be a pay to enter night and for your ticket cost of £5 you will get free entry, free race card, free Kath Brown's pie and peas (the best in the country) and 1 free race. I have the jockeys and owners up for sale so please come along and buy yours before they all get sold to my family (again). The tickets are on sale from the September meeting and from behind the bar at the Legion.

**November 10th** is the dinner dance at the newly renovated Chequers in Dalton, tickets will go on sale from September so get your oppos together and make up a table for what will be a great night. As requested I will not be including alcohol in the cost so it will be cheaper than last year. After negotiating with all party's, I can tell you that the cost will be £32:50 per person and that is for a fantastic night of live entertainment and disco in a great setting, a three-course meal with tea or

coffee; incidentally this is the same price I charged for my first dinner dance in November 2013 – it's not only ASDA who rolls back the prices!

#### **Other items:**

Members draw was not won in July/Aug so stands at £20 in September – remember you have to be a paid-up member and be there to win it.

Also, birthday boys from August and September will be given the opportunity for a free birthday beer at the meeting. The Morecambe branch are attending the September meeting, so it will be a very brief meeting followed by lots of rum and a buffet/food of some sort. Also, we will be presenting Brisbane primary school with money raised through donation and charity fund raising so please come along and say hi to the lads who venture down the longest cul-de-sac in Europe to be with us.

Alex

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#### **SEPTEMBER BRANCH CALENDAR**

Merchant Navy Day	Fri 1 <sup>st</sup> Sept
September Branch Meeting	Tues 5 <sup>th</sup> Sept
Dundee Memorial W/E	8 <sup>th</sup> - 10 <sup>th</sup> Sept
Canal Trip	Sat 16 <sup>th</sup> Sept
RAF Battle of Britain Parade	Sun 17 <sup>th</sup> Sept
Committee Meeting	As required

#### **OCTOBER CALENDAR**

October Branch Meeting	Tues 3 <sup>rd</sup> Oct
Race Night	Fri 13 <sup>th</sup> Oct
Sea Cadets Trafalgar Ball	Fri 20 <sup>th</sup> Oct
Committee Meeting	As Required

#### **NOVEMBER BRANCH CALENDAR**

November Branch Meeting	Tues 7 <sup>th</sup> Nov
Embankment Parade	Sun 5 <sup>th</sup> Nov
Branch Dinner Dance	Fri 10 <sup>th</sup> Nov
Remembrance Parade	Sun 12 <sup>th</sup> Nov
Committee Meeting	As Required

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#### **SEPTEMBER BRANCH BIRTHDAYS**

D.J. (Dave) Oakes	09/09/1954
G. (Glen) Stevens	10/09/1949
P. (Peter) Oakes	25/09/1946

#### **Happy Birthday All!**

August & September Birthday Boy Beer tickets at the September Branch Meeting!

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#### **SUBMARINE LOSSES OF WWI**

One Submarine was lost with only one survivor in September 1917 and one other Submariner also died.

**Submarine G9** was on patrol in the North Sea on 16th September 1917 having left her base on the Tees on 9th September. The Submarine was in position between 60 degrees 30 minutes North and 61 degrees 30 minutes North. G9 apparently fired a torpedo at the 'M' Class Destroyer HMS PASLEY (Commander Charles Ramsey) believing the Destroyer to be a German U-Boat. The torpedo did not explode and HMS PASLEY rammed the submarine, which sank. There was one survivor who was a Stoker. The remainder of the crew of G9 was lost. Those who died were as follows:

#### **Officers:**

Lt Commander the Hon. Byron Plantagenet Cary, DSO  
Lieutenant (T) Henry Norman Lesley, Royal Navy  
Lieutenant Fred Richardson, RNR  
Sub Lieutenant Clement Fraser Cottrell, Royal Navy

#### **Ratings:**

Petty Officer Ernest Edward Bastard DSM O/N 207705  
Petty Officer Ernest William Penfold O/N J6407  
Leading Seaman Charles Richard Kennett O/N 213318  
Leading Seaman Richard Pinnell O/N J11878  
Able Seaman George Albert Baby O/N J11878  
Able Seaman Victor Bareham O/N J20193  
Able Seaman Frank Rae Buchanan O/N J10883  
Able Seaman William Dillin O/N J6989  
Able Seaman James Edward Hart O/N 239695  
Able Seaman William Henry Mitchell O/N 239539  
Able Seaman Harry Morley O/N 237733  
Able Seaman Allan Charles Smith O/N J1925  
Signalman Andrew Taylor Goodey O/N J13870  
Petty Officer Tel Henry George Moller O/N 238927  
Boy Tel James Rollo Macrossen Nicoll O/N J44755  
Chief ERA 1st Class Arthur Hector Barnes O/N 269945  
ERA George Dewi John O/N RNR/Dev/1774/EA  
ERA 4th Class Percival Cuthbert Parrick O/N M2189  
ERA 2nd Class John Frederick Dinnis O/N M439  
ERA 3rd Class George Stanley Dowsett O/N M5841  
Stoker Petty Officer Ernest Edward Crook O/N 302195  
Leading Stoker Frederick Charles Hayes O/N K7370  
Leading Stoker George William Marchant O/N K7448  
Sto 1 Albert Charles Goodbody O/N K19290  
Sto Russell Kuspert O/N K22193  
Sto 1 Albert Edward Ernest Marshall O/N K20632  
Sto 1 Robert Henry Mills O/N K23500  
Sto1 Harry William Thomas Underwood O/N K15565  
Sto 1 Albert Rees Williams O/N K9680  
The Survivor was:  
Sto 1 William Alfred Drake, DSM O/N K11071 (Ch)

#### **Submarine K2**

One member of the crew of Submarine K2 died on Friday 21st September 1917. It is understood that he accidentally fell overboard and was drowned. He was:

Sto 1 Reginald Tinniswood O/N K22993 (Po)

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#### **REMEMBERING FORMER BRANCH**

##### **MEMBERS**

##### **SEPTEMBER**

Nigel Buckley	2009
Donald Byrne	2010
Derek Lowe	2011
Graham Wynn	2015
Robin Emmerson	2016

##### **RESURGAM**



### **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 [frozensnorth55@gmail.com](mailto:frozensnorth55@gmail.com). 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 September for the October 2017 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

### **New Head of Alliance Delivering New Aircraft Carriers**

From: MoD and the Rt Hon Sir Michael Fallon MP  
31 August 2017

Defence Secretary Sir Michael Fallon has welcomed the appointment of Vice Admiral Sir Simon Lister as Managing Director of the Aircraft Carrier Alliance.

Admiral Lister will take a sabbatical from his Royal Navy career to lead the Aircraft Carrier Alliance's (ACA) continued delivery of the most powerful warships ever built for the Royal Navy.

The two 65,000 tonne aircraft carriers, HMS QUEEN ELIZABETH and HMS PRINCE OF WALES, will lead the UK's maritime forces for the next fifty years. With the former having now sailed into her home port of Portsmouth and the latter being officially named next week, Admiral Lister will continue to drive the programme forward and guide the second Carrier through to delivery.

Defence Secretary Sir Michael Fallon said: Following HMS QUEEN ELIZABETH's historic entry into Portsmouth, our focus is now on her final preparations for commissioning and the delivery of our second mighty carrier, HMS PRINCE OF WALES. With his substantial experience, Admiral Lister is the logical choice to keep up that momentum.

Our two new aircraft carriers and F-35 Lightning jets are an investment in British security, prosperity and our global role. They will transform the UK's ability to project power around the world whether independently or working closely with our allies.

Sir Simon brings his knowledge of complex engineering projects and leadership of major programmes. During his career, he has served as the Royal Navy's Chief Naval Engineer Officer and will leave Defence Equipment & Support (DE&S) where he led the delivery of the maritime equipment programme and fleet support.

Announcing Sir Simon's appointment, Sir Peter Gershon, Chairman of the ACA said:

Simon has extensive knowledge of the Aircraft Carrier programme having been our Vice Chairman since 2013. I'm delighted that he'll take this full-time role and wish him every success.

An alliance between the Ministry of Defence and industry, the ACA has brought together the best of British industry, with construction across six cities and involving more than 10,000 people. This includes 700 businesses and suppliers, 800 apprentices and nearly 8,000 jobs at shipyards around the UK.

The role became vacant following the appointment of Ian Booth as the first Chief Executive of the new Submarine Delivery Agency (SDA), which the Secretary of State also confirmed today. Following the successful completion of the first phase of sea trials for HMS QUEEN ELIZABETH and her arrival in her home port of Portsmouth, Ian Booth has been appointed into this critical role, reflecting his proven track record in delivering complex defence programmes.

He brings a wealth of public and private sector experience to a key programme for the UK's defence and security. In addition to his previous leadership of the ACA, Booth also previously ran the Typhoon airframe programme and was Managing Director of both the 'Astute' Submarine programme at BAE Systems and the joint venture Fleet Support Ltd.

A key commitment of the 2015 Strategic Defence and Security Review, the SDA was created in April 2017 to focus on building and supporting the UK's nuclear submarines.

Booth will now turn his proven skills to that task of replacing the UK's four 'Vanguard' Class submarines with the new 'Dreadnought' Class – a £31 billion project equivalent in scale to Crossrail – which will provide the UK with its continuous at sea nuclear deterrent for the next 30 years. Booth will also oversee the delivery of the remainder of the powerful 'Astute' Class attack submarines and lead day-to-day support of the existing fleet of 'Trafalgar', 'Astute' and 'Vanguard' Class submarines.

### **SUBMARINE COMMISSIONING CREW LISTS**

Still looking for First Commission Submarine Crew Lists as follows:

#### **Diesel Boats:**

ONYX, ORPHEUS, OBERON, ODIN, OTUS,  
UNSEEN & UNICORN

## Nuclear Boats:

### ASTUTE & AMBUSH

Also required are copies of any Crew Lists for subsequent Commissions of any conventional 'A', 'S', 'T', 'O' & 'P' Class and any Nuclear Boat. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone – see Page 2. Thanks,  
Barrie Downer

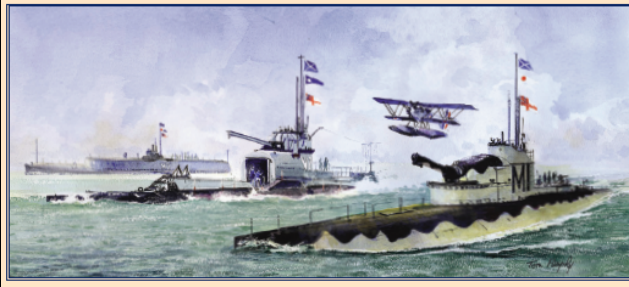
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## BOOKS

### "BARROW BUILT SUBMARINES"

This book (a revised and updated version of the 'Dive, Dive, Dive' book) is now available and can be ordered via the NavyBooks Website – go to Navybooks.com.

## BARROW BUILT SUBMARINES



ISBN 9 781094 459736

The full price is £25 however, if you want to buy a copy of the book at the discounted price of £12.50 for SA Barrow Members, I still have some books available.

Note that 7.5 % of the Royalties from sales of the book will be paid to the Barrow Branch and a further 2.5% to the National Submariners Association

Barrie Downer

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## LOOKING FOR A JOB?

From Colin Hutchinson

Are you a Mechanical/Electrical Stoker type that is looking for work? Fellside Power Station at Sellafield (where Colin currently works) is going to be looking for two Plant Operators very soon. Would be suitable for ex RN etc. If you are interested Colin can be emailed on this [Colin.hutchinson@pxlimited.com](mailto:Colin.hutchinson@pxlimited.com) for details.

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## HMS ASTUTE READY FOR OPERATIONS

27/07/2017

Royal Navy hunter-killer submarine HMS ASTUTE has returned to the Fleet after completing a major capability upgrade and sea training period.

HMS ASTUTE's sea training process tested all aspects of the equipment and crew, ensuring that she is ready to respond to emergency situations while continuing with high intensity operations.

"It has been a remarkable achievement getting ASTUTE back to sea after a significant period alongside," said the Commanding Officer of HMS ASTUTE.

"The ship's company all performed incredibly over the past two years and we are now looking forward to operational tasking at sea."

The rigorous training package contained a number of phases with the team put through their paces during fire-fighting and damage control exercises as well as completing weapon certification of the UK's anti-surface and anti-submarine weapon system.



The ship's company all performed incredibly over the past two years and we are now looking forward to operational tasking at sea

The training culminated in a simulated war environment dealing with airborne, surface and subsurface threats simultaneously.

As well as working with UK assets HMS ASTUTE also trained alongside Canadian Maritime Patrol Aircraft and conducted a training exercise with another NATO submarine.

These opportunities to work with NATO partners allowed the crew to practice key elements of joint operations and test the equipment upgrades against other navies' anti-submarine capabilities.

The first of her class, HMS ASTUTE completed her first operational deployment in 2014. Since returning home to HM Naval Base Clyde in June 2015 the submarine has been undergoing a period of planned maintenance to ensure she is in top condition and ready for future operations around the globe.

Commissioned in 2010, HMS ASTUTE is the first of seven new 'Astute' Class Hunter-Killer submarines being constructed for the Royal Navy.

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## SCOTTISH 'TARTIN'

(A contribution from Bob Pointer)

Two Glaswegians, Archie and Angus, are sitting in the pub discussing Angus's forthcoming wedding.

"Och, it's all goin' pure dead brilliant," says Angus. "Ar've got everythin' organised awready, the fluers, the church, the caurs, the reception, the rings, the minister, even ma stag night".

Archie nods approvingly.

"I've even bought a kilt to be married in!" continues Angus.

"A kilt?" exclaims Archie, "That's magic, you'll look pure smart in that. What's the tartin?"

"Och," says Angus, "A'd imagine she'll be in white."



## Barrow Shipyard Chief's 'Astute' Career Moves Takes Him To The Top



Will Blamey, the new MD of BAE Systems Submarines in the Devonshire Dock Hall



AUDACIOUS forward end construction in transit to Devonshire Dock Hall in 2010

Photos by Mike Vallance (BAE)

It is colloquially known as the shipyard - but multi-billion pound submarine programmes are its business these days. In the first of a special two-part series JAMES HIGGINS learns about new boss Will Blamey's journey to the top.

Will Blamey sums up his pride in what the 8,500-strong team at BAE Systems in Barrow do pretty well. He describes the production of submarines in the town as among the most complex things achieved by mankind. Being at the helm of the business as its managing director - well that's an 'incredible honour' says the 41-year-old.

*"For me it is an incredible honour to be part of and lead this operation and I am constantly in awe of some of the things that I see" - Will Blamey*

He has been in post for just five months - but in that time, there has already been huge change. Site developments which are transforming the skyline of Barrow move on apace. Fabrication work on the next generation of submarines which will carry Trident nuclear missiles is well under way.

For the man from Mevagissey, a small fishing village on the south coast of Cornwall, the journey to the top has been an interesting one, taking him via London, Connecticut, Preston and more. It has seen him deal with everything from periscopes to combat systems, and aircraft to sonar. Right now he is overseeing two of the most complex technological projects in the world; the

'Astute' Class submarine programme and the recently approved 'Dreadnought' class of boats which are expected to be in service by the 2030s.

His journey to the top started some 20 years ago after he graduated from university with a degree in maths: "I studied the subject largely because I wasn't quite sure what I wanted to do, maths is pretty generic and you could apply that to lots of different things, said Mr Blamey. "I joined British Aerospace in the aircraft division near Preston in 1997, spent a couple of years there and moved into head office for a short period. "I worked in a field called operations analysis, which looks at what the future requirements of aircraft are, what are the threats and what do we need to do. So, we were looking at early concepts of unmanned aircraft and things of that nature. "I did a few placements around the company but ultimately joined submarines in 2001, so I have now been in submarines for 16 years."

The move at the turn of the century started a trajectory which led to the top job within the submarines business. The first eight years of Mr Blamey's career were spent at BAE's sites in the south and he worked on the 'Astute' programme for eight years. During that time, he worked on combat systems, which includes the likes of sonar systems, periscopes and the supply chain which was attached to them. A rising star within BAE he moved to the company's Barrow base in 2005, where he became the combat systems lead for the site - and the year was significant in more ways than one as Mr Blamey recalls: "I moved my family up. I remember it well; we got married, we moved house and I changed job in the space of about three weeks.

"They say those things are quite stressful, so I thought get them all out of the way in one go!

"We have a facility on site where we build and integrate the command deck for control room for submarines and I kind of ran that facility; I was basically the combat systems lead on site for the 'Astute' programme as my background is the weapons side of the business. "I had a two-year stint in America as we have a tie up with our colleagues in Electric Boat, in Connecticut on the north-east coast. "My wife came with me and we came back with a three-month-old baby. We had a couple of years out there, and that was the early stages of Successor. I had a fantastic opportunity to lead in the US and a fantastic learning experience working with those guys and girls. So, I came back in early 2011 and re-joined the Successor programme working amongst our team in BAE but alongside our colleagues in the MOD and Rolls Royce and in Babcock.

"I did that for about three years and there were a number of changes that took place. John Hudson [former MD of BAE Submarines] moving position and Tony Johns [Mr Blamey's predecessor] taking on that role. When Tony became the MD that is when I became the Programme Director for Successor. "Then earlier this year, Tony moved on and I got this job."

Two decades within the business then, has seen Mr Blamey take the helm of BAE Submarines at a crucial time for the business and the projects they are delivering.

Boat Four of the 'Astute' Class, AUDACIOUS, was launched earlier this year and is expected to be ready for sea trials within 12 months.

Work has started - and in some cases, is fairly advanced - on the remaining three boats in class: ANSON, AGAMEMNON and the yet-to-be-named Boat Seven. After protracted political wrangling, the Successor programme, later named 'Dreadnought', finally won approval in the House of Commons last year, with the first steel cut during a ceremony in October, attended by the secretary of state for defence, Sir Michael Fallon. At the time, he said: "You are going to be building over the next 20 years the largest and most powerful submarines ever built in Britain. "You will be the ones electrifying a new generation of engineers to continue building for Britain as well as manufacturing security, prosperity and jobs, you will also manufacture confidence in global Britain. "Having seen this project reach this great ceremonial milestone today I know that Britain is in very safe hands here."

Back to Mr Blamey and he could not agree more: "When we consider what we do here and the skills that go into it - it is phenomenal and I continue to learn every day about some of the fantastic things that happen here. "When you consider the products that our engineers and our project managers and everyone else that goes along with that make, it is just amazing. It is an incredible engineering achievement. It is up there, there is not a shadow of a doubt with the most complex things that mankind does. "For me it is an incredible honour to be part of and lead this operation and I am constantly in awe of some of the things that I see." (from the NWEM)

### **Glasgow Firm Celebrates Century of providing Periscopes to the Royal Navy**

One hundred years ago, on the 31st August 1917, the Glaswegian engineering and optical firm Barr and Stroud delivered periscope to the Armstrong-Whitworth yard in Wallsend. Since that date, the Silent Service has looked nowhere else for the apparatus which give it's boats their eyes beneath the waves.

Yesterday the Govan-based firm - which since 2000 has been part of international defence giant Thales - celebrated a century of unparalleled periscope progress, with an eye firmly on supplying tomorrow's British submarines with the latest optical technology.

The first Barr and Stroud periscope, FY1, was provided to HMS M3, one of three experimental boats equipped with a 12-in gun to sink enemy warships at close range - or pound targets ashore.

The 'M's proved to be a disaster (two were lost in accidents, M3 was first turned into a minelayer, then scrapped), but not their periscopes.

By 1920, Barr and Stroud expert had developed the first focus-adjustable scope for the Royal Navy (without changing the eye pieces).

Three decades later came the first radar periscope which improved both range measurement and navigation.

By the 1970s, the company was supplying the RN with periscopes with an electronic warfare and electronics supports measures antenna, infra-red scopes, and the first laser rangefinder on a scope.

In 1991 came the first remote-controlled periscope and from 2003, the first 'optronic' mast - periscopes which do not penetrate a submarine's hull, but do record a 360-degree digital image for the command team to analyse at their leisure - for the 'Astute' class.

From the relatively simple beginnings a century ago, those periscope/masts have evolved to provide night vision and thermal imaging and support communications on top of the basics of targeting and navigation.

Today the firm is working on optronic masts for the final three of the 'Astute'-class hunter killers: ANSON, AGAMEMNON and AJAX.

Next year Thales intends to unveil LPV, the next-generation optronic mast - which may be fitted to the Dreadnought class of submarines which will replace today's V-boat ballistic deterrent boats.

"Arguably our greatest single innovation was introducing a night vision capability to allow submarines to navigate and gather intelligence 24/7," said Victor Chavez, CEO of Thales UK.

"However, our latest full remote control, non-hull penetrating optronic systems give naval architects more design flexibility by not restricting them to co-locating the fin and the control room via a 50ft long periscope.

"These options, combined with the digital inboard control and display system, provide commanders with a leap forward in submarine capability."

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### **HMS SCEPTRE (by 'Ginge' Cundell)**

Sceptre was a sneaky boat,  
She sailed out from Plymouth Ho.  
To the cold northern oceans,  
Further north than Scapa Flow.  
Pride of all the Submarine fleet,  
A hero of the cold war.  
Prowling the deep cold waters,  
Around the great bear's door.

Long months were spent at sea,  
Maintaining the status quo.  
Ducking, diving, seeking and searching,  
Monitoring the old Red foe.  
The crew were all "Hearts of Oak"  
And drank of Nelsons' Blood,  
Washed down with copious CSB,  
Because it did them good.

This tale of Sceptre is all true,  
You asked me how I know.  
I was there - part of her crew,  
For I was Dudley's SPO



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## WARTIME MEMOIRS OF COXSWAIN OSCAR MOTH (SURVIVOR FROM K13)

Transcribed by Barrie Downer from a copy provided by Dave Palmer – Sussex Branch

### SUBMARINES & H1

I now underwent a course of instruction in later boats than I had already been in. It must be understood that the Submarine Service had advanced by leaps and bounds and we had submarines of all classes building, all over the country, as well as boats building for us in Canada. It necessarily follows, I had a good deal to pick up as my experience only took me as far as "C" Boats and they were fast becoming obsolete.

I remained in the depot until early in April when I was told off, as Coxswain of H1, which boat was built in Montreal, Canada. We left on April the 8th with four Boats crews H1, H2, H3 and H4 and we were to tackle the Atlantic for the first time in the Annals of submarine history.

We travelled by train to Liverpool, and from that port we embarked in "SS Misanibie" a G. P. A Line and we had a real good trip across the Atlantic to Halifax. We made lots of friends on the passage for the passengers and crew knew on what errand, we were bent, and they were not slow in showing their appreciation. They were very open in telling us that they didn't envy us our job, and quite a number of the crew told us they wouldn't tackle the Atlantic in a submarine at any price.

On our way out we - that is our crew with the assistance of a few of the passengers - gave a concert in the Saloon, on behalf of the Mercantile Marine Orphanage and it proved a great success and from a financial point of view it was even a greater success. On our arrival at Halifax we disembarked and proceeded by train to Montreal. So, we said "Good Bye" to the many friends we had made, who wished us "God Speed" and the best of luck in our trip across the Atlantic.

On our arrival at Montreal, which happened on a Sunday evening, we were met by some of the advance party who had been out for some two months. They told us that as far as could be judged, the boats were going to be good ones, -and they also told us that HM Submarine "H1" had been launched that day.

All our party now dispersed to look for lodgings, as we were put on what is termed in the Navy "Lodging and Compensation", which is of course money with which to provide for yourself, instead of being provided by the Navy, everything in the way of accommodation and food. We all found lodgings in the vicinity of Vickers Yard, where 10 H Boats were being built. We were all very lucky with lodgings as in most cases we lived with people who had emigrated from the Old Country and deemed it a duty to look after the Boys in Navy Blue.

The next morning found us all eager to see our Boats and we were early at the yard, but found the gates closed on us, and we were not allowed inside until our Officers<sup>1</sup> arrived and vouched, for us. I was struck by the way the secrets of the yard were kept for anyone would have thought that our uniform would have been sufficient guarantee, but after this we were all given a card, without which it was impossible to get in. There were sentries all over the yard and at night search lights were burnt by Boy Scouts who belonged to the Firm.

When we got inside we found H1 in the water and nine other H boats building on the slip. They were literally swarming with workmen who in the majority were Yanks, but were going full pelt at their work, all with one object in view, "The Almighty Dollar.

During our stay at Montreal we had a right royal time, everybody treating us with the greatest respect, in fact we all made good friends, of whom we talked about for years afterward. Our greatest pals were the 42nd Canadian Highlanders and we spent many a happy hour in their messes. I am very sorry to say a great many of these paid for their Patriotism dearly, for the best part of them made the great sacrifice in France. I remember one incident quite well, it was a recruiting march, and the Colonel of the Regiment thought a Naval Brigade would form an added attraction. He approached our Captain "Lieutenant Pirie" on this subject, who was quite agreeable. Accordingly, we formed a Brigade and marched with the Regiment. We took the place of honour, behind the Pipe Band, and the whole thing proved a great success. On our return to the Drill Hall we were inspected by the Commanding Officer of the Regiment who congratulated the Officers on having such a fine body of men to commission their submarine with. On Sunday the 9th of May, we left, I mean "H1", Montreal for Murray Bay to do our trials. We had a good run down the St Lawrence and arrived at Murray Bay, which is below Quebec, on Monday afternoon. Our trials proved very successful and everybody was very pleased indeed with our boat, so on the 18th inst. we left for Quebec.

How happened our first bit of bad luck, for on the way up it began to blow and rain, and it was anything but comfortable. At about 9.0 pm we were, in collision with "SS Christine" who was damaged so badly that she sank in 3 minutes, in fact the propeller was still going around when she made her final dive. It was very rough by now and a great deal of difficulty was experienced in rescuing the lives of those that were floating. A very brave bit of work was done by one of our Able Seamen, he went overboard and was instrumental in saving the lives, of the Captain of the "Christine" an RNR Lieutenant, and that of the Signaller. The Captain's leg was broken and he really must have had a very bad time. In all we saved ten of the crew, but I never found out how many were lost.

The AB's name was "Moyes" and he was congratulated by everyone on his good work and sometime afterwards he received the Humane Society's Silver Medal. He also was the recipient of a silver wrist watch from the Captain whose life he had saved. This was suitably engraved and I know that he was very proud of it. Poor fellow, he made the supreme

sacrifice some two years after for the E boat in which he was then serving went to sea and never returned. She was only one of our boats who went out and was never heard of again.

Ever since the "H1" had left Montreal she had been in charge of a 'Yankie' crew and the boat was piloted by a French pilot. As soon as the collision occurred, our own Captain, Lieutenant W Pirie RN took charge, and gave the necessary orders while the rescue work was going on, he then navigated H1 to Quebec where he reported the circumstances of the accident.

Of course, we had damaged our bows pretty badly and it was necessary to go back to Montreal for repairs. On the next day, we embarked a new Pilot and proceeded to Montreal. By the look of the damage we had sustained, I really thought we were in for at least another fortnight at Montreal, but owing to the smart way in which the work was taken in hand we were ready to leave again in three days.

On Monday the 24th of May we finally left Montreal, it was a great day and there were swarms of people on either bank of the river to see us off, and we had a very hearty "send-off" from the many friends we had made in our short stay in Montreal. We now proceeded to a spot just outside of Quebec where we were to do our final trial. This was a dive of 200 feet. I hardly believed it when I was told, for although I had had considerably over five years' experience in submarines I had never heard of a boat going that depth.

I would like to point out that the pressure on the hull of a boat when she is submerged is roughly half the pressure per square inch that the depth of water is, so it will be seen that at 200 square feet, we nearly have 100 pounds per square inch. Anyhow our deep trial came off successfully for, to use a Navy expression, the boat was as "Tight as a Drum". Everyone being well satisfied with the boat we now put into Quebec, where we made fast in the outer basin, there to get the boat "Ship Shape" and to wait for H2, H3 and H4 who were to cross with us.

We officially commissioned the boat as UK Submarine H1 on the 26th of May 1915 and now we simply had to make her look something like a British, Man of War. The other boats arrived in good time and on the 2nd of June, we were all inspected by the Duke of Connaught who was accompanied by Princess Patricia. They seemed delighted to think such nice boats were built in Canada and they expressed the opinion that they were sure we should manage the Atlantic.

We were now employed in taking in provisions and water, and then we filled our tanks with fuel and lastly took our torpedoes on board, so now it will be seen we were ready for action at a minute's notice. By the 10th of June we left Quebec in company with H2, H3 and H4 and we were escorted by a gunboat called the "Canada", but we (H1) were very unfortunate for we damaged our port propeller so badly that we had to return to Quebec and go alongside the "SS Glenalmond" who was carrying all the spare gear.

I must point out, as some of my readers are not aware that it is possible by flooding tanks at either end of a submarine to do what we call "Trim Down" either by the stern or by the bow. In this case we had to "Trim Down" by the bow, and get our stern out of water, we then shipped a new propeller and got ready to leave again\*

That evening we left in company with the "SS Glenalmond" and shaped our course for Newfoundland. The weather was fine and we were making a good speed in fact we had to go slower than we needed, so as to keep in touch with the "Glenalmond". Things continued to go very smoothly until the afternoon of the 12th inst. when it came on to blow hard. Soon there was a very big sea running and it was anything but comfortable. The boat proved a very good "Sea Boat" and she rode the big waves finely, in fact she made less of the weather than the Glenalmond. All day the 13th it blew great guns and we had to go dead slow, but on the morning of the 14th the weather eased up. At about 9.0 in the forenoon we sighted a very large ship which proved to be the "Calgarian" an armed liner - who toward the end of the War fell a victim to a German U Boat. We closed on her and she told us that she had met the "Canada" with H2 and H3 but she was looking for H4 and as we could give her no information, she left us and continued her search.

At 7.0 the next morning we sighted a ship lying at anchor under the lee of an island. We ran in to see who it was and it proved to be the "Canada" and with her was H2 and H3. We also anchored to wait for the weather to moderate altogether.

By noon we considered it was fine enough so we all got underway and once more shaped our course for St Johns, Newfoundland. On the next morning at daylight we could see a number of icebergs and the weather turned very cold, and then it turned to fog, so we had to keep a good look out in case of running into one of those lumps of ice. At last we sighted St Johns and we ran in and moored to the jetty at 12.30 on the 15th of June. On the jetty were thousands of people who had come to see the first submarines that had ever come to Newfoundland. They simply gazed at us in awe and it was a long time before we could entice them to come anywhere near where we were laying.

Our only worry now was for H4 for she had not yet joined us, and we were really beginning to believe that something very wrong had happened to her. It was a great load off our minds when she arrived on the 17th. She reported that she was unable to stick the rough weather and had turned and run with it, and had eventually anchored under the lee of an island. We were now employed in getting our boat ready for the Atlantic, and there was a very strong buzz that we were booked for the Dardanelles. We were to stop four days at St Johns and during that time we made a number of friends, who were all on the jetty to see us leave on Saturday morning the 19th of June.

Our escort now was to be the "Calgarian" who made a signal to say we were to be ready to leave by 10.0 am, but soon after, this was cancelled, as the fog was so thick outside the harbour, that it was considered unsafe to make a start. Accordingly, orders were given that we should not leave until 10.0 am on Sunday so we had another day with our friends.

The Calgarian had on board a contingent of Newfoundland soldiers, and we left sharp to time on Sunday morning. We had a good send off and as we got near to the Calgarian we got a rousing cheer from the soldiers who I should say were in high spirits, for they were singing all the patriotic songs. When clear of the harbour the "Calgarian" made the signal "Destination Gibraltar" so that now we were almost certain that we should eventually reach the Dardanelles. We now took up our stations, 2 boats on either quarter of the "Calgarian" and the Glenalmond astern. The speeds were 11 knots and we made a jolly good start.

Fog was to be a very great hindrance to us for after about three hours run, we ran into a very thick bank and we had to reduce our speed to nine knots and afterwards to seven knots. The next day was very foggy and to make things worse H3 reported to the "Calgarian" that she had damaged one of her propellers and she had to be taken in tow. This was rotten luck for she proved to be a source of trouble practically the whole way over. The next day the weather cleared and we were able to increase our speed, but we couldn't do any more than 10 knots as the "Calgarian" was afraid of the tow parting - as I have already said H3 was being towed. Anyhow ten knots proved too fast for at about 11.0 am the tow parted and we all had to "Lay To" while another line was being passed to H3. This proved a very difficult job for it must be remembered that we were well into the Atlantic and even in fair weather there is a very big swell, especially for boats as small as we were.

Eventually after losing about two hours of very valuable time H3 was taken in tow and we proceeded at nine knots, but ill luck was up against us again, we soon after ran into another fog and we had to reduce our speed the remainder of the day and the whole of that night to seven knots. All that night the fog was absolutely black, and we could see nothing, but at intervals we could hear the mournful wail of the "Calgarian's" siren followed by the screech of the air whistles of the submarines and then another wail from the "Glenalmond" so we knew that we were all in company.

The next day the sun came out in all its glory, and the sea was a flat calm. A happy idea struck one of our crew and with a piece of canvas and a couple of hours work, we converted our Flat haversack into a canvas bath. This we rigged on our upper deck, and we ran a hose from the pump below into the bath and so filled it with salt water. We now bathed to our hearts content, for it was possible for four of us to bathe at the same time. I expect a good many of my readers have seen the photograph of the bath, for it was published in the "Daily Mirror".

The weather now remained fine until Saturday but H3 was absolutely a nuisance so the Captain of the "Calgarian" made a signal to alter course for the "Azores" as he intended to get under the lee of one of the islands, to allow H3 to go alongside the "Glenalmond" and ship a new propeller. At 3.0 pm the Glenalmond and H3 parted company and ran in under the lee of the Azores, and the remainder of us had to "Lay To". The Captain of the "Calgarian" now signalled to us to know if we wanted anything, so we took the opportunity and went alongside her, where we replenished our fresh water and also got some bread and beef. H3 succeeded in shipping her new propeller, but it was nearly 10.0 pm before we got underway again. H3 was again taken in tow, but as she could use her own engines, we made ten knots our speed.

Nothing happened now out of the ordinary - except that H3 still gave trouble - until Tuesday at midnight when our engines stopped altogether, I mean H1. This caused the whole of the convoy to "Lay To" and we found that our engine was sucking on a tank that was found to be full of water instead of fuel. These tanks were all supposed to have been filled up, but we can easily say we were browned off by the Yanks, who had filled one of the tanks with water. This was soon remedied as we only had to put the engines on another tank and then we all proceeded at ten knots. The weather remained delightful and we kept up a steady ten knots, which caused us to wash down, for the rollers of the Atlantic are, after all, a trifle too big for a small submarine.

On Thursday evening, our starboard engine gave us a lot of trouble, but we managed to keep up with the remainder, as our port engine was running grand. Now came the worse part of our trip for early on Friday morning it came on to blow, and soon there was a big sea running. We could make very little headway at all and we were washing down "Fore and Aft". All day Friday and all Friday night it continued to blow great guns, and I can assure you it was anything but comfortable, especially as we were doing our best with one engine. The "Calgarian" gave us as much lee as she could, and she wanted to take us in tow, but our Captain wouldn't hear of it, we had come so far on our power and he said he meant to finish, so we jogged along until Saturday morning when the weather showed a decided improvement.

At 6.0 am we sighted land, and everyone seemed quite pleased. I myself was shaking hands with myself, for I knew we were the first submarines to ever attempt to cross the Atlantic and here we were within a stone's throw of our journey's end. At 8.0 o'clock we sighted the rock of Gibraltar, and now the weather had eased right down and we were making good progress. At 10.25 we secured to the mole, so it will be seen that we had taken thirteen days and 25 mins in the passage, and I consider we only earned the congratulations which we got from everyone at Gibraltar.

I had a very pleasant surprise awaiting me, for waiting on the Mole, was my brother who was attached to the R.N.A.S. and you can bet that our boats were soon over-run with ratings that belonged to that service. What struck me about these men, was their willingness to go up in aeroplanes or seaplanes, but with a few exceptions, they said they "Barred going down in one of those things". I would like to point out the splendid condition of our boats after this long run, and also the great radius of action they had. There were only a few minor defects in either of them and we all had plenty enough oil fuel to take us back across the Atlantic if it was so wished. This was a surprise for most people, who thought the radius of action for a submarine was only a few hundred miles.

During our stay at Gib. which lasted ten days, we were docked for examination, and we also filled up with oil fuel. We took on board eight of the latest torpedoes, and then we reported ready to proceed. We left for Malta on the 12th of July



and I think we had pretty well all the "Naval Air Service" down to see us off. There was a great deal of hand shaking and wishes of "Jolly Good luck", for in ten days we had made good friends of them. We had received orders to proceed to Malta to be fitted with a gun and also a wireless set, without which they would not let us take on the "Sea of Marmora" job. We cast off at 6 pm and we were in company with H2, H3 and H4 and, also, Monitor M15. The latter was to be our escort and we had received orders to keep a sharp "Look Out" for a strange vessel who had been reported and was thought to be an enemy's submarine parent ship.

It was lovely weather and we easily proceeded at twelve knots, the Monitor leading with two boats on either quarter. Just as dawn was breaking we observed a steamer who was carrying no lights and seeing that no one else had noticed her, we altered course and challenged her with our Cruisers Arc Lamp. She took no notice of our challenge, so we turned away from the remainder and gave chase. We increased our speed to just over 14 knots which was about our limit, but the ship increased her speed and soon out-distanced us, so we had to give up the chase and returned to our convoy.

Our Captain was very angry to think that no one else had seen the ship, and he demanded that we should put into "Algiers" to report the occurrence. This we did and I have been led to believe that this was the ship we were looking for and she was afterwards destroyed. On our arrival at "Algiers" we secured, stern to the jetty, and that night we gave leave, so I had what we call in the Navy "A Dicky Run", which means I went ashore for a couple of hours.

The next morning, we proceeded to "Algiers Bay" in company with H4, where we dived and carried out experiments with our submarine sound signalling gear. At 2.0 pm, Monitor M15 with H2 and H3 arrived, and we all proceeded-, shaping our course for Malta.

Nothing of any importance happened during the remainder of our trip and on Sunday morning at 8.0 am we arrived at Malta, and secured to E11 and heard great tales of her doings in the "Sea of Marmora". There was a great deal of speculation among the E boats whether we would be allowed to do the Marmora job, they said we weren't big enough, but we just told them to wait and see.

We had a good spell in Malta and during the time we were there, we had a six-pounder gun put in, wireless fitted and we also had "Knife Edges" fitted to our bow and big jumping wires fitted which went from our bows, over the periscope and finished on the stern. This was to enable us to dive through the net which we knew was placed across the Dardanelles. After these jobs were completed, we went to sea for trials, which proved to be very successful and then we returned to Malta. All we had to do now was to await an escort to take us on to Mudros.

The escort proved unavailable for some time, and at last came a message to say we were urgently required, so we proceeded to sea with no escort and shaped our course for Mudros. We had fairly decent weather and we proceeded at twelve knots leaving Malta on Thursday the 2nd of September. Nothing of any note happened until the afternoon of Saturday the 4th when we met HMS Cornwall, who gave us orders to proceed to Mudros. At 5 pm the same afternoon we met HMS "Anemone" and she escorted us the remainder of the journey. We anchored that night outside Mudros and awaited orders to enter. At 7 am on Sunday we weighed anchor and proceeded into Mudros. I had no idea how important this place was but there must have been hundreds of ships of all classes and sizes, belonging to all the allied countries. We proceeded past these ships and secured to HMS "Adamant" who was to be our parent ship.

We now had to prove to the "Powers that be" that our boat was suitable for the Dardanelles, so from time to time we took different officers out and dived the boat for their opinions. We also did a lot of running purpose to get the crew as well as the boat in an efficient state for the dangerous job we were going to undertake. All the reports were in favour of the boat being suitable, and on the 28th of September we took in thirty days provisions in excess to a week emergency rations which we always carried.

To be continued in October 2017 with 'THE DARDANELLES & THE SEA OF MARMARA'

#### **SUBMARINERS 'CROSSED THE BAR' REPORTED IN JULY 2017**

<b>Branch</b>	<b>Date</b>	<b>Name</b>	<b>Rank/Rate</b>	<b>O/N</b>	<b>Age</b>	<b>Submarine Service</b>
Dolphin Branch	31 <sup>st</sup> July 2017	K H (Keith) Bishop	Petty Officer Radio Electrician	D060999J	72	Submarine Service from February 1966 to April 1976 in FINWHALE (66-67), OBERON (69), ACHERON (70-71) & ANDREW (71-74)
Submarine Officers Association	4 <sup>th</sup> August 2017	Laurence (Laurie) Brokenshire	Commodore	TBA	TBA	Not Given
Non-member	4 <sup>th</sup> August 2017	Christopher E Belcher	Chief Marine Engineering Artificer (Mechanical)	TBA	TBA	Submarine Service in TIRELESS (1st Commission Crew on 5th October 1985)

Blackpool Branch (lapsed)	16th August 2017	Ralph E Lewis	Chief Petty Officer Coxswain	P/JX 771392	TBA	Submarine Service from May 1959 to May 1969 in SEADEVIL, THERMOPYLAE, TRENCHANT, ALDERNEY (twice), TIPTOE (twice) & RESOLUTION (P) (1st Commission Crew on 3rd October 1967)
Non-member	18 <sup>th</sup> August 2017	John 'Hammy' Hamblett	Petty Officer MEM (L)	TBA	65	Submarine Service from 1971 to 1994 in PORPOISE, ONYX (75-77), ORPHEUS (77-78), ONSLAUGHT (81-82), OTUS (82-84) SCEPTRE (89-90) & ORACLE 90
Barrow in Furness Branch	20th August 2017	Michael H 'Dudley' Davenport	Chief MEM	K976414P	74	Submarine Service from March 1961 to November 1982 in SEA SCOUT, TALENT (I), DREADNOUGHT, RESOLUTION, REVENGE & SCEPTRE
Medway Towns Branch	24 <sup>th</sup> August 2017	W P G (Bill) Vowden	Able Seaman (ST)	P/JX 680930	91	Submarine Service from 1944 to 1947 in SPORTSMAN, VAGABOND & TUDOR
Submarine Officers Association	August 2017	William George Frederick Organ	Commander	TBA	74	Submarine Service from 1966 to 199* in ARTFUL (on commissioning on 22nd July 1966), CACHALOT (IL 5th January 1966, PORPOISE (CO), OBERON (CO 2nd January 1975), CBNS Washington, VALIANT (CO), DOLPHIN Submarine School (1988)
Royal Berkshire (lapsed)	August 2017	Jack Edwin Froude	Able Seaman (SD/Radar)	TBA	96	Submarine Service 1943 to 1947 in SEALION, TANTIVY, P614 & TRUSTY

### **THE SUBMARINE OSCARS EVENING 2017 – THURSDAY 5 OCTOBER 2017 (AKA THE RESOLUTION DINNER)**

1 Aug 2017

#### **Introduction**

1. Rear Admiral Submarines (RASM) will host the 2017 Submarine Oscars event (aka The RESOLUTION Dinner) on Thursday 5 October 2017, in HMS NEPTUNE WO&SR Mess. This is an all ranks and rates event and is open to all serving submariners and their partners, as well as retired submariners and guests. The purpose of the RESOLUTION Dinner is to host an awards ceremony to recognise outstanding performance in a range of Submarine Service team and individual categories, some of which are illustrated in paragraph 6. An intended sequence of events is listed below, however, the general format of the evening will be a hosted awards ceremony followed by dinner with live entertainment.

2. This is the inaugural occasion of the RESOLUTION Dinner and associated awards ceremony; an event which is intended to become an annual occurrence in the Submarine Service calendar. Although primarily an awards ceremony, on this occasion the dinner also commemorates the 50th anniversary of the commissioning of HMS RESOLUTION in 1967 which placed the UK on the threshold of CASD.

3. The RESOLUTION Dinner is sponsored and run by the British Forces Foundation with the generous support of the Donald Gosling Foundation and Rolls Royce.

#### **The Resolution Dinner**

4. **Venue and Timings.** The RESOLUTION Dinner will be held in the WO&SR Mess Ball Room. The awards element of the evening will take place on the main stage and the tables will be laid out in circular format to make best use of space and to enable movement around the room, a table plan will be available in the WO&SRs Mess foyer and it will be the responsibility of individuals to populate accordingly. The outline timings are:

1700	Transport routine commences
1815	Cash Bar and welcoming drinks (Kennedys Bar)
1845-1930	Comedian
1930-2015	Awards ceremony (celebrity hosted)
2015-2145	Dinner
2145-0100	Live music
0100	Bar shuts

0115 Transport

5. Tickets. There are 350 seats available and the event is open to serving submariners and their partners; a number of tickets are also available to be booked by retired submariners and guests. Tickets are heavily sponsored and are available at £15 per head; for this price, you will get a welcome drink, three course meal, table wine and coffee, live entertainment (comedian and live music). Booking can be done now via books in the Wardroom (ext. 93255 3221) and WO&SR Mess (93255 3509). At the time of booking you will be asked for a mess number or payment; on the booking form you will also be asked for your service number (or home address if civilian) to aid administration.

6. Awards. The awards to be presented at the RESOLUTION Dinner are listed below. This list is not exhaustive at the time of writing and may change prior to the event:

- a. The 'Conqueror' Prize. Awarded by Thales to any unit, team or individual for operational excellence.
- b. The 'Valiant' Trophy. Sponsored by Rolls Royce and awarded to the unit assessed as having achieved the highest level of overall performance on completion of OST.
- c. The 'Molyneux' Trophy. Sponsored by Babcock/ACTS and awarded to the best SMQ trainee from any class. The trophy was initiated in honour and remembrance of Lt Cdr Ian Molyneux RN.
- d. LS&GC.
- e. Commendations.
- f. Family Award.
- g. Submariners Association Awards.
7. Transport. A transport routine will be laid on for those living off Base – timings are in accordance with the programme above. Pick up points are:

Balloch Central	1700
Dumbarton East	1715
Coach House Cardross	1730
County Hotel	1745
Churchill Square	1750
Helensburgh Central	1755
Bottom of Cairndhu Ave	1800
Rhu Inn	1805
Return transport departs Supermess	0115

8. Accommodation. For those not accommodated in HMNB Clyde there is limited accommodation available via the accommodation office on a first come first served basis. You are advised that CLYSO Chapter 7 details the procedure for overnight guests in SLA – anyone intending to use SLA in this way is to follow the laid down procedure for approvals. Anyone who is not a Base Pass holder and who requires access to HMNB Clyde is to follow routine Base procedures for the issuing of a temporary pass, noting the advice below.

9. Access to HMNB Clyde. Base access arrangements are changing with the impending introduction of the Automated Access Control System (AACS). An exact schedule for 'roll out' is not available at the time of writing therefore personnel requiring Base access and who do not hold a HMNB Clyde pass will have to access the Base in one of two ways:

- a. AACS Not Implemented. If AACS has not been implemented for Base access then entry to the yellow area (messes and accommodation) can be achieved with an RN ID card, as has always been the case. Similarly, access arrangements for visitors will not have changed at this point.
- b. AACS Implemented. If AACS has been implemented then each visitor will require to have a pass issued. The application procedure is yet to be promulgated. Arrangements for visitors are also yet to be promulgated.

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### ANNUAL CONFERENCE/ REUNION 2018

The Annual Reunion including the Annual Council Conference for 2018 will be held at the **Premier Best Western Yew Lodge Hotel** over the weekend of **23 to 25 March**. The conference itself will be on Saturday **24<sup>th</sup> March**.

#### General

The address of the hotel is: **Yew Lodge Hotel, Packington Hill, Kegworth, Derby, DE24 2DF**

The hotel is located 20 minutes' drive from Nottingham city centre. The hotel will run a complimentary 10 seat minibus twice on Saturday from the hotel to Nottingham and two return Journeys. Space will be limited so first come first served. Car Parking is right next to the hotel and 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 swimming pool, Spa Pool, Steam Room, Sauna and fully equipped gym to get rid of that fuzzy feeling in the morning. Use of these facilities is free to hotel residents.

For the Ladies, there is also Discounted Spa Treatments available:

25 Minutes Neck, Back & Shoulder Massage	£20 (Normally £25)
25 Minutes Mini Facial	£20 (Normally £25)
Nail Shape & Paint – Fingers or Toes	£20 (Normally £25)

#### Accommodation



I have reserved a total of 50 Doubles, 35Twins, (some of the twins can be converted to Triple rooms using a quality pull out bed settee, the price for a triple is extremely competitive but only available for the Fri/Sat package) and 19 Singles. This is the maximum I can reserve. As you can see I will struggle with Single rooms, therefore I cannot stress the point too much to **BOOK EARLY!** Or Branches utilise the triple option. All bedrooms are accessed by lifts that are well maintained. Although there are fully disabled rooms there is 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

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.

Meal choice form sent separately.

#### The Most Important Room - Bar

A 25% reduction on bar tariff in the **Main Function Bar and Reeds Health Club**

Please note: The Yew Lodge Hotel has a Marcos Restaurant attached on the ground floor and that only offers a 20% reduction on bar tariff. If you are staying **Thursday & Sunday** this is the only reduction you will get.

#### Rates

##### Note all rates are per person

Friday & Saturday night's	Dinner, Bed & Breakfast (Sharing Double/Twin)	£114.00
Friday & Saturday night's	Dinner, Bed & Breakfast (Single)	£130.00
Friday & Saturday night's	Dinner, Bed & Breakfast (Triple)	£108.00
Friday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 54.00
Friday Night Only	Dinner, Bed & Breakfast (Single)	£ 62.00
Saturday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 64.00
Saturday Night Only	Dinner, Bed & Breakfast (Single)	£72.00
Additional night Thursday or Sunday	<b>Dinner</b> Bed & Breakfast (Sharing Double/Twin)	£ 50.00
Additional night Thursday or Sunday	<b>Dinner</b> Bed & Breakfast (Single)	£ 60.00
Non-Resident Saturday Reunion Dinner		£ 41.00
Non-Resident Friday Carvery Dinner		£ 25.00
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 an application 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 9th March 2018**. 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 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 Reunion"** and **NOT** me. This causes a delay while I clear the cheques through my own bank before I pay the treasurer. If you wish to pay online the sort code is 60-13-15 Account Number 52930645 Please put 'Reunion Weekend' as a reference. When sending your application/meal choice forms to me please inform me that you have paid by internet/amount and date payment made.

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.

#### IMPORTANT NOTES:

**I WILL NOT BE SENDING OUT ACKNOWLEDGEMENTS OR TICKETS FOR THE EVENT, YOU WILL RECEIVE THEM ON REGISTRATION AT THE HOTEL.**

**IF YOU CANCEL AFTER THE 9 MARCH 2018 I CANNOT GUARANTEE A REFUND**

**PLEASE ATTACH A CONTACT TELEPHONE NUMBER WITH YOUR APPLICATION FORM**

**CONSIDER THE TRIPLE ROOM OPTION AS I WILL BE TIGHT ON SINGLE ROOMS**

**NOTE: BOOKING FORMS SENT AS SEPARATE ATTACHMENT**

#### **ADDENDUM**

I thought I would add this short addendum to the circular explaining the reasons why next year's reunion is not taking

place at an inner-city venue.

Since I have been involved with the organisation and booking of venues for the reunions, my priority has been to keep the cost as low as possible. I am fully aware that the reunion is the highlight of the year for many members, a time to meet old friends and relax in the company of fellow submariners, after all that is what a reunion is all about.

However, this can be a financial burden on those who rely on the meagre state pension.

Inner-city hotels are in a position to demand top prices for rooms and their facilities all year round, this makes it increasingly difficult to negotiate competitive room rates and bar prices.

If I approach a hotel 20 or 30 miles outside the city centres I have a far better chance of negotiating a good deal.

Another added bonus for a hotel outside of the city centre, is they tend to be a better quality as the Yew Lodge Hotel will prove.

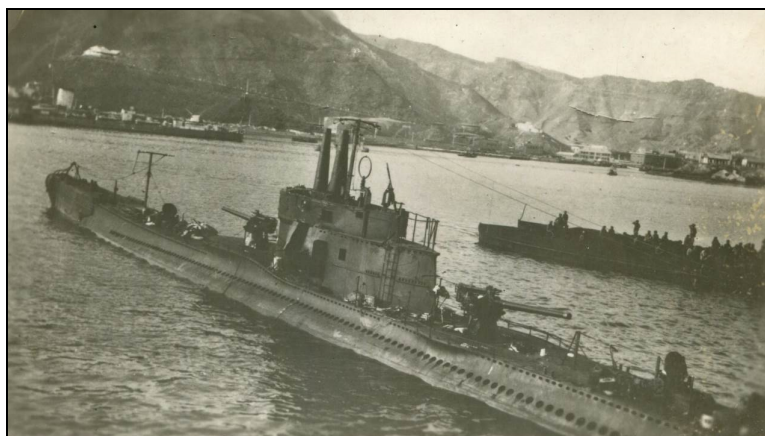
On average, I can save £15-£20 per person on rural hotels, I also look at hotels with good bus/rail routes into the city.

I will still be looking at hotels in city centres, for example the Holiday Inn Leicester who for some reason have taken a shine to submariners and allow us a special price, but as previously stated the cost is the deciding factor.

Iain Mackenzie

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### HM SUBMARINE X-2



**GALILEO GALILEI at Aden after her capture – showing the damage to her Conning Tower (port side)**

The 'ARCHIMEDE' Class Submarine GALILEO GALILEI was built at Cantieri Navali Tosi di Taranto. The Submarine was 'Laid Down' on 15th October 1931 and 'Launched' on 19th March 1934. After 'Commissioning' the Submarine and entered service with the Regia Marina.

GALILEO GALILEI was stationed in the Red Sea in June 1940 as a unit of the Italian Red Sea Flotilla. During a patrol on 16 June 1940, with Capitano di Corvetta Corrado Nardi in command, she sank the 8,215-ton Norwegian tanker JAMES STOVE approximately 12 miles south of Aden following which aircraft from the cruiser HMS LEANDER carried out a search for her without success.

On 18 June, GALILEO GALILEI halted (with gunfire) the Yugoslavian cargo ship DRAVA, but as Yugoslavia was not yet at war, she was allowed to proceed. The gunfire was heard by the anti-submarine warfare trawler HMS MOONSTONE and at 4:30pm MOONSTONE sighted the periscope of GALILEO GALILEI and carried out an attack with two depth charges in position 12°48'N 45°12'E, though without damaging the submarine.

The following day, after the British warship repeated its attack with depth charges, Nardi gave the order to surface and engaged the MOONSTONE with her guns. At the start of the action between the two vessels, the forward gun's sighting mechanism on the GALILEO GALILEI became unusable. The fast-moving MOONSTONE scored the first hit on the Italian boat after ten minutes, killing some men and wounding Nardi. The following hit killed the crew of the forward gun, including the First Officer. The submarine's aft gun jammed, and then another salvo from MOONSTONE killed all those on the conning tower including Nardi. Under the only Officer left alive, though wounded (a young Midshipman named Mazzucchi) the GALILEO GALILEI continued the fight with the forward gun. However, the British destroyer HMS KANDAHAR arrived, and GALILEO GALILEI surrendered. The submarine had lost 16 men; Nardi, four other officers, seven NCOs and four sailors. The submarine was then towed into Aden. Though the British side claimed that the submarine's codebooks and operational documents were captured intact by the Royal Navy, and revealed the exact position of other Italian naval units, Italian survivors (including Midshipman Mazzucchi) reported that every document was destroyed before surrender, and that no written operational orders were issued to Italian units, only an oral briefing between captains and the submarine command in Massawa before every mission. The claim was reported only to cover the British intelligence activities in Italian East Africa.

After her capture, GALILEO GALILEI was berthed at Port Said and served as a generating station to charge the batteries of British submarines. She was commissioned into the Royal Navy in June 1942 as HMS X-2 (later changed to P711) and was operated as a training Submarine in the East.