



# 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 (and below): Recent deliveries to the Barrow Shipyard for the ASTUTE Programme**



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## EDITORIAL

Hello Everybody

Here we are in Sunny June. Two nice sunny Bank Holidays in May – that made a nice treat. Just have to

hope it's a sign of a better summer for a change. At least I have managed to get out into the garden to get a bit of sunshine whilst cutting the grass - the first time I've had

to do that since moving here from Peterhead in 2003! I wonder whatever happened to all those garden tools we used to have!

Time for some thank you's to those who helped out with the stewarding for the K2B at the gate into the Hawcoat grounds. Again, there was a nice day for it but at least I could take it easy this year as Dave Oakes had plenty of volunteers and I could be on standby.

Thank you also to those Members and friends who supported Alex at the Quiz night following the May Branch Meeting – me being on the winning time last time out was obviously a fluke as our team was nowhere near winning this time. Still there's always another chance!

June is to be a month of Parades – firstly there is the Ulverston Civic Sunday Parade and Service on Sunday 10<sup>th</sup> June. I hope our Ulverston contingent will be able to cover this event, but it is on the morning after the Elvis Rock and Roll Evening at the Legion! Next up will be the Barrow Civic Sunday Parade and Service on Sunday 17<sup>th</sup> June. This year our new Mayor is Councillor Bill McEwan who has had a bit of practice as he stood in for last year's Mayor - Tony Callister - on a number of occasions. This year's Parade is from the Town Hall to St George's Church for the Civic Service and then back to the Town Hall for refreshments.

Saturday 23<sup>rd</sup> June is the Armed Forces Day Flag Raising Ceremony and Parade. This year, for the first time, the Ceremony is being held on a Saturday Morning and will involve all three Service Associations, the Royal British Legion, HMS AUDACIOUS and the Army, RAF and Sea Cadets – the latter with their Band. Rather than being hidden away at the Car Park side of the Town Hall this year it will be on the Forum Side and, after the Flag Raising Ceremony the Parade will March down Duke Street to join in with and 'Head Up' the Barrow Carnival Parade up Abbey Road as far as the Duke of Edinburgh before peeling off to the Legion for a Social Afternoon. I will be sending out full details shortly and will cover it at the June Branch Meeting.

Now a piece of sad news – Maureen Myers – the widow of former Branch Member Keith Myers - was taken into Furness General earlier this week having had a stroke and today (Thursday 31<sup>st</sup> May) I was advised that she had passed away. I'll circulate funeral details when known. I know this year is the 100<sup>th</sup> Anniversary of the formation of the Royal Air Force in 1918 but have you noticed that there are renewed calls for Bomber Command of WWII to have a backdated medal awarded for all of the crews who flew in the bombers? One of the reasons given is that the clasp they were awarded a few years ago doesn't do justice to what they describe as the most dangerous campaign with the highest casualty rate during WWII. And there was me thinking that it was Winston Churchill himself who described the Submarine Service as the most hazardous of all the arms of the Services – and our WWII submariners got no recognition at all apart for those individuals who received Gallantry Awards – mostly posthumous!

I trust the latest bid by the RAF Medal supporters receives the same dusty answer from the MoD as did the Submarine supporters calling for recognition of Cold War service by an award.

The two photos which follow were sent in by Branch Member Tim Chittenden and are of a Memorial at Kylesku to the men of the WWII 12th Submarine Flotilla and their X-Craft and Chariots. I didn't know about this Memorial - which has been there since 1993 even though I have driven over the nearby bridge on a couple of occasions!



Don't forget the June Branch Meeting – next Tuesday 5<sup>th</sup> June – usual time – usual place – don't be late  
Regards, Barrie.

## **Submariners Association Branch Closures**

The National Secretary has recently issued an updated Branch Secretaries list. Unfortunately, the list is now a bit shorter than it used to be!

With this updated list comes the news that three of our Branches: Teesside, Shropshire and New Zealand have been taken off as these Branches no longer exist. It can only be hoped that the remaining members at Branch closure have transferred to other Branches or, in the case of the New Zealand Branch, have joined the Dolphin Branch. It is thought useful to record some details of these Branches as follows:

The Shropshire Branch of the Submarine Old Comrades Association – never one of the larger Branches - was originally formed at an inaugural Meeting held on 27th October 1992 but where the Meeting took place is not recorded although a contemporary report stated that it was hoped to form a Branch in Telford. There were six founder Members present at the inaugural Meeting.

The Shropshire branch had eighteen Members in November 1995 when their meeting place was the 'Park Hotel' in Wellington. By 2006 there were only thirteen Branch Members of whom three were WWII Veterans. There were only eight members of the Branch recorded when closure was decided.

The Teesside Branch of the Submarine Old Comrades Association was formed at an Inaugural Meeting at the Commercial Hotel, Thornaby on Tees on 14th January 1966 which was attended by the then National Secretary – Mr Bill Sadlier. The formation of the Branch followed a letter published in local papers in Wilton and Billingham in October 1965 which led to a preliminary Meeting on 8th November 1965 and a follow up Meeting on 6th December 1965. There were twenty

Founder Members of the Branch. By 1995 the Branch had twenty-eight members but, numbers dwindled and at Branch Closure in 2018 there were only five names listed in the Association records. Their last meeting Place was at the Vals Priory Social Club which was opposite the Redcar Main Bus Station

The Teesside Branch looked after the Grave of Lieutenant Richard Sandford, VC who had won his VC in the action in Submarine C3 at Zeebrugge on 23rd April 1918. Unfortunately, he died of typhoid in Easton Hospital later in 1918 and was buried in the Easton Cemetery. The Teesside Branch laid a Wreath on his grave every Remembrance Sunday. It is to be hoped that one of the former members will continue this act of remembrance

The New Zealand Branch of the Submarine Old Comrades Association was formed in 1978 and Founder Members used to meet monthly in the 'Returned Services Association' Club at Grey Lynn, Auckland, New Zealand. No information is available on the number of founder members.

Branch numbers rose to one hundred and fourteen at its peak in the 1980's but, by 2005, the membership of the New Zealand Branch had reduced to fifty-six Members of whom six came from Nuclear 'boats'. The Branch in 2005 was proud of their seventeen Members who had served in WWII in 'boats'. At that time the Branch also had six Associate Members. In 2018 their Meeting Place was at The Returned and Services Association, 61, Victoria Rd, Devonport, New Zealand

As with the other two Branches numbers gradually dwindled and there were seventeen members listed at Branch closure.

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## **SOCIAL SECRETARY REPORT**

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### **Hi Shipmates**

Another very quiet month in May, unless of course you were involved in the quiz night after the meeting or participating in or stewarding for the Keswick to Barrow walk – congratulations to all those involved with this. For my part I did both and was also frantically trying to get hold of my act for June – not easy when he is sunning himself in Spain; the trials and tribulations of being the social secretary. Anyway, from here on in it is all go for me – so eyes down and get involved.

### **Diary Check:**

Sat 9th June is the cabaret – Elvis once again will be in the building with a fun filled evening of song and dance. Food will be provided within the ticket price and for just £5 what a great evening it will be. Please support me on this as I only need 80 of you to help me break even. 7:30 onwards, smart casual unless of course you possess a Teddy boy outfit??? Ticket only entry and there are now on sale from me or from behind the bar.

Sat July 7th is the BBQ – a sun drenched afternoon of sitting around, drinking, laughing and playing the odd stupid game. Cheryl Hagen will be doing face painting, we have an arts and craft area, fun and games for both children and adults, raffle, burgers cooked by yours truly and all for only £5 per person – get out those BBQ shirts and help me make this a great afternoon. 2 – 7 and I have the tickets with me.

July 14th is the Foxfield members' only soiree – this is sourced from the social fund so if you are a member and attend the socials and are of the male gender (except Stacey who is also entitled to attend this) then this is for you. Make your own way there from 2pm and we will see when the kitty runs out.

July 21st is the Cartmel trip – this is now full, and I am running a reserve list. Please confirm your places and full payment of £13:50 which is required at the July meeting - at the latest.

Further down the road is the canal trip on the 1st September. Be advised I have reduced the number on this trip to 40 to make more room on the canal boat. This is now full with a reserve list running so please pay me no later than the August

meeting; it is £37:50 per person. This includes travel to and from, food, absent friends cocktail and of course 4 hours of partying on the Jungle Queen – singing, dancing and drinking.

Other items:

Members draw was not won in May so stands at £40 for June.

Don't forget your birthday beer if you were born in the month of June.

June's drinking food will be buffalo wings (or more accurately drumsticks) on the left are the hot ones and, on the right, are the 'I wish I had a change of underwear ones' be warned.

Alex

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### JUNE BRANCH CALENDAR

June Branch Meeting	Tues 5 <sup>th</sup> Jun
Elvis Night	Sat 9 <sup>th</sup> Jun
Ulverston Civic Sunday	Sun 10 <sup>th</sup> Jun
Barrow Civic Sunday	Sun 17 <sup>th</sup> Jun
Armed Forces Day Flag Raising	Sat 23 <sup>rd</sup> June
Barrow Carnival	Sat/Sun 23 <sup>rd</sup> /24 <sup>th</sup> Jun
Committee Meeting	As required

### JULY BRANCH CALENDAR

July Branch Meeting	Tues 3 <sup>rd</sup> Jul
Branch BBQ	Sat 7 <sup>th</sup> Jul
Sea Sunday Service	Sun 8 <sup>th</sup> Jul
Foxfield (Members Only)	Sat 14 <sup>th</sup> Jul
Cartmel Races	Sat 21 <sup>st</sup> Jul
Committee Meeting	As required

### AUGUST BRANCH CALENDAR

August Branch Meeting	Tues 7 <sup>th</sup> Aug
Committee Meeting	As Required

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### JUNE BRANCH BIRTHDAYS

G.A. (George) Plater	03/06/1944
B.R. (Slosh) Riley	03/06/1934
A.I. (Carl) Haythornthwaite	09/06/1937
R. (Bob) Palmer	17/06/1939
M. (Martin) Law	21/06/1978
B.K. (Barrie) Downer	23/06/1945
A. (Alan) Pillifent	25/06/1945
A. (Tony) Griffiths	29/06/1950

Happy Birthday All!

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### SUBMARINE LOSSES OF WWI

One Submarine was lost (with only two survivors) in June 1918 and three other submarines were lost in accidents, incidents or from illness.

One member of the crew of the Submarine Depot Ship **HMS ADAMANT** died in an accident on 5<sup>th</sup> June 1918. It is understood that he was killed by a train as he was on his way to join his submarine although the detailed circumstances are not known. He was:

Stoker 1<sup>st</sup> Class Alfred Charles Moy O/N SS 117522  
Alfred Moy is buried in the Fiorenzuala D'Orde Communal Cemetery in Italy.

---oOo---

On 6<sup>th</sup> June 1918 **Submarine H12** (Lieutenant Fraser) was on a surface passage between the Codling Light Vessel and Kingstown (Ireland) when he encountered a ship (initially identified as a Merchant Vessel) on his port

beam at a range of about 2 miles. Also, there were three trawlers on his Starboard bow at a range of about three miles. The vessel on his port beam (later identified as HMS HYDERABAD) opened fire and continued firing despite the firing of recognition signals by H12.

Fraser decided to dive out of the way to safety but was then depth charged for his pains. He then surfaced intending to identify himself to the trawlers, but these also opened fire. Further recognition signals were fired without effect and a large White Ensign was displayed. The Coxswain was bringing more recognition grenades to the Bridge when a shell hit the conning tower. Shrapnel from this shell hit the Coxswain in the head causing injuries from which he later died. One Able Seaman also received minor injuries and the Commanding Officer was slightly wounded in the neck. Eventually all firing stopped, and identities were established. The shell, which killed the Coxswain, was fired by the Trawler BRACONDENE which stopped firing when at a range of about 700 yards.

#### Officers:

Lieutenant John Fraser Commanding Officer  
Lieutenant John Wyndham Cookson First Lieutenant  
Temp Lieutenant Samuel George Page 3<sup>rd</sup> Hand

#### Ratings:

PO Coxswain Thomas Henry Evans O/N 239495  
Thomas Evans, who was killed, was twenty-six years old. He was the son of B T Evans of Ipswich and the husband of Edith Mabel Caton (formerly Evans) of 119, Belvedere Road, Ipswich. He was buried in the Deans Grange Cemetery, County Dublin, Southern Ireland in Grave SW. S. 76.

AB Reginald T W Neate O/N SS 4093

Reginald Neate, who was injured in the incident, had previously served in Submarine E23.

---oOo---

One member of the crew of the **Submarine C18** died on 20<sup>th</sup> June 1918. It is reported that he died of heart failure. He was:

#### Chief Stoker Joseph Alfred Gardner O/N 286192

Joseph Gardner is buried in the Portsmouth (Milton) Cemetery, Portsmouth, Hampshire in Grave No L.21.41.

---oOo---

The Submarine lost was **Submarine D6** which was sunk in the North Sea on 28 June 1918 following a torpedo attack by the German U-Boat UB-73.

There were two survivors – the Commanding Officer and his First Lieutenant and they were.

Lt Samuel Arthur Brooks                      Commanding Officer



Sub Lt Frederick Secker Bell      First Lieutenant

Those lost were as follows:

**Officers:**

Lt Robert Thomas Norman Filkin 3<sup>rd</sup> Hand

**Ratings:**

PO Robert Roland Weight O/N 203147  
L/Sea Lewis Page O/N J12113  
L/Sea Philip Henry Vye O/N J12782  
L/Sea Frederick Harry Leonard Woolford O/N J1358  
AB John Phillips O/N J14553  
AB Thomas Baxter O/N 222926  
AB Richard John Casson O/N J24061  
AB Frederick Eversfield O/N J12826  
AB Frederick George Fudge O/N J23633  
L/Sig Ernest Robert Walker O/N J5497  
Ord Tel James Francis Smith O/N J41353  
CERA Percy Hayward Jenkins O/N M1186  
ERA3 Frank Bryan O/N M491  
ERA3 Harold William Cary O/N M9937  
ERA3 Samuel Gill O/N M12963  
SPO William Kiddle O/N K6439  
L/Sto George Booth O/N K10650  
Sto1 William Davies O/N SS 115616  
Sto1 Henry Jones O/N K7250  
Sto1 Albert Moysey Smith O/N K16206  
Sto1 Harry Smith O/N K13121  
Sto1 Thomas Henry Pollington Stone O/N 312269  
Sto1 Frank Percival Wickson O/N SS 108970  
---oOo---

**Submarine E24**

One member of the crew of Submarine E24 died on 29th June 1918. He died in the Royal Naval Hospital at Malta of reported heart failure. He was:

ERA2 Edward Frank Roser, DSM O/N M2331  
Edward Roser is buried in the Malta (Capuccine) Naval Cemetery in Malta in Grave No (Prot) 380.

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**REMEMBERING FORMER BRANCH  
MEMBERS 'CROSSED THE BAR'**

**MAY**

Frank Arthur Rewell	1969
George Chantrell	1981
Thomas Herriot	1986
George Hughes	1986
Peter Weeks	2007
Claude Roberts	2011
Alfie Hines	2016

**RESURGAM**

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**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.

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**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 The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ You may also send your contribution by e-mail to me on [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 June for the July 2018 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!

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**SUBMARINE COMMISSIONING CREW LISTS**

Still looking for First Commission Submarine Crew Lists as follows:

Diesel Boats:

PORPOISE, RORQUAL, GRAMPUS, NARWHAL,  
CACHALOT, WALRUS  
OBERON, ONYX, ORPHEUS, ODIN, OTUS &  
UNICORN

Nuclear Boats:

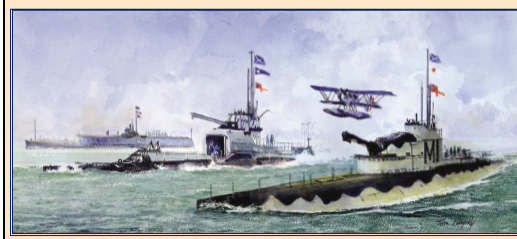
TRIUMPH, VIGILANT, ASTUTE & AMBUSH

Also required are copies of any Crew Lists for Commissioning and Rededications of any Conventional 'A', 'S', 'T', 'O' & 'P' Class and any refitting 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 above. Thanks, Barrie Downer

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**"BARROW BUILT SUBMARINES"**

**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](http://Navybooks.com). ISBN 9 781094 459736.

## Defence Secretary gives go-ahead for £2.5bn spend on Submarines

Ewen MacAskill Mon 14 May 2018

Gavin Williamson has announced Contract to build the latest nuclear hunter-killer sub has been signed with BAE Systems

The work had already been agreed, in principle, but Williamson has confirmed the Ministry of Defence has signed a £1.6bn contract with BAE Systems to build the seventh and last of the Astute hunter-killer submarines, to be named AGINCOURT. It is scheduled for handover to the Royal Navy in the mid-2020s.

He also confirmed that a further £960m worth of contracts has been signed for the next phase of construction of four Dreadnought submarines to replace the four Vanguard submarines that make up the UK's nuclear fleet, carrying the Trident weapons system. The contracts will cover work over the next 12 months. The Dreadnoughts, work on the first of which began in October 2016, are not due to enter service until the 2030s, and are predicted to remain operational at least through to the 2060s.

The UK's parliamentary spending watchdog, the public accounts committee, on Friday warned of a £21Bbn shortfall: in other words, the Ministry of Defence does not have enough money to buy all the equipment it says it needs. It singled out for criticism spending on the four Dreadnoughts.

In spite of the huge squeeze on the ministry's budget, the nuclear deterrent and the rest of the submarine programme has been ringfenced.

Williamson made the announcement at BAE Systems in Barrow-in-Furness, Cumbria, where the Astute submarine is to be built.

Williamson said: "AGINCOURT will complete the Royal Navy's seven-strong fleet of hunter-killer attack subs, the most powerful to ever enter British service, whilst our nuclear deterrent is the ultimate defence against the most extreme dangers we could possibly face."

Cliff Robson, BAE Systems submarines managing director, said: "Securing this latest funding for our submarines programmes is excellent news for BAE Systems and the 8,700 employees in our submarines business, as well as our local community in Barrow and the thousands of people across our UK supply chain who help deliver these nationally important programmes for the Royal Navy."

### Babcock gets £225m contract for Canadian Victoria-class submarine maintenance

UK-based engineering company Babcock has received a £225 million (approx. US\$300m) contract for work on the maintenance of Royal Canadian Navy Victoria-class submarines.

The three-year contract extension, which will now go into 2021, is the largest naval in-service support contract in Canada, according to the company.



**Photo: Royal Canadian Navy**

It will see more than 400 Babcock engineers, project managers and specialist support staff continue to support all four submarines in refit and in service, including deep maintenance periods as required.

"Babcock is a trusted industrial partner to the Royal Canadian Navy and the extension of this strategic submarine support contract underlines the belief in our expert delivery and the world class technical support our team provides," Babcock Group CEO Archie Bethel said.

"We continue to invest in Canada's strategic submarine capability through our skilled people, involvement in the Canadian supply chain and our processes. We are delighted to be continuing this relationship with a much-valued customer."

The four Victoria-class submarines were bought by Canada from UK in 1998. After battling through a number of technical problems, including a deadly incident on board the HMCS Chicoutimi in 2004, the Canadian Navy submarine fleet is demonstrating signs of stabilisation with an increasing operational scope.

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HMNBC 28/18 Thursday, 10 May 2018

### GOLDEN ANNIVERSARY FOR SCOTLAND'S LARGEST MILITARY SITE

MILITARY and civilian personnel at Scotland's largest military base came together today (May 10<sup>th</sup>) to celebrate the 50th anniversary of HMS NEPTUNE, the shore establishment which evolved into HM Naval Base Clyde. Admiral Sir Philip Jones KCB, ADC, the First Sea Lord, reviewed military personnel at the site during ceremonial divisions which featured submariners, sailors and Royal Marines from the Base.

"I'm really pleased to attend this event and to share in the celebrations as we mark an important milestone in the life of HMS Neptune," said the First Sea Lord. "I'd like to thank all those who work at Her Majesty's Naval Base Clyde, whatever their role, for everything they have done and continue to do in support of this vital endeavour to ensure our nation's security."

Although there has been a Royal Navy presence on the Gareloch since the First World War, the Naval Base officially came into being on May 10, 1968, when HRH The Queen Mother opened HMS NEPTUNE – the land

establishment supporting the military personnel stationed there.

Later that same year HMS RESOLUTION conducted the first operational Polaris patrol and by 1969 the UK fully adopted its policy of 'Continuous At Sea Deterrence' (CASD) which remains unbroken to this day.

Commodore Mark Gayfer, Naval Base Commander Clyde, said: "It takes a tremendous amount of dedication and effort to sustain, not just our submarines through high-quality engineering support, but also those who serve in them and their families. To achieve an unbroken chain of continuous deterrent patrols for almost 50 years is a testament to the hard work and determination of generations of submariners, base workers and their families.

"The Clyde has a proud maritime history and I am confident that the Naval Base and HMS NEPTUNE will continue this tradition of world-class engineering and personnel support for another 50 years or more."

For a period in the 1980s the Naval Base became the largest construction site in Europe as a major civil construction programme was launched to accommodate the Trident weapon system. By 1994 the huge project had finished with HMS VANGUARD completing the first operational Trident patrol in December that year.

In 1995 the base became home to seven Royal Navy mine hunters which transferred from Rosyth. With their arrival the site changed its name from the Clyde Submarine Base to HM Naval Base Clyde as it is still known today.

Today's Naval Base is the largest military site in Scotland with a workforce of around 6,800. It is also home to the Royal Navy's new Astute Class of attack submarines as well as Royal Marines from 43 Commando and the Flag Officer Sea Training (North) Organisation.

HM Naval Base Clyde will become the sole home of the UK Submarine Service from 2020 as well as the future home of the Dreadnought Class of nuclear deterrent submarines. The UK government is investing millions of pounds into the site with the development set to increase the numbers at Clyde to an eventual population of around 8,500.

All submarine training will also be moved to Faslane over the next ten years. These changes will provide Royal Navy submariners with a single working location allowing them to have a far more stable domestic life.

Sent by: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

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### **France orders another cruise missile-capable submarine**

By: Pierre Tran

France is to acquire a fifth Barracuda nuclear attack submarine the Armed Forces Ministry confirmed in a May 7 statement. The decision was made during a May 2 ministerial investment meeting held by Armed Forces Minister Florence Parly. Admiral Christophe Prazuck, the French Navy chief of staff, told the parliamentary

defence committee in October he expected the fifth boat to be ordered in 2018.



### **Workers near Suffren, a Barracuda-class nuclear attack submarine in Cherbourg-Octeville, north-western France, on July 9, 2017**

(Charly Triballeu/AFP via Getty Images)

The draft 2019-2025 multi-year budget law includes funding for six Barracuda boats, of which four are due to be delivered by 2025, the ministry said.

The Barracuda will be armed with naval cruise missiles and be capable of deploying special forces while underwater.

Delivery of the Suffren, the first-of-class Barracuda, is due in 2020, some three years late!

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### **Submariners Association Diary Orders 2019 New Arrangements**

Branch Secretaries (only) will now be able to order their 2019 Submariners Association Diaries ONLY via the Association webpage using the 'BRANCHES' tab and selecting 2019 Diaries from the drop-down menu.

The Closing date for Placing Orders will be the 30th June 2018.

This system will not allow orders to be placed from individuals in which case you should contact your Branch Secretary.

Branches will be able to place as many orders as they like until the deadline. The total number of Diaries ordered for each branch will be shown in the list on the left, when you have logged on.

You will need to login with a Username and Password to check and / or placing your order, which will be sent to all Branch Secretaries in March.

Diaries will be dispatched in October to Branch Secretaries along with invoices using the address held on the National Database.

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By Barrie Downer

If you want to order a Submariners Association Diary for 2019 get your order into me as soon as possible – to avoid disappointment!

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HMNBC 32/18 Wednesday, 16 May 2018.

## **BASE CELEBRATES THE YEAR OF ENGINEERING**

STAFF at HMNB Clyde recently marked 'The Year of Engineering' by holding a celebratory dinner in HMS Neptune's Warrant Officers and Senior Rates Mess.

Some 120 engineers and guests from all branches of the Naval service, along with industry partners attended the dinner which was hosted by Captain Carl Lias, Superintendent Fleet Maintenance at Clyde.

Commander Stephen Metcalf, who helped organise the event, said: "It was fantastic to see such a breadth of engineering talent from across the Royal Navy and our Industrial Partners together in the same room. It was an excellent opportunity to network, socialise and to discuss how engineering has changed in technology but the spirit of the engineer remains the same."

Following the excellent meal Captain Lias introduced the Guest of Honour, Warrant Officer 2 Allan Mason who is the longest serving person in the Royal Navy and celebrates his 50th year in regular service in August this year.

This was followed by guest speaker, Iain Stevenson, Managing Director, Naval Ships, BAE Systems who took the guests from the present day into the future of naval engineering by covering the latest developments and the national shipbuilding strategy.

Also attending the dinner was Commodore Eric Thompson, former Naval Base Commander and author of "On Her Majesty's Nuclear Service".

Cdre Thompson said: "I thought it was superb evening and so different from anything I have attended before in

all my years at Faslane. It was also such a privilege to be sharing a table with Allan "Perry" Mason - living history"



**Royal Navy personnel and Industry Partners from around the Base enjoy a meal together to celebrate The Year of Engineering**

The Year of Engineering is a government Campaign, which celebrates the world of engineering. It also forms an important part of our Industrial Strategy which is committed to boosting engineering across the UK, ensuring everyone has the skills needed to thrive in a modern economy. This special dinner was held to promote and help celebrate the year-long event.

Over one third of the Royal Navy's personnel are engineers and the Navy have always been a deeply technological service, and never more so than today.

The future strength of the Royal Navy relies on its ability to innovate and use technology to retain advantage over potential adversaries and to work effectively with allies.

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

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## **THE UNDERWATER ANZACS**

© Barrie Downer 1985

### **Chapter 2**

### **Vickers, Barrow-in-Furness and The Australian 'E' Class Boats**

When the Australian Government was considering the purchase of Submarines the majority of the Royal Navy Submarines had been built by just one Shipbuilders' Yard – Vickers, Sons and Maxim Limited at Barrow-in-Furness in Lancashire. By 14<sup>th</sup> November 1910, when Captain Roger J B Keyes, Royal Navy became Inspecting Captain of Submarines (taking over from Captain Sidney S Hall, Royal Navy), a total of eighty-three submarines of six different Classes had been ordered. These included five of the American designed 'Holland' Class, thirteen 'A' Class, eleven 'B' Class, thirty-eight 'C' Class and eight 'D' class. The 'A', 'B', 'C' and 'D' Class Submarines were joint Vickers and Admiralty designs. Six of the newly designed 'E' Class Submarines were also on order. Sixty-one Submarines had been delivered and, of these, only eight had been built outside the Vickers yard and, of these all eight had all come from the Royal Dockyard at Chatham - but had been built to Vickers designs. Of the twenty-two Submarines then on order twenty had been placed with Vickers and only two with the Chatham Yard. Under Roger Keyes action was put in place to counter the effective Vickers monopoly, to investigate other designs (including foreign ones) and to widen the choice of building yards. However, the results of these changes had not come to fruition in time for the Australian submarine order and Vickers, Sons and Maxims seemed to be the obvious choice to build Submarines for the Royal Australian Navy.

Until 1897 Vickers and Sons, Ltd. had been a Sheffield based steel producer and steel product manufacturer. In 1897 Vickers had taken over the Barrow-in-Furness Shipbuilding Yard of the Naval Construction and Armaments Company and, in the same year, Vickers had also taken over the Maxim Nordenfeldt Gun and Ammunition Company's works at Erith in Kent. Vickers claimed to be able to provide a complete capability to build Ships and Submarines from the initial production of the basic steel and armour plate right through the building, launching and outfitting of the vessels.

The effective monopoly on Submarine building by Vickers was a direct result of the original arrangements put in place when the first five 'Holland' boats had been ordered. An agreement between the Admiralty and Vickers over

Holland Patents and Royalty payments guaranteed Vickers a payment of £2,500 per Submarine built in a Royal Dockyard - where Holland Patents were used and for as long as the Patents remained in force. Also, Vickers was to receive half of the orders for subsequent Submarines of the type which the Admiralty might require. Vickers had also suggested that they might receive an additional Royalty of £10,000 for any Submarine constructed elsewhere in a private Dockyard. Two clear years notice was to be given to Vickers of any Admiralty intention to build Submarines elsewhere than Vickers or Chatham.

With the Australian Government having placed an order for two Submarines in December 1910 the first of them - designated Submarine AE1 (Yard No. 419) - was 'Laid Down' in the Naval Yard at Barrow-in-Furness on 14<sup>th</sup> November 1911. The second - AE2 (Yard No. 420) - was 'Laid Down' on 10<sup>th</sup> February 1912. The price for each Submarine was stated as £105,415 each with delivery of AE1 being agreed as 7<sup>th</sup> December 1912 and that for AE2 agreed as 18<sup>th</sup> January 1913.

Whilst news of this order would have been known to senior Shipyard management in Vickers the first intimation of the Contract for the people of Barrow came with a Newspaper report - although the Admiralty were not agreeable to the price being made public at that time:

**Barrow News** Saturday 11<sup>th</sup> February 1911

### **AUSTRALIAN NAVY TWO SUBMARINES REQUIRED ORDER FOR VICKERS FIRM**

'Reuters Agency learns that in accordance with the Australian Defence Scheme the Commonwealth Government has ordered two Submarines to be constructed in England. The vessels will be built by Messrs. Vickers, Sons and Maxims of Barrow in Furness and are to be ready in 1912 and 1913'

Construction of the two Submarines continued in the Submarine Shed but the delays had crept in and both Submarines were already late, and it was not until mid-1913 that both were ready for launch. AE1 was ready first and the details in the Vickers, Sons and Maxim 'Launch Book' are as follows:

#### **HM Submarine AE.1. Yard No. 419**

Date of Launch:	May 22 <sup>nd</sup> , 1913 from Submarine Shed
Tide:	Height Ramsden Dock 29' 11" at 12-16 p.m.
Time of Launch:	11-22 a.m.
Weather:	Fine. Fresh. N.W.
Slip:	When 1 <sup>st</sup> Cradle Blocks removed 1/8". 2 <sup>nd</sup> Cradle Blocks removed 1/4". Final Cradle Blocks and shores 3/8"
Daggers:	The boat commenced to move immediately after the fall of the daggers and moved down the ways quickly.
Time:	The time taken from start to boat being allowed afloat was 26 seconds
Tug:	The tug 'Furness' was in attendance
Displacement:	The displacement was 449 tons
Condition:	Hull in a very complete condition with fins, rudders, hydroplanes, superstructures, drop weight, anchor all in place. External tanks tested & closed to sea. Main engines, main motors, shafting & propellers, pumps, compressors, all torpedo tubes, Kingston valves, hydroplane gear, low pressure air services, water services all onboard. Battery cells not on board.
Sights.	Sights were erected inside the boat and the breakage found to be 7/16" in length of 139' 9"

#### **HM Submarine AE.2. Yard No. 420**

Date of Launch:	Jun 18 <sup>th</sup> , 1913 from Submarine Shed
Tide:	Height Ramsden Dock 29' 6" at 10.30 a.m.
Time of Launch:	10-00 a.m.
Weather:	Fine. Fresh. N.W.
Slip:	When 1 <sup>st</sup> Cradle Blocks (fwd) removed nil. 2 <sup>nd</sup> Cradle Blocks (aft) removed 1/16". 3 <sup>rd</sup> Cradle Blocks removed 1/4" Final Cradle Blocks and shores 5/16"
Daggers:	The boat commenced to move immediately after the fall of the daggers.

Time:	The time taken from start to beginning to lift at the after end was 27 4/5 <sup>th</sup> seconds
Tug:	The tugs 'Furness' and 'Scout' were in attendance
Displacement:	The displacement was 447 tons
Condition:	Hull in a very complete condition with fins, rudders, hydroplanes, superstructures, drop weight, anchor all in place. External tanks tested & closed to sea. Main engines, main motors, shafting & propellers, pumps, compressors, all torpedo tubes, Kingston valves, hydroplane gear, low pressure air services, water services all onboard. Battery cells not on board.
Sights.	Sights were erected inside the boat and the breakage found to be 1/2" in length of 137' 9"

**Dundee Courier** Saturday 24th May 1913:

### **AUSTRALIAN NAVY'S FIRST SUBMARINE**

The launching of the first of the two submarines for the Australian Navy at Barrow was an interesting though strictly private affair. It was important because it means placing the Commonwealth Government in possession of the most up to date, most powerfully armed, and most thoroughly tested submersible, yet constructed for actual service.

More powerful craft are contemplated, but the British 'E' Class vessel is a business proposition, which is equal to anything else in the world. It is 176 feet in length, and with a beam of 22 feet 6 inches has a displacement, when submerged, of 800 tons.

The propelling machinery consists of the Vickers heavy oil engines, each capable of developing 800 brake horse power which will probably give a surface speed of 20 knots.

The number of quick firing guns to be carried is believed to be two, in addition to which the craft has several tubes for launching the latest whitehead 21-inch torpedoes.

Immediately after launching the submarine was towed to the submarine engineering depot in the Devonshire Dock, Barrow and there the fitting out will be completed with the greatest secrecy which has prevailed since Messrs. Vickers first undertook submarine construction thirteen years ago.

The new submarine is to be known as AE and eventually it will become a unit in the Australian Defence Scheme. It is stated that the Australian Naval authorities have had sent from this country educational models of various mechanical devices in connection with naval craft.

What at Barrow is regarded with more importance is the fact that some of Barrow's highest skilled engineers have proceeded there and are sharing in the actual educational work.

As will be seen the writer of the above article was not in full possession of all the facts and incorrectly attributed significantly enhanced capabilities – 21-inch torpedo tubes, 'Quick Firing' Deck Guns and a surfaced speed of 20 knots - to the 'E' Class design.

The Contracted Delivery Dates for the Submarines were December 1912 for AE1 and January 1913 for AE2 respectively. However - according to the Commodore (S) in a letter CP.01202 dated February 1914 - the Vickers 'Delivery Forecast Dates' on 30<sup>th</sup> August 1913 for the two submarines were October and November 1913 – almost a year later than contracted! This is probably not too surprising as the Submarines were not launched at Barrow-in-Furness until 22<sup>nd</sup> May 1913 and 18<sup>th</sup> June 1913 respectively as shown above

Whether the Australian Navy were aware of Admiralty concerns about the ability of Vickers to deliver Submarines on time when their order was placed is not known. Whether they would still have gone ahead with the order to Vickers - had they known - is pure conjecture but, Chatham Dockyard was also building 'D' and 'E' Class Submarines at that time and Royal Navy Submarine orders had, by this time, been placed with a number of other Shipyards. However, it seems that there had been concerns within the Admiralty for some time. Commodore (S) (Commodore Roger Keyes) wrote a Memorandum in February 1914 (CP.01202) in which his opening Paragraph states:

'The inability of Messrs. Vickers to complete the Submarines they are building for us within several months of the contract dates, their position in regard to the competition of other British Firms, and the situation generally at their Submarine works at Barrow in Furness were very clearly stated last September (1913)'

Later in the Memorandum (paragraph 5) he states:

'Messrs. Vickers pretentious statements cannot be accepted. The administration of the firm suffers from a most persistent and apparently incurable optimism, as their letters to the Admiralty during recent years amply prove'

He goes on to say (paragraph 7 – part):

'Submarine AE2 shown as to be delivered in January (1914) cannot possibly be ready before the third week in Feb.'

In paragraph 9 he reports:

'There happens to be another paper in circulation covering a letter of Messrs. Vickers dated 30<sup>th</sup> August last (1913), in which after having carefully considered the whole question of delivery, they state that AE1, which is not yet delivered, will be delivered at the end of October (1913), and AE2 in November (1913). After remarking that the Contract dates for the completion of these two vessels are December 1912 and January 1913 respectively, it is considered that sufficient has been said to show that no reliance can be placed in Messrs. Vickers' estimates of output. They appear to be prepared to accept orders, British and Foreign, out of all proportion to their capacity to carry them out, and if they are permitted to do so, we are bound to suffer, whether the vessels are built at Barrow or elsewhere.'

The Australian 'E' Class submarines were, essentially, copies of the first batch of Royal Navy 'E' Class boats. The length of the 'E' Class was 176 feet (overall) with a beam of 22 feet 6 inches and a pressure hull diameter of 12 feet. Tonnage was 660 tons (surfaced) and 800 tons (dived). Saddle tanks were used in this design, as were internal dividing bulkheads. Two powerful diesel engines were fitted with the diesels producing 1,600 horsepower. These diesels, driving through twin shafts, produced a surfaced speed of 16 knots (maximum). With the forty-five tons of diesel fuel carried the submarine was capable of a surfaced range of 3,225 miles at 10 knots. The two diesels could also drive the direct current electrical generators. These generators were used to charge the large electrical storage batteries which provided power to two 840 Horse Power electric motors which, driving through the twin shafts, could develop a maximum dived speed of ten knots for short periods.

These 'E' Class submarines were fitted with four eighteen-inch torpedo tubes. One was fitted in the bow, one fired astern and there were two beam tubes fitted amidships. The beam tubes were arranged such that one could be fired to port and the other to starboard. The beam tubes had been fitted after much discussion with the submarine Commanding Officers who were of the opinion that, owing to the great length of the 'E' Class submarines (176 feet compared with earlier, smaller designs) it might not be possible to turn quickly enough to use the bow tubes during an attack. The ability to fire on the beam was thought to give a distinct advantage. Eight torpedoes were carried – one in each tube with a reload for each.

The Beam Tubes were considered to be an Admiralty 'Secret'. There were negotiations in hand, at the time that the Australian 'E' Class were being built, between Vickers and the Greek Government to build six 'E' Class Submarines. These negotiations fell to nothing as the Admiralty refused to allow the Greek submarines to be completed with the Beam Tubes fitted – Beam Tubes being an 'Admiralty Secret'.

However, the loss to Vickers of the Greek contact was probably to the advantage of the Australian programme as, if the Vickers had been building another six submarines for Greece as well as the Royal Navy orders, the AE1 and AE2 might not have been completed when they were and may well have been too late for war time service.

To be continued in Periscope View Issue No. 217

## BOOKS

Three books for you all to think about this month – all Submarine related. My thoughts on each of the books first followed by those of the authors and publishers

The first book – **'The Grey Wolves of Eriboll'** by David M Hird will be of interest to those who study the naval history of WWII and particularly the fate of the German U-Boats post WWII. This book describes the surrender and final disposal of those U-Boats which were directed to Loch Eriboll following their surrender to Allied forces. This is a new version of the book. Some of you may have read the previous version but this edition includes new information - shining a light not only on the individual U-Boats but also on the men who manned them and those who accepted their surrender and final disposal.

The second book is **'The Astute Class Submarine – 2010 to date – Owners Workshop Manual'** by Jonathan Gates. Most of you will be

familiar with the Owners Workshop Manual format – especially those of you who are car enthusiasts. In more recent times the Haynes Series has been expanded to include military subjects – aircraft, tanks and warships and even HMS ALLIANCE. Now attention has moved on to the Astute Class Submarine. As many of you have worked in the Shipyard, many on the Astute project or even have served on one of the Astute Class boats you will probably be surprised – as I was - at the level of detail on the submarine, its systems and equipments. The Official Secrets Act springs to mind for the retired Submariners and for currently serving Submariners. However, as described in the book the MoD has been instrumental in assisting the Author although he tells me that it still took eight months for the relevant MoD departments to trawl through the book before authorising publication!

The third book is a novel **'Stingray'** by Richard Steinitz. Richard is an Israel based author. His book is the story of a futuristic design of nuclear powered

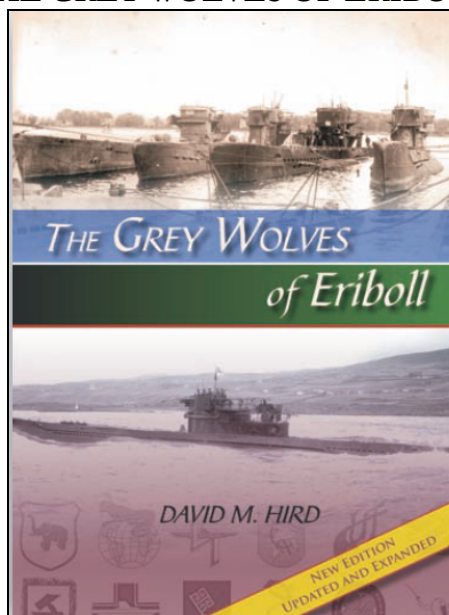


submarine especially developed by the United States navy for covert operations in littoral waters. The design features of the Stingray as described sound quite fantastic but are probably not too far away from the ideas in the mind of the military and secret services.

The story mixes various themes together in a quite readable way – submarine design and operations, the Middle East terrorist threat, undercover agents, the career and concerns of the submarine commander and includes the obligatory love interest. This involves the submarine commander and an attractive and intelligent female doctor who finds herself, unexpectedly, onboard for the whole of a covert deployment from the US to the Middle East. One unlikely aspect to the story for the Submariner reader is the sudden deployment of an unproven new design of vessel with a first time Commanding Officer and a new and untried crew. Those familiar with the long and tortuous design stages, development and trials of a nuclear vessel will wonder at the apparent limited amount of setting to work, harbour and sea acceptance trials – and no mention of a submarine sea training authority. However, it is a good yarn and is one of those stories which keeps your interest and will keep you awake into the early hours to find out what the outcome of the covert operation is and whether the boy gets the girl!

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### THE GREY WOLVES OF ERIBOLL



The surrender of the German U-boat fleet at the end of World War II was perhaps the principal event in the war's end game which signified to the British people that peace really had arrived. It is little known that the majority of the surrenders of U-boats on active west-European sea patrols in May 1945 were supervised in Loch Eriboll, an isolated sea loch on Scotland's far northwesternmost coast.

This revised, updated and expanded new edition gives career details of not only the 33 commanders who accompanied their boats to Loch Eriboll but also of a further 23 previous commanders of those U-boats, including four who might be considered 'Aces' because

of the damage they inflicted, sinking and disabling Allied shipping. The book also features an analysis of the Allied naval operation under which the surrendering U-boats were assembled in Scotland and Northern Ireland; asks who first contacted those U-boats after the capitulation armed British trawlers, frigates of the Allied navies or aircraft of the Royal Air Force; and discloses how U-boats spared destruction were distributed to the navies of the USA, France, USSR and the Royal Navy. Also revealed are more unpublished recollections of British and German naval personnel present at the Loch Eriboll surrenders and how 116 surviving U-boats came to be sunk in the waters of the Western Approaches in the winter of 1945/46.

The Grey Wolves of Eriboll includes a wealth of historical insights including the German Surrender Document; detailed descriptions of the construction, service careers and circumstances of each surrendered U-boat; details of the frigates that supervised the surrenders, contemporary newspaper reports and descriptions of the naval Operations Pledge, Commonwealth, Cabal, Thankful and Deadlight, each of which involved Eriboll U-boats. The mysteries surrounding Hitler's yacht and the alleged 'Norwegian Royal Yacht' (which did not exist at the time) are also explored.

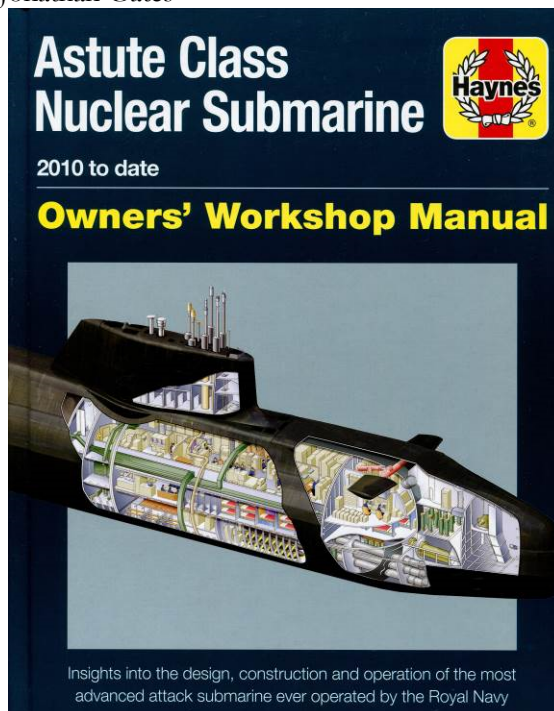
The pivotal role played by Loch Eriboll in ending the U-boat menace is little-known and lesser celebrated this book rights that wrong.

ISBN 978-184995-165-4 240 × 170mm 288pp liberally illustrated with b/w photos and maps £18.99 April 2018.

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### THE ASTUTE CLASS NUCLEAR SUBMARINE OWNERS WORKSHOP MANUAL

By Jonathan Gates



When HMS Astute was commissioned into the Royal Navy on 27 August 2010 she was the first in a new class

of advanced 7,400-ton nuclear-powered fleet submarines. Astute was followed over the next few years by HMS Ambush and HMS Artful, the initial batch of a planned class of seven boats.

Astute class submarines are among the most complex and challenging engineering projects ever undertaken. In this manual Jonathan Gates tells the fascinating story of the genesis, design and construction of such a complex submarine, built to survive the crushing pressure of the deep ocean, diving and surfacing many times during a 25-year life span. The anatomy of the boat is examined in detail, as well as the intricacies of the submarine's systems that allow it to operate and the combat system that enables it to safely go in harm's way.

HMS Astute is one of the most powerful submarines of its kind, able to carry up to 38 weapons - more than any of her predecessors. She can embark a mixture of the newest versions of Spearfish heavy-weight torpedoes and latest Tomahawk land-attack cruise missiles. They give her the ability to attack enemy submarines and surface ships with force and to deliver a precision strike against land targets up to 1,600km away.

To detect her underwater adversaries Astute has a sonar with several arrays integrated into a single system, giving her probably the most sensitive sonar of any deployed by a submarine today. This, and her stealth features, gives Astute unique advantages and makes her ideal for detecting and tracking enemy vessels while remaining unseen.

The nuclear reactor and its associated equipment are also explained, revealing how the system supplies not only power for propulsion and electricity generation, but also the means of producing fresh water and oxygen. This enables the crew to survive while the submarine remains submerged for up to 90 days, during which time she could circumnavigate the globe. Unlike Astute's predecessors, her reactors do not require regular refuelling but are fuelled for life.

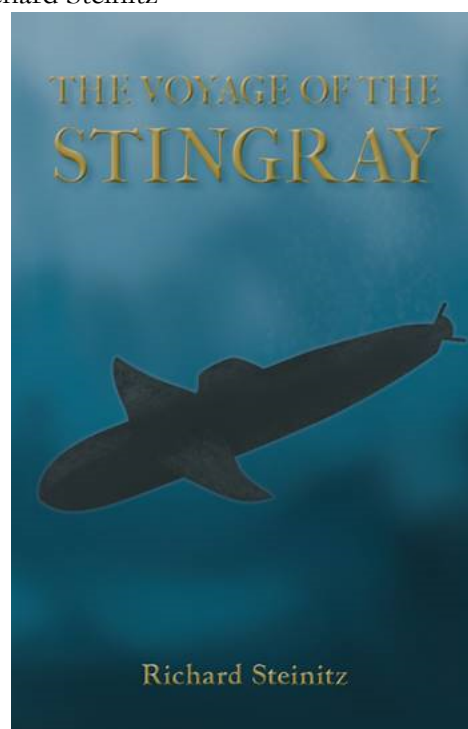
Through his meticulous research, which has included interpreting unclassified sources from throughout the defence industry, author Jonathan Gates has brought the Astute story to a wider audience. The Haynes Astute Class Submarine Manual is fully illustrated with over 300 colour photographs and diagrams, many of which have been specifically commissioned for the book. The result is an authoritative and unique insight into one of the world's most capable and technologically advanced submarines.

Professor Jonathan Gates is a consultant whose career in defence began in 1974. His projects have been wide ranging, but he has continually returned to naval engineering. He has written many papers and several books on naval topics, including the Haynes Type Destroyer Manual, and has lectured worldwide on naval engineering.

ISBN 978 1 178521 071 6 Haynes Publishing £25.00

## THE VOYAGE OF THE STINGRAY

By Richard Steinitz



I have had a love affair with ships and the sea ever since I was ten years old! They have constituted a large part of my dreams, and my readings.

Therefore, I am thrilled to announce that my new novel – "The Voyage of the Stingray" is now available on Amazon as a Kindle e-book, and in paperback!

The Voyage of the Stingray is a Nautical Adventure, full of surprises, suspense and intrigue.

A new, top-secret type of submarine – USS Stingray (SSL 1001) – is being developed by the US Navy.

Commander Jeff Woodbridge is given command of the SSL project after it broke its first captain and killed the next one! Assistance comes in the unlikely form of an MIT dropout sent to help them with their new electronic toys. Slowly the captain and crew learn how to use it and to take advantage of its special talents – small size, stealth and littoral (close to shore) operations.

NCIS is sent to investigate the death of the previous captain and discovers it is not an accident!

Stingray is dispatched on Sudden Deployment, and sails on two hours' notice – leaving part of the crew behind.

The boat's medical officer, Dr. Ellyn Gross, sails with her, contrary to Navy regs. In addition, an unintentional stowaway is found.

Stingray heads for the Middle East, takes on a SEAL team and heads for the Iranian coast! To find out more, you will have to read the book!

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ISBN 978 1 98391 2009

<https://www.facebook.com/RichardSteinitzBooks>



**Barrow Submariners Association**  
**A Rock & Roll Evening**

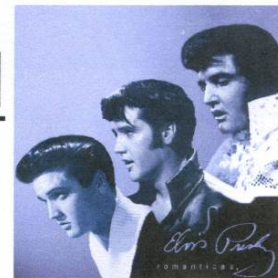
Saturday 9<sup>th</sup> June 2018  
Royal British Legion (7:30pm 'til Late)

**ELVIS**

(John Halligan)



**Plus Disco & Food**



Tickets on sale Cost £5

**Alex Webb (839551) or Behind the  
RBL Bar**

**(Ticket Only Entry)**

SUBMARINERS 'CROSSED THE BAR' REPORTED IN MAY 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Submarine Officers Association	18th April 2018	Bryan Garnet Smalley, RD, DL	Lieutenant Commander	N/A	86	Submarine Service from 1955 to 1969 in SCOTSMAN, TOTEM, ACHERON, TABARD, PORPOISE (IL 7th March 1960), SERAPH (IL 8th November 59), AUROCHS (CO 16th April 1963) & VALIANT (XO 7th March 1967)
Welsh Branch	May 2018	William H (Bill) Peel, DSM	Chief Engine Room Artificer	D/MX 52263	97	Submarine Service from February 1943 to March 1957 in UPRIGHT, SEALION, SEANYMPH, STATESMAN, AMBUSH, EXPLORER, TAPIR & ANDREW
Cheltenham & West Midlands	May 2018	J A (Joseph) Murphy	Stoker 1st Class	*/KX 164355	93	Submarine Service from 11 <sup>th</sup> January 1943 to 26 <sup>th</sup> October 1946 in OBERON (N21), UNBENDING (P57) & TEMPLAR (P316)
Ex Plymouth Branch	May 2018	Gerard J Conway	Chief Petty Officer Marine Engineering Mechanic (L)	D210348K	53	Submarine Service from 1986 to 2012 in WARSPITE (1986 to 1989, UPHOLDER (1989 to 1995 1st Commission Crew on 9th June 1990), TALENT, TRENCHANT (1995 to 2007) & TURBULENT (2008 to 2012) Died aged 53
Non-member	14 <sup>th</sup> May 2018	Graham Edward Mason	Electrical Mechanician	TBA	88	Submarine Service in SEASCOUT, THULE, TACITURN on commissioning in Sydney on 10 <sup>th</sup> March 1964 & VULCAN
Non-member	16th May 2018	Anthony A F C Brown	Chief Radio Supervisor (SM)	P/J938109	TBA	Submarine Service from August 1959 to October 1984 in TUDOR, ALDERNEY, ASTUTE, NARWHAL (on recommissioning at Rosyth) on 5th April 1967, REVENGE (P) (1st Commission Crew) on 4th December 1969 & REPULSE
Non-member	May 2018	W (Bill) Welstead	TBA	TBA	94	Submarine Service in WWII
Non-member	May 2018	Frederick William Arthur Chapman	TBA	TBA	77	Submarine Service from 1959 to 1968 in TOTEM (1959), EXCALIBUR (1959), AENEAS (1962 to 1964), ASTUTE (1965 to 1966) & ANCHORITE (1966 to 1968)
Ex Dolphin Branch	20th May 2018	Reginald Hillier	LEM	P/MX 923981	81	Submarine Service from August 1956 to June 1963 in SUBTLE, ACHERON, TRESPASSER, SERAPH & OBERON
Non-member	May 2018	Ronald Rogers	TBA	TBA	TBA	Submarine Service from 1942 to 1946 in TALLY HO
MW & CD Association	20 <sup>th</sup> May 2018	Norman Douglas Piper	Lieutenant Commander	N/A	92	Submarine Service from 1943 to 1946 in TUNA, URSULA, UNSWERVING (July 1943 to 1945, U-3017 & U-3515