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# IN DEPTH

*Official Newsletter of the Submariners Association*

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*Patron: Admiral the Lord Boyce KG GCB OBE DL*

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Admiral Sir James Perowne  
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### The Submariner

"Of all the branches of men in the Forces there is none which shows more devotion and faces grimmer perils than the Submariner; great deeds are done in the air and on the land, nevertheless nothing surpasses your exploits."

*Sir Winston Churchill 1943*

## EDITORIAL

Another year gone by and another Reunion and National Council Conference over and done with. And now we have a new National Chairman – Jim McMaster! Both the outgoing Chairman and the incoming Chairman have Reports in this Newsletter and, as usual, following the Conference this edition includes the President's Speech to Conference. We also have a new Membership Secretary – Keith Bishop.

Where were you thirty years ago this month? Surprisingly it is thirty years ago that many of our members found themselves unexpectedly on the way to the South Atlantic and off to war. Many more of us were at sea and wondering if they were to go as well.

This Issue includes details about the identification of the wreck of the WWII OLYMPUS in the Mediterranean, news of the award of the George Medal to the Late Lt Commander Ian Molyneux, a report on the TRUCULENT Memorial service, an update on the Frankton Memorial Project and extracts from Commander Bryan Smalley's book 'Aft through the Hawsepipe' describing the design

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and build of HMS PORPOISE at Barrow.

Three WWII Commanding Officers have 'Crossed the Bar' since the last issue of In Depth including a former FOSM – Vice Admiral Sir Iwan Raikes. Obituaries for all three are included in this issue.

The List of New Members includes the Members of our newest Branch – Eastern States in Australia

Thank you to all who have contributed to this issue – further contributions are always welcomed.

Barrie Downer

### **A MESSAGE FROM YOUR OUTGOING CHAIRMAN:**

#### **Fellow Submariners**

I would first of all like to thank our Patron Admiral the Lord Boyce for taking time out of his very busy schedule to attend our Conference and the Reunion dinner this evening. It is an honour, Sir, to have you with us and I feel privileged that you have attended my final Conference as Chairman. I am sure that Jim McMaster will never forget being installed by you.

Secondly, I would like to congratulate Jim on attaining the position of Chairman of the Submariners Association. He will not find it easy, particularly at first, but if he enjoys it half as much as I have then he will have a great time.

I have known Jim for many years and it was in his position as West of Scotland Chairman/ Secretary that I could see his potential as a National Secretary. When the position came up I had no hesitation in at first sweet talking him and subsequently proposing him to be our Association Secretary. He beat off some strong competition and as I expected has been an outstanding secretary and a real ambassador for the Association. He now steps up into what is a quite different role but I have every confidence that he will do that and lead from the front.

My commiserations go to Ted. He has been an ever present for as many years as I can remember and

was my Vice Chairman for eight of my nine years. He recently took up the mantle as our representative on the board of the Submarine Museum Trustees which he is doing with his usual enthusiasm. I hope you continue to do so Ted.

So, how do I feel now that I have stood down? I feel the weight already dropping off my shoulders, sliding towards Jim and a large rum coming on.

As Vice Chairman I was in the thick of things during that transitional period from SOCA to Submariners Association, the total revamp of the Rules and Constitution and the failed attempt to amalgamate with the International Submariners Association and the Submarine Officers Life Members Association. We do, though, have a close affinity with the Submarine Officers Association as it is now called.

I believe that I and my committees have achieved quite a bit during my tenure of office as Chairman.

- I resurrected the National Newsletter albeit not in the same glossy format as before but at least it's free and goes out to ALL members who have declared their email address plus all the branch secretaries.
- We printed and sold Calendars with each month depicting a different submarine. This ran for about 5 years until we ran out of the submarine prints they were based on.
- The Embankment Parade has gone from strength to strength with the serving submariner attendance getting greater every year. We now have the hierarchy of the London Council on our side so we shouldn't have to worry too much about the cost for the foreseeable future.
- Despite the closure of Dolphin and with the two submarine bases being unable to accommodate our numbers we have still been able to enjoy our Reunions but now in hotels up and down the country and we are now satisfying both camps -

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## **IN DEPTH**

those who want a purely Full Members Only or Stag Reunion and those who prefer a less formal Mixed Occasion.

- In 2006 we enjoyed our 50<sup>th</sup> Anniversary and I was pleased to welcome Russian ex Submariner Vladimir Romanov (who served in the ill fated K19) to our Reunion in London that year.
- We commissioned a booklet called "A Potted History" detailing the history of the Association from its earliest beginnings, to the formation of the National Association in 1956 right through to the present day or to 2006 anyway.
- We made a DVD called 'A Breed Apart – A Band of Brothers' made up mainly of interviews of our members to give an insight to what Submariners and, in particular, our Association stands for.
- We also created a Poetry Book called 'Voices from the Deep' which is a compilation of poems written primarily by submariners but includes other authors with the underlying theme being 'The Trade'.
- The books and the CD are still available at a very reasonable price. Frank Pas and Gerry Haigh will be more than happy to deprive you of some of your beer money to buy them.
- As a result of a conference proposal a Sub Committee was set up to look at all facets of the Association. All the recommendations have been followed through and, where cost has allowed, have now been implemented.
- One of these recommendations was to establish a better liaison with the serving submariner at the initial training stage. This was done and we now have a Submariners Trophy which is presented twice yearly to a trainee at HMS Raleigh. I was fortunate to be able to attend the first presentation by the Second Sea Lord and Commander in Chief Naval

Home Command Vice Admiral Charles Montgomery CBE ADC.

- We have done our bit to economise during these recessionary times by subsuming the Conference into the Full Members Reunion, reducing the number of NMC meetings by 20%, and by relocating most of the NMC meetings to a cheaper venue.

I have been fortunate that I have had great support from the committee, but in particular I will single out Jim McMaster, Rick Elrick and Ian Atkinson who have been the stalwarts and the engine room of the Association. That doesn't take anything away from the rest of the committee who have all mucked in to their allotted tasks and given me all the support I could have asked for. I thank you all.

I would like to extend my gratitude to my mentor, confidant, guide, advisor and friend, Admiral Sir James Perowne who has stood beside me all the way, making sure that I did not fall into too many pot holes. Without him to turn to there were occasions when I would have simply struggled and sunk. I thank you most sincerely Sir.

Although she can't hear me, I must thank Fiona, my wife, for the support, encouragement and advice she has given me every step of the way during the past years. She has been my brick (rock?) and with her at my side we have been able to carry out the public duties as a team. I think her stock phrase when we are out socialising is "Don't you think you've had enough" or alternatively she might say "You just don't know when to stop do you?" I usually mumble back, "I didn't know I had started."

And finally, standing down as your Chairman coincides with my retirement from paid employment in a month or so, so I expect I will now have to do a Part 3 on hoovering, making beds and ironing. Maybe I should have stayed where I was.

I was asked what was I going to do when I retire. I replied, "Nothing,

and I am not going to start doing that until lunchtime!"

I don't intend to disappear into the sunset though and you will hopefully see me around for many years yet.

That's all I have to say really except to give my best wishes to Jim and his committee for the future and to ask you all to give him the support he deserves. I hope to see the Association continuing to flourish under his chairmanship.

Thank you.



Dave

#### A MESSAGE FROM YOUR NEW CHAIRMAN:

Friends and Fellow Submariners,

It is truly a great honour and privilege for me to be elected as the Chairman of the Submariners Association, an organisation I hold in the highest regard and I thank you for this opportunity you have given me. The first thing I need to do as the new Chairman, is thank the outgoing Chairman, Dave Barlow, for his exceptional commitment and dedication to the well being of our Association. I am proud to have David as a friend and because of this relationship I have witnessed first hand just how much work and personal time he has given to the running of the Association. We are a better Association because of his input and leadership throughout his tenure. He is indeed a very hard act to follow! However, because of our friendship I know that I can count on David for support and advice when needed.

I want to thank those of you who voted for me and assure you that I will do everything I can to live up to your expectations. Those of you who did not vote for me I can assure you that I will do all that I can to convince you that it would

not have been a bad idea to have done so!!

I said before that I will be counting on David for support but there is more to it than that, this is not a 'one-man-show' and I will rely heavily on the input of everyone of you, particularly the NMC. We are an evolving Association and just as we did on the boats, we need to trust and rely on each other for support and advice. We must work as a team if we are to ensure the sustainability of our Association. I can't promise you that everything will be OK and there will be no problems, quite the contrary. Participation and debate involving all of us will go a long way to achieving the goal we seek. If you are just going to leave it all to someone else then complain when they don't do it your way – you will miss the thrill and enjoyment of seeing a project or idea come to fruition. I will make mistakes, errors of judgement from time to time, but they will be honest mistakes made with the best of intentions. Those who look at my actions and seek to find fault will succeed! I firmly believe the old adage "*The man who has never made a mistake is the man who has done nothing*". We learn from our mistakes and become better for them! A difference of opinion does not mean a difference in principles. We all seek the same goal – a successful and sustainable Submariners Association.

We need to continue recruiting both Serving and Non Serving Submariners. We need to raise our profile in any way we can so that we do become the Association of choice for all Submariners.

We need to find a way of convincing the various peripheral groups that they can still exist independently but under the umbrella of the parent Association. They are not mutually exclusive. We are all Submariners! That means we are not like ordinary people!! We are special and we must never be ashamed of that! Or pretend otherwise.

I would like to encourage branches to work hard towards retaining their members, even involve wives and partners in the branch if that is

what the members want. Don't get tied up in 'red tape'. Don't let procedures and protocols be the downfall of you branch. Be flexible and adapt to your members needs.

We do have a future and I promise you I will do all that I can to continue our growth and move from strength to strength. Permit me to paraphrase the late President Kennedy from his inaugural address on 20<sup>th</sup> January 1961 "**Ask not what the Association can do**

**for you: ask what you can do for the Association"**

Thank you for putting your trust in me. I will do all in my power to justify it.

Jim McMaster

### ADMIRAL PEROWNE'S ADDRESS TO THE CONFERENCE

**A**dmiral Lord Boyce, Vice Presidents, Chairman, Members of the NMC, Delegates, Fellow Submariners.

Last year I could not be with you at the first of these members only Conference and Reunion weekends due to a family commitment. I am delighted to be here today and I am pleased with the numbers that are here. I do feel that the more who observe the Conference will see that the SA is a very democratic organisation where the NMC do their best to action what the membership want, not just do their own thing.

I would also like to extend a particular welcome to our Patron, Admiral the Lord Boyce, for giving up his valuable time to be here to see the change that will be happening later today, when we vote for a new National Chairman. I am not going to say too much now about Dave Barlow's nine years as our leader as there is time later for that to be recognised. All I will say is that he leaves the SA in fine form and in a healthy state.

I am delighted in the way the SA has embraced change and is accepting many of the recommendations of the Hogben/Rothwell review of two years ago. I am convinced without changing and attracting younger new members, done while still allowing for the wishes of the existing and perhaps older brethren, we will wither on the vine and cease to exist in the not far future. This year has been the first with the changes to the reunions with an excellent conference in Blackpool and mixed reunion in Liverpool. Numbers were down a bit but those that were there all felt it was one of the better reunion weekends; this was a new type of reunion, much less formal with more entertainment for the families. There was some good feedback from those who were there and this has been taken onboard and changes will be made this year. In the main it was a great success but people wanted a bit more formality, such as 'Laying up of Standards' and a Sunday Service while keeping the more relaxed atmosphere.

Dave Barlow went to HMS Raleigh in October to present the first of the SA Trophy the Submarine School and then to witness the Second Sea Lord and Vice Admiral Charles Montgomery to the best student from the submarine school. This was an idea from the Gosport Branch and is to promote the young seed corn coming into submarines

that the SA exists and what we are about. It is a great initiative and I am sure will bring long term results.

I was in Faslane ten days ago for the Submarine Command dinner for all who have passed Perisher. It was a very good evening. The next morning was the dedication ceremony to unveil the plaque naming the Molyneux Room in the Astute Class training facility. Mrs Gill Molyneaux was fantastic and very brave unveiling the plaque, presenting the first Molyneaux prize to the student who was the best all rounder at the training facility, as well as giving a very moving speech to all present. I am telling you this as first, I was delighted to see Bob Seaward, Jim McMaster and four or five other members of the West of Scotland branch there. This is precisely what we should be doing, attending serving events and being seen as part of the community. Secondly, Gill Molyneaux would be very honoured if we asked her to lay the Submarine Widows Wreath one year at the Embankment Parade. I am sure we can arrange that.

While on the Embankment parade, I do commend it to those branches that do not attend. It has grown and, with the support of RASM, the number of serving personnel on parade has gone up in droves and threatens to outnumber us veterans. The Corporation of the City of London continue to support us and it is a very moving and worthwhile event. I thank Ted Hogben for all he has done over the years running it and I also thank John Wood for taking it over and doing so well for his first time last year.

As an aside for those that watch these things, it was ten years ago that you voted me to be your President. I have found a relief but he does not become available as he works full time for another couple of years, so with your indulgence unless I hear otherwise you will continue to have me for a little longer!

I hope we have a productive conference and a great reunion dinner tonight.

Thank you

James Perowne

CONFERENCE REPORT 2012

The 2012 National Council Conference was held on the Saturday morning of the Annual Reunion for the second time. Although the room was nearly full by the time all the Committee, Delegates and Observers had taken their seats the number of Delegates was low at 32.

We were very pleased to welcome Admiral the Lord Boyce, our Patron to the conference.

The Chairman opened the Conference at 10.15. After the usual welcomes, roll calls and the minutes silence for our departed colleagues the President, Admiral Sir James Perowne, gave his usual informative but humorous address.

The Minutes of the 2011 Conference were accepted as a true record on a unanimous vote. The Chairman went through the Actions from the Minutes, which was to explain the Proposals that had been agreed had been implemented. He also explained the reasoning behind the emergency NMC Meeting held in September to discuss and agree a revised subscription increase than that agreed at Conference. Whilst it was regrettable it was felt that it was best course of action in the circumstances and in the best interests of the Association.

The draft Rules and Constitution Issue 3 were ratified unanimously and will go to print and be issued to the Membership in due course.

There were no Branch Proposals to be debated this but there were two Recommendations submitted by the National Management Committee. One was that the Rules and Constitution be reviewed every three years instead of every five years as is currently the case and the other was to manage the Honorariums in a different way as they were currently becoming unsustainable in this recessionary climate. Both Recommendations were converted to Proposals by the delegates and both were accepted unanimously without any debate being required.

The Mixed Reunion will also be at the St John's Hotel in Solihull and whilst the same hotel package has been negotiated the ticket cost could not be finalised until the entertainment packages were agreed and a risk assessment carried out. The Mixed Reunion will be held over the weekend of 14, 15 and 16<sup>th</sup> September 2012.

One big difference in the hotel package is that applicants will have three choices for each of the three courses to choose from.

The Dolphin Branch were selected (by rota) to propose the toast at the next Conference.

The Chairman congratulated the new NMC Member Colin Jones of the Medway Branch and the re-election of Iain 'Mad-Dog' Mackenzie of the West of Scotland Branch.

He took the opportunity to introduce Mike Kemp (the webmaster) completing his first full year and then introduced the new Membership Secretary - Keith Bishop - formerly of the Northants Branch prior to its demise but now of the Gosport Branch. He takes over the reins with immediate effect albeit he will get all the assistance he needs until he is fully up and running. His contact details will be distributed separately

The Chairman then vacated the Chair to Admiral the Lord Boyce for him to declare the new Chairman and proceed to install him. The voting was as follows:

Ted Hogben (Medway Towns)	21 Votes
Jim McMaster (West of Scotland)	31 Votes

Jim McMaster was duly elected and installed as the new Chairman.

Jim McMaster then took the Chair and allowed the outgoing Chairman to say a few words in farewell followed by him thanking the membership for their support and do all in his power to maintain the traditions of the Association.

Admiral the Lord Boyce proceeded to read out a Citation in respect of Dave Barlow's naval and civilian career coupled with his work and the positions he has held in the Submariners Association. He then presented him with the 'Patrons Commendation'. (See below) the highest award that can be conferred within the Submariners Association.

Sir James Perowne rose and stated that, after due deliberation and a substantial majority, the NMC proffered the position of Honorary Vice President of the Submariners Association to Dave Barlow.

Finally, Jim McMaster made his first big decision of his tenure and proceeded to close the conference at 12.00 and announced "Up Spirits".

# The Submariners' Association

Admiral the Lord Boyce  
KG GCB OBE DL  
House of Lords  
London



## PATRON'S COMMENDATION

### David Edwin Barlow

*David Edwin Barlow entered the Royal Navy as an Artificer Apprentice in September 1963. He joined the Submarine Service in 1970 and specialized as a Marine Engineer Artificer and Nuclear Chief of the Watch, a duty he performed with professionalism and enthusiasm until his retirement from the Royal Navy in 1979.*

*As a civilian, the major companies of GEC and Yard utilized his submarine technical skills. He maintained close contact with his submarine colleagues through membership of the Scottish Branch of the then Submarine Old Comrades Association. He was an extremely active member of the Branch and in a short time became Chairman, and the Branch thrived under his leadership and vision.*

*In 1988 David joined the Babcock team at Rosyth where he prospered as a Senior Project Engineer and later as the Contract Control Manager. He is now a key member of the ASTUTE Project team with BAE Systems at Barrow. While at Rosyth, he became a member of the National Council of the Old Comrades Association and was a leading advocate of reform of the Association to meet the challenges of changing attitudes in society. He was elected National Chairman of the reformed Association in 2003 and served in this vital role for nine years. It is testament to his hard work and conscientious approach that he finds time to be Chairman of the Barrow Branch of the Association in addition to his National commitments, including editing "In Depth", while pursuing a busy career.*

*I wholeheartedly commend David Barlow for his unstinting contribution to the Submariners' Association at Branch level but, in particular for his key role as Chairman of the National Management Committee. During his time in office the Association has seen many changes and, with his deft hand on the tiller, he has steered it to become more in tune with modern thinking while retaining the traditions of the Submarine Service. On his watch, he has carefully integrated the partners and families of members into the Association. He also has done much to recruit serving members and ensure that the Association is known to present day submariners by instituting a prize for the best student at the Submarine School. His contribution to the Submariners' Association is immense and we are all enormously grateful for his commitment, good example and dedication.*

Signed: .....

Date: .....

Admiral the Lord Boyce KG GCB OBE DL

### **KEY LARGO DIVERS DISCOVER OLYMPUS IN MEDITERRANEAN - SOLVE WWII MYSTERY**

By Cammy Clark (the Miami Herald)



The Key Largo-based Aurora Trust, a not-for-profit ocean exploration and education foundation, has solved a World War II British mystery.

On May 8, 1942, under the cover of darkness, the British submarine HMS OLYMPUS (N35) was attempting to leave the British Naval Base in the Grand Harbour of Malta, a tiny island nation just south of Sicily and north of Tripoli that was blockaded by the Germans and Italians. But the OLYMPUS didn't get far before striking a mine and sinking.

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**HM S/M OLYMPUS**

For nearly 70 years, nobody knew exactly where the 283-foot sub's final resting spot was in the Mediterranean Sea. Only nine of the 98 men aboard survived, swimming about seven miles in cold water and without lights to guide them due to the wartime blackout.

A year ago, the marine archaeology survey team from the Aurora Trust discovered the sub using side scan sonar. But at the time, they weren't sure exactly what the image showed. The team, which operates from Malta, returned a few months later with deep-sea robotic vehicles to videotape the wreck — twice as deep as recreational divers can go. "Sure enough, there was a submarine, sitting on the bottom, with the propeller intact and the hatch open," said Ian Koblick, who co-founded the trust with fellow ocean explorer Craig Mullen in 2003. "We were pretty sure it was the OLYMPUS because of the configuration of the [eight bow] torpedo tubes, the location and the fact that it was armed."

The video shows cannons onboard, antennas for the radio, machine guns and a blow out at the bottom of the sub, where the mine struck, Koblick said. The video also showed the distinctive feature of an 'Odin' Class sub: a 4-inch deck gun. It was found slightly elevated, looking ready for action. Still, it took a few more months of further research before Malta's Superintendent of Cultural Heritage was satisfied the submarine was indeed the OLYMPUS.

In 2008, a team of technical divers from the United Kingdom and Malta claimed they had discovered the

OLYMPUS after identifying features that appeared consistent with the submarine's layout. But their dive was brief with low visibility. The technical divers said in a release three years ago they would return to positively identify the wreck, but they never did.

Monday, Malta authorities gave the Aurora Trust permission to announce the discovery. "It took time because they are very protective of their cultural resources," Koblick said. A trust executive notified the British Embassy in Washington about the submarine discovery on Tuesday. Plans are being made to show a British Navy Admiral the video footage and provide all information they have about the discovery.

The submarine likely is the resting place for at least a few of the military men who didn't survive. "It's quite a sad story," Koblick said. "These folks were on their way home via Gibraltar. Some had survived two other submarine sinkings."

During the height of the Italian and German blockade of Malta, the British Navy battled to keep the island, which is south of Italy, supplied with fuel, food and war supplies. Submarines played a key role. The OLYMPUS was launched in 1927 and served the on the China Station before being deployed to the Mediterranean to support allied efforts.

The trust's operation has discovered 24 ancient shipwreck sites, many not seen for 2,000 years or more. It also has uncovered other World War II shipwrecks, more than a dozen World War II airplanes and unexploded military mines. Malta native Timmy Gambin, the trust's archaeologist, said three months ago that the team was mapping "the underwater landscape of war."

The Olympus is the best preserved World War II relic that the trust has found. "It was like somebody took your toy submarine and put it on the bottom," Koblick said. "There is hardly any growth."

The trust is hoping to do a documentary about the discovery

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### THE LOSS OF HMS OLYMPUS

*(Adapted from an item by John A Mizzi in the 'Times of Malta' on 22<sup>nd</sup> February 2012) which includes extracts from 'Beneath the Waves' by A S Evans*

HMS OLYMPUS (Lt Cdr H.D. Dymott) arrived in Malta from Gibraltar on May 5, 1942 on another Magic Carpet mission with avgas and stores. She was one of a small number of submarines that had been diverted from operational patrols and had the inside space adapted to carry stores to Malta. On her return trips, she had taken out a number of service passengers.

There were in early May various crews of submarines that had been sunk in Malta - P-36, P-39 and PANDORA - and it was decided to send these trained personnel to the United Kingdom as passengers in OLYMPUS because they were needed to man new submarines.

It was a tight squeeze in the confined space of the OLYMPUS. Dymott and his officers - Lt B.H. Band, Lt R.A. Milne-Thomson and Sub-Lt John P. Wilford - and his crew of nearly 60, were joined by the captain of P36, Lt H.N. Edmonds, and two senior ratings, the captain of P-39, Lt N. Marriott, and his officers - Sub Lt G.P. Bulmer, Sub Lt D. Hawkyard, Lt P.G. Owen and Warrant Engineer H.G. Howes - and 25 ratings, Lt J.A. Lindsell, the first lieutenant of PANDORA, and sailors from HMS PENELOPE who had been recovering from injuries when the light cruiser was bombed in the dockyard.

In all, about 100 persons (11 officers and 89 ratings) were in the submarine, six officers and 30 ratings as passengers when she sailed at 4 a.m. on May 8.

An hour later, the submarine, still on the surface, struck a mine some seven miles from Malta. There were only 11 survivors. One of these was Chief ERA W.G. Wright of P-39 whose story is told in 'Beneath The Waves'.

"At five o'clock in the morning, that is one hour after leaving harbour, there was a big bang followed by the boat shuddering at half speed. When I got into the control room it was ankle deep in water.

"The rolling action of the boat caused electrical flashes and also caused the lights to go out and then on again. The lights continued to do this with increasing periods of darkness. The engineer officer of OLYMPUS, Bill Keeping, I think his name was, was at the bottom of the control room ladder ushering men up the ladder. Shouting 'Abandon ship', I rushed back into the engine room.

"I also thought that I saw yellowy chlorine gas. With 15 or more men in front of me, it seemed that I had not much time to get out so I went forward to the gun tower hatch - that is towards the chlorine. At the bottom of the gun tower hatch, I found young Lieutenant Bulmer of P-39 doing the same job as the EO of OLYMPUS. He had apparently sent his last man up the ladder when I appeared. 'Hello, Chief. Up you go,' he said cheerfully. And up I went."

Wright found some men on the gun platform attempting to fire the 4-inch Mk4 semi-automatic but it was jammed.

"When I looked up to the conning tower I saw my captain (Marriott) signalling with a hand torch towards Malta, a dark shape on the horizon and over which an aeroplane with a faint yellow light was flying. Lieutenant Edmonds, the captain of P-36, was on the gun platform. As the bows of the boat began to slip deeper into the sea he said to us: 'Keep your submarine sweater on. It will keep a layer of warm water next to your skin.'

"We all took off our boots or shoes and placed them neatly in pairs on the platform before making our way down off from the saddle tank and into the sea. I swam about 20 yards and then turned to see OLYMPUS take her last dive. I did feel lonely.

"Most of the survivors were standing on the fore casing; others were on the gun platform and conning tower. It appears that the recognition flares attached

to the periscope would not ignite and the Aldis signalling lamp was out of action. At first there was a lot of shouting for the whereabouts of friends and also a few shouts from non-swimmers calling for help. No doubt, some people used up their energy helping others.

"Quite soon things quieted down and we were able to set as a group for Malta where we expected help to come from, especially when daylight arrived and they could see us. I slowly discarded my clothing, with the exception of my short pants and belt. I had decided to keep my belt as, at one point, I had found a small piece of wood which I tucked under my belt to add to my buoyancy. After an hour or so the wood had chafed my skin and so I had thrown it away but I had kept my belt in the hope that a more comfortable item of buoyancy would come along. "OLYMPUS sank in about nine minutes and in that short time about 90 men had got out of the submarine.

"The number of swimmers got less as time went by. We saw a floating mine with a sort of whip aerial on it. One swimmer started to swim towards the mine but we all shouted at him and he came away from it. We saw the breakfast time raid on Malta.

"We had been swimming for two hours. We saw two or three air raids on Malta. At 10 o'clock in the morning, by which time I was close to the shore, I saw an ambulance on a low cliff. I then saw two soldiers (from C Company, 1<sup>st</sup> Btn. Dorset Regiment) watching me from the beach below. When I got quite close to them I shouted 'Help!' and put my feet down. But there was no bottom. I came up spewing out water. I thought 'You fool! After all this you are going to drown your-self. I then swam breaststroke until I grounded on the sand, grazing my knees and elbows. As I got to my feet the soldiers came and put their arms under mine. I knew then that I was safe."

Wright fainted and came to in a hospital with six other survivors. Two other survivors, Gordon Selby and Syd Seymour, had gone straight to Lazaretto.

Only 11 out of 100 persons were saved. The Outside ERA of OLYMPUS, Geordie Talbot, on reaching the shore, stood up and collapsed dead.

Only five bodies were recovered.

Two days after the tragedy, the survivors were sent to the United Kingdom in the fast minelayer HMS WELSHMAN.

### FRANKTON MEMORIAL PROJECT COMPLETION

On Thursday 22<sup>nd</sup> March 2012 there was a Frankton Memorial Project Completion Lunch in the Royal Marines Museum at the former Eastney Barracks. The Guest of Honour was the Project Patron, the Right Hon. The Countess Mountbatten. The Lunch, hosted by Major General A Salmon, GMG, OBE Royal Marines was organised by Major Malcolm Cavan, OBE Royal Marines (Retired) to celebrate the completion of the Project to establish a permanent Memorial in France to commemorate 'Operation

Frankton'. This Operation has become more familiarly known as the 'Cockleshell Heroes'

'Operation Frankton' was a raid led by Major 'Blondie' Haslar, Royal Marines and personnel of the Royal Marines Boom Patrol Detachment to attack 'Blockade Runner' shipping at Bordeaux in December 1942. The Raid was carried out on the authority of Combined Operations, Headquarters - headed by the then Captain Louis Mountbatten, Royal Navy. The participants in the Raid were conveyed to the estuary of the Gironde in

Submarine HMS TUNA (Lieutenant R P Raikes, Royal Navy. Of the ten Royal Marines who took part in the Raid eight were either drowned or were executed by the German authorities and only two (Major 'Blondie' Haslar and Marine 'Bill' Sparks) survived to escape and return home – assisted throughout their escape by ordinary French citizens (i.e. not members of the Resistance) at severe risk to their own lives.

The Project was started in earnest in March 2009 at an inaugural Meeting at the Royal Marines Museum at which I represented the Submariners Association. Involvement of the Submariners Association proved to be a very valuable contribution as, although serving and retired Submariners made only a modest

contribution to the overall cost of the Project, it provided a spur to other organisations and individuals who provided the bulk of the funding.

The Lunch brought together many people associated with the Memorial – situated at the Pointe du Grave and included descendants of the Cockleshell Heroes, the Crew of HMS TUNA, French civilians and Resistance members who assisted the escaping survivors of the Raid. It also included many of the main subscribers and contributors to the Project – especially the Royal Marines Association but, particularly, Francois Boisnier and Erick Poineau of 'Frankton Souvenir' – the French end of the Project without whose tireless efforts the Project could not have succeeded.

*Report by Barrie Downer*

### THE LIEUTENANT COMMANDER IAN MOLYNEUX PRIZE

On Friday 23<sup>rd</sup> of March 2012, a short Ceremony took place at the Astute Training Facility (ATF) at Faslane.

The event was for the inaugural presentation of the "Lt. Cdr. Ian Molyneux Prize". It also included the renaming of the Training Room as the Lt. Cdr. Ian Molyneux Room.

Those in attendance were addressed by the Captain Faslane Flotilla, Captain P. Buckley. After a short speech, the Captain then invited Mrs. Gillian Molyneux to unveil a Plaque of her late husband, whose life was cut short so suddenly, during the shooting incident on HM Submarine ASTUTE.

Mrs. Gillian Molyneux than also addressed very eloquently those present, and expressed her thanks to The Royal Navy.

Captain Phillip Buckley also announced that Lt. Cdr. Ian Molyneux has been awarded a posthumous George Medal. This concluded the ceremony in the Training Room, now the Lt. Cdr. Ian Molyneux Room.

Some of those in attendance were:

Mrs Gillian Molyneux

Admiral Sir Mark Stanhope, GCB, OBE, ADC - First Sea Lord

Rear Admiral Ian Corder - RASM

DRASM

Captain P Buckley – Captain Faslane Flotilla

Admiral Sir James Perowne, KBE - President, Submariners Association

Commander In Breckenridge - CO HMS ASTUTE + Crew members

Commander Peter Green - CO HMS AMBUSH + Crew members

SMQ Trainees

Members of Submariners Association (West of Scotland Branch)

*This information - which was circulated to Branch Members - was provided by Ron Reitveld (West of Scotland Branch) who said 'I am sure the presence of Submariners Association Members at this Ceremony was greatly appreciated and again a poignant reminder of the spirit, dedication and togetherness in the Submarine Service'*

### AWARD OF GEORGE MEDAL FOR SUBMARINE GUN RAMPAGE OFFICER

*From the North West Evening Mail Friday, 23 March 2012*

A ROYAL Navy officer murdered trying to stop a sailor carrying out a gun rampage aboard a Barrow-built submarine has been awarded one of the highest medals for bravery. Lieutenant Commander Ian Molyneux receives a posthumous George Medal – second only to the George Cross – for attempting to tackle Able Seaman Ryan Donovan as he ran amok on HMS ASTUTE while it was docked in Southampton.

His widow Gillian said she felt "extremely proud and humbled" to know that her husband's "remarkable bravery" has been recognised. Lt Cdr Molyneux, 36, a father of four from Standish, Wigan, tried to disarm Donovan after hearing shots on board the submarine on April 8 last year, but was shot in the head. The gunman was then wrestled to the ground by Southampton City Council's leader Royston Smith

and chief executive Alistair Neill, who were visiting the submarine at the time.

In a letter to Lt Cdr Molyneux's widow, First Sea Lord Admiral Sir Mark Stanhope said: "In giving his life to save others Ian demonstrated courage of the highest possible order. His selfless actions displayed incredible presence of mind and singular bravery." Mrs Molyneux said: "On behalf of myself and our children, I wish to express how extremely proud and humbled we all feel to know that Ian's remarkable bravery has been recognised with such a prestigious award. "Ian is so desperately missed, but his memory will live on through his four beautiful children and in the hearts and minds of all who knew him."

Donovan was jailed for at least 25 years in September for murdering Lt Cdr Molyneux and attempting to murder Lieutenant Commander Christopher Hodge, Petty Officer

Christopher Brown, and Chief Petty Officer David McCoy.

Council officers Mr Smith and Mr Neill have also been awarded the George Medal in the Civilian Gallantry List today for their heroic actions in grabbing the gun from Donovan. They both believed the submarine was under terrorist attack and

that the sailor would continue to fire until he ran out of ammunition. The civic leaders managed to pin Donovan to the floor and fought to restrain him. Mr Neill was injured in the struggle but managed to hold on to the gunman until military police officers arrived at the scene.

### MESSAGES

#### FROM THE SUBMARINE MUSEUM

A Report from Ted Hogben

At the end of March I attended the Submarine Museum Trustees Meeting as the Submariners Association representative and I have to tell you the ALLIANCE Refit is some weeks behind schedule due to problems with the civil engineering work. That phase is now complete and it is hoped the time lost can be recovered. Torbay Block requires considerable work to render it fit habitation and work to be conducted therein. A new boiler, complete central heating system and making the building waterproof is required urgently. Completing this work has to be weighed against how long we will need Torbay Block for as it is mooted that some services and staff may move to the Dockyard under the Royal Navy Museum re-organization.

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#### HMS OCELOT 50

Fifty years ago the last warship built for the RN at Chatham Dockyard was launched. That warship was HMS OCELOT. 12<sup>th</sup> May 2012 is 'Ocelot 50 Day' and the Dockyard will be holding a full day of celebrating the Submariner and Submarines. The Medway Branch will have a Stand aimed at recruiting new Members to the Submariners Association and, with the Marketing Manager of the Museum alongside we hope to "sell" the Submarine Museum and the ALLIANCE Appeal to the attending public. Hope to see your familiar faces in Chatham on the 12<sup>th</sup> May.

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#### 62<sup>nd</sup> MEMORIAL SERVICE FOR HM S/M TRUCULENT

The Service was held on Saturday 14<sup>th</sup> January 2012 at the St. George's Centre Chatham, Kent. It was decided to have the Ceremony on the nearest Saturday to the 12<sup>th</sup> of January, which is the actual anniversary, to give those who are working on weekdays more opportunity to attend the service.

We were blessed with fine weather which made it easier for members of Submariners Associations and members of Royal Navy Associations and friends and families of those who lost their lives on that fateful day 62 years ago to be able to attend the service. Sixty four Naval and Dockyard personnel were lost in the collision and we also remember five crew members of an Avro Lancaster from RAF Coastal Command RAF Kinloss who were lost while taking part in the rescue operation.

The congregation numbered more than 220 and there were 27 standards representing Submariners Association,

Royal Naval Associations, Merchant Navy, The Royal British Legion, Sea Cadets, Royal Air Force Association and Royal Naval Reserve. Thank goodness the various standard bearers talk to each other as the Secretary, (me), forgot to send the invitations to all the Associations. We had too many standard bearers to stand at the front of the church as they normally do so our Submariners National Standard bearer, Trevor, split them into two groups with half by the TRUCULENT Memorial plaque and half at the front of the congregation. The Sea Cadets, as always, did a grand job in manning the entrance door, car parking and assisting visitors.

Our guests of honour were The Worshipful Mayor of Medway Councillor Ted Baker and his lady wife Sylvia.

The service was conducted by Rev. Alan Boxall and Rev. Gordon Warren RN. The first lesson was read by the worshipful Mayor of Medway, Councillor Ted Baker. The second lesson was read by Lt. Catherine Fearon RNR. Unfortunately Medway Towns Submariners Association President Steve Diamond was not well enough to attend the service so Colin Jones (Medway Towns) read 'The Watery Grave'. A very interesting and poignant sermon was given by Rev. Gordon Warren RN. 'We are Submariners' was read by our branch Vice President Ted Hogben. The Submariners Prayer was read by Rev. Alan Boxall. We were very lucky to have an organist who played at the tempo we Navy types like to sing at, so every hymn was sung with gusto and in time.

The standards all fell in around the HMS/M TRUCULENT Memorial plaque and the ACT OF REMEMBRANCE was read by Bill Vowden - A Branch member. The LAST POST was sounded without fault by Royal Engineers bandsman, Scott. There was 2 minutes silence followed by Reveille (also played without a missed note).

Our Branch Chairman Archie Watt, who, as always had taken care of the arrangements for the Memorial service, co-ordinated the wreath laying by his Worship The Mayor, Medway Towns Submariners Association, Mr. Fred Ellis and Mr. Fred Henley (A survivor of the incident). The Blessing was given by Rev. Alan Boxall and the National Anthem was played by the organist.

All present were then invited to partake of a tot or two, wine or soft drinks and to help themselves to a sumptuous buffet which was provided by the ladies of the branch and our tame chef David Scott (branch member) and his serving submariner son Simon Scott. (also a Branch member). Tea and coffee was also available. The ladies of the branch also undertook the arduous work of clearing up when glasses, cups and plates were finished with. Behind the five long tables of food, on a raised platform was a large model of a submarine which was made and displayed by Ernie Weeks (A Branch member).

Bill Vowden our resident artist who did the original painting, from which the prints on the Branch invitation and Christmas cards were made, had a number of tables on which a number of his fine paintings for sale were displayed.

*The Medway Towns Branch wish to express their thanks to all who attended the service, some from great distances, and the very generous contributions to the Truculent Memorial Fund box.*

Yours aye, Derek Grant (Secretary, Medway Towns Submariners Association)

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### FROM THE EDITOR

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Can I say a big thank you to all those Members who responded to my request in 'In Depth No. 35' for 'Commissioning Crew' Lists? I have so far received from Members about 20 lists from both 'First Commissions' and some subsequent 'Commissions' of both 'Diesel' boats and 'Nuclears' taking my total up to approximately 40 Crew lists currently held.

I am looking for Crew Lists for all Classes of Boats. I need the lists for the 'First Commissions' of RENOWN, CHURCHILL, COURAGEOUS, TRENCHANT, VANGUARD, VICTORIOUS, VIGILANT & ASTUTE, also for the 'First (and only) Commission' for UNA, URSULA and UNICORN. Any 'Crew List' for any 'Commission' of any Submarine will be helpful.

'Commissioning Lists' for RAN & RCN Submarines are also welcome. Any original copies loaned will be 'copied' and returned.

Barrie Downer

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### TREASURE AT VILLAGE FAIR

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Is it time to sort out all those Submarine Badges and get them valued?



The Daily Telegraph of 27<sup>th</sup> March had a report that:

'The nameplate for HMS TALLY HO, a Second World War submarine, bought for £90 at a fair has been valued at £10,000.'

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### HMS PORPOISE BUILD AND COMMISSIONING

*Extracts from 'Aft through the Hawsepipe' by kind permission of Commander Bryan Smalley, RD, DL, RN*

My first submarine was ACHERON (C.O. Lt. Fieldhouse in his first command). At the end of ACHERON's commission John Fieldhouse recommended me to become the navigator of PORPOISE.

'As the first operational submarine to be built since the war, the new PORPOISE was naturally an entirely new class of submarine. She was the second submarine to bear the name. The first PORPOISE was a minelayer built by Vickers Armstrong and launched in August 1932. She carried out a number of successful patrols in the Mediterranean in the early 1940s in which she sank 7 enemy vessels which earned her ship's company 1 DSO, 2 DSCs, 4 DSMs and 5 Mentions in Dispatches. She was then moved to the Far East where she was bombed and sunk by Japanese aircraft in the Malacca Straits on 16<sup>th</sup> January 1945. She was the last British submarine to be sunk in World War II.

There was natural concern right up to Admy. Board level that PORPOISE's building programme should be a success, and to achieve this FOSM established the 'Porpoise' Class Submarines (Building) Group in April 1956 based at Barrow. Cdr. James Pardoe was the Commanding Officer. Others in the Group were Lt. Cdr. Roger Presley and Lt. Cdr. John Grove together with a number of senior Chief and Petty Officers. Eight submarines were to be built: three at Barrow, three at Cammell Lairds (Birkenhead), and two at Scott Lithgow's (Glasgow). Whilst looking after PORPOISE at Barrow, members of the Group made regular visits to the other two yards. John Grove had also been appointed to take over as Electrical Officer of PORPOISE. Roger Presley was already in post as the Engineer Officer. As the boats progressed Lt. Cdr. Mike Collis joined PORPOISE whilst Roger Presley remained with the Building Group until it disbanded. PORPOISE had been launched in April 1956. She was named by Mrs Luce, the wife of Rear Admiral J.D. Luce, the Naval Secretary to the First Sea Lord. The second submarine of the class, *RORQUAL*, had also been launched before I arrived in Barrow. When I joined, Lt Basil Whitecross had been appointed as First Lieutenant and Sandy Woodward as Torpedo Officer (Third Hand).

Soon after I arrived at Barrow I was sent back to DOLPHIN to join TABARD as an extra hand. We did 'a trip up North' off Murmansk, followed by a second one in the Southern Baltic off the Russian coast. We returned to DOLPHIN and I returned to PORPOISE in Barrow. I arrived back on 4 July to find that a new CO, Lt. Cdr. Brian (Nobby) B.W.M. Clarke had taken over command on 13 March.

Now that I was back at Barrow my task was to learn about the intricacies of PORPOISE's systems and oversee its building programme as far as my responsibilities as navigator and communications officer were concerned.

A civilian shipbuilding yard has a number of marked differences to a naval dockyard. Vickers was an enormous yard. In addition to PORPOISE they were also building, two more 'Porpoise' class submarines; the submarine EXCALIBUR; the aircraft carrier HERMES, an oil tanker and a number of other craft. The PORPOISE officers had a small office in the yard which we could use for perusing drawings, dealing with correspondence (of which there was a great deal), and holding countless meetings. As well as training ourselves in all the new systems, the senior and junior ratings were also learning the

systems and were converting the ship's drawings into diagrammatic form for printing in the 'Porpoise' class handbook for use at DOLPHIN by those being trained in the PORPOISE systems. Very often they would discover design errors and we would then talk these through and propose modifications to the constructors based at Bath and with Vickers' managers.

The building work was progressing slowly. The slow progress was not always the shipbuilder's fault. As the submarine was being built, alterations and additions were periodically being approved by the Admiralty and where possible the shipbuilder incorporated them into the programme. But eventually the shipbuilders could only incorporate the modifications if they were given additional time for completion of the building programme. This process leads to the inevitable consultations and bargaining until the Admiralty declares a moratorium after which no more modifications are accepted.

Although the submarine was not yet complete certain systems were ready for testing. The engines and generators were ready and trial runs were undertaken. The propulsion system was a completely new concept in PORPOISE. Previously most British boats used the 'direct drive' system. These boats had twin propellers with an engine on each side of the submarine. The engines at the forward end of the engine room were connected by means of engine clutches to their motors. The motors were connected by means of tail clutches to the propeller shaft which passed through the pressure hull by means of hull glands. This gave a variety of propulsion and battery charging combinations which would meet all the submarines requirements. To propel the submarine through the water by the engine both the engine clutch and tail clutch would be engaged. To propel the submarine by means of the main motor, the engine clutch would be disengaged and the tail clutch engaged. In harbour, when it was necessary to charge the battery, the engine clutch would be engaged with the tail clutch disengaged and the main motor would then be used solely as a generator. This was a system which had proved thoroughly reliable over the years and in which submariners had great confidence. There had been some modifications in this traditional system in the 'T' conversions of which TABARD was one.

The system in PORPOISE was described as 'diesel-electric'. Each engine was connected to a generator as a completely separate system, and a motor was connected to the propeller as another completely separate system. The arrangement was duplicated with one system to port and the other to starboard. The Navy had made a decision some time earlier to make their submarines as quiet as possible. The diesel-electric system was a step in that direction. Noise reduction was further enhanced by mounting the diesel engines on flexible mounts. When we eventually tested the propulsion system it was found that our submarines were significantly quieter than our American counterparts.

The engine was a completely new design known as the 'Admiralty Standard Range - One' (ASR1). The 16 cylinder engines were all built in Chatham Dockyard. The smaller cylinders made the submarine even quieter.

Not only were John Grove and Mike Collis highly competent technicians, they were also resourceful in resolving problems, although Mike's expertise was tinged with eccentricity. One of the most serious design defects was with the governor which controlled the engine speed. Occasionally it would fail completely and allow the engine to increase to a speed which could damage the engine. The engine could then only be stopped by cutting off the engine's fuel supply. Mike Collis designed a new governor. This became a standard fitting and Mike received an award from the Herbert Lott Trust Fund which had been established to make awards for people who make exceptional contributions such as Mike's.

John Grove also received the same award. This was for his work on the Automatic Hydroplane Control Gear, 'George' which had been fitted in TABARD but rarely used because of its unreliability. John's solution was simple. The system required an input to tell 'George' the accurate depth of the submarine. This was achieved by measuring the outside water pressure. But the sea water pressure pipe was led horizontally from the control box through the pressure hull to the sea. Every time the submarine rolled in heavy seas 'George' would record this as a depth change. John Grove arranged for the sea water inlet to be moved to the keel where the submarine's rolling would have least effect. The problem was resolved.

We had another problem in the engine room. The older boats had much slower engine revolutions creating tolerable noise at a lower frequency. The ASR1s at high speed created high frequency noise making it almost impossible to hear anyone speak and therefore pass information or orders to others in the compartment. John Grove talked to the Naval Constructors at Bath about the problem and discovered that aircraft carriers were now being fitted with magnetic loop circuits, noise cancelling microphones, and radio receiver fitted ear-muffs. With John's personality he easily enlisted 'a splendid fellow in Bath' who knew where the equipment was being produced. This chap put him in touch with someone who 'was a good chap to talk to'. The work was being done at a Naval laboratory, (probably in West Drayton). The aircraft carriers' requirement was to enable good communications to be available on a noisy flight deck, which was identical to our problem. The contact in the laboratory was very helpful and willingly gave John a noise cancelling microphone, a receiver fitted ear-muff, and a short description of how to rig a simple magnetic loop circuit. His final words to John were: 'Try not to let the powers that be know what you are up to.' With Vickers help, John set-up a magnetic loop circuit with the microphone and ear-muff supplied and it worked very well. John believes that we could never have completed harbour and sea trials safely without the loop. The secret was kept by all who knew about it until our acceptance trials. FOSM had a representative on board who sent a very enthusiastic signal to his Lord and Master (FOSM) and copied the signal to the world and his wife! The net result was that John received a mild rebuke from FOSM and very nice private letter from him saying 'splendid work - Bravo Zulu!' We heard later that the unfortunate man who had given John the equipment was sacked. The loop system is now widely used in public halls and churches.

Mike's interests were far wider than engineering. He decided that PORPOISE needed a motto. The previous PORPOISE, having been a minelayer, had an unsuitable motto so Mike decided to start from scratch. Mike went to the library and found that '*ludo, luderè*' meant 'play, gamble or gambol'. He suggested that the motto should be '*ludo cum mortis*'. (I gamble/gambol with death'). This was rejected on the grounds it was too macabre. He then suggested '*ludo cum fortuna*' (I gamble/gambol with fortune). This suggestion went to FOSM for approval. There was a better Latin scholar than any of us on FOSM's staff who pointed out that it was grammatically incorrect, and it became '*Cum fortuna ludo*'. Submariners play a ferocious game of

ludo at sea which they call 'uckers'. The crew changed the motto's translation to 'lucky at uckers' or 'come for a game of uckers'.

My job was to ensure safe stowage of all the confidential books and communication equipment as well as the charts and navigational apparatus. My responsibilities were clearly less demanding than John or Mike's. I bought my first car in Barrow. It was a Morris 'E' type which I bought from Tommy Entwistle for £72 – a Vickers design draughtsman.

Although Tommy had designed a number of things in the 'Porpoise' Class submarine, we always knew him as the designer of the interlock system of the garbage ejector. One of the problems when on patrol in a submarine was how to get rid of all the rubbish, known as 'gash'. During the war submarines had to surface at night to charge the batteries and whilst doing so the gash would be thrown over the side. But this was potentially dangerous because if the gash floated it might give away the submarine's position to the enemy. We were now able to charge our batteries whilst dived by means of the snort system. Gash ditching experiments had been made by placing the gash in a large bag and firing it from the torpedo tubes. But the disadvantage was that a torpedo had to be withdrawn from a torpedo tube to make space for the bag. It was obvious that a separate tube was required for the ejection of gash.

The garbage ejector which evolved was a small tube about a foot in diameter which pointed downwards. It had an inner and an outer door. It was necessary to have fool-proof interlocks to prevent both doors being opened at once. The gash was ejected by pumping water into the top of the tube thus forcing the gash out. No air would float to the surface and give the submarine's position away and if properly weighted there would be no tell-tale signs of garbage on the surface. It was Tommy Entwistle's interlocking system which made it impossible to open both doors at the same time so that the equipment was perfectly safe.

Whilst the officers of PORPOISE were keen to complete the building programme, so were the officers of EXCALIBUR, the second of the HTP driven submarines with Lt. Cdr. Phil Wadman in command. The Admiralty had decided that EXCALIBUR should have priority over PORPOISE so she commissioned at the beginning of October '57 and consequently came out of the builder's yard before us.

PORPOISE soon progressed to the stage where we were able to take the submarine to sea on her last trial before acceptance. We were to go up to the Clyde for about a week. Brian Hutchings had taken over command from 'Nobby' Clarke. Each officer checked, and double checked, those things for which he was responsible until we felt confident to report to the captain that we were ready for sea. Then we went ashore to our digs as arranged to allow the contract caterers on board to store for a week's trials. The caterers were from Glasgow and were quite used to taking larger ships down the Clyde on acceptance trials, but submarines, with their limited space, were a different matter altogether. We were to take over a hundred people on board, and the caterers had calculated, using a simple formula of a hundred people (times) four meals a day (times) two pints of beer (times) seven days, plus an extra twenty five per cent for error, and so on. When we got down to the boat next morning we could hardly get on board. I went to my radar office where the Decca control panel was sited and I couldn't reach it because the compartment was full of beer crates. I managed to switch it on by using a broom handle which I poked between the beer crates. When Brian Hutchings came on board expecting the usual string of reports from his heads of departments that all was ready for sea, he received instead a litany of reasons why the submarine wasn't ready for sea. Captains aren't used to this. In addition to the beer and the food stacked in every conceivable compartment there was also a large amount of dirt and detritus in the bilges. If we had gone to sea in this state and there had been a leak, the water would have collected in the bilges and would soon have soon blocked the strainers to the pump suction pipes preventing us from pumping the bilges dry. Brian Hutchings refused to take the submarine to sea which caused a furore at the top levels of Vickers' management. But they knew that the captain was right, and by the next morning's tide we had the bilges clean and the victualling stores reduced to a sensible level and we were off on our acceptance trials.

The reason we had so many of Vickers' men on board was that sea trials had become a trade unionists' bonanza. The men were paid for all the time on board, whether working or not, and this led to massive amounts of overtime. In addition there was an allowance for danger money, and by the time you added allowances for separation and living in cramped conditions and any other allowance the unions could think of, this was an opportunity not to be missed. Most of them didn't do a stroke of work. In the days when submarine hulls were rivetted together it was necessary to take a couple of caulkers along in case any of the joints leaked. PORPOISE had an all welded hull and there was nothing for the caulkers to do, but they came along nevertheless.'

After we had completed the trials we returned to Barrow to complete the final touches. Lt. Norman Brookhouse joined us at the end of March to act for the time being as fifth hand. The Navy accepted PORPOISE on 16<sup>th</sup> April and we held our commissioning ceremony the next day.

After the commissioning ceremony (17<sup>th</sup> Apr 1958) we sailed for Faslane to join the 3rd Submarine Squadron. By this time the 3rd Squadron had moved from Rothesay because of the inconvenience of not being on the mainland.

The new PORPOISE incorporated all the experience gained from wartime operations; trials with surrendered U-boats, and the British 'T' conversions. PORPOISE's two batteries were linked in series to give 880 volts for short bursts of high speed. Her range on the surface was 9,000 miles. The armament was Mark 8 and Mark 20 torpedoes. The most innovative piece of equipment was probably the 186 sonar. Low frequency sound travels much greater distances through the water than high frequency sound, but to detect low frequency sound it is necessary to have a much larger transducer to receive it. This problem was overcome by having a series of small transducers spread along the length of the hull. These were connected together electronically thus forming one transducer tens of feet in length. Its disadvantage was that the submarine had to go round in half a circle to sweep round the whole compass radius, but it was a major step forward in detecting targets at long ranges.

### “Voices from the Deep – Submarine Poetry An Anthology”

“Voices From The Deep - Submarine Poetry – An Anthology” was commissioned by the National Management Committee. This anthology of submarine related poetry contains some 150 poems which have been categorised and collated into distinct sections and in some cases the authors researched to give a more complete collection. It is bound as a soft back A5 book. Whilst not pretending that it identifies all such poems it does include most of those which will be well recognised. In many cases it has not been possible to identify the original

poet – in fact some items have become ‘Traditional’ or ‘anon’ and appear in several different versions. The poems are of such a quality that Admiral the Lord Boyce, having reviewed a draft was more than happy to pen a foreword to the book.

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The book can be ordered from Dave Barlow or Barrie Downer (see front page for contact details) for £5.00 + P & P per copy. Please make cheques payable to “Submariners Association”.

### Dive, Dive, Dive – Barrow Built Submarines.... The Best



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

sophisticated Nuclear powered Submarine of the 21<sup>st</sup> Century.

The Book contains 66 plates covering all Classes of Submarine built in Barrow together with a number of Submarines built for other countries, twelve ‘Decade’ paintings reflecting the products - other than the Submarine - produced by the Shipyard over that same period and a further ten plates of ‘Miscellaneous’ paintings of Ships, Submarines and topics related to the Barrow Shipyard. This hard back product with the Painting Plates on the right hand pages with associated information on the left hand pages.

The initial print run of 400 books has sold out and of a second print run of 100 only 60 remain

The book is now available at a reduced price of £19.50 per copy (UK P & P £5.00). Overseas P & P – price on application.

To obtain your own copy contact Submarine Heritage Ltd - [tps@submarineheritage.com](mailto:tps@submarineheritage.com) (Tel 01229 820993 or 07900 920385) or Barrie Downer [barrie@downer55.freemove.co.uk](mailto:barrie@downer55.freemove.co.uk) (Tel 01229 820963)

### HMS AMBUSH ON THE SHIPLIFT

Steve Kenny a Barrow based artist who works in the BAE Shipyard at Barrow has produced a painting of HMS AMBUSH on the Barrow Ship Lift immediately after ‘Roll Out’ and prior to Launch.

The painting has been professionally scanned and ‘Limited Edition’ Prints (600-mm x 400-mm) of Steve Kenny’s painting (shown below) are available at £45.00 each. Only 150 Prints are available.

Profits from sales of the Prints are to be shared equally between Steve’s chosen charity (Ostley House – Dementia Unit) and the Barrow in Furness Submarine Heritage Centre funds.



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

To obtain your own copy of the AMBUSH Print please contact Steve Kenny on 01229 873324 or Barrie Downer on 01229 820963 (E Mail [barrie@downer55.freemove.co.uk](mailto:barrie@downer55.freemove.co.uk)) or Terry Spurling on 07900 920385 (E Mail [tps@submarineheritage.com](mailto:tps@submarineheritage.com)) Cheques for £45 should be made out to 'Limited Editions' – for P & P add £2.50.

### LETTERS AND E MAILS TO THE EDITOR

Date: 24/03/2012  
Name: Mick Inshaw  
Email Address: [m.inshaw@lineone.net](mailto:m.inshaw@lineone.net)  
Comments: Hi to all. The following was sent to me. If anyone knows this chap's whereabouts please contact Mick Inshaw at [m.inshaw@lineone.net](mailto:m.inshaw@lineone.net) I will pass onto lady concerned.

Thank you for replying. I was hoping that someone may have known my father, John Black Mackenzie P/MX 885121 or even heard of him. I have been trying to find anything out about him as have lost contact with him, since the seventies - my parents divorced by then. To put your mind at ease - no fault of my father. My mother died last year so I feel that looking for information would not cause concern for others. The last address we lived at was Hillsea naval housing. Will understand if you think you no longer want to be in contact with me - assure you no bad feelings with my father on both sides. Therefore would you be able to ask anyone at your Association meetings?

Date: 13/03/2012  
Name: Donald Hollingsworth  
Email Address: [donaldh53@hotmail.com](mailto:donaldh53@hotmail.com)  
Comments: Would like to acquire the names of the submariners who attend the H.L. Hunley memorial here in Charleston. It was a very enjoyable experience to meet these fine gentlemen. I believe there eight all total. They were a credit to their organization as well as their country.  
Thanks, Donald Hollingsworth  
Fort Johnson Camp # 1201  
Charleston, S.C. 29412

Date: 12/03/2012  
Name: Julie Tavola  
Email Address: [jtavola@btinternet.com](mailto:jtavola@btinternet.com)  
Comments: Looking for information on my Uncle Dennis William Rawlings, born in Reading, Berks in 1925, and who served on submarines during part of WW2. I don't know which vessels he served on but I know he was sunk twice, once in the Indian Ocean at which time he was wounded. I would be grateful for any information on Dennis or any clues to websites or organisations where I can find out more

Date: 19/02/2012  
Name: Isobel Smith  
Email Address: [lizzy\\_s@hotmail.co.uk](mailto:lizzy_s@hotmail.co.uk)  
Comments: Hi, I am trying to locate ex-submariner Reggie Hilary. I met him in the early 60's and he was very friendly with the "Smith" family from Glasgow

Date: 14/02/2012  
Name: ian parkinson  
Email Address: [bloik1964@gmx.com](mailto:bloik1964@gmx.com)  
Comments: Hi, My father was George H Parkinson. He was a submariner from around 1939 until 1971. He was a Chief Electrician and then a PO. He served on T class boats. I want to hear from people who may have served with him - or any info actually.  
Thanks, Ian Parkinson

Date: 09/02/2012  
Name: Bob Bragg

Email Address: [bob.bragg1@ntlworld.com](mailto:bob.bragg1@ntlworld.com)  
Comments: Myself and some of the other crew members are still looking for others, of the first commish of S/M OCELOT to join us for our yearly weekend. 13 of us so far. This year were at Chatham to take in the 50 year celebration of Ocelots launch 11-5-2012 to 14-5-2012 staying at the King Charles Hotel, Gillingham. Anyone interested any rank or rate contact Bob Bragg 01473 404336 Billy Defurey 01274 400194 John Wakelin 01255 424101 Pete Griffin 01482 798021 Spike Hughes 01204 412927 Jess Horton 01522 682221

Date: 07/02/2012  
Name: Mick Briscoe  
Email Address: [mickbriscoe@gmail.com](mailto:mickbriscoe@gmail.com)  
Comments: Ex LRO served in Otus, Acheron and the final commission in Andrew

Date: 03/02/2012  
Name: Bob (Natty) Head  
Email Address: [bobhead737@yahoo.co.uk](mailto:bobhead737@yahoo.co.uk)  
Homepage: <http://submariners-spain.yolasite.com/meetings.php>  
Comments: Programme for the Annual General Meeting of the España Levante Branch, Submariners Association, Benidorm Spain, 20<sup>th</sup> to 22<sup>nd</sup> April 2012.  
1. Friday 20<sup>th</sup> April 2012  
18:00 Meet for drinks in the Bar of the Regente Hotel  
21:00 Meet in bar of Regente then "hit the town".  
2. Saturday 21<sup>st</sup> April 2012  
13:00 Meet for drinks at the "Showboat".  
14:00 Annual General Meeting of E.L.S.A. held at the Showboat, Benidorm  
19:30 Pre dinner drinks at the Showboat.  
20:00 Annual Dinner held at the Showboat followed by Cabaret.  
3. Sunday 22<sup>nd</sup> April 2012  
11:00 Farewell drink in the bar of the Regente Hotel.  
Notes:  
a. The Showboat is situated close to the Benidorm Palace. The address is Avenida Severo Ochoa N° 7, Benidorm  
b. The Regente Hotel is close to the Showboat. They will take booking for one night for those that only wish to stay on the Saturday. To book go to the [www.medplaya/hotels/regente](http://www.medplaya/hotels/regente) website. Most other sites do not give the 'one night only' option.  
c. The menu for the annual dinner will be circulated closer to the date of the meeting.  
If you are in Benidorm that week-end, look us up lots of tots and Queens (the bubbly type) not the Royal Yacht type given away.  
Bob Head

Date: 15/01/2012  
Name: Marcin, Warsaw, Poland  
Email Address: [m3\\_wozniak@wp.pl](mailto:m3_wozniak@wp.pl)  
Comments: Hi, I look for all about British submarine cruiser X 1 (scheme, pictures etc.). I want to build model of this ship

Date: 13/01/2012  
Name: Stephen Lynn  
Email Address: [kelly.lynn86@gmail.com](mailto:kelly.lynn86@gmail.com)  
Comments: Hi to all, I'm trying to refresh the search for anyone who knew my father John Lynn who served on the subs

ORACLE, OCELOT, OSIRIS and WALRUS between 1970 and 1980. I started the original search in the summer of last year. I made contact with Andy Clarkson and Peter Conway who I've now lost contact with due to me and my wife moving. Any information is greatly welcomed no matter how big or small. My father passed away in 1991 when I was a toddler I would be grateful for any stories or photographs. My telephone number is 01227 657 247. If there is no answer please leave a message on the answer machine  
Many thanks  
Stephen Lynn

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Date: 08/01/2012  
Name: Robert Drew  
Email Address: [rdrew\\_tsblackswan@btinternet.com](mailto:rdrew_tsblackswan@btinternet.com)  
Comments: It is with great sadness that I report the passing of Kenneth J Edwards (Bungy) - ex Charge Chief in HM Submarines after a short illness. Ken was diagnosed with a brain tumour late 2011. His passing was peaceful. Bungy served for most of his submarine career in HMS RENOWN, joining at Birkenhead on the Navigation section as an REM1 and I think he did one tour in another boat once he had completed his 'Mechs' course at HMS Collingwood. I understand from his daughter that he wishes his ashes scattered at sea. Ken and I were school mates and in the Sea Cadets together we were life long friends, R.I.P mate.  
Robert Drew ex POMA (O)(C)

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Date: 04/01/2012  
Name: Ivan Johnston  
Email Address: None  
Comments: From Ivan Johnston ex PO. Does anyone know if Captain D.G. Kent who was my skipper on HMS PLYMOUTH was the same person who was a submarine skipper during the war on the FE station? (He later became an Admiral). Comments would be appreciated!

Date: 28/12/2011  
Name: Joe Whittaker  
Email Address: [joe2you2joe@hotmail.com](mailto:joe2you2joe@hotmail.com)  
Comments: My late father, Ed Lofty Whittaker, served in the Andrew from 1937 to 1950 as a Tiffy via HMS CALEDONIA @ Rosyth serving on minesweeper trawler RADNOR CASTLE then RAMILLIES, DEVONSHIRE and for him his favourite ship HMS VIDETTE - on North Atlantic Convoys including the epic ONS5 - see Michael Gannon's book 'Black May' or Ronald Seth's 'Fiercest Battle'. I was born in 1951 in Plymouth and remained there until 18 when University and work took me away to Exeter then via a spell in St Austell to NW Kent. My parents continued to live in Plymouth throughout so regular visits to Plymouth have continued to keep me in touch with 'the Andrew' / 'the Mob'.  
One of my interests is folk song and it has heartened me greatly that the recording of the late Cyril Tawney are now being released in CD Format. Cyril after his Artificer Apprenticeship became a submariner serving in the RN from 1946-1959 when he bought himself out to become a professional folk singer - he still holds the record as the longest serving folksinger to this day on the UK scene. Cyril was a fine writer and singer of songs which included many related to the RN and the submarine service and many will remember the likes of 'Grey Funnel Line', 'The 'Oggie Man', 'Sally Free and Easy', 'On a British Submarine', 'Diesel and Shale', 'Chicken on a Raft' and for those reading this who have not been exposed to Cyril's songs he comes HIGHLY RECOMMENDED by everyone in the UK Folk fraternity.  
Several CD's are available through Cyril's wife Rosemary on [www.cyriltawney.co.uk](http://www.cyriltawney.co.uk) or 10 Sivell Place, Heavitree, Exeter. Devonshire EX2 5ET Telephone 01392 426055 E mail: [tawney@btinternet.com](mailto:tawney@btinternet.com) or via Talking Elephant Records [www.talkingelephant.co.uk](http://www.talkingelephant.co.uk) Email: [info@talkingelephant.co.uk](mailto:info@talkingelephant.co.uk) - 8 Martin Dene, Bexleyheath, Kent DA6 8NA Telephone 020 8301 2828.  
PLEASE NOTE :I have only a personal interest in having Cyril's music heard by a wider audience and no commercial or profit interest in writing the above

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## OBITUARIES

### LIEUTENANT COMMANDER JOHN PETER ANGELL, MBE, DSC

*John Peter Angell died at the age of 92 on 18<sup>th</sup> February 2012.*

John Angell (who preferred to be called Peter) was born on 7<sup>th</sup> Oct 1919 and joined the Royal Navy as a Special Entry Cadet in 1937 and trained in the Cruiser HMS SOUTHAMPTON. Whilst completing his Lieutenants Courses at Portsmouth in 1940 he was sent to help crew the 'little ships' at Dunkirk. He then served in the Battle Cruiser HMS HOOD and was present during the bombardment of the French Fleet at Mers-el-Kebir. Peter Angell joined Submarines on 30<sup>th</sup> September 1940 when he was appointed to HMS DOLPHIN '*for Submarine Course*'. On completion of training he was appointed to HMS FORTH '*for Submarines*' before returning to HMS DOLPHIN for HMS TORBAY '*as the 3<sup>rd</sup> Hand*' on 5<sup>th</sup> February 1941. This was a very short appointment as, having gone on leave with half the crew on 21<sup>st</sup> March, TORBAY was hurriedly sailed on the following day with a scratch crew from the Depot Ship to join the 'Iron Ring' off Brest to prevent a breakout by GNEISENAU and SCHARNHORST - he never re-joined TRIDENT. On 23<sup>rd</sup> April 1941 he was appointed to HMS TITANIA and, on 30<sup>th</sup> Jun 1941, for HMS TRIDENT '*as the Navigator*'. He then served as the Liaison Officer in the Polish submarine SOKOL in the Mediterranean. In January 1942 he was appointed to HMS CYCLOPS for H43 '*as First Lieutenant*' and after five months he returned to HMS FORTH for HMS SEAWOLF '*as First Lieutenant*' on 15<sup>th</sup> May 1942. Having been recommended for command Peter Angell returned to HMS DOLPHIN on 9<sup>th</sup> November 1942 '*for the Commanding Officer Qualifying Course*' commencing on 27<sup>th</sup> November 1942. His teacher was Commander H F (Boggie) Bone.

Having qualified Peter Angell's first Command was the training Submarine H34 based on HMS CYCLOPS on the Clyde. On 17<sup>th</sup> April 1943 he was appointed to HMS DOLPHIN for HMS SEAROVER '*in Command - standing by whilst Completing*' at the Scott's Shipyard at Greenock on the Clyde. HMS SEAROVER was launched on 25<sup>th</sup> Feb 1943 and completed on 7<sup>th</sup> Jul 1943. After 'working up' and patrols in home waters HMS SEA ROVER was sent

to join the 8<sup>th</sup> Submarine Flotilla at Trincomalee in Ceylon (now Sri Lanka) in March 1944. Peter Angell carried out patrols in the Malacca Straits, off Malaya and off the Dutch East Indies and had a considerable amount of success. In March 1944 he sank two Japanese vessels by gunfire and sank the 2,005 ton SHOBO MARU with torpedoes. In April he sank a coaster north of SUMATRA and in May 1944 he torpedoed and sank the naval auxiliary KOSHO MARU off Penang. Three sailing vessels were sunk by gunfire and scuttling charges in June and July 1944. In October 1944 two more small sailing vessels were sunk in the Flores Sea in October and his last reported sinking was of a sailing vessel off Surabaya, Sumatra in December 1944. HMS SEAROVER was damaged in collision with HMAS BUNBURY on 17<sup>th</sup> December 1944 and returned home after repairs arriving in UK in March 1945. Peter Angell was awarded the Distinguished Service Cross 'for Far East War Patrols' – announced in the London Gazette of 24<sup>th</sup> April 1945.

On 10<sup>th</sup> Jun 1945 he was appointed to HMS DOLPHIN for the surrendered U Boat U-1105 'in Command' followed by an appointment to HMS FERRET IV 'for surrendered U-Boats' on 15<sup>th</sup> July 1945. Peter Angell returned to General Service on 18<sup>th</sup> September 1945 and served in the Minesweeper HMS WELCOME, the Destroyer Depot Ship HMS WOOLWICH, the Training Establishment HMS PHOENIX and then the Aircraft Carrier HMS EAGLE during the Suez crisis in 1956. His last appointment was at the Admiralty in the Naval Equipment Department before he was transferred to the Retired List as a Lieutenant Commander on 16<sup>th</sup> January 1959.

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**VICE ADMIRAL SIR IWAN GEOFFREY RAIKES, KCB, CBE, DSC, DL**

*Vice-Admiral Sir Iwan Raikes, KCB, CBE, DSC, Flag Officer Submarines, 1974-76, was born on April 21, 1921.  
He died on December 27, 2011, aged 90*

Iwan Raikes was an experienced and distinguished submariner. His final appointment in 1974 followed that of his father, Admiral Sir Robert Raikes, who was also Flag Officer Submarines some 38 years earlier.

He entered Britannia Royal Naval College, Dartmouth, in 1935, passing out at the outbreak of war and joining the heavy cruiser SUSSEX as a midshipman. SUSSEX operated in the Indian Ocean protecting Allied merchant traffic and sinking German shipping. She returned home for refit in March 1940 but was bombed in a Glasgow dock; the over-enthusiastic fire brigade capsized her and Raikes was forced to escape in his pyjamas.

Raikes transferred to the battle cruiser REPULSE, taking part in the Norwegian campaign. He volunteered for submarines in 1941, having served briefly in the destroyer BEAGLE on Atlantic convoy duty.

His first submarine was the SEALION, initially commanded by the redoubtable Commander (later Rear-Admiral) Ben Bryant, notable for his three DSOs and the DSC. Under Lieutenant-Commander R. G. Colvin (who was later lost in the Mediterranean while commanding the TIGRIS), the SEALION had a frustrating time being manoeuvred to meet the emergence of heavy German warships out of various ports from Brest all the way to north Norway. Save for the sinking of a couple of coasters, the patrol passed without success. Raikes left her in June 1942 to join the new submarine SARACEN, at that time named P247, captained by Lieutenant (later Captain) M. G. R. Lumby (obituary, February 6, 2002) as the torpedo officer. On SARACEN's first work-up patrol and positioned by signals intelligence, she intercepted the U-boat U335, which was on passage on the surface, and sank her with a full salvo of six torpedoes. There was only one survivor; the captain was seen to raise his arms above his head and disappear.

By November 1943, SARACEN was in the Mediterranean supporting the Allied landings in North Africa when Lumby spotted the Italian submarine GRANITO on the surface and thus became one of only six COs to have sunk two enemy submarines.

By the time that Young left SARACEN in the spring of 1943 to take the commanding officer's qualifying course in the UK, Raikes had so impressed Lumby that he was appointed second in command in his place, aged 22. SARACEN continued operations in the central Mediterranean, sinking shipping and attacking railway trains and tunnels as well as a schooner-building yard. In April, a successful patrol involved the sinking of two transports and a liner, during which the submarine survived a 46-depth charge counter-attack. For his courage and efficiency in this very successful submarine, Raikes was awarded the Distinguished Service Cross.

When Saracen returned to Algiers, Raikes went home for the commanding officer's course, after which he was appointed captain of the ancient training submarine H43. He later commanded the new submarine VARNE, completed in July 1944 and in which he undertook two uneventful Norwegian Sea patrols before the end of the war in Europe. Raikes then took over the VIRTUE in Sydney, New South Wales. VIRTUE was based at Bombay (Mumbai) for anti-submarine training and was sold for scrap at Cochin in May 1946.

After the war, Raikes commanded two further submarines, the TALENT and the AENEAS. He was promoted to commander and from 1953 had a rather more relaxing and highly enjoyable two years in Malta working for the logistics division of the Nato Allied Forces Mediterranean. This was followed by two years as second-in-

command of the cruiser NEWCASTLE in the Far East, enduring 19 months of family separation, normal for the times. On return he commanded the Third Submarine Squadron and was promoted to captain. His next command, a frigate squadron from the frigate LOCH INSH, involved him taking part in one of the more effective expressions of British sea power since the Second World War the thwarting of Iraq's claim in July 1961 under Abd al-Karim Qasim to the newly independent Kuwait, at that time the source of 50 per cent of Britain's oil. Royal Marines landed from the commando carrier BULWARK were the first to arrive, backed by tanks from the local amphibious squadron, the large carrier VICTORIOUS and several minesweepers escorted by numerous destroyers and frigates.

With army and RAF reinforcements Britain garrisoned Kuwait until October, when the Arab League took over protection. On Gulf patrol, LOCH INSH salvaged the Spanish tanker MEQUINEZA, Raikes eventually receiving the habitually mean award of Admiralty salvage money.

After an Admiralty tour on the naval staff, Raikes was sent in 1965 out to Singapore as the director of plans and operations on the tri-service combined staff of the C-in-C Far East Air Chief Marshal Sir John Grandy. This was at the height of the 'confrontation' against Indonesia which under President Sukarno, was attempting to subvert and infiltrate the new Federation of Malaysia. It involved very large British involvement in troops, aircraft and some 50 warships, including three aircraft carriers. Although Ghurkhas had some of the fiercest fighting as late as March 1966 peace was signed in August after the takeover in Indonesia by General Suharto. Raikes was appointed CBE for his contribution.

On his return home, he became a student at the Imperial Defence College before taking up his final and seventh sea command, the large guided-missile destroyer KENT. He was promoted rear-admiral in 1970 and appointed naval secretary, responsible for the career pattern and promotion of the higher officer ranks and oversight of the naval officer community. One of his tasks was to design the naval career of the Prince of Wales, which culminated in the Prince commanding the mine sweeper BRONINGTON.

On appointment as Flag Officer First Flotilla, overseeing half the destroyers and frigates in the Navy, Raikes was promoted vice-admiral. During his final tour as Flag Officer Submarines, from 1974 to 1976 a new class of nuclear attack submarine was produced despite the endemic retrenchment in the naval budget. He was noted for his successful resistance to a move of his administration to Northwood, Middlesex, where he felt that he would lose his autonomy inside the Fleet headquarters. He was appointed KCB in 1976.

In retirement he was a supporter of St Michael's College, Llandaff and governor of Christ College, Brecon. His tremendous enthusiasm for fishing led him to become chairman of the United Usk Fishermen's Association for 15 years. In recognition of his work for the Church in Wales he was made a deputy lieutenant for Powys in 1983. He is survived by his wife Primrose and their son and daughter.

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### COMMANDER HENRY CARTY (PADDY) GOWAN

*Commander Henry Carty Gowan, OBE Royal Navy died in the Vale of Leven Hospital in Alexandria, Dunbartonshire on 9<sup>th</sup> March 2012 aged 97.*

Educated in Dublin Henry 'Paddy' Gowan was a 'CONWAY' Cadet before joining the Merchant Marine with T & J Harrison's (Charenti Steamship Co) of Liverpool and, amongst other ships, he served in the passenger/cargo ships "INGOMA", "INANDA" and "INKOSI" around the West Indies and the Caribbean. In 1937 he was appointed Sub Lieutenant, RNR and trained in the Battle Ship HMS RESOLUTION. Whilst in RESOLUTION he volunteered to transfer to the RN on a Permanent Commission and, after further training, was appointed in 1939 to the Cruiser HMS GLASGOW which ship was part of the escort to H.M. King George VI and Queen Elizabeth for a visit to Canada and the States. After the outbreak of WWII Paddy served in the Cruiser HMS CARDIFF which carried out patrols in the Denmark Straits. He joined Submarines on 6<sup>th</sup> November 1940 with an appointment to HMS DOLPHIN '*for the submarine course*'. He was appointed to HMS CYCLOPS '*for the Spare Crew*' on 23<sup>rd</sup> January 1940, then to HMS SEALION '*as the 3<sup>rd</sup> Hand*' and next to HMS ROVER which he joined in refit in Singapore - firstly '*as the 3<sup>rd</sup> Hand*' on 5<sup>th</sup> July 1940 and later '*as First Lieutenant*' in December 1940. In ROVER he carried out patrols in the Mediterranean and, after ROVER was seriously damaged at Suda Bay, Crete, was involved in a long tow back to Alexandria and Port Said for temporary repairs before returning to Singapore for a refit. He was Mentioned in Despatches (see London Gazette dated 7<sup>th</sup> Jul 1942). After the Japanese entered the war the half refitted ROVER again ended up being towed from Singapore via Batavia and Trincomalee to safety - and completion of the refit at Bombay. In August 1942 he was appointed to HMS TRUSTY at Colombo '*as First Lieutenant*'. After two patrols in the Malacca Straits and having been recommended for Command 'Paddy' Gowan returned home and completed the 'Commanding Officers Qualifying Course' with Commander H F Bone as his Teacher from January 1943. His first Command was the old training submarine H44 from 21<sup>st</sup> June to 7<sup>th</sup> December 1943. He returned to the Mediterranean to join the 10<sup>th</sup> Submarine Flotilla at La Maddelena as the

'Spare CO' and he had brief periods in command of UNTIRING and ULTOR in 1944 before being appointed to HMS SIDON in Command '*Standing by whilst Completing*' at the Cammell Laird Shipyard in Birkenhead on 28<sup>th</sup> Sep 1944. HMS SIDON was 'commissioned' on 24<sup>th</sup> Oct 1944 and 'completed' on 23<sup>rd</sup> Nov 1944. On 20<sup>th</sup> January 1945 HMS SIDON was reported to have been in collision with HMS TURPIN off Inchmarnock - both submarines were dived at the time and both were damaged. After a work up patrol in the North Sea SIDON was sent to the Pacific but the War ended whilst they were still in the Red Sea. SIDON still continued on to the Far East and then returned home in December 1945 to 'pay off'. 'Paddy' Gowan was appointed to HMS AMPHION '*in Command - standing by whilst completing*' at Barrow on 4<sup>th</sup> May 1946 and, after work up, took the Submarine to the Far East. Returning home in 1947 he then served in the Battle Ship HMS DUKE OF YORK for sixteen months from 8<sup>th</sup> Apr 1948. This was followed by a 'refresher' Commanding Officer Qualifying Course' before an appointment to HMS TIRELESS '*in Command*' - refitting at Birkenhead from 27<sup>th</sup> Sep 1949. On leaving Liverpool there was a narrow escape following damage to ballast tanks after a collision with a merchant vessel. After two years in TIRELESS, Staff Duties in HMS DOLPHIN and Staff Course at Greenwich 'Paddy' Gowan was promoted to Commander. He then commanded HMS STALKER in Londonderry from March 1953 before further Staff duties in HMS SEA EAGLE and then HMS FORTH as Commander SM1 at Malta. An appointment to Halifax, Nova Scotia as Commander, 6<sup>th</sup> Submarine Flotilla followed from January 1958 to July 1960. He then returned to HMS DOLPHIN as the Drafting Commander - appointing all submarine Officers (except Commanding Officers) and drafting all Ratings and was involved on the build up of personnel required for the introduction of the Polaris system. After retiring in 1965 Paddy Gowan had a brief period as a caravan salesman before being offered - and taking a Retired Officer Post at Faslane as the Family Welfare Officer for the Polaris Boats from which post he retired in September 1980

*This Obituary has been adapted from information supplied by Sam Morrow from his interviews with the late Paddy Gowan.*

#### LIEUTENANT COMMANDER WILLIAM MORRISON, OBE, VRD

William (Bill) Morrison died on 13<sup>th</sup> February 2012 aged 88. Bill Morrison was one of those officers and men who trained with the crews who joined the Twelfth Submarine Flotilla during WW2. This Flotilla consisted of 'X' Craft and Two Man 'Chariots' and was based at HMS VARBEL at Port Bannantyne on the Isle of Bute.

Whilst serving in HMS VARBEL Bill was involved in an incident which resulted in his being included in the Guinness Book of Records as having made the deepest unaided free ascent (from 210 feet) from a sunken submarine.

On 19<sup>th</sup> Feb 1945 XE-11 was launched at Faslane for acceptance and work up trials and, on 5<sup>th</sup> March 1945 she sailed to carry out Depth Gauge calibrations in Loch Striven. As the trip was planned to be short it was decided to take three members of the Passage Crew with them for experience, leaving two of the operational crew members inboard. The CO and 1st Lt remained onboard. The plan was to dive to 100' and come to the surface in 10' increments calibrating on the way up.

Unknown to XE-11 a Boom Defence vessel was stopped in the water in the Loch with engines stopped - immediately above them. As XE-11 neared the last remaining calibration depth it hit the keel of the Boom Defence vessel. At that precise moment the vessel started engines. The screw ripped through the X craft's pressure hull and the boat started to flood, assumed a stern down angle and went to the bottom.

Just before the collision Bill had been sitting at the planes but had requested permission to go to the Heads which was in the Wet & Dry Compartment forward. He was in the right place at the right time. As the boat started to flood his CO ordered hard to rise on the planes, full ahead, group up and blow main ballast and called to Bill to attempt to open the W&D hatch in the hope of giving an escape route to all the crew. As the boat was only at 20' when the collision occurred the CO believed all his crew would be able to escape. Because of an acute stern down angle and the differential pressure Bill was unable to open the hatch. The ERA also lent into the compartment to assist but with no luck.

At 210' the stern of the X craft hit the bottom and luckily, settled "right way up" on the bottom. As the craft settled the W&D hatch flew open - due, presumably, to the equalising pressure caused by the internal flooding and both men were swept to the surface in the escaping air bubble. Bill himself was unconscious on reaching the surface but was assisted by the ERA who had surfaced close by. The Boom Defence vessel which was aware that they had hit something was on hand to pick up both men.

Sadly the other three crew members died in the incident. The day after the incident their bodies were recovered when the X Craft was located by divers and raised. The bodies of those brave men lost now lie in the cemetery at Rothesay on the Isle of Bute. Those lost were the CO -Sub Lt Aubrey Staples, SANF, Stoker 1st Class Carroll & Stoker 1st Class Higgins. Only Bill Morrison and ERA Leslie Swatton survived.

*This item was adapted from an Article on the Barrow in Furness Website - written by Terry Spurling*

**Obituaries - Members 'Crossed the Bar' 31st Dec 2011 to 1<sup>st</sup> Apr 2012**

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
H F (Bert) Allen	Leading Electrical Mechanic	Essex Branch (Branch President)	1946 to 1956	SPORTSMAN, SIRDAR, ARTFUL, TRESPASSER, STURDY, TELEMACHUS, AENEAS, AFFRAY, SCOTSMAN & SANGUINE
R (Ray) Comiash	LM(E)	Southampton Branch	Not reported	THULE, TACTICIAN, ARTFUL, TIPTOE & THERMOPYLAE
William (Bill) Eade	Leading Stoker	Dorset Branch	1948 to 1953	TOKEN, TIRELESS, AURIGA & TELEMACHUS
Colin Fairbrother	LOEM	Derbyshire Branch	1958 to 1968	ALDERNEY, ASTUTE, AUROCHS, SOLENT, TRENCHANT & VALIANT
D B (Bert) Fenwick	Petty Officer (ME)	Leicestershire Branch	1947 to 1952	ALARIC, SLEUTH, THULE & TACITURN
Henry Carty (Paddy) Gowan	Commander	Scottish Branch	1939 to 1965	SEALION, ROVER, TRUSTY, H44 (CO), SIMOOM (Temp CO), UNTIRING (CO), ULTOR (CO), SIDON (CO), STATESMAN (CO), AMPHION (CO), TIRELESS (CO) & SM6
Peter Jennings	Leading Signalman	Gosport Branch	1943 to 1948	H32, P511, SAFARI, THERMOPYLAE & SPORTSMAN
Alan Medlock	Engine Room Artificer 3 <sup>rd</sup> Class	Lincoln Branch	1951 to 1955	TIRELESS & AENEAS
W (Bill) Morrison, OBE, VRD	Lieutenant Commander, RNR	West of Scotland Branch	1943 to 1945	X-3, X-16, X-25 & XE-11
Keith Myers	Charge Chief Marine Engineering Artificer	Barrow in Furness Branch	1970 to 1988	RESOLUTION & TRAFALGAR
Keith Nethercoate-Bryant	Stoker 1st Class	Gatwick Branch	1946 to 1954	SPRINGER, SPORTSMAN, SELENE, SOLENT, AFFRAY, ARTEMIS, SCOTSMAN & TIRELESS
Sir Iwan Geoffrey Raikes, KCB, CBE, DSC, DL	Vice Admiral	Welsh Branch	1941 to 1976	SEALION, SARACEN, H43 (CO) & VARNE (CO), VIRTUE (CO), TALENT (CO) & AENEAS (CO) FOSM 1974 to 1976
R (Bob) Ramson	Leading Signalman	Gosport Branch	1948 to 1956	AUROCHS, SELENE, TEREDO, TIPTOE & UPSTART
Anthony Shipp	Petty Officer Radio Supervisor	Eastern States Branch	1955 to 1966	ARTFUL, THULE, TRESPASSER, ANCHORITE, TELEMACHUS, ORPHEUS, SERAPH & ALLIANCE
Harry Trubshaw	Chief Engine Room Artificer	Merseyside Branch	Not reported	TALLY HO, TALENT & SAFARI
John William Wade	Leading Seaman	Essex Branch	1954 to 1960	TRESPASSER, AMPHION, TELEMACHUS, THOROUGH & PORPOISE
J (Jim) Wild	Able Seaman	Essex Branch	1940 to 1945	TAKU, SICKLE & SHAKESPEARE
D M (Morris) Williams	Telegraphist (T/O)	Welsh Branch	1942 to 1946	TELEMACHUS, SOLENT & H28
Leslie Willcox	Able Seaman (TD3)	Barrow in Furness Branch	1948 to 1963	TRUCULENT, SELENE, ARTFUL, TALLY HO, AMPHION & TALENT

**New Members joining the Submariners Association 31st Dec 2011 to 1st Apr 2012** (\*\*\*\* - indicates a Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
E F Andrews	Petty Officer (UC3)	Eastern States	1948 to1956	TRUCULENT, TRADEWIND, TELEMACHUS, SIDON& ANDREW.
D F Aylmer	Lieutenant Commander	Eastern States	1953 to 1969	STURDY (55-56), TELEMACHUS (57-58), SERAPH (58-59), AMBUSH (60-61), TOKEN (CO) (62-63),TABARD (CO) (64) & PORPOISE (CO)(67)
C R Bacon	Lieutenant Commander	Eastern States	1951 to 1966	ANCHORITE, TRUMP, TALENT, SUBTLE, THOROUGH, SCOTSMAN (CO), AURIGA (CO) & THERMOPYLAE.(CO)
R Banks	Acting LM(E)	Eastern States	1959 to 1965	ANDREW (59-60), TACTICIAN (61), ANCHORITE (61-63) & AMBUSH (63-65).
B M G H Baynham	Captain	Eastern States	1943 to 1971	H44, SCEPTRE, UThER, AFFRAY, SERAPH, AMPHION (CO) & TRESPASSER (CO)
A Beasley	LME	Eastern States	1953 to 1959	SEA SCOUT, TRUNCHEON, TACTICIAN, THOROUGH & EXCALIBUR
J Bish	Leading Seaman (UW3)	Eastern States	1954 to 1960	TRUNCHEON, TELEMACHUS, AUROCHS & ANDREW.
J Bradbury	Petty Officer	Gosport	Not reported	TRAFALGAR, RENOWN, REPULSE & RESOLUTION
W G Burgess	ME1	Eastern States	1954 to 1962	SCYTHIAN, THOROUGH, TELEMACHUS & TABARD.
C Butler	Petty Officer (S)	South Kent	1968 to 1969	CACHALOT
L H Case	Chief Petty Officer (OPS)	Eastern States	1959 to 1979	SEALION (61-64), TARBARD (64-66), TACITURN (66), OPPORTUNE (67), OBERON (68-71) & CHURCHILL (72-76).
L Clarkson	Petty Officer (UC2)	Eastern States	1954 to 1970	UNTIRING, SUBTLE, TRESPASSER, THOROUGH, TELEMACHUS, TURPIN, PORPOISE & RAN+BOAT.
P Collins	RO2	Eastern States	1963 to 1969	AUROCHS, TACITURN, ARTFUL & FINWHALE.
M S Creese	CPOET(ME)(SM)	Plymouth	2008 to 2012	TRIUMPH (2008-2012)
J Cross	Able Seaman UW2	Eastern States	1955 to 1961	ANCHORITE, ANDREW & TALLY-HO.
C Curtis	Mech 1	Gosport	1960 to 1982	TRENCHANT (60-61), TOKEN (61-63), ORACLE (63-68)& REVENGE (72-75)
L A W Dodds	LRO	Eastern States	1959 to 1966	NARWHAL (61), TAPIR (62-63) & TACITURN (63-64).
R W Downs	Leading Seaman (UC3)	Eastern States	1957 to 1964	SEASCOUT, TALLY-HO, TOKEN, TABARD & ALLIANCE.
T R Duchesne	Captain, RAN	Eastern States	1952 to 1985	TELEMACHUS (52-54), ARTEMIS (54-56), SCYTHIAN (56-57), TALENT (57-59), SCOTSMAN (CO)(59-61.) USS SEAWOLF (62), ASTUTE (CO)(64-65), OXLEY (CO)(68) & OTWAY (CO)(70)
K Gane	Chief Petty Officer Coxswain	Espana Levante	1964 to 1978	AURIGA (65-66), ASTUTE (68-70), DREADNOUGHT (70-71), OBERON (72-73) & ANDREW (73-75)
P Geard		Eastern States	Not reported	Not Reported
H W Gethin-Jones	Lieutenant Commander	Eastern States	1945 to 1955	TALLY-HO (2), ANCHORITE, XE-8, THOROUGH, RG"P" & SOLENT (CO).
J C Gibbs	Chief Petty Officer Coxswain	Eastern States	1948 to 1969	TUDOR, SELENE, TIPTOE, TURPIN, TRESPASSER, ALLIANCE, SCYTHIAN, TEREDO & TOKEN.
C Greensmith	Leading Seaman (UC)	Eastern States	1963 to 1967	ALARIC (63-66), TRUMP (66) & TACITURN (67)
L Hannigan	Chief Petty Officer	Eastern States	1960 to 1980	Not reported
J Hendrick	Lieutenant Commander	Gosport	1989 to 1997	SPLENDID (91-93) & VIGILANT (95-97)
T M Hoare	Petty Officer Radio Supervisor	Eastern States	1952 to 1962	SENESCHAL (2), AUROCHS (2), THOROUGH, ASTUTE, TEREDO, PORPOISE & ANCHORITE.
N Hollingsworth	Chief Petty Officer (TSSM)	Plymouth	1984 to 2006	TRAFALGAR (85-87), TIRELESS (89-91), SPLENDID (91-95), TURBULENT (98- 00) & TRENCHANT (02-05)

S T Hubbard	Principal Chaplain	Eastern States	1969 to 1972	CACHALOT (69-70)
J C Hughes	Chief Petty Officer	Barrow-in-Furness	1962 to 1984	ANDREW (63-64), VALIANT (65-69), SOVEREIGN (72-76), SPARTAN (79-82) SEASCOUT, AUROCHS, TIRELESS, ARTEMIS, SCORCHER, TALLY HO, TRENCHANT, TACITURN (CO) & ORACLE (CO)
P W Hurford.	Lieutenant Commander	Eastern States	1953 to 1969	ARTFUL (66)
L M Huxter	Able Seaman	Portsmouth	1965 to 1968	ORACLE (78-79), ORPHEUS (79-80), ONYX (80-81), OPOSSUM (83-86) (91-93)
T Izzard	LMEM(M)(SM)	Gosport	1978 to 1994	RESOLUTION& RENOWN
G B James	MEM1	Welsh	1975 to 1980	WARSPITE (75-82), TURBULENT (82-87)& TALENT (88-92)
G A Keen	Charge Chief MEA	Barrow-in-Furness	1972 to 1993	THOROUGH & TACTICIAN
A J Laird	Stoker Mechanic	Eastern States	1949 to 1954	TRUMP, TACITURN, AURIGA & ARTEMIS.
N W Lee	Able Seaman UW2	Eastern States	1961 to 1966	RORQUAL (Sep 58-Jul 59), FINWHALE (Apr 60-Sep 61), TOTEM (Jan 63-Jul 63) & TABARD (Sep 63-Oct 64)
E A Maddock	Radio Supervisor	Eastern States	1958 to 1965	SUPERB, SPLENDID, SCEPTRE, TURBULENT, RENOWN (P), REPULSE (S), TRAFALGAR, TALENT, VICTORIOUS (S), TRENCHANT & TRIUMPH, SERAPH, ACHERON, AUROCHS (2), SEASCOUT & TELEMACHUS
N S Maitland	Chief Petty Officer Coxswain (SM)	Plymouth	1983 to ****	Including ARTFUL (CO) & OVENS (CO)
T G C McCammont.	LEM	Eastern States	1955 to 1962	ACHERON, TRESPASSER & ORACLE
B J Nobes	Captain RAN	Eastern States	1957 to 1982	TANTALUS, SPRINGER, TOTEM, SCORCHER, SANGUINE, TRUMP, TIPTOE, SUBTLE (CO), ANCHORITE (CO), OPOSSUM (CO)& SM4 RAN (79)
D J Onslow	ME(M)	Eastern States	1958 to 1963	RESOLUTION (67-68), AMBUSH (68-69), PORPOISE (70-72), ORACLE (74-75)& SEALION (76-78)
W L Owen.	Captain, RAN	Eastern States	1948 to 1965	AUROCHS (52), TELEMACHUS (53-54), THERMOPYLAE (55), THOROUGH (56-57), TIRELESS (58-60) & TAPIR (60-62)
J Parker	Chief Petty Officer MEM(L)	Espana Levante	1967 to 1986	ARTFUL & TABARD
R A Pearse	Leading Seaman (UW2)	Eastern States	1952 to 1962	CACHALOT & RORQUAL
B Renshaw	Stoker Mechanic	Eastern States	1960 to 1963	TRUMP, TACITURN, NARWHAL & ALARIC.
R L Rubython	Lieutenant (E)	Eastern States	1961 to 1970	Not reported
G H Scrimgeour	Petty Officer M(E)	Eastern States	1962 to 1970	PORPOISE, REPULSE, CHURCHILL & ORACLE.
D J Smith	Able Seaman	Eastern States	1957 to 1965	AENEAS (54) & ACHERON (54-56)
G G Smith	Petty Officer OEL	Eastern States	1966 to 1991	TURPIN, TACITURN (2), TEREDO, CACHALOT, TAPIR, TABARD, ONSLAUGHT & AURIGA.
D Walsh	Able Seaman (UW3)	Eastern States	1953 to 1957	SCOTSMAN (60-61), NARWHAL (61), ORACLE (62-66), TACITURN (66) & TABARD (67-68).
A D Ward	Petty Officer (UW1)	Eastern States	1954 to 1974	TURPIN, THOROUGH, SENTINEL, TRUMP, TACTICIAN & ALARIC.
G J E Westwood	Chief Engine Room Artificers	Eastern States	1960 to 1968	ALDERNEY (57-58), SCORCHER (58-60), TALENT (60-61), TOTEM (61-63), OCELOT (63-69) & ONYX (73-76)
J C Williams	Petty Officer (RP2)	Eastern States	1947 to 1952	OTTER (80-81 & 85-86), WALRUS (81-84), OBERON (86), OSIRIS (90-91), UNICORN (92-93), TRENCHANT (97-00), TURBULENT (03-08)& TORBAY (10- ****)
J Williams	Chief Petty Officer MEM	Eastern States	1957 to 1977	OPOSSUM (64-65), TABARD (65-66), TACITURN (66-67)& REPULSE (67-70)
P B Wilmshurst	Petty Officer (CISSM)	Gosport	1979 to ****	
R Wooldridge	Able Seaman (UC2)	Indalo Spain	1963 to 1971	