



THE TRADE JOURNAL

The Newsletter of Derbyshire Submariners



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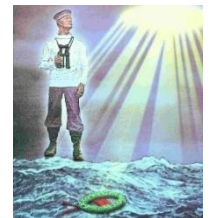
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EDITORIAL

Sadly, **Jean Slater** a DS Associate Member and the widow of Ron Slater succumbed to cancer in hospital and died on Weds 10 July. She would have been 90 on 20 August. The photo here is of happier times at a Lunch Club at the Hungry Horse Cat & Fiddle PH celebrating at a birthday party. Our thoughts are with Martyn her son and their family at this sad time. **Funeral 2pm Thur 8 Aug, St Andrews Church Stanley Village** followed by internment in churchyard with Ron, and a Wake at Royal Oak, Ockbrook



Russian Submariners Loss. I think you will have heard of the tragic accident on the Russian Navy submarine Losharik, resulting in at least fourteen Russian submariner's dead, and more are in hospital. It is yet another reminder to us all about the need for eternal vigilance in all Submarine operations and the risks to which Submariners of all nations are exposed. Our sympathies go out to the families of those lost. See page 9 for more details.



The last DS Meeting (and proxy votes) was to run on the **Trafalgar Dinner** despite low booking this year. Please complete the form on page 21, payment can be post-dated. **Aug Lunch Club** has been changed on page 21 has a venue change as explained on the form & I will advise soonest on the November venue as required. I have advised all DS Members of the reason for these unavoidable changes so please read the order forms for any changes to the normal procedure or bookings. I will ensure all members are kept informed of changes to our normal programme via next month's newsletter

Terry Hall

The Trade Journal Newsletter Editor
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DS BIRTHDAYS 2019

03 Aug	Andrew Warneken
06 Aug	Alan Smith
16 Aug	Tim Stanish
08 Sept	Charles Blakey (98)



A POSITIVE THOUGHT FOR THE MONTH

Do you Remember when you did not need Special Clothes to ride a Bicycle!

WELFARE MATTERS

Thousands of Nuisance Calls Blocked Thanks to Derbyshire Trading Standards Nearly 70,000 nuisance and scam telephone calls to older and vulnerable people have been blocked thanks to a scheme being run by Derbyshire County Council's (DCC) Trading Standards (TS). The DCC launched the call blockers scheme back in 2013 which saw older and vulnerable people receiving call monitoring devices in their homes which can detect and block nuisance or scam calls. Residents with a referral from the DCC's adult care service, community safety teams or the police were able to apply to receive a device, and to date 76 call blocking machines have been installed in homes across the county. TS's officers report that the scheme, which has cost the council just over £11,700, has blocked 68,666 nuisance calls from getting through and has prevented up to 77 incidents of people being scammed. The figures have been revealed at the start of the national Citizens Advice Scams Awareness 2019 campaign, which ran until 23 June.

As well as preventing people from the stress of unwanted calls and potentially falling victim to scams, it is estimated that preventing scams and nuisance calls can lead to a reduction in NHS and social care costs. This is because falling victim to a scam can increase the likelihood of an older or vulnerable person being admitted to hospital or needing increased social care and support after the incident. Call blocking devices fit onto a home phone line and feature a call screening service which enables the homeowner to accept or reject certain types of calls, and recognised numbers can be pre-programmed so they can be answered as normal. The devices can stop certain types of calls being received all together such as anonymous or silent calls and calls from automated diallers, often used by telemarketers and scammers. Some call blocking devices feature a recorded message inviting the caller to contact a family member or other carer on an alternative number. Residents who are concerned about any kind of fraud can call Action Fraud on 0300 123 2040 & TS also encourage people to register their home phone to opt out of unsolicited and marketing calls with the free Telephone Preference Service.

HMRC Fraud Calls. Action Fraud has experienced an increase in the reporting of malicious calls and voicemails, to members of the public purporting to be from Her Majesty's Revenue & Customs (HMRC). Fraudsters are spoofing genuine HMRC telephone numbers to deceive their victims over the phone. The fraudsters state that as a result of the victim's non-payment of tax or other duty, the victim is liable for prosecution or other legal proceedings in order to settle the balance. The fraudsters suggest victims can avoid this, by arranging payment to be made immediately by methods such as bank transfer or by purchasing iTunes gift cards. If the victim is hesitant or refuses to comply, the suspect makes a threat

such as immediate arrest, sending bailiffs to the victim's address or, in some cases, deportation. Often, the period for which the tax is allegedly due is distant enough to guarantee the victim will have little, if any, paperwork or ability to verify the claims. Once the money is paid the suspects sever all contact with the victim. In genuine cases, HMRC will initially make direct contact with you via post/letter and potentially follow up that letter with a phone call at a later date. If HMRC contact you via telephone they will quote the reference number on the initial letter you should have received. HMRC will not discuss something you are not already aware of, like a tax investigation, and will NOT demand immediate payment. It is vital that the public exercise caution when receiving messages or telephone calls of this nature. ***Action Fraud National Administrator***

Online Vehicle Sales Alert Fraudsters have been advertising vehicles and machinery for sale on various online selling platforms, this includes vehicles and machinery used by the agricultural industry. The victims, after communicating via email with the fraudster, will receive a bogus email which appears to be sent by a trustworthy third party, often PayPal or Escrow. The emails are designed to persuade victims to pay upfront via bank transfer rather than through a protected payment method via the website. The victim pays the deposit before visiting the seller to collect the goods, believing there is a 'cooling off' period to reclaim the payment if they change their mind. This gives victims the false sense of security that their money is being looked after by this trustworthy third party, when in fact, it is not and the money has gone straight to the fraudster.

The National Fraud Intelligence Bureau

Calls from Police We have had several reports today (June 10) from people in Derby who have received phone calls from someone stating they are either DC Ryan or DC Clarke from the London Police. They claim to be from the Fraud Squad. These calls are fraudulent. It appears that they are targeting landline numbers, particularly in the 01332 area code. Tammy Barnes, Fraud Protect Officer for Derbyshire police, said: 'This kind of crime preys on people's best intentions, they think they are helping real police officers, however, in reality they are being scammed. If you have received this type of call please contact us immediately with any information that may help us track down those behind this scam. If you are concerned about a relative or friend, please do not hesitate to speak to them and ensure they are aware of this particular fraud call. If you have received a call of this nature, call us on 101. We are particularly keen to speak to anyone who made a note of the number the phone call was coming from.'

Dedicated Team Set up to Tackle County Lines In Derby City, Erewash & S. Derbys known as the County Lines Disruption Team. It has been formed as a result of the noticeable increase in county lines intelligence which is being identified by the force.

UNPOLITICALLY CORRECT PAGES

An Old Matelot was sitting in the RBL look through a photo album of snaps from when he served in the Far East in the 1960's. His Oppo who also served out the Far East at the same time but in the Army asks him what he is looking at and the matelot tells him it's a Photo Album to which the pongo asks Whats App? The old matelot says no, it's where we old buggers used to post our selfies.

A Chaplain was discussing the Ten Commandments with a new entry class at HMS Raleigh. After explaining the commandment to 'honour' thy Father and thy Mother, he asked, 'Is there a commandment that teaches us how to treat each other and our Officers and Senior Rates. From the back, one baby stoker answered, 'Thou shall not kill.'

A Chief Medical Assistant was giving a lesson on the circulation of the blood. Trying to make the matter clearer, he said, 'Now, class, if I stood on my head, the blood, as you know, would run into it, and I would turn red in the face.' 'Yes,' the class said. 'Then why is it that while I am standing upright at present, why is it that the blood doesn't run into my feet?' A baby MA out shouted, 'Cause your feet ain't empty Chief?'

A Strange Fact! Dentists have recommended that a toothbrush be kept at least Six (6) feet away from a toilet to avoid airborne particles resulting from the flush. On at least one nuclear submarine the officers kept theirs in the Wardroom, but this was to stop the Conventional Submariner RO's from using them for cleaning the toilet rim for rounds!!

Management Lesson Freddie an ex PO Stoker wanted to have sex with Sophia in his office, but she was engaged to someone else. One day, Freddie got so frustrated that he went up to her and said, 'I'll give you a £100 if you let me make to love you. But the girl said 'No'. Freddie said, 'I'll be fast. I'll throw the money on the floor, you bend down, and I'll be finished by the time you pick it up.' She thought for a moment and said that she would have to consult her boyfriend. So, she called her boyfriend and told him the story. Her boyfriend says, 'Ask him for £250, pick up the money very fast, he won't even be able to get his trousers down.' Therefore, she agrees and accepts the proposal. Half an hour goes by, and the boyfriend is waiting for his girlfriend to call. Finally, after 45 minutes, the boyfriend calls and asks what happened. She said, 'The swine paid in pennies!' Management Lesson: Always consider a business proposal in its entirety before agreeing to it and running into the risk of getting screwed!

The Armed Forces Fact A group of soldiers and sailors sitting around bragging about their different services. One of the soldiers said: You know though, that the Army invented sex? They all pondered this statement, and then the Submariner responded he replied: Yes, but the Royal Navy introduced it to women.

Sunbathing A man was sunbathing naked at the beach. For the sake of civility, and to keep it from getting sunburned, he had a hat over his privates. A woman walks past and says, snickering, 'If you were a gentleman, you'd lift your hat.' He raised an eyebrow and replied, 'If you weren't so ugly it would lift itself.'

Telling The Time A Submariner walks into a pub and takes a seat next to a very attractive woman. He gives her a quick glance then casually looks at his watch for a moment. The woman notices this and asks, 'Is your date running late?' 'No', he replies, 'I just got this state-of-the-art watch, and I was just testing it.' The intrigued woman says, 'a state-of-the-art watch? What's so special about it?' The submariner explains, 'It uses alpha waves to talk to me telepathically.' The lady says, 'What's it telling you now?' 'Well, it says you're not wearing any panties.' The woman giggles and replies 'Well it must be broken because I am wearing panties!' The submariner smiles, taps his watch and says, 'Bloody thing's an hour fast!'

My Hubby

He didn't like the casserole
and he didn't like my cake.
He said my biscuits were too hard
not like his mother used to make.

I didn't perk the coffee right
he didn't like the stew.
I didn't mend his socks,
the way his mother used to do.

I pondered for an answer
I was looking for a clue.
Then I turned around and
smacked him one
just like his mother used to do.



Burial at Sea Mick and Paddy had promised their uncle Seamus, who had been a seafaring gent all his life, to bury him at sea when he died. Of course, in due time, he did pass away and the boys kept their promise. They set off with Uncle Seamus all stitched up in a burial bag and loaded onto their rowboat. After a while Mick says, 'Do yer tink dis is fer enuff out, Paddy?' Without a word Paddy slips over the side, only to find himself standing in water up to his knees. 'Dis'll neva do, Mick. Let's row some more.' After a bit more rowing Paddy slips over the side again, but the water is only up to his belly, so they row on. Again Mick asks Paddy, 'Do yer tink dis is fer enuff out, Paddy?' Once again Paddy slips over the side and almost immediately says, 'No, dis'll neva do.' The water was only up to his chest. So on they row and row and row and finally Paddy slips over the side and disappears. Quite a bit of time goes by and poor Mick is really getting himself into a state when suddenly Paddy breaks the surface, gasping for breath. 'Well is it deep enuff yet, Paddy?' 'Aye 'tis', says Paddy. 'Hand me da shovel.'

Wooden Leg Insurance A man and his wife, moved back home to Derbyshire from London. The husband had a wooden leg, and to insure it back in London cost them £1,000 per year! When they arrived in Derbyshire, they went to an insurance broker to see how much it would cost to insure his wooden leg. The broker looked it up on the computer and said: '£25' The husband was shocked and asked why it was so cheap here in Derbyshire to insure it, because it cost him £1,000 in London! The insurance broker turned his computer screen to the couple and said, 'Well, here it is on the screen, it says: Any wooden structure, with a sprinkler system above it, is £25. As with all insurance you just have to know how to describe it!'

A New Blonde Joke! After becoming very frustrated with the attitude of shopkeepers that animal skins for clothes were not only frowned on but was no longer allowed, the young blonde declared, 'Well, then, maybe I'll just go out and catch my own crocodile and get a pair of crocodile shoes for free!' The shopkeeper replied with a sly smile, 'Well, little lady, why don't you go on and give it a try?' The blonde headed off to the swamp,



determined to catch a crocodile. Later in the day, as the shopkeeper was driving home, he spotted the same young woman standing waist deep in the murky water, shotgun in hand. As he brought his car to a stop, he saw a huge nine-foot croc swimming rapidly toward her. With lightning reflexes, the blonde took aim, shot the creature and hauled it up onto the slippery bank. Nearby were seven more dead crocodiles all lying belly up. The shopkeeper stood on the bank, watching in silent amazement as the blonde struggled mightily and barely managed to flip the gator onto its back. Then, rolling her eyes heavenward, she screamed in frustration. 'Sod it, This one's barefoot too!'

You May Not of Known This A group of soldiers and sailors sitting around bragging about their different services. One of the soldiers said: You know though, that the Army invented sex? They all pondered this statement, and then the Submariner responded he replied: Yes, but the Royal Navy introduced it to women.

Signs on a Plumber's truck: 'We repair what your husband fixed' and on another Plumber's truck: 'Don't sleep with a drip. Call your plumber'. And finally; On a Septic Tank Truck: Yesterday's Meals on Wheels

A Short Bedtime Story Once upon a time, One day, long, long long, ago, there lived a woman who did not whine, nag, or bitch. But it was a long time ago, and it was just that one day. **The End**

A Salty 'Dit' by Eddie Guest

© RNCA – RN Communicator Association

A very salty Submarine Coxswain and a crusty Infantry Sergeant Major are sitting in a bar debating the merits of how hard their respective careers were. 'I did over 30 years boy and man in my Regiment', the Sergeant Major declares proudly, 'fought in just about every war and conflict from 1940 until the early 70's. Only 3 months with the Colours when I was lifted off the beach at Dunkirk, running up and down the beach to avoid them Stukas, no RAF cover for us. Next it was off to North Africa, sand and blood, then more bloody sand. 88's and Panzers kicking the shit out of us. A nice rest before the delights of Italy! No such luck, it's the forgotten 14th Army, clawed our way inch by inch back into Burma. Dysentery, Mosquitoes, Sores and Boils; the jungle was hard. The Japs! They were the easy part. Home after VJ day?, not bloody likely. The War Office thought a short holiday in Palestine to chase the Stern Gang around would be nice for us regulars. Hated by the Jews, Arabs and rich whites alike. They are still fighting over a postage stamp. Then would you Adam and Eve it, they send us to Korea. 5,000 of us against 40,000 Chinks. After 6 days of holding back human wave after human wave, we get captured. 6 months of rice and water in a freezing POW camp. I lost 3 stone in weight before we got home. Then I make Staff Sergeant. Thinking I have got a right result in not being sent to Malaya, I land up in Suez, Cyprus, Borneo and Aden. Cop a Blighty in Sarawak, operated on in a field hospital and then Casevac to Singapore. Home for 9 months in hospital before restricted to Depot Duties as the Regimental Sergeant Major. Who in this world did I upset?' The Coxswain takes a long slow pull on his glass of Woods, looks up at the ceiling and says, 'I thought so, all bloody shore drafts'.



Finally Together. Sarah is a good girl, and she got married young and had ten children. Suddenly, her husband died, and Sarah remarried two weeks later, finding happiness in the midst of grief. She had twelve more children by her next husband. When he died, Sarah is an old woman at 60, and feeling it! Not long after giving birth to her last child, she finally passes away. At the funeral, the Minister looks skyward and says in a wistful voice, 'At least, they're finally together' Sarah's eldest son, sitting in the front row, says, 'Excuse me, minister, but do you mean my mother and my father, or my mother and my stepfather?' The Minister says, whilst looking up to the heavens, 'I mean, her legs son.'

A Dieso Submariner straight off his boat after a twelve-week Patrol walks into the bar and looks at a barmaid obviously Appalled at his state! He orders two pints, and a double Pussers, then he leans over the bar, and with a toothy grin says; 'The names Bond; *Vagabond!*

JEFF BACON © CARTOONS



The Familiar scene in all the Armed Forces where the practical joke is always appreciated more by those not targeted as the victim!! I can just envisage the question was how do you starve a fire of oxygen and the

crew demonstrated by sealing the compartment!!

THE TWO TIFFS

The privilege of Drinking with fellow Tiffs is that, we can talk nonsense all the time and the best thing is that our Nonsense is Understood, Discussed & Respected by fellow Tiffs



IN MEMORY

This was one of the many favourite ditties of Jack Winstanley him being a 1940's Submariner & repeated here in his Honour and Memory. I make no apology for this 'Remembrancetide' Poem which many 'older' submariners will remember was read out by the 'Ballet de Scouse' yearly at the old SOCA Reunions in HMS Dolphin. The author was the late George Luck DSM and several years ago the Merseyside Branch brought out a Cassette Tape and CD of a compilation of songs and it included this. It appears to have been distorted by some copies and unforgivably in the copying missed a boat out and got one wrong. This one is correct, and it is hoped George and Mick Jones, that loveable reprobate of the **Unbroken** and Merseyside branch will be sitting on their respective clouds proud of their legacy to many of us who enjoyed their Blockhouse Sods Opera's and especially this very poignant piece by George; 'The **Price We Paid**'. They and many like them were and are the epitaph of a breed of WWII submariners who's partying at Fort Blockhouse was legionary, and the following poem demonstrates the terrible price of Freedom.

Resurgam

When Britain Seeks to Carve it's Name on History's Bloodstained Roll;

it can point with pride to it's submarines;
'Dear God' you took your Toll.

It was said they were damned un-English,
a weapon to be abhorred,
But in a world where you fight for your freedom,
that's a view you just can't afford.

So, in trying to balance life's budget
when we sit down and add up the cost,
high up on the list is the price we paid;

The first on the roll was the **Oxley**, then **Seahorse**, **Undine** and **Starfish**.
Thistle, **Tarpon** and **Sterlet**; then **Unity** and **Seal**
was God's wish.

One after the other went **Odin**, then
Grampus, **Orpheus** and **Shark**
The **Salmon** the **Phoenix** and then came the
Thames, no wonder the future looked dark.

The **Narwhal**, the **Oswald** and **Spearfish**
and little **H49** too
The **Rainbow**, **Triad** and **Swordfish**,
our country was paying it's due.

Regulus, **Triton**, **Snapper** and **Usk**;
Undaunted, **Umpire** as well
Union, **Cachalot**, **P33** all sailing their own road to Hell

We lost **P32** and the **Tetrach**, the **Perseus** and **H31**
The **Triumph**, the **Tempest** and **P38** and sadly the
list just goes on.

There was **P39** and **P36**, **Pandora**
and **Upholder** too,
Urge, **Olympus** and **P514**,
Thorn and **Talisman** long overdue.

Unique, **Unbeaten** and **Utmost**, then the turn of **P222**
Traveller, **P48** and **P311**;
Lord is this what you want us to do?

Then came **Vandal**, **Tigris**, **Thunderbolt**;
Turbulent, **Regent** as well
With **P615**, **Splendid**, **Sahib**,
All bowing to fates awesome knell.

The **Untamed**, the **Parthian** and **Saracen**;
then **X Crafts 9, 8** and **X5**
Followed by **X6** then **X7** then **X10**.

Yes Lord, they'd done their last dive.
Usurper, the **Trooper** the next was **Simoon**;
X22 also was lost
And the ex German **Graph** then made her last dive.
We earned Freedom at a terrible cost.

Stonhenge, **Sirtis** and **Sickle**.
Please God! Just how many more?
Then **Stratagem** went to her resting place
on that far distant hostile shore.

And so, we near the end of the roll,
Our White Ensign proud but Half Mast
Right up to the end our Submarines paid,
for **Porpoise** was the last.

Each year we gather at Blockhouse,
and ask that their memories be blessed
For we stand proud and tall as old comrades with
those Dolphins pinned on our chest.

So, we who survived now pray to our God
'Let our boys grow up to be men'
If we paid the price unflinchingly, Dear Lord
don't ask them to pay it again. *Amen*.

© Late George Luck DSM, Merseyside Branch

NEWSLETTER FEEDBACK

JEAN-PIERRE MISSON MISSONJP@hotmail.com

15 Jun **REFLECTIONS ON TARBARKA**

Hereafter is an excerpt of my latest email (12 June) to a Correspondent. It summarises my views about the need for the British to declare this case as some kind of 'National Cause', although (regretfully) I believe they might never be willing to do just that! I have the impression the British have simply written the missing submariners off, because they are 'out of sight'. I would understand such a position for one submarine found here or there, as this is what usually occurs. But for a cluster of eight submarines with some 444 souls inside (in a limited perimeter of 600m x 200m). **Editor 656yrd x 219yrd in proper measurement!**

To ignore these combatants would be a disgraceful and unforgivable attitude; a second death! **Note:** The Italian Navy will despatch a survey vessel (2-13 Sept 2019) to identify their one submarine off Tabarka! Will their official Plotting of all the wrecks in the area entice the British to launch their own investigation, at last? Will the British Naval Service ever investigate the presence of the many British WWII Wrecks off Tabarka? Submarines HMS Tetrarch, Talisman, P222, Utmost, Thunderbolt, Turbulent, Tigris, Usurper & the Destroyer HMS Quentin.

After the Italian Navy will have confirmed my revelations, the Tunisians will not be in a position to refuse the British the right to find out for themselves and identify their own submarines with so many souls inside. There is a need for a Documentary and it remains to be seen whether this can only be done under the umbrella of the RN? I think a joint venture BBC + National Geographic could (with the assistance of the British Authorities) find a way to produce a documentary, even if the RN is not directly present on the site. Such a BBC/National Geographic group would have to arrange for a rapid OK from the Tunisian side and this can only be obtained if there is a British Government Envoy despatched to Tunis to see the Head of State (bypassing the Marine Nationale and MoD, at least in the initial phase). It is only a matter of presenting this case of eight submarines/tombs and 444 souls inside as a 'British National Cause'.

For three quarters of a Century, 444 Families have been waiting to know where their loved ones have been resting. Should they (and you) go the way the Italians went, then it will take a couple of years to get the permission to access this site. With instructions from the Head of State, the Tunisian MoD and Marine Nationale will have to be on their toes as the project would then have Political importance. **JP**

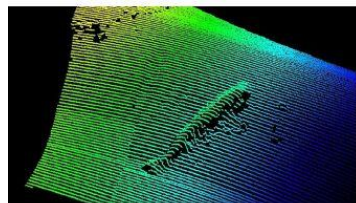
Pussers Rum does not make you Fat; It makes you Lean! Lean against tables, chairs, walls, floors and pretty girls!

WWII Submarine S-28 Gravesite

Officially Identified Off Oahu - 02/07/2019

After almost 75 years, utilizing advanced imaging technology, Ocean Explorer Tim Taylor and his Lost 52 Expedition Team have officially discovered the final resting place for the 49 Sailors of the U.S. submarine S-28 (SS-133) off Oahu, Hawaii. The U.S. Navy recently validated the identity of the wreck, which Taylor located in 2017. Independence Day (4 July) 2019 marks the 75th anniversary of the loss of the submarine, which was conducting exercises at the time she disappeared. 'The discovery of the USS S-28 as part of my Lost 52 Project continues to honour the men, their mission and their memory. It is important that they not be forgotten and that future generations recognize their invaluable sacrifice,' said Taylor. 'Identification of a Navy gravesite is something Naval History and Heritage Command's Underwater Archaeology Branch takes great care in doing,' said Sam Cox, Director of Naval History and Heritage Command. 'After an exhaustive review of the data provided by Tim Taylor's team, we can positively identify the wreck as S-28.'

On 3 July 1944, S-28 embarked on an antisubmarine warfare training exercise off the coast of Oahu, Hawaii. During the training, communication became sporadic and the boat sent her last communication to the Coast Guard cutter



Reliance in the evening of 4 July. The Navy's search of the area did not reveal the location of the submarine and two days later, a

diesel oil slick appeared in the area. Later, a Navy Court of Inquiry could not determine the cause of the loss. During her service in WWII, she completed six war patrols and earned one battle star. 'We're thankful for the care and attention Tim and his team took in locating the wreck. Because of their efforts, we now know the final resting place of our shipmates. This discovery helps to ensure their service will always be remembered, honoured and valued and we hope provides some measure of closure to their families,' continued Cox.

FREE RE-HOMING OFFER

This is Rexi, she's an 8-week-old German Shepherd, house trained and wonderful company and obedient.

I bought Rexi as a surprise for my wife, but it turns out she is allergic to dogs, so we are now looking to find her a new home. She



is 61 years old, an attractive and caring woman, who drives, is a great cook, and keeps a clean house.

BUNTING ENQUIRY

Terry, I purchased the two pennants in the pictures below at auction recently and I'm trying to do a bit of research into them. Any thoughts on who might be able to help please? There are two pennants each with its own name sewn in on the reverse as shown and the two boat names are **Trident** and **Thrasher**, I've found information on both boats on the internet but was most interested in the bunting and how it would have been made and used? You are spot on that the names are on the opposite side to the skull and crossbones. The buntings are both approximately 18' by 12' in size. **JJ** Any responses to this enquiry from one of our DS Members to: derby.submariners@yahoo.co.uk



Response 1. Hi Terry. Regret I can't offer anything of certainty, but my opinion is that both banners or pieces of bunting, are home-made jobs during WW2 on the two respective boats. Clearly, they are about death, although for a patrol submarine of that war, very different to the norm. Why just a black cloth [representing in mourning] and a skeletal skull [representing death itself]? Most unusual for death, first and foremost, always showed the source i.e. by gunnery, by torpedo, by mine, and via the proverbial skull and cross bones flag, for enemy shipping and their crews. I have seen patrol flags showing other submarines [enemy ones of course], aircraft and in one case, an enemy train and its carriages. I hope they are what your correspondent says they are, but I wouldn't wish to have a guess at that, just in case they are individually made as opposed to crew made, even unofficially and different from the norm. I would go one step more by saying that no one living would really know what it is, and why have they come to prominence 75 years after the cessation of the war years. Sorry that I can't really help, but nevertheless, I am intrigued! **Jeff Dykes**

Assistance Sought

david.j.parry@gmail.com

David Parry has asked if anybody can identify the former Teacher with number 22 here: (Please respond direct to David Parry above).



Kursk: Last Mission - In Cinemas 12 July

From: Alex Morris <alex@witchfinder.co>

Sent: 19 June 2019 10:18

Hi there, I'm a movie publicist working on a new movie called *Kursk: The Last Mission*, which stars Colin Firth as former-Royal Navy Commodore David Russell and is in cinemas on 12 July. We just wanted to get in touch as we thought news about the film could be of interest to your members? It covers the attempts by the British LR5 sub to recover the men from the *Kursk*. You can find full information in the press release attached, plus there is a trailer here: <https://youtu.be/vJAQKZ-byw4> Thank you,

Based on the gripping true story of the *Kursk* submarine tragedy of 2000 in which 118 men lost their lives, *Kursk: The Last Mission* is a tense submarine thriller from critically acclaimed director Thomas Vinterberg (*The Hunt*, *Far From the Madding Crowd*). When a Russian naval exercise goes horribly wrong, the *Kursk* submarine erupts in flame killing most of the men onboard and sending the trapped survivors to the bottom of sea. Time is running out for Russian Captain Mikhail Averin (Matthias Schoenaerts) and his crew, as fire engulfs the vessel starving them of oxygen. Ignoring the advice of their own people, the Russian government refuses the help of the UK Navy operation headed by Captain David Russell (Colin Firth). When they finally give way to mounting domestic pressure, it's too little too late. Mirroring the callous greed shown by BP in *Deep Water Horizon* and with the claustrophobic tension of submarine classics *The Hunt for Red October* and *Crimson Tide*, this is the story of the doomed operation to recover the *Kursk*.



Alex Morris, Social Media Manager & Publicist

Tel. 07525 918469 www.witchfinder.co

Editor: This came in on 27/6 after the July NL had gone to press and been distributed to members

VGC First Class Blazer for SALE

This C&A Blazer complete with SOCA Badge which of course can be changed is available to anyone for a donation of £5 to Derbyshire Submariners. The owner alleges it has shrunk since he last wore it! He has kindly offered this VGC C&A 42' Short (107cm) in funny measurement. If you are interested **please contact Terry Hall** via phone or email to arrange a viewing or



**Storage of Retired Royal Navy Submarines
Costs Taxpayer £30m Per Year, Report Finds**
Forces Network 19 June 2019

One MP warned the lack of storage 'could impact' current defence capability. The Royal Navy's retired fleet of submarines is costing the taxpayer £30 million per year in storage and maintenance costs, a new report has found. The report by the Commons Public Accounts Committee said the MoD's failure to dismantle the submarines is 'unacceptable and unnecessary'. The UK retired its 20 legacy submarines in 1980, with nine of those still containing nuclear fuel. Meg Hillier MP, chair of the committee, said since then the MOD has spent £500 million on the storage and maintenance of the retired submarines. The report by MPs also warned the MOD is likely to find itself without any further storage space by the mid-2020's. Ms Hillier told Forces News there 'could be an impact' on the UK's defence capability as a result. She said: 'The less space there is, the harder it is to maintain the existing fleet.' The report also said the Department is 'rapidly approaching crisis point and simply cannot afford any further delays'.

It found the MOD's target to dismantle its first submarine, HMS Swiftsure, by 2023 will not be met and is likely to be three years late. Ms Hillier said the issue is 'getting urgent' but the report did say it was 'encouraging' to see progress being made in the project. Ms Hillier said: 'Whilst some progress has been made recently with submarine disposals, the MOD cannot afford to fall any further behind. 'The Public Accounts Committee has set out a series of milestones for the MOD to ensure that it keeps on track to establish submarine disposal as a routine part of its business.' The report also said the MOD's budget 'black hole' of at least £7 billion is likely to make the task more challenging. The MOD currently has twice as many retired submarines as it does in active service. A MOD spokesperson said: 'The disposal of nuclear submarines is complex, but we are committed to ensuring they are disposed of safely, securely and cost-effectively and have already made progress.'

Energy Bills Used to Subsidise Submarines
Roger Harrabin BBC Analyst 5 June 2019

Energy bills in the UK are inflated partly because households are subsidising nuclear submarines, MPs have been told. Experts think one government motive for backing civilian nuclear power is to cross-subsidise the defence industry. They say nuclear power is so expensive that it should be scrapped in favour of much cheaper renewable energy. Others argue that nuclear still plays a key role in keeping on the lights, so the military aspect is not significant. But in evidence to MPs on the Business Select Committee, researchers from the University of Sussex said the government should be frank about the inter-dependence of the civilian nuclear programme and the nuclear defence industry

argues that one reason the government is willing to burden householders with the expense of nuclear energy is because it underpins the supply chain and skills base for firms such as Rolls Royce and Babcock that work on nuclear submarines. He said: 'It is clear that the costs of maintaining nuclear submarine capabilities are insupportable without parallel consumer-funded civil nuclear infrastructures. 'The accelerating competitiveness of renewable energy and declining viability of nuclear power are making this continuing dependency increasingly difficult to conceal.' Rolls Royce, which makes reactors for nuclear submarines, has been pressing the government to agree a fleet of small modular reactors for power generation in the UK. This civilian technology would be transferable to submarines.

'Persuasive' Evidence A spokesperson for the Department for Business, Energy & Industrial Strategy (BEIS) said: 'We believe having a diverse energy mix is the best way of ensuring energy security while allowing us to meet our climate commitments. 'Nuclear has an important role to play as we transition to a low-carbon economy, but as with any technology, it must represent good value for money for the taxpayer and consumer.' A committee source told BBC News the researchers' evidence appeared persuasive and well-researched. The committee is expected to release the evidence in coming days as it prepares to discuss whether the UK really needs nuclear power for energy security. The debate has taken on greater significance as the true costs of nuclear power have been revealed. It was once forecast that nuclear energy would be too cheap to meter. But it's clear now that bill-payers will give price support to the Hinkley Point C nuclear station at a cost of £92.50 per megawatt hour, compared with £55 for offshore wind. Ministers expect that, before long, wind energy will operate without support.

Prof Stirling says the issue of nuclear inter-dependence is addressed openly in the US. In 2017, the former US Energy Secretary Ernest Moniz (a nuclear scientist) said: 'A strong domestic (nuclear) supply chain is needed to provide for Navy requirements. This has a very strong overlap with commercial nuclear energy.' Prof Stirling told BBC News: 'We need this sort of transparency in the UK.' Catch-22 But the government faces a Catch-22 situation on this issue. If it continues to decline to admit the inter-dependence of civil and military nuclear, it will stand accused of hiding a self-evident truth. But if it accepts that decisions on nuclear power are influenced with half an eye on manufacturing jobs and nuclear deterrent, it will face resistance from consumer groups unwilling to cross-subsidise submarines. The MPs' hearing is timely, as the government will shortly publish an energy white paper outlining how the UK will supply electricity in a zero carbon economy

What Was That Secret Russian Sub Doing Before It Caught Fire?

David Axe & Anna Nemtsova Daily Beast 4 July

A fire broke out on a secretive Russian research submarine, killing 14 people and potentially slowing Russia's efforts to develop new undersea weaponry. Flames roared through the nuclear-powered Project 1083 *Losharik* submarine apparently while the vessel was near its home port of Severomorsk on Russia's Arctic coast. Among the crew who died in the accident are at least seven senior officers, two of whom had received the Hero of Russia award, the equivalent of the U.S. Medal of Honor. Russian President Vladimir Putin described *Losharik's* burning as a 'big loss.' This is not a regular vessel, you and I know this, Putin told reporters. Fishermen told SeverPost, a Murmansk news agency, they observed *Losharik* surfacing near Kildin Island in the Barents Sea around 21:30 local time on Monday. It came out of the water, all of it, one fisherman said. I'd never seen anything like that before, the fisherman added. There were people running, rushing on the deck. Fire is the biggest nightmare for sailors serving on submarines, Alexander Golts, an independent military analyst, told The Daily Beast. Anything could cause a fire. A short circuit, somebody's negligence, anything.

The *Losharik* fire is Russia's worst submarine disaster since 2008, when a fire-suppression system malfunctioned on the Russian navy attack submarine *Nerpa*, asphyxiating 20 people as the vessel underwent trials in the Sea of Japan. Eight years earlier in 2000, the missile submarine *Kursk* suffered an explosion and sank in the Barents Sea, killing 118 people. The *Kursk's* sinking and Putin's slowness to respond were major scandals in Russia. *Nerpa* and *Kursk* were fleet submarines with front-line military missions. *Losharik* by contrast is a deep-diving research vessel that belongs to the Kremlin's Directorate of Deepwater Research. *Losharik's* roughly 200-foot-long hull consists of seven titanium compartments that protect the vessel from the high pressure of extreme depths. Norman Polmar, a submarine expert and naval adviser to top U.S. government officials, estimated *Losharik* can dive as deep as 20,000 feet. Fleet submarines, including the U.S. Navy's *Virginia*-class vessels, typically dive no deeper than 600 or 700 feet. Since launching in 2003, *Losharik* has undertaken some dangerous missions of national importance. In 2012 the submarine and an accompanying vessel drilled to a depth of almost two miles on the Arctic seabed in order to retrieve soil samples and identify the outer limits of Russia's continental shelf.

Russia Sub Fire was in Battery Compartment **BBC News 4 July 2019**

Russia says the main cause of the deadly incident on board a submarine which killed 14 crew on Monday was a fire in the battery compartment.

Defence Minister Sergei Shoigu also said the top-secret military craft was nuclear-powered but the reactor had been isolated from the fire. The 14 senior officers died of smoke inhalation as a result of the fire on the submersible in the Barents Sea. The craft is now at Severomorsk, the main base of Russia's Northern Fleet, and where the ill-fated 'Kursk' was based. It has not been named, but it is a deep-sea research vessel, which had been exploring the Arctic seabed, the Russian government daily Rossiiskaya Gazeta says. It had been descending to extreme depths on difficult missions, the paper reported. Those missions were not specified, but Russia is in an international race to stake territorial claims in the Arctic, which is believed to be rich in oil and gas and other minerals.

The main cause has been established - it was a fire in the battery compartment, and then it spread, Mr Shoigu told President Vladimir Putin in a meeting on 4 July, according to the Kremlin website. The nuclear power unit on the vessel has been fully isolated and nobody is in that section. The crew took all the necessary measures to protect the unit, and it is in full working condition. This gives us hope that in quite a short time the vessel can be put back into service. The fire broke out as the submersible was in Russian territorial waters, the defence ministry says. **High-ranking officers** The ministry has now named all 14 victims, and all were senior officers. Seven were first-rank captains, including two with Hero of Russia awards; three were second-rank captains; two were third-rank captains; one was a captain-lieutenant and one a lieutenant-colonel. A first-rank captain comes fifth in the Russian naval hierarchy, after four ranks of admiral. After three ranks of captain comes the rank of captain-lieutenant. They were from a unit based in Peterhof, a district of St Petersburg. The ministry says several crew members survived and are in hospital, but no figure has been given. A 'civilian specialist was rescued by the crew during the fire.

Sunk Russian Sub Leaking Radiation

Ryan Pickrell Insider Defence 9 July 2019

Norwegian researchers have detected a possible radiation leak at the site where the Soviet nuclear-powered attack submarine *Komsomolets* sank 30 years ago. *K-278 Komsomolets* sank on 7 Apr 1989, after a fire broke out on board. Forty-two of



the 69 crew members perished, and the boat sank to the depths with its onboard nuclear reactors and two torpedoes carrying plutonium-tipped warheads. Researchers collected a water sample on 8 July 2019 that showed radiation levels 100,000 times higher than what is to be expected in normal seawater. Norwegian researchers have been monitoring the aftermath of the deadly event for signs of radioactive contamination. Norway is particularly concerned about the effect on commercial fishing in the area.

WORLD SUBMARINE NEWS

Brazil to Transfer Type 209 Submarines to the Argentine Navy

Santiago Rivas, Jane's Defence 10 June 2019

The Brazilian Navy has agreed to transfer two Tupi class submarines; Type 209/1400, to Argentina, following a meeting between Brazilian president Jair Bolsonaro and his Argentine counterpart, Mauricio Macri. The deal includes a potential future transfer of an additional two boats. The first two could be transferred during 2019 and the ships would then receive some minor repairs at Tandanoor shipyard in Argentina before entering service in 2020. The Tupi class of four vessels was commissioned between 1989 and 1999 and is slated to be replaced by the four Tonelero-class submarines of the Scorpene type in the near future.

German Submarine Damaged Norway

Fox News Associated Press 16 May 2019

The German Defence Ministry says experts are assessing whether any serious damage was done to one of its submarines after its rudder touched the ground as it was leaving a Norwegian harbour. The ministry said Thurs that divers have taken photos of the ship's rudder and it shows no visible signs of damage, but that it is standard procedure to evaluate the seaworthiness of a vessel while it is docked after such an incident. The ministry says the Type 212A diesel-electric submarine grazed the ground Tues as it was going backward at slow speed, executing a turn as it was departing the Haakonsværn harbour. It has now re-docked in the harbour for inspection. Germany regularly conducts deep water trials off of Norway.

Australian S/M makes Emergency Casavac

RNZ Solomon Islands 15 June 2019

Locals in the Solomon Islands capital Honiara were treated to a surprise visitor on Friday morning as an Australian Navy submarine pulled into Point Cruz Harbour. A statement from the Australian High Commission in Honiara said the submarine made the brief stop to obtain medical assistance for sick crew members. The nationality of the vessel remained a mystery for most of the day sparking some concern among locals on social media as it arrived in the wake of international visits from Australia, New Zealand and the United States. The statement from the High Commission said thanks to an advance turnaround of the necessary clearances by the Solomon Islands Government for the ship and crew to enter Solomon Islands waters, the two sailors were taken ashore and are receiving medical care pending evacuation to Australia. The Australia High Commissioner Roderick Brazier expressed his gratitude to Solomon Islands for assisting with the medical care of the Australian officers. The submarine departed Solomon Islands waters later on Friday.

Electile Dysfunction. The inability to be aroused by any of the parties or people standing for election

India Navy Finds Defects in Scorpene Submarine

Ajai Shukla 15 June 2019

One more year of delay so the navy has refused to commission the Khanderi into service until all its defects and deficiencies are fully rectified. Project-75, which involves building six Scorpene submarines in Mazagon Dock (MDL), Mumbai, had already been running five years late by the time the first one, INS Kalvari, was commissioned on 14 Dec, 2017. With the navy reporting a host of problems in the second vessel, INS Khanderi, the project has now slipped by at least one more year. The navy has refused to commission the Khanderi into service until all its defects and deficiencies are fully rectified. The defence ministry has fully supported the navy's insistence that MDL and its technology partner, French warship builder Naval Group, deliver a fully seaworthy and battle-worthy vessel. 'The liability of delivering a fully functional submarine is that of Naval Group. If we accept the boat with shortcomings, the liability would be on us' said a senior admiral. The most worrying problem the navy discovered during the Khanderi's sea trials was a killer defect for a submarine: Its engines and propellers were emitting an unduly high level of noise. A submarine's effectiveness in battle, and its very survival, depends upon it remaining undetected. Enemy sonar detectors, mounted on aircraft, warships and submarines; search relentlessly for sounds emitted by enemy submarines. Once detected, a submarine is easy meat for enemy depth charges or torpedoes.

Sweden's Second Upgraded Gotland Submarine Returns to the Water

Richard Scott, Jane's Defence 19 June 2019

Sweden's second upgraded Gotland submarine, HMS Uppland, was relaunched at Saab Kockum's Karlskrona facility on 19 June. (Saab) she was lowered from the shiplift at the company's Karlskrona facility. The milestone occurred 12 months after the relaunch of sister boat HMS Gotland. Sweden's Defence Materiel Administration (FMV) awarded Saab Kockums a SEK 2.1 billion (USD220.5 million) contract in June 2015 for the upgrade of two of the RSwN's three Gotland-class submarines. Combining a major platform overhaul with a substantial modernisation package, the MLU Gotland programme will allow Gotland and Uppland to remain in service until at least 2030. The MLU has been designed to address obsolescence issues, ensure compliance to updated safety and information security requirements, improve signature performance, upgrade the combat management system (CMS), replace the ship management system, introduce a new navigation suite, modernise the sensor package (including an upgraded sonar suite and a new Safran optronic mast), upgrade the Stirling air independent propulsion (AIP) plant, and add a diver lock-out chamber. Work has included cutting the pressure hull in two to enable the insertion of a 2 m hull section.

Derby Armed Forces Flag Raising 24 June

It is a sad reflection on the time we live in that Derby which in the 1960-90's had two Recruiting Offices including the East Midlands regional one and until a few years ago had thirty Assns in the Derby & District Ex Services Association. Today, we could only muster Three Standards (All of us with health problems), The Chair and Vice of D&DExSvc Assn and 11 veterans for the Raising of the Armed Forces Flag in a City the Size of Derby. However, we sincerely thank the Mayor and City Council for their Sterling Support as the only City with the Freedom of the City to HM Submarine Service granted in 2002. (Yes, there is lots of Towns such as Gosport but as far as I am aware, we were the first and only City?) This fact is proudly displayed on our DS Standard as Granted by RASM and the Derby City Council at the time. This is not so much a criticism of anyone, just a plain fact we are a dwindling band of ex Services and I fully appreciate we can only be in one place at a time, and more and more it seems the other place is a hospital or due to a health related problem as we all get older. As one person observed, these days its funerals we go to, not weddings!



However, several pubs gave free Pints to Veterans to commemorate AFD the following Saturday, including the Neptune on 'The Spot' in Derby and of course the Wilmot Arms run by Steamin' Billy Ales across the road from the Jubilee and a popular place for some to wait for the Jubilee to open at 12am when we hold our monthly DS meeting!

The Most Dangerous Road in the Country

The most dangerous roads in the country have been revealed, and they account for nearly two thirds of fatal crashes. Despite Britain having some of the safest roads in the world, a study by the Road Safety Foundation (RSF) found that 60% of deaths on our roads between 2015 and 2017 happened on just 12.5% of the network.



Topping the List of Britain's most dangerous road is the **A5004 from Buxton to Whaley Bridge in Derbyshire** - a 7.5-mile single carriageway A-road

that saw 16 serious or fatal crashes between 2012 and 2017. Ironically the photo shown in the article I know very well from the early 1970's when I came around this bend on my Honda 500-4 Motorcycle and ploughed into a flock of sheep on the road. No crash barriers in those days, and the drop on the bend was the old Roman Road which did not bother going around the contours like it does today!!

Recipe for Oggies on a Diesel Boat Submarine

By an ex Baby Chef

The Filling 10lb Pussers mince, Carrots, Potatoes, or just bung in an A10 tin off mix veg if no fresh stuff left

The Pastry 8lb Flour [having first got tin from under the main motors in the motor room if unlucky and none in coxswains store] 4lb of Pussers margarine [having taken out of fridge earlier to soften]

Method for Pastry. Put plug in sink, Lovingly place flour in sink and add margarine then delicately rub the 2 ingredients together until - it is nice and light and falls through your hands. Add water straight from tap if water is slightly brown don't panic it is only the tank getting low. Stop adding water when it is all bound together, but word of caution, don't make it to wet. Now place on side off sink to rest [or just get the wardroom flunky [steward] to make a brew]

CORNISH PASTY



The Filling Place in sink your mince and other dry ingredient's [note not wasting water by washing sink before starting the filing] Add salt and pepper and a little L/Ps sauce (*Worc Sauce*). Mix together once bound together you are ready to build your oggies!

Construction Method Roll out your pastry to about ¼ inch thick and get your cutter which is an A10 tin and cut out has many has you can. Place in the middle, a portion of the mince about a heaped mash potato scoop is a good amount wet the edge of the pastry with water and bring both edges together and lovingly crimp with your delicate little hands. Place flat on a greased baking tray with the crimped side uppermost so it looks like a dinosaur s back. When you have made about 40 place them in an oven for around 35 minutes just time for another brew which the steward will make. Check on them at regular intervals as a Dieso Boat oven is not fan assisted so the Oggies will not brown evenly if not moved about in oven. I don't mean side to side from the weather either. The above is ideally best served with; Mash, B.I.T.S, & good old R.B.G!*

Oh! Before I forget any leftover pasty can be used for your guard rail on the next cheese ush, or any other fine creation you are making next. I know because I was there!! **Tony G**

***Editor:** For none Submariners or those without a Jackspeak Dictionary, **Mash** is self explanatory for potatoes, **Bits** stands for Beans in Tomo Sauce and **RBG** is Rich Brown Gravy!

Changes to CAMRA Membership

If you like real ale or cider, a CAMRA membership is a no brainer. Adult £27.50 Us, *finished growing up* £18 per year and the £20 of 50p off a pint vouchers for Wetherspoons has now changed to £30 of 50p off vouchers and now you can use them at different pubs. The easiest way to purchase membership is to go onto the national website www.camra.org.uk/joinus

SA NEWS

Charitable Status of SA. At the NCC in March the suggestion of the Submariners Association seeking Charitable Status was put to the assembled Delegates and Observers. This proposal was met with overwhelming approval and enthusiasm and permission in principal was given for the small team to carry out the work required so that by the next NCC in March 2020 we would be in a position to make a formal Proposal to this effect. The attached document is the Draft Constitution we have constructed, and I am now sending this to you for your consideration* (*Distributed to all SA Derbyshire Members via email*). It is anticipated that this will bring the veteran and serving communities together to form an integrated cohesive group which will hopefully encourage all submariner's past and present to join.

I would emphasise that it is a 'work in progress' but is the basis from which we expect and intend to develop our strategy as we progress. Of course, there will be changes, mostly minor I hope, as well as more specific detail in some areas as we progress through this procedure. It would be unrealistic to expect such a document to be perfect at the first publication. A great deal of work has gone into reaching this stage and I hope you will feel sufficiently satisfied to support us as we wade through the bureaucracy of seeking charitable status. The small team working on this project need your support so please ensure that this document gets the widest possible distribution amongst your members. We need your feedback! If you have any questions or suggestions please put them in writing and I will put them to the team for consideration and answers. Regards Jim McMaster

National Chairman, Submariners Association

The Barrow Branch are in the process of arranging two Ceremonial Events later this year. The First Event will be the **'Laying Up' of our current Branch Standard** (now nearly 25 years old) and the 'Dedication' of a new Branch Standard. The intention is that the 'Laying Up' and 'Dedication' ceremonies will take place at St. John's Church on Barrow Island on Sun 1 Sept and the officiating Chaplain will be our own Honorary Branch Chaplain, the Rev Andy Batchelor. This is the same Church where our old 'SOCA' Standard was 'Laid Up' in 1996. The Second Event will be the **Rededication of the HMAS AE1/AE2 Memorial** in Ramsden Square in Barrow which is targeted for Sat 14 Sept and is the exact 105th Anniversary of the loss of HMAS AE1 - the first Submarine loss in WWI. This Memorial was originally unveiled in May 2013 by the Assn Patron, Admiral of the Fleet The Lord Boyce, and James, Lord Abinger. The reason for the Rededication of the Memorial is that, following the location and identification of the wreck of AE1 in Dec 2017, a new Australian Organisation was set up (The Australian E Class Submarine Memorial Foundation - AESMF) with the twin aims

of protecting the wrecks of both HMAS AE1 and AE2 and updating the various Memorials to the two submarines in UK, Australia and Papua New Guinea. The Barrow Branch has been tasked with co-ordinating the updating of the Barrow Memorial and action/planning is already in hand.

Full details of both Events and relevant Invitations will be circulated in due course but it would be appreciated if these brief details could be circulated now to the Branches such that the dates can be recorded in Branch Diaries. Any queries about either event should be directed to the SA Barrow Branch Secretary, **Barrie K Downer**

EAST KENT SUBMARINERS AT GALLIPOLI MAY 2019

Submarines: E2, E7, E11, E12, E14, E15, E20, B6, B7, B8, B9, B10, B11, AE2, H1, H2, H4

Between February 1915 and January 1916, the Royal Navy played a significant part in the various battles that took place within the ill-fated Gallipoli campaign. RN Submariners were one of the few successes within the conflict, resulting in the award of four Victoria Cross decorations to Submarine commanders. In 2015, I had hoped to lay a submariner's wreath at the memorial at Helles, located on the tip of the peninsular as part on the centenary celebrations. For various reasons this was not possible, and I have long sort to complete the task and deliver the wreath as intended. My interest in the role of RN submariners in the battle, led me to join the Gallipoli Association (<https://www.gallipoli-association.org/>) and network with some very eminent military historians. Most coverage of Gallipoli focuses on the role played by the Australian and New Zealand Army. My research revealed many fascinating stories of heroism and dedication to duty.



During May 2019, I was able to join a historical walking tour of Gallipoli and place the wreath at the Memorial (see photo above). The day I visited was very bright and the sun was shining. However, being close to the seashore there was a very strong wind blowing. In the end I had to find a heavy stone to hold the wreath down to avoid it blowing away. My fellow travellers from UK, Australia, Canada and NZ were surprised to hear that RN submariners made

real impact at Gallipoli by preventing resupply across and down the Dardanelles via the sea of Marmara. Later in the tour I visited the Turkish Naval museum at Cannakale, some really interesting exhibits and worth a visit. The main Naval memorial at Helles, and lists the main surface units involved in the battle. Several were sunk or badly damaged. At the Naval museum, there is a Fort that guards the narrowest part of the Dardanelles. Each Fort near the entrance of the narrow waterway was bombarded by the heavy calibre guns of the RN. The photo below shows the path of a 15 inch shell from HMS Queen Elizabeth, which struck the wall of the Fort at Canakkale.



A Fundraising Event by the East Kent SA Submariners for the RBL took place by the **Cold War Warriors** in a Challenge Cricket Match on Friday 7th June 2019, which commenced at 6pm between Commander Gruntfuttocks Irregulars v. Brigadier Bullshots First Afoot in Ash in Kent and included a Bar, BBQ and Raffle

U.S. Arms Giants in Running for £2bn Faslane Contract as Navy Privatise Submarine Training
Billy Briggs The Sunday Post 23 June, 2019

Raytheon and Lockheed Martin, two of the world's biggest private arms companies, are in the running for a UK Government project called Selborne which is estimated to be worth £2bn over the next 12 years. Project Selborne is due to start from 2021 and the successful bidder will deliver all levels of naval training including recruits at a new submarine school at HM Naval Base Clyde, where Britain's nuclear arsenal is kept. Both Lockheed Martin and Raytheon already provide training and logistics support for the US military. Politicians and critics of nuclear weapons and the arms trade have expressed concern, however, citing fears over safety, the US firms' links to alleged human rights abuses and the creeping privatisation of the UK's Armed Forces. According to a contract notice for prospective bidders, Project Selborne will involve moving submarine training currently provided at HMS Raleigh, based at Torpoint in Cornwall, to HM Naval Base Clyde. The notice says: 'Additional Training Services including: Move of the Submarine Training in HMS Raleigh to HMNB Clyde to form the Future Submarine School (FSS) relocating, modernising supporting the resulting training and equipment delivery and support in the new facility.'

The successful contractor will also provide training to the Royal Marines and manage 'military assets, equipment, documentation' and a 'cadre of Naval Service instructors'. Raytheon makes laser systems for so-called smart bombs at a plant in Fife with the weapons linked to the death of civilians in alleged

war crimes in Yemen. The indiscriminate bombing by Saudi Arabia has been blamed for thousands of deaths and British sales of arms to Saudi were last week ruled unlawful by the court of appeal in London. The judges ordered international trade secretary Liam Fox to review arms deal with the Saudis worth at least £4.7bn. It emerged in January that Raytheon, which has received more than £200,000 in grants from Scottish Enterprise, had signed a £250m contract with the MoD to provide support services to the RAF's fleet of surveillance aircraft. The 11-year contract to support Shadow aircraft secured 200 jobs at Raytheon's intelligence and surveillance hub in North Wales. Raytheon is reportedly working on its bid with outsourcing firm Capita, criticised for a number of issues including wrongly archiving 130,000 NHS patient records. Capita was also criticised over a 10-year contract in 2012 to manage recruitment for the armed forces. Last December, however, the National Audit Office found that Capita had consistently missed the army's targets, meaning personnel numbers in some frontline British army units were down by as much as a third, prompting concerns about their readiness for action.

Lockheed Martin, which builds the F35 fighter jet, has confirmed it is in the running for the MoD contract. Labour MP Paul Sweeney said: 'The war in Yemen has resulted in an appalling humanitarian crisis, and politicians on all sides of the political divide now have a moral duty to call for restrictions on the export of armaments to Saudi Arabia from the UK. 'Since 2010, the Tories have stripped over £2.5billion from our armed forces budget and have already presided over a series of failed privatisation contracts. 'They have cut the size of the regular Army from a peak of 114,000 in 2010 to a target size of 82,000 by 2020 and privatised recruitment to a company called Capita in 2012. 'As a result of the botched performance of Capita, in July 2018 the Army was 5,600, or about 7%, short of the number of regulars needed, and it is highly unlikely to meet its target headcount for 2020. 'Privatisation has failed to deliver more efficient performance and is driven by an irrational ideological zeal to dismantle as much of the state as possible. Rather than outsourcing yet more taxpayers' money to private American defence contractors that are linked to potential war crimes in Yemen, the Conservatives should be focused on addressing the collapse in morale and exodus of disillusioned personnel within the armed forces. 'We should be investing in our armed forces in pursuit of an ethical foreign policy, and the Tories should match Labour's commitment to spend at least 2% of GDP on defence.' A MOD spokesperson said: 'All of our suppliers are subject to robust assessments prior to a contract being awarded and are closely monitored throughout. As we are still in the competition stage for this contract, no decision on contractors has been made.

The Nuclear Promise: Letters of Last Resort
David Urban Forces Network 10 June 2019

The Letter of Last Resort is a handwritten letter from the Prime Minister to the commanding officer of each of Trident's submarines. The Letter of Last Resort is a handwritten letter from the Prime Minister to the commanding officer of each of Trident's submarines. It contains instructions on what action the vessel's commander should take in the event that Britain is obliterated by nuclear attack and all those in authority deceased. As far as we know the letter can only say one of four things: retaliate, don't retaliate, for the submarine commander to use their own judgement, or for the vessel to put itself under US or Australian command (if possible). Each new British prime minister must write the letter upon taking office. The process by which a Trident submarine commander would determine if the British government continues to function includes, amongst other checks, establishing whether BBC Radio 4 continues broadcasting. Submarines on patrol were reported to have briefly gone on nuclear alert in 2004 when Radio 4 went off the air for 15 minutes due to a power cut. Lord Guthrie, former Chief of the Defence Staff, recalls briefing the newly-elected Tony Blair on Britain's nuclear capability when he first entered Downing Street in 1997. 'I think quite honestly, like most prime ministers, he hadn't given a huge amount of thought to what this really meant. And it is actually an awesome responsibility. It really comes home to you that he could, if the circumstances demanded it, create devastation on a huge scale.'

How did Blair react? 'Well', says Guthrie, 'he went quite quiet'. In an interview with the BBC, ex-Prime Ministers Gordon Brown, Tony Blair and John Major stated that their instructions all were that in no circumstances should nuclear weapons be deployed against civilian targets - on the basis that to do so after an attack would be a futile act of vengeance that would wreak unacceptable levels of harm on a civilian population. In addition, any government that would launch such an attack on the UK would most likely be a dictatorship and it would be immoral to make their people suffer for the acts of an unaccountable leadership. Jim Callaghan, the former Labour PM was the only other former leader to share their decision on what order they would have given: 'If we had got to that point where I felt it was necessary to do it, then I would have done it.'

How an Aircraft Carrier and a Submarine
Hunted Each Other During the Falklands War
Sebastien Roblin The National Interest 23 June

On the afternoon of April 30, 1982, the War Cabinet of PM Margret Thatcher transmitted a message to three RN submarines in the South Atlantic, designating the carrier Veinticinco de Mayo a priority target to be hunted down and destroyed. The Argentine carrier, ironically, of British origin, posed an unpredictable threat to the RN taskforce

commencing amphibious operations to retake the disputed Falkland Islands following their seizure by Argentinian troops on April 2, 1982. The ensuing nine-day game of cat-and-mouse between British submarines and the anti-submarine aircraft onboard the Veinticinco is recounted in *A Carrier at Risk* by Mariano Sciaroni, who compares interviews with Argentine sources with Reports of Proceedings filed by British submariners to shed new light on a formerly obscure subject. Sciaroni's book not only serves as a primer for the anti-submarine tactics and technology of the time, but features many maps plotting day-by-day movements of the combatants and numerous photos and colour illustrations depicting the vessels and aircraft engaged. Sciaroni also captures the routines and human foibles of wartime life at sea, such as quarrels over stocking snacks in the pilot ready room and fearful crewmen sleeping at their stations in life vests.

By May 1982 three British hunter-killer submarines in Task Force 324 were patrolling exclusives zones around the disputed islands. The older Churchill-class Conqueror hunted south of the Falklands, while more modern and quieter Swiftsure-class attack subs Splendid and Spartan patrolled northwestern and northeastern quadrants respectively. All three 5,400-ton nuclear-powered submarines could sustain up to 26-30 knots without needing to surface for air and were armed with Mark 24 Tigerfish acoustic homing torpedoes with a range of 13 miles, and World War II-vintage Mark 8 torpedoes designed to fire in a straight line. As the Tigerfishes were unreliable versus surface targets, the short-range Mark 8s were preferred. The nuclear-powered Courageous and Valiant and the diesel-electric Onyx would arrive later in the conflict.

British intelligence had compromised the Argentina Navy's Swiss Crypto AG encryption systems and intercepted Argentine plans for a combined carrier strike and surface attack. Aided by CIA spy satellites, the RN had a general idea of the Argentinian carrier taskforce's positions but lacked precise coordinates. In fact, on 1 May one of Veinticinco's S-2E Tracker planes located the British fleet first. The Veinticinco prepared to launch its A-4Q Skyhawk jets to attack the British carriers, only for the Skyhawks to be grounded by unusually long-lasting dead wind. Then at midnight, a British Harrier jet located the Argentinian fleet. Hours later, far to the south, the Conqueror torpedoed the cruiser General Belgrano, killing 323 Argentine sailors. The Veinticinco's skipper, José Julio Sarcona, realised his taskforce now was on the verge of being annihilated by the RN's quantitatively and qualitatively superior forces, so he turned Veinticinco westward and made full steam for the Argentinian coast. However, the carrier's troublesome boilers limited her to limping at 18-20 knots, meaning the British subs might easily overtake her. The retreating Veinticinco was firmly in the hunting ground of Splendid under Cdr Roger

Commander Roger Lane-Nott. Her sistership Spartan could easily have joined the hunt but was denied permission to avoid potential friendly fire incident.

Tracker versus Swiftsure The Veinticinco adopted a zig-zag course over shallow waters that would force pursuing submarines to slow down to avoid running aground. Her escorting destroyers were spaced five miles to her left, right and front: two British-built Type 42 destroyers, Hercules and Santisima Trinidad, and the older Py, a Gearing-class destroyer formerly named USS Perkins equipped with a longer-range sonar. Veinticinco also carried four ex-U.S. Navy S-2E Trackers, large twin-radial-engine planes with folding wings and a crew of four. The pokey aircraft could fly six-hour long patrols, parachute-dropping Jezebel sonobuoys set to transmit passive omnidirectional sonar returns to the operators of the S-2E's AQA-4A system. Uniquely capable of night operations, the Naval Anti-Submarine Squadron was dubbed the 'Owls.' The Tracker's secondary sub-hunting sensors included APS-88 surface-search radar and an electromagnetic (ESM) sensor that could detect radar and radio emissions. Despite not needing to surface for air, the British submariners still rose close to the surface every few hours to receive orders, transmit reports, and observe with their periscopes, during which time they were more exposed to detection.

When a Tracker acquired a Possible or Probable contact (POSSUB, PROBSUB), it's crew would visually inspect the area and comb low over the sea using a short-range Magnetic Anomaly Detector. If a submarine appeared to be nearby, the Tracker could then parachute-drop a Mark 44 lightweight homing torpedo. This would swim in circles. Indeed, by May 3 Splendid was close to heading off the retreating carrier, repeatedly establishing visual contact with Veinticinco's escorts, but not the carrier itself. The British submariners were also acutely aware of the aircraft hunting them thanks to their own ESM systems. For example, at 5:30 AM on May 4 the Splendid detected the radar of a Tracker and dove deep to avoid detection. An hour later, her sonar acquired multiple contacts, the Veinticinco and her destroyers! By the time the British submarine closed within torpedo range, however, all but one large, slow ship had passed into Argentinian territorial waters, beyond which they were forbidden from attacking. Splendid ascended to periscope depth to visually identify the last remaining contact target prior to launching torpedoes, only to discover it was the cargo ship Formosa! Splendid had fallen just short of her prey. While Splendid continued to search south, Veinticinco steamed northward up Argentina's coast, her Trackers continuing to scour the seas. At 7:43 AM on May 5, a Tracker pilot visually acquired what appeared to be a submarine snorkel heading north, and released a Mark 44 torpedo, which splashed into the water and disappeared. Two Sea Kings were quickly

scrambled to pick up the chase, one of which detected a faint mechanical signature with its dipping sonar. A second Tracker dropped a trio of sonobuoys and began swooping low over the water to use its MAD sensors, which repeatedly reported faint contacts. After an hour, the Tracker released a second homing torpedo, which pinged rapidly as if its active sonar had acquired a target. But again, the torpedo vanished.

In fact, Sciaroni discovered that Splendid was over 130 miles to the south at the time. Even stranger, Splendid too reported sonar contact with what sounded like a diesel-electric submarine, assumed (incorrectly) to be the Argentinian submarine Salta. Lacking loaded anti-submarine torpedoes, Splendid retreated. Sciaroni speculates the British and Argentine sonars might have picked up a Soviet, Chilean or U.S. submarine passing through the conflict zone. By May 7, damage to one of Splendid's turbochargers forced her to retire, while sistership HMS Spartan cruised northward to finish off Veinticinco. But Spartan too found her patrol constrained by the shallow, transparent waters the Veinticinco was cruising in, and was unable to close with the carrier during daylight hours. Veinticinco finally slipped into port at Viedma on May 9, bringing an end to the hunt.

Ultimately, it seems Argentinian aircraft probably never directly fired at British submarines, save an extraordinary later coincidence when the Valiant was damaged by bombs jettisoned by Argentine Air Force Dagger jets roaring back to base. Admittedly, British ASW forces also launched numerous torpedoes at suspicious sonar contacts, while failing to prevent the Argentinian submarine San Luis from launching multiple unsuccessful torpedo attacks. However, Sciaroni argues the Trackers and Sea Kings likely saved Veinticinco by constraining the British submarines' freedom of manoeuvre, forcing them to hunt more slowly and cautiously. Indeed, in World War I and II, anti-submarine aircraft were just as important for preventing submarines from attacking as destroying them outright.

Nuclear Submarine De-Commissioning **A new Bill presented to Parliament**

Luke Pollard Shadow Minister (Environment, Food and Rural Affairs) (Fisheries, Flooding and Water) as requested leave be given to bring in a Bill to require the Government to prepare a strategy for recycling out-of-service RN nuclear submarines and to report annually on progress, to consult on extending decommissioning powers in Part 1 of the Energy Act 2004 to include the recycling of Royal Navy nuclear submarines, and to publish estimates of the taxpayer liability associated with such submarines; and for connected purposes. Britain still has every nuclear submarine that it has ever had. There are 13 old nuclear submarines tied up in Devonport in Plymouth and seven tied up in Rosyth. He said, 'When I was elected in 2017, I said that I would make safely, securely and sustainably

recycling these submarines one of my priorities. Many people are not aware that we still have all the submarines that have served in the Royal Navy. The 13 stored in Devonport and the seven in Rosyth are potentially just the start of many more to enter storage. The oldest submarine stored in Devonport is HMS Valiant, which was launched in 1963 at the height of the cold war. The submarines can be seen on Google Maps, if you zoom in on Plymouth, on the left-hand side of the city, at No. 3 basin in Devonport, they will see lines of nuclear submarines, many of which have been there for decades.

4th Astute Class HMS Audacious Delayed

HMS Audacious has yet to begin sea trials, risking further decline in RN submarine numbers as the construction of the boat has fallen yet further behind schedule. As recently as Feb 2017 the MoD said it expected *Audacious* to enter service in Nov 2018.



More than two years later it is clear something is amiss. It is now July 2019 and *Audacious* remains afloat in the dock at Barrow and yet to put to sea, 12 years after her manufacture started. In late 2018, *HMS Magpie* was dispatched to survey the Walney Channel at Barrow, supposedly in preparation for the submarines' imminent departure. Sources at a company involved in supporting *Audacious* on sea trials stated in Oct 2018 that they expected to be called on to assist 'next Spring'. Responding to enquiries today, the MoD is only able to confirm *Audacious* will commence sea trials 'this year' which could imply next week or months away. As for boat 5, *HMS Anson*, the MoD is even more vague, saying she is 'expected to enter sea trials in the early 2020's.'

The delays to *Audacious* risk the RN's attack submarine force declining even further, at least temporarily, down to just 5 boats. Whether the current 6-boat fleet can be maintained is now probably dependent on the oldest submarine, *Trenchant*, being kept going beyond her planned decommissioning this year. Even if *Audacious* started sea trials tomorrow, it will take many months to rectify the inevitable snags, be commissioned and then work the boat up to be fully operational.

When asked if *Trenchant*'s decommissioning might be postponed, the MoD issued their stock answer; 'The planned out-of-service and in-service dates for RN submarines are withheld as disclosure would, or would be likely to, prejudice the capability, effectiveness or security of the Armed Forces'. This is a significant change in policy, back in 2013 the Defence Minister was happy to publish planned 'in service dates' of nuclear submarines. One might conclude the sudden shyness about discussing the strength of the submarine force has everything to do with obscuring increasingly embarrassing delays and little to do with operational security.

According to the written answer to a Parliamentary question given in 2013, *Trenchant* was due to go in 2019. (It should be noted *Tireless* & *Torbay* retired in 2014 and 2017 respectively as scheduled and in line with the dates given in the written answer.)

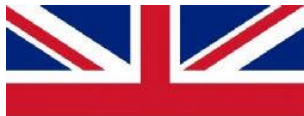
Trenchant completed a 3-year refit in Apr 2017 described as 'the largest and most complex ever undertaken at Devonport'. After such a considerable investment was made in the veteran boat it is possible, although launched 33 years ago, she could manage to continue to serve beyond this year. This would mostly be dependent on the material state of her hull and how much life is left in her reactor core.

Audacious successfully completed her first trim and basin dive in the Devonshire Dock in Jan 2018. *Audacious* is in effect a 'batch II' boat with some significant internal changes and improvements building on lessons learned from the first three boats. Details are sketchy but some of these upgrades have already been de-risked and 'back fitted' to boats 1-3, especially to the combat system and electronics taking advantage of their open architecture. The batch II design is supposed to eliminate some complexity and utilise more commercial off the shelf (COTS) equipment. It is acknowledged that the submarine supply chain has struggled due to lack of continuity and the MoD has lost some expertise in this procurement speciality. Other than these background issues, the precise reasons for the delays and spiralling costs remain conveniently hidden behind the blanket of secrecy surrounding the submarine programme. There is little justification for the deafening silence about problems with what is arguably the most critical conventional UK defence asset and the taxpayer deserves a proper explanation. It is the failures of the construction programme that is 'prejudicing the capability of the Armed Forces' and it is not as if our adversaries cannot easily find out for themselves our inadequate number of submarines. Creating public pressure for the RN to get the submarines it needs in a timely manner could, however, be politically inconvenient.

In the 1960's and 70's, British industry was consistently turning out nuclear submarines in around 4½ years at a time when it was plagued by dire industrial relations and supposed inefficiency. While in the 21st Century, despite the benefits of digital technology and automated tools it is taking about twice as long to build an SSN. There are undoubtedly dedicated people at Barrow doing their best in partnership with DE&S and the Navy to get *Audacious* to sea. The story of the 'ASTUTE' class submarine procurement is long, complicated and a lesson in what happens if you allow your skill base to erode. But by now we might expect the acknowledged historic failures of the programme to be firmly in the past and it is hard to understand why the construction time of the later boats is little better than the first.

DS AFD LUNCH CLUB THE NEWDIGATE WH ***The Newdigate PH West Hallam, Derbyshire***

What a super attendance, with nineteen enjoying a really nice lunch at this familiar venue and the staff really as usual looked after us. The only hic-up to my knowledge was people having difficulty gauging when both the little hand and the big hand come together in daylight meaning it is 12am the normal start of the lunch club! However, we did get a phone call so even though start was delayed until 12:20 as we have to wait until all on site before we ask for the staff to start serving every one appeared to enjoy chatting to each other while waiting. The quality and choices were excellent and service as good as ever. Not that it mattered the weather was also fine as we



ARMED FORCES DAY
SHOW YOUR SUPPORT

had three tables in close proximity with 8, 6 and 6.

The table top raffle was won by Judy Williamson who kindly donated it back to the Lunch Club

Funds and we celebrated AF Week with Passing the Port inviting two of the staff to join us as a thank you for serving us. For those that wished we also Spiced the Mainbrace with Proper Pussers Rum donated by a member to DS recently with over half of the present members partaking toasting the Submarine Service and DS. Another successful lunch club and next month is The Windmill at Breadsal Hilltop as in you July Newsletter so please let me know you choices in good time as I am going to be a bit busy in August so want to try to get a little ahead of myself.

Derby & District Ex Services AFD Lunch ***By Peter Johnson***

For the last few years the event has been held at the Spot Banqueting Suite where a coffee morning was also held for a get together of Derby's ex service personnel. Unfortunately, the Spot has virtually ceased trading, so a new venue was required, and Grange Hall was chosen. It's a Masonic Lodge off Burton Road and the drive way to it is opposite the Half Moon public house on Burton Road. It's an old Hall with bars, function rooms and toilets on the ground floor, with lots of parking adjacent to the entrance, and is first class in every respect.

The coffee morning commenced at 10am and it cost £1 to gain admission. There was a raffle and a tombola stall and a stall selling pictures and cards who donated 10% of their takings to the association and altogether raised about £200 (PJ guesstimate). The Mayor and his wife were the Guests of Honour and over 70 people sat down to a delicious lunch. The starter was a spicy red soup, and the main course was roast beef and all the trimmings, and the sweet was fresh strawberries and cream followed by coffee. It was waitress service and excellent value at £16 per person. It was a very successful social event. **Peter Johnson**

Highlights From an Article in the Independent Newspaper in 2010

The final resting places of six German U-boats sunk in the final months of WWII's greatest naval conflict have finally been identified. After years of research, maritime experts say their discoveries will force historians to re-evaluate the battle for control of the Atlantic. Evidence from the wrecks suggests many U-boats were sunk by mines rather than attacks by Allied air and naval forces, as had previously been believed. The findings show coastal minefields were around three times more effective than British naval intelligence gave them credit for. Experts believe their view was distorted, unintentionally, by reports from over-enthusiastic airmen and escort ship commanders who sometimes claimed they had sunk U-boats with depth charges or anti-submarine mortars. One submarine, the U-400, previously believed sunk by Royal Navy depth charges south of Cork in Ireland, has now been identified off the coast of north Cornwall. The German sub was on its very first patrol in Dec 1944 when it hit a mine, underwater photography suggests.

Another, the U-1021, also identified off the north Cornish coast, was on its first patrol in Mar 1945 when sunk by mines. Previously, it was thought the RN had sunk it with depth charges hundreds of miles away, off the west coast of Scotland. The U-326, also on its first patrol when it was destroyed by a US aerial depth charge attack in Apr 1945, has been identified 100 miles off the coast of Brittany. The U-325, sunk on its second patrol in May 1945, was thought to have been destroyed by RN depth charges in the Irish Sea. Now marine archaeology and underwater photography have identified it on the seabed 230 miles away, off Lizard Point, south Cornwall. Other U-boats, sunk far from British coastal minefields, have also been identified. The U-650, recently identified through underwater photography near Land's End, was sunk by a direct hit from a hedgehog (See Picture above) anti-submarine missile in Jan 1945.



Editor: This is a similar scenario to the discoveries of British and an Italian Submarine off Tarbarka in North Africa as detailed on page 6 of this newsletter.

The RM Museum Delayed at Least Two Years

The Royal Marines are synonymous with Portsmouth. For many years the barracks at Eastney were their home. So, imagine the city not having any sort of museum to honour the unique, 355-year history of the Royal Marines and all those within its ranks who have proudly served their country in conflicts around the globe. That is a distinct possibility after National Heritage Lottery Fund bosses pulled the plug on a funding bid and put the creation of a new Royal Marines Museum in the Historic Dockyard in jeopardy.

New Battlefields: What Is The Threat To Underwater Data Cables?

Tim Cooper Forces Network 26 June 2019

Our oceans have become information superhighways thanks to the data cables laid across the sea bed. Yet they could be under threat. Last year, the Defence Secretary raised the possibility of countries like Russia targeting undersea communications. At the South West tip of mainland Britain, the waves and rugged coastline hide a secret with dozens of undersea fibre optic cables headed out across the globe. They carry telephone calls but mainly unbelievably large amounts of data, hundreds of terabits a second. The cables provide the bedrock of our modern connected world. Digital telecom systems expert, Prof Jim Norton, said 'they are the backbone to the world's communications': '97% of the world's communications go on optical fibre cables.' Most people think satellites carry all the data, but the truth is that this is mostly done by cables. So how vulnerable are they and could a hostile state attack this network? 'If you hit a significant number of the undersea cables, the world financial system wouldn't grind to a halt. It would stop dead, the economic damage would be huge', said Prof Norton. 'You would have to hit a lot of cables but a state actor could do that simultaneously.'

On Porthcurno Beach in Cornwall, eight of the UK's 40 undersea fibre optic cables head out across the globe.



The beach is home to a small white building, the cable hut, which has now been turned into a museum. Inside are the old copper cables that used to send and

receive telegraph messages around the British empire from the 1870s until 1970. Early attacks on cables happened during the First World War. 'The first act of aggression from the British was to go cutting German telegraph cables', explains ops manager Steve Bladon. 'Which just meant we had control over all communications going in and out from under the water from west Europe.' During WWII and with the advent of long-distance bombing, the authorities knew that Porthcurno could come under attack. 'Thus, it moved underground. We're in a valley with a big cliff beside us, it was tunnelled out, 15,000 tonnes of rocks taken out and the telegraph station was rebuilt inside that.' All messages until the end of WWII were then processed underground. The whole area was heavily protected by troops, with barbed wire and flamethrowers on the beach, surrounded by pillboxes. There were even escape tunnels for the staff working underground, in the event of a raid by German commandos. Although the area was bombed many times, the protection measures worked and the telegraph system remained operational.

How could we protect the modern fibre optic network? As island states, Australia and NZ rely heavily on their fibre optic international cables. Prof Norton said: 'They declared zones around those cables, which are protected.' Any vessels that go near them need to inform the authorities and will be monitored. Another way in the deep ocean would be to fit sonar sensing devices to the cables. 'There would be some warning if a submarine was trying to locate them,' Prof Norton continues. A necessary part



of keeping the network operations is repairing damaged cables, so even if they were deliberately cut, they could be fixed.

In Portland, Dorset, a warehouse filled with cables acts as a stock for the various lines running across the Atlantic. Moored alongside is C.S. Sovereign a cable ship used for underwater installations and repairs. This operation is, put very simply, an insurance policy for the undersea cable operators. The ship and stocks of cables are ready to repair any breakages, with around 200 call outs a year. Once dispatched, the ship has several options for retrieving a cable.

The old-fashioned, yet still effective, is to 'fish' for the cable. An exceedingly long rope with a grapple hook is used to bring it to the surface. But Captain Paul Haines, ship's master and RN reservist, explains that they also have more modern tech. This is in the shape of a remote submarine, or a Remotely Operated Underwater Vehicle (ROV). 'Having ascertained where that fault is, then we can either cut the cable with ROV with a cutter, grip it with a hydraulic gripper and then bring that end of the cable to the surface and onto the ship.' Eventually, when the broken section is cut out, a new cable can be spliced in and, with microscopic precision, the glass fibres fused together. The team are always on standby to respond anywhere there is a break in the North Atlantic. But are they worried about hostile action? 'It would be very difficult to break into a cable to tap off the information', said Cable Survey Manager, Kevin Connor. 'There are

multiple cables running between countries. The location of undersea cables is well listed to alert shipping, as anchors dragging and trawler nets are by far



the most common cable damage culprits. Yet this visibility does enhance the risk of hostile action. As we have seen, it has happened before and some feel it could happen again. But, according to the experts, the UK looks well placed to repair any damage.

Submarine Oscars

Rear Admiral Submarines (RASM) will host the 2019 Submarine Oscars evening on Saturday 28 September 2019 at the Hilton, Glasgow. This all ranks and rates event is open to serving submariners, their partners and families, as well as retired submariners and guests.

Regards Brian Tate, Technical Data Controller (NLO, CBO & USO). Astute Class Training Service, Babcock Marine Training Ltd, Astute Training Facility, Building 1287, Maidstone Rd, HMNB Clyde Helensburgh, Argyle & Bute, G84 8HL. Tel: 01436 674321 Ext 3099, brian.tate@acts.mod.uk

Subject: Military vs Cancer

I am the Chairman of Military vs Cancer which aims to raise £100,000 to be split between **Cancer Research UK and Macmillan Cancer Support**. We have already raised just over £32,000 and this year will see that rise significantly. Military vs Cancer will once again hold a raffle at the Submarine Oscars this year, the tickets will be available on the night and via the paypal link below. In addition to the Submariners Watch being highly sought after, this is the only one out of the 100 made that has the box signed by not only Submarine Captains and Commanding Officers, but also Admiral of the Fleet Lord Boyce, 1st Sea Lord, 2nd Sea Lord, RASM, Bob Anstey ACOS(SM) and Jim Perks COMFASFLOT, making it by far the most special out of the 100 made. **By Sea, Land, Air and All, together let's make cancer fall.** The tickets are advertised on the Military vs Cancer Facebook page and HMNB Clyde have also advertised these raffle tickets on their Facebook page and I was wondering if you would consider doing the same with the Submariners Association and also possibly emailing this out to members too? The post details are below and I've attached a few images of the prizes. **Military v. Cancer** - Possibly the greatest submarine raffle has returned. Proceeds split equally between Macmillan Cancer Support and Cancer Research UK. The tickets will be posted out to the name and address associated with the paypal payment.

1st prize - Submariners Breitling Watch (number 99)

2nd prize - 'We Come Unseen' RN Officers Sword

3rd prize - CASD selection

4th prize - Hand Carved Solid Oak Dolphins

5th prize - CASD framed print

6th prize - Highland Park 'The Dolphins' Whisky

Draw will take place 28th Sep at the Submarine Oscars Night. **Tickets £10.00** each via the paypal link below (tickets will be posted to the address associated with the paypal account)

<https://www.paypal.me/militaryvscancer>

Any questions I can be reached via the following email: david.bathgate387@mod.gov.uk

Regards, WO1 WS(TSM) D Bathgate, Human Resources Training Services Group, Jervis Block, HMS Nelson, Portsmouth, PO1 3HH (BT telephone: 02392 720013 (Mobile Telephone 07484717490 email david.bathgate387@mod.gov.uk

Australia's New Fleet of S/M's Could be Obsolete'

When they Come into Service in 2030s

Andrew Greene ABC News 15 July 2019

Australia has been warned its first French-designed Attack-class submarine is likely to be inferior to those operated by neighbouring countries, and may even prove 'obsolete' before it's due into service in the 2030s. A new report by a veteran military analyst, is urging the Defence Dept to urgently embrace cutting-edge lithium-ion battery propulsion for its future submarines. Their report concludes that Australia's objective for the \$50 billion Attack-class program to produce a 'regionally superior' submarine is 'now under challenge'. 'By the time *HMAS Attack* [the first of the new submarines] hits the water in the early 2030s, it's going to be obsolete,' Mr Woolner has told the ABC.

The former government advisor said HMAS Attack would be built with a heavy metal main battery, as part of a process already initiated under a contract signed by France's Naval Group company. 'A number of countries in the region are already proceeding to build boats around lithium-ion batteries that promise something like five to six times the submerged stealthy performance and a great deal more high-speed performance than you can get from a lead-acid battery submarine'. In 2016, former PM announced Naval Group (then known as DCNS) had beaten rival bids from Germany and Japan to build 12 new submarines for the RAN over the next three decades. 'I would like to see the Defence Force



invest in this at a very early stage, to overcome the obsolescence problem that's going to face the Future Submarine before it even gets into naval service.' A Defence spokesperson said lithium-ion battery technology had yet to be proven. 'The Attack class will be a new design optimised as a conventionally-powered submarine that meets our unique capability requirements,' Defence said in a statement. 'Lithium-ion battery is a new technology and is yet to be fully proven at sea.'

'During the design of the Attack class submarine, Defence continues to make informed decisions on technology and the risks going forward. 'Over the acquisition program for 12 submarines, Defence has the opportunity to introduce new technologies to the future submarine fleet as they demonstrate their ability to meet our needs.' Warnings about Australia's conventionally powered future submarines have emerged as France celebrates the public unveiling of the first of its six nuclear-powered Suffren-class submarines. Australia's yet-to-be designed Attack class submarines will be roughly based on the Suffren-class boats. On Friday, Australian Defence Minister Linda Reynolds joined French President Emmanuel Macron at Naval Group's Cherbourg shipyards for the first official inspection of the new French nuclear submarine that the Australian Submarines will be based on.

DERBYSHIRE SUBMARINERS MONTHLY LUNCHEON CLUB AUGUST

BARTLEWOOD LODGE, OCKBROOK (On Spondon-Ilkeston Road)

Dale Rd, Ockbrook, Derby DE72 3RY ☎ 01332 677198

Wednesday 28 August 2019

Important Change to Lunch Club. *There have been no volunteers to cover this Lunch club when I am expected to be on total rest convalescence following an operation. Thus, as a contingency Plan I have changed the August Venue to the Bartlewood Lodge where (if need be) in my absence Members and Guests can gather and just go and **pay individually**. However, **still let me know** if you are going, and your choice/s, and if I am around and capable, I will organise as normal and co-ordinate the orders on the day as usual.*

CARVERY					
Small Carvery	£4.50	Traditional Standard Carvery	£6.50	Large Carvery	£8.50
CLASSICS					
Hand Battered Fish	£6.50	Gammon with Eggs or Pineapple	£6.50	3 Pork Sausages Mash	£6.50
VEGETARIAN					
Nut Roast (ve)	£6.50	Spinach & Ricotta Pasta Shells	£6.50	Veggie Pizza	£8.50
PUDDINGS PLEASE ORDER AND PAY INDEPENDENTLY					

There is also a Pizza Menu available at Bartlewood Lodge

2019 DERBYSHIRE SUBMARINERS SOCIAL LUNCH CLUB PROGRAMME

2019	DAY/DATE	VENUE	
August	Wed 28	Bartlewood Lodge, Ockbrook	Change of Venue See Pg
September	Wed 25	Oak & Acorn, Oakwood	
October	Fri 18 7pm	Trafalgar Dinner	Edale Rm, Hallmark Hotel
November	Wed 27	Bartlewood Lodge, Ockbrook	To Be Confirmed
December	Wed 04 or 11	The Park Carvery, Chaddesden	Subject to AGM Vote?

SAIL WELFARE NEWS 3rd Quarter 2019 BENEFITS UPDATE

Sail kindly supplies us with their Benefit updates. SAIL who focus mainly on fishermen and merchant seafarers, but they are able to help serving & former RN & RM personnel via referrals from the White Ensign Association (WEA). (<http://www.whiteensign.co.uk>). *The seafarer's advice and information line (formerly known as Seafarers Benefits Advice Line) is a UK based advice service operated by Greenwich Citizens Advice Bureaux Ltd (GCAB) on behalf of Seamen's Hospital Society. They provide free independent impartial and confidential advice by telephone, email post or fax. SAIL updates on their Facebook page:*



AREA	SUBJECT	WHAT'S HAPPENING
Benefits	Universal Credit UC	UC problems are very common among former seafarers contacting SAIL. Some positive changes have been made, but problems remain. There's been lots of negative headlines - UC scams, misleading UC adverts, and a 20% reduction in DWP staff.
Consumer	Holiday Problems	Citizens Advice reported almost 1 million people looking for help with lost luggage or delayed flights. SAIL can help if you think you should be compensated. Holiday scams are on the increase too.
Consumer	Loyalty Penalty	To help avoid the loyalty penalty, OFCOM announced all broadband, pay-TV, mobile and landline customers must be notified when their contract is about to end. They must be given their provider's best alternative price. This will come in to force from February 2020.
Consumer	TV Licences	The BBC announced that free TV licences will end for over 75s from June 2020. Those claiming Pension Credit (PC) are exempt. SAIL hopes this will encourage people to claim PC, as it's one of the most underclaimed benefits. Contact SAIL for advice.
Debt	Breathing Space	The Treasury announced problem debtors will get a 60 day breathing space with interest and charges frozen. This is only to be implemented in 2021 though.
Debt	Overdraft Reforms	The Financial Conduct Authority announced reforms to make the cost of overdrafts fairer and simpler to understand, with one APR rate to be advertised. Over 26 million people in the UK used an overdraft in 2018.
Finance	PPI	The deadline for claiming PPI compensation is 29 th August. The annoying adverts should finish then.

For further advice please contact the relevant benefits centre as these benefits are handled by a mixture of local authorities, JobCentrePlus, HMRC and Dept Work & Pensions, NOT SAIL



DERBYSHIRE SUBMARINERS

Trafalgar Night Dinner Application Form

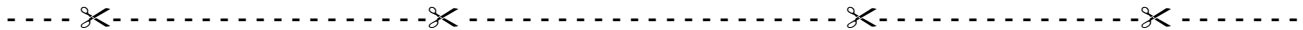
6:30 PM for 7 PM FRIDAY 18th OCTOBER 2019
The Hallmark Hotel, Midland Road, Derby, DE1 2SQ

TRAFALGAR DINNER MENU 2017	
Course 1. <u>STARTER</u>	
S1	Roasted Plum tomato Soup & croutons (V)
S2	Classic Prawn Cocktail
S3	Duo of Melon & with mango coulis
Course 2. <u>MAIN COURSE</u>	
M1	Traditional Roast Beef
M2	Roasted Breast of Chicken
M3	Sea Salt Crusted Salmon
M4	Asparagus Risotto with rocket and fresh Parmesan TBC
Course 3. <u>PUDDING</u>	
P1	Traditional Apple Pie & Custard
P2	Cheese Board
P3	Fruit Salad

Guests are by invite only, so this form is not transferable. The menu offers a good choice for each course, and Vegetarians and Gluten Free will be individually handled, giving something for all tastes? The venue is level from the car park to our private room, which is towards the rear of the hotel with bar and toilets nearby. You are however requested to book early please to avoid disappointment. This is a mixed function, and both ladies and gentlemen are welcome to attend.

Please mark your choice clearly with a choice from the box shown e.g. S2, M1 etc. and any problems please advise. If you desire M4 could you contact me direct for available choices. Tea & Coffee will be served at the end of the meal. Full Bar Facilities will be available throughout the evening and House Wine can be **pre-ordered at a reduced price** of £13.50 a bottle which is over a £5 discount from the bar price, & placed on your table for you. The Traditional Toasts will be undertaken with Port and a Tot Time. We will of course have our normal surprises that the Derbyshire Submariners are renowned for; and a grand raffle on the evening. If you wish to stay overnight, **The Hallmark Inn will do a Special rate** of £67.50 Twin/Double and £45 Single, both B&B. **Contact me to book.** I am happy for 'Post Dated Cheques' up to 9 Sept 2019

[THIS APPLICATION FORM IS OPEN FOR INVITED NONE-DS MEMBERS WITH LIMITED PLACES ON A FIRST COME FIRST SERVED BASIS AT THE DISCRETION OF THE DS EXEC COMMITTEE](#)



Name* _____ **(PLEASE PRINT ON THE WHOLE FORM)**

Address: _____

Phone Number (Home) _____ Mobile Phone No. _____

Email _____ **Car Reg (If Parking at Hallmark)** _____

Please Note Complementary Parking for Guests of our Trafalgar Dinner are eligible for **Free Parking** as long as Reg No. is Registered

Please book me the following	Full Name Ensure your TITLE, FIRST & LAST are in Block Capitals	Starter Insert choice S1-S3	Main Crse Insert choice M1-M4	Sweet Insert choice P1-P3	TOTAL COST
*1	DS Member				£22.50
*2					£27.50
*3					£27.50
*4					£27.50
House Wine	House Red/White £13.50 each Please indicate no of bottles	Red:	White:	Total Wine Cost	£
Hallmark Inn Accommodation Friday Night 19/10		Single	Double	Twin	£
Twin / Double £67.50 B&B – Single £45 B&B					£
*Please ensure First & Surname entered are legible in Print for Place Settings Purposes			TOTAL PAID		£

e.g. Diet requests/Whom you wish to be seated with/or not, as the case may be?
Requests



All Cheques to be made payable to :- Derbyshire Submariners
Please complete The Form with remittance and return to:
Terry Hall, Branch Treasurer, Derbyshire Submariners
69 Station Road, Stanley Village, Nr Ilkeston, Derbyshire, DE7 6FB



DERBYSHIRE SUBMARINERS DIARY



2019



JUL

31 Jul **Luncheon Club** The Windmill Breadsall Hilltop

AUG

02 Aug **DS Meeting. No DS Meeting in August**
 02 Aug Coffee Morning TS Kenya 10-12 Dy Council Hse
 02-05 Aug **Dieso Boats Reunion.** Plymouth
 02 Aug Coffee Morning TS Kenya 10-12 Derby Council Hse
 15 Aug **VJ Day**
 24 Aug **70th Anniversary Allenton War Memorial Village**
 28 Aug **Luncheon Club** Change To Advertised Venue
Bartlewood Lodge, Ockbrook
 31 Aug Stanton by Dale Bomber Memorial 11am Churchyd

SEP

02 Sept 74th Anny VJ Day Ilkeston Market Place TBC
 03 Sept **Merchant Navy Day.** 10:30 for 11am Derby Market
Merchant Navy Day. 10:30 for 11am Ilkeston Market
Note TBC Ilkeston may combine 2/3 events together
 06 Sept **DS Meeting. Jubilee Club Chad, Fri 12:00**
 06 Sept Coffee Morning RBL Oakwood 10-12 Dy Council Hse
 13 Sept Coffee Morning WFR 10-12 Derby Council Hse
 14 Sept **HMS Kenya Gala Dinner** The Stuart £29.50
 18:00hrs for 18:45hrs start **Contact DS Treasurer**
 14 Sept RAFA Concert, Trent College, Long Eaton DCB
 16 Sept **D&D Ex Svc Meeting** Council House 10:30am
 20 Sept Coffee Morning RNA 10-12 Derby Council Hse
 25 Sept **Luncheon Club** Oak & Acorn, Oakwood

OCT

04 Oct **DS Meeting. Jubilee Club Chad, Fri 12:00**
 05 Oct **NMA Ride to the Wall!** NMA Alrewas
https://www.rttw.org/ride_information.php
 11 Oct **Notts Vets** County Offices 10:30 Nottingham
 18 Oct **RNC Trafalgar Parade** 11:40 Cathedral Green
 18 Oct **DS Trafalgar Night Dinner** Hallmark Hotel Derby
 Note reverted back to Frid Edale Room Max 40
 26 Oct **Poppy Appeal** Launch TBA

Derby Veterans Breakfast Club 2019
 The Argosy, Manor Road, Derby DE22 3HZ
 11am – 12:30pm

**03 Aug, 07 Sep,
 05 Oct, 02 Nov, 07 Dec**

As Advertised by Derby & Dist Ex Svc Assn.
Regular Breakfast Inc Drink cost less £5
 Discount on your Armed Forces Discount Card Applies

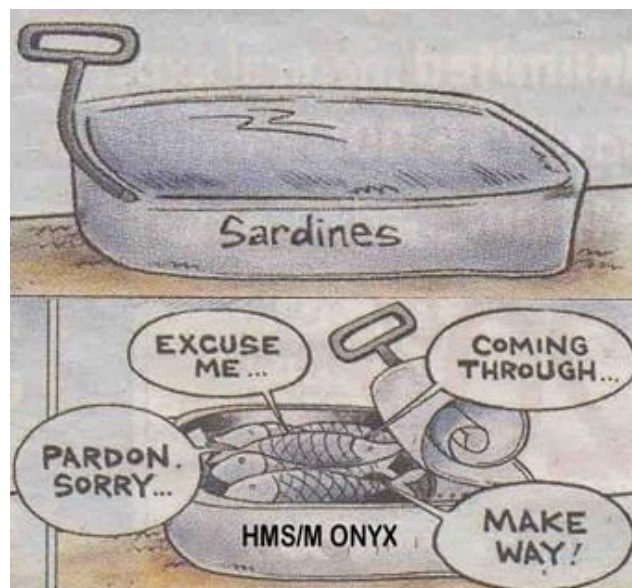
NOV

01 Nov **DS Meeting Jubilee Club Chad, Fri 12:00**
 03 Nov Submariners Embankment Parade, London
 05 Nov Park Cem, Kirk Hallam, Notts Rd Schools Svcs
 06 Nov Chaddesden Children's Svc, Chadd Park 09:30am
 10 Nov **Remembrance Sunday** Svc's Various Locations
 11 Nov **DS Armistice Day 11/11 Submariners Services**
10am Meet Main Entrance to convoy to 1st Grave
 ERA John Brooks C16 & Sig Charles Buttle C25
 11 Nov **Armistice Day – Nottm Road Soldiers Corner**
 11 am Derby & District Service
 11 Nov **DS Armistice Day Coffee Morning** Jubilee Club
 O/C Soldiers Corner Service approx 11:20hrs
 23-24 Oct Birmingham Military Tattoo Sat 6pm Sun 2pm
<http://bhamtattoo.com/>
 27 Nov **Lunch Club** Bartlewood Lodge, Ockbrook

DEC

01 Dec **DS Meeting. Jubilee Club Chad, Fri 12:00**
 02 Dec Suez Vets Xmas Lunch The Spot Derby TBC
 4 -11 Dec **Christmas Lunch** Weds Noon The Park, Chadd TBC
 14 Dec Army Cadet Band Xmas Concert, Trent Collage TBC

THE SARDINES REVENGE



Jackspeak refers to 'The Sardines Revenge' as being a submarine, so called because its occupants are also crushed together in a tin can, and covered in oil! I know **HMS/M Onyx**, the only conventional submarine which took part in the Falklands War had this title due to the amount of Special Forces, Royals and well as SBS making life even more cramped than normal. Adapted from a cartoon in the Daily Mail with apologies to the author.

NEWSLETTERS ONLINE

Current & One year Back Issues on Derbyshire Submariners Web Page

http://www.godfreydykes.info/derbyshire_submariners_page.html

Views & comments of this newsletter do not always reflect the official policy, or the decisions of the Derbyshire Submariners