



# THE TRADE JOURNAL

The Newsletter of Derbyshire Submariners



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### EDITORIAL

We Remember Submariner **Albert Birchnall** funeral 24 Feb 2020 and a tribute on pgs 11/12.

**The Snowstorms, thence the Two storms** with high winds and very heavy rain the last two weeks causing flooding in some areas has been horrendous. My mother & father in law up at Rossett on Welsh Border have had to evacuate their house by boat, now stopping with relatives. They have lived over 15 years with no flood problems and our hearts and prayers go out to all others effected as well as our Aussie Oppo's affected by the fires.

**John Sayers** has been active with our submarine group since the early 2000's and served two three year periods as Chair, as well as auditor for many years as well as on the Welfare Committee. With no proposals from members in two years and my feelings of John being well respected by all Members I have Proposed him for the **Position of DS President**, and our Chairman, Colin Watson has seconded this Proposal for the AGM. We have approached John, and he has replied; 'I am quite surprised by your proposal regarding the position of President and would be delighted to accept should the membership vote in favour.'

**Trafalgar Dinner.** Following the survey, a definite trend was the majority of answers fell in the Yes bracket wholly by those who have been regular attenders and wonderful support by more recent members. Those who have not attended tended to vote for financial prudence and cancel and two suggested we join the RNA Traf Dinner which evoked a definite no from several. The Chair and I discussed the pro's and con's with the main points being it is our 40<sup>th</sup> Anniversary, 50<sup>th</sup> Year of stopping the Tot, outside support from fellow submariners is a distinct possibility and the price will be set at a very favourable £25 per member which is good value though it is appreciated the prestigious hotel bar is extortionate, but it is our Prime Social Event. Pg 22.

### DS BIRTHDAYS 2020

02 Mar	Andrew Wood
16 Mar	Carl Edwards
30 Mar	Peter Johnson
01 Apr	Jim Hunt
16 Apr	Julian Redfern



### A POSITIVE THOUGHT FOR THE MONTH

If It is your Birthday. Remember Don't Worry. You might be Older than you've ever been. But, you're also Younger than you'll ever be Again!!

Terry Hall

The Trade Journal Newsletter Editor  
Hon. Sec/Treasurer, Derbyshire Submariners'  
[Derby.Submariners@yahoo.co.uk](mailto:Derby.Submariners@yahoo.co.uk)

## WELFARE MATTERS

### UK Veterans Railcards – All the Gen Forces Network 22 January 2020

Veterans Railcards that give former members of the UK Armed Forces discounted rail travel are to be launched later this year – but what will the cards offer and who is eligible? **What Is the New Veterans Railcard?** The card will work in a similar way to other railcards including two new cards which were launched last year – one for rail travellers aged 26-30, and another for teenagers aged 16-17 that offered half-price fare reduction. Full details on how it will operate have not yet been released but it is expected to come with similar terms and conditions to existing railcards for other concessionary groups. **Who Is Eligible for The New Veterans Railcard?** The new railcard will be available to 830,000 veterans and will give them a third off most rail travel. It extends discounts to veterans not yet covered by existing discounts. It is estimated that between 1.6 and 1.7 million veterans already qualify for either the Senior (over-60s) or Disabled Person's Railcard.

#### **When Will the New Veterans Card be Available?**

The veteran's railcard will be released on Armistice Day, **November 11**, and more details are to follow in the coming ten months that will give a full rundown of all terms and conditions. **How Much Will the Veterans Railcard Cost?** Transport Secretary Grant Shapps has announced that the card will cost £21 for an initial introductory period but the price will then increase to £30. He has announced that the railcard will be on sale from Armistice Day. **What Discounts**

**Will the Veterans Railcard Offer?** Again, full details are yet to be revealed, including on what restrictions there might be to discounted travel. However, the card is expected to offer a

third off most train travel to former members of the British Armed Forces. Like other railcards, it is expected to come with restrictions on certain times such as weekday mornings, where a minimum fare is applied. With existing rail cards, this can apply from 4.30am to 10am, Monday to Friday. It is expected that the holders of the new veteran's railcard will be able to use it at any time, peak or off-peak.

However, during peak times, as with existing railcards, a minimum fare of £12 would apply. At the moment, there are only plans for discounted rail travel across England but the Government hopes to roll out a similar discount across Scotland and Wales. Similarly, it is not yet known if discounted travel will be extended to some city transport networks such as London. Other limited discount schemes already exist in some parts of the country such as the Manchester Metrolink, which gives free travel on Armistice Day, Remembrance Sunday and Armed Forces Day, to former members of the Armed Forces who carry a veterans badge, and free travel to serving Members of the Armed Forces who carry a MoD Card 90. Final details for London travel discounts with the new

veteran's railcard are still being negotiated with Transport for London. The veteran's railcard is not the same as the Veterans Concessionary Travel Scheme (VCTS) Pass which offers discounted or free travel on some services in and around London to anyone in receipt of an ongoing payment under the War Pensions Scheme or the Armed Forces Compensation Scheme, including war widows/widowers and eligible dependents. The VCTS pass offers concessionary fares in London Fare Zones 1–6, plus outlying stations including Rickmansworth to Amersham, inclusive, and stations Carpenters Park to Watford Junction, inclusive, on participating Train Company services, London Underground, DLR, London Trams and most bus services in the Greater London area. A HM Forces Railcard is already available which can be bought by serving personnel for £21 per year.

#### **Could Family Members Also Use the Veterans Railcard?**

The new railcard is likely to include similar standard terms and conditions as existing railcards but the veteran's railcard is expected to also offer discounts to any spouse of family member so long as they are travelling with the card holder. **Why Was the Veterans Railcard Created?** The new card offering discounted rail fare is the first step in the Government's plans to do more to support those who have served their country and comes after the Government created a new [Office of Veterans' Affairs \(OVA\)](#). The Government pledged to provide lifelong support for veterans. It is hoped the new railcard will help boost veterans' job prospects and strengthen family bonds through cheaper travel. The discount forms part of the Government's new veterans strategy to support all former servicemen and women. The strategy sets out support available for those who have served their country in areas including employment and job skills, health and wellbeing, housing and finance.

#### **No Fines for Fat-Fingered Drivers**

***Miles Dilworth The Daily Mail 7 Jan 2020***

Motorists who accidentally enter the wrong number plate when paying for parking will now find it easier to appeal penalties. New rules issued by the British Parking Association (BPA) mean that private operators will have to cancel charges if a driver has typed in one letter or number incorrectly. It follows complaints about aggressive tactics by parking firms, who pursued motorists for huge fees over honest registration errors. Some operators require drivers to enter their number plate into a pay-and-display machine, while others use mobile phone apps. The BPA says errors, such as a driver accidentally entering the registration of their partner's car, should be treated more leniently. It also recommends a ten-minute buffer at the end of a parking session before a fine is issued. The new rules came into effect on Monday 6 Jan 2020. BPA operations head Steve Clark said: 'We recognise genuine mistakes can occur, which may result in a charge even when a motorist can demonstrate they paid for parking.'

## UNPOLITICALLY CORRECT PAGES

**Editor.** *This section is intended for the use of the individual submariners who have served on boats and may contain information that is confidential, privileged or unsuitable for overly sensitive persons with low self-esteem, no sense of humour or irrational religious beliefs. Obviously, no offence was intended but, if you have received this in error, or wish to be removed from my email list, please let me know*

**Pont Neuf Bridge** Over the past few months I have put in some inappropriate pictures and jokes in the newsletter to amuse readers who I thought shared the same tastes and sense of humour. Unfortunately, this wasn't the case and I seem to have upset quite a few people who have accused me of being sexist and shallow. If you were one of these people, please accept my sincerest apologies. From now on I will only have articles with a cultural or educational content such as old monuments, nature and other interesting structures. At the end of this article is a picture of the Pont Neuf Bridge in Paris. For those of you who are interested, Pont Neuf is the oldest bridge in Paris and took 26 years to build. Construction began in 1578 and ended in 1604. 'Le Pont Neuf is actually made of two independent bridges, one with seven arches and the other with five arches. It is a truly amazing structure and the photograph really does highlight all its curves at its best.



**Drinking Water** In a number of carefully controlled trials, scientists have demonstrated that if we drink one litre of water each day, at the end of the year we would have absorbed more than 1kg of Escherichia coli (E.coli) bacteria found in faeces. In other words, we are consuming 1 kilo of crap.

However, we do not run that risk when drinking wine (or rum, whiskey, beer or other spirits) because alcohol has to go through a purification process of boiling, filtering and/or fermenting. Remember: Water = Poop Beer & Wine = Health Therefore, it is better to drink Beer & Wine and talk stupid, than to drink water and be full of S\*\*\*.

## TWENTY-FIVE REASONS I OWE MY MOTHER

1. My mother taught me **To Appreciate a Job Well Done.** 'If you're going to kill your sister, please do it outside. I have just finished cleaning.'
2. My mother taught me **Religion.** 'You better pray that will come out of the carpet.'
3. My mother taught me about **Time Travel.** 'If you don't smarten up, I'm going to knock you into the middle of next week!'
4. My mother taught me **Logic.** 'Because I said so, that's why.'
5. My mother taught me **More Logic.** 'If you fall out of that swing and break your neck, you're not going to the shops with me.'
6. My mother taught me **Foresight.** 'Make sure you wear clean underwear, in case you're in an accident.'
7. My mother taught me **Irony.** 'Keep crying, and I'll give you something to cry about.'
8. My mother taught me about the science of **Osmosis.** 'Shut your mouth and eat your supper.'
9. My mother taught me about **Contortionism.** 'Will you look at that dirt on the back of your neck!'
10. My mother taught me about **Stamina.** 'You'll sit there until all that spinach is gone.'
11. My mother taught me about **Weather.** 'This room of yours looks as if a tornado went through it.'
12. My mother taught me about **Hypocrisy.** 'If I told you once, I've told you a million times. Don't exaggerate!'
13. My mother taught me the **Circle of Life.** 'I brought you into this world, and I can take you out.'
14. My mother taught me about **Behaviour Modification.** 'Stop acting like your father!'
15. My mother taught me about **Envy.** 'There are millions of less fortunate children in this world who don't have wonderful parents like you do.'
16. My mother taught me about **Anticipation.** 'Just wait until your father gets home.'
17. My mother taught me about **Receiving** 'You are going to get it when you get home!'
18. My mother taught me **Medical Science.** 'If you don't stop crossing your eyes, they are going to freeze that way.'
19. My mother taught me **ESP.** 'Put your sweater on; don't you think I know when you are cold?'
20. My mother taught me **Humour.** 'When that lawn mower cuts off your toes, don't come running to me.'
21. My mother taught me **How to Become an Adult.** 'If you don't eat your vegetables, you'll never grow up.'
22. My mother taught me **Genetics.** 'You're just like your father.'
23. My mother taught me about my **Roots.** 'Shut that door behind you. Do you think you were born in a barn?'
24. My mother taught me **Wisdom.** 'When you get to be my age, you'll understand.'
25. And my favourite: My mother taught me about **Justice.** 'One day you'll have kids, and I hope they turn out just like you.'

**Bad Patch.** Recently I was really low and was feeling depressed so I rang one of the lifeline telephone numbers. I was answered by a call centre in Pakistan. I told them I was suicidal. They got all excited and asked me if I could drive a truck!

**The Police Interview** Three blondes were all applying for the last available position of the Essex Police. The detective conducting the interview looked at the three of them and said, 'So you all want to join the Essex constabulary, the best in the UK. The blondes all nodded. The detective got up, opened a file drawer and pulled out a folder. Sitting back down, he opened it and pulled out a picture, and said, 'To be a police detective, you have to be able to detect. You must be able to notice things such as distinguishing features and oddities, such as scars and so forth.' So, saying, he stuck the photo in the face of the first blonde and withdrew it after about 30 seconds. 'Now,' he said, 'Did you notice any distinguishing features about this man?' The blonde immediately said, 'Yes, I did. He has only one eye!' The detective shook his head and said, 'Of course he has only one eye in this picture! It's a profile of his face! Thank you for coming we will be in touch!' The first blonde got up looking disappointed at the short interview and walked out of the office.



The detective then turned to the second blonde, stuck the photo in her face for thirty seconds, pulled it back and said, 'What about you? Notice anything unusual or outstanding about this man?' 'Yes! He only has one ear!' The detective put his head in his hands and exclaimed, 'Didn't you hear what I just told the other lady? This is a profile of the man's face! Of course, you can only see one ear!! He thanked her for coming we will be in touch!' The second blonde sheepishly walked out of the office.

The detective turned his attention to the third and last blonde and said, 'This is probably a waste of time, but...' He flashed the photo in her face for a thirty seconds and withdrew it, saying, 'All right, did you notice anything distinguishing or unusual about this man?' The blonde said, 'I sure did. This man wears contact lenses.' The detective frowned, took another look at the picture and began looking at

some of the papers in the folder. He looked up at the blonde with a puzzled expression and said, 'You're absolutely right! His bio says he wears contacts! How in the world could you tell that by looking at his picture?' The blonde rolled her eyes and said,

'Well, Hellooooo! With only one eye and only one ear, he certainly can't be wearing glasses, would he?'

**Definition of Tomorrow.** (noun) A mystical land where 99% of all human productivity, motivation and achievement is stored

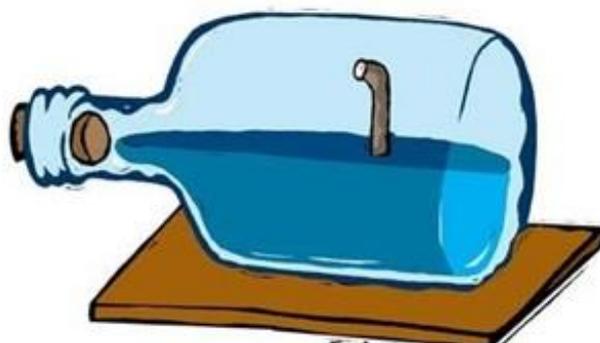
**'How long is it since they stopped the Tot?'**  
**'What, in Minutes or Seconds?'**

**Amazingly Simple Home Remedies** Keep a copy of this to rectify all those annoying little problems in life

01. Avoid cutting yourself when slicing vegetables by getting someone else to hold them while you chop.
02. Avoid arguments with the Mrs. about lifting the toilet seat by using the sink.
03. For high blood pressure sufferers: simply cut yourself and bleed for a few minutes, thus reducing the pressure in your veins. Remember to use a timer.
04. A mouse trap placed on top of your alarm clock will prevent you from rolling over and going back to sleep after you hit the snooze button.
05. If you have a bad cough, take a large dose of laxatives; then you'll be too afraid to cough.
06. You only need two tools in life; WD-40 and Super Glue. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the Super Glue.
07. Remember: Everyone seems normal until you get to know them.
08. If you can't fix it with a hammer, you've got an electrical problem.

*Daily Thought: Some people are like slinkies; not really good for anything but they bring a smile to your face when pushed down the stairs.*

### **Submariners Ship in a Bottle**



**Birth Control.** After having their eleventh child, a Liverpool couple decided that was enough, as the social wouldn't buy them a bigger bed, and they weren't strong enough to nick one. The husband went to his doctor and told him that he and his wife didn't want to have any more children. The doctor told him there was a procedure called a vasectomy that would fix the problem but it was a little bit painful for the man and there was a cost involved. A less costly alternative was to go home, get a firework, light it, put it in a beer can, then hold the can up to his ear and count to 10. The Scouser said to the doctor, 'I may not be the smartest guy in the world, but I don't see how putting a firework in a beer can next to my ear is going to help me.' 'Trust me, it will do the job', said the doctor. So, the man went home, lit a banger and put it in a beer can. He held the can up to his ear and began to count: '1, 2, 3, 4, 5,' at which point he paused, placed the beer can between his legs so he could continue counting on his other hand.

## JEFF BACON © CARTOONS

There are so many variables to a submarine staying covert such as layers, water density and dare I say it luck? Admittedly the S/M's of this century whether Diesel or Nuclear are very quiet compared to the 1900's when as history tells us. it cost a lot of lives.



## THE TWO TIFFS

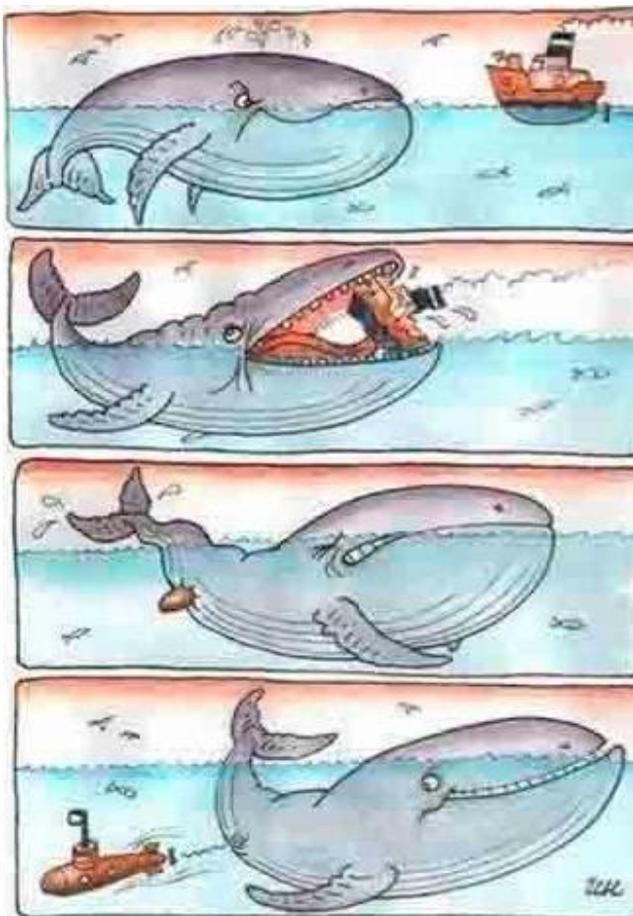


What's happening mate?  
No one is taking the Piss out  
of us this Month?

## For those who Still have a Mother MOTHERS DAY 22 MARCH 2020

Don't Forget to buy a Bottle for your Mother for  
Mother's Day and Remember you are the  
Reason she Drinks!

## HOW SUBMARINES ARE MADE



## Ode to the Submariner by Tim Butterfield

Take her Deep, Take her Low  
May you never have to Emergency Blow  
Out in the Ocean's Deep  
Without even a Peep

You track both Man Made and natural things  
Without even emitting a ping  
Your shaft and screw run around  
And run others into the ground

Your weapons are harnessed in racks  
Just waiting for the word to target their tracks  
Back during the Cold War  
We tracked the enemy both near and far

The skimmers all wonder  
How they could make such a blunder  
When they think they see a periscope's glare?

But all it is a submariner's Green Flare  
The submariner outfoxed them again  
And showed them who owns the Ocean's Great Den

We sometimes take Seals  
And feed them a great meal  
Then off they go  
To put on their own show

The Bombers patrol out there  
In places no one else knows where  
Silent and Deadly  
But Smooth and Stealthy

When submariners return to port  
Coming from places of every sort  
They go from bar to bar  
Just to see how much and how far

And how many and how much  
They can outdo one another  
In this and that way

So, they can tell all on the boat  
That they beat their sub brother  
They also make new friends  
Both yonder and here

Though they sometimes get wild and go bare  
Are up until the crack of dawn or beyond  
They are all quite fond  
Of the sex that is so fair

The Coxswain and XO love to make us clean  
But they don't do it just to be mean  
For all the cleaning keeps dirt and dust,  
Out of our lungs and the machines

Some people call it crazy  
But never call a Submariner lazy  
'cause come what will and what may  
He knows how to make the enemy pay!

We run silent, we run deep. We may get little sleep  
But our pride runs deep, and in the end, it is all worth it

**Tim ET1(SS) USS Houston in 2000**

## NEWSLETTER FEEDBACK

**Comments on Australian O Boats.** I was the Trials Manager for the Collins Project and yes, the submarine initially had radiated noise problems which due to the recalcitrance of the Swedish Designers took some time to resolve. The Australian Defence Science and Technology Organisation were at the forefront of the design changes, including the unusual fairing at the front and rear of the fin, which made an enormous difference. *HMAS Collins* underwent Noise Trials in 2000 at the USN Sound Range in Alaska (SEAFAC) and was assessed as one of the quietest submarines to ever use the range. Its superiority as Submarine is in clear evidence at every RIMPAC Exercise with the USN and Pacific Nations where many a Green Grenade has been launched at Carrier Groups. This is my own opinion based on my personal knowledge. **Paul T Meakin COEA RN 1959-1972 CMDR WEEOSM RAN 1973-1995**

**Editor.** *I thank all contributors and readers for the Feedback to previous articles submitted to the Derbyshire Submariners Trade Journal & as the response from Jeff Dykes to the article by Paul M above demonstrated its nice to have lively civil discussion which I hope DS Members find interesting?*

**Jeff Dykes Response:** Hello Paul and fraternal greetings between submariners. My article was never intended to cause affront or offence, especially to those most concerned with the Collins Class submarine, in this case the RAN. Neither was it framed proffering that I have a technical knowledge, when clearly from the operator side of the house I manifestly do and did not, but what I do have is an insatiable appetite to read of submarine events, nay, naval events per se. My comment was based on that fact, that I well recall the Collins class being harbour bound with proper, if you want, 'tiffy-type problems, especially on the propulsion side. There was a time when in the 6th, based on Halifax, that we heard that our 'O' boats and 'U' boats in the hands of the RCN were inferior crap, and yet our much older and less sophisticated 'A' boat was forever at sea, subservient to the needs of RCN's ASW requirements, and was operationally more viable than most of their vessels in harbour. For example, their carrier, HMCS Bonaventure rarely is ever sailed for open waters?

You say in defence of your comment that the USN test range in Alaska tested the Collings class as the best possible, omnipotent conventional diesel ever, but it begs the question of what might have been the results had a British 'O' boat going through their system? I suspect that it might have blown their fuses, such was the internationally acclaimed stealth like qualities of its design, and operationally, there were few if any diesel electrics which could hold a candle to the British 'O' class. True, the majority of conventional submarines were not designed or funded for stealth, but 'O' boats were nevertheless stealthy weapons, and the USN

scored a point by introducing SSN into their navy and spend billions on stealth proofing them, very early on.

So, Paul, no offence meant and I hope none taken in your comment as you most graciously stated, and I thank you for that. I don't intend to retract my story or any part of it, for it is a fact of my time in UK boats. But that said, I respect your first-hand knowledge of RAN functionality, but will always think of our submarines as being top dogs, and certainly the work horses or the Cold War and **More Certainly** still, the rallying talisman of NATO. We lost the use of our 'O' boats in the rush to the bottom to become a nuclear naval submarine force, but by so doing we short changed their wonderful and internationally acclaimed 'punch' in the northern hemisphere, prematurely!

I well remember your name Meakin in my time, but given your branch and rank whilst in the RN, I struggle to think of from where. A pleasure to do business with you Paul albeit mildly confrontational, and hope that in your heart you can at least start to forgive me and my story, which was not lamp-swinging, but fundamentally an historic reflection of the 1960's and 70's history. I forgot the golden rule on keeping one's head below the parapet? Now at 82'ish, I don't [or shouldn't] court either accolades or bollockings/ridicule. At your mercy my friend!

Yours aye and go well, **Godfrey [Jeff] Dykes**  
**Royal Navy 1953-1984.**

**Canada Submarines Upholder/Victoria Class** I found it difficult to discern exactly why the RCN reportedly found them so flawed, as RN people had good words for them. Also, difficult to be as complete as I normally like to be as these boats are in service and there is some political sensitivity about them in Canada. Note what Cdr Powis RN ret' former skipper of *Unseen* has to say in Pt2 of the article, he thought they were a good boat In the end I made a couple of good contacts in Canada and I decided to have a stab at an article on just the propulsion, after all they were the first RN diesel submarine with modern shape hull and single screw, basically similar to the derivative, Russian Kilo class and later similar improvements. However, it should be understood the first operational submarine of this type of hull was the successful USN Barbel class of three, following the design of the experimental USS Albacore. [https://en.wikipedia.org/wiki/USS\\_Albacore\\_\(AGSS-569\)](https://en.wikipedia.org/wiki/USS_Albacore_(AGSS-569)) developed from the British Airship shape L100 using a wind tunnel to determine the best basic shaped hull. This is often not mentioned in US articles, even though the designers were dealing with basic mathematical shapes. In part using as a guide the earlier MIT wind tunnel test results by a British mathematician Hilda Lyons [https://en.wikipedia.org/wiki/Hilda\\_Lyon](https://en.wikipedia.org/wiki/Hilda_Lyon), who had earlier been involved in the design of the L100 airship. However, the USN stopped building diesel boats when only three very good diesel Barbel class boats were completed, just as later the British stopped building the basically similar diesel Upholder. Nothing to do with the

novel design, simply wanted to focus on nuclear submarines? I have a graph showing the speed/power curves for four submarines; the first three curves have names of well-known standard existing USN classes, but the fourth is called the Lyons Shape. This would later be named albacore. I believe that in submarine history, this should be fame indeed cut short by a premature death, unfortunately just when she was achieving prominence as an aircraft designer. <http://msubs.co.uk/articles/development/upholder-propulsion.html>. Regards **Peter Hulme**

**Morning from NZ**, sad to hear about Albert, but he was a good age - older than me (89) and had lost his sight. We all need peace eventually. For what it is worth I included Albert's words about HMS Scotsman in an article of mine, if you want something to say, they are his words. I never alter the words people send me about their experiences and the yarn about hitting the bottom and damaging the cage round the screws etc is quite good and unusual. <http://msubs.co.uk/articles/development/scotsman-trials.html> Attached photo of **Albert Birchnall Trot Sentry 1948-1949** thereabouts, thought to be taken on HMS Scotsman? Cheers Peter



**Editor.** The above photo of Albert was sent in by Peter Hulme a long-time contributor to Derbyshire Submariners newsletters and Oppo of Alberts who kept in touch on the internet until recently when Albert lost his sight and could no longer operate the internet. It is not known the precise details but with the Sonar Dome should be a clue? I can only guess his oppo sat on the fore casing is a fellow stoker with his steaming boots (and no socks?). I cannot help but comment that it is the smartest Conventional Submariner picture of a Trot Sentry I have ever seen and with a white belt as well!

**The Submarine Book.** Good afternoon Terry. And a delayed Happy and healthy New Year. I always enjoy your Trade Journal, thank you for sending me it. I am writing because of the book which was written by John Winton. His given name was John Pratt, and he was the engineer on my first boat, the **Acheron**. He wrote the books, We joined the Navy, We go to Sea and Down the Hatch, which were all made by Ealing into films. As a SA branch, years ago, we went on a brewery run in Hereford, and his wife was the lady that was showing us around. Small world. I also enjoyed the **Auriga Article**. I was there in 59 to 61.

Best commission ever, because we were on Canadian rates of pay! We had our RN pay one fortnight and Canadian pay the next, and the Canadian pay was more than our RN pay. I actually saved £360! In 1961 that was an enormous amount! Best wishes **Roy James**

Hi Terry - one for your next Derby newspaper perhaps? 'Hands raised all those who ever Heard One; Glasses raised all those who ever Felt One'. And the toast is - 'You had to be There'. Hope all is well. Ian T.



Things that ruin a submariner's day

**Editor:** This cartoon did not have a signature on it but without checking fully I am positive I recognise it as a Jeff Bacon Cartoon (See our regular Page 5 Cartoon) for which Jeff kindly lets us use in our newsletter. Like Ian I can see the humour in this.

**On the Subject of Ian T** you will see him (with a magnifying glass) in the photo used in the invite to anyone who wishes to join us at a pre-booked function to celebrate The Freedom of the City of Derby to HM Submarine Service to HM Submarine Service on the 28 April 2002 the **First City** to grant this honour, and one Derbyshire Submariners are still very proud of. Ian was the Standards Marshall of the first platoon and I was proud as Chairman of SA Derbyshire to be in charge of the Submariners Platoon with the Guard and approx. 80 of the crew of our then affiliated Submarine, Sovereign. It is wonderful these days to hear from ex Crew of Sovereign still in the Submarine Service, reminiscing on that wonderful weekend. We have marked the occasion every year since in one manner or the other and one or two still attend and stop overnight at the adjacent Travel Lodge Derby. As stated, **the Freedom was Awarded to HM Submarine Service** thus anyone to celebrate this wonderful affiliation is welcome to attend, which if we get enough numbers (Max 35) will be held in the Meeting Room at the top of the restaurant. Full details and payment details available on page 20 on the application Form, for Friday 24 April at 6pm for 7pm

## USS Ling - WWII Sub Stuck in Mud

*Posted 5 Dec 2019*

Maritime enthusiasts are attempting to raise money to save the USS *Ling*, a War II vintage Balao-class submarine, from a likely date with the scrap yard. They hope to move the submarine from where it is currently stuck in the mud in the Hackensack River to the Ohio River as part of a World War II-focused Louisville Naval Museum. For several years, things have not been going well for USS *Ling*. The submarine has been tied up along the Hackensack River since 1972. For over three decades it was operated as a museum ship and was the centre piece of the New Jersey Naval Museum. The museum operated from a riverfront site which they leased from the newspaper, The Record, later part of the North Jersey Media Group, for a nominal \$1 per year. That ended in Jan 2007, when the owner of the site, informed the museum that the site was going to be sold for redevelopment within the year and that the museum and submarine would need to be relocated. When Hurricane Sandy hit the northeast in 2012, it destroyed the dock and gangway that provided access to the s/m, causing the museum to shut down.

In 2018, vandals broke into the sub, stealing plaques and opening valves causing the submarine to flood. The extent of the damage has never been fully assessed. So now the USS *Ling* is inaccessible from shore and sitting in the river mud. That mud may prove to be one of the biggest challenges to moving the beleaguered 312-foot-long submarine. The Hackensack River has silted significantly in the 47 years that the *Ling* has been tied up along the river bank. Once dredged for barge traffic, it is now deep enough only for shallow draft small craft. The submarine is also directly upstream from the Court Street Bridge, a swing bridge built in 1908, which may present its own issues. It is also not clear what the condition of the submarine's hull may be and what repairs may still be needed if the craft is successfully extracted from the river's mud. The mission to save the old submarine is reportedly being headed up by two veterans, Mark Gatton and Lewis Palmer. The Air Force Times reports: The Navy still owns the submarine but is not contributing to its restoration. However, Gatton said several sailors from a naval base in Connecticut have volunteered their time. Since their initial visit it has been pumped dry, patched and pressure washed. It's a start, but they still have a long way to go. Gatton dreams that one day the submarine will anchor a museum that is like a step back in time to the 1940's, with tour guides dressed in period clothing, and cars and buildings that look like they're from the WWII era. But first, the old submarine needs to be dragged out of the river mud. To learn more, go to the Save the [USS Ling Facebook page](#) or the [Louisville Naval Museum](#)

**Donkeys** kill more people annually than plane crashes or shark attacks. (So, watch your Ass!!)

## Restoration of Memorial to Seafarers of WWII

Completed in Liverpool

*Navy Books & RN News 25 Feb 2020*

The Liverpool Naval Memorial, located at the centre of the city's dockyard looking over the Mersey, had started to deteriorate after many years of exposure to the elements. As such, a 'once in a generation' restoration project was initiated in order to rejuvenate the memorial which pays tribute to 1,400 seafarers from Liverpool who died during WWII. Two half-tonne Portland stone globes, which bear maritime designs, were replaced after some impressive craftsmanship from the Commonwealth War Graves Commission's (CWG) stonemasons.



Due to the absence of any blueprints, the stonemasons spent two weeks carefully tracing every millimetre of the intricate designs to hand-carve like for like replacements, with the stonework

taking more than four months to complete. The memorial was originally unveiled in 1952 and remembers local men but also crews from around the world who supported the Royal Navy during the war. It was opened as a single point to remember the missing dead of the Merchant Navy who served under Royal Navy command.

<https://historicengland.org.uk/listing/the-list/list-entry/1393706>

## Battle Ensign for Argentine Submarine

ARA Santa Fe Sought

*MNA Newsletter 20 Jan 2020*



Can anyone assist? Following the disablement of the Argentine Navy S/M ARA Santa Fe on the 27 Apr 1982 in Grytviken, South Georgia, her battle ensign was removed and brought back to the UK as war booty. I am led to believe it was located in a museum in the south of England, but am unsure of its exact location. Another source states it was returned to Argentina, a gesture which would be most welcome by Argentine Navy Shipmates. You might also recall the incident aboard Santa Fe in which Submariner Suboficial Felix Artuso (POW) was shot by a Royal Marine Guard which was published in the MNA Circular 31 Jul 2018 page 25, 26. See also <https://www.elsnorkel.com/2015/04/historia-de-la-muerte-y-conmemoracion-felix-artuso.html>. Felix was later buried with full RN military honours in Grytviken Cemetery. The return of ARA Santa Fe's Battle Ensign would mean a lot to all concerned. Any assistance towards this endeavour would be most appreciated. Attached photo of the ensign obtained from a source in Argentina. **Peter Mulvany**  
<http://www.irishseamensrelativesassociation.com>  
Mobile: 00353872769707

## **Magnets? A Whacky Cold War Plan to Stop Russian Submarines Is Revealed**

**Steve Weintz National Interest 1 Jan 2020**

At the height of the Cold War, the Soviet Union had so many hundreds of deadly submarines at sea that Western war planners willing to try almost any possible countermeasure, however goofy sounding. Some seemingly crazy ideas proved actually worthwhile, such as the underwater Sound Surveillance System, a vast chain of seafloor microphones that patiently listened for Soviet subs, and remains in use today.

Other less elegant anti-submarine tools survive only as anecdotes. In his book *Hunter Killers*, naval writer Iain Ballantyne recalls one of the zanier ideas; air-dropped 'floppy-magnets' meant to foul up Soviet undersea boats, making them noisier and easier to detect. By the time of the 1962 Cuban Missile Crisis, the USSR controlled the largest submarine force in the world; some 300 diesel-electric submarines and a handful of nuclear-propelled models. NATO navies couldn't keep up. 'We simply do not have enough forces,' Vice Adm. R.M. Smeeton stated. NATO war planners feared only nuclear escalation could check the Soviet submarine wolf packs. That is, atomic strikes on sub bases along the Russian coast.

But the nuclear solution was worse than the problem. 'We can take steps to make sure the enemy is fully aware of where his course of action is leading him without nuclear weapons,' Smeeton said, 'but we cannot go to war that way.' Desperate planners sought ways of making Soviet subs easier to hunt. Any technology that could speed up an undersea search was worth considering. 'A submarine's best defence is of course stealth, remaining quiet and undetected in the ocean deep,' Ballantyne notes. 'Something that could rob the Soviets of that cloak of silence must have seemed irresistible and, at least initially, a stroke of genius.'

A Canadian scientist figured some kind of sticky undersea noisemaker would make a Soviet sub more detectable. He designed a simple hinged cluster of magnets that could attach to a submarine's metal hull. Movement would cause the flopping magnets to bang against the hull like a loose screen door, giving away the sub's location to anyone listening. The simple devices would take time and effort to remove, thus also impairing the Soviet undersea fleet's readiness. At least that was the idea, to make a Godawful racket.

In late 1962, the British Admiralty dispatched the A-class diesel submarine **HMS Auriga** to Nova Scotia for joint anti-submarine training with the Canadian navy. The British were helping Canada establish a submarine force, so Royal Navy subs routinely exercised with Canadian vessels.

Auriga had just returned to the submarine base at Faslane, Scotland after a combat patrol as part of the Cuban Missile Crisis. Other subs of the joint

Canadian-British Submarine Squadron Six (SM6) at Halifax had seen action during the crisis. The 1945-vintage *Auriga* spent much of her time in Nova Scotia simulating Soviet diesel subs during hazardous under-ice ASW practice with U.S. and Canadian forces. During a typical three-week exercise, *Auriga* would be subject to the attentions of surface vessels, aircraft and other subs, including the U.S. Navy's new nuke boats. During one open-ocean exercise, *Auriga* was given the floppy-magnet treatment. A Canadian patrol plane flew over *Auriga's* submerged position and dropped a full load of the widgets into the sea. As weird as it sounded, the magnet concept proved a resounding success. Enough magnets fell on or near *Auriga's* hull to stick and flop. Banging and clanking with a godawful racket, the magnets gave sonar operators tracking the sub a field day. Then the trouble started.

As *Auriga* surfaced at the end of the exercise, the magnets made their way into holes and slots in the sub's outer hull designed to let water flow. 'They basically slid down the hull,' Ballantyne says of the magnets, 'and remained firmly fixed inside the casing, on top of the ballast tanks, in various nooks and crannies.' The floppy-magnets couldn't be removed at sea. In fact, they couldn't be removed at all until the submarine dry-docked back in Halifax weeks later. In the meantime, one of Her Majesty's submarines was about as stealthy as a Brass Marching band. No fighting, no training, no nothing until all those floppy little magnets were dug out of her skin at a cost of time, money and frustration.

The magnets worked on the Soviets with the same maddening results. The crews of several Foxtrots were driven bonkers by the noise and returned to port rather than complete their cruises. Now, the Soviet navy could afford to furlough a sub or two, but NATO could not. Anti-submarine crews couldn't practice with floppy-magnets attached to their exercise targets. The floppy-magnets worked exactly as intended, but they were simply too messy to train with to be practical on a large scale. It seems NATO deployed them only a few times. The submarine-fouling floppy-magnet turned out to be, well, a flop.

**Editor:** *It did not just need Magnetic Ding Dongers to send a submarine crew mad. Exercises with Canadian Ships were very musical with a constant Doe- Ray-Me sing song unlike the ping-ping many recognise from sonar in the various films! After several hours the crew sounded like the cast of The Sound of Music but the words being uttered were not; Doe, a deer, a female deer, Ray, a drop of golden sun but totally unrelated to the film or reproducible language, even in this newsletter. Basically, a plea for the source of the noise to impolitely go away and play somewhere else! You will note the source of this article is an American Web site but the story has been recorded before by both John Sayers and Jeff Dykes both who were on the Auriga at that time.*

**The 2020's Will Change the Worlds  
Submarine Balance in S/M Warfare**  
*H I Sutton Forbes 5 Jan 2020*

The new decade will see seismic shifts in the world of underwater warfare. I believe that several trends will converge to change the world submarine balance. Reflecting on the decade we've emerged from; we can see that the writing is already on the wall. Although many of the key submarines have already been designed or built, it is the next 10 years when things will shift. This is largely because there was a period of slow development following the Cold War. Successive defence cuts and a focus on low-intensity land conflicts meant that submarines were under-invested in. And many submarine building programs were plagued by delays and small orders. Now finally it feels like we are on the cusp of something new.

Russia's massive effort to modernise its submarine fleet, for many years undernourished, will finally bear fruit. They are already operating more assertively in NATO areas. By 2030 most will be much more modern designs, such as the Borei and Yasen classes which are currently entering service. Some may even be the next-generation Laika design. Weapons are where we will see the largest Russian shift. President Putin's drive for super-weapons includes the Zircon hypersonic cruise missile and Poseidon mega torpedo. More formally described as an Intercontinental Nuclear-Powered Nuclear-Armed Autonomous Torpedo, Poseidon is an entirely new class of nuclear weapon. It may steer NATO submarine thinking in the coming years.

The submarine outlook for China is less clear. Although Chinese Navy submarines have been improving, the pace of change is less visible than in their massive warship building program. Possibly the greater influence of China will be in their exports. Increasingly China is exporting relatively large quantities of AIP (Air-Independent Power) submarines. Customers include Pakistan and Thailand. For many years the main submarine exporters have been Germany, France, Russia and Sweden. But this is changing. As well as China, South Korea is becoming an exporter and Japan has made moves to join this elite club. Additionally, more countries are developing indigenous submarines, including Turkey, Indonesia, and Vietnam. This is perhaps part of the bigger shift in the submarine scene. More countries will be building them, and more will be operating them. For example, Myanmar, not a country known for submarines, received its first late last year. And the conventional submarines being built by some of these countries will be cutting edge. Starting with Japan and South Korea, new non-nuclear boats will benefit from innovations in battery technology. This will greatly improve stealth and endurance. Of course, the other trend we are expecting is automation. A.I. is already playing a part, allowing

undersea drones. And the difference between a torpedo and a drone may blur as the former gain's higher levels of autonomy. Drones are getting bigger, with categories termed 'large displacement unmanned underwater vehicle' and XLUUVs - extra-large. The U.S. Navy's Orca program will probably be the first XLUUV, but expect and Britain and Japan to test things out in this decade. And China, South Korea (again) and Russia are trying out larger AUVs (autonomous underwater vehicles). Large AUVs will fulfil intelligence missions. More impactfully, they may also adopt offensive roles by the end of the decade. These could include sowing minefields, launching cruise missiles or even torpedoing enemy ships. In 10 years', time when we can look back on the 2020's, I suspect we will have seen a bigger shift in submarine warfare than we have so far since the Cold War.

**Floating Dock with Submarine Sank in Russian  
Naval Base in Sevastopol**  
*Stepan Kotcherga 15 Dec 2019*

Floating dock PD-16 with diesel submarine B-380 in it sank in Sevastopol, Russian Navy Base, Black sea, on the morning 15 Dec. The Submarine was decommissioned in 2016, Naval dock PD-16 was also decommissioned was Navy PD-16 Floating Dock which was commissioned in 1941.

**Turkey's 1st Generation Sub *Piri Reis* Launched**  
*Turkey Daily News 24 Dec 2019*

Turkey's first Type 214 class submarine *TCG Piri Reis* was launched 22 Dec and due to go into service in 2020 and the total of six vessels of the class following each year until 2027. The Type 214 class vessels are regarded as a first for the Turkish Navy due to its air-independent propulsion (AIP) characteristics brought by their fuel cell technology. The vessels also can deploy heavyweight torpedoes and anti-ship missiles and lay mines against targets, both at sea and on the ground.

With the policies our country follows, we seek establishment of rights, which have been delayed. The works we carry out in the eastern Mediterranean, Syria and Libya are in this context, and we have no intention to seize anybody's rights. We do not have the luxury to pursue this silenced and shy policy. If we give up on the process we started with Turkish Cyprus and Libya, they will not let a seashore to even cast a fishing line,' the president said. He also accused Greece of attempting to extort Turkey's rights at the seas, saying Israel 'too' has the same intentions. 'We will not comply with an order in which Turkey will gain 1% from fishing,' he said, adding that Turkey has the longest seaboard in the Mediterranean.

**Beware of Children**

**Son:** 'Mum, when I was on the bus with Dad this morning, he told me to give up my seat to a lady'  
**Mum;** 'Well, you have done the right thing'  
**Son:** 'But mum, I was sitting on Daddy's lap'

**TRIBUTE TO STOKER ALBERT BIRCHNALL**  
**HMS Scotsman 1948**  
**Trials and Experimental Submarine**  
**compiled by Peter D Hulme**

The converted Scotsman appeared as I joined the RN and was in the background during my service in submarines, but despite apparently crossing paths I do not recall seeing her in any of her guises. She had a reputation amongst electrical and engine room ratings because of her need for a companion charging submarine throughout her long service. Moving on over half a century living in retirement in New Zealand, I became intrigued by the odd mention in books and on submarine forums. The high speeds often attributed to this funny little submarine were really not credible, and I started research that spanned several years and involved many different sources. This article is a compilation of the information I have gathered with the gaps filled in a hopefully informed manner, using my own electrical background and the design philosophy of the converted T Class that was contemporary with the Scotsman. The 'Holy Grail' event in my journey, was the fortuitous finding of a copy of the official trials document addressed to Flag Officer Submarines in 1949, by George Malcolmson, Archivist RNSM, who recalled my interest and kindly sent me a copy. He had previously sent me copies of FOSM letters concerning the Scotsman and her programme from 1948 to 1953.

The full article is too large to reproduce in our newsletter but available on line on this link <http://rmsubs.co.uk/articles/development/scotsman-trials.html> I have however lifted some articles contributed by our own crewmember at the time, Albert. **Stoker Mechanic Albert Birchnall** - Scotsman 1948 to 1951. A little bit more about Scotsman. With all the dockyard trials over we had our first visit to the Lochs. We lived onboard except weekend at Rothesay tied up to *Montclare*. At least we got some decent runs ashore. Our first support was one of the A boats, but I cannot remember the name. Scotsman didn't carry any of the charging leads, they were always left with the support boat. I recall *Tally Ho* ran with us for a long while, and *Allan Collins* who I write to remembers humping the charging leads backwards and forwards when we returned at night after the trials. As well as the speed and sound trials in the lochs we ran from Campbelltown, with the Sunderland flying boats from Stranraer. Out in the Irish Sea they dropped Sonar buoys, and we used to hop it at high speeds, and they spent the day trying to pick us up on the Sonar.

I remember one day starting out for Larne, and when we finally arrived, we spent nearly 3 hours trying to get along side, fighting a 12-knot current. Because of the state of the batteries, we had to give it up as a bad job and return to Campbelltown. Between returning to Dolphin for leave periods this carried on until 1950. I have been in touch with a chap off *HMS/M Tally-Ho*, who used to run with us in Scotland. He says the charging leads went down the engine room

hatch. His reply to how many there was 'I don't bloody know I only used to hump them. Anyway, as far as I can recall we used to do about six runs in the day, but being down below I don't know if they were all done in the same direction, or one up the Loch, and one down. We were already tied up in the Loch so there was no travelling before we started. When we ran with the Sunderland flying boats from Campbelltown, it was a couple of hours before diving stations round about 10am, and we used to start back for home about 3pm! Always got dinner on the way back to Campbelltown.

About the ballast tanks. I only know that the saddle tanks were removed and slimmer external tanks fitted, and as I said before it made for a very rough ride in choppy seas. I can't say that I remember a Diesel generator in the fore ends, unless it was for emergency lighting, but then it would still have come under the engine room branch, and as you say it would have been quite a big size. One other thing Peter I can definitely remember charging cables coming in through the Engine room Hatch. (**Authors Author of Article Note** - The engine being in the fore ends was suggested in some general notes written in the fifties describing the Scotsman. There is no evidence to support this positioning and plenty confirming the engine room site including photographs showing the exhaust emissions)

I joined Scotsman in June 1948. Picked her up in Chatham. about a month before she started the dockyard trials. Going down to the motor room. The layout was just the same as the normal way. One bank of switches on either side of the boat connected direct to the props. As I said when I wrote to Derek. The engine was one single Paxman Ricardo, down the centre of the engine room, and could only generate enough Power to enable the boat to do 8 knots to keep the batteries topped up. **Question.** Albert, it has been suggested in the past, that the Scotsman only used one screw when on passage, say to Dolphin. Do you have any memories of this? **Answer.** As far as I can recall the Paxman diesel Gen was never connected to the motors. We used to travel on both prop's but our speed was regulated to 8 Knots. I think this was the speed that allowed the battery to maintain its charge. Going back to *Scotsman*, we never had the luxury of the Ark in my days. The only time we didn't sleep on board was leave periods in Dolphin, or the odd time we went to Rothesay, and tied up alongside *Montclare*. One or two of the other lads I wrote to told me about the Ark.

**Cliff Alexander AB** (UC Rating) Sept 1955 Nov 1956  
Joined the Scotsman at Rothesay with *HMS Adamant* as Third SM Squadron depot ship. His comments were that 'Up the loch there was a house boat called the Ark on which the crew lived when running in the lochs. The Ark was a flat-bottomed barge about 35' long. It had two distinct accommodation sections, one for NCO's and the other for the rest of the crew, mixed seamen and stokers. It was fitted with bunks etc and

was quite comfortable. There was a set of heads perched up on the sloping stern with a flush tank above that. Bathroom facilities were built centrally and above the living space. When moored to a buoy with the Scotsman alongside the Ark in rough conditions, the two bumped together quite alarmingly at times, especially at Inveraray which was quite exposed. Fenders were not practical. The Scotsman never sustained any damage however but the Ark did on more than one occasion, it sprang leaks. I recall hopping out of my bunk into ankle deep water. That was OK but the boat's cinema projector was half submerged in the mess area. A testament to the Bell & Howell projector's rugged construction was that with swift drying out and a bit of tinkering by the boat's electrician, films were viewed again that night. Water was pumped out and temporary repairs made until the Ark could be docked in Rothesay.'



**Picture of HMS/M Scotsman 1959**

**John Lambert** supplied me with a copy of the 1944 official trials document of the streamlined *Seraph* addressed to FOSM and the same for the converted '*Taciturn*' 1952, together with reduced copies of official drawings showing the detail of various 'S' Class submarines. Invaluable primary sources. Keith Allen supplied me with a copy of BR1965 (a description of the electrical propulsion system of the converted T Class) lodged in the Washington Archives, another valuable primary source. Certain specific details are lacking about the electrical conversion of the Scotsman but every endeavour has been made to present a sensible picture using the known facts and the techniques used in the RN 'T' Class Conversion of eight submarines that commenced in 1948 as the converted Scotsman was being commissioned.

The reputable submarine books usually associate the conversion with the streamlining of the *Seraph* and her sisters but I believe this gives a misleading emphasis. While the *Scotsman* was occasionally used in the ASW target role, this does not appear to have been her main purpose. She was a Trials and Experimental submarine, in practice unable to operate without a companion submarine, largely in the Lochs of Scotland where the RN had various submarine testing facilities. It has to be pointed out that the converted *Scotsman* was re-commissioned about July 1948. Remote here in NZ, it has not possible find any references to the scientific data accumulated by the 'boffins' over the years of testing aboard *Scotsman*, but this was not considered a major disadvantage; it was always intended that this was to be the story of the conversion of the submarine and her later activities, manned by the men of the RN Submarine Service.

Much of the Royal Navy submarine branch historical background in the early years of the *Scotsman*'s service is detailed in the article on the Five Streamlined Submarines

**Albert Birchnall**, Stoker Mechanic, assistant to the Outside ERA of the Scotsman - extract from his E-mail 28 Jan 2004; We went back to Chatham in 1950, we were there when *Truculent* went down in the Medway. The boat was fitted with Bronze Hollow Spider webs round each prop, and each was connected to the HP air system. The idea was to fill the void at the back of the props, and so reduce slap that it used to produce. This followed the same routine as the other trials. Up and down the Lochs at different depths and different speeds. I forgot to say, that at the end of the diving each day, Being the outside ERAs mate it fell on me to charge the HP system back up to 4000 psi. That went down a bundle because the Weirs compressor was on the Stoker's mess deck! On one of the runs, a high speed one at that, we were off course, and orders were given to surface at 30 degree bow up angle! We caught the bottom with the starboard spiders web and buckled it quite badly. We went down to the torpedo station at the head of the Loch Long. Their divers disconnected it, loaded it on an open backed lorry, and the outside ERA Ken Blackshaw, and myself, (both of us on the back of the lorry). took it to Renfrew

Airport to be shipped back to Dolphin. At this time the Rest and be Thankful was a single-track road with passing places, quite a bit



scary travelling in the dead of night. Anyway, it came back and was fitted back in the floating dock at Bannatyne. After that it was plain sailing, and I left the boat in July 1951. **Albert Birchnall**

**Dave Perkins** - long serving senior submarine rating in RN and RCN & submarine author also served servicing *Scotsman* for charging and boats and advised 'We also had a 'joy-stick' control for planes in Solent. It basically consisted of an 8-position hydraulic valve. The problem with it was that it set the fore planes and after planes individually. Midships was neutral. A body had to be pretty sharp to keep depth using it and the only man I saw actually using it was an EO who was obviously involved with its development. We never used it except when he was aboard. It was installed in addition to the normal fore and after planes 'tapper-gear' controls. When I left *Solent* in '57 she was still working as a 'Slippery S'. About three months later the three Slippery-S boats (*Solent*, *Selene* & *Sleuth*) were replaced by three snorting S-boats (*Scythian*, *Seneschal* and *Sea Scout*) and *Solent* was sent off to be charging boat for *Scotsman*. That's when I joined *Scythian*. Small world isn't it? I did an article of Albert's on the Porthole aft for boffins to view the cavitation of the propeller's, but cannot lay my hands on it at present!

**Editor TD.** *Albert was always going on about 'their' porthole on the Scotsman just like Capt Nemo and the picture above shows a view of it.*

## **Britain's Astute-Class Submarines are a Big Headache for Russia's Navy**

**Robert Farley National Interest 01 Jan 2020**

Since the commissioning of HMS Dreadnought in 1963, the RN has maintained a formidable force of nuclear attack submarines. Indeed, HMS Conqueror is the only nuclear attack submarine (SSN) to ever sink an enemy warship in anger. But the RN has undergone a transformational crisis over the past decade, shrinking in size and changing in composition. The latest nuclear attack submarines, the Astute class, have become a critical component of the future of the Royal Navy, but, given Russia's resurgence, are they enough?

The RN operated nineteen nuclear attack submarines across the course of the Cold War. As in the U.S., the fall of the Soviet Union changed the requirements for the RN's submarine fleet. The UK initially expected to build what amounted to Trafalgar Mark II boats: subs focused on antisubmarine warfare, expected to defeat Soviet submarines in the North Atlantic and the Arctic. But the collapse of the Soviet Union dramatically reduced the Russian sub threat, and created new requirements. The RN took a design pause, and eventually produced a larger submarine, one more suited to multipurpose operations, including land attack.

HMS Astute was laid down in 2001, ten years after the completion of the last Trafalgar boat, and three years after the launching of HMS Vengeance, the last of the Vanguard-class SSBNs. Unfortunately, the gap had led to the atrophy of key design and production capabilities, resulting in delays and cost overruns that continue to harry the program today. Basic drafting and engineering skills had deteriorated as the submarine construction work force had retired or moved on, forcing British Aerospace (which had taken over the programme) to redevelop many key capabilities. Other problems emerged around the sophisticated drafting software used to design the class. This took time, pushing back the construction of the first boats, and pushing up overall costs.

Additional problems emerged after HMS Astute entered service. The boats are considered cramped, and crews have endured some atmospheric issues (excessive temperatures) inside the subs. Problems with reactor design (borrowed from the Vanguard SSBNs) led to a mismatch of some components, and an inability to achieve design speeds. To add insult to injury, HMS Astute ran aground on sea trials a month after its delivery. Notwithstanding these difficulties, HMS Astute entered service in Aug 2010, some nine years after being laid down. It was followed by HMS Ambush in 2013 and HMS Artful in 2016. HMS Audacious should enter service later this year, with Anson, Agamemnon and Ajax following at two-year intervals. Still, the Astute's represent a step back from a numerical perspective. From 1993 until 2004, the RN operated five Swiftsure-class SSN's and seven Trafalgar's. The Swiftsure's began to leave service in 2004, leaving the Trafalgar's and the

Astute's, which began to come into service in 2010. But the RN decided to retire the Trafalgar's because of excessive hull wear beginning in 2009. Three of the boats remain in service, but by 2022 the Astute's will be the only nuclear attack submarines serving in the RN. In effect, the RN has gone from having a force of twelve SSN's to a force of seven SSN's, notwithstanding the greater size and capabilities of the Astute's.

**Capabilities.** The Astute's are the largest SSN's ever operated by the RN, half again as large as the Trafalgar class. At 7,700 tons, they are roughly the same size as the U.S. Navy's Virginia-class boats, although smaller than the Seawolf's and the largest Russian SSN classes. The boats can carry thirty-eight missiles or torpedoes, and the Astute's are, along with the remaining Trafalgar's, the only vessels currently in British service that can fire Tomahawk land-attack missiles. Unlike their American counterparts, the Astute's lack a vertical launch system (VLS) for their cruise missiles. They are designed for thirty knots submerged, and although they initially suffered some problems, they reportedly have reached that speed in more recent trials. The Astute's carry an extremely effective sonar suite, generally believed to be as good or better than any competitor. And while information on relative acoustic signature of different submarines is hard to come by, authorities seem to regard the Astute's as among the world's quietest boats.

**Conclusion.** Along with the two Queen Elizabeth-class aircraft carriers, the Astute's represent the core of the RN's offensive capabilities. With the emergence of new tensions between NATO and Russia, they have regained the old anti-submarine mission, especially as Russian maritime interest has focused on rebuilding and recapitalising the submarine fleet. The class seems to have overcome its technical and financial problems, although the lingering impact of those issues could affect not only future classes of SSN's, but also the UK's commitment to building a new class of SSBN's. In any case, the Astute's are among the most formidable submarines in the world, and certainly pose a major threat to any Russian designs on the North Atlantic or the Arctic.

### **To all SA Members. Remembrance Sunday 2020**

Cenotaph this coming year I know it's the weekend after the Memorial weekend but it's been a few years since we had a big turnout for the BIG Parade, and it would do the give the Association a big lift if a Info required; Rank: Address: Off No: D.O.B Place of birth: Tel No: E-mail: A stamp addressed envelope: This is a RBL requirement and send to: Andrew Morgan. 224 Heritage Park. St Mellons, Cardiff, CF3 0DU. Try to get it to me by the end of July the tickets won't get to me beginning of October so don't worry about not hearing from me as I will be sorting everything out.

Best Regards, **Andrew Morgan**

E-Mail: trevthomas41@googlemail.com

## SHIPLIFT FACTS AND FIGURES

1984 Design Started  
1989 Design completed and construction started  
1990 Superstructure erected  
1993 Shiplift commissioned and handed over to HMNB  
1994 Operational proving programme started  
First Docking of SSBN  
1995 Engineering Modifications made to SM Cradle  
1996 First docking with the new cradle  
2013 100<sup>th</sup> Docking within the Shiplift

### Dimensions

	<i>Proper Measurement</i>	<i>Metric</i>
<b>Length</b>	610.2 feet	186m
<b>Width</b>	17.6 feet	52m
<b>Height</b>	147.6 feet	45m

The Shiplift is a covered dock running the length of 22 double decker buses. It is constructed of reinforced concrete supported by piles driven into the bedrock. It uses a proven 'syncrolift' lifting system, consisting of a steel platform operated by 96 hoists and associated cables. It is capable of raising a giant 16,000 tonne Vanguard Class Submarine clear out of the water so that engineering staff can conduct maintenance to submarines on dry land.

### PRE-SHIP LIFT AFD 60

#### Chris Owen Portsmouth News 10 May 2012

I am sure many older submariners will remember the old Floating Dock in Faslane purposely built in Portsmouth Dockyard to be used in Faslane especially for the Resolution Class, but also used by all Conventional & Hunter Killers and many other vessels. A strict routine was needed when flooding the tanks to ensure it sank level. The son of a Shipwright said that after many practice tests, when they handed over to the Faslane base, the first time they tried to sink it they got it wrong and warped some of the superstructure, which meant the Portsmouth team had to stay to put it right. 'The floating docks had all the facilities to accommodate crews when the subs were in the dock.' He sent me pictures of the official programme for its launch in 1966; including an aerial shot of it passing the Round Tower Portsmouth on its way to Faslane. It was put up for Sale when the Polaris Boats were decommissioned & reported in Navy News Oct 1997.



### Some Submariner Comments on Faslane

I had 10 years in Fazzers, Valiant Class S/M's and (visiting) P&O's. Nowt like a Neptune Club head-mashing sesh, followed by a visit to the Fish-Bar for Deep fried haggis and Chips. I can smell 'em now (stuck to the side of my face or my pillow in the mess because I fell asleep trying to scoff them.

**One Benefit of Faslane** was the accuracy of the weather report. If you could see the opposite side of the loch, it was going to rain, and if you couldn't see the opposite side of the loch, it was raining already.

## Australia's \$50b Future Submarine Prog Delays

### Australian Financial Review, 14 Jan 2020

The Australian National Audit Office (ANAO) published its first review of progress on the USD \$55 billion program to succeed the Royal Australian Navy's (RAN) current fleet of six Collins-class diesel-electric submarines with six new boats on Tuesday, and found that the project is suffering from some notable setbacks. The ANAO audited the Future Submarine Program's first two years of progress, and found several delays, including a governance agreement between Canberra and France's Naval Group, which won the contract, being signed 16 months late, a concept study that was scheduled to begin in September 2018 actually started in November 2018, and a systems requirements list to have been completed by March 2019 was pushed to October 2019. Furthermore, Naval Group also requested a 15-month extension in finalizing design work, to September 2023, though this request was rejected by the Defence Department. As a result, the ANAO concluded that the Defence Department has not been 'fully effective' in managing the program to date, and there is now a risk of a gap as the RAN transitions between the Collins boats and the new subs in the mid-2030s.

## Dutch Navy Allows Female Submariners

### Naval Technology 23 Jan 2020

The Dutch Navy is allowing female sailors in its fleet of submarines after the successful completion of a test involving the participation of women saying in a statement that the women functioned as 'one of the crew' during the year-long experiment. In the Royal Netherlands Navy (RNLN), sailing positions were open only to men as no separate facilities were offered onboard the existing submarines. Women failed to perform all functions in this Armed Forces' Submarine Service. The Dutch MoD said it was already certain that women would be admitted to the submarine service, but only then with the arrival of new ships equipped for mixed crews. The situation in (Nato) partner countries, however, showed that separate onboard facilities are not necessary and sometimes hinder integration. Based on a joint study carried out in Australia and Canada, it was found that strict separation in living areas, as well as sanitary facilities, had a negative impact on the integration of female crew members on board.

Following this, the navy decided to experiment with the 'one of the crew' concept. As part of this, no separate facilities were provided for women on board, and both women and men were treated equally. The Submarine Service group commander Captain Herman de Groot said that the test allowed the navy to be able to determine the rules of conduct that need to be introduced to enable women to participate in submarine services. Only small adjustments were made to create more privacy for women.

**Yawn:** An honest opinion openly expressed

## **Combat Stress Stops Taking on New Referrals Due to Funding Crisis Forces Network 25 Jan 2020**

Veterans mental health charity Combat Stress is no longer able to take on new cases in England and Wales, because of a funding crisis. The charity said its income has fallen from £16 million to £10 million in this financial year partly due to a cut in its NHS funding support. The charity said the decision to turn down new cases had been taken 'with great sadness. Combat Stress had been receiving around 2,000 referrals for treatment a year. It will now send all new referrals from England and Wales to the NHS, which Combat Stress said 'needs to demonstrate' it can deal with the increased demands. I don't believe the NHS can pick this up. That is why we exist,' Sue Freeth, chief executive of Combat Stress, told the BBC. She said that 80% of veterans who come to the charity have either used the NHS and have not had their needs met, or have felt unable to use NHS services.

Veterans' minister Johnny Mercer said he will hold an 'urgent meeting' over Combat Stress's problems. The charity said until 2018 it got more than £3 million a year from NHS England. But now 90% of its funding comes from public donations, the charity said. They will still receive more than £1m from NHS Scotland and will continue to take on new cases there and in Northern Ireland. Several organisations and charities have warned of a rise in the number of veterans taking their own lives. A spokesman for the NHS said: 'Our number one priority is providing the best care for veterans and, after listening to what they wanted and a competitive process, the NHS has rolled out new specialist services to every part of the country which have seen over 10,000 people to date and are funded by more than £10 million every year. 'For anyone who has served in the Armed Forces and may be experiencing mental health difficulties help is available through speaking to their GP or contacting the dedicated NHS services directly.'

## **Derbyshire Drivers Warned of Increase In Catalytic Converter Thefts**

We're urging motorists in Derbyshire to be alert following a recent number of catalytic converter thefts in the county, and in neighbouring counties. A catalytic converter is a device on vehicle exhausts that reduces the toxic gases and pollutants. Precious metals must be used because the converters have to work efficiently enough to meet emissions standards. These catalytic converters, sometimes called cats, are stolen because of the value of the precious metals found within them. During the past 12 months we've had 137 offences reported to us, which has been gradually increasing over the year. The thefts have been from vehicles usually parked in large car parks and across the county, including in Derby. recent theft took place sometime between 6.30am and 4.30pm on a Weds from a Toyota Auris, parked in the car park at the

Royal Derby Hospital on Uttoxeter Rd in Derby. The driver realised there was a problem with her car as she drove it home, and took it to a mechanic who noticed the Catalytic Converter had been stolen. Det. Chief Insp Emlyn Richards is the acquisitive crime lead for Derbyshire Constabulary. He said: Our officers are investigating these incidents and working alongside neighbouring police forces to target concerns nationally about the increase in the thefts of catalytic converters. We would also encourage motorists to remain vigilant and to review any security they have around their vehicles to help prevent this type of crime. People can also help us by reporting anyone acting suspiciously around a vehicle to us. There are a number of steps motorists can take to reduce their chance of becoming a victim, including: If possible, park in a garage or in a position where it would be difficult to access the underside of the vehicle near the exhaust. Consider marking the catalytic converter with a serial number to identify it, and register it on sites such as Immobilise. Consider installing protective coverings over the converter. This may not prevent it from being stolen, but would make it more difficult and slow down the process.

Install alarms and CCTV. Good quality lighting near to your vehicle will improve natural surveillance and can act as a deterrent. If you see anyone acting suspicious/appearing to be working on a car in a public car park, please report it to us. The cars that are most often targeted are hybrid vehicles, as the catalytic converter is used less frequently. The metals they use are less likely to corrode, meaning they are worth more. Prices for certain precious metals have increased in the last 18 months, which officers believe has led to an increase in thefts. DCI Richards added: 'As part of our campaign to target scrap metal theft our officers are proactively stopping collectors and visiting dealers to check they are operating legally and responsibly, and have the right documentation.

'Scrap metal dealers can also help us to be aware of this trend and mindful that if they are offered a catalytic converter or exhaust system, and have any doubts about where it may be from, to contact police'. If anyone has any information about crime, or to report suspicious activity, please contact us using one of the following non-emergency contact methods. **Facebook** – send us a private message to /DerbyshireConstabulary. **Twitter** – direct message our contact centre on @DerPolContact **Website** – complete the online contact form [www.derbyshire.police.uk/Contact-Us](http://www.derbyshire.police.uk/Contact-Us).

**Phone** – call us on 101. You can also call **Crimestoppers** anonymously on 0800 555 111. Please note in the event of an emergency you should always call 999. Derbyshire Residents can also sign up to **Derbyshire Alert** to receive free community safety alerts, crime information and messages from your local Safer Neighbourhood policing teams, visit: [www.derbyshirealert.co.uk](http://www.derbyshirealert.co.uk).  
**C. Wood Police, Comms Adm, Derbyshire**

## RN to Halve Office Staff in Portsmouth in bid to boost Front Line and Save Costs

**Millie Salkeld Portsmouth News 31 Jan, 2020**

Updated Friday, 31st January 2020, 5:14 pm

First Sea Lord Admiral Anthony Radakin has told *The Telegraph* that 1,000 staff in Portsmouth will be moved to ships and other bases. As part of cost savings, it is understood that around five of the 13 admirals based at Whale Island will lose their jobs and be replaced by more junior officers. Adm Radakin told Defence IQ's Surface Warships conference: 'We are going to challenge ourselves and see whether we can decrease our headquarters by around 1,000 people. 'That's as much as 50%, which will give us more people and more money to reinvest at sea. We are redesigning our headquarters so that we have a flatter structure and we empower high-quality people to take decisions and quite simply to get on with stuff.' A government review into defence spending is set to commence next month. Adm Radakin previously told *The News* that in order to bring more sailors into front-line roles, said he would change how ships are crewed. Currently, naval drafts to a ship can last a couple of years.

Britain's top sailors says he aims to create a new model of crewing ships, similar to those currently of minehunters of Gulf-based frigate HMS Montrose, which share crews on a rotational basis. The 54-year-old said: 'We're going to try and double-crew another Type 23 [frigate] or Type 45 [destroyer]. Naval bases will come under the fleet commander as will operational sea training. 'The aim is to strengthen the operational link of both maintenance and training. We need to get better in both areas.' Last week *The News* reported that former chief of defence staff, Admiral Lord Michael Boyce, and Britain's ex-top sailor, Admiral Lord Alan West, had launched an attack on Whitehall's treatment of the Senior Service during a House of Lords debate – saying that cuts over the years had left the navy's fleet looking 'anorexic'. Baroness Goldie, for the government, rejected their claims and said: 'The intent remains to grow the destroyer and frigate force by the 2030s.'

## UK Submarine Delivery Agency Short of Staff

**Tim Ripley, Jane's Navy Int'l 30 Jan 2020**

A shortfall of staff is still affecting the UK's Submarine Delivery Agency (SDA), which started work in 2018 to oversee and overhaul the Royal Navy's (RN's) nuclear submarine building and in-service support programmes. According to the agency's first annual reports and accounts, published on 30 Jan, the organisation is 311 staff short of its 1,798 target up to April 2019. 'Our resourcing key performance indicator, which measures the SDA's size against the targeted SDA staffing level, was not achieved,' said the SDA. At the year end the SDA had a total of 1,487 full-time equivalents against a baseline target of 1,798 (including graduates and apprentices).

## WORLD SUBMARINE NEWS

### First Woman enters Japan's Submarine Academy **Channel News Asia, 22 January 2020**

Japan's naval submarine academy accepted its first female student on 21 Jan. The Japan Maritime Self-Defence Force (JMSDF) overturned a long-held ban on female submariners in 2018, when it was determined that previous gender-based privacy concerns could be feasibly addressed without making major changes to its submarines. Since 2015, Japan's Self-Defence Forces (SDF) - with support from Prime Minister Abe Shinzo's government - has ramped up its effort to recruit female members and expand their roles within the military, especially since the SDF continues to struggle with significant recruitment challenges in the face of declining birth rates and a steadily aging population.

### They're Stealthy at Sea, but They Can't Hide **From the Albatross**

**New York Times, 27 Jan 2020**

Researchers have published the results of a French National Centre for Scientific Research-led programme to develop a new maritime surveillance capability: **Albatrosses** equipped with radar and GPS transmitters. The international team attached the 60-gram data collection devices to 169 adult and juvenile albatrosses in the Amsterdam, Crozet and Kerguelen Islands in the southern Indian Ocean, and tracked the birds for up to 15 days to determine what information on marine traffic could be gleaned. The albatrosses covered about 46 million square kilometres of ocean and recorded contacts with 353 vessels, of which only 253 had their Automatic Identification System transponders turned on. The team also learned that adult albatrosses were more likely to encounter ships, and overall, fishing boats were the most attractive to the birds, creating the potential for an illegal fishing monitoring system that is not easily detected or evaded. The team is now looking to expand its research to Hawaii, New Zealand, and the South Atlantic, to prove that other birds can be used in other areas, before potentially making the system operational. **Editor:** *Deep in the South Atlantic with the nearest land Ascension and St Helena heading out to the Far East in the 1960's we had one hitch a ride on the upper deck an incredibly big bird and miles from land.*



### Make it Stand

To make it Stand,                      You Wet it!  
To make it Wet,                         You Suck it!  
To make it Stiff,                        You Lick it!  
To Get it in,                              You Push it!  
*Threading a needle when you're older is a right sod!*

## **JANUARY LUNCH CLUB REPORT**

### ***The Admiral Sir John Warren, Ilkeston***

Sadly, hospital & doctors appointments as well as flu reduced numbers in the week before the Lunch Club. It was nice to host Cheryl, Albert's daughter to the Lunch Club who made time between all the appointments sorting out the funeral and Albert's affairs. As advised last month the funeral is not until Monday 24 Feb at 11am due to getting the widespread family home for the funeral including his four remaining sons and daughters. However, twelve of us sat down for our pre-ordered meals. With kind permission of the management we were allowed to undertake a toast using our own bottle of genuine ex RN exclusive Pussers Rum in Remembrance of both Judy Holland and Albert Birchnall. This was only undertaken by the Submariners present (6) so as not to push our luck with the corkage free, as all pubs are now tightening up and adhering to strict no corkage free perks such as this so it is very appreciated the gesture to remember our members.

Everyone had the two meals for £11, always a popular choice at the variety of Greene King Pubs and with the John Warren the bonus of Real Ale with Camera (Campaign for Real Ale) Discount of 30p a pint with a choice of four brews and I have always found at least two but in this case four all more than acceptable. It was nice for a change for my wife Ann to join us after she had finished her part time teaching job at a nearby Ilkeston school and she enjoyed talking to Cheryl and other members present but especially she enjoyed her Chocolate Fudge Cake which I understand was very nice and several other members partook of puddings with Apple Pie and custard being the favourite and just for a change I had an oversized Sundae which I did not know whether to eat or climb but luckily Stan was at the other end of the table so I did not get asked to 'Gizit Us!'

This venue is our regular First of the New Year and I believe everyone was more than happy with it, but if suggested quite happy to rebook it if we have to bale out of a planned one later in the year. February is in Oakwood at the Kings Corner another, Greene King Pub which I was unaware of, but I am aware they do Camra discount too. Can I remind everyone the Monthly Lunch Club Menu is always in the Month pertaining to when it is held, thus this March one has the Blue Jay PH at the bottom of Raynesway at Alvaston end in it. Both the Mar/April venues are Carvery venues but it is possible to have a veggie or alternative meal if you wish. ***The reason for this is pubs*** and food outlets tend to change their menus from Winter to Summer at this time and visa versa in Sept/Oct and it makes the administration less fractious when you only find out less than a week before as many as 15/20 meal choices are no longer available or a big rise in price meaning people change. For March it is recommended to order two for £11 which includes in its choice of two excellent regular Carveries.

## **Irene Shiels War Widows (Derbyshire)**

### ***WW Courage Newsletter Spring 2020***

At the WW Christmas gathering Irene announced that after 27 years, she was retiring as Regional Organiser of Derbyshire War Widows. Many will appreciate that she is now finding it difficult to travel. Being a Regional Organiser (R/o) is more than simply organising a few meetings and sponsored lunches. To be effective one has to be prepared to play an active part in the community. The R/o should be prepared to meet with MP's and civic dignitaries as well as attend meetings and functions organised by other groups. Only by doing this can he/she learn what is happening in the Region and raise awareness of the presence and need of local War Widows. It is with this aspect of the work I am having most difficulty and, if I cannot do the work as I think it should be done, then it is time to retire. I have told Derbyshire Members, I have not moved house, my telephone number and email are still the same, but the title, Regional Organiser for Derbyshire, must now lie elsewhere. **Irene Shiels OBE**

**Editor:** *This sad but understandable action by Irene standing down as R/o was divulged as stated to WW Members and as briefly mentioned in the D&D Minutes that Irene was standing down as the D&D Rep of which I declared an interest that temporary as an Ass Member of WW I am covering their interest at the meetings. The full statement was held back from the Feb D&D Meeting as it was felt only fair to await the National publication in the War Widows National Newsletter which has just been released. I have worked with Irene who worked on DFLAG and Forces Link going way back to the time of the Falklands conflict which were still very active in the area in the 1990's, The Derby & District Assns are still active with three meetings a year, though age and infirmity is affecting the membership, and participation and support of the group is encouraged.*

## **ARMED FORCES DAY 27 June 2020**

This year's Armed Forces Day national event is hosted by **Scarborough** Borough Council and will take place in North and South Bay, Foreshore Road, Scarborough, YO11 1NT (Saturday 27th June) 10-17.00. The free annual event is normally attended by the PM and a Senior Royal and gives the public a chance to recognise and support the work of the Armed Forces community. Although other events take place across the country, the **Scarborough event will see a week-long programme** featuring a flag raising ceremony, a children's parade, a series of military themed short films and culminates in a display of land, sea and air assets on Saturday.

Beating Retreat (10-11th June) is two evenings of spectacular military music, pageantry and drill, featuring cannons and fireworks ahead of the Queen's Birthday Parade on Horse Guards Parade, Whitehall, London, SW1A 2AX. Trooping the Colour (13 June) also takes place on Horse Guards Parade. The Queen takes the Royal Salute, then returns to the Palace to watch an RAF flypast from the balcony.

## The Location Dispute on HMS Urge Resting Place

If you Google **Jean-Pierre Misson Diver** you will see multiple entries on final resting places of British Submarines and other vessels. The present controversy is a claim by the University of Malta that HMS Urge was sunk in a different place which is disputed by Belgium Diver JP Misson as seen by the articles below. Sadly, efforts to get the Submarines identified by the RN or Italians has come to nought which may be the only way to fully identify the individual submarines. The Malta Claim is reported first with JP's rebuttal of the evidence.

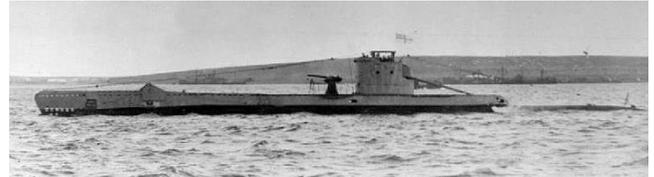
### Wreck of Famous British Sub Sunk by Germans in WWII Discovered Off Malta

**Tom Metcalfe - Live Science 14 Nov 2019**

The wreck of a Royal Navy submarine that mysteriously disappeared with 44 people on board during WWII has been discovered off the Mediterranean island of Malta. The discovery of HMS Urge suggests it sank in 1942 after hitting an explosive marine mine placed by an enemy German warship. The wreck was found beneath 430 feet (130 meters) of water by researchers from the University of Malta, who have been working on an underwater survey of the island's territorial waters since the late 1990's. Maritime archaeologist Timmy Gambin, who led the expedition, said that in 2017 Francis Dickinson, the grandson of the commander of the Urge, asked the university to help find his grandfather's missing submarine. After carrying out historical research on the locations of minefields laid by the German and Italian navies revealed after the war by naval records. The team moved their survey work to cover those areas in 2019, he said. In a way, it is a continuation of our survey, but on the other hand it was a bit more specific to the Urge, Gambin told Live Science. Gambin and his colleagues deployed an autonomous underwater vehicle (AUV) to survey the area, spotting the wreck of the submarine over the summer; they then used a remote-operated underwater vehicle (ROV) equipped with a high-definition video camera to record details that could identify the sub, he said. They sent the video to Britain's MoD for verification; the [Royal Navy recently confirmed](#) that it was Urge.

**Missing submarine** The Urge was a small U-class submarine, just 191 feet (58 m) long. The U-class subs were originally intended for training, but they were used in combat during WWII and proved highly capable. The Urge was especially effective. Its captain, Lt. Cmdr. Edward Tomkinson, and his crew received medals for a string of successes, including sinking a German tanker supporting U-boats in the Atlantic Ocean, crippling the Italian battleship Vittorio Veneto and sinking the Italian cruiser Bande Nere, according to the RN. The sub was also part of the submarine flotilla that harassed ships carrying supplies to German Gen. Erwin Rommel's Afrika Korps in North Africa, and it secretly landed British commandos and agents on enemy coasts. But the Urge left Malta on April 27, 1942, after the flotilla was

posted to Egypt to escape the intense bombing of Malta, (then a key British naval port), by the German and Italian air forces. HMS Urge was considered one of the most effective submarines in Royal Navy and its disappearance has been a mystery for 77 years. The submarine was bound for the port of Alexandria in Egypt, but it never arrived, and was officially reported missing at sea two days later, with 32 crew, 11 other naval personnel, and a war correspondent on board. The submarine's captain, Tomkinson, was survived by a baby daughter, Bridget. When she married, she became Bridget Dickinson, the mother of Francis Dickinson, who started the search effort



### HMS Urge Located Marsa el Hilal, Libya 2012

#### **JP Misson Response to Malta Claim**

Dear Sir, With reference to the Claim that HMS Urge has been found off Malta, I wish to inform that I consider this claim to be invalid for two reasons. The wreck of HMS Urge has been sonar-detected and located at Marsa el Hilal, Libya, in August 2012, Position 32° 54 44N 22 11 32E and this was reported to RN Command HQ, Portsmouth and published in the British Press, in 2015. Documents found in the Archives of Regia Aeronautica, in 2016, confirm the attack by seven CR42 planes, in turn, on an enemy submarine at Marsa el Hilal, on April 29th 1942. The sonar picture of the wreck said to be that of HMS Urge shows a (Torpedo Embarking) Derrick standing upright, fully deployed, on the foredeck. This is adding an insult to the deception because no CO, no Crew of any submarine going for an 800nm passage (Malta-Alexandria) would ever leave without the Derrick dismounted and properly stowed away. **This wreck is not HMS Urge** and can only be a submarine sunk inside Malta harbour (with its Derrick on deck) and subsequently dumped offshore (HMS P36 or P39)

As for the videos they are similarly invalid for the reasons given in writing (in Dec 2019) to DSMA/MoD, to Navy Command HQ/Heritage and some excerpts (for information only) to RASM, HMNB Clyde. You may check with any of the above Entities about the validity of my observations. I know the reason behind the Claim and disapprove of a few people misleading forty four families on the true whereabouts of HMS Urge: The Souls in that tomb rest at Marsa el Hilal, not off Malta and to pretend otherwise is to be in denial of the reality and the truth: It is simply unethical!

Yours sincerely, **Jean-Pierre Misson** Bruxelles

**Editor:** *What a pity a Survey of not just HMS Urge but this large cluster of British Submarines off the coast of North Africa cannot be properly surveyed and identified and thence allow all these Submariners both Italian & British to rest in Peace.*

## **RN HMS Oardacious' Rowers Share Atlantic Story**

### ***Ross Hanvidge Helensburgh Advertiser***

A Team of four RN submariners who completed a 3,000-mile row across the Atlantic Ocean last week have spoken of their pride at raising more than £100,000 for charity thanks to the challenge. HMS Oardacious are the first ever serving RN team to have taken on the **Talisker Whisky Atlantic Challenge** and have so far raised over £105,000 for mental health and wellbeing with the RN and RM Charity (RNRMC). The team, made up of Lt Hugo Mitchell-Heggs, Lt Callum Fraser, Petty Officer Dylan Woods and LET Matt Harvey, were crowned the fastest ever serving military team to cross the Atlantic after reaching Nelson's Harbour in Antigua just 37 days, 6hrs, 40 mins after setting off from La Gomera in the Canary Islands. Fighting through heavy storms, shark infested waters and busy shipping lanes, the group's 28ft rowing boat became home for over a month for the men who are used to being 800ft beneath the sea.

Following their return to land, the quartet - who will soon be based at HMNB Clyde - told how their time serving as submariners prepared them for their epic row. 'That resilience that is instilled by the RN to do your best in every situation, not just as individuals but as a team to push through and look out for each other, is very much borne into you from day one,' said Callum.



'Dealing with the same people day in and day out in very close confinement

is what you do on submarines so we found ourselves slipping into old patterns of stupid stories and keeping each other entertained with Dylan's sea shanties, Hugo's rugby stories and Matty's 'would you rathers'. Callum added: 'The second and probably most important bit is the time that we spend away from home. 'Normally we go away for over three months with no contact from family except vetted telegrams already read by five different people where we will have no chance to respond. 'The challenge was a bit of a luxury by comparison being able to pick up the sat phone whenever we wanted and have a five-minute call to home which you can't do on a submarine.'

Lt Heggs, who proposed to his girlfriend after reaching Antigua, joked: 'I think a submarine probably has a higher comfort rating on TripAdvisor than a rowing boat.' When asked what their next challenge would be, the team said: 'At the moment it is all about sharing the story to inspire others to do things like this and realise that you can go from an idea on a piece of paper to getting four people cross the Atlantic.' They continued: 'We haven't just raised a phenomenal amount of money for charity but we have also been showcasing ourselves to the sea cadets, working with schools and building relationships with some of our sponsors who have supported us.'

## **Call for Assistance**

Can you help identify the people in this photo and the Jolly Roger behind them? If you can help please email me by replying to this appeal and I will pass on the info to the Friends of the RN Submarine Museum.



## **National Museum of the RN Trustee Advert**

National Museum of the Royal Navy is looking to appoint six trustees to its Board of Trustees. The National Museum of the Royal Navy's vision is to become the world's most inspiring Naval Museum, enabling people to learn, enjoy and engage with the epic story of the RN and its impact in shaping the modern world. The National Museum, headquartered in Portsmouth Historic Dockyard, includes sites across the UK. **Editor:** *The document is too large for the Trade Journal but can be accessed via the link below. Note. Any Derbyshire Submariner NOT on internet who is interested in volunteering contact Terry Hall, DS Secretary to be sent a hard copy.*

[https://www.msubmusfriends.org.uk/nmm-seek-new-trustees/?utm\\_source=Friends+of+the+RN+Submarine+Museum+Email+Update+List&utm\\_campaign=dd43082724-EMAIL\\_CAMPAIGN\\_2020\\_02\\_12\\_08\\_58&utm\\_medium=email&utm\\_term=0\\_d173b3c182-dd43082724-563960433](https://www.msubmusfriends.org.uk/nmm-seek-new-trustees/?utm_source=Friends+of+the+RN+Submarine+Museum+Email+Update+List&utm_campaign=dd43082724-EMAIL_CAMPAIGN_2020_02_12_08_58&utm_medium=email&utm_term=0_d173b3c182-dd43082724-563960433)

## **Faslane's RN Cooks Savour the Taste of Success** ***Ross Hanvidge Helensburgh Advertiser 14 Feb***

A Catering team from HM Naval Base Clyde has been crowned top cooks at the RN's version of MasterChef. The culinarians, from Faslane, took on other RN caterers from Devonport and Portsmouth and proved they were the crème de la crème in front of an expert panel of judges, which included former MasterChef: The Professionals winner Gary Maclean. Chef Nathan Elson said: 'The competition went really well. As a team we were really confident. 'I felt a little bit under pressure, but that's what it's all about, bringing us out of our comfort zone and encouraging us to use the different skills which we don't normally use.' Gary added: 'For me I just love competitions. I think it's a really good way of bringing on young chefs. 'I also think it shows another side to the armed services, they can come in and cook as well as chefs in civvy street.' The competition's participants may now go on to compete in the naval services culinary arts team and in civilian competitions, with an aim to get into the combined services culinary arts team, where top cooks compete on the world stage.



## Plastic Bags are Not Good for the Environment

Yesterday after shopping in our local supermarket, I was in the queue at the Check Out, and heard when the young cashier suggested to the much older lady that she should bring her own grocery bags, because plastic bags are not good for the environment. The woman apologised to the young girl & then sighed, 'We didn't have this 'green thing' back in my earlier days.' The young cashier responded, **'That's our**



**problem today. You, old folk didn't do enough to save our environment for future generations.'** The older lady said

'Ahh yes you're right - our generation didn't have the 'green thing' in its day.' She sighed then continued: Back then, we returned milk bottles, lemonade bottles & beer bottles to the shops. The shops then sent them back to the plant to be washed, sterilized & refilled, so those same bottles were

used over & over, thus REALLY were recycled. But we didn't have the 'green thing' back in our day. Grocery shops put our groceries into brown paper bags that we reused for numerous things. Most memorable was the use of brown paper bags as book covers for our school books. This was to ensure that public property (the books provided for our use by the school) were not defaced by our scribbblings. Then we were able to personalise our books on their brown paper bag/covers. But, too bad we didn't do the 'green thing' back then.

I remember how we walked up stairs because we didn't have an escalator in every shop or office building; walked to the shop for our grocery's and other shopping, & didn't climb into a 300-horsepower machine every time we had to go 200 yards. But she was right. We didn't have the 'green thing' in our day. Back then we washed the baby's nappies because we didn't have the throw away kind. We dried clothes on a line, not in an energy-gobbling machine burning up electricity and energy. Wind & solar power really did dry our clothes back in our days. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing - But that young lady is right; we didn't have the 'green thing' back in our day. Back then we had one radio, in the house - not a TV in every room. And if anyone did own a TV, it had a Black & White small screen the size of a handkerchief (remember them?), not a screen the size of a football pitch. When cooking we blended & stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send by post, we used layers of old newspapers to cushion it, not Styrofoam or plastic bubble wrap.

Back then, we didn't fire up an engine and burn petrol just to cut the lawn. We used a push mower or scythe that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the 'green thing' back then.

We drank from a tap or fountain when we were thirsty instead of using a cup or a plastic bottle every time, we had a drink of water. We refilled writing pens with ink instead of buying a new pen, & we replaced the razor blade in a razor instead of throwing away the whole razor just because the blade got dull. But we didn't have the 'green thing' back then. Back then, people took the bus & kids rode bikes to school or walked instead of turning their mothers into a 24-hour taxi service in the family's expensive car or van, which cost what a whole house did before the 'green thing'. Oh, and we had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerised gadget to receive a signal beamed from satellites 23,000 miles out in space in order to find the nearest leisure park. But it so sad this current generation laments how wasteful we old folks were just because we didn't have the 'green thing' back then? I think you should forward this on to another selfish old person who needs a lesson in conservation from some smart-ass young person. We don't like being old in the first place, so it doesn't take much to piss us off. Especially from a tattooed, multiple pierced smart-ass who can't work out how much change I am due without the powered cash register or calculator telling them how much!

**Anon**

**Editor:** *As a user of a push mower, (Well the wife does!) and still having our milk delivered in bottles and lucky enough to have a wonderful village shop and Post Office. This may sound very old fashioned to some, but we have moved on from strips of the Daily Mirror or if affluent, Izal for toilet paper, and I would only comment I appreciate the sentiment of looking after the environment, but the likes of disruptive Greta Thunberg. who appears proud she Founded School strikes for climate change and so called educated people who glue themselves on the top of Plane and Trains disrupting people getting to work, appear to have forgotten history of the tragic demise of our once proud mining industry, and communities and encouraging children to strike by a child encouraged by parents does not bode well for their future, the world, their education, or politeness and attitude to others, or the environment or the high ground they allege they promote and support. BZ to the author of this dit.*

### **Church Magazine in Helensburgh**

Would the Congregation from Faslane, please note that the bowl at the back of the Church, labelled, 'For the Sick,' is for monetary donations only?

## **CORONAVIRUS MALWARE**

Our Cyber Protect Officer at Derbyshire Constabulary would like to make you aware of a recent phishing email. Once again criminals are abusing an opportunity! They're using the Coronavirus as bait to send phishing emails in an attempt to trick people into opening malicious attachments which could steal your personal info like bank details & login details or install malicious software onto your devices. Security professionals have found malicious pdf's, MP4 & docx files disguised as documents in emails. The campaign is spreading and reaching many countries now including the UK and is customised in different languages. Offenders are exploiting our human behaviours like fear, causing us to panic & open the attachment. Remember that even if the communication appears to look like it's coming from a legitimate organisation that may not be the case.

## **UK to Strengthen Sea Patrols to Ward off Post-Brexit Fishing Wars**

***RCN Int Outlook Guardian, 05 Feb 2020***

The UK is reportedly preparing to increase illegal fishing patrols in its waters, as it will be renegotiating fishing agreements with the EU while it gradually exits the bloc in coming months. EU fishing boats have previously had open access to UK fishing waters, which catch over 700,000 tonnes of fish and shellfish in the area every year, but the UK has so far refrained from promising to allow this kind of access again, sparking backlash from EU member states. Should the two sides fail to reach a deal by the end of the UK's 11-month transition period out of the EU, it will need to patrol its 80,000-nautical mile EEZ on its own, and it will likely need to draw from the Royal Navy's Fishery Protection Squad, as well as an additional 22 vessels from its Marine Management Organisation, to do so.

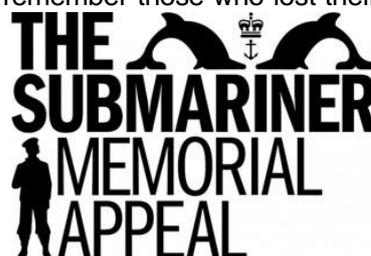
## **International Day of Women and Girls In Science Celebrated at HMS Sultan**

The UN's 'International Day of Women and Girls in Science' was shown support this week by Marine and Air Engineers and Technicians at HMS Sultan. The CO of the shore base, Captain John Voyce OBE, joined with trainees from the Defence College of Technical Training's RN Air Engineering and Survival Equipment School (RNAESS) and the Defence School of Marine Engineering (DSMarE) to celebrate women working within the RN Science, Technology, Engineering and Mathematics. Speaking on the occasion, Voyce said: 'The United Nation's 'International Day of Women and Girls in Science' offers the RN a great opportunity to celebrate our world class people and our world class validated professional engineering training. Engineering is a powerful driver of social mobility and, as an employer, the RN takes great pride in providing the same opportunities to anyone regardless of their ethnicity, gender, religion or sexuality.' Science and gender equality are both vital for the achievement of the UN's internationally agreed development goals.

## **A Competition to Celebrate the Royal Navy to be launched by BAE in Barrow**

***George Lythgoe Barrow Mail 17 Feb 2020***

A competition to design a new memorial to mark the role Royal Navy submariners have played over the last 119 years is to be launched at BAE Systems. The competition will be launched on Frid 28 Feb at BAE Systems, in Barrow, where over 300 submarines have been built since 1901. BAE Systems is currently constructing the Astute and Dreadnought classes of submarine for the UK RN. School children will be encouraged to draw up plans for the tribute and could win prizes, including £1,000 for the winning design. The winner will also be invited to attend the opening of the memorial by HRH Prince William, Commodore-in-Chief Submarines. Cdr Tom Herman OBE RN, Hon Submarine Regimental Secretary, said: 'We remember those who lost their lives while serving in



these iconic boats. 'The Submarine Service is aiming to raise £300,000 and is looking across the submarine community among serving, retired and

their families as well as the broader public, many of whom will have had friends or relations who have served in boats.' Cliff Robson, Managing Director at BAE Systems Submarines, said: 'We're delighted to be hosting the launch of this campaign. We have a long and proud history of submarine design and construction and it's fitting that we should remember the hundreds who have served aboard Barrow-built boats. Further details to enter the competition will be advised when known promulgated.

**Editor:** *With Derby the Only City in the UK who have Granted the Freedom of the City of Derby to HM Submarine Service in 2002 (so if not the only City we were certainly the first and with our local firm being Rolls Royce (Submarines) it would be fitting for ideas from Schools and Colleges (University?) in Derby to submit ideas to this competition.*

## **UK Royal Navy Ship visits Hải Phòng, Viet Nam**

***Viet Nam News 19 Feb 2020***

The UK RN's survey vessel *HMS Enterprise* arrived at has arrived in Viet Nam, beginning a week-long visit to Việt Nam. The visit takes place as the UK and Việt Nam celebrate the 10<sup>th</sup> anniversary of their bilateral strategic partnership, with security and defence an important cooperation field. It offers a good chance for both sides to intensify collaboration in hydrographic affairs and tighten connectivity between the two navies the visit to the Asia-Pacific region would be an opportunity for the ship's crew to coordinate with partners in conducting maritime security patrols, thus helping manifest the UK's commitment to maintaining freedom of navigation. During their stay in Việt Nam, the crew of the *HMS Enterprise* will pay courtesy visits to leaders of the municipal People's Committee and the Naval Command.

## FREEDOM OF THE CITY OF DERBY TO HM SUBMARINERS SERVICE EVENING CELEBRATION

### FoC EVENING MEAL APPLICATION FORM THE PARK, TOBY CARVERY

Toby Carvery, Nottingham Road, Derby, DE21 6LZ ☎ 01332 662504

**Friday 24 April 2020 18:30 for 19:00hrs**

Please mark your **ONE or TWO COURSE** choices **Clearly** with a choice from the box below e.g. M1, P2, *A blank box will be taken that you have declined that course.* **The Cost of One Crse £10 and Two Crse £14.** I need your individual **Food Orders with Full Payments by 27 Mar** Please, but the earlier the book is better as we have to have a minimum number to get our own private room **FREE.** **Price includes passing the Port to the Freedom & the Submarine Service and a Proper Tot.** All Cheques are to be made out to **Derbyshire Submariners**, and *I am happy to receive an emailed order form with payment made electronically into our DS Account.* If you do not already hold these details, then please contact me to be advised.

**ON THE NIGHT ORGANISATION** Our Senior Members will be called to dine first, thence by table so despite being a carvery at least people will be dining by table and this also cuts down queuing time. This hopefully addresses the complaints received to a larger group than we normally have at a lunch club. **See Note Below**

### PLEASE PRINT CLEARLY SO I CAN READ YOUR REQUIREMENTS

**MEMBERS NAME** \_\_\_\_\_ **Please Print Name**

Please book me the following	Name (Block Capital Please)	Main Choice M1-M4	Sweet Choice P1-P4	COST PER PERSON
1	<b>DS Member</b>			<b>£14 / £10</b>
2	<b>DS Guest</b>			<b>£14 / £10</b>
3	<b>DS Guest</b>			<b>£14 / £10</b>
4	<b>DS Guest</b>			<b>£14 / £10</b>
<b>Total Number</b>		<b>1e Crse £10 or 2 Crse £14</b>		<b>Ring Yr Cost</b>

### **THE CHOICES**

<b>M1</b>	Four Roast Carvery	<b>P1</b>	Apple Pie/Crumble Custard or Ice Cream
<b>M2</b>	Four Roast Carvery with Salad	<b>P2</b>	Choc Fudge Cake hot [H]/cold [C] Custard or Ice Cream
<b>M3</b>	Vegetarian ask Terry of Options (v)	<b>P3</b>	Honeycomb Dream Ice Cream Sundae
		<b>P4</b>	Dairy Ice Cream & Flake (State Sauce Flavour)
	<b>For P1-2 Please state Hot/Cod &amp; I/C or Cream or Custard</b>		<b>P4 Sauce Flavours:</b> Strawberry, Belgian Chocolate, Devon Cream Toffee, or Lemon

**NOTE:** Unfortunately, The Park is due a change in menu in Mid- April with no advance notice. However, after talking to the manager she has advised the best choices the best bets for the sweets. Please do not delay booking as we need a minimum number to book the private room and that **decision will have to be taken on 27 March to cancel the Private Room** through lack of numbers. If the menu is not as anticipated I will contact you with the nearest alternative to what you have ordered but I am sure one of the four options on offer will be acceptable and hopefully the offer of a free Pussers will lessen the disappointment!!

The Photos on the Right on the Market Place of Derby on 28 Apr 2002 show the RN Honour Guard with the Royal Navy Standard and the crew of our then adopted Submarine; HMS/M Sovereign. On the second rank was the many Standards, predominately SA Submarine Branches and Submariners who supported this Service of granting of the Freedom of the City from all over the United Kingdom.



**Terry Hall, Derbyshire Submariners, 69 Station Road, STANLEY VILLAGE, Derbyshire, DE7 6FB**

### DERBYSHIRE SUBMARINERS EARLY BOOKING OPPORTUNITY FOR TRAFALGAR DINNER

A Full Detail booking form will be printed in the April Issue of the Trade Journal and will be issued with the DS AGM Pack for April. As promised it will be on the lines of past years with a price freeze but without the subsidy to members due to our diminishing funds, but we will be charging £25pp and £50 per couple which still equates to the £5 per member subsidy for bookings for two. Not asking for choices until April, but a Deposit of £10 pp to DS quoting Ref Traf2020 and Full Payment by 1 Aug would be appreciated

**DERBYSHIRE SUBMARINERS MONTHLY LUNCHEON CLUB**  
**THE BLUE JAY PH, Linville Close, Derby, DE21 7HX**

**Weds 25 March 2020**

**Noon for 12:15pm**

**There Are A Lot of Choices** on this menu and in the past the majority stick to the carvery. *The Medium Plate Carvery is immensely popular with the opportunity to share with someone as a 2 for £11.* They do give a discount to Gold Card Bus Pass holders on some meals, **but not the offers such as carvery and two for £11** so discount IF ANY to us is minimal so will Go in The Pot. Please read all the choices properly and let me have your order particularly the Two Meals for £11 where **TWO meals must be ordered to qualify or talk to Terry to see if I can match up with someone. First to ask I will group together!**



Phone: 01332 751267

**Please ensure you ring (or email) me about a week/fortnight before to save me from having to ring everyone**

CARVERY Beef, Gammon & Turkey					
Small Carvery	£5.00	Medium Carvery	<b>£7.00</b>	Large Carvery	£9.00
<b>TWO MEALS FOR £11</b>			<i>Note: Jacket Potatoes now removed from Menu</i>		
<b>Medium Plate Carvery</b>			<b>TWO MEALS FOR £11 Cont:</b>		
Chicken & Bacon Salad					
The Classic Beef Burger			<b>Add a Dessert for £2 Each</b>		
10oz Gammon Steak Egg & Pineapple			Melt in the Middle Choc Pudding (v)		
Aubergine, Butternut Pepper Bake			Bramley Apple Pie (v)		
Beer Battered Fish&Chips Mushy/Peas			Three scoops of Ice Cream		
Beef Lasagne, Garlic bread & side Salad					
Veggie Lasagne, Garlic bread & side Salad			<i>All Desserts choice of custard/cream or Ice Cream</i>		

**Note 1.** *The Two Meals for £11 are standard but reduced but **MUST** be ordered in pair for discount. Normal price on the Pub Favourites Menu but Terry will try to pair up if possible*

**Note 2.** *Further Choices available <https://www.bluejaypubderby.co.uk/menus/in19-main-menu-html/#menu-item-6012>*

**Note 3.** *The Weds Curry Special IS NOT Available until 5pm*

**Note 4** *Order and Pay for **Sweets/Puddings** on the Day at the Ba which is incase they have changed by then.*

*Obviously, if you are ordering **one/two sweets at £2 each** with the 2for£11 please let me have your choice/s.*

**Note 5.** *There are 18 Puddings on the specific Desert Menu at present so Best of Luck with a choice!!*

<https://www.bluejaypubderby.co.uk/menus/in19-main-menu-html/#menu-item-60265>

**PROPOSED 2020 DERBYSHIRE SUBMARINERS SOCIAL LUNCH CLUB PROGRAMME**  
**(Subject to Change throughout the year but will be advertised in each monthly newsletter)**

2020	DAY/DATE	VENUE	
<b>February</b>	Wed 26	Kings Corner PH Oakwood	
<b>March</b>	Wed 25	The Blue Jay, Alvaston	Possible Menu or Price Change
<b>April</b>	Wed 24 <b>7pm</b>	The Park Carvery, Chaddesden	Freedom of City Celebration PM
<b>May</b>	Wed 27	The Paddock, Nr Meteor X Derby	<b>Hungry Horse PH</b>
<b>June</b>	Wed 24	Newdigate Arms, West Hallam	AFD Celebration
<b>July</b>	Wed 29	The New Inn, Little Eaton	
<b>August</b>	Wed 26	TBA	Discussion School Hols & Low No's
<b>September</b>	Wed 30	Oak & Acorn, Oakwood	Possible Menu or Price Change
<b>October</b>	<b>Fri 23 7pm</b>	Trafalgar Dinner (see bottom pg 20)	<b>Edale Suite, Hallmark Hotel</b>
<b>November</b>	Wed 25	Bartlewood Lodge, Ockbrook	
<b>December</b>	Wed 09	To Be Decided by Members	Let the Sec know your ideas Please?

The entries in **Bold** have changed since the last Newsletters following confirmation of these events.

## DERBYSHIRE SUBMARINERS DIARY



2020



26 Feb **DS Luncheon Club** Kings Corner Oakwood



06 Mar **DS Meeting. Jubilee Club Chad, Fri 12:00**  
09 Mar Commonwealth Day Flag Raising PHilton Gdn  
13-16 Mar Ton Class Spring Meeting, Portsmouth  
13 Mar Coffee Morning RMA 10-12 Derby Council Hse  
27-29 Mar **SA AGM/Reunion** Holiday Inn, Leic Before 14/2  
25 Mar **Luncheon Club** The Blue Jay, Alvaston  
29 Mar **Advance Clocks** 1 Hr at 02:00am



06 Apr **Badajoz Day**, (Hoisting Red Tunic) Derby 1045  
08 Apr **DS AGM Wednesday Jubilee Club 19:00hrs**  
TBA Apr **3rd Dieso Leic Reunion** Wetherspoons&Club  
10-13 Apr Good Friday BH & Easter Monday  
23 Apr 11am Mayor lays St Georges Day Red Rose Wreath  
24 Apr **Luncheon Club** FoC The Park, Toby Carvery 7pm  
Freedom of City evening Meal **Book Page 22**  
26 Apr Annual St George's Day Scouts Parade & Cathedl  
27 Apr **D&D Ex Svc Meeting** Council House 10:30am



01 May **DS Meeting. Jubilee Club Chad, Fri 12:00**  
08 May **VE Day** Derby Victory Day Parade Market Place  
27 May **Luncheon Club** The Paddock in Derby



05 Jun **DS Meeting. Jubilee Club Chad, Fri 12:00**  
22 Jun Armed Forces Day Flag Raising Derby TBC  
24 Jun **Luncheon Club** Newdigate Arm, West Hallam  
26 Jun Coffee Morning D&D 10-12 Masonic Hall Littleover  
26 Jun D&D AFD Week Lunch The Masonic Hall Littleover  
Saturday Armed Forces Day AFD Derby Market PI  
27 Jun AFD Event Derby Market PI 10-4:30pm  
27 Jun **Armed Forces Day**, TBA



03 Jul **DS Meeting. Jubilee Club Chad, Fri 12:00**  
04 Jul **78th Anny W5795 Bomber Memorial** Stanley Village  
11am Churchyard. Battle of Britain Flypast Applied For.  
PM Stanley Village Gala with WWII Military Theme  
04 Jul Buxton Military Tattoo, Devonshire Dome 2-7pm  
05 Jul Crich Stand Memorial Svc & Parade  
11-18 Jul Combined Svcs Gun Run Comp Mickleaveover RBL  
29 Jul Luncheon Club The New Inn, Little Eaton



01 Aug **TS Kenya Open Day** TBC  
31/7-3/7 **Dieso Boats Reunion.** DBR Sat 1/8 Plymouth  
07 Aug **DS Meeting. No DS Meeting in August**  
07 Aug Coffee Morning TS Kenya 10-12 Derby Council Hse  
14 Aug **VJ Day** no events advised at this time  
26 Aug **Luncheon Club** TBA



03 Sept **Merchant Navy Day.** 10:30 for 11am Dy Market PI  
04 Sept **DS Meeting. Jubilee Club Chad, Fri 12:00**  
04 Sept Coffee Morning RBL Oakwood 10-12 Dy Council Hse  
11 Sept Coffee Morning WFR 10-12 Derby Council Hse  
12 Sept 80th Anniversary Battle of Britain Derby Cathedral  
16 Sept **D&D Ex Svc Meeting** Council House 10:30am  
18 Sept Coffee Morning RNA 10-12 Derby Council Hse  
25 Sept **Luncheon Club** The Oak & Acorn Oakwood  
26 Sept RAFA Band Concert Trent College LE TBC



02 Oct **DS Meeting. Jubilee Club Chad, Fri 12:00**  
23 Oct **RNC Trafalgar Parade** 11:40 Cathedral Green  
23 Oct **DS Trafalgar Night Dinner** Edale Rm, Hallmark Hotel  
25 Oct **Retard Clocks** 1 Hr at 02:00am



TBC **DS Meeting Jubilee Club Chad, Fri 12:00**  
TBC Submariners Embankment Parade, London  
04 Nov Chaddesden Children's Svc, Chadd Park 09:30am  
08 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  
25 Nov **Lunch Club** Bartlewood Lodge, Ockbrook



04 Dec **DS Meeting. Jubilee Club Chad, Fri 12:00**  
05 Dec Army Cadet Band Xmas Concert, Trent Collage TBC  
09 Dec **Christmas Lunch** Weds Noon Ventue TBC  
12 Dec Band of Derby Army Cadet Force Long Eaton

**STOP PRESS** *I take on the members complaints of event prices, but we do our best, and the Freedom Dinner has been split to one/two course and Traf Dinner at a reasonable £25 per person! Please support page 22 Events, they are Special*

### NEWSLETTERS ONLINE

Current & One year Back Issues on Derbyshire Submariners Web Page

[http://www.godfreydykes.info/derbyshire\\_submariners\\_page.html](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