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AHOY SHIPMATE

RNA Torbay Newsletter

Volume 7

Issue 2

April 2018

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Adult Truths

Sometimes I'll look down at my watch three consecutive times and still not know what time it is.

Nothing sucks more than that moment during an argument when you realize you're wrong.

I totally take back all those times I didn't want to nap when I was younger.

There is great need for a sarcasm font.

How the hell are you supposed to fold a fitted sheet?

Google Maps need to start their directions on #5. I'm pretty sure I know how to get out of my neighbourhood.

Obituaries would be a lot more interesting if they told how a person had died.

Bad decisions make good stories.

I keep some people's phone numbers in my head just so I know not to answer when they call.

I love the sense of camaraderie when an entire line of cars team up to prevent a jerk from cutting in at the front

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

What a beautiful sunny day for our 100 year memorial anniversary at the Lieutenant Commander Arthur Leyland Harrison VC RN memorial stone. Quite a drastic and welcome change from the miserable heavy rains and windy day last year when we dedicated the new stone.

Quite a nice turn out support and Standards from our neighbouring RNA Branches, namely Newton Abbot & Brixham, along with RMA, Royal British Legion Paignton and Torquay & Torbay Sea Cadet Standards. Lieutenant Commander Chris Evans who was representing the CO of BRNC- Captain Jolyon Woodard RN. And accompanied by BRNC Chaplain Revd Keith Robus.

We were also well supported by many wives and friends and Kevin Foster MP. It was stirring to see the local sea cadet marching on, bursting with pride. We have to encourage these young lads and lassies, they are I am sure our future navy.

Last but by no means least, a special thank you to Shipmate Paul Lomas, our Branch Chaplain for putting together an excellent service. See pictures on page 8

Sadly, I received no response to my last appeal to publish shipmate's profiles, their Royal Navy history. Therefore, Shipmates, dust off the old grey cells, sharpen your quills and send in your submissions. Ideally, if possible, accompanied by a picture at start and end of your RN career.

Since being installed as the Worshipful Master of my masonic lodge on March 10th. I have been so busy visiting other lodges and installations, part and parcel of being in the 'hot seat', still it keeps me out of mischief! This leaves me little time for anything else. As I said in last issue, kind of sad in some ways, it will be the first time in 34 years that I have not served on an RNA Committee in some capacity.

Many thanks to you that have supplied some newsletter material, however I do need your submissions; I feel sure that majority of you have many interesting anecdotes during your naval careers.

The way I see it anyway!



Chairman's Corner

By Shipmate John Soanes

As you all probably know the Government arranged for a programme of commemorative events to honour and remember the lives of those who served in World War One in this 100th Anniversary year.

One of the Government sponsored events was to encourage local councils to arrange for a Victoria Cross Paving Stone to be laid in honour of all VC recipients from the local area.

On the 23rd April, 2018 St George's Day, at the War Memorial in Princess Gardens, Torquay, together with shipmates Ken Dustan, Fred Minchin, Tony Mordaunt and Ged Sarsfield I attended the unveiling of the



Victoria Cross Commemorative Paving Stone to mark the 100th Anniversary of the action at Zeebrugge, during which Lieutenant Commander Arthur Leyland Harrison VC RN gave his life for his country.

The Chairman of the Torbay Council introduced the event and paid tribute to Arthur Harrison, followed by short biography and his Victoria Cross Citation. The Commemorative Stone was unveiled by two Sea Cadets of the Torbay Sea Cadet Unit.

This was followed by The Act of Remembrance and Exhortation followed by the Last Post and a Two Minute Silence and Reveille.

Wreaths were laid by Royal British Legion representatives and others, The Torbay RNA Wreath was laid by S/M Ged Sarsfield.

Before the National Anthem and Closing Prayers Mrs Ena Pethick, Torquay Royal British Legion gave the Reading.

After the event all were invited to join the RBL and Council members in the Pierre-Point Restaurant for a cup of tea.

See John's Greeting Address on page 8 and Son of Torbay talk on page 12.



5 Most Powerful Navies of All Time

From the Internet

There have been countless navies in the last three thousand years of human history. Built by seagoing nations or those wishing to expand into the realm of naval powers, multiple navies often compete to provide security and expand national influence.

The most powerful navy of each period of human history is always relative. The Greek Navy recounted by Herodotus is nowhere near as powerful as the U.S. Navy of Samuel Eliot Morison. Both made a sizable contribution to the security of their respective countries. Each was the most powerful navy of its time, and shaped the world around it to make the world we know today.

Greek Navy, Battle of Salamis, Second Persian Invasion (480 BC)

The Greek Navy at the time of Second Persian invasion was not the largest in the known world. Instead, it beat that navy and through its victory preserved western civilization.

A land power, the Persian Empire created a navy out of conquered seafaring nations. This multinational force included Phoenicians, Egyptians, Cypriots, and sailors from various parts of Greece and Asia Minor. The Persian fleet numbered 1,207 triremes – the standard oared warship of the time – but lost roughly 250 before Salamis to storms and skirmishing at Artemisium.

The Greeks, led by Athens and Sparta, assembled a force of 381 triremes. Although outnumbered at least two to one, the Greek Navy at Salamis inflicted such losses that the Persian Navy was forced to withdraw.

The Greek naval victory at Salamis had two major outcomes. The Greek Navy protected the sea flank of the Greek armies, preventing Xerxes from outflanking them with an amphibious landing. Second, Persian losses were significant enough that Xerxes ordered a withdrawal of the navy, and the invasion was brought to a halt.



Chinese Navy, 1433 AD

The Chinese Navy of the 15th Century was easily the most powerful in the world. Led by the eunuch admiral Zheng He, the Chinese Navy undertook seven voyages in and around the Indian Ocean with what was then the most powerful navy the world had ever seen.

The ruling Ming Dynasty had an outward-looking agenda, looking to secure trade routes for the import of luxuries and raw materials to a growing China. Chinese naval technology was probably the most advanced in the world, with shipbuilding technology – such as three and four masted sailing ships – sometimes a thousand years ahead of Europe.

The fleet of the first expedition was massive, consisting of 317 vessels. Sixty of them were so-called "treasure ships" over 400 feet long, 160 feet wide, with nine masts and twelve sails. All in all, Ming China mounted seven expeditions. The scope of the fleet's travels, including Southeast Asia, India, the Horn of Africa and the Persian Gulf, were breathtaking.

Internal strife would eventually lead to the end of the Ming Dynasty and its expeditions, and China would never again possess such a powerful fleet.

Royal Navy, 1815-1918 AD

The end of the Napoleonic Wars in Europe left the Royal Navy the largest, most powerful navy in the world. As the navy of an island nation, the Royal Navy was essential in securing the sea lanes to the UK's overseas colonies, particularly those in North America, India, and Africa.

This period corresponds with the so-called "Pax Britannica," a period of relative peace in the world. The average size of the Royal Navy during the 19th Century was only 52,000, and yet it played an outsized role in keeping a lid on "big war" conflict.

The Royal Navy maintained its relative strength through the so-called "two power standard," which required it to be at least as strong as the next two largest navies combined. Such overwhelming superiority deterred other powers from challenging London, and upsetting the balance of power in general.

Other than the Crimean War, which saw the quick destruction of the Russian Navy's Black Sea Fleet, the Royal Navy fought few surface actions. Instead a series of minor ones within and at the periphery of the British Empire, against pirates in North Africa and the South China Sea, African slavers, and opening up foreign markets including Japan and China.

Imperial Japanese Navy, 1941

The Imperial Japanese Navy (IJN) at the outset of World War II in the Pacific was the most powerful navy in the world. Japan, like the United Kingdom, was an island nation that was forced to import oil and other raw materials from abroad. This vulnerability impressed on Japan the importance of building a large navy to maintain its sea lanes and secure those resources for itself if necessary.

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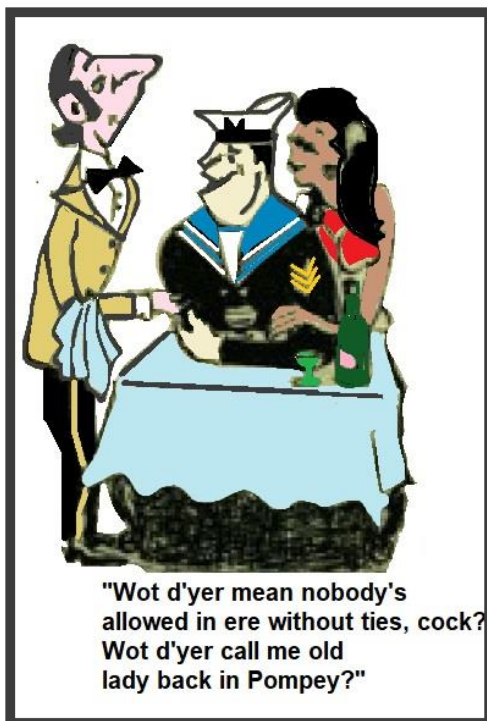
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About My Last Ride

I was sitting at the edge of the road when a shiny new convertible pulled up with a very beautiful woman who asked, "Are you okay?"

As I looked up, I noticed she was wearing a low cut blouse with cleavage to die for...

"I'm okay I think," I replied as I pulled myself up to the side of the car to get a closer look.

She said, "Get in and I'll take you home so I can clean and bandage that nasty scrape on your head."

"That's nice of you," I answered, but I don't think my wife will like me doing that!

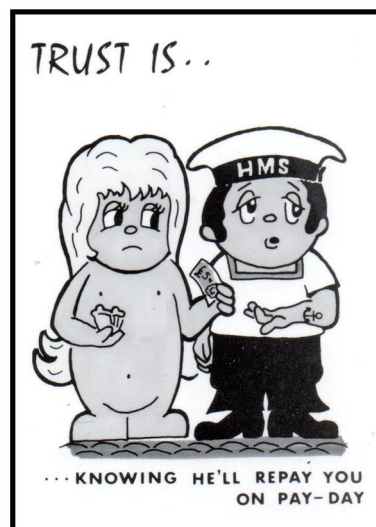
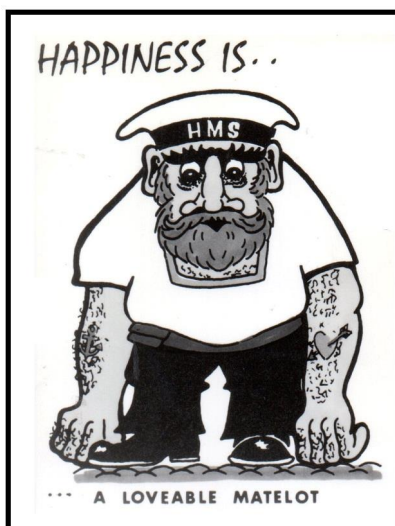
"Oh, come now, I'm a nurse," she insisted. "I need to see if you have any more scrapes and then treat them properly."

Well, she was really pretty and very persuasive. Being sort of shaken and weak, I agreed, but repeated, "I'm sure my wife won't like this."

We arrived at her place which was just a few miles away and, after a couple of cold beers and the bandaging, I thanked her and said, "I feel a lot better but I know my wife is going to be really upset so I'd better go now."

"Don't be silly!" she said with a smile, while unbuttoning her blouse exposing the most beautiful breasts I've ever seen. "Stay for a while. She won't know anything. By the way, where is she?"

"Still in the ditch with my Harley, I guess."



Looking back on the HMS *Laurentic* 101 years later

By Don McNeill

DERRY, NORTHERN IRELAND

On January 25, 1917, HMS *Laurentic* struck two German mines and sank off the Irish coast of County Donegal with the loss of 354 men. For the past eleven years the Ulster Canada Initiative have been hosting an annual wreath laying ceremony to commemorate the lives of this men lost onboard.

This was initiated originally in 2006 when Newfoundland native, Don McNeill now living in Donegal, through research discovered that of the men who died on the HMS *Laurentic* while en route to Halifax, Nova Scotia, 22 were from Newfoundland.

As a Newfoundlander living in Ireland he felt that something should be done to remember these lost souls. From that first year, where eight people got together, chipped in and bought a wreath to lay at the grave where 69 of the men lie, the commemoration has grown significantly both locally and Internationally.

The Centenary Commemoration saw the Irish Naval Service facilitate a visit to the wreck site onboard the L.E. Samuel Beckett for family members of those lost and those, fewer in number who were saved. The Centenary



McNeill pointing out Luke Smith on the Panel of the Fallen at the Laurentic Exhibition in the Tower Museum in Derry, Northern Ireland

also saw the creation of a project to establish a fitting and permanent memorial to the tragedy. The Legacy Project has launched a 'GoFundMe' campaign to help make this a reality. ([GoFundMe.com/Laurentic](https://www.gofundme.com/Laurentic))

Through the website, ([laurenticmemorial.com](https://www.laurenticmemorial.com)) The Legacy Project looks at the men (Naval Reservists, Armed Forces personnel, Merchant Seamen, former crewmen of the White Star Line) who died in the sinking.

The official figure from The Admiralty for the number of fatalities is 349 (some unofficial sources say 354). Of these, 69 are buried in St Mura's cemetery, Fahan and 2 are buried in Cockhill cemetery, Buncrana, county Donegal, near the site of the tragedy. A few were brought by their families to be buried near their homes.



The Celtic Cross headstone at the mass grave for 69 men from the Laurentic, with wreaths

Sadly many of the men have no graves, as they were never found. They are commemorated on WW1 war memorials: on the Beaumont-Hamel (Newfoundland) memorial, The Somme, France; Chatham Naval memorial, Kent, England; Plymouth Naval Memorial, Devon and Portsmouth Naval Memorial, Hampshire, England, as well as a number of local WW1 memorials. No single memorial brings together all of the men who lost their lives on The Laurentic.

This project attempts to expand on the few details provided on the existing memorials to give a better understanding of the lives of those who died. By drawing together information from a variety of sources – from newspaper archives, military service records, census returns, and where possible personal family archives and oral history – to build portraits, however fragmentary, of the civilian lives of these men. These portraits vary in depth, but can perhaps still teach us something of this generation of men and how this event affected their loved ones.



Ulster Canada Initiative Chairman Don McNeill reading out the Newfoundland Roll of Honour.

The gathering held to mark the Centenary brought together family members from England, Scotland Ireland and Newfoundland and their stories are told in a newly commissioned documentary film, *Wine Dark Sea : Letters from The Laurentic* (The documentary can be found on the website, <https://laurenticmemorial.com/wine-dark-sea-documentary/>). Through interviews, photographs and family correspondence including contributions from Newfoundlanders Gerald Yetman (Bay Roberts) and Baxter Smith (Southwest Arm) who each lost relatives in the sinking, the men are still remembered more than a century later.

AIDS WARNING!

To all of you approaching 50 or have REACHED 50 and past, this article is especially for you

Senior Citizens Are The Nation's Leading Carriers Of Aids!

Hearing Aids

Band Aids

Roll Aids

Walking Aids

Medical Aids

Government Aids

Most Of All,

Monetary Aid To Their Kids!

Not forgetting HIV (**H**air is **V**anishing)



**THE OLDER YOU GET
THE MORE YOU APPRECIATE
BEING AT HOME DOING
ABSOLUTELY NOTHING.**



Greeting - Address by Chairman - John Soanes

On behalf of all members of the Torbay branch of the Royal Naval Association - good morning and welcome to this 100th anniversary service dedicated to the memory of Lieutenant Commander Arthur Leyland Harrison VC RN.

A big thank you for the support of our surrounding branches of the Royal Naval Association Newton Abbot and Brixham, to the Royal British Legion Paignton and Torquay, the Torbay sea cadets, the Royal Marines Association. In addition, any others I may have missed.

A very special welcome to the Reverend Keith Robus, chaplain Royal Navy, here today representing Britannia Royal Naval College Dartmouth; accompanied by Lieutenant Commander Chris Evans RN.

Also a big welcome to Kevin Foster, our very busy and supportive Member Of Parliament who does everything

in his power to promote and enhance the prosperity and standing of the bay and its people.

Also a special welcome to Torbay councillor Nicole Amil who is here this morning, firstly representing our elected mayor Gordon Oliver who was unable to be with us today and secondly, in her own right, as the executive lead for tourism and harbours. Nicole has always been a great supporter of the RNA and other ex-service associations.

Thankfully, the weather is much better today than it was last September at the initial unveiling of this renovated memorial to "A Son of Torbay" Lieutenant Commander Arthur Leyland Harrison VC RN.

Thank you and now over to our Branch chaplain shipmate Paul Lomas.

All pictures on this page kindly donated by Shipmate Tony Mordaunt.



Australia's first submarine found after vanishing in WWI

From the Internet

The AE1 was the first World War I submarine loss for both the Allied forces and for the Royal Australian Navy. Used in the operation to capture German New Guinea in 1914, the sub mysteriously disappeared.

A 103-year-old Australian maritime mystery finally drew to a close on Thursday after officials announced that the country's first submarine, which vanished on September 14, 1917, had been located in waters off the coast of the Duke of York Islands, part of Papua New Guinea.

The HMAS AE1 was the first Allied submarine loss in World War I (WWI), as well as the first wartime loss for the Royal Australian Navy. It was used in the 1914 takeover of German New Guinea, the north-eastern part of the island that had been part of the German colonial empire.

"After 103 years, Australia's oldest naval mystery has been solved," Australian Defence Minister Marise Payne said on Sunday, calling the submarine's discovery "one of the most significant discoveries in Australia's naval maritime history."

She described the sub's watery disappearance as "a tragedy for our then fledgling nation." All 35 crew members, hailing from Britain, Australia and New Zealand, lost their lives when the submarine sank.

A statement from the Department of Defence said that a commemorative service was held onboard the discovery vessel immediately after the submarine was found to honor those who lost their lives. The Australian government will work with Papua New Guinean government "to consider a lasting commemoration and to preserve the site."

Australia's Chief of Navy Vice Admiral Tim Barrett added that he hoped the vessel's discovery would bring closure to descendants of the deceased.



The 13th time is the charm

A range of technologies was used to locate the sunken sub, Barrett said, including remotely operated vehicles, a deep-drop camera and a magnetometer that measures magnetic disturbances.

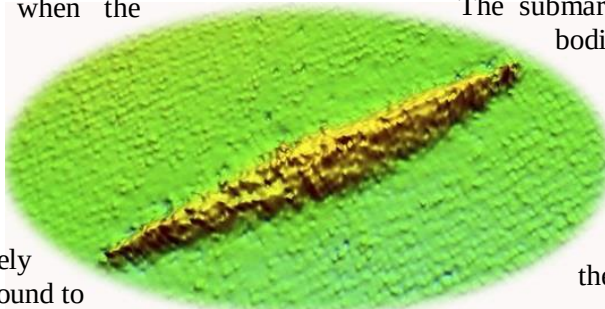
"Each time that we searched for AE1, the progression of technology has allowed for us to learn a little bit more," he said.

AE1 was found at a depth of more than 300 meters (984 feet) after an expedition to search for her the 13th of its kind was launched last week. The search ship was Fugro Equator, which was also used to hunt for the missing Malaysia Airlines flight MH 370.

Survey data from the Department of Defence shows the AE1 lying on the sea floor of the coast of the Duke of York islands

While the mystery of the vanished sub has been solved, the question will now turn to the reason for the sinking of the AE1.

According to a statement from Rear Admiral Peter Briggs in local newspaper The Australian, a diving accident is the most probable cause.



The submarine was found without oil, bodies or wreckage, indicating that it most likely sank intact. Enemy action has been considered unlikely as the cause, since there were no known German ships in the area at the time the AE1 went down.

The AE1 was commissioned in Portsmouth, England in early 1914. She arrived in Sydney along with her submarine sister AE2 in May. Outfitted with torpedoes but no guns, the AE1 had a length of 55 meters (181 feet) and could reach speeds of 15 knots (17 miles per hour/27 kilometers per hour) on the surface and 10 underwater.

**My wife just stopped and said
"You weren't even listening were
you?"
I thought...."That's a pretty weird
way to start a conversation!"**

Attack Submarines Are Getting Quieter and Deadlier

Air-independent propulsion is shifting the balance of power at sea

Over the past decade, air-independent propulsion or AIP for submarines has spread rapidly around the world.

The technology, which allows conventionally powered submarines to operate without access to outside air, has the potential to shift the balance away from the big nuclear attack submarines, or SSNs, that have dominated undersea warfare since the 1950s, and back towards small conventional boats.

In global terms, this might again make submarines the great strategic equalizer; small, cheap weapons that can destroy the expensive warships of the world's most powerful navies.

Does this mean that the United States should invest in these kinds of boats? Probably not.

Invention

Several navies experimented with AIP during the 20th century. The earliest work began in World War II in the German and Soviet navies, although none of the experiments produced operationally suitable boats.

After the war Britain, the United States and the Soviet Union took advantage of German research to produce their own experimental boats, but nuclear propulsion seemed to offer a more fruitful direction for submarine development.

In the mid-2000s, converging technological developments enabled several major submarine producers around the world to begin to develop practical AIP systems. France, Germany, Japan, Sweden and China all laid down AIP-capable boats, in some cases exporting those submarines to customers around the world.

Engineering



Above - the German U-boat 'U-1406', an early AIP experiment. U.S. government photo.

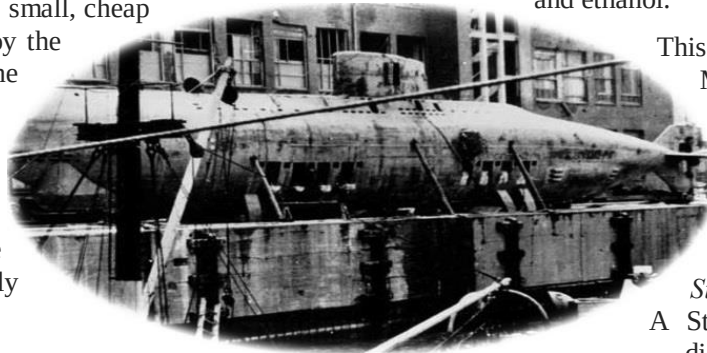


Illustration of the Chinese S-26 submarine, an oxygen tank for a Sterling cycle AIP system circled in red. China Shipbuilding Corporation Graphic



AIP systems allow conventional submarines to recharge their batteries without surfacing for air, which enables them to remain underwater for extended periods of time and not expose themselves to detection. **Three main types of AIP** are found in extant diesel-electric submarines:

Closed Cycle Steam Turbines

Used on French-built submarines, closed cycle steam turbines mimic the energy production process found on nuclear subs where a nuclear reactor provides heat that turns water into steam by mixing oxygen and ethanol.

This system, dubbed MESMA by the French, is complex, generates a lot of power, but is somewhat less efficient than the alternatives.

Stirling Cycle

A Stirling cycle engine uses diesel to heat a fluid permanently contained in the engine, which in turn drives a piston and generates electricity. The exhaust is then released into the seawater. This is slightly more efficient, and somewhat less complicated, than the French variant, and is used on Japanese, Swedish and Chinese boats.

Fuel Cell - Fuel-cell technology is probably the state of the art in AIP. A fuel cell uses hydrogen and oxygen to generate electricity, and has almost no moving parts. They can generate a lot of energy with minimal waste product, and are very quiet.

German-built submarines have successfully taken advantage of fuel cell technology, and the French, Russians and Indians are also moving in this direction.

Procurement trends

The great thing about AIP is that the technologies involved can be retrofitted into older submarines through the insertion of a hull section.

Germany has done this with some boats, including a Type 209, and reports suggest Russia has managed to retrofit a *Kilo*.

Sweden has retrofitted four older boats, and Japan at least one. For navies that want to maximize the lethality of their existing sub flotillas, retrofits can be cost effective.

However, most navies are more interested in new construction.

Germany has four types of SSPs under construction for various navies. Newly constructed Type 209s may also have AIP. Sweden has three classes of boats with AIP; the large Japanese *Soryus* will have AIP, as will the French *Scorpenes*, French-built *Agosta 90Bs* (for Pakistan) and *Scorpenes*-inspired *Kalvaris* (for India).

The new Spanish S-80s have AIP, as do the two small Portuguese *Tridente* boats. Russia's troubled *Lada* class has AIP

propulsion, and it is expected that the next diesel-electric class (*Amur*) will also have it. China's 15 Type 041 (*Yuan*) boats have AIP, with another five on the way.

Combat implications

SSPs can exceed the performance of SSNs under certain conditions.

They can take advantage of good endurance and extreme quiet to lay in ambush for approaching enemy vessels, although this requires good intelligence about enemy fleet deployments. They can also conduct short and medium range surveillance of enemy naval forces.

In situations that favour small, manoeuvrable boats in shallow littorals, for example, they can pose a serious combat threat to their larger nuclear cousins.

What this means for the United States

Should the United States build SSPs?

The United States has not built a diesel-electric submarine since 1959. Much of the know-how associated with the construction of nuclear subs is transferable to their conventional cousins, but it would nevertheless involve a significant learning curve. The United States is a global leader in the development of **fuel-cell technology**, so it is likely that American sub builders would go that route.

However, the U.S. Navy is nearly unique for its global focus; it intends to fight in areas distant from U.S. shores. Diesel electrics, even with AIP, have shorter ranges than nuclear boats and therefore require nearby bases.

Moreover, cost-consciousness in the U.S. Navy has manifested largely in terms of personnel reductions, meaning that the organization tends to prefer smaller numbers of high-end, expensive platforms to large numbers of inexpensive vessels.

Before investing in AIP boats, the U.S. Navy should also take care to rigorously game out future submarine

warfare scenarios that involve Undersea Unmanned Vehicles. Autonomous and semi-autonomous drone submarines potentially have many of the advantages of AIP boats, without requiring investment in new submarine designs.

All in all, there is no question that AIP-equipped boats pose a threat, under some conditions, to the large nuclear attack submarines that many great navies have come to rely on.

However, this does not necessarily mean that the best response for the U.S. Navy is to invest in these conventional subs. They cannot do many of the tasks that the navy requires of its submarine force, and in coming years technology may eclipse many of the advantages that they bring.



A Japanese 'Soryu' class submarine.
Japan Maritime Force photo



The Swedish attack submarine HMS Södermanland, the namesake of her class. Photo Wikimedia

A Few Words About Our "Son Of Torbay"

Roundham Address By John Soanes

Arthur Leyland Harrison VC Royal Navy first saw the light of day here in Torquay on 3rd February 1886, not too far from this spot as the crow flies over in Higher Erith road in a house at the time known as Carlsbad Villa, in later years it became the Mount Vernon flats.

According to some sources, he spent a few years of his early life here in Torquay, there is a record of his family living or staying in Wellswood Park.

At the age of 16, by which time he was living in Wimbledon, he joined the Royal Navy as a cadet and within a few weeks, made a midshipman training aboard the old HMS Britannia, which at the time was a hulk in Dartmouth harbour. (This was prior to the Royal Naval College being built in 1905)

By 1908, he had risen through the ranks to lieutenant and seven or eight years later, and certainly, by 1916, he had been promoted to lieutenant commander serving in HMS Lion, which saw action at the battle of Jutland, during which our Harrison was mentioned in dispatches.

In 1918, he was selected to take command of a Royal Naval landing party destined to see action during the raid on Zeebrugge.

100 years ago today the 22nd April 1918, he was at sea in HMS Vindictive on passage with many other ships to the port of Zeebrugge in enemy occupied Belgium. During the ensuing raid, 22nd to 23rd April Arthur Harrison gave his life for his country and was posthumously awarded the Victoria Cross for conspicuous gallantry for his bravery on that fatal night.

His citation reads:

"Lieutenant Commander Harrison, though already severely wounded and undoubtedly in great pain, displayed indomitable courage of the highest order in pressing his attacks; knowing as he did that any delay in silencing the guns might jeopardize the main object of the expedition that was the blocking of the Zeebrugge to Bruges canal"

"Harrison was in immediate command of the naval parties embarked in HMS Vindictive. immediately before coming alongside the mole, Harrison (*was on the bridge of Vindictive co-ordinating the lowering of the gangways between the ship and the mole. Incidentally all but two of the gangways were very soon destroyed by enemy fire*) was struck on the head by a fragment of shell, which broke his jaw and knocked him senseless.

Recovering consciousness, he continued over one of the remaining gangways on to the mole and

immediately took command of his party, who were attacking the seaward end of the mole.

The silencing of the enemy guns on the mole was of the first importance, and though in a position fully exposed to the enemy's machine gun fire, Harrison gathered his men together and led them to the attack.

He was killed at the head of his men, all of whom were killed or wounded."

Prior to the start of the First World War Harrison displayed great talent as a rugby forward and very soon was selected to play for the United Services Rugby team and Hampshire, he also played for the Royal Navy and took part in the navy versus army match of 1914.

After the match at Queens, he was presented to His Majesty King George V, during that same year he represented his country, earning two caps for England playing against Ireland and France, England won both matches. His caps are currently in possession of Devonport services club in Plymouth.

During the war rugby seasons, he was very much to the fore playing for Rosslyn Park rugby club playing in Richmond. In addition, it goes without saying that although he was now 30 years of age and past the age at which most players receive their first national cap he was so fit that he could have played many more times for England but for the war.

Harrison is the only English rugby player to have been awarded the Victoria Cross.

As recent as 2015 he was recognised by the International Defence Rugby Competition (IDRC) naming it's trophy "The Arthur Leyland Harrison VC Cup"

A couple of quotes; first from the International Defence Rugby Competition

"Simply seeing his name will remind everyone of those uncompromising and selfless qualities which shown in moments of extreme danger, have inspired generations of military people and others from across the world"

Another quote attributed to Captain Alfred Carpenter RN, commanding officer of HMS Vindictive at the time

"Harrison's charge down that narrow gangway of death was a worthy finale to the large number of charges as a forward of the first rank; he had led down many a rugby football ground"

Harrison's Victoria Cross was donated by his family to the Britannia royal naval college in 1974 and remains on display for all to view.

Nicknames – Part II

(I will run this article over several issues)

The Royal Navy takes nicknames to an entirely different level. Yes, it has the obvious ones “Ali” Barber, “Mini” Cooper and “Albert” Hall.

Bird **Dicky** - Child's name for a bird well known cricket umpire of the 1980s/90s

Blake/Blakeman **Snakey** - HMS Blake was known as the Snakey Blake. This came from the fact that it used to have the strangest cork screw movement through the Sea (due to length of 600ft and width of 60ft), which made its wake snake about unlike other ships, which have a straight wake.

Bond **Brook** - Brooke Bond is well known brand of tea

Bond **Jimmy** - Secret agent of the screen, 007, James Bond

Bond **Pusser**

Bone **Johnny**

Booth **General** - William Booth died 1912; first general of the Salvation Army in 1878

Bray **Donkey** - Sound that donkeys make

Brooke/Brookes **Rajah** - From the mid-19th century until the Japanese occupation in WW2 the Brooke family controlled the territory of Sarawak in the East Indies and were known as the 'White Rajahs'

Brown **Buster**

Bunn **Sticky** - Cakes are sticky

Butler **Rab** - Conservative Minister 1950s/60s including becoming Chancellor of the Exchequer in 1951

Butler **Claude** - Famous British bicycle manufacturer

Carter **Nick** - Fictional detective/spy who has been appearing in the written media in various guises since the late 19th century, but probably best known from novels of the 1960s/70s

Casey **Ginger**

Castle **Bouncy** - Children's party toy

Chapman **Charlie**

Chase **Charlie** - Comedian of the silent screen era (died 1940)

Clark(e) **Nobby** - During the Industrial Revolution, many common people became

wealthy and to identify with their wealth had the spelling of their names changed. Smith became Smythe, Brown became Browne and Clark became Clarke. They disowned their country cousins who referred to their stuck-up relatives as aping the nobility, calling them the nobs or the Nobby Clarks.

Cole **Smokey** - Coal makes smoke

Collins **Jumper**

Cooper **Mini** - Popular 1960s production car model

Cornish **Pasty**

Davies **Dicky** - 1970s/80s is ITV Sports presenter

Day **Happy** - Popular spiritual song of the same title

Dean **Dixie** - 1920s is top scoring Everton centre forward

Dempsey **Jack** - 1920s is world heavyweight boxing champion

Diamond **Legs** - Notorious 1920s/30s New York racketeer and gangster; became subject of a film 'The Rise and Fall of Legs Diamond' in 1960

Edwards **Bungy**

Edwards **Daisy**

Edwards **Spud** - After the King Edward potato.

Ellington **Duke** - 1950s is jazz musician

Evans **Bandy**

Evans **Crash**

Ewart **Nobby**

Fagin **Patsy** - From the title of an Irish folk song 'Hello Patsy Fagin'

Fields **Gracie** - After the British Actress who sang about the Aspidochelone.

Fisher **Jackie** - Early 20thC is Admiral Sir 'Jackie' Fisher responsible for major reforms in the RN

Flower **Flossie**

Ford **Florrie** - Australian born music hall singer who in 1903 sang 'Down at the Old Bull and Bush'.

Francis **Connie** - 1950s/60s female pop singer.

Gale/Gail **Windy** - Play on words 'in the sense of storms'

Gay **Betsy**

Gilbert **Tosh**

Gordon **Flash** - 1930s American comic strip hero 'has reappeared in numerous spin-off cinema serials and films'

Grant **General** - General Ulysses Grant 'Commander-in-Chief of the Union forces in the American Civil War.'

Graves **Digger** - A play on grave digger, digging graves

Gray **Dolly** - 'Goodbye Dolly Gray' title of famous marching song from both the Boer War and WW1

Green **Jimmy**

Gunn **Ben** - Character from the novel 'Treasure Island' by Robert Louis Stevenson

Hall **Nobby** - See related explanation for Nobby Clark, the nobility live in halls

Hall **Albert** - The Albert Hall of 'Last Night at the Proms' fame

Hare **Dusty**

Hart **Ticker** - Play on someone's heart beating or 'ticking'

Harris **Bomber** - WW2 'Head of Bomber Command, Air Chief Sir Arthur Harris'

Harris **Chats**

Harris **Chopper** - 1970s 'Chelsea fullback renowned for his hard tackling'

Harris **Wiggy**

Henderson **Granny**

Hewitt **Nosher**

Hill **Bunker** - Battle of Bunker Hill 1775, American War of Independence

Hill **Pusser**

Hinds **Cosher**

Holland **Dutchy** - Play on words 'the Dutch coming from Holland'

Holding **Scaff** - Play on scaffolding

Honeybun **Gus** - 1970s/80s West Country ITV children's character

Horn **Trader** - Trader Horn was a white hunter and ivory trader in Africa who became the subject of cinema films of the same name in 1931 and 1973.

Horner **Jack** - Nursery rhyme character

Howe **Gibley**

Hubbard **Mother** - Nursery rhyme character

Hudson **Rocky** - 1950s/60/70s Film star 'Rock Hudson'

Hudson **Soapy** - Brand of soap issued to the Fleet which is reputed to have been produced by a company called Hudson

Hughes **Flapper**

Hughes **Spike** - 1930s/40s jazz musician (bass), composer and band leader

Hunt **Peewee** - After the country singer of the same name

Kaye/Kay **Danny** - 1950s cinema and singing star

Kelly **Ned** - Famous Australian outlaw, hanged 1880

Kelly **Spider** - Nicknames of Jim Kelly, American featherweight boxing champion (1938-39) and his son Billy Kelly champion at the same weight (1955-56).

Kirby **Rip**

1940s/50s American comic strip private eye

King **Jason** - Central character and title of 1970s TV crime series, starring Peter Wyngarde

Knight **Bogey**

Lamb **Larry** - Larry the Lamb was a 1960s children's character in books and on TV. Possibly 'Larry Lamb, British TV actor, most notably known for role in 70s BBC seafaring soap 'Triangle'.

Lane **Shady** - Play on lanes being shady places

Larkin/Larking **Sky** - Play on skylarking

Lawton **Tommy** - 1930s/40s England centre forward

Lee/Leigh **Tansy**

Lloyd **Larry** - 1970s central defender for Liverpool and Nottingham Forest with whom he won 2 European Cup winners' medals

London **Smokey** - The City of London is known as the 'Big Smoke'

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