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AHOY SHIPMATE

RNA Torbay Newsletter

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Definitions:

ADULT – A person who has stopped growing at both ends and is now growing in the middle.

CHICKENS – The only animal you eat before they are born and after they are dead.

COMMITTEE – A body that keeps minutes and wastes hours.

DUST – Mud with the juice squeezed out.

EGOTIST – Someone who is usually me deep in conversation.

HANDKERCHIEF – Cold Storage.

INFLATION – Cutting money in half without damaging the paper.

MOSQUITO – An insect that makes you like flies better.

SECRET – Something to tell one person at a time.

SKELETON – A bunch of bones with the person scraped off.

TOOTHACHE – The pain that drives you to extraction.

TOMORROW – One of the greatest labour saving devices of today.

YAWN – An honest opinion openly expressed.

OLD – I quietly confided to my friend that I was having an Affair. She turned to me and asked, "Are you having it catered?" That shipmates is the definition of OLD

Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

Three months since the last issue and I felt it was time to publish another and the first for 2023. Not been an easy few months for me health-wise. Suffering from COPD and Progressive Degenerative Spinal Arthritis, both been getting worse. I now have had four back to back chest infections and a severe bellyache for over four months and have been undergoing all sorts of blood and other tests to get to the root of the problems. It was being checked out by my doctor during the fourth chest infection that I plucked up the courage to tell her about the bellyache. After she examined me, concerned about my sore and painful tummy and protruding 25 year old hernia; she phoned the surgical department at Torbay hospital who asked her to send me right over. The doctor said go to A & E, inform them you are a surgical referral and you should be dealt with very quickly.

Arriving at A & E reception as a surgical referral I was processed through Triage very quickly and sent to surgical reception. That was the end of the good news. Arriving at surgical reception I asked for a drink and was told nothing my mouth until you have been examined by the surgeons in case a procedure is required. Almost three hours later I was taken to an examination room where two surgeons examined my very painful belly and decided that an x-ray was required before any further treatment could be determined upon. So back to the surgical reception where the nurse stated you may have a drink of water if you like. I said yes please. You can also have some pain killers too she said. She left to get me the water and painkillers and never came back until after I was taken to the x-ray department. After lying outside the x-ray room for about 15 minutes the technician came out and said, the surgeons have changed their minds and now want you to have a CT scan. The porter took me back to surgical reception. The nurse once again asked if I would like a drink of water to which I desperately said yes please. She disappeared; meanwhile I was taken for the CT scan. This long story goes on and on, but at a 0345, the surgical registrar came and said your hernia is extended, there is slight twist in your bowel and your prostate is slightly enlarged, so further tests are required you can go home now! £33.00 taxi and I never did get the drink of water!

The Indian cab driver was a poor and nervous and unsure of the route, he revealed that he had only had his taxi licence for a week!

So I guess the message is don't procrastinate, get it reported and sorted.

The way I see it anyway!



Chairman's Chat

Hi! Shipmates,

The first edition for 2023, hopefully, all that is planned will go ahead this year. A big thank you must go to Alan & Ann Port for organising Christmas Lunch with his merry band of helpers namely Tony, Norrie, Ken, Shaun and Chris (I hope I haven't missed anyone out, if I have I apologise) which I am told was an outstanding success.

Moving on to events that are planned for this year. I have provisionally booked the Livermead House Hotel for Sunday 28th January 2024, 12.00 for 12:30; the confirmation deposit will have to be paid in April if we go ahead on that event, which will be decided at our meeting.

The memorial to Arthur Leyland Harrison is in a sorry state, the six tiles that were broken, are no longer there, but plans are in place to do a quick repair.

Armed Forces Day at Paignton Sea Front is on Saturday, June 17th. The deposit is paid and we will have the RNA Gazebo there and require volunteers to man the stall.

On Saturday, October 21st, the South West ex RN group is holding a Trafalgar night at the Livermead House Hotel and we are invited to attend, which we can discuss at our meeting.

Reporting on my ongoing health condition, all is tickety boo. PSA level is down from 61 to .01 and steady for last 3 months. My hip pinning is fine and the surgery healing well, so much so that I have now played 6 full rounds of golf. The only treatment I am on now is Calcium tablets &

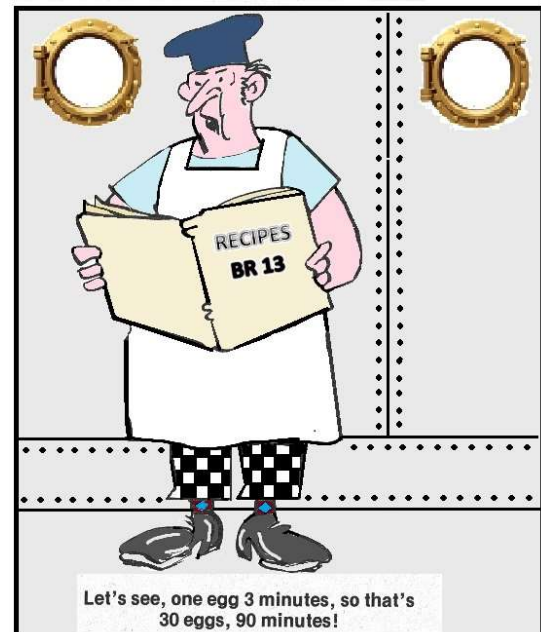
By Shipmate Terry Membro

Enzalutamide daily and an injection every three months. For those of you that haven't had a PSA blood test, I strongly advise you to have one, it is better to safe than sorry.

Hopefully see you all at the meeting.

As always - Once navy, Always Navy

Yours Aye - Terry



AUKUS braces for a leap in industrial efforts

Building SSN's is one of the most complex, expensive and time-consuming projects a shipyard and navy can undertake.

Compared to diesel-electric boats, SSN's are much better suited to operating in large, deep, and wide ocean.

The trilateral security pact between the UK, US and Australia beginning September 2021 is arguably the most significant development in British defence policy since the Cold War. Brexit will continue to influence profound changes in Britain's place in the world, yet AUKUS's nature as a trans-continental military alliance could come to define Britain's military posture and the future of Indo-Pacific security as tensions with the PRC continue to rise. Whilst the deal covers joint work in electronic warfare, artificial intelligence (AI), hypersonic weapons and quantum technologies, its centrepiece is Australia's acquisition of nuclear-powered attack submarines (SSN's).

Compared to diesel-electric boats, SSN's are much better suited to operating in large, deep, and wide oceans – ideal for the Indo-Pacific region, and a large deterrent for any hostile naval force. The only limit on SSN endurance is how much food can be carried for the crew, whereas conventionally powered boats must surface after just a few days to collect oxygen for fuel combustion. Their

larger designs make them ideal for rougher sea conditions, and the upgrade means Australia will significantly increase its power projection.

Building these vessels is one of the most complex, expensive and time-consuming projects a shipyard and navy can undertake.

Only the US, UK, France, China, Russia and India have the

capability to do so – but plans are now in place for a next-generation design, dubbed 'SSN-AUKUS', to be constructed in both the UK and Australia for their respective navies. As a stopgap measure, the US will sell three Virginia-class submarines with options for two more. The decision to share nuclear technology is a contentious one, but the UK's sub-building expertise has served its strategic interests well, allowing forward deployment of British submarines to Australia at the naval base in Perth. Increasing production capacity in allied states is a wise move given the punishing schedule ahead

for both the UK and US's SSN yards: Barrow-in-

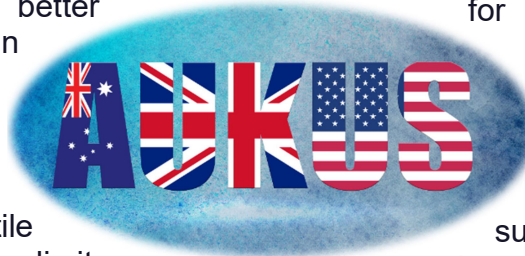
Furness has begun work on three of the four Dreadnought-class ballistic missile submarines, and work is still

ongoing on the final two Astute attack boats – Agamemnon and Agincourt. This pushes the likely date for SSN-AUKUS to begin work into the mid-2030s with a service entry of the late 2030s or early 2040's.

AUKUS



AUKUS



Likewise, the US will have to find time for the interim Virginia boats at a time when General Dynamics and Huntington Ingalls are reporting issues in simultaneously maintaining the current fleet and building the minimum of two new subs annually. The US is investing around \$4.6bn over fiscal years 2023-2028 in both maintenance and construction capacity, as is the UK with a further £2bn that hopes to increase jobs across the supply chain. Australia too is supporting its ally with a 'proportional financial investment' to accelerate Virginia construction. Even AUKUS's combined resources cannot hope to match China's shipbuilding pace, but it seems the long-term threat to force parity has been minimised and political will is building to reappraise the value of a larger navy. The UK has now floated the prospect of increasing the size of the attack submarine fleet beyond its current seven – a major resource commitment, but the economies of scale involved in submarine building are significant.

The lead times for building SSN's are substantial, but notably, the head of the Australian Navy's Nuclear Submarine Task Force remarked that the new SSN-AUKUS design is already roughly '70% mature'. It will incorporate technology and systems from all three countries, but construction will take place in the UK and, now, Australia's Osborne yard in Adelaide. This comes with an initial investment of A\$6bn over four years for an ambitious programme expected



to employ up to 10,000 workers in the shipyard at the peak of building activity. This is not a simple project: establishing the ability to build nuclear submarines will require a multi-generational approach to skill retention and engineering practice, but should it pay off, it may mean a bigger role for the Australian defence industry in the Indo-Pacific region. Where a country sources their weapons from also often denotes geopolitical alignment, and so it is likely the weapons programmes produced by future AUKUS work will play a role for states concerned with deterring China.

It must be noted that AUKUS is likely to grow in scope and scale in the coming years, or that other pacts with the aim of deterring and balancing against China will emerge. Despite the snubbing of their contract for conventionally powered submarines from Naval Group by Australia, France's Emmanuel Macron still expressed a desire to deepen strategic cooperation. Japan too has openly discussed joining AUKUS and is already well positioned for defence cooperation given its involvement in the sixth-generation Tempest fighter programme.

Developing competitive systems and platforms will become more resource intensive as their complexity increases, and building interoperability with partner nations into the design also helps to simplify supply chains. As great power competition intensifies, defence technology cooperation as a means of diplomacy will play a major role in international relations. In that regard, the UK's submarine-building knowledge base has conferred upon it a notable strategic advantage, perhaps marking the first real return of defence interests 'East of Suez' since the Cold War.



HMS Ayrshire

From the Internet

On July 24, 1942, three weeks after the disaster of Convoy PQ17, when the Germans sank ship after ship in that doomed voyage

headed round Norway to aid Russia in World War II, a startled Soviet lookout at Archangel shouted a warning. Out of the mist and murk were coming a line of ghostly white ships, resurrected — it seemed — from the icy grip of Davy Jones's locker.

The Russians peered in disbelief. If these spooky vessels, presumed all sunk in the disastrous massacre, were real, how had they escaped one of the most ruthless turkey shoots of the war? And where had they been while two warring navies and air forces searched desperately to sink them or save the crews, combing the seas between Norway, Scotland, and the Arctic ice? Large cargo ships can't be made to just disappear!

The key figure who achieved this miracle was a dapper British chap called Leo Gradwell. He wasn't a career naval officer but a barrister who was also a keen amateur yachtsman. He had ended up in charge of what wasn't a proper warship, but a trawler hurriedly adapted, like himself, for war duty. Leo Gradwell was born in Chester in 1899 and was educated at Stonyhurst College, the Roman Catholic public school in

Lancashire. He read classics at Balliol College, Oxford.

Gradwell was called to the bar in 1925 and worked at chambers in Liverpool. He spent his days off sailing in the Irish Sea.

When World War II started, Gradwell was commissioned into the Royal Naval Volunteer Reserve as a lieutenant and given command of the trawler renamed *HMS Ayrshire*, and adapted for anti-submarine work. In July 1942, the tiny *Ayrshire* joined the 36-ship Anglo-American Arctic Convoy PQ17 (the picture of a crew clearing ice is not these ships but gives you the context) heading for Russia, to aid the Red Army in its titanic struggle on Hitler's Eastern Front.

This meant running the gauntlet of rounding the North Cape in Nazi-occupied Norway. The Germans had submarines, the Luftwaffe, torpedo boats, and a battleship available to stop them. And not just any battleship — the mighty *Tirpitz*, the heaviest European battleship ever built.

On July 4, First Sea Lord Sir Dudley Pound, alarmed by reports that the *Tirpitz* was on her way to engage the convoy, gave the order — controversial for decades afterwards — for the convoy to scatter. Had an attack by *Tirpitz* taken place, it would have indeed been disastrous for the convoy — not only for the slow, old merchant ships ferrying vitally-needed war supplies to the Soviets, but also for the destroyer and cruiser escorts, which would have had little to stop the salvos from the *Tirpitz's* eight 15-inch guns. A hit from just one of



HMS Ayrshire



Lt. Leo Gradwell RNVR

these huge shells tearing through the air at supersonic speeds would sink most ships.

However the order to scatter was a disastrous mistake *Tirpitz* was not on the horizon, nor was there any surface threat. Twenty-four of the scattered ships, deprived of anti-aircraft cover and anti-submarine vessels such as Gradwell's trawler, were easily picked off by German U-boats and aircraft. Some 153 sailors died, thrown into the icy water where survival was minutes, not hours, and some horribly wounded.

As the convoy scattered, lone ships making all speed they could for the safety of Scottish waters or plugging desperately on for Russia, Gradwell hit on the brilliant idea of heading not for any known port but to the last place the Germans would expect them to go — north, deeper into the Arctic Circle.

Like a sheepdog, Gradwell rounded up the American ships *Troubador*, *Ironclad* and *Silver Sword* and led them towards the ice pack, the last place any sane Merchant Navy officer would have steered towards. None of the ships had a chart of these waters, so Gradwell navigated using a sextant and a Times Atlas.

Troubador, crucially as it turned out, carried a cargo of coal and drums of white paint. Locked in the ice pack, these ships stopped engines and Gradwell ordered them to paint themselves white to fool German reconnaissance aircraft. If they had their port side to the ice, he'd get the starboard side painted



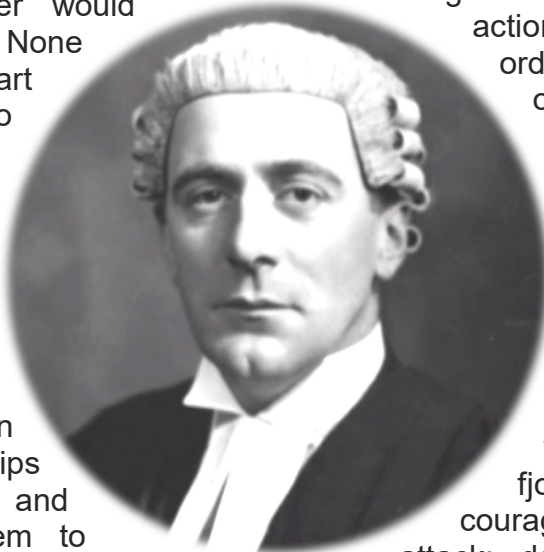
Sailors clearing the Arctic ice

white. No patrolling Luftwaffe aircraft would think of crossing to the ice-cap — no ships could possibly be there.

Only the view from the south mattered. White sheets were spread over the decks and the deck cargo Sherman tanks were started up, moved to face possible threats and he had their guns loaded. Each ship thus became a multi-turret warship. The tanks were painted white too, at least to the south.

The boilers extinguished, the ships' funnels made no smoke while the men shivered. This gamble with the crews, ships and cargos was a risk, but it saved them all. Eventually after keeping quiet for a couple of weeks, they relit their boilers, cast off from the ice, and reached Archangel safely on July 24, weeks after they were thought to have been lost. What the Russians made of their white painted tanks isn't known — perhaps they thought they had been sent with winter camouflage — but they were desperately needed.

Gradwell rightly received the Distinguished Service Cross for his actions (completely against the orders to scatter the convoy, one must note), on September 15, 1942.



Leo Gradwell QC

Tirpitz, like much of Hitler's surface fleet, turned out to be rather useless and never did fight a naval battle. Having entered service as recently as 1941, she spent years hiding in a Norwegian fjord; was damaged by courageous mini-submarine attack; damaged by bombing; and then finally hit by RAF Lancaster's dropping massive 12,000lb Tallboy bombs and sunk in November 1943.

About 1,000 men died as she turned over. She had been a constant threat to Allied shipping, but never more than a threat. Yet that threat was enough to sink most of convoy PQ17.

After the war Gradwell became a stipendiary magistrate at Marlborough Street Magistrates' Court, London, in 1951. As with so many unlikely war heroes, it was back to a humdrum civilian life – in his case dealing with the capital's minor crimes and misdemeanours on a day-to-day basis, and his legal career endured almost to his death in 1969, aged 70.

But there were moments of drama, such as handling the committal hearing of Stephen Ward during the 1963 Profumo Affair, or as a judge, presiding over the private obscenity prosecution brought by Sir Cyril Black, Conservative MP for Wimbledon, against the publishers of the book *Last Exit To Brooklyn*. That action succeeded, but was overturned on appeal.

Dramatic stuff, but not nearly as dramatic as defying the terrifying, ruthless onslaught of the U-boats, the screaming Stukas of the Luftwaffe and the mighty warships of the Kriegsmarine by hiding ships in the frozen north. A David of a trawler, versus a Goliath of a monstrous warship. A glimmer of heroic, resourceful success amid one of the war's darkest disasters.

A sea state of one, perfect weather
to stream our 'tail',
Hundreds of Sailors awaiting their
mail
Our shipmates are hungry, tired,
and sore,
Laying in bunks wishing one hour
more
Guided by moon, and stars up
above,

Sailing away from the ones that
we love

Fulfilling the pledge to protect is
our charge,

Our operations at sea support the
country at large

Our ship has a crew you would be
glad to meet,

The Captain and No.1 you can't
beat

If you want to learn more, then go
grab a seat

And see why they call us the best
in the Fleet

Starting deployment second time
in a year,

Transiting East and the mission is
clear

The weapons are trained and the
enemy is on plot,

We're one of the most lethal
weapons the Navy has got

But the Year 2022, we must not
forget,

Expectations were surely not met

As the end of the pandemic began
to take hold,

We stood by and wondered what
next would unfold

The country in a frenzy, strikes
make the nation stand still

But nothing stops us, "we will
climb any hill"

The New Year is upon us, the sea
we shall roam,

The time will sail by and soon
we'll be home.

HMS Portland: Royal Navy sailors rushed to hospital after drinking 'contaminated'

Sky News - Submitted by Shipmate Kevin Maguire

Several sailors have been taken to hospital after their Royal Navy frigate suffered an "issue" with one of its fresh water systems.



HMS Portland

HMS Portland was forced to return to Portsmouth Naval Base following the incident and an investigation is now under way.

It was reported that the drinking water on board the ship had been contaminated, which may have been down to human error involving the cleaning system.

It is believed the cleaning system to the water supply could have flowed the wrong way.

Following the incident, a Royal Navy spokesperson said in a statement: "We can confirm that HMS Portland has returned to HMNB Portsmouth as a precautionary measure, following an issue with one of the ship's fresh water systems.

"The health and safety of our personnel is of the utmost importance and we are taking a number of measures to safeguard the ship's

company whilst the issue is investigated."

He added: "A small number of personnel were taken to hospital as a precaution and HMS Richmond has been stood up to cover any contingencies."

HMS Portland - which underwent a major refit in 2021 - is adept at surface warfare operations as well as hunting submarines, according to the navy website.

It is a Type 23 frigate that last month tracked the movements of a Russian warship in the

North Sea.



Norwegian coast guard vessel Bergen

HMS Portland monitored the Russian guided missile frigate Admiral Gorshkov and accompanying tanker Kama as they sailed in international waters close to the UK.

The Type 23 frigate joined the Norwegian coast guard vessel Bergen, as the Russian ships transited south through the Norwegian Sea.

Based at HMNB Devonport in Plymouth, HMS Portland was launched in 1999.

It weighs 4,900 tonnes, is 133 metres long and has a top speed of more than 28 knots



Russian guided missile frigate Admiral Gorshkov

Japan built monster plane-carrying subs.

From the Internet

Japan's enormous I-400-class subs were supposed to bring the fight to US shores, launching planes to drop bombs on American cities and bases during World War II.

But wartime shortages limited the program, and the tide of the war turned against Japan, foiling the ambitious project.

On August 28, 1945, two US destroyers intercepted a massive Japanese IJN- I-400 Aircraft Carrier submarine several miles off the coast of Honshu, Japan's biggest island. The submarine, which was larger than either US ship and nearly as wide, surrendered without incident.

A day later, the US submarine USS Segundo found a similar Japanese submarine nearby. After a brief escape attempt, the Japanese crew, knowing the war was over and they were out of options, surrendered.

The captured submarines were enormous — 400 feet long and 39 feet wide, easily making them the largest submarines in the world at the time. They also had a massive empty chamber in their centre, leading the first Americans who boarded them to believe they were for cargo.

Later the Americans learned the truth: The chamber was actually a hanger, and the two vessels were I-400-class submarine aircraft carriers

— one of the Japanese Empire's greatest secret weapons.

The I-400-class, known to the Japanese as the Sen Toku type, was the brainchild of Adm. Isoroku Yamamoto, commander of the Combined Fleet and mastermind of the Pearl Harbour attack.

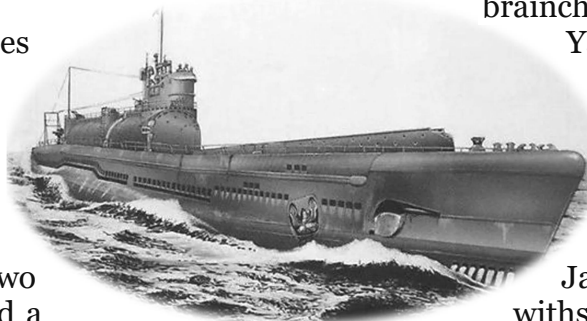
Yamamoto, knowing Japan could not withstand the US's full might once it recovered from Pearl Harbour, was convinced that attacks on mainland American cities would dissuade the US from striking back in the Pacific.

But Japan could not spare the carriers or battleships needed for such attacks. Inspired by the success of Germany's U-boats, Yamamoto decided on a new weapon: submarine aircraft carriers.

The concept was not new. Submarines had experimented with carrying aircraft as early as World War I, and Japan's new Type B-1 submarine was equipped with a hangar for a Yokosuka E14Y1 floatplane.

But those subs could only carry one aircraft used only for reconnaissance.

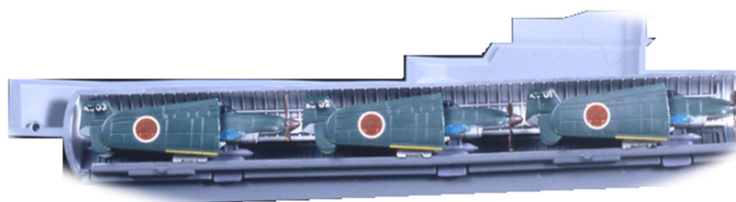
Yamamoto wanted subs capable of holding multiple aircraft that could carry the largest bomb or torpedo in the Japanese arsenal.



Model of one aircraft on launch rails with 2nd one ready to be rolled out



Inside of the hangar in sail



Three aircraft stored in sail

Yamamoto submitted a proposal for such submarines on January 13, 1942. A little over a year later, Japan began building the first purpose-built submarine aircraft carriers in history.

The subs were truly a marvel of engineering. Double-cylinder hulls supported the sub's massive weight and provided stability on the surface. The hulls were also covered in an anechoic coating, based on a German design, to absorb sonar waves.

They had a heating system to warm aviation fuel before take-off, a compressed air catapult to launch the planes, and a hydraulic crane to lift the planes from the water after they landed.

Interesting Obits

Rear Admiral James Goldrick, sailor, commander and naval historian – obituary

Telegraph Obituaries submitted by Shipmate Kevin Maguire Ships Photographs added by Norrie Millen

His advice to young naval officers was 'to build an interior intellectual life sustained by wide reading, writing and critical thinking'

Rear Admiral James Goldrick, who has died aged 64, was a rare combination of practical seaman, notable commander and leader, and internationally recognised scholar.

James Vincent Purcell Goldrick was born in Sydney, New South Wales, Australia on August 8 1958 to Caroline and Peter Goldrick, a naval fighter pilot who had served in the Second World War and been wounded in the Korean War .

Despite frequent moves brought about by service life, young James enjoyed a loving and intellectual upbringing with a thread of naval discipline, and he attended a

series of Jesuit schools which suited his precocious intellect.

In 1974 he followed his father into the Royal Australian Navy (RAN), and was soon recognised as both a competent officer and a naval historian.

When in 1976 the RAN decided to complete the education of its young officers by sending them to university, Goldrick seized the chance to study for a BA at the University of New South Wales, beginning his first book, *The King's Ships Were at Sea* (1984) about the war in the

North Sea in the First World War, which he finished while aide-de-camp to the Governor-General of Australia in 1982-83.



Rear Admiral James Goldrick inspecting a parade



HMS Liverpool

The King's Ships was the first of many books and contributions to professional journals, including the United States Naval Institute Proceedings, and the British Naval Review, in which between 1978 and 2022 he wrote 55 Letters from Australia under the pseudonym "Master Ned", and twice won the Guinness Prize for best article.

Later he gained a Master of Letters from the University of New England, graduated from the advanced management program of Harvard Business School, and was awarded an honorary doctorate at the University of New South Wales in 2006.

Goldrick specialised in anti-submarine warfare and saw sea service in the Royal Australian Navy and on loan with the Royal Navy – in the patrol vessel Alderney and the frigates Sirius and HMAS Swan and Darwin and, in 1985-86, in the destroyer Liverpool.

Liverpool, on deployments to the South Atlantic and exercises around Northern Europe, was not a happy ship, her base port having been changed while she was deployed: many of her Scottish ratings, who

preferred small ships and only tolerated the occasional frigate if they were unlucky, were disgruntled.

Goldrick thrived on the analysis of this difficult mixture, and his cheerful presence around the ship and "G'day" followed by the sailor's name (which he invariably knew) did much to lift the ship's company's morale.

He then served as the second in command executive officer of the Australian landing craft Tarakan and the destroyer Perth, and as commanding officer of the patrol boat HMAS Cessnock.

In 1992, (unlike most high-performing officers) Goldrick did not attend a staff course but instead, encouraged by Professor John Hattendorf, became a research scholar in the United States, and began a long and profitable association with US Naval War College.

Next, as commanding officer of the guided Missile Destroyer HMAS Sydney he showed himself to be an even-tempered leader with a sincere interest in the welfare and advancement of his officers and sailors. "Your first command," he said, "is about proving yourself to yourself, and every subsequent command is about helping others prove themselves to themselves." He could, however, be formidable and unintentionally intimidating; one of



Rear Admiral James Goldrick returning a General Salute during the annual Australian Chief of the Defence Forces Parade in 2011
Credit: Lauren Black



HMAS Cessnock



HMAS Sydney

his officers joked that “it was like having Dumbledore as your captain”.

When the Australian Surface Task Group was set up, Goldrick was its first commander, and in early 2002, when the group deployed to the Persian Gulf he commanded the multinational Maritime Interception Force conducting operations to enforce UN sanctions on Iraq. He was appointed a member of the Order of Australia.

Other key shore appointments included officer-in-charge of the RAN’s warfare officer training (1988-90), where he had the opportunity to exert a positive influence on younger officers embarking on their specialisations; research officer and later chief of staff to the Chief of Navy Australia, director of the RAN Sea Power Centre (1999-2001), for which he was awarded the Conspicuous Service Cross, and Director General Military Strategy in the Department of Defence, Canberra, (2002-3).

From 2003 to 2006 he commanded the Australian Defence Force Academy, where he influenced the next generation of officers – of all three services – through his example and his interest in their individual development. His advice was “to build an interior intellectual life sustained by wide reading, writing and critical thinking”.

He was promoted to rear-admiral and served as Commander Border Protection Command from 2006 to 2008 when he became Commander Joint Education, Training and

Warfare, and commanded the Australia Defence College (later the Australian Defence Force Academy) before retiring in 2012.

In 2013 he was advanced to Officer of the Order of Australia.

The outward sign of Goldrick’s meticulous mind was the steady hand with which he wrote in beautiful italic script. As a historian he was able to put himself in the shoes of earlier commanders, grasping their frustrations and lack of technology to understand their environment and tactics.

He was also a famous networker and a friend, mentor and shipmate to a generation of sailors, officers and academics.

In retirement he was in international demand as a writer and speaker on maritime and defence matters. In 2015 he was a visiting fellow at All Souls College, Oxford, and in 2020 he was awarded the Hattendorf prize in the US for research in maritime history.

On his return from the US, Goldrick began many rounds of treatment for leukaemia. The naval historian Professor Geoffrey Till paid tribute to his indomitable spirit.

At UNSW he met Ruth Wilson, then studying to be a librarian, and they married in 1989. In the words of a classmate, Commodore Roger Boyce, “it was the meeting of two great libraries”. She survives him with their two sons.

James Goldrick, born August 8 1958, died March 17th, 2023



James Goldrick at Newport Rhode Island delivering the Hattendorf Prize Lecture

Commander Michael Saunders Watson - Obituary.

Submitted by Shipmate Kevin Maguire

Michael Saunders Watson in the library at Rockingham

Commander Mick Saunders Watson, who has died aged 88, gave up a promising naval career to save Rockingham Castle and devote his life to public service.

Saunders Watson's early promotion to commander and his nomination to drive the frigate Jaguar augured well for a bright naval career, but his destiny

changed in 1967 when his uncle, Commander Sir Michael Culme-Seymour, Bt, offered him the family estate, Rockingham Castle in Northamptonshire,

on the understanding that he would leave the Navy, change his name to Watson and take up residence within five years.

The 11th-century Rockingham Castle, the location for the 1980's BBC series *By the Sword Divided* was, he recalled, "Large, rambling and shabby, the rooms and corridors crammed with furniture, books, piles of old magazines and all kinds of junk ... including a pedal-driven harmonium and horse-drawn



Michael Saunders Watson in the library at Rockingham

Commander Michael Saunders Watson, Naval officer who gave up his career for Rockingham Castle.

He became an effective lobbyist, taking on the government over the management of Britain's great owner-occupied country houses.

fire engine ... nothing was thrown away."

Young Michael had no sooner set Rockingham "on somewhat shaky feet" than the incoming Labour Chancellor Denis Healey, threatened to make the pips squeak with a wealth and gift tax. Saunders Watson decided that "this pip was going to squeak, and loudly".

In tackling the rescue of a forlorn and utterly uneconomic historic pile, Saunders Watson did not simply address local

issues, but lobbied nationally about the taxation regime, business-planning, and the repair and maintenance for

all of Britain's great owner-occupied country houses. He helped to establish the Historic Houses Association, a highly effective pressure group and part of what an admiring if exasperated cabinet minister later described as the "heritaginous lobby". He president from 1982 to 1988.

In 1987, under the inspired leadership of the redoubtable Lord Charteris of Amisfield, he became a trustee of the National Heritage Memorial Fund, which safeguards the nation's most important heritage.



The newly promoted Commander Saunders Watson

Such was Saunders Watson's growing profile as a champion of Britain's heritage that in 1988 the Prime Minister Margaret Thatcher appointed him to chair a commission, the National Curriculum History Working Group, charged with formulating a new curriculum for history in schools. His report aimed "not to produce historians but to give all children a knowledge and sense of history that will contribute to their general understanding and development". It was shelved, allegedly, because the Iron Lady considered the committee's recommendations insufficiently patriotic for her taste.

Saunders Watson's reputation for independence of mind and for achievement led to his appointment in 1990 as chairman of the British Library. The challenge was the complex new home at St Pancras for the world's most important collection of books and manuscripts.

Construction was the responsibility of the Property Services Agency (PSA) and the project, one of the largest civil-construction projects of the late 20th century, was behind schedule and over budget.

There were too many cooks stirring the broth, but Saunders Watson persuaded the PSA, the Department of National



L-R: Sub-Lt James Saunders Watson, Capt Leslie Saunders, Michael Saunders Watson and his father-in-law Admiral Sir William Davis



At Rockingham with his spaniels

Heritage, the Treasury and the Department of the Environment to complete the library as specified rather than suffer a salami-slicing of cuts and savings.

He also led a public relations campaign aimed at presenting the British Library as one of the nation's great institutions and keeping that reputation insulated from the continuing flow of bad news about the building project. While Saunders Watson maintained his good humour and generally sunny outlook on life, his style did not find favour with officials, and he served only one three-year term.

Leslie Michael McDonald Saunders, the fifth of six generations of the Culme-Seymour dynasty to serve in the Royal Navy, was born on October 9 1934 at Rockingham Castle to Captain Leslie Saunders DSO and his wife, Elizabeth Culme-Seymour. Rockingham was run by his exotic maternal grandmother, Lady "Florrie", as a "family commune", full of cousins and friends: he learned the secrets of the castle as only an inquisitive and adventurous boy could do.

Young Saunders joined Dartmouth from Eton in 1951 aged 16. As a midshipman in the heyday of empire, he visited the East Indies in the cruiser Ceylon and the fast anti-submarine frigate Tumult. He was sub-lieutenant of the gunroom (a responsible job with authority over other young officers under training) in the cruiser Jamaica but was prevented by glandular fever from participating in the Suez landings.

He witnessed British nuclear weapons tests in the Pacific, Operation Grapple while in the landing ship Messina – which he knew as "an old rust bucket".

Then he qualified as a radar direction officer serving in the carrier Eagle and the destroyer Broadsword, before navigating the frigate Rocket home from Singapore. In 1961 he qualified as a signal communications officer (SCO), winning the Jackson Everett prize for best student.

After a spell as deputy SCO to the Flag Officer Aircraft Carriers, he was appointed SCO in the new destroyer London, under the notoriously difficult Captain Jozef Bartosik, before joining the staff of Britannia Royal Naval College.

In 1967 Watson became staff officer operations to the Senior Naval Officer West Indies (SNOWI), "the best job in the Navy [and] a mad enjoyable two years [which] was crowned with

unexpected selection for promotion to commander": it was punctuated by the farcical Anguilla incident when order was restored in the secessionist island by a squad of London bobbies, backed by the Royal Navy.

Saunders Watson was High Sheriff of Northamptonshire and Deputy Lieutenant from 1979, became chairman of Kettering General Hospital NHS Trust in 1993-99, and was a trustee of the Royal Botanic Gardens at Kew. He was given honorary doctorates by Warwick and

Leicester Universities and was a fellow of the Society of Antiquaries.

He cared deeply for the community, was chairman and then president for over 30 years of the Northamptonshire Association of Youth Clubs, and when Corby steelworks closed in 1979 he chaired a community action group which sought ways to alleviate the town's employment crisis.

Part of Saunders Watson's formula for success was that he remained apolitical, eschewing invitations from the Right and the Left to stand as a parliamentary candidate. His friends included the one-nation Conservative (the present) Lord Cormack, who he met through the All-Party Heritage Group, and Tam Dalyell, who wrote the foreword to his autobiography, *I Am Given a Castle* (2008).

He was appointed CBE in 1993.

In 1999 he took much satisfaction in handing over Rockingham as a going concern to his son James, something which he would not have dared to dream of 25 years before. While on sub-lieutenants courses in Portsmouth and Greenwich, 1956-58, he had wooed and married Georgina Davis, daughter of Admiral Sir William Davis GCB, DSO. They spent their retirement "painting, writing, sailing, fishing, shooting, exercising the dogs and generally having a good time with many marvellous friends and family."

Georgina died last year, and he is survived by their two sons and a daughter.



Sailing in Scotland

My mate just hired an Eastern European cleaner, took her 15 hours to Hoover the house. Turns out she was a Slovak.

After years of research, scientists have discovered what makes women happy. Nothing.

D-Day submariner whose work influenced history - Obituary.

Submitted by Shipmate Kevin Maguire

World War Two and special operations veteran Jim Booth passed away aged 101.

A submariner who was part of an elite unit that paved the way for the D-Day landings has passed away aged 101.

In 1944, Jim Booth was part of an elite unit which was tasked in clearing a path for the landing forces to the beaches in one of the most important operations in military history.

As a member of the COPP – Combined Operations Pilotage Parties – he spent 48 hours in a midget submarine off the Normandy shoreline, making sure the invasion armada landed at the right spot.

The submariner was the only known surviving member of COPP, whose units served and fought all of the world in support of critical operations and daring raids.

On June 6, 1944, his HMS X-23 lay one mile away from codename 'Sword Beach' on the eastern flank of the D-Day front.

Their mission was to 'flash' and act as a lightship beacon for the invasion force to aim for.

Jim later recalled his mission, 75 years after the landing.

He said: "The world was alive with ships – our ships by the thousand, just unbelievable."

As an 18-year-old, Jim joined the Royal Navy as a seaman and served during the Second World War.

After a year of service, he became a Lieutenant and spent the first half of the conflict on regular duties in the Atlantic and Mediterranean.

At the age of 23, he transferred to the Submarine Service and became a submarine pilot on X- craft mini submarines, employed on a range of specialist missions such as attacking Germany's feared Tirpitz in the Norwegian fjords.



Lieutenant Jim Booth

When it came to the invasion of Normandy, the crew's accuracy was vital to the success of the landing, and by default the outcome of history.

While D-Day was COPP's most significant operation, the unit also served extensively in the Far East in 1945 as the Allied powers closed in on Japan.



June 1944, the D-Day invasion of Normandy

Jim's COPP 9 was committed heavily along the coast of Arakan, Burma, testing possible landing sites, assessing – and, where necessary cutting – defences.

He continued to serve in the post-war Royal Navy, notably in the Mediterranean, and then turned to farming in the West Country.



Landing barge D-Day Invasion of France WWII

Upon retirement, he was instrumental in the campaign to see his 200 fellow members of the COPP honoured with a permanent memorial – a goal he witnessed accomplished when a monument was erected on Hayling Island, the unit's wartime home in Hampshire.

His 100th birthday a year earlier had been celebrated with full pomp and ceremony, with a surprise appearance at his party by the Royal Marines Corps of Drums.

