

SUBMARINE & SHIPS VISITS TO HMS WORCESTER

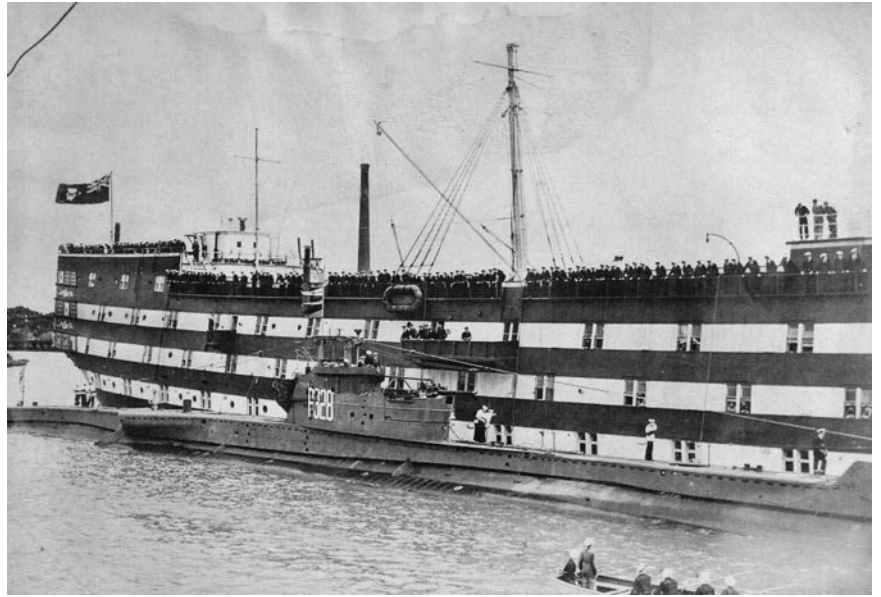
The following words are from Dog Watches or e-mails sent by Ows at various times
All the pictures in this PDF and more are on the Site at [HERE](#)

The Dog Watch 1946

HMS Token and Thermopylae 11th to 13th June 1946.

The visit of Submarines Token and Thermopylae will rank as one of the important events in the history of the College. It was a great honour to receive Lieutenant Commander J. Whitton, D.S.C. (OW 27-31) In his command, H.M.S. Token . Many of the present staff on board knew him personally, and all of us had read about his exploits. The two submarines made an imposing site as they came alongside, and no time was lost in exchange of visits and drawing up

plans for all hands to look over the two submarines. Together with their crews they represented all that is best in the Royal Navy – smartness – efficiency – and hospitality of officers and men alike. One could have appreciated if they had been a little tired of showing visitors round after their visit to London, but this made no difference and we received a great welcome. The captains and officers were entertained to dine in the Worcester Ward Room the first night. Next day gig races were organised – Worcester



HMS Token alongside HMS Worcester June 1946



HMS Token and HMS Thermopylae alongside HMS Worcester June 1946



CADETS OF T.S. "WORCESTER" CELEBRATE THE VISIT OF H.M.S.M. "TOKEN"
commanded by an old "Worcester" cadet.

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against each submarine in turn/ The later crews were picked for the first time and with a training on London festivities , although losing both races, they put up a creditable performance. The seaman kindly invited our crews to dinner with them after the race. Excitement ran high, however, the next day when a very equal race was pulled between the rival submarines, resulting in a close win by Token. On 12th. June the submarines received the local residents and the Greenhithe and Swanscombe Councils on board. The time passed all too quickly to their departure, final visits were exchanged. mementos given and a final cheer as the grey sinister hulls proceeded down the Thames.. Consternation was displayed at first when it was noted the Chief Officer had been taken away in Token but this had been carefully planned beforehand, as he wished to get information and experience at sea of the latest radar set and other scientific navigational instruments.

(End of extract.)

Supplied by David Bell 47/48

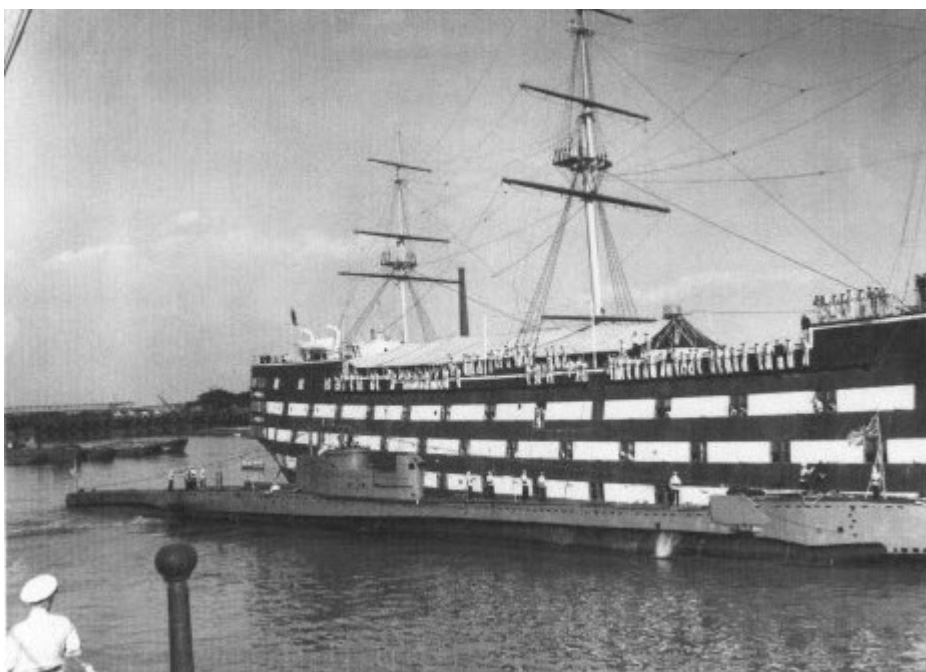
The Dog Watch 1952

HMS Thule 19th to 22nd July 1952

Visit of H.M. Submarine Thule. A great moment for the ship's company was the arrival of H.M.S. Thule. commanded by distinguished "OW" Lieut.-Comdr. D.R. Johnson , D.S.C. , R.N. Another "OW" Lieut. D.Y. Roberts R.N., also took the opportunity of visiting us, by joining the Thule as additional officer. The submarine berthed alongside, and in the three days she stayed with us every cadet was enabled to look over her. We are greatly indebted to Captain (S/M) for permitting the visit, our guests for the wonderful experience they provided, and the good humoured patience with which the parties of cadets, plying a thousand questions, were conducted around . We in turn made every effort to make their stay an enjoyable one.; a sailing dinghy race, and swimming match were organised to add to the fun. Swanscombe Urban District Council honoured the visitors on Monday the 31st. with a reception, and a concert party that followed.

(end of extract.).

Supplied by David Bell 47/48



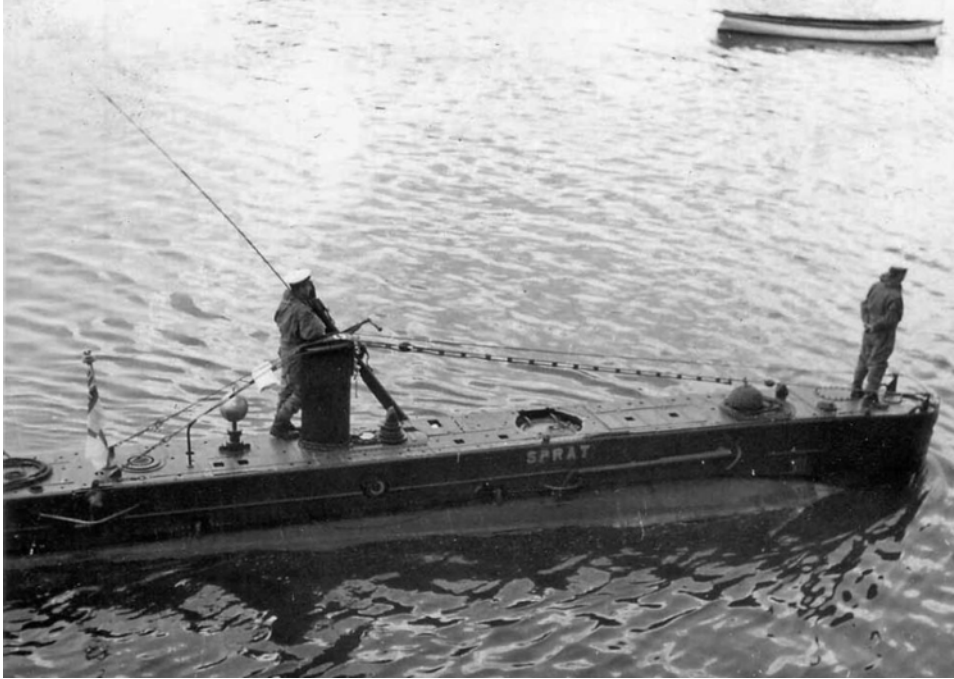
HMS Thule alongside HMS Worcester July 1952

SUBMARINE & SHIPS VISITS TO HMS WORCESTER

The Dog Watch 23rd to 24th June 1957 :

Visit of Midget Submarine HMS Sprat and Escort Launch HMS Aberford

These two interesting little warships berthed alongside the Worcester for two days during which a



HMS Sprat 21st June 1957

friendly liaison and visits took place. Practically every cadet had the opportunity of looking over the 53 foot pocket submarine, complete in the main equipment and features to that of a large submarine. Furthermore, we witnessed a diving demonstration off the starboard side on Monday morning which was probably the first of its kind ever undertaken at Greenhithe.

Parties of local schoolboys came on board and took the opportunity of looking over the Worcester at the same time.

We thank Lieut.-Commander Seaford, Senior Officer; Lieut. Brill, of the Sprat, and the officers of both ships, for their kind hospitality, and wish them a pleasant remainder of their summer cruise.

I recollect being one of only a few cadets who went on Sprat for a trial dive, uncomfortable experience, but my diary entry for 24 June 1957 isn't very enlightening.

Mike Bartlett OW 1955-57

Here follows Mike's Recollection of the occasion.

I had only 34 days to go to complete my time on Worcester. The dive was the following day before they left.

Why I was selected to go on the dive I'll never know, I wasn't in the least bit interested in the RN and even less in submarines. There were two or three of us



HMS Aberford accompanying HMS Sprat

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aboard , I don't recall who they were. After a tour of the extremely cramped "toothpaste tube" with it's extremely noisy London bus engine [that's what we were told it was] we took up our positions in the bunks [or settees] on the port side near the conning position. After casting off from Aberford we turned and headed down river. After a short time the Master decided to dive and the bow went down, then stayed down, and as we were told when we returned to Worcester the rudder and prop for quite some time were actually above the surface. We stayed in this embarrassing situation for quite some time before the crew were able to rectify the ballasting and we were below the surface on an even keel.

It was a brief trip but the most embarrassing part, and from our perspective the most interesting, was when we came to periscope depth, up went the periscope, the Master swore and we dived quickly as he pulled the periscope down as



apparently we'd surfaced between the bow of a ship and one of the Swanscombe buoys . All of this was clearly visible from the Worcester and those aboard saw a lot more than those of us on Sprat.

On the way back to Aberford we were each permitted to take a brief look through the now raised periscope before we surfaced.

In effect we were totally ignorant of what was going on around us and certainly that short hot, uncomfortable trip was enough to put me off submarines for life.

Incidentally I read somewhere many years later that Sprat achieved the world altitude record for a submarine when flown to Malta in the belly of an aircraft.



HMS Sprat and HMS Aberford alongside Worcester

Mike Bartlett 1955-57

I remember both visits (HMS Aberford & HMS Sprat), particularly Sprat, as she gave a demonstration of her capabilities before she left including submerging and "attacking" the coaster on the buoy off the ship. Unfortunately it was in the process of letting go with the result that Sprat came up slightly further forward than she intended resulting in one of the four legs, which she could extend to steady her on the target's bottom, became visible to the Mate. This caused some consternation on the German coaster! All to the entertainment of the ship's company manning the catwalks to give them a send off.

Alasdair McCulloch OW 55-58



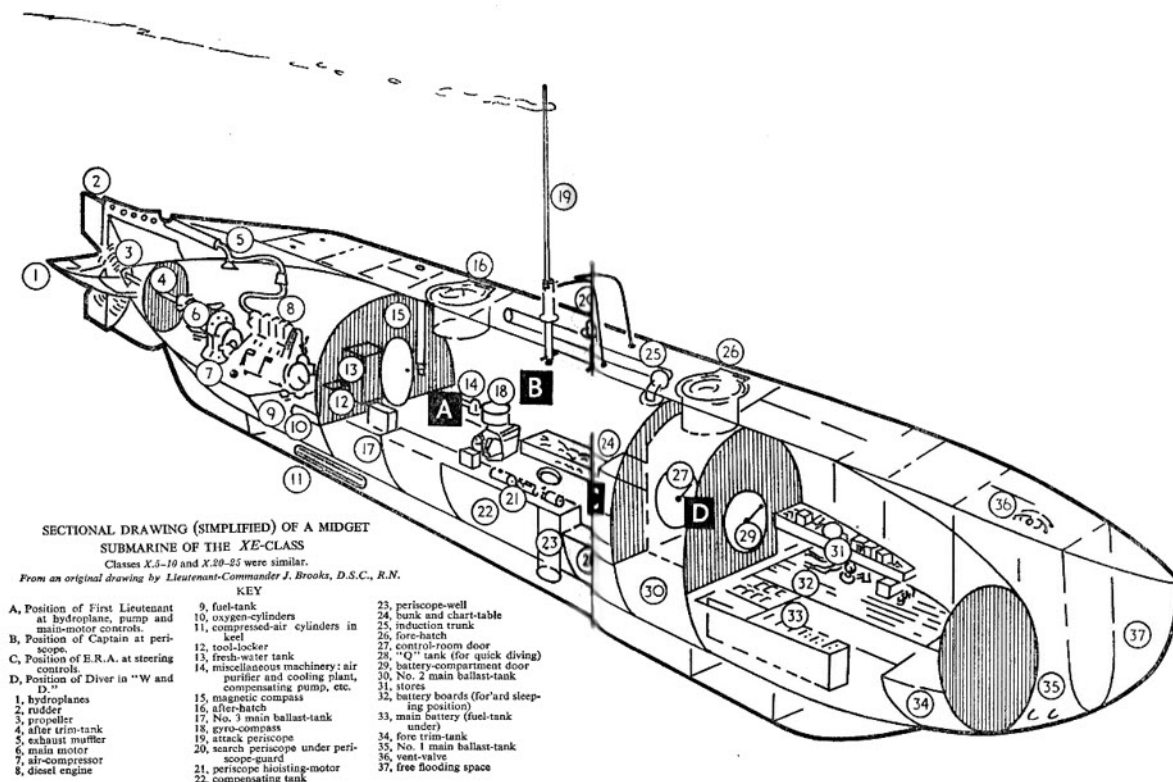
HMS Sprat off Worcester 21st June 1957
Peter Faulkner

SUBMARINE & SHIPS VISITS TO HMS WORCESTER

Mike Bartlett's interesting experiences X Craft HMS Sprat , referred he and other cadet dived and surfaced "Out of Trim". Diving the 1st Lieut is responsible to "Catch the Trim", the smaller X Craft is more sensitive, either additional person/s or movement by a person, will cause "Loss of Trim". In Mike's case suggest located crew sleeping quarters forward battery compartment. Either scenario may have caused Mike's experience.

Loriol Williamson OW 51-53

Illustration supplied by Loriol



There follows two pictures of the insides of an X craft like HMS Sprat. Sent in by Loriol. I don't envy the OWs who went under the Thames in her !

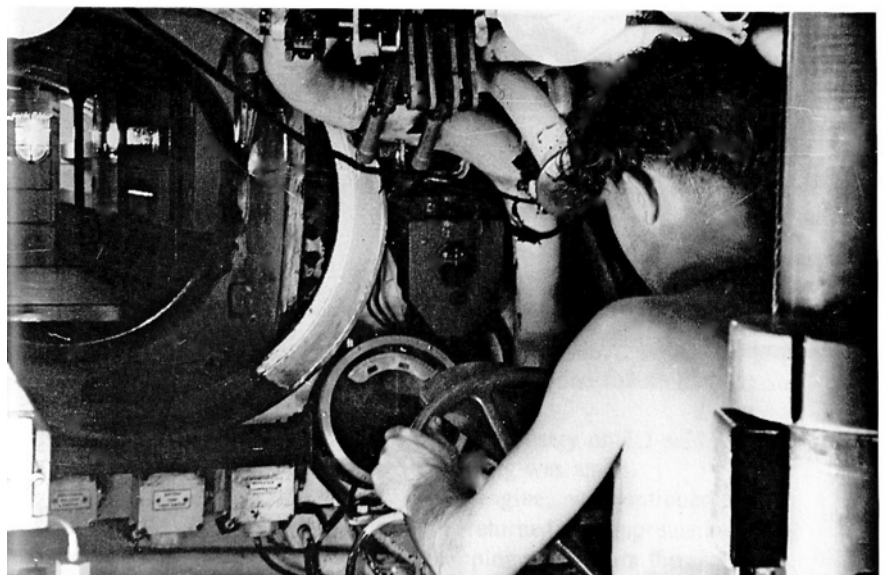
Forward end Control Room is the helmsman's seat.

Directly in front of him the Aft W/T door Wet and Dry compartment where the diver exits and returns, also serves as the WC.

Looking further forward through Forward W/T door is the battery compartment, also sleeping quarters.

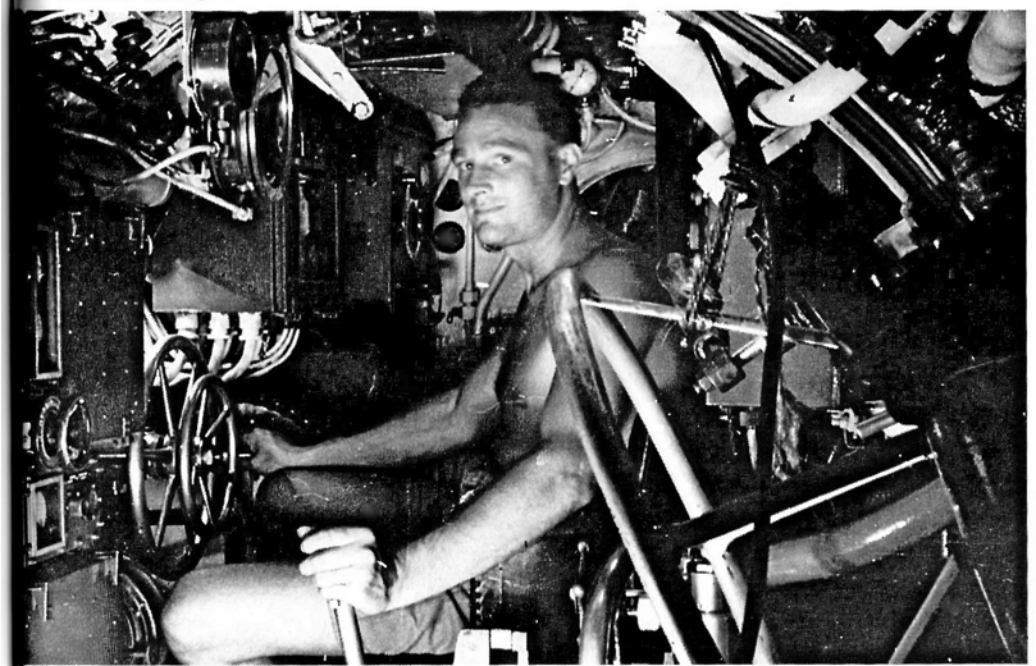
Loriol Williamson OW 51-53

Illustration supplied by Loriol



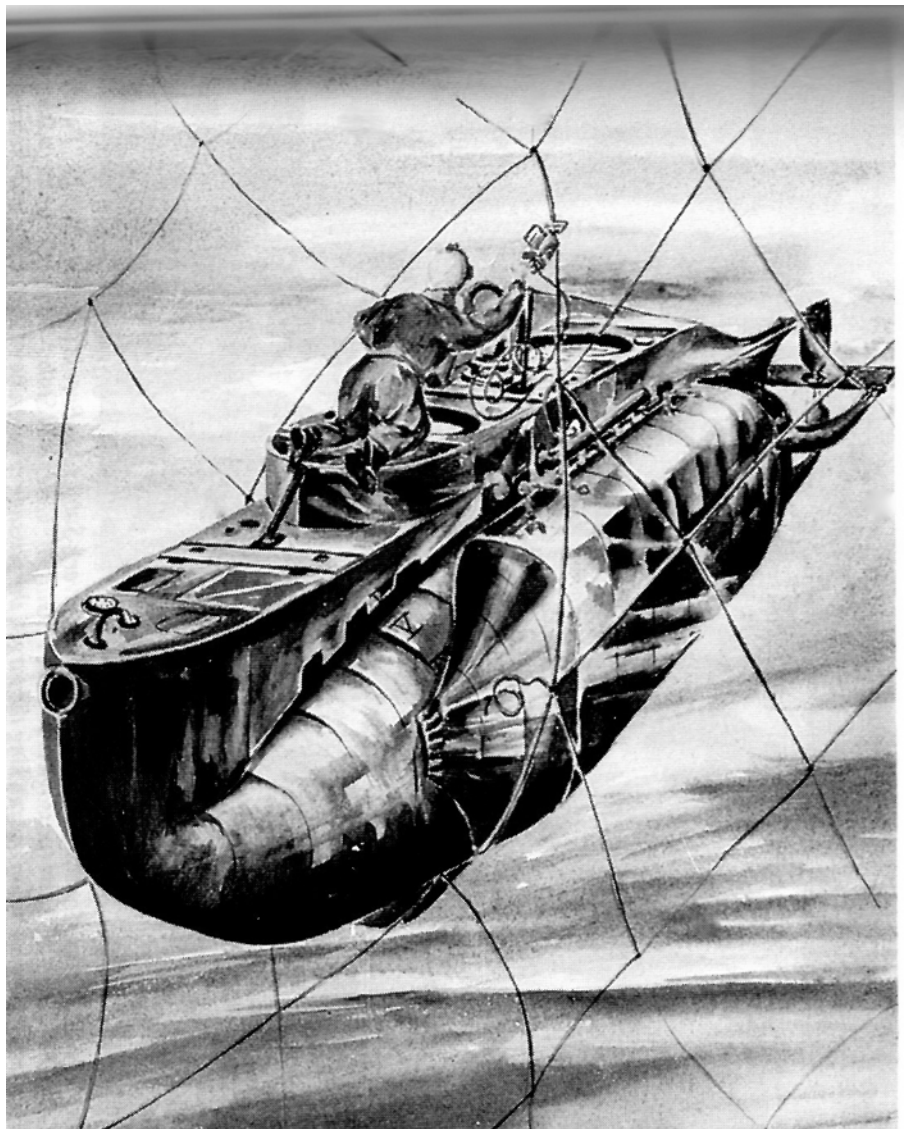
SUBMARINE & SHIPS VISITS TO HMS WORCESTER

Aft end Control Room
the 1st Lieut seat in
control trim, depth
and hydroplane. On his
left the control wheel to
release the two external
side explosive charges
under hostile vessel.
Alternatively diver
attaches limpet mines
underwater hull.
Loriol Williamson OW
51-53
Illustration supplied by
Loriol



*A good illustration of an X Craft
at work sent in by Loriol.*

Colin.
Large war ships anchored in safe
harbour, the entrance enclosed
by anti submarine net.
X Craft may penetrate by diver
cutting net.
Attached identifies diver on top
of the exit/entry Wet & Dry
compartment.
Loriol Williamson OW 51-53
Illustration supplied by Loriol



SUBMARINE & SHIPS VISITS TO HMS WORCESTER

HMS Sea Scout Visit to HMS Worcester Summer 1959



ell remember the Sea Scout visit as I was bow painter on the motor boats crew and had to jump onto the ballast tanks wondering if my magister plimsoles would keep me from slipping off. The captain was Lt Forbes an OW. Several cadets went off in her for a few days as I recall.



Lt Forbes (OW) and Cadet Rickards at the Periscope



HMS Sea Scout alongside HMS Worcester



HMS Sea Scout alongside HMS Worcester



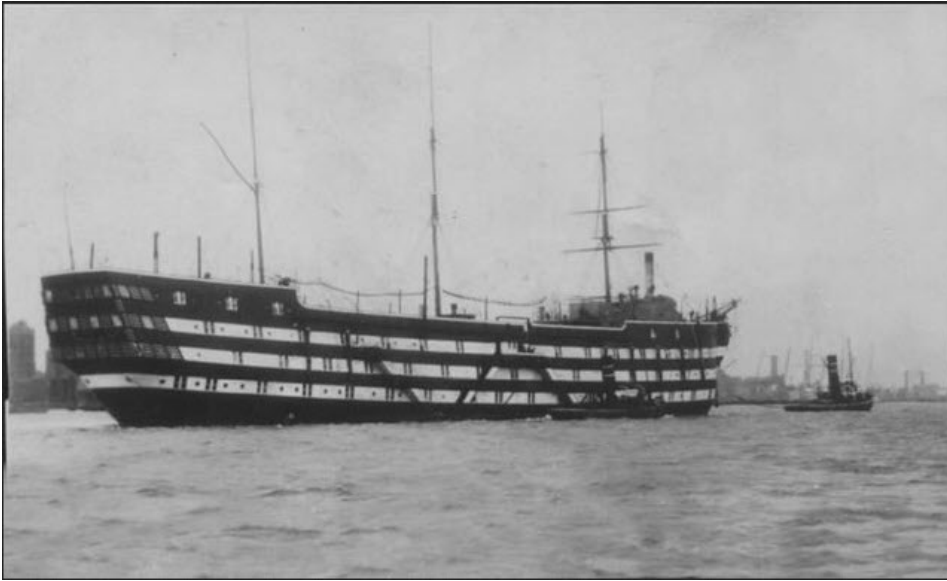
HMS Sea Scout - unknown location



HMS Sea Scout alongside HMS Worcester

EXMOUTH'S ROLE DURING THE WAR AT SCAPA FLOW AND ON TO BECOME HMS WORCESTER III

From 1939 to 1942 the Exmouth was used by the River Section of the London fire brigade. The



Exmouth going to a dock before going to Scapa Flow

photograph wrongly labelled Worcester shows her in her peace time colours. I find it hard to believe that by 1942 she was still painted like that and must have been on the way to dry dock prior to her time with the fire service. You mentioned the masts. In 2005 I had a conversation with Patrick Jones on this subject. This was his reply. 'The figure head' Lord Exmouth' was removed from the ship ,together with the masts in 1942 prior to towing her to Scapa Flow. The records state that it was crated and put

into storage in a warehouse at Tilbury together with the masts.

A little later the London fire brigade was given permission to borrow one of the masts for use as a radio aerial, confirming they were at Tilbury. Nothing known after that. I have drawn a blank with PLA records so it is likely they went up in flames during the blitz.'(end of quote.)

I wonder if the photograph with all the boats alongside was when she was in use by the Fire brigade. *(please see page 13)*

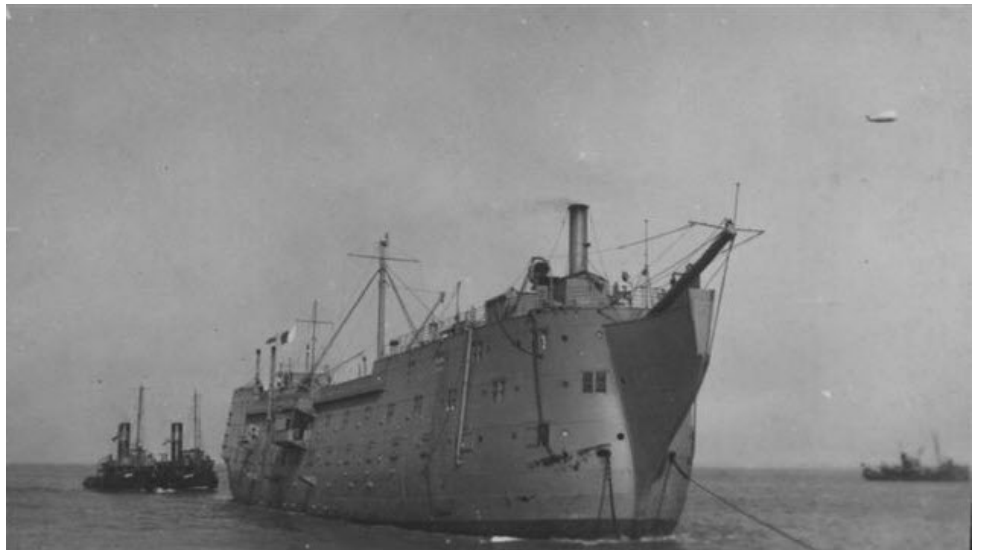
The photographs we have were taken by Lt. F.A. Hudson on the 29 th.. September 1943 but not the one with all the boats alongside (*see page 13*).

I wish the picture of Exmouth leaving was clearer and we could see if the orlop deck window ports were also blocked off on the starboard side like they are on the port side. I do not know if this is a picture (*right*) of her leaving for Scapa or of her leaving Scapa.

Yours,

David Bell OW 47-48

20/9/2012

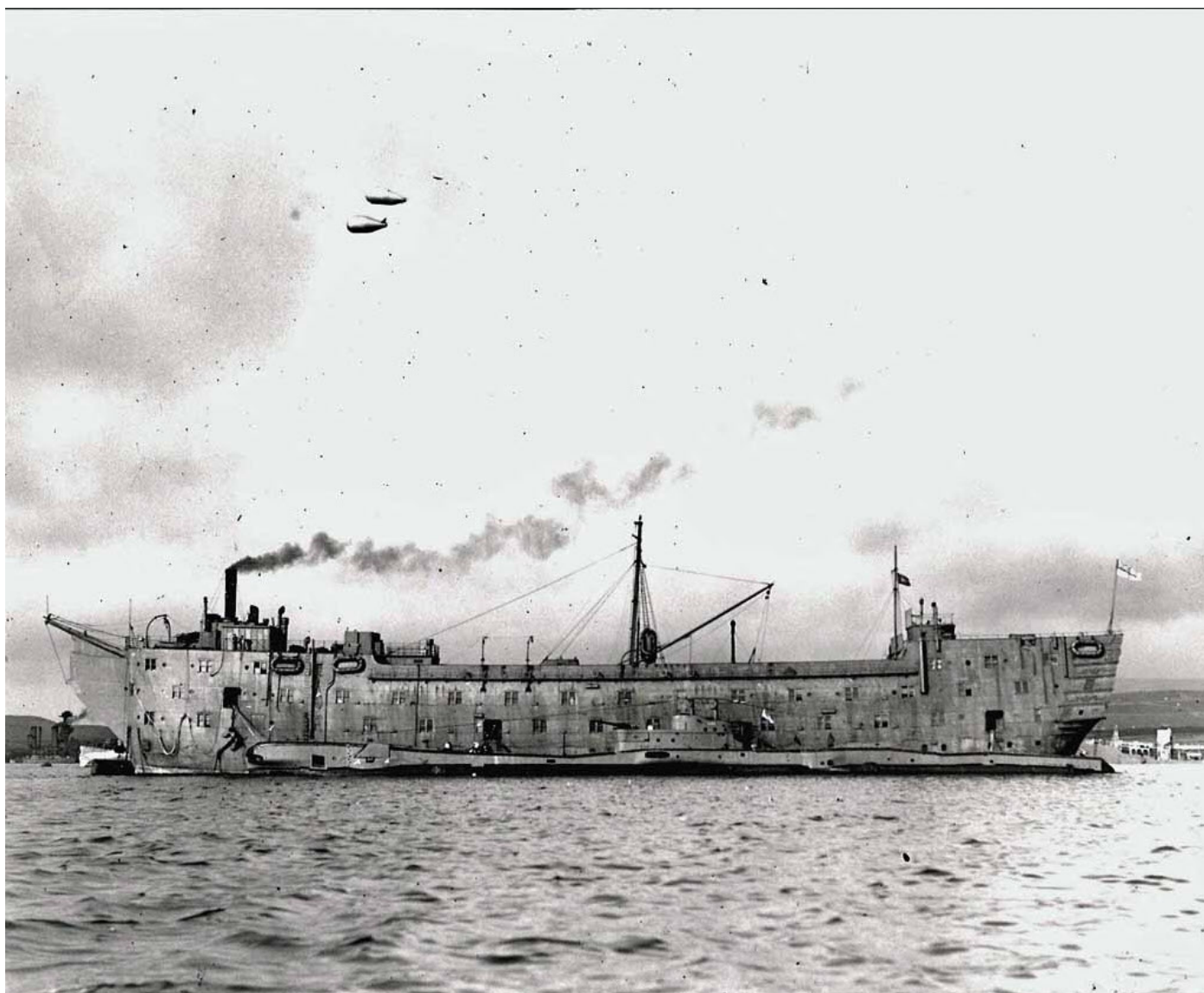


Note - It has been established that the above picture is Exmouth on the Way to Scapa

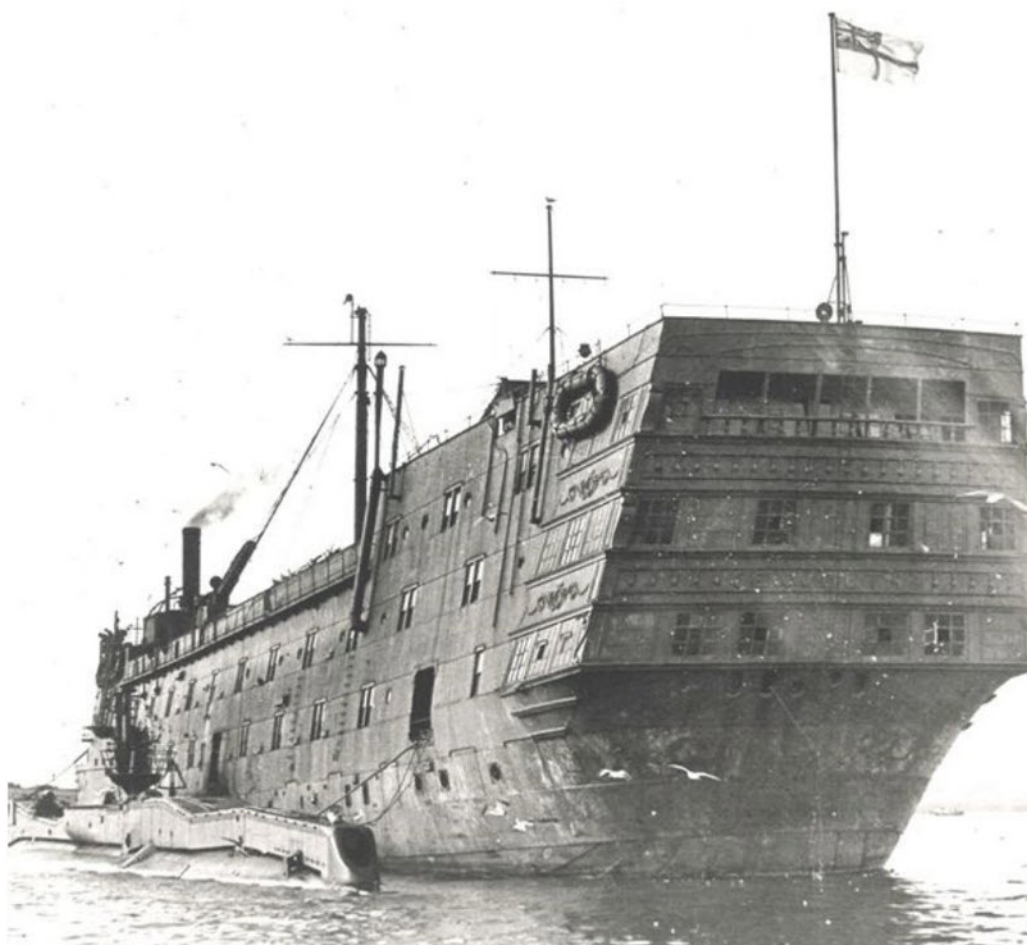
EXMOUTH'S ROLE DURING THE WAR AT SCAPA FLOW AND ON TO BECOME HMS WORCESTER III



Map of Scapa Flow and on the left, Exmouth on duty at Scapa Flow



EXMOUTH'S ROLE DURING THE WAR AT SCAPA FLOW AND ON TO BECOME HMS WORCESTER III



EXMOUTH'S ROLE DURING THE WAR AT SCAPA FLOW AND ON TO BECOME HMS WORCESTER III



In answer to my question about Ows on Exmouth at Scapa, David Bell has this to say -

She may have been HMS Exmouth at Scapa but I am sure many "O.W's" will have spent time on her there.

One in particular Lt.Cmdr. Desmond Samuel Royce Martin D.S.O. * * commander of Tuna 17/03/1943 to 10/1943. (*Please see note below*)

Loriol,

When this photograph was shown some time ago Barnsey and I had a bit of discussion as to whether or not the officer shown could have been Desmond Martin.

The officer is wearing the wavy RNR Lt. Braid.

Records show Martin as being a Lt. R.N.R. when he was in command of Tuna.



NOTE: We, as Ows have always enjoyed a bit of healthy discussion, so — David Bell agrees that it has been established that the picture above of the Officer is not Desmond Martin. If anyone would like a picture of Desmond Martin. Please contact David Barnes OW 55-59

Out of interest:

When I taught at Seaham Harbour, one of our craft was the ex Tynemouth lifeboat- Henry Frederick Swan.

On 2. November 1943 the Henry Frederick Swan went to aid the submarine Tuna that had run aground south of St.Mary's island.

David Bell OW 47/48

EXMOUTH'S ROLE DURING THE WAR AT SCAPA FLOW AND ON TO BECOME HMS WORCESTER III

In the Christmas 1947 Dog Watch Captain Steele recorded the the two former bollards and their platforms, from which submarines were secured alongside the Ship when at Scapa, have now been removed and the spaces are built into the lower deck.

This always puzzled me a bit. I had in my mind large bollards and could not figure where. .

Looking at the photograph I now think one was the bollard sited in the tier port to which Tuna is moored. I cannot remember there ever being a bollard there.

The tier port was one of our meeting and chat places. It was also where the galley boys brought the stores on board.

It is interesting to note that the window ports, adjacent to where the submarines berthed, on the port side, orlop deck, have been blocked off with steel .

Colin,

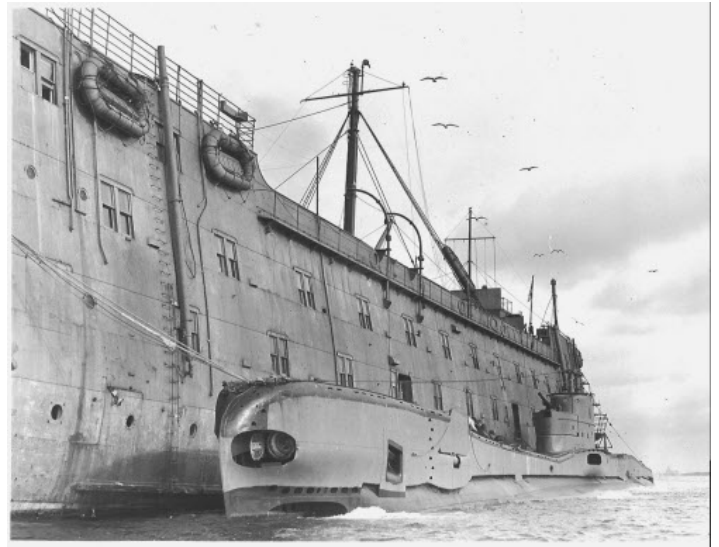
Taken from Steele's account of the arrival of HMS Exmouth at Greenhithe:-

Orlop deck ports were welded over with steel plates.....and sundry places began to take shape; the orlop ports were cut and 72 new port frames with glass were put in place;(end of quote.)

I think this more or less indicates that the photograph of Exmouth with all the boats alongside and showing orlop deck ports in place could not have been at Scapa.

Regards,

David Bell OW 47-48



HMS Tuna alongside Exmouth at Scapa Flow

EXMOUTH'S ROLE DURING THE WAR AT SCAPA FLOW AND ON TO BECOME HMS WORCESTER III

There has been some discussion about the picture below and our collective ramblings are set out below to try and sort it out.

I can't work this photo out.
There is a Thames barge in the background.
There are all sorts of boats alongside whereas there was mainly Subs in Scapa Flow it seems.
Could it be after the Exmouth was released from war duties?
It's a shame about the gangway. It's a good un !!

Cheers Colin OW 62-65



Colin,

I think the photograph must have been taken after she had been dry docked and before she went to Scapa.

Be interesting to know where a bouts she was moored. Off Gays I expect, hence the Thames barge. There is a photograph of her going to dry dock, Still painted black and white but wrongly labelled as Worcester. (*page 8*)

Regards,
David Bell
18/9/2012

I wonder if the photograph with all the boats alongside was when she was in use by the Fire brigade. The photographs we have were taken by Lt. F.A. Hudson on the the 29 th. September 1943 but not the one with all the boats alongside (*above*)

David Bell

NOTE: The above picture is more than likely taken at Grays or Tilbury while Exmouth was in use by the Fire Brigade.