



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of the
Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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Cover Picture: **Members having fun on the Canal Cruise**

EDITORIAL

Hello Everybody

Well here we are at the end of June and already next Christmas is closer than last Christmas – we shall all have to start thinking soon about what to presents to buy for those nearest and dearest.

So what have we been up to in June - apart from the Branch Meeting? The Canal Cruise has been a highlight of the month and was enjoyed by a good number of Branch Members and family members and friends. We were also well supported by our colleagues from the RAFA and the Duke of Lancaster's. As you will see from the front page and other photos in this issue it all went off very well.

Other events have included Barrow Civic Sunday on 21st June, the Armed Forces Flag Raising on Monday 22nd June and Dalton Civic Sunday on 28th June. Several Members travelled to Northern Ireland for the Magennis Dinner in Belfast to commemorate the 70th Anniversary of the action which led to the award of the Victoria Cross to Mick Magennis

A sad occasion this month was the funeral of Submariner John Shepherd on 23rd June. Although John was not an Association Member he was well known to many Branch Members and also many people from the Shipyard and there was a full house at Thorncliffe.

This was followed on 3rd July by another funeral – this time for Kay Morrison – the wife of Branch Member 'Mo' Morrison - who passed away at a tragically young age. Again there was a full house at Thorncliffe with

several Branch Members attending to support Mo and his family and friends.

The last event in June was the Members only 'Run Ashore' to the 'Prince of Wales' at Foxfield on Saturday 27th June where we were joined by two Members from Morecambe. The 'Run Ashore' was preceded by a brief Committee Meeting. We got there and back on probably the oldest diesel train with 'slam door' carriages in the country - at least one carriage looked like it had been 'pinched' from the scrapyards! As promised by Alex it was blazing sunshine which made the 'Real Ale' (no lager!) all the more refreshing. The 'Real Ale' also encouraged the 'Dit Spinning' and related banter. A few photos are included in the pages below.

For those who haven't heard already Branch Member Terry Spurling is finally at home after his marathon operation followed by seven weeks in Intensive Care in hospital at Blackpool. He returned to FGH on 21st June and was allowed home a couple of days later. If you plan to give him a visit please phone first.

Two of the previous 'Continuing Series' articles came to completion in the last Issue. These were the 'Submariner VCs' and the 'Baltic Submarine Flotilla'. A new 'Continuing Series' starts in this Issue which deals with life on board the 'Steam Submarine K26' in the late 1920s.

Please enjoy your Branch Newsletter and continue to support the all the Branch activities arranged for your

benefit and - don't forget the Branch Meeting on Tuesday 7th July! See you there!

Regards to all,
Barrie Downer

CHAIRMAN'S REPORT

First off, a big thank you to the Vice Chairman for standing in for me at the May and June meetings when I was away from home. It seems a lot has gone on in my absence but more of that in a minute.

I arrived home just in time for the Canal (booze) Cruise which as usual was excellently organised by Alex. The boat Captain (a lady I think but she could have been a grumpy Cox'n) got a bit uppity but it didn't detract from a great night. Can anybody actually remember getting home?

I would like to thank those who turned up at the Civic Sunday and the Armed Forces Day Flag Raising. A bit thin on the ground but at least we were represented.

One of the nicest things to happen was being invited to Brisbane Infants School to give a talk on Submarines to a class of 7 year olds. To say the least I was a bit nervous. Alex Webb came along and we split the talk between us. We were a bit unsure on what level to pitch the talk at due to the young age. We talked for about 25 minutes with nobody falling asleep and then had a question and answer session for about the same time. They were a terrific bunch of children and they soon put us at ease and the variety of questions certainly made us think. A really good experience that I hope can be repeated at some time in the future.

It seems that a number of committee meetings have been held whilst I was away but I have not been accorded any information on what transpired, no formal notes or feedback whatsoever. However I have just received the draft minutes of the last meeting and they make interesting reading. It seems a lively discussion took place and from what I read my ears as an NMC member should be burning. Being likened to an MP

who claims for a wreath is a bit below the belt and is factually incorrect but hey why let facts spoil a good dit. I have been organising the national reunion for quite a few years now and apart from the cost of RASMs dinner (circa £30) and my travel to make the initial contract usually about £40 there is NO other drain against the Association. Again, the point about honorariums is totally incorrect it was you the delegates earlier this century that proposed and agreed that honorariums should be increased in line with the RPI. By 2010 it was realised by the NMC that this annual increase was untenable. The NMC then decided to scrap that, halved the honorariums and have kept it at that level since 2011. This is to partly compensate the extremely long hours that the secretary, treasurer and membership secretary do on Association business which by the way is all done on a voluntary basis. One thing that doesn't come out in the accounts of course is those expenses expended that are NOT claimed.

The increase in subscriptions was passed in a democratic manner using the existing rules of the Association. If an individual is not happy with that decision then he can of course resign or not continue his membership when it runs out. To discuss taking the branch out of the Association is just not on. There is no minimum number for a branch I am determined that Barrow remains a member of the Association even if it is just a smaller number. I think I have gone on long enough so I will leave it there but you will get the drift that I am not a happy bunny by some of the statements and innuendos that have been made.

See you all on Tuesday. **Dave**

SECRETARY'S DIT

Hi All

This report starts on a sad note when some members attended the funeral of Kay Morrison, wife of Mo. There was a very large turnout at the Crematorium. Our thoughts are with Mo at this sad time. On a happier note Terry Spurling has now been released from hospital and is recuperating at home. If you intend to visit Terry please contact Bette first to ensure he is good enough to receive visitors.

On a different matter the next Branch meeting is on Tuesday and I will be in attendance as my work in

London has come to an end until the end of this year. Reading the minutes of the last meeting I think the Branch has made some interesting and commendable recommendations that should be discussed and forwarded for the next National AGM and will no doubt rumble on at future meetings. I will also draft a letter for the next meeting with regards to the rumours that appear to be circulating that Barrow helped drive through the increase.

Regards **Ron**

ANOTHER CHEQUE & KAYAK PRESENTATION TO THE BARROW SEA CADETS

You may recall that, at the Branch Meeting on Tuesday 5th May, we were visited by Lieutenant Ted Creighton – the Officer in Charge of the Barrow Sea Cadets – when we presented him with a cheque for £500 so that the Cadets could buy a Kayak for their 'water skills' training programme. You may also recall that the Sea Cadets were looking for a sponsor for a second Kayak. Branch Member Terry Spurling had a word around his contacts and, a few days ago, the Members of the local Round Tables visited the Sea Cadet Headquarters and presented them with a cheque for £500 for their second Kayak. One member of the presentation party was Barrow Branch Member Terry Henshaw –see below!



Photo courtesy of the NWEM

To add to the Sea Cadet's 'Kayak Flotilla' Branch Member Brian Downie kindly donated the Sea Cadets a canoe he had bought for his own use but was unable to make use of. Well done Brian! Brian also offered some life jackets but, unfortunately, the Cadets could not accept them as they were not of a 'MOD Approved' type.

SOCIAL SECRETARY REPORT



Hi Shipmates,

June saw the Barton Grange luxury dinner cruise with lots of alcohol and wonderful company. The weather stayed fine (phew) and we had the advantage of two coaches so everybody got home just that little bit quicker at the end of the evening. This year we had the RAF with us and typically they bought along their supply of champagne, caviar, hair gel and forms so that they can claim back expenses for being at sea. Good day out with lots of memories and the need to arrange a trip next year where the water isn't 3 feet deep and we can make some walk the plank if need be – methinks either Windermere or Coniston.

Of course we had the 'committee meeting' at the Prince of Wales, Foxfield, where the committee got their first annual treat to a pie and pint from the branch for the work they do on their behalf - we kept the meeting short and sweet and then tucked into a rather large pasty with copious amounts of alcohol, many thanks to the branch from all of the committee.

The committee meeting was followed by a members DTS, where we sat in the sun, spun dits and kept sending the social sec to get the drinks in; I know I am the youngest but gents you really should treat me better; I'm not a WAFU you know. We were joined by Jim (Morecambe's chairman) and Ian who made our total 10: thanks for joining me and bringing along a lot of good dits and a wonderful sense of humour. I will definitely organise another one of these next year, but maybe at a different location?

Diary Check:

Saturday 18th July is the Cartmel trip. This is your chance to enjoy luxury coach travel (via various pick up points) to the races – no trains, buses or even walking as we park right by the race course. This is a really good fun day out where you can just relax; bet if you wish, drink if you wish, picnic if you wish but having a laugh with good

company is a must. Normal coach etiquette will be delivered and at £12:50 per person this really is a bargain, but you need to book up quick because I only have 6 seats left. Payment to be at the next meeting please.

Sat 25th July is the BBQ at the Crofters - Holbeck, 2 – 7. The BBQ this year will be cooked and presented by Colin Tranter (RSM Catering Corp) and his son, it includes homemade burgers, homemade sausages for the hotdogs, chicken and the normal trimmings; it will be top nosh. There will be lots of entertainment for both adults and children alike, to include; a cake decorating table, a pirate craft table, lots of party games with prizes for the youngsters. The adults can enjoy; the BBQ shirt competition (currently held by Micky Dack), adult games and of course a top drawer raffle. Entertainment will be from Lisa, with the outside bar up and running at cheaper than normal prices. It will be a fun afternoon for all attending and good value at just £5 per person (under 3's are free). Please support me at our annual BBQ.

August is free of social interaction at present.

Sat 12th September is the next event planned – a full blown Race Night in conjunction with the Furness Lions; going to be a very good evening. Details to follow.....

At the July Branch Meeting (Tuesday 7th July) we have the members draw, not won in June so we have £35 in the pot – very serious money now; can you afford not to be there???? Also, the birthday boy beer for our members who were hatched in July over the years; and there are quite a few, October must be a bad month for TV?

We are now into second half and need to play properly as a team if we want to win and look back with some very good memories!!

Alex Webb Social Secretary

JULY BRANCH CALENDAR

Branch Meeting	Tuesday 7th July
Carmel Races	Saturday 18th July
Summer BBQ	Saturday 25th July
Committee Meeting	As Required

BRANCH BIRTHDAYS JULY 2015

Mike Kirk	06/07/1943
Andy Anderson	08/07/1959
Brian Downie	13/07/1948
Mark Butchart	13/07/1979
Malcolm Hogg	15/07/1957
Dickie Cambridge	16/07/1947
Jon Davies	20/07/1969
Colin Hutchinson	22/07/1956
Chris James	23/07/1957
Danny O'Connell	23/07/1937
Bob Faragher	24/07/1940
Jason Costello	24/07/1971
Barney Naylor	25/07/1964
Dave Wilson	29/07/1938
Alan Jones	29/07/1938

Happy Birthday to you all!

SUBMARINE HERITAGE PAINTINGS COLLECTION

Prints of all the paintings from the Submarine Heritage Collection and included in the book 'Dive, Dive, Dive! Barrow Built Submarines – the Best' are now available for purchase on line. The site is:-
[etsy.com/uk/shop/submarineheritage](https://www.etsy.com/uk/shop/submarineheritage)

SUBMARINE LOSSES OF WWI

This is a series listing Submarine losses month by month during WWI, Crew Members lost and other Submariners who died.

No Submarines were lost in July 1915 but three Submariners died in accidents. The first accident was as follows:

Two Engine Room Artificers from the Submarine Depot Ship HMS ARROGANT died on 1st July 1915. It is understood that they accidentally fell over the Sea Wall near the East Cliff Dockyard Gate at Dover when returning to their ship which was moored at the Eastern Arm. They were

ERA 3rd Class James Frederick Rule O/N M3725

James Rule was born in Chatham in Kent on 29th November 1893 and he was the son of Mr. & Mrs. J T Rule of 46, Jeyes Street, Chatham, Kent. He was married to Mrs. Milly R Rule and they lived at 24, Dale Street, Chatham.

ERA 3rd Class Norman Firth O/N 272126

Norman Firth was born in Manchester in Lancashire on 12th October 1890

A contemporary Newspaper report gave the following details:

TWO ERA's KILLED MYSTERIOUS DEATHS AT EAST CLIFF

An inquest was held at the Esplanade Hotel by Mr. Sydenham Payn, the Borough Coroner, last Friday afternoon, as to the deaths of James Rule and Norman Firth, Engine Room Artificers, of the Royal Navy, belonging to one of the ships in the Naval Harbour. On Thursday evening the two men were returning to their ship, and by some means or another they fell over the sea wall on to the apron near the East Cliff dockyard gates, and, it being low water at the time they receive such injuries that the neck of one was broken, death being instantaneous, and the other had a compound fracture of the skull and he died shortly afterwards.

Mt Charles Musson was chosen foreman of the jury.

Lieut. Commander Henry Spencer gave evidence of identification. Both men were Engine Room Artificers, third class, on witness's ship. They were about 27 years of age. Firth was a single man. The accident, he was informed, occurred near the dockyard gates. Rule came to Dover just after Christmas, and the other man also knew the place quite well. The men were supposed to

have gone ashore at 4.30, and if they wished they could have remained ashore all night. Rule was a married man, and his home was at 24, Dale Street, Chatham. Firth's father lived at Manchester.

Alexander Mitchel, ERA, said that some minutes before eleven of Thursday night he was at the office at the entrance of the dockyard when the men came up. They had a pass and Rule said 'Are you coming along?' He answered 'Not at that rate.' And so they went on. They turned to the right on to the asphalt path and witness lost sight of them in the darkness. Witness went straight on taking the cart track. Rule took the other man's hand and seemed to be hurrying his friend along. They were laughing. They appeared quite sober. Witness heard a shout after a very short interval. It appeared to come from the path but evidently from the water edge. Someone shouted 'Oh! 'Help!' or 'Come,' or 'Here'. There was a sound as if someone had struck the chain. Witness ran forward towards the sound, himself falling as he ran. He could find nothing for it was a very dark night and he heard nothing. He returned to the gates, which were only about sixty yards away and informed the watchman. Some other men were present and they went down on to the beach to search for the men. They found the men lying on the rocks about three yards apart, and Rule was the same distance from the base of the quay wall. Firth lay close to the wall. He was alive, but breathing very hard. His face was covered with blood, and he could not speak. Rule was dead. The ambulance was sent for and meanwhile they brought the bodies up. Witness could not suggest how the men came over the wall. He did not know them. They were submarine men. If the men stumbled over the chains there was nothing to save them falling over the side of the quay.

John William Figg, watchman, Naval Depot said he was on duty at the gate the previous evening at about a quarter to eleven. Three artificers came through the gate. They received their passes and went on. The men were cheery and jocular and they appeared quite all right. They turned to the right and went on to the asphalt walk towards the Eastern Arm. Witness heard nothing until the last witness came back. Witness accompanied Mitchell in the search. For a time they could neither see nor hear anything. Witness then returned to the hut. Some ten or a dozen artificers then came into the yard and they made a search and witness was informed that the two men were lying at the foot of the sea wall. Knowing that they were injured witness telephoned for the doctor and called out the ambulance. The men were then brought up and placed on cots, and taken immediately to their ships. Witness could only suggest that the men were pushing along and they might have fallen over a loose chain. The chains were roughly three feet off the ground. The wall from the shore was about 25 feet high. Where the men fell over was about 150 yards from the gate.

Howard Vipond Deakin, ship's surgeon said he was in bed when he was called, soon after eleven o'clock, to attend the accident. The two men were just outside the

ship when he first saw them. He went to Firth, who was just alive, but bleeding very badly. He rushed to the other and found he was dead. He returned to Firth and considered that the only chance that the man had, faint though it was, was to send him to the Naval Hospital at Deal.

The Coroner: Is there no-where in Dover you could have sent him?

Witness: It would have been better to have taken him to the nearest hospital, but the Naval Hospital was at Deal and the Admiralty orders were that they should take cases to Deal.

The Coroner thought that in such a case of emergency they ought to be allowed to send the case to the nearest hospital.

Witness said he would mention it to the Fleet Surgeon. In this case however, he knew that the man was too far gone to be operated upon. They took the man to the Deal Infirmary, he was very bad the whole way over. They could only keep him alive by swabbing his throat out to prevent the blood from going down his throat. He died in the ambulance as they arrived at the Infirmary. He died from cerebral haemorrhage as a result of a compound fracture of the skull, probably due to a fall from a great height. Rule died from a fractured-dislocation of the spine. Death was instantaneous. There were other injuries of course. Death might well have been caused through falling over a wall.

The coroner, summing up the case said it might have been that the men were rollicking along the path and by some means, in some way or another, they lurched over and fell over the chains down on to the rocks. Undoubtedly the men were sober and they were not quarrelling. It was a very peculiar case and most unfortunate for they could not afford to lose such good men as these now.

The jury returned a verdict of 'accidental death,' caused through falling over the chain, in each case. The jury considered that everything possible was done by the surgeon for Firth.

The other accident involved Submarine E11 as follows:

Stoker 1st Class Henry Dench Mayne DSM O/N 293347

Henry Mayne served as a submariner from 8th December 1906 to 22nd September 1908 and from 14th November 1911 to 25th July 1915 in Submarines E9 & E11. He served in E11 at the Dardanelles and was on board for that Submarine's first patrol in the Sea of Marmora and he was awarded the DSM - as advised in the London Gazette of 13th Sep 1915

Henry Mayne was accidentally lost over board in the Mediterranean about 150 miles from Malta on 20th July 1915. E11's First Lieutenant, Lieutenant Guy D'Oyly-Hughes, jumped in to save him but Mayne was lost. D'Oyly-Hughes was awarded the Silver Medal of the Royal Humane Society in 1915 for his efforts to save Mayne.

Henry Mayne was born in Fishbourne in Sussex and he was the son of Henry and Elizabeth Mayne. He was the

thirty nine year old husband of Elizabeth Jane Mayne of Ingleside Cottage, Old Fishbourne, Chichester, Sussex. Henry Mayne is commemorated on the Portsmouth Naval War Memorial on Panel No. 8.

This Series will be continued in the August Issue of Periscope View

HMS SARACEN FOUND

(From the Daily Telegraph of Tuesday 23rd June 2015 - by Peter Allen in Paris)



Corals cover HMS Saracen on the seabed

One of the most feared Royal Navy Submarines of the Second World War has been found, seventy two years after it was scuttled off the coast of Corsica.

Photographs of HMS SARACEN lying hundreds of feet below the surface of the Mediterranean were released yesterday by Guido Gay, an Italian engineer, following a two year search.

“This morning I inspected a sonar contact found yesterday and there she is – beautifully adorned by white corals” said Mr. Gay, who discovered the ‘S’ Class Submarine in Italian waters at a depth of 1,385 feet. HMS SARACEN terrorised the German and Italian navies in the Mediterranean.

Terry Hodgkinson, a British author who has written extensively about the Submarine, said the find was “absolutely magnificent”. “It is an incredible discovery and one which will cause huge excitement around the world,” he said.

HMS SARACEN was scuttled close to Bastia, on the French island of Corsica, on August 14th 1943 after being severely damaged by depth charges from the Italian Corvettes MINERVA & EUTERPE.

Captain Michael Lumby, Captain of the SARACEN, deliberately waited a day because he did not want to sink his boat on the “unlucky” Friday 13th. This meant his entire crew staying underwater until 2 a.m. the next day before he ordered his chief engineer to open the vents with the submarines engines still running.

Earlier in the war HMS SARACEN had sunk the German U-Boat U-335 with almost all its crew on her first patrol south of the Faroe Islands. SARACEN then became notorious in the Mediterranean, launching regular torpedo attacks on Italian and German shipping and enemy Ports.

Just before her scuttling, she landed three British agents on Corsica to spy on Axis forces on the strategically

crucial island. Two of SARACEN’s crew drowned as they escaped the Submarine during the scuttling, meaning she is now an official ‘War Grave’. There are believed to be just two surviving members of the forty eight Officers and Ratings who served on board SARACEN and there is a marble plaque in the Citadel in Bastia with the Ships Badge honouring them.

Mr Hodgkinson said all surviving relatives of the SARACEN crew were being informed of the discovery, and a bronze badge honouring those who served on board will now be lowered to the wreck.

Beyond that she will remain exactly where she is, as befits a War Grave.

WATERY GRAVE OF WWII SUB FOUND

(From the Daily Mail of Tuesday 23rd June 2015)

A celebrated Royal Navy Submarine has been found more than seventy years after she was scuttled off the coast of Corsica.

HMS SARACEN was discovered by Italian engineer Guido Gay after a two year search at a depth of 422 metres (1,385 feet).

The Sub(marine) terrorised the German and Italian navies and took part in daring adventures involving Corsican resistance fighters and Allied spies.

Author Terry Hodgkinson, who has written about SARACEN, said: It is an incredible discovery and one which will cause huge excitement around the world.” The pictures were sent to the Royal Navy Submarine Museum in Britain and have now been positively confirmed as SARACEN.

HMS SARACEN was scuttled close to Bastia on the French Island of Corsica, on Saturday 14th August 1943 after being severely damaged by depth charges from the Italian Corvettes MINERVA & EUTERPE.

CANAL CRUISE PICTURES

The Canal Cruise day out started off at the Navy Club at 1515 on Saturday 13th June. Instead of one 52 seater coach we had one small and one middling size coach and started off in convoy with pick-ups at the Ferry Hotel, the Ormsgill Hotel, the Strawberry Hotel, the Crofters and the Red Rose Club with a few other stops in between. There was quite a mixture of our Barrow Branch, the Duke of Lancaster’s and RAF Association Members all making up the numbers. There were a couple of unplanned stops on the way to Barton Grange for urgent calls of nature – one (surprisingly) before we even left Barrow!

Having made it to Barton on time we all embarked on the Canal Boat and headed off in brilliant evening sunshine and headed off down the canal passing the ducks, a few geese, a heron, rabbits on the bank and a variety of other wild life and passed, at one point, by another canal boat with a wedding part on board.

After we had all been served our drinks food was next on the agenda with a choice of Hot Pot, Chicken Curry or Chili – all of which went down well. I think there was a Cheese and Onion Pasty on the menu as well but I’m not sure if anybody had one!



Having arrived at our destination some of us decamped to the pub for a refreshing pint or two before re-embarking for our return trip and the entertainment – which also seemed to go down well. As you can see

from the pictures everyone seems to have enjoyed themselves.

For some strange reason the return coach trip seemed to be much faster than the journey down - notwithstanding the several urgent stops on the way to inspect the trees! We were all back in Barrow by about midnight (as advertised) although some were planning to party on into the early hours. A big thank you to Alex and Jan for all their hard work in the organisation of this event.

N.M.R.N.? – WHAT'S THAT?

Some ten years ago the concept of a National Museum of the Royal Navy was first seriously mooted. It was to be achieved by combining the four separate Naval Museums - the Submarine Museum, the Royal Marines Museum, the F.A.A. Museum at Yeovilton and the R.N. Museum Portsmouth - under one Main Board with Directors responsible for functional matters across the sites.

Following on a Working Party under the chairmanship of Admiral Sir Jonathon Band, then latterly First Sea Lord, was convened. Professor Dominic Tweddle was co-opted as the expert on museums and presumably to lead the academic input. There was a natural antipathy from many sources to this way ahead, but it became a fait accompli and the R.N.S.M. was a prime mover in accepting the change.

The biggest problem to be overcome was the integration of the various staffs under one scheme/contract of employment and this exercised a great deal of thought and time. Agreement across the board was reached and no employee was worse off than before. Some employees who may have been expecting wage increases found them frozen initially.

HMS VICTORY is now part of the N.M.R.N. whilst still being the Flagship of the C-in-C. The exposition known as "Explosion" is now under the operational control of Blockhouse and this demonstrates one of the "benefits" of N.M.R.N. in as much as there are less staff on both sites to complete all of the work involved on both sites. At this time the F.A.A. Museum at Yeovilton has not been fully subsumed into the N.M.R.N. but it will in time.

On a personal note our Submarine Museum Archivist, George Malcolmson was promoted and now has Archivist responsibility for everything except Aviation. Consequently George is not in attendance full time at Blockhouse as he was formerly.

The ALLIANCE continues to be a very big draw across the various sites but there still remains the problem of the Museum getting a bigger share of ticket sales income. It may well be that persuading visitors to come direct to us is the focus for advertising in the future. Direct entry visitors are able to spend more time fully exploring and enjoying the Museum without the constraint of catching a boat back to the Dockyard. Hopefully they may also spend more money in the Shop as well.

There are still employees across the sites who have been unable to adapt to the new environment and they seek voluntary redundancies. One such unfortunately for us

is Mrs. Isabella Stagg, the Operations Manager at Blockhouse. Isabel has been at Blockhouse for 20 years and will be leaving at the beginning of July, being much missed for her ferocious work ethic and her enthusiasm. The Advisory Panel, which consists of former Museum Trustees and a representative of the Friends of the Museum, meet every two months or so. It exists to keep alive the Submarine ethos and to ensure the Main Board of N.M.R.N. is aware of items the Panel members consider need attending to for the improvement of the Museum and the added enjoyment of our visitors. We also point out any missed dates for completion of works and items mysteriously dropped from the 'things to do' column.

It may be worth reminding the members that becoming a Friend of the Museum is good way to spend £25-00 per year providing additional and much needed support to our Museum. It isn't just another club for Officers but has Members who ranked from A.B. to Admiral!

Please note: Any views, opinions and errors contained above are mine and in no way represent the views of the N.M.C. or the Submariners Association members. If you have any questions/comments please don't hesitate to contact me

Ted Hogben, on 01634 715635 or mayted@blueyonder.co.uk.

Incidentally Admiral Band is now the President, and Professor Tweddle Chairman of the Main Board of the N.M.R.N.?

DISCLAIMER

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NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or if you wish to send me an article my postal address is listed above under Committee Members. You may also send your contribution by e-mail to me barrie@downer55.freemove.co.uk. Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the newsletter are also very welcome. The newsletter will be published in the last week of each month i.e. the last week in July for the August 2015 issue. Please ensure you have any information with me by the 15th of each month to ensure its inclusion in the next issue. Thank you to

everyone who contributed to this edition – keep them stories coming!

A Visit to Northern Ireland for the Magennis Dinner

(By Bob Faragher)

Wednesday 23rd June, the Memsahib and I set off for Liverpool airport and then on to Belfast City. All went well except I was the duty Pack horse. We had booked with Flybe. The staff were fine but the administration involved made me wish we had gone on the ferry.

On arrival we were met by Gerry Haig of the NI branch. He kindly took us to the Premier Inn, Carrick Fergus, joined us for a drink and then left us to get settled. That evening Gerry collected us and took us to his home. He lives in a very attractive 18th century terraced cottage set in its own attractive grounds. We met Sadie, his wife, and spun a few yarns. I noticed a certificate awarded for bravery on the wall. It was for jumping in to the dock to save a young girl from drowning who had fallen off the Ferry. Since the name on the certificate was Gordon Alfred Haigh I asked who this was. It turns out that this is actually Gerry's real name. He explained this by telling me that his Dad was an alcoholic and had called him after his favourite booze i.e. Gordon's Gin, Alfred Guinness, and Haig's Whiskey.

After this entertaining visit, Gerry took us to his local pub, The Royal Oak, where we spent an excellent session testing the quality of the local black gold (Guinness). It was a beautiful evening and I spent the remainder of it pushing the wheel chair from pub to pub back to our accommodation.

The following day the weather had turned very British and was cold with it. We filled the day in visiting Lilian's strange family. We discovered a number of events were due to take place locally over the weekend. The tall ships were due to arrive in the Lough, the Red Arrows were going to fly down the Lough and the Armed Forces Day Parade was to take place in Carrick. As seems typical in Northern Ireland, you should never accept anything on face value as we were to discover when the weekend arrived. Friday arrived, so we spent the day looking round the marina and the dock area. I was interested to find a Royal Navy patrol boat tied up alongside - HMS Express. There were at least four rather tasty scantily clad young ladies sitting about on board. I thought this rather strange. However, I had a yarn with a young Lt who was the C.O. Apparently, it turned out to be a training vessel teaching navigation. There were only 5 crew, the remainder were students. I asked about the Welsh dragon painted on the bridge, and was told it was actually attached to Cardiff University. A different Navy to the one I remember.

Friday evening, we proceeded to City Hall. I was a little concerned about how I was going to manage with the wheel chair but as it turned out the facilities were excellent. We were dropped off at the rear of the building where others were gathering. I noticed at least two other people in wheel chairs - this relaxed me a little.

For anyone who has never been in Belfast City Hall it is an incredible building and if an opportunity arises for any one visiting Belfast you should try to get a tour of the building. You wouldn't regret it. We proceeded in to the reception. Each door opened automatically for us and we were escorted up in the lift by very helpful staff. We were given a wine reception. Don't know what sort of wine it was but we drank it anyway. Davy George found us and we had to pose while he took our photographs. There were lot of people there - it was obviously going to be a very well attended event. Also while at the reception we met Dave and Fiona Barlow. It was good to see them since I had no idea anyone else would be attending from Barrow - the reason being I sadly missed the last meeting due to having to attend FGH to have my stern tube inspected.

Dinner was served in the Grand Hall, it was excellent. We shared a table with Gerry and Sadie and a couple of others. We were situated near the stage where a string group were playing chamber music. I don't think I'm being to unkind when I say that chamber music can be provided to excess. At the end of the dinner the formal speeches started led off by an Admiral whose name escapes me? All I remember about him was, like policemen, he looked far too young. The whole thing was extremely well organised and enjoyable. Some of the guy's complained about there being no bar. That didn't bother me because I didn't want to be lifted for being drunk in charge of a wheel chair.

On Saturday there was a wreath laying ceremony taking place. We didn't attend this as it meant another run into Belfast and I was about goosed pushing the wheel chair. Since we understood there was to be an Armed Forces Day Parade, Red Arrows and Tall Ships passing Carrick we decided to watch that. However, as stated previously, in Ireland don't accept everything you are told. The Armed Forces Day Parade actually took place in Ballymena, the Red Arrows turned out to be the following weekend as, also, the Tall Ships. However we did see two Tall Ships, but they didn't get as far as us - they put in to Bangor to wait next week's sail past down the Lough. We decided to visit a few bars instead.

That ended our visit to Northern Ireland. It was extremely enjoyable and informative. We will certainly go again!!!

HMS VALIANT 50th BIRTHDAY

HM Submarine VALIANT was first 'Commissioned' in 1966.

This is an advance notice of VALIANT's 50th Birthday Celebration and Reunion to be held in Devonport Dockyard and HMS DRAKE next year on Saturday 13th August 2016 at mid-day. It is hoped that Ship's Companies from all of VALIANT's Commissions will be represented. Further details will be posted on the VALIANT Association Website in 2016.

Many Thanks
John Jacobsen.

THE FOXFIELD RUN ASHORE PHOTOS



Drunk Driver - True story from Australia?

(Story supplied by Ian Walsh)

Only an Aussie could pull this one off! A true story from Mount Isa in Queensland?

Recently a routine Police patrol car parked outside a local neighbourhood pub late in the evening. The officer noticed a man leaving the bar so intoxicated that he could barely walk.

The man stumbled around the car park for a few minutes, with the officer quietly observing. After what seemed an eternity and trying his keys on five vehicles. The man managed to find his car, which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night). Then flicked the indicators on, then off, tooted the horn and then switched on the lights.

He moved the vehicle forward a few metres, reversed a little and then remained stationary for a few more minutes as some more vehicles left. At last he pulled out of the car park and started to drive slowly down the road. The Police officer, having patiently waited all this time, now started up the patrol car, put on the flashing lights, pulled the man over and carried out a breathalyser test.

To his amazement the breathalyser indicated no evidence of the man's intoxication. The Police officer said "I'll have to ask you to accompany me to the Police station - this breathalyser equipment must be broken."

"I doubt it," said the man, "tonight I'm the designated decoy!"

CROSSED THE BAR JUNE 2015

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Taunton Branch & Submarine Officers Association	7 th June 2015	Christopher John Edwards	Commander (E) (MESM)	N/A	86	Submarine Service in TOKEN (EO), TEREDO (EO 1954), TABARD (EO) & SM4 (EO 1964)
Non Member	9 th June 2015	John Shepherd	LME	TBA	69	Submarine Service in AMBUSH, RENOWN (P) (1st Commission Crew) on 15th Nov 1968, REVENGE (S), COURAGEOUS (79 to 82), SWIFTSURE & DREADNOUGHT
Submarine Officers Association	20 th June 2015	Ian Patrick Hiley	Commander (L)	N/A	85	Submarine Service including TACITURN (LO), SM4 (L) & SM1 (DLO)
Sussex Branch	June 2015	Frank E Deadman	Able Seaman	P/JX 173698	99	Submarine Service from Apr 1943 to Dec 1945 in SEALION, H43, P553, SEAWOLF & U-190
Australia Branch	June 2015	W (William) Carr	ME1	P068011	71	Submarine Service from 1965 to 1971 in TALENT, TRUMP, TABARD, ORACLE & OTTER
Manchester Branch	June 2015	E F (Frank) Dyer	Able Seaman (UC3)	TBA	79	Submarine Service from 1955 to 1957 in SEASCOUT & TALENT
Australia Branch	June 2015	D T (Derek) Jones	Petty Officer (OEL)	TBA	72	Submarine Service from 1962 to 1970 in NARWHAL, TABARD, TACITURN & TIPTOE
Manchester Branch	June 2015	A J (Tony) Parkinson	Chief Petty Officer MEM (L)	D070945C	69	Submarine Service from 1971 to 1980 in ONYX & RORQUAL
Hull Branch	June 2015	A (Alan) Stark	Stoker 1 st Class	P/KX 725638	88	Submarine Service from 1944 to 1948 in TACTICIAN, TRESPASSER, TALENT, AURIGA & SAFARI
Leicestershire Branch	June 2015	Joseph Robert (Joe) Stockton, DSM	Leading Seaman (HSD)	D/JX 147792	95	Submarine Service from 1940 to 1947 in THUNDERBOLT, SUNFISH, P41, TIGRIS, UNBENDING, TERRAPIN, TAPIR & TACITURN

K26 – THE STEAM SUBMARINE (Part One)

By Jack Phillip (Nick) Nichols O/N J98553

"Good morning". It is the 8th of January 1974 - a Tuesday - and at my side are two diaries - one for 1929 - one for 1950. I notice my handwriting was bold and round at the time, although I had finished with school some ten years before that date.

My hat size - six and seven eighths, size in boots 8-6s. My feet are flatter now, a bit longer, but I no longer take note of

the circumference or diameter of my head.

January, 1929. The crisis year. The King - George V. I was a seaman aboard H.M. Submarine K.26. A Leading Torpedoman trained in H.M.S. VERNON and H.M. Fort Blockhouse to work with torpedoes, mines, and the electrical equipment of submarines.

A nobody with a number, the prefix J meaning 'A Seaman', the five figure number giving a clue to the number that had gone before me. I had trained in 'H' Class and 'L' Class submarines. I had my notebooks, and diagrams, my drawings and the all-important details of what went on in these two types of widely differing submarines. The 'H' type being of American design and the 'L' type very English, indeed it was said to be an enlarged version of the 'E' Class. A very successful class in the First War.

I took passage in HMS DARTMOUTH out to Malta to my first operational submarine, joining it via the CYCLOPS, the Submarine parent ship. The Spare-crew regulating Cox'n said, "K.26 - join sartnoon". I packed my bag and staggered down the gangplank.

A Quartermaster there obviously thought I was going to go across the next plank and aboard an 'L' boat. I stood there feeling in my slum for my draft chit. Here it was, the Quartermaster smoothed it out. "Vice Snaesby K.26", he read. "ang on here", and he went below through the For'd Torpedo hatch. A few moments later a boyish looking Sub Lieutenant came up the hatch and the Q.M. followed him. "Shun, Able Seaman.....log torpedoman joining sir". The Sub blinked a bit, I guessed he had been asleep when the Q.M. had called him. "Hev you got all your geah". "Yes Sir!" "Carry on then". I saluted, lifted my hammock and treading on one of its nettles I fell down. The Sub. smiled as he slid down the hatch, I had entered on the wrong foot. The Q.M. laughed, said "Upsy daisy" and obligingly carried my bag along the tank tops aft. He said, "under below" and threw my bag down the motor-room hatch. I followed the bag with my hammock and went below. The Q.M. said, "See the Cox'n after quarters. "I was in the Motor room of an entirely different type of submarine to those I knew about. I had of course seen K boats a few years ago, before an economy minded Government had thought fit to scrap them because of their high running expenses. They had kept just one and this was it. Let me explain. The 'K' Class - dating from 1916 were unusual, at that time because on the surface they used steam power. K.26, the last one had been laid down in 1918 and only very leisurely completed. So here it was, in Malta, tied up alongside the CYCLOPS with two stumpy funnels sticking out of the top and a lot of flat casing space that looked curious. Three four inch guns, and two hydraulically operated wireless masts and a conning tower that looked like a Wren pulpit surrounded with brass rimmed portholes. The fore-end sloped up like a whale's back to a little bull-ring and a tall jackstaff. It looked like one of two things - a large destroyer pretending to be a submarine, or a large submarine pretending to be a destroyer.

I found Snaesby in the Motor room mess. I said, "I'm your relief". He replied, "You play football?" I said, "No, I don't, I do have a go at water-polo." Snaesby said, "It might help in the summer, but I'm centre half and we'd asked that dumb Cox'n in the CYCLOPS if he could work us an LTO and a Footballer in the same being see?" I saw. Snaesby took me round the boat, it being a make and mend only a couple of people were awake. We went through the Turbine Room saw the funnel operating gear which was most important as a non-shutting funnel could sink the boat in a few short minutes.

A look down the fore-ends at the six 21" tubes, and then down the Beamery (the Midship Torpedo Tube Compartment) with the four 18" torpedo tubes. "These four fish are yours" he said. I nodded. I did not welcome this news, I rather fancied myself as an electrical wizard, not so much as a mechanical operator of that bugbear of the old Navy the superheated steam torpedo. We poked around here and there, I asked nervously, "What's the POLTO like?" The POLTO of a submarine is the boss torpedo man on the electrical side. The Torpedo Gunner's Mate was the chief of the Whitehead or torpedo aide. My boss was going to be mainly the POLTO, or as the initials suggested, the Petty Officer, Leading Torpedo Operator, which somehow meant a Petty Officer who never touched a torpedo, but with his LTO's - Leading Torpedo Operators - looked after all the electrical workings of the submarine from the telephones to the motors that put the funnels up and down. "O.K." said Snaesby, "old Harrison, he's fine, good chap, always grumbling but like I say a very good POLTO". We went down the mess at a quarter to four, people were rolling off lockers yawning and rubbing their eyes. I nodded at them though there was nobody I knew. I had not been in submarines a dog watch. The motor room was fairly narrow, a big main motor switchboard each side, a long table down the centre, and cushioned lockers each side for the seamen to sit at the table, and as you sat, the big black handles of the main motors touched your back just above where the three rows of tape of your collar would come, if you were wearing that sort of gear.

Someone shouted "Quartermaster!" and held the tea urn up inside the motor-room hatch, a pattering overhead and the tea urn whipped up as the Q.M. seized, it and took it to the galley, in a few minutes the Quartermaster called down "Below there in the Navy here's your tea my lucky lobsters, not too much sugar in mine". Someone poured the Q.M. a cup of tea, dosed it with Ideal milk and up the hatch it went. Snaesby said "No wasted effort Nick, he's on watch he'd just as well wet the tea for us his messmates, good bloke Tims, he carried your bag didn't he?" As he said this the Bosn's call shrilled and Tims piped, "Hands to tea and shift into night clothing". Then he lowered his voice and called in a simpering voice "Go on cheps a jolly cup of tea, and get into your evening dress". We sat down. As I did so a big Stoker came from aft and pushed my head forward towards the table and walked across the lockers to get forward. He pushed the others in their turn and jumped down to the deck hurrying forward into the Turbine Room.

A chubby faced LTO sitting next to me said, "My name's Single, this is the only gangway at sea and we have to put up with it, some of 'em go up and round but if they push through we don't mind. They are half afraid of being electrocuted but

the fuses are dropped." I smiled, my name's Carter, always called Nick." I actually shook hands with Single, I don't know why. But I now know that he was the finest Leading Torpedoman in ten navies. He had light hair and a humorous face, he would have made a good eighth dwarf with Snow White - that is if you had shortened him a bit. Bert Single, from Bertram mind you, not after the Prince Consort.

I slid a plate out of the rack that swung over the end cylinder of an 850 H.P. centre line diesel generator and poured my tea. I sliced a chunk off a good sized piece of cheese that was on a plate in the middle of the table and buttered some bread. Single kept me talking, once a very thin apologetic stoker crept across the lockers and said "sorry mate", as he made aft to the Stoker's Mess back aft in the tail. The Cook's dished up the cups and saucers, Single ushered me up the Motor Room hatch then, we helped Snaesby up with his gear to the CYCLOPS. I took my blue collar off, I was thus automatically in night-clothing. The relief Q.M. piped "Hands to evening quarters" and I fell in with Single and his division. The POLTO stood at the front, he had a good suit on but he looked a bit worried. He said to me "Long in boats?" I answered, "Well no P.O. only just done training in L's and H's." He nodded seriously, "Don't you worry laddo, you'll soon learn to like the steam pig, and old Bertram here will put you wise. It was the first time I had heard it called a steam pig but with four smaller L boats alongside it did look like a sow with piglets. The O.O.D. came round inspecting. He raised his head saying "Name?" "Carter Sir". "Very good". I relaxed, we fell out, most people went off the upper casing but Bert nodded me over to the stump mast where they raised the wooden skiff. "Nick" he said quietly. "You mad a bit of an innocent 'fow parr' (that's as it sounded) today teatime." "That slab of cheese was sort of private. Plaskett that's the Senior Gunlayer and old Bud Fisher, the other LTO who is ashore this afternoon, buy a big slab from old Demicoli the contractor and whack it on a plate at tea time, where they dig out on it." "From time to time just as a friendly gesture like you'd give a peppermint to a friend, they will chop a piece off and stick a knife in it and dab it on the plate of someone they think might like a bit of cheese". "But it's a gift, it's not the mess's cheese". "I see" I faltered. "I helped myself to the old Military Pickle too". Bert laughed, "That's all right Nick, the pickles are on the Mess bill, you pay for them at the end of the month." I could see that Bertram was a friend worth having. It was only about two weeks later that Plaskett sawed off a generous bit of cheese and transferred it to my plate. "Have a bit of bungs Nick old man." I smiled, "Thanks Guns." We were at sea on our way to Gibraltar for the Spring manoeuvres and rolling quite a bit and the Motor room as hot as hell, but never had cheese tasted sweeter, both going down and coming up.

To Be Continued:

ANOTHER CONTRIBUTION FROM BOB FARAGER

Below is a copy of a Newsletter I used to make up daily when I was on Oracle. Gerry Haig (Northern Ireland Branch) recently gave me this copy. He must have held onto it for some fifty years. Some of our more ancient Members may be able to recognise it. We on the lower deck were referred to as 'Peasants' by the First Lieutenant - hence the title. A bit silly really since everyone in a conventional boat was on the lower deck. We only had one!!

PEASANT'S GAZETTE – ORACLE

It was noted that, with all due respect to the honourable Captain, that he started the cruise with the newest of lines in chamois waistcoats. No doubt, by the time we sail again the whole Wardroom will be in on the trend.

As yet the boat has no official barber but we have it straight from Paris that Beatle haircuts are all the rage. The Cox'n says he is willing to start styling on Monday.

A certain Fore-end man has decided to brighten up the sailor's steaming rig. His first move was to buy a twenty two guinea raincoat from Burtons. Secondly he ditched the coat and saved the lining for special occasions i.e. Steaming Rig! It was a very brave effort, Gerry, but a little expensive for the Working Class.

"PERSIL WASHES WHITEST." The question is – does it? Take a look at the L.E.M.'s nice white shirt!

HUMOUR CORNER

Seen one night in the Control Room – Boat at 140 feet Peasant A.B. Bolton on the Foreplanes, 'George' in command. Enter Peasant Soapy Chef Watson and seated himself in the Control Room Messenger's seat - noticed Peasant A.B. Bolton's hands were behind his head when, suddenly, the planes began to move. Rather surprised Peasant Soapy Chef Watson peered again over the top of his glasses. Later, with a triumphant look on his face, he turned to Peasant A.B. Bolton and said - Quote, "Ha! Ha! You can't fool me, I too can work the planes with my feet" Unquote.

NEWS IN BRIEF (S)

Asked what the best things in life are, Peasant L/Sea Peters was reported to have said "Lemon Curd butties and screaming at the Beatles!"

Is it true that one of our more senior Members is an undercover agent for the Lung Cancer Research Council?
A point to remember! 90% of all pedestrians on the roads today are caused by accidents!

SPORTS REPORT

Owing to the fact that we have only £5,000 worth of Radio Equipment on board and an inadequate supply of Sparkers (wages totalling £2,860 per annum) we could not get the B.B.C. Light Programme Sports Summary.

STOP PRESS 2122 HRS TONIGHT

NEW SCRATCHER CHRISTENED

While sitting in the Sound Room with my fellow peasant (A.B. 'Cowboy' Kerton) loud hissing and gushing noises were heard. Bodies dashing past the Sound room door brought our notice a tragic happening. The Sea Connection to the Deep Depth Gauge had a burst pipe. Because of the large crowd of observers not even "Rush Around Ginger" could get at it, but we gather he soon had the situation under control. In spite of the harassing circumstances the only damage was one very wet Second Coxswain.

To close this issue of the Peasant's Gazette, we wish to welcome out new readers and hope their stay here is a happy one.



Barrow Submariners Association

Family BBQ & Fun Day

Saturday 25th July 2015

The Crofters, Holbeck Park Avenue: 2pm – 7pm.



**Cost £5
Per Person**

(under 3's Free)

- BBQ – Top Nosh
- Entertainer: Lisa
- Disco



Children's & Adult's Games

BBQ Shirt Contest

Pirate Craft Table, Cake Decorating, Raffle,
Ice lollies and much more.

Ticket only entry – on sale from
Alex Webb (839551)

