



PERISCOPE VIEW

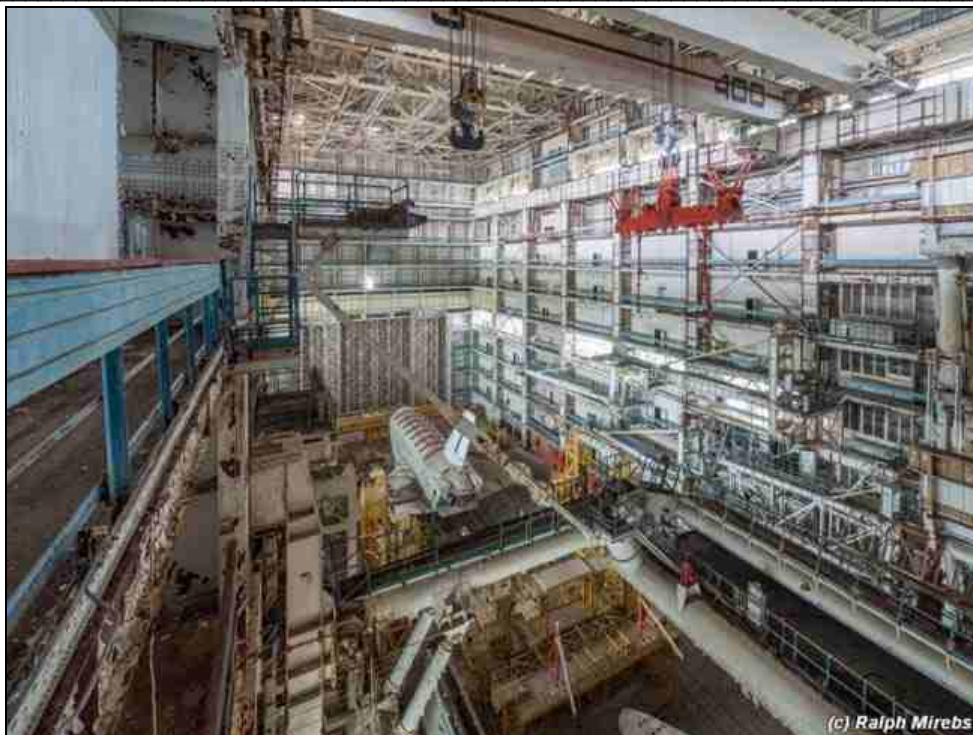
The Newsletter of the Barrow-in Furness Branch
of the
Submariners Association

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

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BRANCH OFFICIALS

Hon President:

John V Hart
01229 821831
jvhart34@gmail.com

BARROW BRANCH COMMITTEE

Chairman:

Dave Barlow 01229 831196
dave@davebarlow.plus.com

Vice Chairman:

Ken Collins 01229 823454
kc46@btinternet.com

Secretary:

Ron Hiseman 01229 828664
ronhiseman@btinternet.com

Social Secretary:

Alex Webb 01229 839551
alexjan1516@hotmail.com

Lay Chaplain & Welfare:

Alan Jones 01229 462150
alricia.jones@googlemail.com

Treasurer & Membership

Secretary:

Mick Mailey 01229 821290
Michael.mailey@btinternet.com

Newsletter Editor:

Barrie Downer 01229 820963
barrie@downer55.freemove.co.uk

Website Manager:

Ron Hiseman 01229 828664
ronhiseman@btinternet.com

Committee Members

Mick Dack 01229 823202
Mark Butchart (serving member)
m.butchart@hotmail.co.uk

Welfare Team:

Jeff Thomas & Brenda Thomas
01229 464943
jeffbrendathomas@tiscali.co.uk
Alan & Pat Jones
01229 462150
alricia.jones@googlemail.com

Standard Bearers:

Ginge Cundall 01229 586315
Ginge.c@tiscali.co.uk
Gordon Walker 01229 472613
gordonwalker77@talktalk.net

Slops

Malcolm Hogg 07768 170325
malcolmhogg@fsmail.net

Cover Picture: **Russian Space Shuttle Building in Kazakhstan**

EDITORIAL

Hello Everybody

In case you didn't notice summer has been and gone already. We might get a few more days of sunshine yet but I am not too confident about there being an 'Indian Summer' this year.

We are now getting into the season of parades and Remembrance. This month we have the Merchant Navy Day Service at the Town Hall in Duke Street on Thursday 3rd September at 1100 and on Sunday 20th September there is the Battle of Britain Parade organised by the RAF Association. This Parade marches off from the Town Hall Square and Ron has sent out 'e' mails with the details and timings so hopefully we will see you at both events to support our colleagues.

Another annual event will soon be with us and that is the Sea Cadets and Submariners Association Trafalgar Ball. This year it will be held at The Fairfield, Barrow on Friday 23rd October at 7.00 pm for 7.30 pm. The Booking Form is attached to this News Letter together with the menu choices. Please book early to support this event which helps to raise funds for our local Sea Cadets. The cover picture was supplied by Blood Reed – although it looks like the inside of the Devonshire Dock Hall it is actually an abandoned soviet era facility in Kazakhstan where the ultimately unsuccessful Russian Space Shuttles were built. If you look carefully there is a Shuttle in the centre.

Regards to all,
Barrie Downer

CHAIRMAN'S REPORT

Hello All

It has been a very quiet month for a change. The social scene is quiet albeit the footy hospitality outing will have taken place before you read this but after I wrote it.

Ron has sent you all a hard copy letter asking for your intentions as a result of the national subscription increase. Basically do you intend to remain a member of the Association or not? If you are and it is suitable for you to do so we also ask that you pay by Standing Order. This means that the treasurer knows in advance he is going to get his money, and it means you won't forget to

pay on time especially if you live out of the area and cannot get to any or all the meetings. However the standing order payment method is not mandatory just a preference for us. All it needs is a quick email to Ron stating your intentions. Also note that if you haven't paid up by the February meeting you will be lapsed as with the new increased subscriptions we cannot afford to pay the national fee on the off chance that you will eventually pay up. Of course if and when you do pay you will automatically be reinstated.

Earlier this month a few of us went to the park to witness the unveiling of the stone paving slab to commemorate the VC being awarded to the army officer Lt Forshaw. It was a nice little ceremony but what got up my nose is this council cannot even get its dates right. They managed to include on the official board giving the details of Lt Forshaw's VC was that it was presented in **2015!** Who proof read it I wonder? I went back a

couple of weeks later to see if it had been corrected and it hasn't. Well Done Barrow Council.

You will all know of course that Artful sailed last week. She went a day earlier than planned I suspect to wrong foot the expected protesters. She arrived in Faslane on time and starts her trials programme.

Well, that's all for now, see you all on Tuesday. **Dave**

SECRETARY'S DIT

Hi All

Well I assume that was summer, not much to shout about. My apologies for the next meeting (October) but I will be away looking for some sun.

At the last meeting the Branch agreed to take 500 pins to sell for the "We Remember Submariners" web site. I have received the pins and will split them up and bring them to the September meeting, please take as many as you can. Remember 50% of sales goes directly to the Branch funds. We Remember Submarines has support the Branch well this year providing Mollie pins and wreaths for our members who crossed the bar.

The mailshot sent to every Branch member requesting your position on the future direction of the Branch response has been disappointing. Only about 30% of members have replied. It doesn't take much to send an e-mail and it will allow the Committee to make the correct recommendations to the Branch. On Thursday

3rd September it is Merchant Navy Day at the Town Hall, if you can attend please let me know as soon as possible. Also on the 20th September it is Battle of Brittan Remembrance Parade, again if you can attend please let me know.

We have also been invited to attend the Railway Remembrance Parade to honour those Barrovian railway workers lost in the Wars. The event will take place at the Train Station on Saturday 7th November. Muster between 1030 and 1045 with a short service and tea and biscuits after. Again please let me know if you are able to attend.

Although it is a long way off yet the list is out for next year's diaries. If you want on please let me know. Don't leave it too late, as last year they ran out.

Regards

Ron

SOCIAL SECRETARY REPORT



Hi Shipmates,

August was a rest period/holiday time for most of us. However, we did venture to the Bluebirds stadium for a corporate football afternoon at the end of the month. Due to limitations on publication of the magazine the full dit and photos will be in the October issue.

Diary Check:

Sat 12th September is our race night at the Legion. This is the only one this year and is going to be a joint effort with the Furness Lions. Free entry, food and race card available for a small charge and it will be a great evening; if we can get the support it deserves. Please come along and support this, profits from this event help me organise other socials at a free or discounted cost.

Tues 6th October Branch Meeting is followed by a quiz, with the usual food being available so bring along your guests and let's have a relaxing couple of hours with some interesting questions, the chance to win some money and of course a good laugh.

Fri 6th November is the LNDD. This year at the Chequers with a Hollywood theme, I am currently negotiating the best deal I can for this function. It will consist of a black tie event with reception drink, 3 course meal and coffee, half bottle of wine and two live acts to keep us entertained. Also, we will have a photographer to capture the evening, a couple of toasts and the raffle. I have decided to keep the numbers down on this one so that it is more comfortable, therefore, if you want to guarantee your place get your name down and payment to me no later than 20th October. This is going to be a great night with a lot of celebrities and fun to be had by all, also, it is the only time in our social calendar where we can all get dressed up in our finery (including medals for the boys) and enjoy a good old fashioned dinner dance. The social fund is subsidising this event so is great value at £37:50 per person. Please also note that the Chequers has set aside 7 rooms for us at a greatly reduced price of £88 including breakfast - normal price is £112; remember to quote the function when booking to take advantage of this offer.

If the members draw is not won at the September meeting (currently at £45) then it must be won at the October meeting. If this is the case then the members draw will be conducted a little later than normal after the meeting at the half way interval during the quiz – where it will be won by a member in the room. All you have to do to win is be there and be a fully paid up member.

Don't forget the birthday boy's free beer at the monthly meetings.

Come along and support us at the meetings and the socials, remember that the branch was (amongst other things) created to be able to give fellow submariners the ability to meet up, socialise and continue the comradeship they had whilst serving.

Joke: What's the difference between a Hippo and a Zippo, one is a big heavy animal and the other is a little lighter.

Please support me and the branch at these functions.

Alex Webb

Social Secretary

SEPTEMBER BRANCH CALENDAR

Branch Meeting	Tues 1st September
Merchant Navy Day	Thurs 3 rd September
Race Night	Sat 12 th September
Battle of Britain Parade	Sun 20 th September
Committee Meeting	As Required

BRANCH BIRTHDAYS SEPTEMBER 2015

R. (Dick) Watling	05/09/1936
P.D. Dismore	06/09/1948
R. (Gabby) Hayes	09/09/1945
D.J. (Dave) Oakes	09/09/1954
G. (Glen) Stevens	10/09/1949
N.A. (Nick) Rowan	12/09/1967
D. (David) Smith	25/09/1949

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

SUBMARINE LOSSES OF WWI

This is a series listing Submarine losses month by month during WWI, Crew Members lost and other Submariners who died. One Submarine was lost in September 1915 and this was:

Submarine E7

On 4th September 1915 Submarine E7 was attempting a passage through the Dardanelles into the Sea of Marmora when the starboard propeller became entangled in the anti-submarine nets at Nagara. Despite all efforts the submarine was unable to break free and to avoid being depth charged to destruction the Commanding Officer surfaced the submarine to abandon ship and then scuttled the submarine. All of the crew survived and were made Prisoners of War. However four of the crew (asterisked below) died in captivity. The crew was made up of the following personnel:

Officers:

Lt Commander the Hon. Sir Archibald Douglas Cochrane, Royal Navy
Lieutenant John Scaife, Royal Navy (Retd)
Acting Sub Lieutenant Irvine Muirhead Twyman, RNR

Ratings

PO Officer Edward Websdale, DSM O/N 182183
PO Robert Walter Sims, DSM O/N 179585
PO Louis Anthony James Dalnoky O/N 174160
Petty Officer Tebbitt O/N TBA
L/Sea Ernest Alfred Gwynne O/N RAN 7475
L/Sea William George Dempsey DSM, O/N 215684
Leading Seaman Reginald Hooper O/N J327
Able Seaman William Reid O/N 214966*
Able Seaman Percy Charles Ross O/N 233417
Able Seaman Jack Richard Smith O/N 233822
Able Seaman William Henry Matthews O/N 216454
L/Signalman John Herbert Godfrey O/N 233750
L/Tel Thomas Milner James Parkhurst O/N J8151 (Po)
Tele Albert Edward Parodi O/N J12264 (Po)
Acting Chief ERA2 John Henry Harrison O/N 271342
ERA Herbert Macklin O/N RNR/EA/927
ERA Asher Coates O/N RNR/EA/1969*
ERA3 G McC McDonald O/N 271951 (Po)
Ch Sto Edward Charles Taylor DSM O/N 283225*
L/Sto Frederick James Hubbard O/N 310854*
L/Sto Henry William Pope O/N 305208
L/Sto Archibald McCullough Wilson O/N RAN 7501
Sto 1 Herbert Blanchard O/N K4093
Sto 1 Ernest Osborne O/N K769
Sto 1 William Edward James Johnson O/N K9390
Sto 1 Alexander Doyle O/N K2079
Sto 1 Douglas Murray Barton O/N K3769
Sto 1 Percy Edward Coker O/N 311380
Sto 1 Frederick Myers O/N K6507

Of the above Ratings there were two Australians (Gwynne & Wilson) who had recently returned from Australia in Submarine AE2. They left AE2 in April 1915 before that Submarine was lost in the Sea of Marmara on 30th April 1915 but now joined their former crew mates in captivity. ERA Asher Coates was a native of Barrow in Furness and the following appeared in the Barrow News of Saturday 18th September 1915:-

ABOARD THE E7 BARROW ARTIFICER BELONGING TO LOST SUBMARINE PRESUMABLY A PRISONER LAST HEARD OF IN MALTA

Barrow is again compelled to take an especial interest in the fate of Submarine E7, which, according to an enemy claim, has been sunk off the Dardanelles, and officers and crew made

prisoners. Mr. Asher Coates, of 92 West View Road, has been on this particular craft as an Engine Room Artificer for some time, and presumably he is among the men who have fallen into the hands of the enemy. September 4th was the last date on which the Admiralty had heard from the submarine; but some few days earlier she was at Malta, as is proved by a letter which Mrs. Coates received from her husband on Saturday last. It was dated August 29th, from Malta, and stated that they were about to leave that place. Only so recent as Monday last Lieut.-Commander Cochrane was awarded the D.S.O. for services in the submarine in the Sea of Marmara, where he did great damage to enemy shipping, and after blocking the railway line at near Kava Burnu by bombarding it from the sea, shelled a troop train and blew up the ammunition cars attached to it.

In an earlier letter home, Mr. Coates was apparently aware that his 'skipper' had been singled out for some distinction of the kind, and he was of the opinion he fully deserved it.

Artificer Coates is a Barrovian entirely. His mother lives on the Promenade at Walney. He served his apprenticeship at Messrs. Vickers Limited, and when the firm built the Peruvian vessel Coronel Bolognel he offered himself for three years' service in the Peruvian Navy. On returning to Barrow he resumed work at the Shipyard, and it was December last year before he could succeed in getting away from his work for submarine service. At first he was stationed at different naval depots and was associated with submarines of the D class. After a period on H.M.S. ADAMANT he was finally transferred to E7 in April.

One other Submariner was lost in September 1915. Submarine E2 (Lieutenant Commander David de B Stocks) was operating in the Sea of Marmora when the First Lieutenant was landed to carry out sabotage operations behind enemy lines. He was never seen again. He was:

Lieutenant Harold Vernon Lyon, Royal Navy

Harold Lyon was appointed to HMS DOLPHIN 'additional for the Submarine Course' on 13th January 1913. On completion of the Submarine Course he was appointed to the 4th Submarine Flotilla Depot Ship HMS ARROGANT at Portsmouth on 21st April 1913 'for Submarines'. His next appointment to the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla at Harwich 'for Submarine E2 as First Lieutenant' followed on 23rd June 1914. In 1915 Submarine E2 was sent to the Mediterranean to support operations at the Dardanelles. Lieutenant Lyon went missing on 8th September 1915 when he was landed from E2 in an attempt to blow up a railway bridge near San Stephano (a similar feat to that performed previously by Lieutenant D'Oyly-Hughes of 'E11'). Lieutenant Lyon was never seen again. Harold Lyon was the 25 year old

son of Alfred Owen Lyon and Adelaide Owen of 3, Neville Terrace, South Kensington, London. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 7.

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

HMS ARTFUL

The third Astute Class submarine, ARTFUL, has moved out of Devonshire Dock in Barrow and hundreds of people lined the dockside to watch the hunter-killer sub leave.

Crowds gathered to catch a glimpse of one of Cumbria's most impressive engineering feats. The sun shone down on Buccleuch Dock in Barrow as hundreds of people assembled to wave their flags as the third Astute Class submarine ARTFUL edged her way from Devonshire Dock where she had been moored.

The start of the 7,400 tonne hunter-killer submarine's exit attracted hundreds of people who lined the dock to bid their final farewell to the impressive vessel. The submarine, which took eleven years to build, has been a striking sight in the town since her roll-out in May 2014. When ARTFUL finally left Barrow she made her way north to Her Majesty's Naval Base, in Faslane, Scotland, where she is undergoing sea trials under the control of her Commanding Officer, Commander Scott Bower.

DISCLAIMER

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

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!

YOUR HELP NEEDED

Finding stories for Periscope View every month is sometimes not all that easy although something comes to hand – usually at the last minute. I have a similar problem when putting together the quarterly issues of In Depth.

I had a letter a short while ago from Association Member and WWII Submariner Ted Hancox, encouraged by his oppo Bernard Quinlan, who finally decided to put his memoirs on paper – and had them published as 'From Matelot to Miner'

That got me thinking that many of our Branch Members will have stories to tell of their time in Submarines. Although you might think most of your time in boats was of limited interest you will all have witnessed events and taken part in trials, exercises and been involved in various emergencies over the years.

You might think that your experiences were all fairly hum-drum but sometimes even the most mundane day to day business and issues will be of considerable importance to future historians.

So, the question is, have you got time to write down your memories of your time in Submarines? A few years ago the Gatwick Branch published three books called 'Submarine Memories', 'More Submarine Memories' & 'Even More submarine Memories'. Those books proved that the stories are there. We as a Branch might be able to do a similar thing. So come on, put your thinking caps on, dig out all those old photographs, Commissioning Brochures, Crew lists and papers, try and remember the names and ranks/rates of all your old oppos and get it all down on paper and send it to me. I will use as many stories and photos as possible in the Newsletters and see if we can find enough material for a book.

Over to you!

Barrie Downer

HMS ALLIANCE 70th ANNIVERSARY OF LAUNCH

Former shipmates of submarine HMS ALLIANCE got together for an emotional reunion on Friday, July 31 at The National Museum of the Royal Navy's (NMRN) Royal Navy Submarine Museum, Gosport, to commemorate the 70th anniversary of its launch.

Former submariner and museum volunteer guide Terry Fearnley, who organised the event, said: "Following the refurbishment of HMS ALLIANCE last year, I felt that all former crew should have the opportunity to experience the brilliant work carried out by the contractors and museum colleagues.

"I am extremely proud of the response we received and was eager to meet up with shipmates. It was an emotional day and it is something I will not forget for a long time."

Around 130 former crew members attended the event, travelling from as far away as Australia and Canada, plus a couple from France. There were also representatives from the Wardroom with at least four former captains.

A special lapel pin was been commissioned for the event. Terry served in the Submarine Service and spent three-and-a-half years on ALLIANCE from 1968-1971, leaving her as a Leading Marine Engineer.

He added: "I thoroughly enjoyed my time serving on her with a fantastic crew, full of camaraderie. As a Volunteer Guide I feel so proud to show visitors around my home and privileged to be able to do so. All the volunteer guides are former submariners and they all give a great account of ALLIANCE and the Submarine Service."

Built at Barrow-in-Furness by Vickers-Armstrong and launched in 1945, HMS ALLIANCE was one of fourteen 'A' class submarines built for service in the Far East during the Second World War.

Commissioned into the Royal Navy in 1947, ALLIANCE had a long and distinguished career of over 28 years that took her all over the world.

ALLIANCE is the centrepiece of the museum and is the official memorial to the courageous men who fought in similar boats for the freedom we enjoy today. The submarine experience is brought to life by a guided tour enhanced by the first hand experiences of retired submariners, many of whom served in this class of boat.

THE SUBMARINE HERITAGE PAINTINGS COLLECTION

Various Members have recently asked what has happened to the Submarine Heritage Paintings Collection and what the future plans are. As you may recall the collection was originally organised by a small Committee consisting of, amongst others, Bill Cole, Dave Tull, Dave Jenkins, Ted Budgen & Terry Spurling. The original idea was for a collection of paintings of all classes of Submarines built at Barrow for the Royal Navy. The Committee organised sponsors for all of the paintings which were then commissioned from local artist Tom Murphy. Later the collection was expanded to include paintings of Submarines built by Vickers for 'Foreign' and 'Exile' Navies and later still to include a series of 'Decade' paintings to showcase other Ships and Submarines built by the Barrow Shipyard over the last 120 years.

The original intention was to exhibit the Collection on a permanent basis in the proposed Submarine Heritage Centre in Barrow. The Paintings Collection was completed but, as Members will know, the Heritage Centre never got off the ground.

So where is the Paintings Collection now? As the SHC never came to fruition the Paintings were all carefully wrapped and, for safety, placed in the custody of the Dock Museum and are currently stored in the Town Hall. However a small number of paintings are on display in Committee Room 4 in the Town Hall, two are 'on loan' to the Sea Cadets and are on display in Dundee Street and in their Boat House and one painting is 'on loan' to the sponsor and is on display in the Navy Club.

The Paintings Collection was recently 'audited' by Caitlin (the current Dock Museum Curator), Jake from the Town Hall and myself, Barrie Downer. All the paintings

were sighted except for one and those seen are in good condition - except that the glass need to be replaced in two cases.

What is needed now is to identify a location where the whole collection can be permanently displayed and available to public viewing. Any suggestions on how this can be achieved will be given full consideration. In the meantime the Dock Museum has suggested dates for a short term Exhibition in the Dock Museum next year – currently the dates suggested are from 10th September 2016 or from 9th November 2016. The first date could be tied in with the anniversary of the loss of Submarine AE1 on 14th September and the second date could be tied in to Remembrance Day. Volunteers to liaise with the Dock Museum to help to organise the Exhibition should make themselves known to the Branch committee.

Youngsters don't want to serve on Royal Navy Submarines because they can't log on to Facebook while under the waves

By James Dunn for Mailonline - 3 August 2015

Submariners spend up to 90 days under water on tours lasting up to a year. It's a problem for the Navy which saw 1,740 sailors quit early in 12 months. Consultants helping recruit says people now want better work life balance. Submariner role asks too big a lifestyle change for social media generation.

The Royal Navy is struggling to recruit young people as they are no longer willing to tolerate the isolation of underwater life.

The news has emerged as part of research by PA Consulting which has been trying to help the Royal Navy tackle its staff shortages.

It's part of a wider trend that has seen all the armed forces struggling to meet recruitment targets as the social media generation expect more from their employers. Nick Chaffey, head of defence consulting, told The Sunday Telegraph that society has moved faster than we think over the last few decades. 'For example, the fact that if you are a submariner, you are locked in a tin can under the water and that's it for at least a considerable chunk of time. You have got a dis-connect between the needs of the role, and potentially the excitement of the role and the expectation and demands of the next generation of employee.'

The firm claims that young people now expect more from their employers, change jobs more often and look for a better work life balance.

It has led to a slowing in recruitment and swathes of soldiers, sailors and airmen leaving the ranks which has meant numbers have dipped below the government's downsizing target of 82,000 three years before the deadline. This is despite multi-million pounds media campaigns to attract new recruits.

Submariners can expect to spend up to 90 days underwater at a time but tours can last nearly a year, with six and a half months spent submerged.

In the Navy, 1,740 sailors quit early in the last 12 months, higher rate than in the Army or RAF.

Mr Chaffey said it is becoming increasingly difficult to attract bright young people when they are expected to make such a drastic change to their lifestyle.

CROSSED THE BAR AUGUST 2015

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Barrow in Furness	6th Aug 2015	Roger Fry	Med Tech 1	M975855A	72	1963 to 1982 in EXCALIBUR, OBERON, CONQUEROR (1st Commission Crew), VALIANT, SOVEREIGN & SPLENDID
Submarine Officers Association	August 2015	Nicholas Richard Edmund Harrap	Commander (X) (SM)	TBA	TBA	ONYX (CO), UPHOLDER (CO) & SPARTAN (CO)
Australia Branch	August 2015	Fred R Tuckwood	Chief Petty Officer Coxswain	TBA	TBA	1948 to 1968 in ALCIDE, ANDREW, ALLIANCE, TEREDO, SOLENT, SCOTSMAN & TACITURN
	4 th Aug 2015	Mary Wetton				Widow of former Branch Member Alex Wetton

K26 – THE STEAM SUBMARINE (Part Three)

By Jack Phillip (Nick) Nichols O/N J98553

Chapter 3 BATTERIES

(I feel there ought to be a subtitle to this: - The Submarine LTO's Cross)

The lead cell battery made the submarine a practical proposition but at a price. It is a heavy, dangerous, and bulky device, full of a corrosive liquid, and often exudes an explosive and sometimes a poisonous gas. K.26 had three main batteries distributed around two large battery tanks of very modern design. Most submarines had their batteries in tanks, but the top of the tanks were thick wooden boards that had to be lifted for even simple jobs like topping up with distilled water.

In K.26 there was room for a normal man to crawl all over the battery to the utmost single cell. The normal man, generally sweating gently, was able to get shocks from a very low value up to as far as about 260 Volts D.C. depending how his various parts touched the battery connections and the metal work of the tank. An L.T.O. could take a distilled water hose down a battery tank in K.26 and top up the whole 333 cells in a remarkably fast and efficient manner. The odd splashes had to be mopped up and he was a little cramped. He could not for instance throw his head back until it touched the tank roof, because a shock through knees and scalp gave him painful flashes behind the eyes and uncomfortable twitches. The lighting down the tank had to be of very carefully made circuitry, a piece of ordinary braided cable dropped across two cell connections meant a molten metal stream and a dangerous short circuit, perhaps even an explosion if the battery was still gassing. As the tank was an absolutely close riveted steel box with quite a small round access hatch an explosion could rip the tank apart. So the fans were important, the valves had to be fully open right through when the batteries were charging; for a long time after they had stopped charging and at regular intervals every day of the year. The dangerous mixture of air and hydrogen was vented by the fans up through a trunk in the conning tower and so overboard. When about to dive, this trunk was shut and various other valves in the fan trunking shut off. If not opened fully at the right time the mixture could accumulate and a spark would be all that was needed to cause an explosion. The operation of a switch, a small short circuit, a lowing fuse, all could set it off. The risk was there, you developed a routine of trying valves, and no smoking was allowed. Maybe eight out of every ten people in K.26 never saw a single cell of the battery in their two years' service in the boat, but there it was, confined below with almost as much destructive power as the ammunition the magazine

The cells were about half a ton in weight and made by the Exide Company on a principle they called ironclad, though of course no iron entered into their construction. This was a trade name for a certain type of patent separators. Each cell joined to its neighbour by three big lead coated copper bars that had to be screwed down with huge lead and brass terminal nuts using a 3 foot long spanner with a special bend in it, and a tubular rubber insulated handle. They had to be tightly screwed down because with the high currents involved an arc could form at a bad connection and burn the connections away. A set of three connectors anywhere in the battery could easily be carrying two thousand amperes/generally when charging or when main motors are running full speed. From time to time, specially treated chemical papers were placed in the fan trunks. When removed, the papers were examined by Admiralty Chemists, the most sought after impurity seemed to be arsenic. Cells of standard batteries might be thought to be identical as to weight, chemical composition, strength but no. For no reason at all a cell will after some time differ from its neighbours. It will register a different voltage, or its electrolyte will show a widely differing density. A sick cell is treated in various ways. If voltage and density of a cell are both low there is a machine called a booster or reducer, a double purpose machine which can be tapped on to such a cell and give it a little local charge whilst it still remains in the battery like a child in a group being given a fattening diet. Sometimes this works, not always, and a really unhealthy cell has to be removed and a new one inserted. As the hatch is over just one small part of the battery a pattern has to be worked out for the removal or juggling round of all the other cells between the hatch and the sick cell remembering that each cell weighs half a ton and has to be disconnected, lifted a few inches, slid round on an overhead rail, lowered, another cell lifted passed by, and so on, until the bad one is out, the new one in, and the others juggled back. This sort of thing, together with cells that for no reason crack their containers keeps a few LTO's busy with the POLTO murmuring 98 to position of 96, 93 to 95 etc., struggling to make the minimum of complicated moves. With a dockyard crane however, it can be simplified as the crane will take the cells up one by one and put them down on the jetty, and load them back one by one when the LTOs are ready. During the interval the load of the boat must be put on the other two sections of batteries. The batteries are actually divided in K.26 into one hundred and eleven cells in series forming one battery, another hundred and eleven in series the second battery, and the third battery is formed of one hundred and eleven cells in series too. Then, in normal times the three batteries are connected in parallel. So the normal voltage of the K.26 mains were - with no charge on to raise it - 224 volts nominal. In harbour the lighting, electric, cooking, motors, fans, drills etc. all worked from 224 volts D.C. But, when the batteries are put on to charge the voltage rises and very many things are critical, they are made for 224 volts, they need it, they must not be over-run. Take lighting - the normal voltage electric lamps in the Navy were 100v or 220v. No 100v supply in K Class subs or L Class subs, but in H Class yes. Disregarding them we come back to K.26 in which we have this double purpose machine called a milking booster or a reducer. When the voltage starts to rise on the battery a switch puts the reducer armature in circuit with all the things that need 224 volts to live. The booster has another armature, a motor armature which is fed by the increased voltage and raises its speed as the voltage rises. The other armature simply develops a voltage in opposition to the increased battery voltage and keeps the lighting, compass, and some other circuits going happily on 222 volts or so. Thus the bilge pump may be happily chunking round on 245 volts, as it's designed with that latitude and the lighting is no brighter than usual. No power is lost, everyone is happy. The fuse boards are marked C.V. for Constant Voltage - the others V.V. for Variable Voltage. The Main Motors are naturally variable voltage. A word about Main Motors in K.26. Four in Number, two on a shaft, port and starboard, with clutches and gearboxes because a Turbine drive has to be matched to an Electric drive. When the boat is steaming on turbines a pair of motors can be clutched to each propeller shaft and then a charge put on the battery at maximum, about 6,500 amperes. But you can't charge this way in harbour. In harbour you can use your diesel dynamo set and charge at 2,000 amps which means that with no steam at all, you can slowly proceed on the surface with the battery floating, and the main motors driving the screws. Diesel subs of K.26's time could not reverse their engines. K.26 could go astern on her

turbines with as much urge as forward. L. Boats only went astern on their motors not as powerful, but with good LTO's, very smartly. An L.T.O: on passage stood by the motor switchboard four hours at a time waiting for the telegraphs to ring down astern. Like Sandy MacPherson at the organ, he was instantly available. From time to time he was tested. The Captain or O.O.W. rang down 'Astern' and started a stopwatch as he did so. If the engine room were smart in getting the engine clutches out, he could leap from side to side making switches in quick succession. He never knew if it was "for real" with another boat perhaps across the bow. Collisions between boats have been mercifully few. There are a few smaller batteries in K.26 - some nickel-iron ones inside emergency lamps of lighthouse shape, very similar to the miner's lamp. The wireless batteries for H.T. were single Leclanche cells connected in series up to 50 volts, and large accumulators for 6 volt filament lighting. The acid from the main batteries used to bring about holes in the LTO's overalls and cauterised any cuts he had in his skin. A submarine without a single battery is a thing much to be desired, but the main battery was a good source of power for a clandestine wireless set, but that is under another heading.

Chapter 4 SEAMEN

Ah yes, Seamen, you remember the ones with the 'J' prefix. They were taken in, and that is no exaggeration, as boys at 15 ¼. In this soft state between callow schoolboys and first shave, with Nelson, Jellicoe, Tromp, Drake and Holbrook, still in their minds and if you don't dig Holbrook I recommend you read him up in First World War history, the Admiralty set a trap for them. "Good pay and prospects" that was the outstanding bait. Off, if fit and able to write, spell, count, see well, to a school called Shotley, near Harwich.

Sorted, counted, taught, mustered, managed, lectured, humoured, and given a bit of pep talk, they separate gradually into two main lots, or groups. General school or Advanced class!

The Advanced class are, or were, given a choice. They were told you can be a boy telegraphist, flash messages through the ether (if such a thing exists), be a signal boy and make antics with a pair of hand flags so that a man two miles away can correct your spelling, or you can elect to be a man who fires, or helps to fire a gun at his country's enemies when required, or even aspire to be a torpedoman - who between hopefully firing torpedoes and praying that they float at the end of a run, spends many pleasant hours just looking at some piece of electrical apparatus that does not work. By some miracle best known to the Admiralty, or may be kept secret from them, Advanced class boys often proved no better than their General school comrades, and the selection into two baskets seems to serve no purpose, except that in a general way it seems that Sparkers and Buntings have cleaner fingernails and are more likely to be described as toffy-nosed than are Seamen pure and simple. So may be the sorting out does something, a Seaman working; say at painting ship on a stage with another Seaman who is too fingernail conscious is likely to be ruffled if he has to wait for his oppo to finish a Fleet, because said oppo is careful in his approach to the brush. I many times thought that I should have opted for a telegraphist's key and phones, but my early reading included too many pistols and cutlasses; and I could not recollect Nelson ever using anything more sophisticated than a spyglass. So a seaman I became, and I doubled as an LTO, which meant that if I was not sorting out the innards of an electric fan or something, I could be found a nice quiet employment chipping rust from the upper casing.

I felt like a jeweller in the Burlington arcade would feel if expected to tell a Duchess, "Just a minute Milady, it's my day to sweep the pavement outside the shop".

Of course, I tried to console myself, that promotion could be expected. I did not know when. The Navy of 1929 seemed to contain hundreds of Chiefs who had served in World War One, and a lot of Indians who waited for their moccasins when they passed on. So I remained a Junior Rate, eager but unable to assume responsibility, and of course the extra money.

Well, I was a Seaman, I'd elected to be a Seaman, I had passed exams, I awaited dead men's shoes, my life was passing away. I was 24, surely Nelson was a Commodore at this age. I asked Bertram. He said "Yes he was, Nick, but he'd been in action several times". I could not gainsay that. In March we attacked the Red Fleet, fired six torpedoes. Four hits on a battleship one miss ahead, one miss astern. It made me think.

Down the after battery tank there was a little box of special attack gear. Wheels, dials, sights, scales, knobs, pushes, etc. It was engraved with our Captain's name "Garnons-Williams Submarine Attack Gear". Well here we were, Commander Garnons-Williams had just got four out of six, a damned good score, but he'd not been using his special bat. The gear was still down below. He'd been in the war, got a DSC for his service in submarines, where was his reward? Eleven years after the war he was still waiting for worthwhile promotion. I suppose it made me philosophical. He was an inventor. I could not invent a different shaped holy-stone. I knew that the next War would find me too old, I'd be pushing a hand-cart round the barracks, or be a hand in a standing funeral party or something. Our mess contained Signalmen, Sparkers, Gun Layers, Torpedomen, Seamen Gunners, the Cook and a Leading Seaman who was the Postman.

Leading Seaman Scott, Water Polo Captain, Centre Half in the Football Team and the unfailing producer of stamps and at odd times a letter. He could beam at me, "There's a letter for you Nick from your father, let's have the envelope". My father wrote copperplate, it was usual enough for his envelopes to be asked for, I gave them away like foreign stamps. The Mess was a debating society in harbour in easy reach of the fresh air, in Pieta Creek, Malta we lay on our own between buoys eighty feet from the solid wall and the road to Sliema and about 200 yards from the swing doors of the Olympia Bar which was kept by a Mr. Demicoli. Mr. Demicoli was also our contractor in Malta. Our groceries came through him he

was paid once a month. He was slightly cheaper than the NAAFI and the service, whilst in Malta, better. If you wanted a quarter of ham at ten past 12 midnight the Dghaisa man would push his boat over to 'Olymp' with a bit of paper note and the number of your Mess, back would come the ham, with perhaps a little bunch of grapes gratis. Mr. Demicoli sent his son for orders in daylight in the Dghaisa manned by old man Vassalo's grandson Paulo. Demicoli Junior would perhaps step from the boat to the saddle tank, but would not go below. It was a great pull of Demicoli's leg when Didswell - one of the Quartermasters would blow his call and pipe "Diving stations". Demicoli would nip into the boat and tremble. Then after a bit, "Dids - you pull my leg". He would approach again smiling, but no promise of stupendous orders would bring him down the Motor Room hatch. He served us well, and so did the boat man. The boat was so useful the First Lieutenant did what some of the big ships did, arranged for the Boat man to go to Gibraltar with the Fleet, the boat in the CYCLOPS, the young boy Paul (Chico) in the submarine. His grandfather signed the boat off any liability and Chico saw his first life outside Malta. He was a handy boy, only 15 and his English improved. Later he took to the sea, 'signing on' on oilers. He crossed himself both at diving and surfacing, we took no notice. When he left the First Lieut. gave him a letter of approval, which then was the aim of any Maltese.

One evening we were about to give leave when the Cox'n came round "All leave cancelled, boat is under sailing orders". He said no more, in fact he knew no more. As a chap who had no wife or sweetheart I didn't mind. The boatman was given a note or two to wives and about six p.m. we sailed. We went out darkened ship and about three hours later we anchored in Marsa Scirocco a deep inlet on the island. "Hands to supper". "Pipe Down" later. Show no unnecessary lights. Nothing on the Rugby news, we waited.

Next day a small steam boat came in towing two cutters, she anchored a mile away. "Clear lower deck" we went up to hear the First Lieutenant say "We have been detailed to come here for some secret torpedo trials, no one must talk about them ashore, just take no notice of what you see, ask no questions, on these and similar experiments may depend our success in another war, a torpedo that can't miss is our aim, and every country would like one."

Early we got our Berthon Boat out and the Second Coxswain constructed an oversize fishing net on the end of a long bearing-out spar. Bert and Bud Fisher went down the Motor Room to work the screws to position the boat on order from the bridge, the sun shone, the water was like glass. The Signalman sat on the periscope standard with a pair of hand flags, an Aldis light and a couple of hoisting flags. A red flag went up in the small steamer. An affirmative flag went up our mast. The red flag fluttered to the dip, Joe Blake the TGM said "Look lively Nick, here she comes". A small splash alongside one of the cutters and a torpedo track raced towards us. Straight under the Vents. A moment later a big bubble and up came a red, a white, and blue cube of soft rubber. The torpedo had released these markers immediately under the boat. I pushed my net under them and in two swoops brought them in. Joe Blake pulled out a wooden box stuck a label on, marked some figures on, took the time from his watch, copied it on the label and put the box in a big dark sack. The torpedo surfaced a mile the other side of us. A little motor cutter was already going after it. In a few minutes the second torpedo whirled under us. So it went on all day, we did not know how many torpedoes there were or how many runs they did each, but every time the yeasty track came up, so did the red, white, and blue cubes. The Captain stood on the vents for a time saying "Every ball a coconut!"

Thinking of his four out of six I hoped he was right. Years after someone spoke about secret Experiments on torpedoes at hush-hush place. I said, "Oh I was there old chap". "You never were, we were all trained scientists on that lark". I said, "Yes, all except old gullible here, netting the reds, whites and blues and putting them into the box and into the sack. "Oh," he said, "What was that wretched vessel we ran all those torpedoes at, it looked like a cross between a Peruvian Gunboat and a houseboat up the Isis". I said "That Sir, was HM Submarine K26, the only boat I ever really loved." "I'm sorry," he answered "No offence". Then he said, "You may like to know that that gadget we had worked on for four years and that was when it paid off, every run was a perfect run. We all got drunk that night and not a man but got an early promotion. I said "We felt that something was going well, we had eggs and chips for supper if I remember correctly". "Eggs and chips" he queried, "I don't follow?" I said, "One egg that is, and several chips."

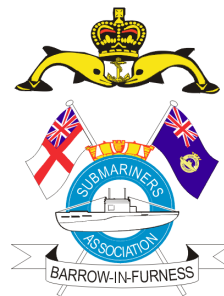
The next day we went out exercising with the R.A.F. diving and surfacing all day, and releasing smoke candles of various colours from the mutton gun; which is a vertically pointed smooth bore that blows out smoke candles with an air blast to indicate to aircraft that we are on their side. We secured to buoys near the Olympia Bar at four o'clock and gave leave. Old Demicoli asked "Where you go alluke a sudden? Bud Fisher told him, "We had a quick run up to Sicily for a cargo of cauliflowers, yours is too expensive". "But Bud, Bud my friend de cauliflower I sella your Mess is two rotolo and only fourpence. Bud blew the froth off his pint, he waved in the air, "In Catania cauliflowers as big as a bucket four a penny". Demicoli wrung his hands, then he brightened up, "Tell you what Bud, next time you go Catania you bring me ten dozen". Bud got his pencil out and patiently wrote on his Players packet. "Ten dozen large cauliflowers Demicoli." "Cash" he said. "When you bring dem Bud, cash'.

To Be Continued in October with:

Chapter 5: STOKERS



**BARROW SEA CADETS
And
THE SUBMARINERS
ASSOCIATION**



Invite you to the
TRAFALGAR BALL
at The Fairfield, 12 Fairfield Lane, Barrow
Friday 23rd October 2015 (7.00 pm for 7.30 pm)
Sit-down dinner and entertainment by Dennis Horan

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Barrow Sea Cadets HQ, 1 Dundee Street, Barrow-in-Furness with cash or cheque
by Friday 9th October, 2015 to ensure availability of tickets

Booking enquiries – Tel 473554 or 838533, or Unit 821945 (Tues/Fri 7pm to 10pm)
or email barrowscc@talktalk.net or judith.swarbrick@btinternet.com

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Please let us know your choices of food by placing the number in the boxes below (Menu over). Please write on the form if you require a Vegetarian main course:

Starter	Soup		Prawn cocktail		Black pudding	
Main course	Beef		Chicken		Salmon	
Dessert	Apple Pie		Peach Melba		Ice-cream	

Tickets will be posted out to the address above after 9th October. Raffle prizes would be gratefully received prior to or on the night, many thanks for your support.

Please return booking form by Friday 9th October with cash or cheque to
Barrow Sea Cadets Unit HQ, 1 Dundee Street, Barrow-in-Furness, LA14 2RP.

MENU

Country Vegetable Soup & Roll
Royal Greenland Prawn cocktail & Marie Rose
Warm black Pudding & Bacon with Salad

Roast Beef & Yorkshire Pudding
Pan fried Chicken Supreme, white wine, tarragon & cream sauce
Baked Salmon Fillet with garlic & herb butter

(All with seasonal vegetables and potatoes)

Homebaked Apple Pie & Ice Cream or Custard
Peach Melba
Ice Cream & Raspberry Coulis

Coffee and Tea
