



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: Barrow Remembrance Day Parade passes the AE1/AE2 Memorial in Ramsden Square

EDITORIAL

Hello Everybody

So what have we been up to in November? First we had the Branch Meeting on Tuesday 3rd followed by the Ladies Night on Friday 6th November where a good time was had by all – well done once again, Alex. On Saturday 7th November Branch Members attended the Furness Railway Remembrance Ceremony at Barrow Station where Gordon Walker paraded the Branch Standard. Overall it was a very good turn out from various Associations although the ‘short service’ was a bit more long winded than expected.

The following day (Sunday 8th November) saw a good turn out from the Branch and from HMS AUDACIOUS for a Wreath Laying Ceremony at the AE1 & AE2 Memorial in Ramsden Square. This was a ‘very short’ service as there was torrential rain throughout! Well done to all those who braved the elements! Then followed the Remembrance Day Parade from the Town Hall Square to the Cenotaph – the weather had eased off for the Parade which appeared to be one of the biggest attendances seen recently.

The Social Afternoon following at the RBL was most enjoyable with our now traditional ‘Submariners Remembrance’ (observed by all) and ‘Pie & Peas’ to follow all went off without a hitch. What next? Well, there was Beverley Griffiths’ Party at the Legion on Saturday 14th November which was very good (Pie & Peas as well) although several of us still had ringing in the ears the next day – the group was very good but a bit loud!

Our last duties in November were stewarding for Christmas Lights ‘Switch On’ on Saturday 21st November. It seemed to me that the bulk of the Stewards were provided by Submariners in the different Associations. The event was very well attended again and in very cold weather but overall the event was a bit shorter than in previous years.

I have had more contributions from Branch Members. Bob Faragher has sent in another of his ‘Dits’ with photos – the ‘Eyes & Ears of the Fleet’ and his ‘Chief Stoker’ have been back to Fleetwood – this time without the yacht! Ben Britten has highlighted a few more submarine stories for me, Ian Walsh has sent in some interesting Factoids most of which will be in future issues. Bob Pointer has sent in an article about Mesothelioma which he wrote for the Fiskardian magazine. Alex has sent in his report on the Ladies Night and also the Social Programme for next year so you can all plan your diaries for 2016. Even I managed to find a few items as well! Thank you to all and keep the stories coming!

The WWI Submarine losses item month by month is continued with the story of Submarine E20. The Submarine K26 story continues in this Issue with the Chapters about ‘Signalmen’ to entertain the ‘Bunting Tossers’ and one about ASDIC for the Ping Bosun’s.

That’s about it for this month but don’t forget the Branch Meeting on Tuesday 1st December and, finally I hope you all have a very good Christmas

Regards to all,

Barrie Downer

Vice Chairman's Dit

Hi all

Welcome to the Christmas/December issue of the Newsletter. I am writing this as Dave Barlow is in FGH at present with a swollen left hand, which I saw at the BAE "Associates" Dinner last Thursday evening, I think it got jammed in his pocket when it was his turn for a round of drinks, (only joking, the night was free). Hope you get better soon mate. You may be lucky enough for me to Chair the December meeting in Dave's absence.

We have only two Association Socials left this year, the kids Christmas Party on the 18th of December and the Branches Social gathering on the 19th, nice of Alex to organise my Birthday party that day, cheers Shipwreck!

The December meeting hopefully will be short and sweet with only a proposal from Alan Hoskins regarding the NMCs expenditure; the content was amended however the percentage was not agreed by the committee and NO recommendation will be forthcoming. This will be left

up to the Branch members at the meeting to ratify or amend as they see fit.....maybe it won't be that short come to think of it!!

I would like to thank all of the Committee members for their time and effort in running the Branch and to all the volunteers who have given up their time to assist in the various events in the Furness area, Poppy Appeal collection, stewarding, and the team selling "We Remember Submariners" pins, which not only raised money for them but helped with our Charity Chest.

Well, may I take this opportunity to wish all the membership a very Merry Christmas and a Prosperous New Year.

Here's thinking off all our members who are not in the best of health

God Bless you all

Yours Aye

Ken

SECRETARY'S DIT

Hi All

It is that time of year when thoughts turn to the Festive season so a Merry Christmas and a happy and prosperous New Year to all in the Branch and your friends and family. We only have one more social to go before the end of the year and that is on the 19th Dec at the RBL. Please come and support Alex and get the festivities off to a good start.

The New Year heralds the start of the new rate for membership of the Association and all fees have to be with Mick by the February meeting for those of you renewing your membership. As stated at the August meeting I will not be renewing my membership and so will be stepping down a Secretary and Web Master so if you feel that you wish to step up to the plate and serve the Branch in either of these positions please let myself or any member of the Committee know. It has been an

honour and pleasure to serve the Branch for the last 20 years.

The Branch recently helped out with the switching on of the Christmas lights in Barrow and I have received an e-mail from Ann Tailforth thanking the Branch for our help and the Town Hall will be making a donation to the Branch. For those that helped we were lucky in that it was a dry day but one of the coldest recently. It was with amazement that those of us by the stage watched screaming girls mob Henry Gallagher, apparently some kid off Britain's Got Talent. I don't remember this from my youth but just goes to show I must be approaching Old Fart status.

Anyway please have a great Christmas and raise a toast to our submariner brothers who are at sea or away from their loved ones over the Christmas period.

Ron Hiseman

SOCIAL SECRETARY REPORT

Hi Shipmates,

November saw our Ladies Night Dinner Dance. Seventy six of us met up at the Chequers Hotel for a black tie Hollywood themed evening. We had loads of celebrities, good food and wine, very funny speeches and great company. All this with two live acts, a disco and the chance to see yours truly "Trip the Light Fantastic" - (jargon for having a dance). Thanks to all the members and families who supported me.

Diary Check:

The last two events for this year: the children's Christmas party on Friday 18th December and the adult's Christmas party on Saturday 19th December. The children's party is limited to 50 and has (as expected) sold out. Royal British Legion from 1pm – 4pm with food, disco, party

games and prizes, and the big man himself will be making a guest appearance to hand out some presents to the good boys and girls.

The adult party will be lots of fun with a live act and disco, the food will be a 'bring a plate'. I will have a special Members Draw going on, a top drawer raffle and as a special treat I will knock up a pot of my famous chilli. Cost of a ticket being only £2:50 – it is ticket only entry so get yours from me or behind the bar at the Legion now.

The members draw was won in November by Mick Mailey so stands at £5 - all you have to do to win is be there, have your number pulled out of the hat and be a fully paid up member.

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

Next year's social programme has been finalised and is ready in a handy pocket size card, also it is included in the Newsletter (Page 14) for those who can't make the meetings but are planning to join me at next year's socials. On a side note our "First Footing" trip to Morecambe is normally the first Friday in February, in 2016 it has been changed to Friday 15th January and the

lads from the Morecambe branch are itching to start the New Year off with a bang.

Finally, if you can't make the Christmas parties or the meeting in December, let me be the first to wish you a Merry Christmas and a very happy and prosperous New Year.

See you all in the New Year.

Alex Webb

Social Secretary

HMS AMBUSH – NOVEMBER 2015



An impressive, moody, night-time shot of HMS AMBUSH, recently returned from deployment, and veteran T-boat HMS TRIUMPH, alongside at the 'Valiant Floating Jetty' in Faslane.

Picture by CPO (Phot) Tam McDonald

DECEMBER BRANCH CALENDAR

Branch Meeting	Tues 1 st December
Children's Xmas Party	Fri 18 th December
Members Xmas Party	Sat 19 th December
Committee Meeting	As Required

BRANCH BIRTHDAYS DECEMBER 2015

L.W (Lindsey) Thwaites	02/12/1965
P.G. (Paul) Douglas	03/12/1965
G.S. (Stan) Livingston	06/12/1947
M. (Mick) Bown	15/12/1945
M.J. (Mike) Dack	17/12/1936
K. (Ken) Collins	19/12/1946
N.S. (Mo) Morrison	07/12/1955
D.H. (David) Taylor	23/12/1975
D. (Dave) Cattroll	28/12/1957
S. (Stephen) Doughty	28/12/1964
D. (Daniel) Carter	29/12/1978
T.D. (Terence) Pyne	31/12/1934

Happy Birthday to you all!

BARROW DOCKS SKYLINE SET TO CHANGE FOREVER

As part of the £300 million preparations for the TRIDENT Successor Programme the construction of a new 28,000 square metre Stores Facility in the Ramsden Business Park on Barrow Island is now well under way. Site preparations and ground works started just over a year ago with site clearance, ground remediation, site levelling and, for the last few months, pile driving and foundation works. Four weeks ago the erection of the steel framework of the building started and rapid progress was made for the first two weeks but the severe winds recently have slowed work.

When the site work started the Main Contractor was Shepherd Construction but that Company has been taken over recently by Wates Construction who will complete the Stores Building which is expected to be fully operational by mid to late 2016. In the last week the area covered by steel work has expanded considerably from the views shown above and roofing work is already well underway – see photos below.



ARTIST'S IMPRESSION OF FINISHED BUILDING

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 with all hands in December 1915 and one other Submariner also died. The Submarine lost was the Barrow Built 'E' Class Submarine E6.

Submarine E6 (Lieutenant Commander William John Foster) left Harwich on 26th December 1915 for a patrol in the North Sea. In the area of the Sunk Light Ship it is thought that E6 was warned, by a Patrol Vessel, to keep well clear however, shortly afterwards, E6 struck a mine and was sunk with all hands. Those lost in this incident were:

Officers:

Lieutenant Commander William John Foster, RN
Lieutenant Charles George Rodney Phillott, RN
Lieutenant Alfred Gledhill, RNR

Ratings:

Petty Officer William Coltart 177797
Petty Officer Arthur William Marrington 194256
Leading Seaman William George Desborough 231819
Leading Seaman Alfred Charles Kipp 221166
Leading Seaman John Taylor 230074
Able Seaman Leonard Guy Potts 236000

Able Seaman John Barry 235923
Able Seaman Richard George Cobb 215722
Able Seaman Stephen Harris Hammond 218264
Able Seaman Arthur James Jackman J1781
Able Seaman William Leaney 223480
Leading Signalman Frederick William Norton 235842
Telegraphist George Joseph Hasting Bowerman 235814
Chief ERA Ernest Edward Stevens DSM 26945
Chief ERA George Logan Burnett 271167
ERA 3rd Class Robert Stewart 271900
ERA 4th Class James Rolland M12027
ERA Thomas Weatherston RNR/Po/EA/1200
Chief Stoker Harry Adams 293436
Stoker Petty Officer Albert Davies 302855
Leading Stoker Ernest Slater 311836
Leading Stoker John James Watts 304498
Stoker Harold William Bellingham K19780
Stoker William George Horwood K17401
Stoker Francis Victor Tuck K6544
Stoker George Coyles K19897
Stoker James Edward Jones K10906
Stoker William Guy Wallis K22270

The other Submariner who died in December 1915 was **Stoker Robert James Pudner O/N K20273**.

He was a member of the crew of Submarine E30 and he is reported to have died on 20th Dec 1915. He is understood to have drowned but the circumstances are not known. However his body was recovered and was returned to his parents in his home town of Okehampton in Devon.

His death was reported in the Western Times of 24th December 1915 as follows:

OKEHAMTON SAILOR ACCIDENTALLY DROWNED

Mr. & Mrs. Pudner, of East Street, Okehampton, received the sad news from the Admiralty Wednesday that their son, Robert James Pudner, 1st Class Stoker of HMS 'TITANIA', was accidentally drowned. Mr. Robert Pudner was twenty years of age last birthday. He joined the Navy about two years ago, and served for some time on HMS FORESIGHT. On the outbreak of war he proceeded to the North Sea, and was away twelve months before he had his first leave. He visited his parents at Okehampton last August. His body has been recovered, and arrangements are being made for the remains to be brought home. Much sympathy is felt for Mr. & Mrs. Pudner in their sad bereavement. Deceased was a promising young man, and was much respected by all who knew him.

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!

THE LADIES NIGHT DINNER DANCE

(By Alex Webb)

Friday 6th November was the night of the 2016 Ladies Night Dinner Dance. This year it was at the Chequers Hotel in Dalton.

What a lovely sight when you draw up in front of the hotel; medals swinging in the evening breeze and your lovely lady holding your arm and looking like a million dollars (no not all green and crinkly).

We walked through the reception area into the "Chapel" and waiting for us was none other than Captain Jack Sparrow to offer a thirst quenching drink. We mingled with the other guests, had our photograph taken by Glenn Anderson; complete with red carpet and Oscar replica, then we took our seats in the function room. The function room was decorated in a black and white with a Hollywood theme complete with movie clackers on the table as name boards. We were surrounded by a whole host of celebrities; John Wayne, Marilyn Monroe, Harrison Ford, Hugh Jackman, Will Smith and many more.

The Chairman greeted us all with a warm welcome. As is traditional at these affairs an "Absent Friends Candle" was lit and then Grace was delivered by Dave Smith. We were served a sumptuous three course meal washed down with lovely wine, all this accompanied by the excellent guitar talent of Peter Kassell. After dinner we had a small break and then the toasts and speeches were made. First Jeff Dandy with a trip down memory lane with his wonderful speech which included references to Troy Tempest and the beautiful Marina, 'Voyage to the Bottom of the Sea' on board the 'Seaview' and ending with a suitable toast to the ladies. The reply came at break neck speed from Mrs. Rachel Donellan who had

some home truths to say about certain football teams but, after much laughter and applause, concluded with the toast to the men.

With the "Absent Friend Candle" extinguished we got down to party time - again with the very talented Denis Horan. This is where (on the dance floor) the men were separated from the boys, personally I do a good impression of a very drunk man who has co-ordination issues but enough said about that. We danced and drank until 1am and then it was time to go home and put our black bow ties away for another year.

The evening went very well, the food was great, the wine was flowing, the laughter was loud and the company excellent. If you missed it this year be sure to make it next year.

ASBESTOS & MESOLETHEMIA

(By Bob Pointer)

Recently I met up with a class mate from our days at the "College of Knowledge" in the first class of Ordnance Electrical Artificer Apprentices in the spring term of 1967. We had missed each other on other occasions - only discovering this while attempting to make contact via e-mail.

The evening in the RBL in Barrow in Furness bought back the memories of those days. Our time spent at Whale Island made us what we later became, the heights or not so dizzy heights which applied to me, in our careers.

I saw an article by John Wright (one Class – S52 - ahead of me) article expecting several sea stories or dits until I read his comments regarding short refits including Engine Room's & Boiler Room's maintenance where he came across the hazards of Asbestos.

In recent years I have read of stories by ex-naval personnel who have found themselves diagnosed with an Asbestos Related Disease. I came across this in an Submariners Association Newsletter, where he was attempting to inform others of his predicament in seeking advice and benefits.

I somehow became involved with our problems in Barrow in Furness some fifteen years ago as the problems increased. Incidentally Barrow is the worst affected town in the country - based on head of population. It would not come as a surprise to see that both Shipbuilding and Naval towns comprise the top ten.

My first tasks were minute-taking at two Public Meetings held in (appropriately) the Engineers Club, now closed down and boarded up. Before other Meetings could be arranged, the two stalwarts both died - road traffic accidents - one fatal - the other found underlying health problems.

For some reason I was "volunteered" for the role - expecting it to be 'acting local' until another was found. The problem was how to progress but a Seminar was organised by NTUC which was held at the Abbey House in Barrow January 2005. I was informed that I would have to deliver and speak on the day.

The problem being where to commence. After several false starts the basic outline would take shape. The core material would be based upon the time line of events, glossing over the classical knowledge of Pliny the Elder who noticed that slaves in the mines kept dying too early, to the court of Charlemagne where the asbestos table cloths would be laundered by throwing them on the fires. The main approach would be to highlight notable events - be it fatalities in the Linen Industry in the late 1890's to the various Acts of Parliament, the Factory Acts and on to the Health & Safety at Work Act 1974, including medical research which would provide the link from asbestos to mesothelioma.

For over a hundred years the dangers were ignored or hidden by those that knew. Denial remains with us today with the false belief that white asbestos is safe. Medical research proves this is not the case. Recent cases over the years including Fairchild Baker with the trigger issue passing between the High and Appeal Courts.

Later that year we would establish the Barrow Asbestos Related Disease Support group (BARDS). I would, after that Seminar, make contact with other activists. One of the foremost is a naval widow - her husband dying of mesothelioma. She is one of many widows who have fought on behalf of their late husbands. One being sponsored in her research and degree by the Churchill Fund which I remember having the extra half-crown in our pay (7/6 per day). Her work bought about improvements in diagnosis by using the electron microscope and her expertise being highly sought after. After all those years I knew that it had gone to a worthy cause.

I have met or spoken with many afflicted - the one who I read about, obtained his benefits, suffered chemo, before he too lost the fight. But like others I have known they have gone down fighting - their last wishes being to get the message across to old shipmates.

When I caught up with Bob Sherriff (in April) and his remarks that Whale Island made us, I put my success of recent years being due to the lessons learnt at Royal Arthur.

Here in Barrow it's not only ex-service men or shipyard workers who succumb to disease but those like one I knew, a gentleman of the old school who had been one of this country's top rocket scientist. He was exposed during his student days working his holidays in the Shipyard. Wives also have been exposed by washing work clothes. Being volunteered led to me being asked to seek election to the Borough Council. At the time of writing this I am in the final throes of 'RDP' after serving five years for a deprived Council Ward. But for us Tiffs - we never take the easy option.

To anybody who finds themselves diagnosed with an Asbestos related disease there are 'Support Groups' across the country including in the Shipbuilding and Naval centres. At our last BARDS meeting (April) one new attendee had his workbook from his Apprenticeship giving all the details to how he believes he had been exposed. Sadly the numbers are not decreasing.

Visit to the KORBR Comrades Club in Fleetwood

This year's visit to Fleetwood was attended by myself, and the Chief of all Chief Stokers, Dudley Davenport. We were thin on the ground this year, but it did not deflect us from our duty. We did the cheap booze justice.

The object of the get together is to help the KOBRA celebrate their victory over the French during the Iberian wars. The 34th of Foot, Border Regiment defeated the French 34th of Foot at the Battle of Arroyo and captured their drums. I can't guarantee the spelling because Albert Brennan told me about it and the spelling is down to him.

Anyway, I was duly collected at 0930 on Saturday October by our usual driver Stainless Steve. We set off in the right direction, heading for Doltonia and onwards to Dudley's cave. However, the jungle in which Dudley's cave is situated has grown a great deal since our last visit. As a result our trusted driver drove straight past it. Eventually we realised we had missed it and turned around and retraced our course. We eventually found it, and Dudley appeared out of the wilderness. We then proceeded at 420 revs for Fleetwood.

Our driver Stainless did well this year, he didn't have to take any detours. As a result we arrived at our accommodation at about noon of the clock. We were staying as usual, at the New Boston Hotel on the front in Fleetwood. It's quite a nice billet, run by two rather tasty young ladies. We were recognised right away. Amazing how Submariners are never forgotten. We exchanged compliments and dumped our gear. Stainless then drove us round to the Comrades club.

On arrival, Duds and I got stuck in to the cheap booze - it was excellent. We were sat with Tom Berry of the Barrow branch of the KORBRA. Exchanged a few dits, eventually Dudley was trapped into conversation with some guy who imagined he was an expert in everything - we all know one. After a few beers we escaped to the upstairs lounge for more booze and the entertainment. The entertainment was provided by the Fleetwood Sea Cadet Old Boys Band. It has to be said, they were very good indeed. We were also provided with bunkers (food). This helped to keep body and soul together. Eventually, we sensibly decide to make our way back to our billet via a couple of pubs, for a head down session - thus being prepared for the night session.

At 1900 of the clock we surfaced, and tarted ourselves up a bit (that is to say I did) and Dudley did his best. We then wandered back to the Comrades Club with a couple of stop offs on the way. We joined the rest of the company in the upstairs lounge, and proceeded to sample the extremely cheap booze again. There was musical entertainment and the crack was good. Eventually we were joined by our old friend the lovely Laura.

We met her last year when she explained she was a former RN aircraft fitter. This always seemed strange since we knew our Navy had no aircraft, but she

explained it was helicopter's she serviced. We knew then, there was no chance of her servicing us. However, she may not look like a Matelot but she sure can drink like one. We had a couple of photographs taken of the three of us sitting under a picture of our Boss HMQ.



Time marched on and things were getting a little blurred, so we decided to decamp to the Steamer where we knew there would be live entertainment. By this time things were getting positively hazy. There seems to be very elastic opening hours in the Steamer, such that how we got out of there is a mystery. We must have made it okay because we both woke up in our billet on Sunday morning and actually made breakfast. For me this was a first.

After breakfast we made our way back to the Comrades Club, arriving at about 10 o'clock. The club was open but the bar was not. However, on seeing us, the bar staff immediately opened the bar. Since we had to wait for our driver until 1400, this left ample time to fill up tanks. We stayed in the club and enjoyed a crack with Tom Berry our KORBRA Comrade from the Barrow branch. Eventually our driver Stainless arrived to take us back to civilisation. Duds and I were a little confused by this time. The journey back was very foggy but we made it with only one stop to pump bilges.

On arriving at Dalton, Dudley was not ready to return to his cave. He instructed Stainless to drop him off at his Dalton watering hole - I believe The Masons. He obviously needed medication. I was then transported to Walney where I did not need medication but definitely needed my settee.

In short it was an excellent run ashore. I can certainly recommend this venue. It's a yearly event and, if you fancy it, get on board. It's great to be an OD again for a couple of days!

Mesothelioma Compensation (Military Veterans)

I don't know if anyone saw it, but recently there was an adjournment debate in Parliament on the subject of Mesothelioma Compensation. It was short and sweet but contained all the arguments we wanted. It also had a fairly comprehensive response from the Minister. The full transcript of the Debate is available but the important bit to pick out is this bit from the Minister:

"I recognise that the Royal British Legion has raised the position of single, widowed or divorced claimants, and

although I am unable to offer a final solution to the House today, I can confirm to hon. Members that I am reviewing the provision that is currently available. I intend to make an announcement regarding the matter of lump sum payments very shortly.

As hon. Members will recognise, this is a complex matter that has required detailed consideration, and close consultation and engagement with colleagues across Whitehall. However, I hope to be in a position to make an announcement as soon as possible. To that end, I hope to update the charities at the forthcoming central advisory committee meeting next month.

In conclusion, I wish to again thank my hon. Friend the Member for Northampton South for calling for this debate on what I recognise is an emotive subject. Let me emphasise again that we place great importance on the health and wellbeing of our veterans and are absolutely committed to treating them fairly. As my officials continue to consider the details of this complex matter, I intend to remain fully engaged, but please rest assured that I am dedicated to bringing this matter to a swift conclusion."

Obviously this isn't a guarantee, but it is a positive step and very encouraging.

Andy Pike, Policy Adviser
The Royal British Legion
199 Borough High Street
London SE1 1AA

By Editor

The problem being addressed here is that Service personnel suffering from, or diagnosed with Pleural Plaques and who develop Mesothelioma arising from their service duties are severely disadvantaged in financial terms (in comparison to their Civilian counterparts) where matters of compensation are concerned.

The RBL has taken up this as a serious matter of concern hence the debate in Parliament and the Minister's statement. Watch this space!

ALBERT F BROWN - HUMAN TORPEDO

Part 2

(Supplied by Dave Barlow and previously printed in TARTAN TOPICS)

I remember they took HMS HOWE out of the fleet for us to practice under. They had nets all round her and the Ships Company were out in small boats around the nets; it was so dark we couldn't see them. As we only had a few torpedoes, when the first one came back to the TITANIA myself and Harry, my Number 1 were to take it to do our run but we found that the Number 1 was dead - it was the Number 2 that brought it back but we were ready so away we went.

Well we didn't bother about the nets; we went right down under them and came up just under the bow of the Howe. We dismounted and took the torpedo right to the stern and back again. It was so hot under there I went out for the count for a second or two. I came round and I was still holding the torpedo. My Number 1

didn't even know I had been out for the count. I was lucky. By this time we were just under the bow, we mounted again I dived down over 90ft and came out under the nets and back to TITANIA. It was great - no one saw us at all.

After the TITANIA had moved from two or three different lochs we ended up at Loch Striven, then three or four pairs were picked to go to Malta including Harry and myself.

The day we left all the ship's crew were up on deck, by the time I had got up after having 'sippers' all around I thought I was seeing things, they had got my kit bag and hammock up on the derricks. I held my breath because if they had come open I would still be doing time for all the duty frees and the tins of tickler.

We went overland to Dunoon by truck and from there to Gourock by Steamer. The customs see me with all my kit and would think I was going on draft so they never bothered to look through it, but I was going home to Hastings on leave before I went to Malta.

On leave you couldn't tell anyone what you were and what you were doing and there was no badges for us. Not even my mother and family knew what I was letting myself into, but I was all for it.

After leave I picked up a boat in Glasgow - the Clan Cameron - but we only got as far as Gibraltar on her. My Number 1 Harry told me he had left two bottles in his cabin, Gin and Whisky so I took two of the boys up with me on the night we got to Gibraltar about 3.00 a.m. We had to change over boats; I can tell you it was some job going over the side onto a small boat then to another ship with what little kit we had, the rest of it we had to leave at home.

After we got on our way in a convoy out through the Med at about seven knots the first day was OK but about 10.00 p.m. at night it started, one plane came over our ship and right across the convoy without a spark. Then it came straight back from corner to corner of the convoy over the top of us, it dropped four bombs, two each side of us and after that planes came from all ways. You could see ships going down on fire all across the convoy. Every day there was less and less ships in the convoy.

We eventually got to Malta and got on with some training, we didn't do any day runs only at nights then you didn't know when you would get a rope around your neck as there were so many small boats in the harbour. Harry and myself did, on or two night runs into Grand Harbour from six miles out. The first one the torpedo's gear stripped and it started to sink. In the end we had to let a flare go and hope for the best. We were lucky - a boat loomed up and it was one of ours and we got the torpedo aboard very quickly and back to Malta. It was not our fault the torpedo broke down. So, the next night we went out again and everything went OK. Captain (S) told us there was a trip wire across the harbour entrance also nets and a mine on each side. Well, he said, it was there but didn't know if they had taken it away. We got

in OK to the nets but we couldn't get under them so we got through a hole about 50 ft. down. I got off, got the torpedo through with Harry still on it and I held on to it with the tips of my fingers and let it pull me through. I could not let go because the screw would have taken my fingers off. When Harry found out that I was not on the back he stopped then I could let go and get back on and gave him the OK. I was still with him.

When we came to the surface we could see our target was on one side of the Harbour and the NELSON was the other side. We knew they were looking for us in the Harbour so we dived from one side of the harbour right under the NELSON across to the nets round the target and from then on it was hard work. We were up to our knees in mud, tins and bottles. You name it you can find it at the bottom of Grand Harbour.

We put a dummy charge under the ship and let a line go from it so the crew could see we had been there then we got back out. It had been a successful run.

A day or two after that I was in the sickbay with sand fly fever or malaria. But they picked two pairs to go on the next raid my Number 1 came to the sick-bay and told me that we had been picked and asked me if I would be ok.

Well the day came to go aboard on a sub - the UNRIVALLED with 'Topsy' Turner the Skipper. I came out of the sick-bay and went abroad with plenty of pills to keep me going.

Our target was the Italian cruiser ANDREA DORIA. She was at anchor just outside Taranto harbour but inside the nets. We had it worked out what we were going to do but as it was lying at anchor and they would find we were there she would just up-anchor and move away and the charges would be pulled off. So I was going to stop underneath with the clocks ticking until I knew the other boys were away. I would catch up with them the next day ashore under a bridge but if the target moved I was going to turn the clock back and blow it up with myself as well but at the last minute the operation was called off and we returned to Malta. We were told they would not risk our lives because the Italians were on the verge of giving in. I did a few diving jobs in Malta until I could get a boat back to the UK.

We came in at Liverpool then up to Rothesay then on leave back down to Hastings. After my leave I was 36 hours adrift getting back - I was held up at Newcastle - she was a brunette. I arrived back at Rothesay then out to Port Bannatyne to HMS VARBEL. By this time the rest of the boys had been drafted to Blyth to a submarine course to pass the time away. I saw Captain Banks, he asked what I wanted to do? I could go as a diver on X-craft or clear harbours from explosives or stop as I was on the torpedoes but he said he was going away for a week and I could tell him when he got back. So, I had a week doing nothing in Rothesay. He called for me when he got back and asked if I had made up my mind, then before I could say anything he said I would like for you to stop on torpedoes as my Number 1 had taken over frogmen.

I went down to Blyth and did the training course but there was nothing in it after being on the subs in the Med. After a few weeks I went to the DOLPHIN and was trying the new 'Terry' job - the Mark 2 torpedo. I could not sit down in it as we still had two big bottles on our back. After a few set-backs it was sent north and I went with it. They told us if we did seven, seven hour runs at night we could go on leave. I never had a Number 1 at the time so I went out with any Number 1 that was spare. The only thing was I had to kneel all the time as we still had big bottles on our backs. I was too big to sit down in it back to back. Well I got my seven runs in but the Number 1's I had were not very good. So I was picked to go to the Far East without a Number 1.

To be continued.

A MESSAGE FROM THE NEW RASM

My key objectives are maintaining the Continuous at Sea Deterrent (CASD) and improving the war fighting capabilities of the Astute-class, following my appointment as Rear Admiral Submarines (RASM) by the First Sea Lord.

The strategic importance of this work was reiterated in the summer by the First Sea Lord who stated that submarine delivered CASD remains the Royal Navy's main effort.

I am relishing his challenge of bringing together my new responsibilities for the effectiveness and morale of the Submarine Service as a fighting arm, together with my existing responsibilities for the readiness and delivery of submarine capability as Assistant Chief of Naval Staff (Submarines).

I am working with Assistant Chief of Naval Staff (Support), Rear Admiral Richard Stokes, to develop the Royal Navy's Submarine Centre of Specialisation at Her Majesty's Naval Base Clyde to meet future operational demands.

The Centre of Specialisation will provide submariners with more stable and rewarding careers, based in the West of Scotland, allowing them to decide whether to commute to Faslane or to move closer to their place of work.

We will transform Faslane into one of the most advanced submarine operating bases anywhere in the world. All of this work is being captured under the Future Submariner Portfolio.

The Future Submariner Portfolio consists of a series of programmes which are owned and delivered by other areas of Navy Command, namely Defence Infrastructure

Organisation (DIO) and Defence Equipment and Support (DE&S), but for which I am accountable to the Navy Board.

The Future Submariner Portfolio seeks to create a world leading submarine force shaped to be resilient and sustainable, meeting the needs of both Defence and Submariners today and into the future:

1. An enduring Submarine Programme based around 4 Deterrent submarines and 7 SSNs capable of delivering their outputs to meet the requirements of Defence.
2. A single integrated operating base that provides for the needs of the submariner his/her family, the support community and operations. This will be HMNB Clyde.
3. A sustainable and enduring deep maintenance base in HMNB Devonport.
4. The co-location of all SM specific training facilities at HMNB Clyde; to minimise the need for separated service, churn and dislocation from the Base Port area.
5. A situation where all lines of development (LOD) are balanced such that available resource meets the operational commitment without detriment to any single LOD. This includes the critical areas of Personnel, Training, Equipment and Logistics.
6. The provision of through career quality employment ashore in a single geographical location (HMNB Clyde) but which also provides opportunities for employment in other geographical areas, both within and outside of the submarine service, for those who wish to broaden their careers; for example within the MOD, DE&S, Navy Command or other Top Level Budgets (TLBs).
7. Manning structures, career paths and professional development needs reviewed, changes implemented and enduring solutions available.
8. Personal and professional development opportunities provided that meet the needs of the individual as well as the Service. This includes wider personal development in areas of leisure, AT and Sport. The primary focus for delivery of these aspects will be at HMNB Clyde.
9. A career in place that prepares the individual for sustainable employment within the submarine service but places them in a position of strength when they, or the Royal Navy, decide that the two must part company. Working together my vision is to create a 21st century home for the UK's elite underwater forces.

CROSSED THE BAR NOVEMBER 2015

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non Member	10 th Oct 2015	Joscelyn Toms Hardwicke	Sub Lieutenant, RNVR	N/A	91	Submarine Service 1943 to 1946 in SUBTLE (Feb 1943), CYCLOPS (Dec 1943 & DOLPHIN (Nov 1945)
Leicestershire Branch	11 th Oct 2015	Peter Dakin	Stoker 1 st Class	TBA	92	Submarine Service from 1943 to 1946 in TUNA, SIBYL & TRUMP

Non Member	14 th Oct 2015	John R C Turner	Commander	N/A	TBA	Submarine Service in FORTH, NARVIK, NARWHAL, TURPIN, TERROR & DOLPHIN
Portsmouth Branch	18 th Oct 2015	Ken O Bates	Chief Petty Officer Coxswain	P/JX 865961	81	Submarine Service from January 1953 to January 1966 in SUBTLE, SEASCOUT, AENEAS, ANDREW, TALENT, TABARD & ODIN
Non Member	21 st Oct 2015	Frederick J Driscoll	Chief Engine Room Artificer	TBA	91	Submariner Service from 1948 from 1948 including DOLPHIN, TALLY HO, USN SMs & SULTAN (instructor)
Gosport Branch	1 st Nov 2015	Ivor G Jones	Chief Petty Officer Coxswain	J835813A	83	Submarine Service from 1953 to 1971 in ASTUTE, AUROCHS, SERAPH, TRUMP, TAPIR, ARTEMIS & VALIANT
Gosport Branch	4 th Nov 2015	F Rutter	Chief REL	P/M937447	77	Submarine Service from Oct 1970 to Feb 1978 in REVENGE (P)
Eastern States Branch	5 th Nov 2015	A A (Alex) Millbank	Stoker Mechanic	P/SKX 796838	75	Submarine Service to Feb 1952 to Mar 1956 in ASTUTE & TACITURN
Essex Branch	7 th Nov 2015	H (Harry) Brown	Leading Seaman (RP3)	C/SSX 887194	83	Submarine Service from 1952 to 1957 in AMBUSH, SANGUINE & SENESCHAL
Non Member	8 th Nov 2015	A Naylor	Mechanician	TBA	TBA	Submarine Service in REVENGE & CHURCHILL
Leicestershire Branch	11 th Nov 2015	Stuart A Carter	Leading Telegraphist	C/SSX 36569	90	Submarine Service from 1943 to 1947 in SCEPTRE, P614, SPEARHEAD, P511, SHAKESPEARE, TUNA, SIBYL & TRUMP
Non Member	12 th Nov 2015	Joe Ede	TBA	TBA	TBA	Submarine Service TBA

K26 – THE STEAM SUBMARINE (Part Six)

By Jack Phillip (Nick) Nichols O/N J98553

SPARKERS

Somewhere else I have remarked lightly on the Sparkers, very important chaps in peace or war. But when dived said to be 'on the dole'. Well, they catch up on their cleaning a bit then, but when diving for exercise they put out a signal of the boat's position, likely duration of dive and they press the key as the boat submerges so that the Admiralty or the C. in C. of the Station knows where the boat dived and the exact time. As a submarine like K.26 was limited in speed and distance by her batteries, she would surface not far away on peace time dives. As soon as surfaced a signal would go out Submarine K.26 surfaced. If dived in company with other submarines K.26 might send a Fessenden signal. This is an underwater telegraphy outfit. Either side of the bow a transmitter and on the centre line a microphone receiver. The transmitter in principle very much like a moving coil loud speaker. The magnet energized by D.C. from the battery and the moving element by A.C. Press the key and the centre unit vibrated against a plate in the ship's side. By morse you could communicate. Fessenden - an American invention of long ago, now superceded.

Our Petty Officer Tel. was musical, the Leading Tel. a cricketer and the Telegraphist a cricketer, good swimmer, and a very well-muscled young man, a lad for physical culture exercises and so on, a past-time of two other seamen, Merridge and Pearson. Weight lifting, swinging on bars, wires, rails or what have you increased the muscular strength of Lemaire the Telegraphist who, after all had a sedentary job pushing a morse key or listening to signals and writing them down all day. Funny thing that Pearson and Herridge were all day coming to grips with torpedoes that weighed a ton or more. The Captain, a large man, impressed us at a shore gymkhana by putting a shot to a distance undreamed of in our somewhat cramped life. Our football team was good and Liddiatt the Leading Tel. played in it, with one Seaman Gunner Jock Miller, who was once a schoolboy international, and had not forgotten his skill.

The Wireless Office had a nice smell about it some kind of perfume was one description. The smell went out eventually up a trunk to a grating in the conning tower and away, together with the gas from the battery. Wireless conditions vary a lot in the Mediterranean, static in the summer is enormous, but using morse the operators did well. There were at first anyway, no broadcast sets on board, two gramophones, one in the Ward Room and one owned by Pearson. Pearson treated his records with much respect, and would play his instrument when asked. His best records were operatic, very good examples of the then new electric recording techniques. The Ward Room selection was pure pop of the time.

ASDIC - A TRIBUTE, IF NEEDED, TO THE UNDERWATER ASTRONOMERS OF THE NAVY

The First Lieut. cleared lower deck. "Hands to muster in the Control Room." The Cox'n hurried through the boat coming back to report, "All hands mustered." A thick knot of men fifty or so, packed round and listening. "Boats crew shun." "Boats crew stand at ease." First Lieut. steps up on to the second rung on the brass conning tower ladder. "I shall not keep you long, we are vacating the boat after docking and are going to live in St. Angelo whilst the boat is in dock."

“We are having an ASDIC set fitted, but we are not anxious that it should be known, it is a new secret type and Intelligence Reports say that no country is aware of ASDIC, and that is the way we wish to keep it. In order that people should not be curious as to what we are doing, the Admiralty say a rumour that we are fitting out with mine-laying gear, is acceptable, and no reference should be made to ASDIC.”

We docked in Dock No. 1 in French Creek and the four torpedoes and tubes having been taken out the oxy acetylene burners got busy cutting deeply into the plating of the tanks. The Beamery looked a big clear space, and when the ASDIC office was built under it, it would become a big new Mess deck, our days in between the main motors, were numbered. But first, up to the Fort.

Fort St. Angelo. It is said of St. Angelo that it was an ancient fort in 1565, when the Knights of St. John set about improving it resist the Turkish siege. Well, it had not had much care and maintenance since, because we were housed in one of the Cavaliers of St. John right at the top of the Fort. The only things higher than the two Cavaliers of St. John were the fairly modern wireless masts and a single bell in a stone belfry said to be early eighteenth century.

Imagine a 150 foot long length of stone tunnel semicircular in shape a widow at each end and a door. A couple of rows of mess tables, lines of seat lockers, whitewashed stone overhead, and right down to the well-worn stone floor. Your first impulse on entering was to try the acoustics. Any voice sounded better in the Cavalier. Four hundred years were as nothing to these Fortress rooms. From crowded proximity we had opened out to give every man jack five hammock billets if he wanted them. The bars were there, the dockyard generated current worked 60 watt lamps high above all, where no one could touch them without some cleverly hidden ladder. We failed to find the ladder, or a resident electrician, so the two dud lamps were still there when we left along with the other dim bulbs. We could have staged a small dance, showed magic lantern or a cinema. We didn't, we confined ourselves to singing, sleeping, eating, and banging the noisy wooded locker lids down to the cry of, “If I wasn't a Gunnah I wouldn't be heah. Fire one.” and so on up as far as other people's tempers allowed.

Pearson, a Fore-endman, had a portable gramophone, it rested in a canvas strait-jacket, it was valuable, and it was inviolable. One man touched it, one man played it, on request. This man was ‘Spero’ Pearson. The electrically recorded records 78's were coming in, ‘Spero’ bought good records, dusted them, used the best needles, and on a carefully selected locker played them one by one, taking a record out of its sleeve lovingly, playing it, putting it back in its sleeve, opening up another, winding the spring, closing the lid, changing the needle. He paid for all, gave freely of his time. He was a disc jockey without failings. A little quick to bristle on occasion, but his music in the Cavalier must be remembered. In other boats there must have been other gramophones, some privately owned, but used by everybody, abused by everybody, dumped in the bilges out of the way. But such was not the gramophone of ‘Spero’ Pearson, the Christopher Stone of number one Cavalier. If any of the lingering spirits of the Knights of St. John frequented our Cavalier they had sweet music to their travels.

The other musical tones were the bells overhead rung lustily by the young children during fiestas and festivals of the Church and the hum of the mosquito. Someone once said laughingly that a Maltese mosquito could sting and fly away with a goat. It is an exaggeration of course but a sparrow I think might be lifted or upset by the Maltese mosquito fully grown. Once the lights were out at night the hum of the mosquito began. Notes were compared in the morning, some of the annointed had been bitten, some of the un-annointed had not been bitten. Nothing was really proven. “Just think” said long chinned Timms. “Berlud has been available here for high flying mosquitos for four hundred years.” “And we are still scratching.” “It makes you think what a wonderful thing science is, don't it?” We continued to scratch and marched down to the boat every weekday to work.

The boat was continually being cleared up, but bits of machinery were being refitted, adjusted, re-built. At night a sentry or Q.M. stayed on board, visiting every compartment, listening to odd sounds, water dripping, rats scurrying. From time to time big fleas bit your ankles. You turned your sock down, only an itching red mark. It lasted a long time, and you could acquire three at a time. If you were sweeping up you could see a quick flick in the dust, a big flea had jumped, he was probably in your sock right now. He took no notice of citronella oil. Arthur Love, Seaman Gunner outlined the procedure against low flying Maltese fleas. He said he got it from Demicoli Senior who once worked in the dockyard. He made fun of the old man's English. “You swipp a da dirt you see sommtng jump yussly ha a flea you dun do nothing; presently mister flea he bite you. Oo is hurting, you do nothing not move yourself at all.” “He iss biting you again you stikk it you let he go on once more, two times, then roll down you sock, de flea he is chokka wiz blood, he is not abbel to jump, with two fingernail you popp him.” “Spitcha mister flea.” If you were a stern hero it worked, they could not jump when really full.

Down the front of Fort St. Angelo we had a set of polo nets, a changing room. Sometimes we would swim or play polo from 5 p.m. to 8.30 p.m. Once a week the Vice Admiral Malta's private band would play on top of the Fort, classical music to an audience that much appreciated it. I once looked at ‘Spero’ Pearson at such a performance, he seemed to be crying, and I turned away. At Catania in Sicily he bought a mandolin and after much time with the watertight doors of the Fore torpedo compartment shut, learned to play it. But I think we were not altogether unworthy of them, the Seamen, Sigs, Stokers, Telegraphists, etc., of K.26.

Soon the boat was ready, scrubbing, painting, cleaning, the magnificent new Beamery was to open as a Mess Deck, the type 180 Asdic was safely below, for all we knew we were now credited in Jane's Fighting Ships or some other equally

inaccurate books of ships as being fitted with six 21" Torpedo Tubes, 3 four inch guns, two Lewis Guns, and an undisclosed number of mines.

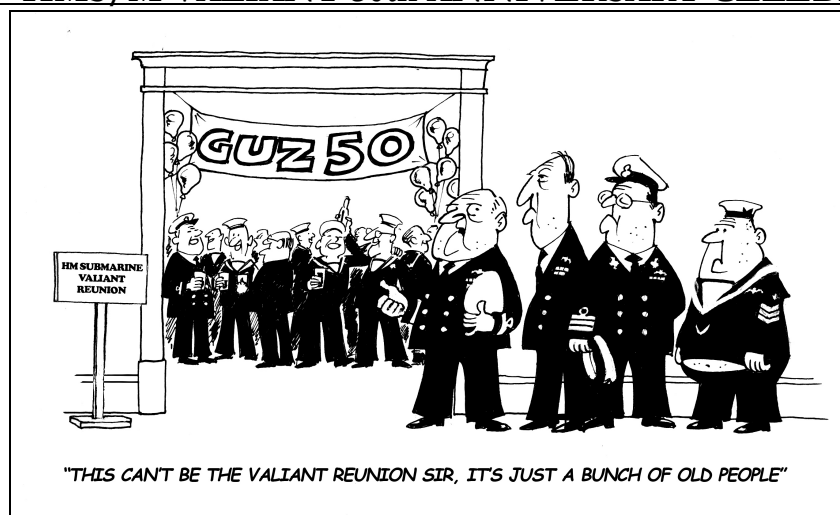
Two men joined the ship. One Smith wore the badge of a Signaller, but he doubled, in that he was an Asdic Rating and could discern ships from afar on the gear beneath the Beamery. One Watts, he was a short, pipe smoking Wireless Telegraphist who could flap around the Wireless Office making and receiving signals, and without pause could go down the hatch from the Beamery and tell you, when at sea, of the presence of submarines, ships, and some said, floating seagulls. The crew took these newcomers to their hearts. Scott had Smith for water polo and for football. Watts was a help in the Wireless department and a humourist too. The duo were labelled, "The Underwater Astronomers" and only the very privileged got a glimpse of the electronic wonders down the hatch. A loud speaker hung in the Control Room and musical and un-musical squeaks came out of it and strange sentences like "H.E. and slight Doppler on 120", which sounded all nice and mysterious and one up on the Navies that didn't even have a slight Doppler, or perhaps even no Asdic.

For a while there was a mystery why so many hours were spent down the hatch whilst away from Malta. This was cleared up when these two chaps were found not to have a secret still, they simply had a chess set, and Watts pipe filled with ship's tobacco was adequately served by the Asdic Office exhaust fan. For a while a pipe club flourished, Tims, Scott, Didwell, Watts, Smith and Gee all smoked pipes and proudly had a photograph taken to prove it. For the snap they tried to produce a smoke cloud but nothing happened, there they were just as if the tobacco was not lit. The Asdic meant us ***** the bottom of the boat and could be used when we were dived or surfaced, night or day.

At Christmas 1929 we were back in our pleasant billet between the buoys and at Christmas Eve a German Merchant Ship came in and anchored a quarter of a mile away. There were some wavings of flags and a little slow signal in English "We wish Submarine K.26 Happy Christmas." We reciprocated. "We wish Axenfels Officers and crew Happy Christmas." At about noon on Christmas Day we could see German sailors diving over the side in swimming costume and swimming towards us. We threw a ball in, it was fairly cold but we went in too, we slung the ball to and fro. Inboard the First Lieut. was raking a party together and locking the Asdic Office hatch and piling hammocks on top of the hatch. When the Germans eventually were asked inboard they came up the saddle tanks a bit blue with cold, given towels and shewn below to the decorated Beamery Mess Deck where the Mess handed out gallons of hot tea to cries of "Heiss Schone." Some spoke excellent English, we did not know whether they were Officers, Cadets or Seamen. We had no beer, we offered biscuits, "Very Good." A younger man of enquiring mind nibbled a biscuit and pointed down to the obvious hatch beneath the hammocks. "So?" he said. Smith a good actor pointed dramatically "Minen" "Minen" "K....Boom." The others laughed "Ja, Ja. Minen, mines we onnerstan." We did too, we were taking no chances. They swam away, friendly young men shaking hands and diving into the cold water and back to their ship. Much later that Captain came over in a boat to express his thanks for our hospitality, he was taken right through the boat but missed the Beamery. He saluted and bowed when he left. The officers had invited the Captain's wife and the Engineer's wife to Christmas lunch. With great audacity I produced my camera and took a picture of the party just for'd of the vents. Luckily it came out. I was not credited with being a clever chap, nor was I one in fact.

To Be Continued in January 2016

GUZ 50 - HMS/M VALIANT 50th ANNIVERSARY CELEBRATION



HMS/M VALIANT, Britain's first all-British nuclear submarine, was commissioned on 18th July 1966. I am proud to officially announce the 50th Anniversary reunion and celebrations, which will take place in Plymouth Dockyard and HMS DRAKE on Saturday the 13th of August 2016.

The Start time for this event will be 1300 Hours.

There will be a ceremony on the jetty next to Submarine VALIANT.

On completion of the ceremony everyone will make their way to the specially designed outdoor venue at the Senior Rates mess HMS DRAKE where there will be a reception and special buffet lunch.

The event is open to everyone who served on HMS/M VALIANT throughout her career

The day is intended to be a family event and enjoyed by all

A full schedule of the event will be announced nearer to the date

Please indicate by email your wish to attend and numbers

reunions@wearehmsvaliant.com

So that regular up dates re hotels and arrangements can be sent to you. Please include when you served on VALIANT plus department and a contact phone number.

Looking forward to another great event.

BRANCH SOCIAL PROGRAMME 2016

Date	Day	Event	Venue	Date	Day	Event	Venue
<u>January</u>				<u>September</u>			
15th Jan	Fri	First Footing	Morecambe	9-11 Sep	W/E	Dundee Memorial	Dundee
22-24 Jan	W/E	K13 Memorial Weekend	Faslane	17th Sep	Sat	Canal Trip	Barton
<u>February</u>							
				<u>October</u>			
27th Feb	Sat	Branch Dinner	Chetwynde	1st Oct	Sat	Race Night	RBL
				21st Oct	Fri	Sea Cadets Trafalgar Ball	TBC
<u>March</u>							
19th Mar	Sat	St Patricks Day Cabaret	RBL	<u>November</u>			
				4-6 Nov	W/E	SMA Embankment Parade	London
<u>April</u>				11th Nov	Fri	Ladies Night Dinner Dance	Fairways
5th Apr	Tue	AGM	RBL	13th Nov	Sun	Remembrance Sunday	Cenotaph
22-24 Apr	W/E	Annual Reunion (& Conf.)	Blackpool				
30th Apr	Sat	Barrow Corporate Day	Barrow AFC	<u>December</u>			
				16th Dec	Fri	Christmas Party - Children	RBL
<u>June</u>				17th Dec	Sat	Christmas Party - Adult	RBL
12th Jun	Sun	Queens 90th	RBL				
25th Jun	Sat	Prince of Wales DTS	Foxfield	<u>NOTES</u>			
				1. Monthly Meeting 1st Tuesday of Month at 8pm (except AGM 7:30pm)			
<u>July</u>				2. Monthly Meetings include: Rum Issue, Raffle, Free Members Draw & Birthday Drink.			
16th Jul	Sat	Cartmel Races	Cartmel	3. Prices of Events & Dress Code TBC.			
23rd Jul	Sat	Summer BBQ	Crofters	4. Quiz Nights TBC Prior to Event.			

A Factoid from Ian Walsh

There is an old Hotel/Pub in Marble Arch, London, which used to have a gallows adjacent to it. Prisoners were taken to the gallows (after a fair trial of course) to be hanged.

The horse-drawn dray, carting the prisoner, was accompanied by an armed guard, who would stop the dray outside the pub and ask the prisoner if he would like "ONE LAST DRINK".

If he said YES, it was referred to as ONE FOR THE ROAD.

If he declined, that prisoner was ON THE WAGON.
So there you go!

THAT SOUNDS FAMILIAR

A retired Submariner is stopped by the Police about 2 a.m. and an Officer asked where he is going at that time of night.

The man replies: "I'm on my way to a lecture about alcohol abuse and the effects it has on the body, as well as smoking and staying out late!"

The Officer than asks: "Really? Who's giving that sort of lecture at this time of night?"

The retired Submariner replies: "That would be the wife!"