



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 Branch Wreath Laid at the AE1/AE2 Memorial on 24th April 2016

EDITORIAL

Hello Everybody.

I'm just doing the Editorial report this month as Peter Hearn was voted in as the Secretary at the AGM. It will take him a little while to get his feet under the table but I expect he will find it a rewarding job. The new Committee is as listed above – not too many changes but we welcome Neil Lowden as a new Committee Member. We still need a Website Manager but we are currently managing on that front for now until one appears. Any volunteers?

As well as all the usual features this month's Newsletter has a report on the Reunion – as seen through the eyes of our roving reporter Bob Faragher and a story from Ben Britten from his time on SOVEREIGN.

Two items from Australia – one about joint trials with the Japanese Naval Forces including a visit to Sydney by a Japanese Submarine since two of their midget Submarines attacked in Sydney Harbour in WWII. The second item announces that the Collins Class replacements – twelve of them (!) - will be a French design. This appears to have upset the Japanese as they thought that they were the preferred bidder. It will be interesting to see how the RAN finds enough manpower

to crew all twelve given that crewing six 'Collins's' has not been easy.

I must thank everyone who turned out last Sunday for the Ceremony and Wreath Laying at the AE1/AE2 Memorial. The weather was not too brilliant and the numbers were down but that was partly weather related and partly due to a clash with the Blackpool Reunion. By the time we got round to the St George's Day Parade which followed the weather had cleared up. No Band this year but there was a piper to provide some musical input but it was a pity that the Parade Marshal had some difficulty in sorting out his left and his right.

A bit of an update on the Freedom of Barrow Parade on 11th June. For our Submariners Association Platoon were are being joined by our colleagues from the Morecambe Bay, Blackpool and Manchester branches. Also it has been confirmed that the new SA President – Admiral Kilgour - will attend the Parade, the RM Band Concert and the Meet and Greet at the Legion which is being arranged for the Saturday Evening. Hopefully everyone will have the opportunity to meet the Admiral.

Barrie Downer

CHAIRMAN'S DIT

Hi All

Well, that's the AGM come and gone for another year. That there were no proposals or discussions about branch policy suggests that everybody is happy with the way your Committee is handling things. Of course, you don't have to wait for an AGM to raise any issues you may have but if they impact our Rules and Constitution then it is either at the AGM or a specially convened EGM.

After the upheaval of some of our members opting to leave the Association and therefore our branch it was heartening to see that the vacant positions on the committee have been filled. I warmly welcome Peter Hearn as our Secretary. Peter has past experience as a secretary albeit not in our Association and I have full confidence that he will slot in seamlessly. Thank you Peter. This meant that the pressure that might have been exerted on Barrie Downer dissipated and I was very

pleased when he put his name forward to be our Vice Chairman. I know that when I am away for any reason that the branch will be in good hands, some might say in better hands. Finally, but not least, I welcome Ginge Lowden onto the committee who along with Butch has dropped the average age somewhat. It is good to see.

Alan Hoskins did a great job as our delegate at the National AGM and put our proposal forward in a very succinct manner. Although it was defeated many said that they had been directed how to vote by their branch and had they been given some flexibility the result might have been very different. This gives some credence to my suggestion every year that our delegate should be given more flexibility in how he should vote. Out of the five Proposals/Recommendations in addition to ours he was given that flexibility in 2 of the 5 so we are moving forward. I won't say more as I am sure that Alan will be giving a full report to the branch of what went on.

Our next big 'do' is the Freedom of Barrow parade where we will join up with the Submarine Service to march through the town on Saturday 11th June. Please let us know if you intend to march with us as the Submarine Service keep asking how many will we have in our platoon. The local branch viz Morecambe Bay, Blackpool & Fylde and Manchester are all sending representatives and their standards so we should have four standards flying that day. Our new National President, Rear Admiral Niall Kilgour CB, is also coming along and has agreed to stay an extra night so that he can meet you all on Saturday evening at the RBL. Now there's an opportunity not to be missed.

Well that's all for now, enjoy what promises to be a very damp Bank Holiday and I look forward to seeing you on Tuesday.

Best regards,

Dave

SECRETARY'S DIT

No Secretary's Dit this month – Peter Hearn is getting to grips with his duties as Secretary so I am sure everyone will allow him a bit of leeway. He will be up to speed by time the June Newsletter is due so normal service will be resumed shortly.

SOCIAL SECRETARY REPORT

Hi Shipmates.

April was a cold and wet month but we still managed to get a social in; the corporate football, which will take place this weekend so I will give a dit on it (with photos) in the next issue.

Diary Check

On completion of the May meeting I will be hosting a quiz. Bring along your family and friends for a couple hours of laughs with a cash prize for the winning team and I will be providing chilli and hot dogs to help soak some of the alcohol up.

Sun 12th June will be joint services social to celebrate the Queen making 90 years of age. The committee have met up and the following is the plan. It is free entry with kick off at 12:00 at the Legion and secure will be at 17:00. Rig is blazers with medals (Standard will be in attendance) or smart casual for non-members. Food will be bring a plate and the entertainment will be Dave took with a sing along. We have invited a couple VIP's, one of which is Elsie Robson who was born on the same day and year as Her Majesty Queen Elizabeth. So bring along your singing voices for a good rendition of happy birthday. Of course there will be a raffle, lots of laughs and a couple beers if you are up for it.

Sat 25th June is the DTS at the Prince of Wales following the Committee gathering for a pie and pint afternoon. Same as last year with the committee meeting up at 12 and getting a quick meeting in before we have a pastie and pint courtesy of the branch. Then from 2pm the social fund will be thanking those who support the social calendar with one or two free pints (depending on turnout). So if you have nothing better to do then please come along – this is a men only turnout and you have to make your own way there and home again.

Sat 16th Jul is the annual trip to Cartmel races, the coach is nearly full now so please if you want to guarantee a seat then get your name to me soonest. At £12:50 a seat it is the best way to get there and back. It is a great day out with lots of fun and alcohol and racing. Payment to me at or before the June meeting please.

Sat 23rd Jul is our annual BBQ at the Crofters, again with lots of fun and games. The food will be a lovely BBQ with the added chance to just laze around in the sun and have a good chin wag. I have made moves to eliminate the queuing and delay in getting food this year. I will be calling tables up one by one and the chef will be on the ball with the food, at a cost £5 per ticket this will be a great afternoon. I will be selling tickets from the June meeting.

The rest of the social programme is as laid out on the calendar. With the exception of the children's Christmas party which, due to the end of term date change, has been moved to Saturday 17th December.

Other items:

It is intended to have a meet and greet at the legion on Saturday 11th June at 7pm to get a chance to have a couple beers with all the branches and submariners who are in town celebrating the 'Freedom of the Borough'.

Members draw was won last month by Digger Gardner so stands at £5 in May and don't forget to get your birthday boy beer at the meeting.

And finally - Thank you for supporting me at the Socials.

Alex Webb

Social Secretary

MAY BRANCH CALENDAR

May Branch Meeting	Tuesday 3rd May
Quiz Night	Tuesday 3rd May
K2B Marshalling	Saturday 7th May
Committee Meeting	As required

JUNE BRANCH CALENDAR

June Branch Meeting	Tuesday 7th June
Freedom of Barrow Parade	Saturday 11th June
RM Band Concert	Saturday 11th June
Meet & Greet	Saturday 11th June
Queen's Birthday Social	Sunday 12th June
Civic Sunday Parade	Sunday 19th June
Veterans Day Flag Raising	Monday 20th June
Foxfield DTS	Saturday 25th June
Committee Meeting	As Required

JULY BRANCH CALENDAR

Branch Meeting	Tuesday 5th July
Cartmel Race Day	Saturday 16th July
Branch BBQ	Saturday 23rd July
Committee Meeting	As Required

BRANCH BIRTHDAYS MAY 2016

T.S. (Thomas) Fell	04/05/1941
D.A. (David) Smith	06/05/1952
D.A. (David) Cooper	07/05/1954
A.P. (Tony) Evans	09/05/1947
D.E. (Dave) Barlow	09/05/1947
S. (Steve) Emms	10/05/1960
D.E. (Don) Wade	11/05/1934
N. (George) Hildrew	12/05/1947
K. (Ken) Brumby	17/05/1944
P. (Peter) Winsland	19/05/1979
B (George) Hyde	19/05/1960
C. (Cedric) Madin	21/05/1930
T.C. (Tim) Chittenden	25/05/1951
R. (Ben) Britten	31/05/1955
N.J. (Neil) Lowden	31/05/1982
B M (Brian) Jones	31/05/1934

Birthday to you all!

SUBMARINE LOSSES OF WWI

One Submarine was lost with all hands in May 1916. In addition four submariners were also reported to have died in the month.

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The Submarine lost was **Submarine E18**

Submarine E18 was ordered as part of the 1913/14 Naval Estimates and was built at the Barrow in Furness Yard of Vickers, Sons and Maxims. The submarine was launched on 4th March 1915 and, after commissioning on 6th June 1915, joined the Eighth Submarine Flotilla at Harwich and was later sent to join the Baltic Flotilla. The Submarine was on patrol in the Baltic on 23rd May 1916 when the Commanding Officer Lieutenant Commander Robert C Halahan torpedoed the German Destroyer V100 blowing off the bows of the German ship. This success was reported on the 24th May which

was the last message received from the submarine. No reason for the loss of the submarine has been identified.

Note. CWGC Records report the date of loss as Sunday 11th June 1916 whereas other records all indicate 24th May 1916. It is understood that the official Admiralty 'Paying Off' date for E18 was 11th June 1916 whereas 24th May 1916 is accepted as the probable date of the loss of the submarine. Those lost were:

Officers:

Lt Cdr Robert Crosby Halahan, RN

Lt Walter Luke Landale, RN

Sub Lt Douglas Nowell Colson, DSC, RNR

Ratings:

CPO Edwin Albert Taylor Bagg O/N 177854

PO Frederick Clack O/N 195904

PO (LTO) Charles William Turrall O/N 204563

L/Sea William George Bass O/N 201300

L/Sea Ernest William Ruaux O/N 205600

L/Sea Frederick White O/N J3791

AB Sydney Augustus Welsh O/N 224767

AB Cyril Francis Godward O/N J7415

AB Frank Ladbroke Maddox O/N 224189

AB William George Powell O/N 182354

AB Horace Edward Pritchett O/N J4417

L/Tel Clement Harry Edwards O/N J8503

Tel George Gaby O/N J1674

ERA1 William Chadwick Spencer O/N 271190

ERA James Kerr Galloway O/N RNR/1085/EA

ERA2 Maurice Harold Fuller O/N 271261

ERA3 Charles William Holland O/N 271983

Ch Sto Samuel Arthur Sheppard O/N 289749

L/Sto Thomas Edwin Guest O/N K4295

L/Sto James Reuben Percy O/N K6463

L/Sto Arthur Percy Phillips O/N 309511

Sto 1 Herbert Thomas Harris O/N 302072

Sto 1 Class Percy James Peter Nye O/N K9941

Sto 1 Ernest Alfred Fox O/N K9171

Sto 1 Percy Duffield O/N K18506

Sto 1 Albert George Hall O/N K14150

Sto 1 Charles Hunt O/N K13248

Note: Two Ratings who had been members of the E18 crew were left inboard immediately prior to sailing on this last patrol and became inadvertent survivors of the loss. Both men survived the War and one became a significant figure in the early years of the Submarine Old Comrades Association (SOCA). The two were:

PO John Percival Ryan O/N J690 was left inboard when the Submarine sailed on patrol owing to him being listed 'Sick' with measles. On his recovery he was drafted to Submarine E19. He returned home in January 1918 after the disbandment and scuttling of the Baltic Submarine Flotilla. In November 1933 John Ryan was elected as the Secretary of the London Branch of the Submarine Old Comrades Association at an Inaugural Meeting held in Carr's Restaurant in the Strand. He remained as the London Branch SOCA Secretary until the outbreak of WWII in 1939.

Able Seaman Charles Henry Sexton O/N J23950 was a very lucky man who had, previously, survived the sinking of Submarine D5 in November 1914. According to a former member of the RNSM Archives Working Party Charles Sexton survived the loss of Submarine E18 by virtue of the fact that he had been sentenced to 90 days in cells for 'borrowing' beer from the Wardroom. After completion of his detention Charles Sexton was drafted to Submarine E8 - also in the Baltic Flotilla. He returned home safely in January 1918 after the destruction of the Baltic Submarine Flotilla.

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Submarine C26

Lieutenant Hugh Staunton Hornby, RN - the Commanding Officer of Submarine C26 was reported to have died on 1st May 1916. Some reports had indicated that he was killed in an accidental explosion on board the Submarine Depot Ship HMS VULCAN. However this is incorrect as he was actually killed in a bizarre 'diving accident' at Dover - but not a diving accident involving his Submarine. The full circumstances are reported in the Dover Express of 5th May 1916

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Dover Express 5th May 1916

Submarine Commander's Fatal Accident

An inquest was held at the town Hall on Tuesday Afternoon, by the Borough Coroner (Mr. Sydenham Payn), to inquire into the fatal accident to Lieutenant Hugh Staunton Hornby, R.N., a submarine commander. The deceased, who was an all-round athlete, was the son of the famous Lancashire cricketer, and was himself a good cricketer, tennis player, swimmer and diver. Mr. A Harris was foreman of the jury.

Lieut. C.E. Finley, HMS 'ARROGANT,' said that the deceased was Hugh Staunton Hornby, who was a lieutenant in command of one of HM Submarines, aged 26 years. On Thursday last, at about 6 p.m., Lieut. Hornby was bathing from the upper deck of HMS 'ARROGANT.' He had dived once from the port after gangway over the rail. He then came on board to try it again. It was a dive which needed a certain amount of skill, and the deceased was known as a skilful diver in the Navy. From where he took off from his feet he had to clear a rail about 3 ft. 6in. high. He had made the deck slippery with water from where he started, and at the second dive his feet slipped when taking off, causing him to fall on the rail, and then over it onto a stage moored below. He lay on the staging injured, and the assistance of the ship's medical staff was at once sent for. He struck the rail with his stomach. Dr. Dupree took charge of the case, and the deceased was then taken in a boat to the nearest motor ambulance and then taken to the Royal Victoria Hospital. Witness saw the deceased at the Hospital on the day previous to his death, but he did not know witness. The place was used continuously last summer for bathing, but the rail was then removed. The deceased did not want it removed. He was doing more or less trick diving. The deceased fell between 15ft. and 18ft. The staging projected six feet into the water, and the deceased was diving from a gangway which projected

four feet. The deceased had been playing tennis earlier in the afternoon.

Dr. A.J. Fairlie-Clark said that the deceased was brought to the Dover Hospital soon after seven o'clock on Thursday evening last, and witness saw him at a quarter to eight. He was suffering from shock, a dislocation of his left elbow, and a severe injury to the upper part of the abdomen, which was visible from the bruising and rigidity of the muscles. He was conscious, though suffering a good deal of pain. Witness had a consultation with the medical officers of the 'ARROGANT' the next day, his condition getting worse, and it was decided to perform an operation, which was done. There were found to be severe internal injuries, and a good deal of internal haemorrhage from a small rupture of the liver. He became worse, and as second operation was undertaken at mid-day on Sunday as the only chance. He did not improve however, and died on Monday morning. The operation was undertaken as a last resort. The cause of death was internal injuries, and they would be consistent with the nature of the accident. He believed that the injuries to the abdomen were caused in striking the rail, and that he dislocated his arm in the further fall to the staging.

The Coroner, in summing up, pointed out that no blame could be attached to the authorities, as the deceased chose not to have the railing removed, preferring to try diving over it. In these times plenty of dangers marked the path of all, and it was wisest not to seek danger unnecessarily'

The jury returned a verdict of accidental death.

The Funeral

The funeral of Lieut. Hugh Staunton Hornby took place, with naval honours, on Wednesday, at Charlton Cemetery. The Rev. J.T. Poole (Naval Chaplain) was the officiating clergyman. The mourners present were Mrs. H S Hornby (widow), Sir W H Hornby (uncle) and Lady Lettice Hornby (aunt), Mr. and Mrs. Green (brother in law and sister), Mrs. Rice Hutchinson and Mrs. Davison (sisters). Six Officers acted as bearers, being Lieut. Finlay, Lieut. Buckland, Lieut. Ramsbotham, Lieut. Eveleigh, Lieut. Veale, Sub Lieut. Stokes, Paymaster Graham and Assistant Paymaster Lamkin. There were a large number of officers and men of all ratings present, including Captain Bowring (representing Vice Admiral Sir R Bacon. At the conclusion of the service the 'Last Post' was sounded by six buglers of the Royal Fusiliers. Floral tributes were sent as follows: From his devoted wife Hilda; Jane, Harold and Hugh, from Edith Hume; from Vice Admiral Sir Reginald Bacon; from Captain H W Bowring and staff; V.A.D.; from the Captain and Officers of H.M.S.; from the wardroom Officers of H.M.S. 'ARROGANT'; from St. John Crane; from his Officers and crew; from Commander H Spencer, RN; from brother Officer of the Submarine Depot, Fort Blockhouse; from H.M.S 'VULCAN'; from the Captain and Officers of the trawler patrol; from Matron and Sisters of the Royal Victoria Hospital, Dover). The funeral arrangements were carried out by Mr. J Parsons, of Beaconsfield Road, Dover.

Hugh Stanton Hornby is buried in the Dover (Charlton) Cemetery in Kent in Grave No. Q.H.4.

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Submarine E15

Two members of the crew of Submarine E15 are reported to have died as a Prisoners of War in Turkey in May 1916. Submarine E15 had been sent to the Mediterranean to support the Dardanelles Campaign in 1915 and ran aground at Kephez whilst attempting to make a passage through the Dardanelles into the Sea of Marmora on 17th Apr 1915. After running aground the submarine was shelled by the Turkish Forts in the area. Several of the crew were killed at the time and the remainder were taken Prisoner of War by the Turks. The two Prisoners of War who died were:

Petty Officer John Shepard O/N 169388

John Shepard was born at St. Giles, Edinburgh on 36th May 1876. John Shepard died on 10th May 1916 (29th May 1916 – CWGC) whilst a Prisoner of War at Sivas. He is commemorated on the Basra Memorial in Iraq and is listed on Panels No 1 and 60.

Able Seaman Henry John Barter O/N 230790

Henry Barter was born in St. Helier, Jersey, Channel Islands on 15th Apr 1888. Henry Barter survived the loss of Submarine E15 but died, on 11th May 16 as a Prisoner of War. He was buried in the Baghdad North Gate Cemetery in Row 21, Plot E, Grave No 1.

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HMS DOLPHIN

One Rating on the books of HMS DOLPHIN died on Tuesday 23rd May 1916. He was:

ERA3 Victor Vivian Lewis O/N 272399

Victor Lewis was born in Portsmouth in Hampshire on 22nd Jul 1891. He joined Submarines as an Engine Room Artificer 4th Class on 1st July 1913. He served in various Submarine Depot ships before he was drafted to Submarine H6 from 1st July 1915 to 18th October 1915. He was part of the crew which brought the Submarine across the Atlantic from the Shipbuilders – Vickers, Canada. He later served in HMS DOLPHIN. He was taken ill and died in the Royal Naval Hospital at Chatham on 23rd May 1916. He was buried in the Gillingham (Woodlands) Cemetery, Gillingham Kent in Grave Naval 22 1140.

RN SUBMARINERS IN ARCTIC AT USN ALASKAN ICE CAMP

Item from the Navy News

For the first time in nearly a decade, submariners unfurl the Royal Navy's ensign on the Arctic ice. Lt Cdr Jimmy Moreland and Lt Sam Harris stepped on the frozen wastes covering the Beaufort Sea – off the north coasts of Alaska and the Yukon Territories – as the Silent Service moves a step closer to renewing operations under the Arctic ice.

It's been nearly a decade since a British boat punched through the ice and emerged on the surface of the Arctic Ocean during a patrol.

Re-generating the Submarine Service's 'under ice capability' is an operational priority as the Arctic is likely to become a key theatre with the ice cap shrinking – and international military and commercial maritime activity likely to increase as a result.



Which is why a pair of UK submariners is working on a moving ice floe at temporary US Navy Ice Camp Sargo, around 170 miles north of Alaska's Prudhoe Bay.

Lt Cdr Moreland (HMS ASTUTE) and Lt Harris (HMS TRENCHANT) are looking into the equipment, training and procedures needed to allow the Royal Navy's hunter-killer boats – Trafalgar and Astute-class boats to safely return under the ice.

The two submariners sailed with the USS HAMPTON to get to the US Arctic Submarine Laboratory's temporary ice camp. The Los Angeles-class boat rose through thick sheet ice to report its safe transit through the Bering Strait and to re-fix the boat's position by GPS before continuing to Camp Sargo on ICEX (Ice Exercise) 2016.

"It was interesting to be met by the camp's crew who were armed with chainsaws and pick-axes to clear ice from the hatches to allow us to get off the boat!" said Lt Harris. I was particularly interested in the navigational aspects of the training; including seeing first-hand how our US counterparts ship control team continually maintained sea clearance above and below the boat while under the ice. "I thought that their greatest single seamanship challenge was transiting the shallow Bering Strait while avoiding frequent, and deep, ice keels from icebergs and sheet ice. "The value to the Royal Navy from our visit is high, and we greatly appreciate the assistance of the US Navy. "We've learned a number of lessons – especially for the Astute class which has not yet been tested in Arctic waters. A UK return to the increasingly-contested Arctic will be very much helped by this experience."

Sargo serves as a temporary command centre for conducting operations in the Arctic region. Some 70

personnel live and work in 20 temporary buildings – everything from dormitories and mess tent to a command centre and range control where the underwater tactical development exercises were conducted.

Drinking water is mined from the ice sheet and access to the camp is provided by a runway for small aircraft. Food supplies are dropped by parachute and collected on snow-mobiles.

The head of the RN Submarine Service Rear Admiral John Weale said the exchange programme was “a key step to returning our attack submarines to the under ice battle space. “We will use their experience and learning to prepare one of our Trafalgar class boats to operate under ice, before rolling out this capability across our entire attack boat flotilla.”

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NEWSLETTER CONTACT INFORMATION

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

Constructive suggestions about the newsletter are also very welcome. The newsletter will be published in the last week of each month i.e. the last week in April for the May 2016 issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

JAPANESE SUBMARINE IN SYDNEY FIRST TIME SINCE WWII

Royal Australian Navy and Japanese Maritime Self Defence Force ships gathered in Sydney to conduct the bilateral Exercise 'Nichi Gou Trident' from April 15th to 26th.

Two Japanese Maritime Self Defence Force Destroyers - JS UMIGIRI (DD158), JS ASAYUKIA (DD132) and one Submarine, JS HAKURYU (SS 503) took part in the exercise.

The arrival of the Soryu-class submarine marked the first time a Japanese submarine entered Australia since World

War II, Australian ABC reported. What is more, the submarine entered the Sydney Harbour several weeks ahead of the Australian government's decision on who would be building the country's fleet of new submarines. Japan, together with France and Germany, is bidding for the contract.

Japan and Australia have been working on improving interoperability levels between the two navies since 2009. This is also the first time the exercise is being conducted off Sydney.

Royal Australian Navy ships that took part in the exercise were HMA Ships BALLARAT, ADELAIDE and SUCCESS along with aviation elements including Navy's 816 Squadron's S-70B Seahawks and the Air Force's AP-3C Orion and Hawk 127 aircraft.

FRANCE TO BUILD AUSTRALIA'S NEW SUBMARINE FLEET

Tuesday 26 April 2016

Malcolm Turnbull announced DCNS awarded tender over Germany and Japan to build fleet of Barracuda-class submarines in South Australia



The Shortfin Barracuda, designed by French shipbuilder DCNS, is over 90 metres in length. Photograph: DCNS Group/AAP

Australia's new fleet of submarines will be built by France in South Australia, Malcolm Turnbull, announced in Adelaide on Tuesday.

The award of the \$50bn contract to French shipbuilder DCNS means the fleet will be new Barracuda-class submarines which will be built to Australian specifications for a conventional, non-nuclear powered submarine.

Germany's ThyssenKrupp Marine Systems (TKMS) and the government of Japan were the two unsuccessful bidders in the bid to build 12 submarines to replace Australia's Collins-class submarines.

The submarines will cost \$20bn to build and \$30bn to sustain after they come into operation in the middle of the next decade.

Turnbull said the submarine contract would “secure Australia, secure our island nation, but [also] ensure that our economy transitions to the economy of the 21st century”. The submarine project alone would create 2,800 jobs, he said.

Turnbull said the submarines “will be built here in Australia with Australian jobs, Australian steel, and Australian expertise”. However, some components may come from other states of Australia or other countries

including the combat system, which will be sourced from the US.

He said the cost implications of building some of the vessels overseas relative to the completely local build were “comprehensively examined”. Nevertheless, he said the government was committed to the principle that “every dollar we spend on defence procurement as far as possible should be spent in Australia”.

“I want to thank TKMS and the government of Japan for their proposals, which were of a very high quality. However, the recommendation of our competitive evaluation process was unequivocal, that the French offer represented the capabilities best able to meet Australia’s unique needs.”

Industry minister Chris Pyne said the announcement secures Osborne in South Australia as the centre of the defence industry for naval ship building into the future. “This of course means a continuous naval shipbuilding industry for decades into the future which all first world countries should aspire to.” According to reports, former Prime Minister Tony Abbott had favoured the Japanese bid, but after facing a leadership spill in February 2015 he opened the contract up for a “competitive evaluation process”. Abbott said it was reasonable to expect the government to try to secure the best value and the best product and “to give Australian suppliers a fair go”.

South Australian MPs were concerned if Japan was awarded the contract local shipbuilder ASC would miss out on the chance to build the submarines. The Coalition had been under political pressure in the key manufacturing state over accusations it was preparing to break an election promise to build the submarines domestically.

In September Japan signalled it was willing to perform construction work in Australia, meaning all three bidders were prepared to build the submarines in Australia.

In March a defence white paper leaked which purported to show that under Turnbull and his defence minister, Marise Payne, the entry into service of a replacement for the ageing Collins-class fleet had been delayed by “nearly a decade”. Abbott confirmed that claim and said he was disappointed and flabbergasted by the delay. But the Secretary of the defence department, Dennis Richardson, rejected the claim there had been any delay to the scheduled introduction date.

The opposition leader, Bill Shorten, said Labour was committed to building, maintaining and sustaining all 12 submarines in Australia. “It was the resolute opposition of the Labour party which has forced the Liberal party back to the table to stand up for Australian jobs and Australian-built submarines,” he said. Labour trade and investment spokeswoman, Penny Wong, said the government’s announcement had left “wriggle room” for commercial negotiations to allow the first few submarines to be built offshore. She called on the government to rule out such a hybrid build.

Senator Nick Xenophon, whose new political party is campaigning on shipbuilding in South Australian lower house seats, welcomed the announcement. But he said it

could be eight years before we start seeing those jobs in making the submarines. He called on the government to guarantee Australians would also build \$2bn worth of supply ships and a \$500m icebreaker. “We’ve got a lot of jobs that would go in our ship building industry in the meantime ... unless we act with decisiveness to make sure the surface ships are built here so we don’t export jobs overseas.”

DCNS chief executive, Sean Costello, has said while exact details remain confidential, the Shortfin Barracuda is over 90 metres in length and displaces more than 4,000 tonnes when dived. “The Shortfin Barracuda will remain in service until the 2060s and will be updated and upgraded with new technology developed in France and Australia,” he said.

Payne said DCNS was chosen because it best met the requirements for submarines with considerable range and the capacity to remain undisturbed and undetected for extended periods.

Chairman of TKMS’s Australian arm, John White, said: “the competitive evaluation was conducted with high integrity and professionalism and we were privileged to be part of it”. “We are naturally disappointed, but we stand ready to provide support for Australia’s future submarines project with our unrivalled experience, leading technology and track record in building submarines in the customer’s own country.”

Japanese defence minister Gen Nakatani said the decision was “deeply regrettable”. “We will ask Australia to explain why they didn’t pick our design.” An unidentified Japanese foreign ministry official told national broadcaster NHK “we have been looking to extend the special relationship between Japan and Australia so this decision is extremely disappointing”. “But the decision will not affect our work to deepen defence cooperation with Australia or the US.”

THE SUBMARINERS ASSOCIATION

REUNION

Blackpool 2016

A Bob Faragher Dit

Friday 22nd April started with my Oppo taking me to the station to catch the 1010 train to Blackpool North. Whilst waiting for the train I looked around for any of our members travelling. I looked in vain. However, a Matelot saw my badge and introduced himself. He was going to join a vessel called HMS BITER. I had never heard of such a ship but I noticed the ships crest on his bomber jacket and it had the appearance of a small shark trying to eat a mackerel. He explained it was attached to a university. We were travelling on the same train as far as Preston, so at least I had some company. He told me of the duties they had, and the ship was in Liverpool, sailing for Faslane on Monday. He also told me some of the UK ports they were in and out of. No shortage of runs ashore. I would have loved a draft chit to a ship like that.

Eventually, after a relatively entertaining train journey, I arrived at Blackpool North along with a submariner

from Hull. We got a taxi to the Imperial Hotel where we were joyfully received by the wonderful Mad Dog. I was to be sharing with a guy from Wales, once I met him I realised I had met him before at a Magennis Ceremony at Belfast City Hall. For some reason I had been the Standard Bearer on that occasion and Taff was the Parade Master. I remember him because at one stage he instructed the Standard Bearers to lower Standards when we heard him bang his stick on the floor. He had not realised we were on grass, subsequently no one heard him bang his stick. I could not help but remind him of this.

Once we had dumped our kit, we adjourned to the bar. I was somewhat crowded but we all got served in the end. Of course this as always went downhill from then onwards. I hunted round for our guys, and managed to find Dave Barlow and his good lady, Bob and Mrs Palmer. I had a quick natter to them, and then I was kidnapped by Gerry and Sadie Haigh, Davy George, and John Irvine. The afternoon dragged on with much dit spinning etc., but it was tame as there were ladies present. I remembered last time we were in Blackpool, we were well received at the RBL. I wandered off in the direction of the Legion, but could not quite remember where it was. I noticed an old guy stood outside his house having a smoke so I asked him for directions. He gave me directions after asking what Regiment I was in. After explaining, it developed into a conversation, or more accurately him rabbiting and me having to listen. Why do I always meet these guys? However, his directions were accurate and I made it to the Legion. There is always entertainment in the afternoon and it's well attended, in addition all the beer was less than £2 per pint! There followed a great afternoon. In addition to which I made it back to the Hotel without falling over.

After a brief head down session, I joined the others in the bar. It of course became a bit hazy after a while and more Guinness than I should have supped. I had to go outside with a couple of other guys for a smoke, unfortunately I went down four steps and there was only three, hence gravel rash. I remember thinking, having ladies there is okay, but it's not the same. In addition Barrow branch was surprisingly thin on the ground, given the size of the Branch and the locality of the reunion. Not much else to say about that night except my pit was calling!!!!

The following morning, it has to be said, I made it for breakfast. I know I was a bit late but at least I made it. After Breakfast everyone was mustering for the Conference. As the bar was open I decided to pass on that. However, I bumped into Butch who had come down for the conference. He looked extremely smart for a Kellick Stoker, when I remarked on how smart he looked he said he hated it. I thought what a brilliant stoker he was! I loafed about the bar for a while, and lo and behold! the Chief of all Chief Stokers Dudley and Dicky Cambridge turned up! This was great, at last people I can understand. We had a couple of scoops and then repaired to the RBL and joined the

entertainment for pint or five. Eventually, we returned to the hotel for some more beer. Duds and Dickie had to go for their train. My memory is a bit sketchy after this. I do remember talking to RASM and his wife. He must be a nice guy listening to me burbling, and I think I fell in love with his wife.

Eventually I decided to go off to my cabin take a bath and try and make the dinner. Unfortunately, I fell asleep in the bath and missed the dinner. At least I was clean when I eventually went down to the Bar and joined in the dits and tales of daring runs shore. That was it really. God only knows what time I went to bed.

Morning arrived earlier than I would have liked, and Taff woke me up. As a result, once again I made breakfast. Another first, I must be improving. After breakfast, we all said our goodbyes and went our different ways. Little did I know what the day had in store for me. I arrived at the station and got the train to Preston. That was okay except - having got to Preston I was told all trains north were cancelled. The railway officials had no idea what was wrong. Eventually, they put coaches on to take us as far as Lancaster. I thought at least I would be a bit closer. Lancaster said they were arranging transport. The transport was cancelled because they said they were getting a train through. It finally arrived, an hour and a half later. Needless to say, by the time I got to Barrow I was knackered.

The whole thing was an experience. Not the best Reunion I have attended, but at least as a run ashore it was fine, if a little different.

MARITIME TRIPS

Maritime Trips - hosted by Mike Critchley have arranged the following tours:

26th-31st May Belfast. Visit to HMS CAROLINE (and RICHMOND). Plus the local Maritime festival. Programme includes "The Wrecks of Jutland lecture" and a day trip to Giants Causeway.

7th-11th September Glorious Gosport! A look behind the Navy and Military scene during the local heritage weekend - a very full programme and Harbour tour.

15th-22nd October Historic Malta - includes the Military Tattoo and Trafalgar Night dinner. (LIMITED AVAILABILITY)

Maritime Trips is considering a possible visit to the Far East in November to include the International Fleet Review in New Zealand. Interested?

To learn more contact: Mike Critchley on mikecritchley7@icloud.com

IRISH FINANCIAL PLANNING

Paddy bought a donkey from a farmer for £100. The farmer agreed to deliver the donkey the next day.

In the morning he drove up and said, 'Sorry son, but I have some bad news. The donkey's died.' Paddy replied, 'Well just give me my money back then.'

The farmer said, 'Can't do that. I've already spent it.' Paddy said, 'OK then, just bring me the dead donkey.'

The farmer asked, 'What are you going to do with him?' Paddy said, 'I'm going to raffle him off.' The farmer said, 'You can't raffle a dead donkey!' Paddy said, 'Sure I can. Watch me. I just won't tell anybody he's dead.'

A month later, the farmer met up with Paddy and asked, 'What happened with that dead donkey?' Paddy said, 'I raffled him off. I sold 500 tickets at £2 each and made a profit of £898'. The farmer said, 'Didn't anyone complain?' Paddy said, 'Just the guy who won. So I gave him his £2 back.'

Paddy now works for the Commonwealth Bank.

HMS RALEIGH OPEN DAY 2016

HMS RALEIGH will be opening the gates to the public on 27th July 2016 between 1200 and 1700. There will be a range of demonstrations and displays and it will be a great opportunity for anyone who wants to take a trip down memory lane to visit the establishment. Entry on the day is free and there is no need for advance bookings.

Additionally Captain Rob Bellfield, the Commanding Officer of HMS RALEIGH, would like to extend an invitation to any Branches who would like to visit HMS RALEIGH for a passing-out-parade. Any branches wishing to do so should contact Jackie Devereux, Executive Department Co-ordinator, HMS RALEIGH, Torpoint, Cornwall, PL11 2PD or email NAVYTRGRALEIGH-EXECCOORD@MOD.UK.

WARSPITE COLLISION CREW REUNION

From: Ian Wragg
E Mail: i.wragg2@ntlworld.com
Date: 8 April 2016
Comment: I have recently been in touch with Frank Turvey who was the 'on watch' Engineer on WARSPITE on 8th October 1968.
He is interested in meeting up with any of the collision crew who were on board that night.
Would it be possible for you to do an email shot to Association Members to see if anyone is interested. I have about six people so far and I know one or two have fell off their perches. We are all getting on now so time is running short.
I was thinking of spring next year.
Cheers
Ian (Harry) Wragg

LIFE GOES WITH A BANG?

By Ben Britten
On joining HMS SOVEREIGN in the early eighties I was quickly rated up to Local Acting Petty Officer WEM (O) as the real TI was drafted off the boat sick. Whilst in Gibraltar I was informed that one of my first jobs was to oversee a live torpedo firing using a Mark 8 Mod 4 and the purpose was to sink an old tug/barge. It soon became apparent that there was a big problem. It came to light that a recent firing of the Mk 8 by an 'O'

boat had resulted in the weapon exploding close to the boat after the safety range had run off.
I was informed that two Mk 8 experts would be arriving in Gibraltar to make a change to the safety range. When they arrived on board they explained that the procedure to change the safety range had only been finalised the previous day and had not been tested on a live weapon. I was assured all was ok and that the change in the safety range would not result in the weapon going bang. A decision was made to proceed, with the nominated weapon remaining on board during the process.
A date and time was arranged, on the day the boat was evacuated forward and, with the weapon on the centre line lift, we proceeded to make the change, reading from the prepared document. We wound the safety range back through the 0 yards mark and on to the new setting. A huge sigh of relief was heard from the two experts and, on clearing all the kit away, we proceeded to the mess for a few jars to calm the nerves.
Nothing like being thrown in at the deep end - and to cap it all the live firing was abandoned due to operational reasons.

A GLIMPSE OF FUTURE SUBMARING CO's TRAINING

A rare image that provide a glimpse into one of the world's most intense military training courses, the Submarine Command Course, have been released. Known in the Royal Navy as the 'Perisher' due to its high failure rate, the course is mandatory for any naval officer wishing to command a submarine – with those who fail having to immediately leave the Submarine Service forever.
The Royal Navy is a world leading provider of Perisher for prospective commanders of nuclear submarines, with the Dutch and Norwegian Navies specialising in diesel-electric boats. All three nations regularly work with each other and a variety of international partners, including the Australian, Canadian, French and US Navies.
The UK's Lieutenant Commanders Ian Shropshall and James Collie took part in the Dutch run course which took place in the Norwegian Fjords in February 2016 on board the HNLMS Bruinvis, ahead of their fourth and final stage of Perisher on board a Royal Navy nuclear submarine in June.
The photo below shows Lt Cdr Shropshall conducting visual safety drills, called 'eyes only', where he had to successfully locate and evade fast moving warships that were charging towards his boat.
"Understanding how other nations' navies and types of submarine work makes Royal Navy warfare officers better submarine captains," said Commander Justin Codd, the Royal Navy 'Teacher' and who is in charge of the UK Perisher programme. "Conducting visual safety drills is pretty much the same on all classes of submarine and requires our commanders to have exceptional mental arithmetic and spatial awareness abilities as they look to avoid up to four warships that are aggressively trying to hunt them down."



Lt Cdr Shropshall added, "Although the drills were conducted in English, I quickly learned that issuing the Dutch command of 'vek targaen' (to dive away) worked

best as we looked to remain at periscope depth for as long as possible before diving under a 5,000 tonne warship coming at us at more than 30 knots!"

Following the April course, the remainder of the Dutch students have continued with their tactical training in Holland and at sea. Lt Cdrs Shropshall and Collie have re-joined their fellow students prior to their final tactical assessment at sea in the summer.

The UK Submarine Service conducts operations around the world where their stealthy qualities are used to support the UK's national security by conducting range of tasks including war fighting, maritime security and international engagement.

CROSSED THE BAR APRIL 2016

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Submarine Officers Association	5 th April 2016	Roy Alan Anderson	Commander	N/A	80	Submarine Service in TOTEM, NARWHAL, ALLIANCE (CO 1967), OIC RNSETT & FOSM Escape Officer
Scottish Branch	18 th April 2016	Alastair Ferguson	Petty Officer (REL)	D078143 D	67	Submarine Service from 1971 to 1975 in DREADNOUGHT (72 to 73)
Morecambe Bay Branch	23 rd April 2016	Peter Hilbert	Stoker Mechanic	P/KX 891481	83	Submarine Service from July 1952 to December 1955 in TACTICIAN, TELEMACHUS, THOROUGH, TABARD & AUROCHS
Submarine Officers Association	April 2016	James P Creedon	Lieutenant (SD) (E)	TBA	TBA	Submarine Service in OPOSSUM (on re-commissioning on 14th November 1981)
Non Member	April 2016	Robert (Bob) Potts	Petty Officer Cook	TBA	66	Submarine Service from 1968 to 1988 in PORPOISE, RESOLUTION, REPULSE, COURAGEOUS & SPLENDID

K26 – THE STEAM SUBMARINE (Part 9)

By Jack Phillip (Nick) Nichols O/N J98553

HELMETS, SUN – OR – SUN HELMET SAGA (Part II)

Now to the sun helmet or, as it was listed in the Rate Book while it lasted, a pest and an expense. Helmets Sun Patt. 201 Officers, 201A, Chief & Petty Officers, 201B, Men dressed as Seamen. It was reputed that a statesman about the year 1926 had a cousin or some such relative in Portugal, maybe Spain, anyway where the cork trees grow, and the cousin thought cork being fairly cheap there, he'd try and make an honest penny from buying cork cheap and selling cork dear, if that could be managed. So he looked up what sort of uses there were for cork. "Corks for beer, corks for wine, corks for stringing on telephone lines, same corks I suppose used twice, cork inserts for clutches, I expect the motor people have that buttoned up, cork lifebelts, cork granulated for ship insulation, cork legs, not much there, table mats, huh, solar topees." "Hm." Not a bright chap he asked his Chief man what a solar topee was. "Senyor," said the man, "A very foony hat the British wear in India". "Oh" said the chap, you mean Sun Helmet like the old "Pukka Sahib"? "But certainly Sare". This chap though not what you'd call well-read did have a noddle and it suddenly occurred to him that though the Army in India, Burmah, Egypt, etc., etc., seemed all to wear these perfectly silly helmets, pictures of the Navy showed no sign, they just wore their ordinary head gear, the Sailors especially looking rather charming-in those sharp sided round heats.

When he realized that his cousin was on the Navy Board he cheered up no end. Cornering practically the whole of the cork crop and getting an option on every bit of cork likely to come forward in the next six years, he wrote home to his cousin rather stressing the terrible fact that though Tommy and his Officers had magnificent sun helmets or solar topees in hot climes, Jack and his betters were somehow not supplied. A question or two in Parliament, an article in The Times and another article in another newspaper tending to prove that of five hundred and eighty thousand Naval Ratings serving in ships, submarines, and other vessels and including Naval Ratings in barracks in Hong Kong but not in Malta or Egypt, and canteen staff attached thereto were suffering from heat stroke, loss of body fluid and athlete's foot. A full scale

debate resulted in the appointment of two standing committees, one for Athlete foot enquires alone, because no one knew what this disease was, nor yet what symptoms accompanied it. As it was found later to be an entirely imaginary complaint invented by an American who had invented a cure for it, before finding the complaint this committee was short lived, it ceased to function after a mere two years, but the other committee took evidence from a number of Sailors who had never been east of Eastbourne, a number of soldiers lately returned from India, one of whom was said to have described his sun helmet, as "a flaming pestiferous abortion" which "made my back ache" and a group of four Marines who had come to the wrong door in Westminster and could not relate the questions to anything they had expected, their reason for coming was to be photographed with Lady Astor on the terrace for some charitable purpose.

A cryptic telegram "Go OO", went out to the cousin in Portugal, cargoes of raw cork left for Calcutta and Karachi, the main places of manufacture for these pieces of head gear. The specification prepared in person by the home-loving cousin said all the topees were to be white, but of three different shapes. Topees for Officers should be of such and such a moulded shape, with a puggaree. The Chief and Petty Officer topee should be of an easily seen to be different type from the Officer's sun helmet and should have a narrower puggaree. So there should be no possible chance of say a playful Petty Officer thinking the chap passing below to be another of similar eminence, and dropping an orange or something on him by mistake, the other Ratings' helmet was still quite good, (it cost the tax payer enough in the end) but it had no puggaree. It did however have the little button on top and was covered outside with thin white cloth to take blanco by design, and of course oil fuel etc., by accident. Each one for lordly Officer, proud CPO or PO and Junior Seaman had a little Dorothy bag for carrying it. In this as in death, they were equal. A canny man could with a glance or two, see whether the white Dorothy bag carried a helmet of low degree or high the shape showed through, and of course a helmet bag starched and containing a nicely printed (in marking ink) "Midshipman the Hon. Arthur Waley-Coleshaw, R.N., H.M.S. Viceroy" was almost self-descriptive.

The men of Calcutta and Karachi worked away for the British Raj who had some bee in his bonnet, millions of solar topees for something or other. When the wooden boxes left the docks they were even more puzzle the solar topees were all consigned to Deptford, England, where every well-educated Indian knew the sun shone twice a year only. They were even more puzzled when to Calcutta and Karachi came back several of the boxes. They need not have worried, the wisdom of Admiralty Stores which even exceeds the wisdom of Admiralty Board had only had the solar topees sent to England for distribution, and the boxes at Karachi contained helmets for ships in Australia, Indian waters, South America and Malta. This of course was sorted out by shipments up and down the Med, and K.26 received her allotment of helmets, sixty-three and fifteen spares at anchor in Ville Franche.

From then on, as the man in Portugal built his house, travelled the world, and thought what a fine thing it all was, British Sailors began in summer to look like queer shaped mushrooms. A submarine is a tight fit any time, to find a place for 78 sun helmets within easy reach, to remember to put it on when working on the upper casing, to try to preserve its white appearance was a festering nuisance. A complete new list of Orders, a bit more tricky than the rules of chess, grew up. "Any Rating going ashore before sunset, will wear his sun helmet. "He will take his white cap ashore in his sun helmet cover, and at sunset will remove his sun helmet and continue to wear his white cap." It droned on. Tims used to read it in the mimicked voice of a Naval Chaplain, inserting a few "Dear Brethren" in it from time to time. "The sun helmet dear Brethren will again be worn at sun-up, when the white cap will be carried in the sun helmet cover." Sailors scotched most of this ashore by putting the sun helmet in charge of the first publican up the slope in Malta. This did not work. The first result was the patrol, ever active, picking up every man without a sun helmet and sending him off to his ship. Where an irate O.O.W. sent him back in a dghaisa ashore to get his sun helmet from the pub and come back aboard to answer a charge of being improperly dressed ashore between the hours of what and which etc. For a while the dghaisa men profited by this but it was only temporary. The contempt seen on the faces of Sardinians, Sicilians, Spaniards and Italians for the fellows who were so effete as to need a big inverted bowl over their heads, troubled some men so much, that they just stopped going ashore in summer, or took advantage of a quick run after the sun had set and coming off before midnight. Meanwhile, it is said the sales of Portuguese or was it Spanish cork went on.

Now these sun helmets were returnable, if yours got say oil soaked, as a result of you lowering it down on a string into one of the fuel tanks that happened to be open, you could take it to the Coxswain if he was not busy and he would issue you a new one taking your oily one in lieu. It occurred to lots of sailors that a spot or a blemish on their helmet could be avoided by just getting a new helmet, it became the fashion to get a new helmet, and you must remember what Wigzell the sewing firm said about fashion. "New solar topees for old", it clicked in Jack's mind like the winning line of a limerick. By the way Standen used to call his "his Whited Pagoda".

For a time the man in Portugal must have considered an east wing, a swimming pool if he had not already got one. But then someone good at figures borrowed an Abacus, the computer had not been invented then, and costed it up. And someone must have told the Board of Admiralty that the Wigzell wonder, the light cap which Jack preferred was now available to Jack at two shillings, cap ribbon tenpence. On a day I remember better than V.E. day we took our sun helmets, solar topees, whited pagodas, or what you will, kicked them up and down round the vents, into the galley, into the heads, down the fore-ends, over the side pulling them out again, and handed them in to the Coxswain. The order was if I remember - A.F.O. 6987/30 which plainly stated "Sun helmets are to be discontinued as an article of service clothing". With general Admiralty obstinacy the racked, ruined, sun helmets went back to Deptford by Naval transport. Just a blunder. Poor taxpayer. Maybe Deptford might yet have a few to offer to Carnaby Street. Poor taxpayer.

Now there's a little sequel to the getting rid of these uncomfortable, expensive, despised by Officer and man, pieces of head gear, and as it is an illustration of Senior Officer to man relations, always good in the Med. Fleet I will tell it to you without extra cost, as the Ads say.

A day or two after the great and good news that we had no longer to endure these things on our head, and whilst they were quietly awaiting counting and careful packing as befitting their crumpled condition, their destination once more being Deptford, the Captain of K.26 sat at breakfast. On the sworn evidence of Officer's Steward Pat Regan it was two rashers of bacon, one egg and a slice of fried bread, but this is beside the point. As was his wont the Yeoman of Signals knocked on the Ward Room door with his whistle and came in with the signal log and a signal. The Captain was tomato saucing his fried egg at the time Steward Regan deposed. The Captain read the signal. It read "Capt. 'S' (1) to K.26. I observe non-standard covers on your periscopes. S.N.F.L." The Captain jumped up and closely followed by the Yeoman ran up the fore hatch. Sure enough the long shiny brass periscopes had each a sun helmet stuffed with newspaper right on the top. The high power periscope, that is the for'd one had an Officer's sun helmet Patt. 201, the after periscope the low power one had a Plebian 201 which was tilted at the exact angle disliked by Naval Officers and conversely loved by Naval Ratings. The Yeoman held out the signal pad. The Captain I am told, so cannot swear, wiped a little tomato sauce from his cheek and said with a sort of half smile, "Nutty", I mean Captain 'S' is on the warpath, and early, send for the outside E.R.A. get those things down. The Q.M. went to bring E.R.A. Webb who kept a straight face and in his excitement saluted whilst holding a wheel-spanner which gave him a bruise over the left eye. The Captain pointed. The E.R.A. said, "Aye, aye Sir" and left at the double. As he did, so the Aldis on the DOUGLAS began to blink. The message was short, "Capt. "S" (1) to K.26. Give man responsible S.N.F.L."

The signalman now on the bridge hoisted answering pendant, switched on the Aldis, acknowledged the signal, looked down and saw Commander Garnons-Williams and the Yeoman standing for'd of the fore hatch. He asked himself why he had not spotted this hours ago. It was about 9.30 a.m. and it must have been done in the dark. He assumed a posture of instant readiness as the periscopes started to move down, he snatched the helmets, actually in wrong order of seniority, off the tops of the periscopes. Down below the Captain was saying "What does he mean Yeoman, it does not make sense," "Give man responsible". Of course S.N.F.L. he knew that. That was the little mark that said the signal was not to be logged as signals of importance like the arrival of the Armada, and a King's Birthday, Extra tot and so on. The Yeoman roared "Answering pendant at the dip, make to DOUGLAS, Capt. "S" (1) from K.26 - "Regret your 0935 not understood". The Captain stood silent he thought he could see DOUGLAS's Yeoman, a signalman, and a big head behind him all in Douglas's Signal Bridge. Back came a message by semaphore read by the Yeoman as soon as pencilled on the pad. "To K.26 from Capt. "S" (1) My 0935 incomplete, add words, a bottle of beer." Signal should read "Give man responsible a bottle of beer." Message Ends. S.N.F.L. They laughed. "Nutty" Thompson has a sense of humour. The Signalman relaxed, the Captain returned to his breakfast table. I am told by Regan he carried on with his original breakfast, refusing the offer of another egg.

He laughed, he told the other Officers in the Ward Room. They debated it. The Captain said, "I'll swear that'll be Tims". The First Lieut. said, "It could of course be Stoker Wells." "No" said Sub. Lieut. Nicolay, that has the mark of Didwell I reckon." Gregory Sub-Lieut. quietly suggested a chap named Nichols, he said "He's always smiling as if he can't believe it's real". Lieutenant Currie said, "No, it won't be Nichols, he's too damned shy his jokes would be on paper, I think it might well be Tims." The Engineer for the honour of the branch said it would be Stoker Jock Lough the pawky outside Tiffy's mate - the very man to run two scopes up in the early morning with no noise.

Eventually they put half a crown each in the kitty. I can vouch for the rest - being in the Beamery Mess at ten o'clock when Steward, sorry Officer's Steward Regan entered. "Wid der Captain's compliments to the feller that hoisted two sun helmets on de periscopes". That's how he said it. Everybody laughed. Tims said cautiously, "Any sort of invitation to fall in on the vents?" "Not a bit of it Timmo, shall I pour it out?" Tims put his right thumb and forefinger together and held his hand to his eye to simulate a monocle, "Go ahead Steward, pour it out". He offered a sip all round, and Regan took the empty bottle back to the ward room store. As he passed through the Ward Room he said, "Captain Sorr, twas the favourite". The Engineer shuffled the half-crowns saying "The favourite pays out Captain Sir, seven and six, Lieutenant Currie seven and six, may I remind you that no betting is allowed on board ships of His Majesty's Fleet by an order in council of the late King Henry the Eighth." Sub. Lieut. Gregory a stubborn type said "it could have been that Nichols feller, he's a notorious tee-totaller, and would not begrudge Tims the beer" "No, No," said the First Lieut. I am certain now, that it has the Tim's touch." Of such Officers and men was the Navy in my time constructed. Thank God.

To be continued in May 2016

THE BAND OF H.M. ROYAL MARINES SCOTLAND



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