



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: A Stern View of the Recently Discovered Wreck of Submarine P311

EDITORIAL

Hello Everybody.

Firstly a big thank you to all those who helped out with the Stewarding of this year's 50th Anniversary Keswick to Barrow Walk and the shorter Coniston to Barrow Walk. This year the weather was fine and sunny and most of the participants completed their walks in good time - although we hear that there were a few walking wounded and a few others who took a wrong turn on the way and did a few more miles than planned.

I hope everyone is ready for a busy month! In addition to the Branch Meeting on Tuesday 7th June and the Social Events reported in the Social Secretary Report the main Event for the Branch is the Freedom of Barrow March and Parade on Saturday 11th June.

There will be a Practice for the Parade in the Town Hall Courtyard in the afternoon of Friday 10th June. The Programme for the Parade and the Practice is attached to this Newsletter and will be separately 'E Mailed' to all those who have volunteered to join the Submariners Association Marching Platoon.

To date I have nineteen names for the SA Platoon - including our 'Standard Bearer' Gordon Walker and 'Platoon Commander' Mark Butchart and several members from the Blackpool, Morecambe Bay and Manchester Branches. I need more volunteers to boost the size of our Platoon so let me know as soon as possible if you intend to join us on Parade.

Also coming up this month will be the Civic Sunday Parade on Sunday 19th June followed by the Armed Forces Day 'Flag Raising' on Monday 20th June. Volunteers for these two Events will be called for at the Branch Meeting

The photograph on the Cover Page is of the recently discovered wreck of the Barrow built HM Submarine P311 which was lost with all hands in January

1943. The Submarine was on its way for a 'Chariot' attack on Italian Naval Forces at La Maddalena in Sicily when it is believed that P311 hit a mine and was sunk with all seventy one on board - including three 'Chariot' Crews and their team of four 'Dressers'. I have included an article with photos and a list of all those lost.

There is another Barrow link to Submarine P311. Barrow born 'Charioteer' James 'Jimmy' Freel, CGM was originally allocated to the Chariot Team in P311 but shortly before the Operation he was transferred to the Team in HMS THUNDERBOLT. For those who don't know Jimmy Freel's Medals, photos and documents were donated to the Barrow Branch several years ago and are currently 'on loan' to and 'on display' in the Dock Museum

Did you see the Ceremonies commemorating the 100th Anniversary of the Battle of Jutland? The Battle took place on May 31st/June 1st 1916 when the Royal Navy Grand Fleet and the German High Seas Fleet clashed in the North Sea. Some 6,000 Officers and Ratings were lost in the fourteen RN Ships sunk or in other ships which were damaged and in excess of 2,000 Seamen were lost in the eleven German Ships lost. It was the bloodiest day in Royal Navy history. I have a personal interest here as one of my great uncles (Cook's Mate Ronald Downer) was lost in HMS TIPPERARY which was sunk by SMS WESTFALEN during the Battle.

I hope everybody has been making the most of the recent good weather and has enjoyed the late Spring Bank Holiday.

Don't forget that the EU Referendum is coming up on 23rd June. Far be it from me to advise anybody which way they should vote - I'm sure everyone has made their minds up already but - as long as you do vote

– whichever way it goes – you can quite legitimately complain if it doesn't go the way you like.

See you all at the Branch Meeting!

Late News!

1. On Page 8 you will find a request from the Lord Lieutenant of Cumbria (via Commander Jerry Bernau at Faslane) looking for a volunteer/s to assist with maintaining the vehicles of the Bay Search and Rescue Team at Flookburgh. Please look at the request and see if you can help!

2. Some sad news this month is that a former Branch Member – CPOWEA APV 'Alfie' Hines has

'Crossed the Bar' in Thailand at the age of 66. I and several other Branch Members served with Alfie on 'building boats' in Barrow. We will raise a glass in his memory at the June Branch Meeting.

3. Some more sad news is that Fleur, Lady Boyce – the wife of our Patron Admiral of the Fleet the Lord Boyce – passed away this week after a long illness. Many of you will remember that Lady Boyce was one of our Guests at the Branch 50th Anniversary Dinner in May 2013.

Barrie Downer

CHAIRMAN'S DIT

Hi All

Hi again guys. What great weather we are having for a change. Shorts, T shirt and a cold beer is the order of the day with a barbie and a glass of wine to finish off.

Peter Hearn is settling in well as the Branch Secretary and did a good job in May at his first meeting as Sec. His minutes have been concise and accurate and it all bodes well for the future. Well done Peter and thank you for coming forward and stepping into the breach.

Alan Hoskins did a great job as our delegate at the annual conference. His well prepared speech when putting forward our proposal to the AGM was excellent and I believe that had it not been for the mandates that many delegates had from their members the result could have been very different. Well done Alan.

Rolls Royce have created a VALIANT Trophy to be presented to the best submarine and the first presentation was on Thursday 2nd June. They have requested that some ex VALIANTs attended the presentation so myself, Barrie Downer and Dickie Cambridge attended. As I am writing this before the event I will give a dit in the next newsletter.

Did you read that a diver has found the wreckage of P311 a T class submarine that was lost on her first patrol during WWII. As it was a Barrow built submarine it created some interest locally. Of course, as the crew are still in her, it has been declared a War Grave which is only right and proper.

It has been pretty quiet this month but June is a lot different. We have the Freedom of the Borough Parade next Saturday 11th June I ask that if at all possible you join us so that we give a creditable platoon. I believe that some from Morecambe Bay, Blackpool and Manchester are also coming along with their standards so all being well we should have a good turnout. Our new National President Rear Admiral Nial Kilgour is also attending and he hopes to meet as many of you as possible at the RBL on the Saturday night.

The following day on Sunday 12th Alex Webb along with the other two veterans associations has organised a party to celebrate the Queens 90th Birthday. Our Mayor is attending with deputy Mayor but the main VIP will be a lady I located who was born on the same day as the Queen. It all kicks off at 12.00 so be there or be square. Please accept my apologies for not being able to attend the June monthly meeting. I am sure that our new Vice Chairman will take charge of you OK. It is my granddaughters 21st Birthday and her mum is flying in from Oz for the occasion and I have to be on my best behaviour and do what I am told.

Well, that's all I have for this month so I hope to see you all next Saturday.

Best regards,

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

May was a quiet month in preparation for the onslaught that will be June and the Freedom of Barrow to Submariners and, of course, the Queen's 90th birthday celebrations at the Legion. However, we did have a little quiz on completion of the monthly meeting which saw 30 people attend and the 'Odds & Sods' won by just one point. The chilli and hotdogs went down a treat and a good night had.

Diary Check

Sunday 12th June will be Joint Services social to celebrate the Queen making 90 years of age. Kick off will be 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 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.

Saturday 25th June is the DTS at the Prince of Wales following the committee will gather for a committee meeting and pie and pint at 12; 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.

Saturday 16th July 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 payment 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.

Saturday 23rd July 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. There will be no queuing this year as you will be called up by table 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.

August is a very quiet month in the social calendar, traditionally where most of us pack our bags and head off on our annual holiday, somewhere where they speak a different language and have a tower; Blackpool!!!

Don't forget that September we will be undertaking the last canal party for a while – **Saturday 17th September**. Different to the last two times with us going south instead of north (change of scenery) and the food will be the good British staple of fish and chips. The entertainment will be a good sing song and dance to the great hits of bygone days, so to ensure you don't miss out please start getting your names down for this very popular and fun afternoon/evening out.

Members draw was not won last month so stands at £10 in June and don't forget to get your birthday boy beer at the meeting.

And finally - Thank you for your support.

Alex Webb

Social Secretary

JUNE BRANCH CALENDAR

June Branch Meeting	Tuesday 7 th June
Freedom of Barrow Practice	Friday 10 th June
Freedom of Barrow Parade	Saturday 11 th June
RM Band Concert	Saturday 11 th June
Meet & Greet	Saturday 11 th June
Queen's Birthday Social	Sunday 12 th June
Civic Sunday Parade	Sunday 19 th June
Veterans Day Flag Raising	Monday 20 th June
Foxfield DTS	Saturday 25 th June
Committee Meeting	As Required

JULY BRANCH CALENDAR

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

AUGUST BRANCH CALENDAR

Branch Meeting	Tuesday 2 nd August
Committee Meeting	As required

BRANCH BIRTHDAYS JUNE 2016

G.A. (George) Plater	03/06/1944
B.R. (Slosh) Riley	03/06/1934
A.I. (Carl) Haythornthwaite	09/06/1937
R. (Bob) Palmer	17/06/1939
B.K. (Barrie) Downer	23/06/1945
A. (Alan) Pillifent	25/06/1945
A. (Tony) Griffiths	29/06/1950
D.P. (Derek) Pallister	29/06/1954
D. (Derek) Johns	30/06/1960

Happy Birthday to you all!

SUBMARINE LOSSES OF WWI

No Submarines were lost in June 1916. One submariner was accidentally lost.

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A member of the crew of Submarine B1 died on Friday 16th June 1916. He was accidentally lost overboard and drowned. He was:

Able Seaman George Rowley Grinham O/N 219516

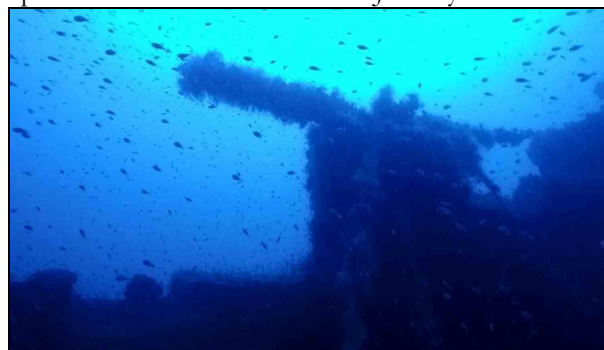
George Grinham was born in Croydon in Surrey on 12th Sep 1886 and he was the son of Douglas Grinham – a painter. He joined Submarines on 1st January 1916. The date of his draft to Submarine B1 is not known. Twenty nine year old George Grinham was the husband of Elsie Gertrude Grinham (nee Randall) who he married in the Church of St Mary Magdalen in Addiscombe in Surrey on 13th January 1908. He is buried in the Haslar Naval Cemetery in Grave No. E.24.33.

ROYAL NAVY SUBMARINE FOUND AFTER SEVENTY THREE YEARS

Nathan Tyler 25th May 2016

In November 1942 His Majesty's Submarine P311 slipped quietly from her moorings in Malta. She was never to return. Now, 73 years after her disappearance en-route to Sardinia, the vessel and her entombed 71 man crew have apparently been found gently resting on the seabed, off the Italian island of Tavolara.

Discovered by scuba diver Massimo Domenico Bondone, P311 lies in 90 metres of water, encrusted in sea life having sunk to the bottom following the suspected collision with a mine in January of 1943.



Built in Barrow-in-Furness and under the command of Lieutenant R.D. Cayley, T-class Submarine P311 was to have become HMS Tutankhamen - she didn't survive long enough to officially be given the moniker, a name

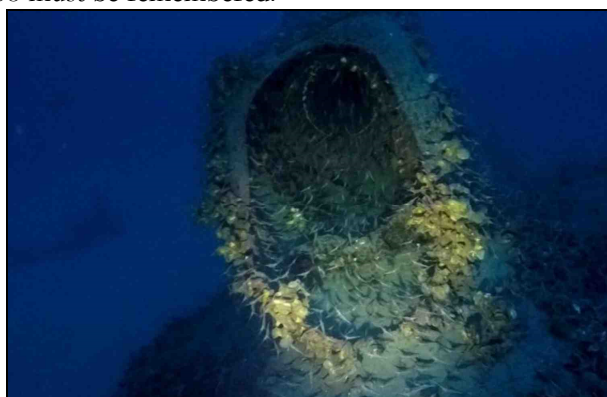
never shared either before or since by a Royal Navy vessel.

She was lost on a mission to destroy two Italian cruisers with Chariot human-guided torpedoes mounted on her casing.

A seasoned wreck diver, Mr Bondone has previously found the resting place of UJ 2208, a German submarine chaser off the coast of Genoa.

To him though finding such ships is more than a hobby: "I am a strong believer that the wrecks are still alive, they are a link from past to present."

"If we don't find them, identify them and document their story, we lose the history of the ships and the men who built them and sailed with them." "We don't have much time, maybe a few decades and then time and the elements of Nature will prevail. I believe that history is not only made by masters and admirals, the last sailor too must be remembered."



A Royal Navy spokesman, meanwhile, said: "We are examining our records to determine whether or not this is a Royal Navy submarine."

T-class, or Triton, submarines were designed in the 1930s. Powered by diesel-electric engines the 54 boats built played a major role in the Royal Navy's submarine operations throughout World War Two - a quarter of them never made it home.



By Editor

Submarine P311 (which was the only un-named 'T' Class submarine - although the name of HMS TUTANKAMUN was to have been allocated but was never officially adopted - was taking part in an Operation to take 'Chariots' to attack Italian shipping at the port of La Maddelena in Sicily. Submarine P311 was allocated three 'Chariots' for this task. P311 had completed the passage through the Sicilian Channel (which was reported at 0130 on 31st December 1942). No further

reports were received from the Submarine and P311 was presumed lost in a minefield near La Maddelena on (or about) 2nd January 1943. There were no survivors from the crew of the Submarine. Also lost were the three Chariots - including Nos. X & XVIII, the three Chariot Crews (six personnel in all) and the team of four 'Dressers'. The date of the loss of the crew of Submarine P311 and her passengers is taken as 8th January 1943 which is the date that the submarine was due to arrive back at Malta. The Submarine may be confirmed as P311 if there are three Chariot Containers on the Casing. Those lost in P311 were:

Officers:

Commander Richard Douglas Cayley, DSO**, RN
Lieutenant Richard Hele Spencer Silver, RN
Lieutenant Cecil Buckley, RNVR
Lieutenant Ian Norman MacRae, RNR
Lieutenant (E) John Hudson Gordon, RN

Ratings:

CPO Arthur Stephen Kingston Lee DSM J113433
PO Christopher Iddiols J100591
PO William Edward Dye C/JX 126605
PO Cecil Ernest Carr CJX 144742
L/Sea John William Redman C/JX 132535
AB Desmond Arthur Jack Feltham P/SSX 32278
AB William Henry Burton P/SSX 22991
AB Cecil William Evans P/JX 164117
AB Clarence Howard Rudge P/JX 276518
AB Leonard Auty P/JX 237486
AB Arthur Key P/JX 275312
AB Robert Warner Clarke P/JX 321979
AB James Clark C/SSX 23951
AB William Frederick Nesbitt J99511
AB William Frank Sutherland C/SSX 23885
AB Bernard Cross C/JX 157739
AB George Lord D/JX 287256
AB Robert William Johns D/SSX 21077
AB Charles Edward William Brock D/JX 138882
AB William Cooney D/SSX 28081
AB Richard John Foulkes D/JX 212864
AB Alfred Stanley Newton D/SSX 13847
OS Richard Ribbands P/JX 338299
OS Walter McLean P/JX 362264
OS Donald Barry Bennett D/JX 305625
PO Tel Andrew Adams D/JX 147935
L/Tel Jim Lord D/JX 161659
L/Tel James Malcolm Brown P/JX 139969
L/Tel John Meyerhuber P/JX 155251
Ord Tel Bernard George Cheeseman C/JX 236264
Yeo of Signals Thomas Harold Moon C/JX 133998
Electrical Artificer John Leslie Lyth P/MX 66284
PO Std James Crisp King, MiD P/LX 22336
L/Cook Geoffrey Leonard Skippon D/MX 69037
CERA Cyril Kimberly M38795
ERA Percival Leo James Down D/MX 53618
ERA Harry Hillyard P/MX 60318
ERA Reginald Charles William Martin P/MX 55884
ERA Edmund George Hunt C/MX 77300
Ch Sto Arthur James Squire D/KX 75929
SPO John Vernon Milligan P/KX 86292

SPO John McClure, MiD P/KX 80404
 SPO Patrick John Donohoe P/KX 84220
 L/Sto Henry Charles Short P/KX 97695
 L/Sto Charles Henri Vokins P/KX 85119
 A/L/Sto Thomas William Bulford P/KX 88120
 Stoker Thomas Neil McShane P/KX 130699
 Stoker Henry Reginald Foxon P/KX 114941
 Stoker Harry Herbert Blackwell P/KX 132332
 Stoker W Foundling C/KX 132645
 Stoker Wilfred Bruce C/KX 118719
 Stoker Thomas William French C/KX 95964
 Stoker John Gee D/SKX 1266
 Stoker Matthew Quinn D/SKX 1238
 Stoker John Norbert Griffiths D/KX 144769
 Stoker Leslie James Bond D/KX 132332

Chariots Crew and Dressers:

Officers:

Lieutenant Charles Ernest Bonnell DSC, RCNVR
 Lieutenant Guy Stretton-Smith, RNVR
 Lieutenant Jack Sargent, RNVR
 Sub Lieutenant Gilbert George Goss, RNVR
 Lieutenant Kenneth Stewart Kerr, Royal Scots

Ratings:

AB Bernard Trevethan P/JX 149522
 L/Sea Bertie George Sidney Rickwood P/SSX 25205
 AB Paul Mapplebeck P/JX 180968
 Ord Sea Robert Anderson D/X 18907A RNR
 Stoker Ronald William Buller Pridham D/KX 145916

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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 June for the July 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!

FASLANE BASE RAISES CHARITY CASH IN BARROW K2B WALK

Tuesday, 17 May 2016

Twenty-five personnel from several different organisations across HM Naval Base Clyde recently pulled together in a tremendous team effort to walk, and in some cases run, 42.65 miles for charity.

The Clyde team, which was made up of Royal Navy, MOD Guard Service, Forces Financial, Babcock and Lockheed Martin staff and families, embarked on the annual Keswick to Barrow-in-Furness walk on Saturday, May 7.

The walk, which is known as the K2B, is celebrating its 50th anniversary this year. The event originated in 1966 as a result of a statement made by US President John F Kennedy who said that: "every American should be capable of walking 50 miles a day".



At the time the UK's first Polaris Submarine, HMS Resolution, was under construction at Barrow Shipyard where several American experts were involved in the project. Plans were soon under way to organise the walk, helping to cement relationships between the submarine crew and Shipyard workers.

The Clyde team during this year's walk included Captain of the Base, Captain Craig Mearns, who was the first person across the finish line for the Naval Base Team.

"It was great to be part of a team from across the Base taking part in a very demanding challenge which brought together so many people from different organisations in a common purpose," said Captain Mearns. "It was wonderful to experience the team spirit and determination of everyone involved and also to have the opportunity to raise money for some well-deserving causes."

Completing this year's K2B was an extra-special achievement for one of the Clyde team. Debbie Walker of Lockheed Martin UK Strategic Systems (LMUK SS), who was team coordinator, completed her seventh K2B and was presented with a tankard by Managing Director of LMUK SS, Mike Scott.

"I had the easy job of standing at the finishing line to present medals to many of the 2,500 competitors and was particularly delighted to welcome home the Clyde team when they made it back to Barrow," he said. "It was also a privilege to present the tankard to Debbie Walker for her truly amazing achievement."

Also taking part were a team from Royal Navy submarine HMS ASTUTE, consisting of eleven runners and two support drivers. The ASTUTE team were

running for children's hospice, Claire House, and raised over £2,000 for the worthwhile cause.

The HM Naval Base Clyde team's chosen charities were: Parkinson's UK, MacMillan, Cumbria Flood Appeal, the Alzheimer's Society, Help for Heroes, The Beatson, and the Royal Navy and Royal Marines Charity (RNRMC). All money raised will be presented to the charities at an awards night in Barrow later in the year.

HMCS WINDSOR IN SEARCH FOR RUSSIAN SUBMARINE

By Bruce Campion-Smith, Toronto Star, 28th May 2016

A Canadian submarine was on the front lines as NATO allies scrambled last fall to track a "surge" of Russian subs that had deployed into the North Atlantic, the Star has learned. WINDSOR, already in European waters for a NATO exercise, was re-tasked on a mission to try to track the Russian vessels

HMCS WINDSOR looms out of the fog in Halifax

Rear-Adm. John Newton, commander of Maritime Forces Atlantic, called the movement of Russian submarines "historically significant." "There was a quite a surge of Russian strategic power. It was moving a lot of boats around the North Atlantic," he told the Star this week. On the move were five Russian attack submarines, a show of force that might have been Moscow's response to "Trident Juncture," NATO's largest exercise in a decade, involving 36,000 personnel from more than 30 nations. But with the Russian boats active, the exercise turned real as NATO nations responded with ships and aircraft. That included WINDSOR, one of four Victoria-class submarines operated by the Royal Canadian Navy, which had been taking part in the NATO drill.

"Near the end, we were working bilaterally, nation-to-nation, in European waters when the opportunity came up to deal with a surge of undersea activity in the North Atlantic," Newton said. "Our role is to go with the alliance and participate in coordinated surveillance, tracking, intelligence gathering," he said.

The Star was among several media outlets invited on board WINDSOR this week to get a glimpse of submarine life as it cruised underwater in the Atlantic Ocean off the coast of Nova Scotia. The extent of Canada's role in last fall's maritime cat-and-mouse game has not previously been disclosed.

For WINDSOR, the tasking set in motion a search far below the rolling ocean surface, as its crew used sophisticated sonar gear to listen for the tell-tale sounds of a Russian boat hiding in the depths. And the submarine had a more capable set of ears, so to speak, thanks to a sonar system installed in 2014, the same gear used on the U.S. Virginia-class nuclear submarines, Newton said.

The upgraded sonar enables the crew of WINDSOR to pick up contacts at a longer distance and detect the tell-tale sounds of engines, even the noises of bearings, air

pumps and hydraulic motors, to determine the classification of a ship, sometimes even the exact ship.

During its mission, WINDSOR prowled the area from the North Sea down to the Strait of Gibraltar, the strategic gateway to the Mediterranean. Lt.-Cmdr. Peter Chu, commanding officer of the WINDSOR, says the boat was a "major" part of NATO's effort to "track, follow and respond." "The situation evolved, matured. Canada presented the asset to NATO and off we went," Chu said in an interview. "What is really important is that Canada had an asset - WINDSOR - that was responding, tactically and operationally ready, and were able to do whatever NATO wanted," he said. A CP-140 Aurora aircraft - dispatched overseas last November at the request of Great Britain - was also employed in the search to detect and track the Russian subs.

The surveillance aircraft - purpose-built as a sub hunter and upgraded with new electronics to better search for targets was deployed to the Royal Air Force base at Lossiemouth in northern Scotland. The defence department has refused to talk about the aircraft's role, saying only that it "routinely conducts operations and exercises" with the British.

Last fall's surge by Russia comes as American and NATO military leaders are sounding the alarm about heightened levels of activity by the Russian submarine fleet that boast new capabilities and more proficient crews. The commander of U.S. naval forces in Europe said last month that Russia is deploying its submarines in numbers not seen in decades. "The submarines that we're seeing are much more stealthy." Adm. Mark Ferguson told the news network. "We're seeing (the Russians) have more advanced weapons systems, missile systems that can attack land at long ranges, and we also see their operating proficiency is getting better as they range farther from home waters."

The drama also happened against the backdrop of heightened tensions between NATO nations and Russia over Moscow's aggression against Ukraine. Newton said last fall's events underscore the role of the subs - to covertly gather intelligence that is then shared with allies. "It's a very clandestine battle. You never want to show your adversary you detect them." Neither Chu nor Newton would say whether WINDSOR was able to detect and track one of the Russian vessels. "We definitely were a major contributor. Everything with regards to the deployment was very successful."

Vice-Admiral Mark Norman, commander of the Royal Canadian Navy, suggests that WINDSOR was successful in its mission. In a new video to highlight the navy, Norman singles out the submarine's work last fall.

"The operational success of WINDSOR in particular is worthy of recognition." "She was employed to help our NATO partners keep tabs on a very important vessel that was transiting through NATO's operating areas."

WINDSOR returned to its Halifax home in December after 101 days at sea, the longest mission yet for Canada's Victoria-class submarines and the high point of a maritime program burdened by its share of troubles. Getting subs bought second-hand from the British

operational has cost money and the life of a Canadian sailor, who was killed in 2004 when fire broke out on CHICOUTIMI. But navy commanders are hoping the worst is behind them as they now exploit the capabilities of the sub fleet. "For this boat, that was the peak of its operational readiness to be employed directly in a task important to NATO, important to our bilateral relations with the French, the British and the Americans," Newton said. "She was doing her job."

VOLUNTEER ENGINEER FOR BAY SEARCH & RESCUE

An 'E Mail' has been received via Commander Jerry Bernau at Faslane in which the Lord-Lieutenant of Cumbria highlights an issue raised during a recent visit to the Bay Search and Rescue Team near Grange-over-Sands. It is clearly a worthwhile community assistance project. The Lord Lieutenant's Message is as follows:

"I visited the other day, for a recce for a royal visit, Bay Search and Rescue based in Flookburgh near Grange-over-Sands. It's a registered charity, entirely volunteer led, by founders who have a paramedical background; it played an important part in the floods in Kendal in December.

It was started to rescue people from the quicksands of Morecambe Bay and they have developed different vehicles to do this (and which, incidentally they discovered, come into their own in floods and snowdrifts inland -as well) adapting the ex-army Hagglund BV202 especially successfully.

Their problem now, as their call outs increase, is the maintenance of these Hagglands. Their volunteers are fully stretched and only one or two have the expertise to service and repair the 3 Hagglands that they have. Would there be a possibility, as part of "community engagement" for Regular/reserve engineers to give a helping hand for these vehicles, which might be familiar to them anyway. There was quite a lot of wear and tear in the floods and work is needed. They don't want unreliable machines in the middle of Morecambe Bay during a rescue operation! If not regular or reserves then perhaps a veteran engineer who might be approached to be a volunteer.

The few dedicated Trustees are very impressive: hands on, inventive and very committed and now have a good reputation among the professional emergency services. I think they had 90 call outs last year so I would like to be able to support them if at all possible."

If you think that you could help and have the necessary skills and time to spare please give your details to Dave Barlow, Peter Hearn or Barrie Downer and we will pass the message on the Jerry Bernau.

MARITIME TRIPS

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

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

NATIONAL COUNCIL CONFERENCE 2016

As you might remember one of the Resolutions discussed and voted on at this year's Conference in Blackpool was our own Resolution that the Association Funds spent on the Embankment Parade should be limited to 40% of the National Membership Subscriptions received in year. Our Branch Delegate this year was Alan Hoskins. His justification of our Resolution to the Conference was as follows:

"Mr Chairman, Admiral President Sir James, Gentlemen Thank you for the opportunity to expand and explain about Resolution 2.

Last year I became aware of a great deal of unrest, I heard many ill-informed comments and, to be frank, many immature statements of intent. The reason was the increase in annual subscriptions as well as the manner of introducing the change. I tried to find out all that I could about the situation. It was not easy to distinguish between official and unofficial statements, published minutes and withdrawn minutes, comments and outpourings of vitriol using so-called social media. I felt that I wanted to be no part of an organisation that could allow all this to happen.

Fortunately, however eventually things became clearer to me. To the best of my ability, I ascertained that the root cause of the agreed increase in subscriptions was the cost of the annual act of remembrance. I felt that in future there should be greater transparency, predictability and accountability. Budgeting is never an exact science but if parameters are set then there is always hope.

I arrived at the figure of 40% of the annual subscriptions for a number of reasons. First, it is greater than currently utilised. Second, it will allow future changes without repetition of last year's fiasco. Third, if we agree that it is an important aspect of the association's annual activities, then it should continue and in my opinion 40% is a fair and reasonable proportion of the annual budget. Some have argued that it is too much and it just gives the NMC licence to increase their expenditure in an uncontrolled manner. I disagree hence the requirement for justification. According to my research and information there are significant budgetary items that are currently waived thanks to the hard work of a few well-connected individuals. External budget pressures on other organisations could well lead to us actually being charged in future years for elements

presently free. This proposal allows for an element of expansion.

If, however, the totality of the activities exceeds the budget then the NMC will be obliged to either trim the event and associated costs or seek sponsorship or other means of alternative funding.

Finally if passed this resolution will provide the predictability, the transparency, the accountability and the control from both the membership's perspective and that of the NMC. It will eradicate the attempted micro-management of the NMC by others and allow them to carry out their mandate and manage without interference. It will also prevent mass resignations and the associated ill feeling within our fellowship.

I commend it to the delegates."

In the event our Resolution was defeated. However Alan reported that several other Delegates spoke to him after the Conference and said that, having heard his Justification, they would, personally, have voted in favour but that their Branches had instructed them to vote against and had given them no other options.

SUBMARINES

The history and future underwater warfare

Australian Broadcasting Corporation, Radio National

25th May 2016



(Purestock/Getty Images)

Last month the Australian government signed a \$50 billion contract with the French company DCNS to build 12 new submarines. Keri Phillips takes a look at the history and future of war beneath the waves.

Designs for military submarines go back to the 18th century, and by the turn of the 20th, several technological advances came together to give shape to the modern submarine. Developments in batteries and the internal combustion engine - powered first by petrol and then by diesel.-made submarines much more reliable. The invention of the periscope allowed submariners to look out at what was going on from very close to the surface, while the gyroscopic compass allowed them to know where they were. The sea remains very opaque. It is really, really hard to hunt a submarine.

James Goldrick, a former senior naval officer, now an adjunct professor at the Strategic and Defence Studies Centre at ANU, says these developments allowed submarines to play a significant role in World War I.

'Before 1914, the battleship dictated control of the sea, and battle fleets were made up just of battle ships with some scouting cruisers. Once you had the submarine being able to go to sea and operate well offshore for long periods, those ships had to move much faster, and they had to be protected by light craft, by destroyers. It really changed the whole nature of warfare,' he says. 'But also submarines, particularly in their use by the Germans, became a key weapon for economic warfare, for blockade, for preventing supplies getting to the adversary.'



U-106 returns to Lorient in August 1943.

(DEA/A. Dagli Orti/Getty Images)

Submarines were used to disrupt all kinds of shipping during World War II. 'The battle of the Atlantic was the longest campaign of the Second World War,' says Goldrick, 'and Winston Churchill said the prospect of losing it was the only thing that ever frightened him. 'But the Germans didn't win the battle of the Atlantic, the Allies did. What was really important however was that it did profoundly affect the way the war would be fought, because the war was very much a war of resources, moving materials and weapons and people around the world.

'Submarines in the Pacific played a fundamental role in the defeat of Japan. The Japanese were extremely ill-prepared to have an unrestricted campaign waged against them, and did not handle it at all well. 'The American submarine force, which had some problems at the start with defective torpedoes, by the beginning of 1945 was the major factor in reducing the merchant fleet of Japan, a country which is totally dependent on imports for many things, to almost nothing.'

From diesel-electric to nuclear

After the Second World War, submarines went nuclear, and during the Cold War gained a new strategic role. The US and the Soviet Union developed nuclear propulsion, which allowed submarines to stay submerged for much longer periods of time. Nuclear submarines were also larger and much more comfortable for those onboard. 'The older diesel-electric submarines were cramped and uncomfortable and these conditions were alleviated to a great extent by the advent of nuclear power,' says James Holmes, professor of strategy at the Naval War College in Newport, Rhode Island. 'The associated systems that go along with that unlimited supply of power meant that ventilation is good and the ship can essentially cruise almost forever. In fact, our

modern submarines only have to be refuelled once in their entire service life. This has been a major game changer in undersea warfare.'

In addition to nuclear engines, submarines of the Cold War era could carry nuclear weapons, and became a pivotal part of the system of nuclear deterrence. 'Basically you are putting your opponent on notice that if he strikes first, he is going to have a volley of nuclear ballistic missiles coming back in reply,' explains Holmes. 'It's important to note that the sea remains very opaque. It is really, really hard to hunt a submarine, particularly a ballistic missile submarine, because these ships are not only built to be very quiet, they emit very little sound that enemy sonar operators can detect. They essentially go out and lose themselves at sea.'



The launching ceremony of Russian diesel submarine STARY OSKOL in 2014

(Olga Maltseva/AFP/Getty Images)

The US submarine fleet in crisis

Submarines are expensive and, as we've seen with the recent selection of a French company to build Australia's next fleet of subs, involve both international and domestic political sensitivities. Throw in nuclear weapons, and submarines will, it seems, always be controversial. 'Here in the United States, the controversy is not so much the submarine itself but the fact that the financing for them is really, really difficult,' says Holmes. 'The United States Navy only operates nuclear powered submarines and we are trying to replace all of our ballistic missile submarines, 18 of them. This program is so expensive that the Navy leadership has declared that it will consume the entire ship-building budget of the United States in the 2020s unless we figure out some way to finance it more creatively. 'It's really a time of crisis for the US Navy submarine fleet just because of all the dollars and cents concerns. The Navy says it needs 48 attack submarines. Right now it has 52 or 53, depending on the given day. 'But the Navy also projects that because of all these financial pressures the fleet is going to drop down to as low as 41 boats at a time when the threat is really growing quite quickly as Russia goes back to the sea in submarines and as China becomes an effective power at operating submarines as well.'

Russia and China's submarine programs

Russia and China figure to be the United States' major rivals on the high seas. And because Russia was America's main adversary for so long, much more is

known about its submarine program. 'They went through a very painful interlude after the fall of the Soviet Union,' says Holmes. 'There were horror stories about the Russian Navy - basically the entire fleet was moored to the pier. In the late 1990s the big concern was how Russia could actually afford to dispose of its old Soviet-era submarines rather than build new ones, which is what they are doing now. 'In recent years they put out a series of new classes of submarine that are very, very quiet and very, very effective.'



Japanese submarine OYASHIO at the Naval base in Subic Bay (Ted Aljibe/AFP/Getty Images)

China is becoming an increasingly important naval power and is also bulking up its submarine fleet, but nuclear subs are not a major part of the equation, says Holmes. 'It has made the diesel-electric submarine fleet the core of what we call its access denial strategy. Basically, this is a strategy that envisions using various assets - submarines, surface ships, shore based aircraft and missiles - to make things very tough on the US Pacific Fleet if it comes to the rescue of Japan or Taiwan in a crisis. 'China has taken a little bit different vector as it develops its submarine fleet by continuing to rely on these diesel submarines, which are relatively cheap, can be built in bulk, can be armed with missiles and torpedoes, and can perhaps not defeat the United States Navy but at least give us a serious bloody nose and think twice about coming to the rescue of our allies in Asia.'

Future challenges for submarine warfare

Despite the current challenges, modern technology may yet find a way to remove the submarine's cloak of invisibility. 'There's a lot of speculation in the submarine expert community right now about new technologies that may make it a lot easier to find submarines when they are submerged' says Holmes. 'If that happens, this is going to be one of those circumstances that could really change the face of submarine warfare. 'If you can't dive underwater and hide your nuclear deterrent that becomes a very big deal in thinking about nuclear strategy. The core of nuclear deterrence is an invulnerable second strike capability, and if you take the invulnerability out of that, then you've got a real problem. 'At that point all three aspects of nuclear deterrence—manned aircraft, intercontinental ballistic missiles and submarines—all three of those things are vulnerable. At that point, nuclear deterrence becomes a much more complicated equation.'

China to send nuclear-armed submarines into Pacific amid tensions with US

26th May 2016

Beijing risks stoking new arms race with move although military says expansion of the US missile defence has left it with no choice. The Chinese military is poised to send submarines armed with nuclear missiles into the Pacific Ocean for the first time, arguing that new US weapons systems have so undermined Beijing's existing deterrent force that it has been left with no alternative. Chinese military officials are not commenting on the timing of a maiden patrol, but insist the move is inevitable.

They point to plans unveiled in March to station the US Thaad anti-ballistic system in South Korea, and the development of hypersonic glide missiles potentially capable of hitting China less than an hour after launch, as huge threats to the effectiveness of its land-based deterrent force.

A recent Pentagon report to Congress predicted that "China will probably conduct its first nuclear deterrence patrol sometime in 2016", though top US officers have made such predictions before.

China has been working on ballistic missile submarine technology for more than three decades, but actual deployment has been put off by technical failures, institutional rivalry and policy decisions.

Until now, Beijing has pursued a cautious deterrence policy, declaring it would never be the first to use nuclear weapons in a conflict and storing its warheads and its missiles separately, both strictly under the control of the top leadership. Deploying nuclear-armed submarines would have far-reaching implications. Warheads and missiles would be put together and handed over to the navy, allowing a nuclear weapon to be launched much faster if such a decision was taken. The start of Chinese missile patrols could further destabilise the already tense strategic standoff with the US in the South China Sea.

Recently a US spy plane and two Chinese fighter jets came close to colliding 50 miles off Hainan island, where China's four Jin-Class ballistic missile submarines are based. A fifth is under construction.

The two countries' navies have also come uncomfortably close around disputed islands in the same region, and the chance of a clash will be heightened by cat-and-mouse submarine operations, according to Wu Riqiang, an associate professor at the School of International Studies at the Renmin University in Beijing. "Because China's SSBNs [nuclear missile submarines] are in the South China Sea, the US navy will try to send spy ships in there and get close to the SSBNs. China's navy hates that and will try to push them away," Wu said.

The primary reason Chinese military officials give for the move towards a sea-based deterrent is the expansion of US missile defence, which Moscow also claims is disturbing the global strategic balance and potentially stoking a new arms race. The decision to deploy Thaad anti-ballistic interceptors in South Korea was taken after North Korea's fourth nuclear test, and the stated mission

of the truck-launched interceptors is to shield the south from missile attack.

But Beijing says the Thaad system's range extends across much of China and contributes to the undermining of its nuclear deterrent. It has warned Seoul that relations between the two countries could be "destroyed in an instant" if the Thaad deployment goes ahead. "No harm shall be done to China's strategic security interests," the foreign ministry declared.

Behind the ominous warnings is growing concern in the People's Liberation army that China's relatively small nuclear arsenal (estimated at 260 warheads compared with 7,000 each for the US and Russia), made up mostly of land-based missiles, is increasingly vulnerable to a devastating first strike, by either nuclear or conventional weapons. Missile defence is not their only worry. They are anxious about a new hypersonic glide missile being developed under the US Prompt Global Strike programme, aimed at getting a precision-guided missile to targets anywhere in the world within an hour.

China's startling attempt to assert control over vast waters has alarmed nearby countries and escalated tensions with the US.

China is developing a similar missile but officials in Beijing fear that the Chinese nuclear arsenal is so small it could be almost completely wiped out without notice, with the few missiles launched in reprisal being destroyed in mid-air by US missile defences.

Without that capability to respond with a "second strike", China would have no meaningful deterrent at all. The government of President Xi Jinping insists the country has no plans to abandon its "no first use" principle but military officials argue US weapon developments give it no choice but to upgrade and expand its arsenal in order to maintain a credible deterrent.

There seems to have been some discussion of moving to a "launch on warning" policy, to fire Chinese weapons before incoming missiles land and destroy them. That appears to be a minority view, however.

The dominant approach is to stick with the current deterrent posture, which relies on hitting back in a devastating manner once China has been attacked. The core aim is to have a second strike capacity that is "survivable" and "penetrative". Submarines, on patrol in the ocean depths, fulfil the first requirement, they say.

It has tested a missile, the Ju Lang (Giant Wave) 2, for that purpose, and each Jin submarine can carry up to 12 of them. Partly to help penetrate US missile defences, China has in recent months also started putting multiple warheads on its largest missile, the DF-5, another development that has set alarm bells ringing in the Pentagon, where some analysts view it as the first step towards a massive nuclear armament drive aimed at obliterating the US arsenal.

Jeffrey Lewis, the director of the East Asia Non Proliferation Programme at the Middlebury Institute of International Studies at Monterey, argues there is a danger of the two sides fatally misunderstanding each other's intentions.

“Given China’s apparent desire to overwhelm US missile defences, it is not surprising that multiple warheads – whether independently targeted or not – would become a feature of Chinese deterrence. The surprise is that it took so long for them to be fielded,” “What western strategic analysts might view with alarm, their Chinese counterparts might view as modest increments necessary to strengthen deterrence. Chinese strategic analysts, unlike their western counterparts, have so far adopted a surprisingly relaxed view of nuclear threats, while some of their US counterparts are inclined toward envisioning worst-case scenarios.”

Evidence for China’s more “relaxed” approach is the length of time it took to deploy multiple warheads, two decades after developing the necessary technology. China has similarly taken decades to deploy nuclear missile submarines.

Part of the reason has been technical: it is a hard technology to master. Wu Riqiang argues China’s Jin submarines (known in the Chinese military as Type 094) are still not ready, as they are too noisy and could easily be located by US attack subs. They would never get past the first island chain off China’s coast and into the mid-Pacific, where they would have to be to hit the continental US. “My argument is that because of the high noise level of the Type 094 and China’s lack of experience of running a SSBN fleet, China cannot and should not put 094 in deterrent patrol in the near future,” he said.

The slow pace has not just been for practical reasons. China’s guiding principle has been to have a capacity for “minimum means of reprisal” while minimising the chance of accidental or unauthorised launch.

Deploying ballistic missile submarines poses a huge dilemma for Beijing. If it can only launch its weapons on receiving orders from the top, they risk being rendered unusable by a surprise “decapitation” strike on the Chinese leadership.

However, to follow the British Royal Navy model – in which each Trident submarine commander has a signed letter from the prime minister in his safe, to open in the

event of a strike on London – would entail a huge leap in the alert status of the Chinese nuclear arsenal, and a similarly huge delegation of responsibility to one of the armed forces.

Wu argues Beijing would be better off sticking to its present policy of hiding its land-based ICBMs in more ingenious ways. Under Xi’s assertive leadership, China seems determined that the Chinese nuclear deterrent will take finally to the ocean, and it has already taken the step of putting multiple warheads on its missiles. Those steps are mostly in response to US measures, which in turn were triggered by unrelated actions by the North Koreans.

The law of unintended consequences is in danger of taking the upper hand. “The two sides may thus be stumbling blindly into severe crisis instability and growing competition by China with respect to strategic forces,” Lewis argues. “A competition between unevenly matched forces is inherently unstable

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

CROSSED THE BAR May 2016

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non Member	22 nd April 2016	Arthur Melling	Able Seaman	D/JX 3****	92	Submarine Service in WWII in SARACEN PoW from SARACEN
Sunderland Branch	27 th April 2016	Leslie Brown	ME.1	P/K 970429	77	Submarine Service 1958 to 1966 in TAPIR, TABARD, ANCHORITE & OLYMPUS
Submarine Officers Association	13 th May 2016	Edward W (Ted) Traer	Lieutenant Commander (SD) (X)	TBA	TBA	Submarine Service in ‘A’ & ‘T’ Boats, MERCURY, CINCFLEET & MoD (PE)
Welsh Branch	18 th May 2016	Christopher O’Brien Hayward	CPOMEM	D142218 T	58	Submarine Service in 1979 to 1997 in FINWHALE, OTTER, OBERON, OPOSSUM, ORPHEUS, OPPORTUNE, ONYX, SEALION & ODIN
Beds & Herts Branch	26 th May 2016	Malcolm Reith	Leading Stoker	P/SKX 769532	87	Submarine Service from 1948 to 1952 in ACHERON, SEADEVIL & TELEMACHUS

Dolphin Branch	26 th May 2016	John Hervey, CB	Rear-Admiral	TBA	88	Submarine Service from 1950 to 1975 in ACHERON (50-51), AUROCHS (51-52), TRADEWIND (52-53), SEA DEVIL (53-56), AENEAS (CO 56-57), AMBUSH (CO 59-62), ORACLE (CO 62-64), WARSPITE (CO 68-69) & SM2 (74-75)
SAOC	May 2016	Sam Tomlinson	Lieutenant Commander	N/A	N/A	Submarine Service in ARTFUL (4th Hand from 11th July 1955, TRESPASSER (CO from 12th December 1958) & OJIBWA (CO 23rd September 1965 to November 1966)
Cheltenham Branch	May 2016	Terry O'Connell	Able Seaman (ST)	C/JX 646186	90	Submarine Service from 1943 to 1946 in H50 & TRESPASSER
Non Member	May 2016	Peter William Murphy	Lieutenant Commander (MESM)	CO 30818A	TBA	Submarine Service from 198* to 2009 in COURAGEOUS (1991), VANGUARD (DMEO), DNST (RNC Greenwich & SULTAN), NRTE VULCAN, In-Service IPT & Submarine Production IPT
Barrow Branch (lapsed)	June 2016	A P V (Alfie) Hines	Chief Petty Officer WEA	D019329H	66	Submarine Service from 1970 to 1990 in COURAGEOUS, SUPERB, SPARTAN (1 st Commission), TURBULENT (1 st Commission) & TRENCHANT

K26 – THE STEAM SUBMARINE (Part 10)

(By O/N J98553)

HARRY BARTON KEEPS HIS HEAD - I NEARLY LOSE MINE - MUTUAL CONGRATULATIONS - BERT APPROVES!

Ah Gibraltar, in the piping days of peace, Hungarian bands, Coffee Royals for those that like them, oranges and figs and a trip to see the apes and Main Street's gaudy rubbish. After that a bit of fishing off the breakwater, and the serious business of the Home and Med Fleets playing at war.

Two days before the battleships started to nudge their way out of Gibraltar harbour we lit up our boilers to sail. There is something about a 'K' Class submarine that is unique. Due to short funnels, peculiar oil heaters and odd design of fans a 'K' Class submarine raises a lot of smoke before it raises any steam. All engineers of 'K' Class subs, have received signals in much the same vein. If you had happened to have been on the neutral ground at Gibraltar on our sailing day you could have taken an untouched photo of the Rock with an ascending pall of smoke looking like an immense volcano. Engineer Lt. Asbury was up between the funnels, Chief E.R.A. Telford (actually Frederick Stuart Tilford) was there too, and for good measure E.R.A. Webb. They all appeared to be praying, but the big black billows continued. Every now and again the Junior Signaller brought a copy of a signal made by some immaculate battleship or cruiser for the Engineer Officer to read. He managed a sad smile and after a long wait there was an end to the pillar of smoke by day. The oil was hot, the vaporization good, the sprayers roared and the safety valves teetered on their seatings. The Engineer pencilled possible replies to the complaints about smuts and smoke, and sent them to the Captain for approval. Commander Garnons-Williams simplified things, he gave Yeoman Whalley a signal for the flagships repeated to lesser ships. "Regret inconvenience excessive smoke is feature of 'K' class submarines starting from cold. See Signal Logs from 1916 onwards." Then he rang down for steam for 14 knots, weaving out astern on engines, turning smartly at the end of the detached mole and heading out to sea.

Down in the Motor Room Bertram and I listened to the rumbling screws turned by steam turbines and laughed. We had a full battery and, as we worked up to 14 knots, I stood and made the auxiliary dynamo breaker which put a special dynamo on to run the load of the boat. It was geared off the engine shaft and our battery remained up.

The 'L' Class submarines staggered out of Gibraltar using first their motors and then starting their diesels. Their batteries were slightly discharged already. We steamed or dieselled in single line ahead ready to open secret envelope A, B, or C on the morrow, when ordered by wireless to do so. In the Wireless Office Liddiatt and Lemaire, the two Tels on watch, listened, but were not allowed to reply. Any transmission could be found by D/F methods and you cheat in manoeuvres as in war. Down in the Motor Room it was warming up, Single asked permission to open the Motor Room hatch. The order came through the voice pipe: "You may open and stand by Motor Room hatch".

The breeze of our making sucked warm air up the hatch, the sea was calm. Bertram sang as he cleaned the Field Rheostat handles. "Around the Marble Arch, around the Marble Arch, what a glorious sight to see, all the pick of the infantry, around the Marble Arch, they know how to get round the girls, round the Marble Arch". I leaned my back on a thick steel stanchion, then I thought about Bertram there burnishing away like mad. I got out some rags and rubbed up my side a bit the starboard main motor panel with its brass and copper, and white metal.

The POLTO (Harrison) appeared through the oval door. He got as near to a smile as he ever did. "D'you two see me coming?" he asked. He too took up a bit of old rag and shone up one of the cabin fans that used to play on us when it got really hot. Then Bud Fisher came along from where he had been-sorting out a badly working phone in the Control Room. Bud laughed and started to clean the Port Telegraph laughing as he did so. He was just rubbing away at it

when a tall figure filled the fore door of the Motor Room. It was the Captain. All four of us stood to attention as if we had been found out in some crime. "The Captain laughed. We stood still for a while POLTO said. "Able Seaman Carter Sir the new L.T.O. Vice Snaesby." The Captain laughed, he had the bronzed face of a real seaman, he said. "Too bad you can't play football Carter, but in the summer you can have a go at water-polo." I could see the grapevine worked both ways. The Captain went on, he was seeing for himself how much the hydraulically worked main vents leaked by sticking a finger in the Save-all.

A day or two later before the dummy attacks started the hatch above the Turbine Room was open. A stoker, Harry Barton by name, was re-stowing the petrol cans. As we had an outboard motor for our skiff we had to have petrol in cans, and it must not be stowed inside the pressure hull. If your cans were full right up you could string them together with rope and hang them round the support for the after gun pedestal. When the boat dived all was well. The pressure came on the cans the petrol inside took the weight. But if you had empty cans, they would of course flatten out if you left them empty and they would be in the way and still dangerous inside the hull. So the used cans were filled with salt water labelled with a bit of rag and tied to the pedestal support. Then a dive did not matter, salt water kept the cans in shape as well as petrol. Barton was busy tying the cans up in a loose heap round the base of the gun pedestal and up the hatch came another stoker, it was very noisy and he shouted, "Harry, we've got to shut the hatch, we can expect a crash dive from now on, there's planes about." Harry left him to finish off the stringing and slipped down below for a quick look at his diving station on the midships main ballast vents. Bud Fisher stood at the port main motor switchboard and I was just for'd of my station at the starboard main motors, then the telegraphs rang, the klaxons went "Krap! - "Krap!" and the engine clutches came out "Krump" "Krump" under hydraulic power. "Dive" appeared on the telegraphy, the order came "Full ahead", both main motors group up. I clonked my field switch in, I heard Fisher's switch follow, watching the ammeter I judged the moment to throw the big single pole switches on my starter, making just the right pauses to avoid an overload blowing a fuse

"D'lonk, d'lonk, d'lonk, d'lonk, d'lonk." Five massive switch blades went home, with the same noises duplicated on Fisher's board. The motor brushes screeched and then all four big motors took up the load of eight thousand amperes. The For'd door of the motor room was open. I stood back from my switch board and was horrified by what I saw. A wide sheet of water was pouring in through the Turbine Room hatch and a man was in the middle of the ladder hanging on and being washed first one way and then the other. Once or twice his head came clear of the sheet of water, we were going forward and down, the pressure of the sea increasing. Owing to his position at the Port Switchboard Fisher could see nothing. I ran to the watertight door and the situation looked serious, the water probably looked more solid than it was, what had happened was that the hatch had been dropped on a petrol can and the hatch was propped partly open. Whilst Barton swung on the can trying to free it I ran back into the Motor Room. "Bud stop your bloody motor" I wrenched my five switches out, "clank, clank, clank, clank, clank." Bud never said a word, out came his as fast, then he came over and looked at the water streaming down.

I went to the Control Room voice pipe and shouted "Motor Room Control Room" as I did so I heard a thud and the water magically stopped, the struggling stoker had wrenched the petrol can out assisted by the inflow and the hatch was down. He screwed the clips tight and Bud and I ran back to our switchboards. We started up again and worked up to full speed. The voice pipe gurgled, someone was calling "Motor Room, Motor Room." Bud steadied his motors on full speed, group-up and answered the voice pipe which had started to call. "Wake up in the Motor Room". Bud was not a great speaker, he was agreeable but terse, he just said, "Control Room, please send an Officer aft to the Motor Room." In a minute a Sub Lieutenant appeared passing poor wet Barton with a puzzled stare, as we dropped down to half speed group-up and then to group down half speed both:

The Officer awaited out story. Harry Barton found a towel and as he rubbed himself down he reported what had happened in one of his moments of clear sight when in the wipe stream of water, he had seen me apparently unperturbed standing in the oval of the watertight door and he was joyfully pointing this out to Sub. Lieut. Nicolay, how well I had kept my head, my complete command of the situation. I was non-plussed, the event had found me unprepared, I didn't really know why I had stopped the motors, I was very lucky in my first emergency, and did not know what to say. In answer to the Sub Lieutenant I said I thought it best to stop both. He made notes and went back to the Control Room. A Stoker brought Harry Barton a dry shift and we made a dummy torpedo attack on one of the Home Fleet Battle Ships and picked up our four practice torpedoes. As I hove round the hand-winch picking a torpedo out of the water, I noted a great warmth of friendliness in the people around. The First Lieut. addressed me by name "Pick that hook rope up Carter" and "Hang it on the backbone Carter." I felt a fraud, I had as I say been non-plussed. Stokers who had looked upon me as just another 'sand-scratcher', now called me "Nick!" I accidentally heard a Scots stoker say with authority, "You can take it from Harry Barton he saved the boat, your worthless life and mine, I say good old Nick Carter, I'm no ready to die yet." I crept away, I knew I was no hero. I reckon another half minute and I could have as easily run for'd into the Control Room in a panic.

After a bit of discussion I could easily see that the hatch had been almost shut, and the sheet of water though wide, not so very thick, and most people reckoned if we had gone deep straight away the pressure would have cleared the can and shut the hatch. But nevertheless Barton and Carter if they had wanted to, could have borrowed money in the boat, even from the Tiffies. Bertram was my tower of strength he just said "Don't worry Nick, you did the right thing, never mind whether it was by instinct or genius, I'm glad my wife's not a widow you know."

I had only one misgiving, when I was at Shotley, K5 had made the diving signal in the Bay of Biscay and dived, never to be heard of again.

To be continued in July 2016

BRANCH DELEGATE FEEDBACK FROM NCC 2016

The 2016 NCC was opened by the Chairman, Jim McMasters in a light-hearted vane when he reminded those assembled that there was no alcohol allowed, this did not include any within the participants blood stream. He then ensured that all delegates were seated in the correct position, that the tellers knew who they were and that everyone understood the voting rules and procedures. There was then a double check on Branches here represented, the totals were the same so we were set. However after 2 head counts for one particular vote the tellers could not match up and one member was found to be sat in the wrong seat. He did apologise but unfortunately that was almost the last humorous moment.

The President was introduced for the last time after 14 years! Sir James thanked the organisation, he explained that Tony Whetstone who was widowed 3 months ago is now in sheltered accommodation and spending time on his computer. The President said that over the last 14 years many formats had been tried but he felt that this current combined Conference and mixed reunion was a good one. He mentioned that he felt that his President's Certificate of Appreciation was a good idea despite the fact that all the recipients were now dead, bar one!

He posed the question what do we the SA do. Firstly in Branch we look after each other, the older members and our widows this he felt was most important.

Secondly he considered that the Embankment Parade was an important and vital element and he commended it to us all. Last year there were over 400 people remembering our fallen brethren. He commented on the required changes and the minimal charges that Lord Boyce has now negotiated. He pointed out that seeing Prince William talking, down on his haunches for 5 minutes to a wheelchair bound widow was a memorable moment and certainly one that she will always cherish. He pointed out that those who cede from the SA will stop us remembering because they will deny us the necessary finances.

Thirdly he felt that the reunion was the third vital element that must continue, this one provided an enjoyable time. He was worried that the SA is at risk and had pointed out what we would lose.

His last point was a serious bleat about the use of Social Media, the anonymous use was despicable, people should not air their grievances and impugn the character of those who actually serve them and hide behind the cloak of anonymity. If you wish to air a problem then man up to it.

He concluded by wishing us all well, and to have a good conference. There was no joke he said. He was given a most derived standing ovation.

The minutes of the 2015 were then accepted although Plymouth said that they were not a true reflection because of the discussion over the overseas branch subs. It was pointed out that there had been discussion and that this was now included this year as a recommendation therefore the minutes were correct. The main follow up action had been the increase in subs which was now complete. This was voted on and accepted.

Nigel Mellor then left the room. His fitness for the role of Sec was briefly discussed. Nottingham felt he did not always respond quickly enough about deceased members. The Membership Sec then said as Nigel still worked Branches should include Mem Sec on any emails because he could respond quickly. Nigel was the only volunteer and as East Kent said a volunteer is always a good thing and so we voted. Nigel was ratified as Secretary. He was eventually found and returned to Conference. This was when we discovered the extra non-voting delegate!

The Secretary then gave his brief report. He apologised for the lack of visual aids. We were later on to be very glad of this. He said that the meeting was recorded to aid with the minutes. He said that he sends out most of the stuff that he gets unless he deems it to be of no interest to the Branches. There was a query about Joan (Fraser) who had helped previously as A/Sec but the Chairman said she remains involved but in a less secretarial role.

There then followed a most turgid time when the Treasurer regurgitated all of the grievances of the past year over the increase in Subs, the angst this caused the comments he had received anonymously and the impugning of him as an individual. He pointed out all he had done to improve the accuracy and completeness of the financial accounting, from 1 page which went thorough annually without comment to the 6 pages etc. that he produces formally certified by an accountancy firm which now gives rise to many comments and criticisms and yet some Branches still want more.

I have 5 pages of notes but I will not bore you with them all. He was difficult to hear and he repeated himself many times but at least he did not go through his financial report in minute detail, because of the lack of a projector. I have a copy of his report that I will give to our Sec.

Unfortunately after over 30 minutes he actually resigned. There then followed almost another 30 minutes with discussions on the merits or otherwise of this decision. He was overwhelmingly supported and eventually in the evening, I am pleased to say he decided to rescind his decision.

The accounts were accepted. The Chairman pointed out that this discussion had been a good example of free speech at Conference. I have greater details should anyone wish them.

The Membership Sec then gave his report that informed us that there are now 1802 members. We had a net loss of 25 last year due to new members joining and others crossing the bar. We had lost the Spanish Branch, 75 had actually lapsed and 55 resigned last year leaving us with the 1802 full members. He pointed out that lapsing members is always a problem especially with service members who he always tries to contact individually. He pointed out that he had just received the subs from one previously lapsed member and then gave Niall Kilgour, the incoming President his badge. He pointed out that there are some problems with the website but as the webmaster was not present, these could not really be discussed; it would be very geeky. Manchester pointed out that they have started a new Branch and to date they have one very active and alert member of the over 100 club.

Resolution 1 was then introduced by Sunderland. It was pointed out that they see this as rarely being necessary as Branches would look after their own. However, the smaller Branches might struggle. It was a welfare consideration. The NE, the seconders, emphasised the word may in the Proposal, he pointed out that the WWII members would not wish to have their subs paid for. Good discussion followed with all the points that we had raised in Branch being aired by delegates from NI, Exeter, Essex who felt that it was actually 4 proposals in one, Scotland and W Yorks. The latter being the only one who said they might ever use the facility. 9 voted For, 23 against and there was one abstention. The Proposal was rejected.

Our proposal (Proposal 2) was then introduced. I made the case and I will give the Sec my written statement see item on Page *). Morecambe, our seconder, pointed out that we must ensure that the SA remains sustainable. There followed a good discussion. Many points were made, all against. Bearing in mind that the President had made a very strong case for the Memorial Parade, the Treasurer had received an overwhelming vote of confidence, Branches were voting as directed by their Branches who had the benefit of receiving the financial statements after our proposal had been published, in my opinion we never stood a chance. Gosport, Bath, Exeter, Sunderland, WofS, NI, Plymouth and the Parade Master all made statements or raised questions. The MOD does have some costs, the RM Band for example, the sailors who attended. There was no entourage for the VIPs. I closed the discussion by pointing out the rationale behind the proposal was to ensure the Parade was maintained.

The vote was 9 For, 23 Against and 1 Abstention. It was rejected

Proposal 3 was read out but there was no Merseyside delegate so it was not discussed. This was about the Treasurer publishing figures within a month of Conference

Proposal 4 was introduced but there was no Merseyside to second it so it was not discussed. This was One member - One vote.

Proposal 5 was introduced, about not paying for the expenses of delegates to Conference if they are going to the reunion. Although there was some discussion, the proposer Dolphin who woke up didn't really say anything. NI, Birmingham, Gosport, Exeter, WofS, Sheffield and Ian McK all made points. The voting was 22 For, 9 Against and 1 Abstention, and as this required a 2/3 majority it scraped in.

The recommendation about overseas subs was then discussed with the procedure being explained and followed studiously. It was changed to read the British Isles for NI, 29 then agreed to debate it, 3 were against. NZ and the 2 Australia branches were represented. They pointed out that if not accepted most would resign. Gosport, Bath, East Aust, Lincoln, East Kent, Essex, Essex and Wales all commented. NZ asked if NMC would approve the costs of someone attending! 26 Voted For the change to only charge £5 for membership. 6 were against therefore with more than 2/3 majority this was passed. It was clarified that this did not cover the Spanish Branch as they were no longer eligible.

Essex accepted the honour of proposing the 2017 Reunion Toast. This was accepted

The results of the delegates votes were announced.

Ted Hogben was voted in for National Vice Chairman.

With some very close voting Chris Freeth, Bath, and Brian Tate, WofS, were voted in as NMC members.

The old President thanked everyone for a very good conference and handed over but the new President was even briefer as it was tot time. Thanks were given by the Chairman to the President and Vice Presidents for all their support and pointed out that they have no vote on matters. The Standard Bearer was thanked as was Ted the Friends of the Museum Rep. Special thanks were given again to Sir James who was then presented with a gift from the NMC of a decanter and glasses but something to fill them. Another standing ovation followed.

Frank Powell pointed out that he did the framing of the Blue Plaque memento himself, but at the ceremonies, he is limited to 50 people including family. This is going to be tight for Captain Sandford's one in Exeter, as his family numbers over 100.

The Conference was then SHUT at 1330. Not quite the most memorable 3 hours of my life.