



# 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: The Mayor – Anita Husband & Dave Barlow at the Queen's 90<sup>th</sup> Birthday Party

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### **EDITORIAL**

Hello Everybody.

Well – what a busy month that was! On 2<sup>nd</sup> June Dave Barlow, Dickie Cambridge and myself were invited to Faslane for the presentation of the VALIANT Trophy. This trophy, sponsored by Rolls Royce & Associates, is awarded to the best performing Submarine Crew during Work Up/Sea Training by FOST (that's Flag Officer Sea Training). This year the Trophy (together with a contribution to the submarine's funds) was presented to the HMS VICTORIOUS (Port) Crew in Conference Room 1 in the Supermess Building. Why were we invited you might ask? Well there was a request for up to twenty ex-VALIANTS's to attend and we three (amongst others) fitted the bill.



Some Ex-VALIANTs – who else do you recognise?

So what came next? Following the June Branch Meeting there was the Submarine Service 'Freedom of Barrow' Weekend. On Friday 10<sup>th</sup> June there was a 'practice parade in the Courtyard at the rear of the Town Hall (no marching involved). In the evening Dave Barlow and myself (with our better halves) were invited on board HMS RAMSEY for a Reception which was a very

pleasant evening with the great & the good of the Submarine world and local dignitaries.

Surprisingly there were several Submariners in the Crew of HMS RAMSEY which had just come from visits to Belfast for the Battle of Jutland ceremonies and the Isle of Man for the TT Races.

On Saturday 11<sup>th</sup> June there was the Freedom of Barrow Parade with the Royal Marine Band leading, a Guard (with bayonets fixed), the Submarine Service Colour Party, a Party carrying the casket with the Freedom Scroll, platoons of Officers, Senior Rates, Junior Rates, the Submariners Association and the Sea Cadets. A report on the Freedom of Barrow Parade is included in this Newsletter at Pages 11 to 14.

Following the Parade there was a Civic Reception in the Forum hosted by the Mayor for participants in the Parade. Next was a two hour concert in the Forum given by the Royal Marine Band – as ever with the Royal Marines everything was 100% professional and their performance was appreciated by a full house. During the afternoon all the sailors from the Parade were entertained in the Royal British Legion – thank you to all members who were there to host them and spin them few dits.

The evening Meet and Greet in the Legion was not very well supported but our new President was there with his wife. As there was no entertainment it was good to be able to chat without straining our ears!

The Queen's 90<sup>th</sup> Birthday Social on the following day was very well supported by the RBL Members and all three Service Associations. Our main Guest of Honour was Elsie Robson (who was born in the same year and on the same day as the Queen) really enjoyed herself and was most reluctant to leave.

We were also pleased to welcome the Mayor – Anita Husband - who made short speech.



Elsie Robson with her Birthday Cake & Presents

Continuing a busy Month the next Event was the Civic Sunday Parade from the Town Hall to St George's Church for a service conducted by The Rev Gary Cregeen. The Parade was led by the Sea Cadets Band who, copying the Royal Marines, kept everyone in step all the way. The tea & sandwiches which followed in the Town Hall were much appreciated as was the opportunity to chat to friends & colleagues.

The following day the Branch turned out again to support the Armed Forces Day Flag Raising at the Town Hall. Several of the Crew of HMS AUDACIOUS were there as well as our friends from the RAFA and the

Duke of Lancaster's Associations. Both these Associations agreed that the Submariners should have the honour of presenting the Armed Forces Day Flag to the Mayor before it was hoisted and Alex Webb with an escort including Mark Butchart did the honours. After a brief service (Gary Cregeen again) and a few words from the Mayor it was back into the Town Hall for more tea & sandwiches.

The last event of the month was the Committee Meeting at the Prince of Wales in Foxfield. This followed a short train trip from Barrow in what looked like the same train as last year – I said previously that it was probably the oldest train in service – just that it's now one year older! Thank you to everyone who has supported the Branch for all these functions – I know not everyone can support every function but I'm pleased to say that this month several Members did.

July should be a quieter month but it starts off with another Parade in Ulverston on 2<sup>nd</sup> July to commemorate the Battles of Jutland and the Somme – I know Branch Members will be there. I can't be there myself – I would like to have been there as I had a Grandfather with the South Wales Borderers at the Somme (who survived) and a Great Uncle at the Battle of Jutland (who didn't).

Barrie Downer

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#### CHAIRMAN'S DIT

Hi All

After a rather quiet May, June turned out to be very busy.

We were delighted to have been asked to be involved in the 15th Anniversary of the Freedom of the Borough of Barrow parade when the Submarine Service exercised their right to march through the town with an armed guard. To ensure we had enough to provide a marching platoon we invited the Morecambe Bay, Blackpool & Fylde and the Manchester Branches to swell out numbers. A big thank you to Mark Butchart who 'volunteered' to be the Submariners Association Platoon Commander and he did a great job of taking charge of us. Those that were unable to march also came along and most of them were at the AE1 & 2 Memorial during the parade. A past branch member Ken Collins took the salute, reportedly because he was the only one wearing a beret. I was delighted that our National President Rear Admiral Niall Kilgour CBE and his wife were able to join us too. In the evening we had a meet and greet but I was disappointed that so few turned up especially as the Admiral and his wife came along. Still, we had a good old chit chat and put the world to rights. I think there was some confusion because the Navy had taken over the RBL for the afternoon but that was nothing to do with the Submariners Association and whilst that was going on many of us attended the reception in the

Forum to which all had been invited and then to the Royal Marine Band concert.

On the previous evening Barrie Downer, myself accompanied by our wives were invited to a cocktail party on board the visiting MCMV which was most enjoyable. One of our members Paul Douglas also attended but he had his Sea Cadet hat on for this event. I was quite surprised that there were so many submariners in the crew.

On the Sunday after the parade, Alex Webb and his mates from the other two veterans' associations celebrated the 90th birthday of the Queen. On this occasion we had managed to find a lady, Mrs Elsie Robson, who was born on the same day as the Queen and we invited her as our main VIP for the day. The mayor, Councillor Anita Husband, also attended. Elsie, was a real character and must have been a real handful when she was younger. She wore the Mayors regalia for much of the time and was still game enough to quaff a large whiskey and dry. The Mayor also presented the branch with a copy of the Freedom of the Borough of Barrow-in-Furness Certificate presented to the Submarine Service back in 2001. I am sure this will take pride of place on the wall in the RBL.

The turnout for the Civic Sunday Parade was very poor, the total attending being two. Poor show guys. I know that a few years ago it was a bit political but those days



are past and I feel we should support the council for this event.

The following day we mustered to witness the raising of the flag on the Town Hall at the start of Armed Forces week. Although we had enough for a small platoon I would have liked to have seen a bigger presence. It is only a short service and you do get tea and biscuits with the Mayor afterwards. Let's see if we can do better next year guys.

The committee, or at least some of them went along to Foxfield on the train where we had a short committee meeting and tucked in to a large pasty and peas along

with several pints of real ale, or lager for the wimps. A good convivial afternoon.

Finally, thanks to those who represented the branch at Ulverston "Battle of the Somme" Commemoration Parade last Saturday. Sorry I couldn't join you but I was up in Scotland at the funeral of a member of the Scottish Branch who was a good mate of mine. A pity that Barrow Council felt that it wasn't worth the trouble.

Yes, it was a very busy June.

That's all for now, see you Tuesday.

Regards

Dave

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## SOCIAL SECRETARY REPORT

Hi Shipmates

June was filled with freedom of the town, The Queen's birthday celebrations and a rather nice day out to Foxfield. I for one had a good time, but was a little surprised and disappointed there wasn't more of you who wanted a shot at these events; maybe you are late bloomers and will support the rest of the events I have planned for 2016?

Diary Check

Saturday 16th July is the trip to Cartmel races, we have a coach which is almost full; thanks for your support. It is going to be a great day out with lots of laughs, drink and maybe even winning on the nags. It will leave the Ferry at 11:50, go past Ormsgill (best way to see Ormsgill) onto the RBL for 12:00, then via the Strawberry to Crofters, Tudor Square, Miners Arms, Red Rose Ulverston then off to the races. Departing back 30 minutes after the last race.

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. Tickets are now on sale so please support this event.

Saturday 17th September is the last trip on the Barton Canal. 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. There are no pubs to stop at on this route so we will be straight into drinking, picking up the food from the local chippie and then singing along to live entertainment. A must if you haven't been before a definite for those who have enjoyed this trip the last two times. Don't miss out and get your names to me soonest; first come first served and when it is full there is nothing I can do. Due to fuel increases etc the cost of this trip will be £32:50 per person this year; still a fantastic bargain.

October 1st is our annual race night, I will be selling the ownerships of the horses and the stable lads at the September meeting; great way to be part of it even if you can't make the evening. Also it is a great return on your investment when the horse wins.

Please be advised to clear the **11th November** in your calendars so you can attend the Ladies Night Dinner Dance; special wartime and remembrance theme with a great menu, great price and great entertainment.

Members draw was not won last month so stands at £15 in July and don't forget to get your birthday boy beer at the meeting.

Alex Webb, Social Secretary

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### JULY BRANCH CALENDAR

Ulverston Somme Parade	Saturday 2 <sup>nd</sup> July
Branch Meeting	Tuesday 5 <sup>th</sup> July
Cartmel Race Day	Saturday 16 <sup>th</sup> July
Branch BBQ	Saturday 23 <sup>rd</sup> July
Committee Meeting	As Required

### AUGUST BRANCH CALENDAR

Branch Meeting	Tuesday 2 <sup>nd</sup> August
Committee Meeting	As required

### SEPTEMBER BRANCH CALENDAR

Branch Meeting	Tuesday 6 <sup>th</sup> Sept
Canal Trip	Saturday 17 <sup>th</sup> Sept
Committee Meeting	As Required

G. (Andy) Anderson	08/07/1959
B.D. (Brian) Downie	13/07/1948
M Butchart	13/07/1979
M Hogg	15/07/1957
R Cambridge	16/07/1947
J.A. (John) Davies	20/07/1969
C.E. (Hutch) Hutchinson	22/07/1956
Chris James	23/07/1957
D.J. (Dan) O'Connell	23/07/1937
R.G. (Bob) Faragher	24/07/1940
J. (Jason) Costello	24/07/1971
B Naylor	25/07/1964
D. (Dave) Wilson	29/07/1938
A.D. (Alan) Jones	29/07/1938

Happy Birthday to you all!

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### BRANCH BIRTHDAYS JULY 2016

M.J. (Mike) Kirk	06/07/1943
Greg Barber	06/07/1971

## SUBMARINE LOSSES OF WWI

Two Submarines were lost with all hands in July 1916. Also one other Submariner was accidentally lost. The first Submarine lost was:

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### Submarine E26

This Submarine was taken over as part of the Emergency War Programme of 1914. E26 had been ordered by the Turkish Navy, from Beardmores Yard on the Clyde, as one of a Class of two 'E' Class Submarines. E26 was launched on 11 November 1915. After commissioning the Submarine joined the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Harwich. E26 commissioned on 3rd October 1915 having been launched on 11th November 1915. On 3rd July 1916 E26 was operating off the estuary of the Ems River when the submarine was attacked by German forces. Both gunfire and bombs were used. E26 did not return from her patrol. The crew were all lost and was made up of the following personnel:

#### Officers:

Lt Edward William Blackwood Ryan, RN  
Lt Harold Harding Atkin-Berry, Royal Navy  
Lt Alexander John Gunn, RNR

#### Ratings:

PO Albert Bennett Powers 215132  
PO Arthur Slade Summers Sansford 173879  
PO William Henry Yetman 215179  
L/Sea William Burr 229915  
L/Sea William Mondy 237258  
AB George William Caines J1588  
AB Thomas Devine J10027  
AB John Herbert Fox J14172  
AB Albert Tom Hodge J6648  
AB Edwin Albert Toogood J8520  
AB Arthur William Page J6798  
Tel James Bertram Dalgleish J32098  
Sig Reginald Thomas Phillipps Mathews J2050  
ERA1 Edward Percy Ley 270586  
ERA2 Henry Mabblerly M634  
ERA3 Robert Denwood M10841  
ERA Charles Anthony Dixon RNR/Ch.1172/EA  
SPO Frank Stevenson 286766  
L/Sto William Reuben Mansfield K1257  
L/Sto John Carter Lay K5605  
Sto1 Peter Lennon K6759  
Sto1 George Doman K19294  
Sto1 Harry Grimshaw K18444  
Sto1 John Heslop K9619  
Sto 1 John Hendry K15101  
Sto1 Albert Edward Thompson K22857  
Sto1 Cyril George Nicholls K16673

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Notes: Lieutenant Ryan (CO of E26) started a Submariner dynasty. His son - Lt Patrick Edward James Ryan, RN served as a submariner but was lost in the THETIS accident in June 1939. His grandson - Cdr David Patrick Blackwood 'Paddy' Ryan, RN) also

became a submariner serving in both Conventional and Nuclear submarines before retiring as a Commander. 'Paddy' Ryan's son (Lieutenant Patrick Douglas Blackwood Ryan) also joined the Royal Navy and qualified as a Submariner in 2004 and is believed to be the first 4th generation Submarine Officer from the one family.

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### Submarine E9

One member of the crew of Submarine E9 died on Thursday 6th July 1916. It is understood that he was taken ill and died. Submarine E9 was one of the boats of the Baltic Submarine Flotilla. He was:

L/Sto Frederick Charles Langridge, DSM K6765

Frederick Langridge was the son of Frederick Charles and Louisa Ellen Langridge of 59, Resburg Road, Walthamstow, Essex. He had been awarded the Russian Medal of the Order of St George. He is buried in the Tallin New Garrison Cemetery in Estonia in the British Section, Grave No. B3.

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### Submarine H3

This second Submarine lost was one of a Group of ten 'H' Class submarines ordered in the Emergency War Programme of November 1914 and built (using American supplied components) at the Canadian Vickers Yard at Montreal. Of these Submarines H1 to H4 were commissioned in late May 1915 at Quebec City and then made their way to the Mediterranean escorted by the Armed Merchant Cruiser HMS CALGARIAN. Submarine H3 was on patrol in the Adriatic off the Austrian Naval Base at Cattaro on 15<sup>th</sup> July 1916 when she struck a mine which exploded, damaging seriously H3, which then sank. The crew members - all of whom were lost - were:

#### Officers:

Lt George Eric Jenkinson, RN  
Lt Edward Reginald MacDonald Lane, RN  
Sub Lt William Inglis Tatham, RN

#### Ratings:

PO Albert Ernest Ayers 360559  
PO George Matthew Cooke 230474  
PO Clifford Isaac 237286  
L/Sea James Berry 221713  
L/Sea Ernest William Blunt Edwards 223195  
L/Sea William George Newnham 239925  
AB William Henry George Hobbs 205052  
AB Thomas Albert Robinson 239739  
AB John Sanford 199941 RFR/Po/B/5224  
Ord Sig Frederick James McCormick J30178  
CERA2 Arthur Brewer 271187  
ERA John Jellard RNR/Po.1780/EA  
ERA3 Alfred Arthur Ernest Oakwell M3934  
L/Sto Harry Finch K2941  
L/Sto William Frederick Frazier 311526  
Sto1 Ernest Hart K21928  
Sto1 Arthur William Howe K10819  
Sto1 Sidney Howard James Webb SS 109010

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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](mailto: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!

## SIDON 2016



The SIDON Memorial & the Parade

On Thursday 16th June 2016 (the 51st Anniversary) of the accident on Submarine SIDON when an experimental torpedo exploded killing thirteen men, the Dorset Branch of the Submariners Association together with Portland and Weymouth Members of the Royal British Legion and the Royal Navy Association and their Standards laid a wreath on the HMS SIDON Memorial overlooking the site of the accident in Portland Harbour. They were delighted to be joined by Norman Deacon and Bryan Simpson - two of the last remaining members of SIDON's crew on that fateful day.

For further details of the accident see Dorset Submariners - HMS SIDON.

For photographs of previous years

[http://www.dorsetsubmariners.org.uk/gallery/album.php?album=HMS SIDON Memorial 2005](http://www.dorsetsubmariners.org.uk/gallery/album.php?album=HMS_SIDON_Memorial_2005)

## MARITIME TRIPS

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

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

15<sup>th</sup>-22<sup>nd</sup> 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](mailto:mikecritchley7@icloud.com)

## THE DUNOON MEMORIAL WEEKEND

By Dave Barlow – National Vice President



The Castle Gardens Memorial

The Dunoon Memorial Weekend as it has come to be known is a weekend organised by the Scottish Branch of the Submariners Association to commemorate the loss of two submarines during WWII. In recent years this has also included the XE11 lost in Loch Striven - organised by the West of Scotland Branch.

It started off in 1993 by the Branch discovering that two submarines, 'VANDAL' and 'UNTAMED' had both been lost in the Clyde with all hands some fifty years before in 1943 within a couple of months of each other. VANDAL was lost in February 1943 and UNTAMED at the end of May of the same year. Both were newly built boats undergoing their initial sea trials and both lost as a result of accidents rather than enemy action. Both submarines suffered a total loss of their crews.

The crew of UNTAMED are buried in Dunoon cemetery with the exception of the Chief Engine Room Artificer who is buried in Campbeltown. UNTAMED was subsequently recovered, refitted, renamed VITALITY and was used as a training boat for the remainder of the war. VANDAL was never recovered and still lies as a War Grave off the Isle of Arran.

As far as the Scottish Branch could ascertain, they had been simply forgotten and no Memorials had taken place nor was there any Commemoration Stone or Plaque in

existence. The branch decided to redress that and set forth to have a stone made - the one currently in the Castle Gardens in Dunoon - and to hold a Memorial Weekend. The weekend has continued every year ever since. Four years later in 1997 as a result of the kind assistance of one of the relatives of the crew of VANDAL a Cairn was erected at Lochranza on the Isle of Arran overlooking the spot in Inchmarnock Water where the VANDAL was lost and still lies today as a War Grave. I have promised Barrie, (the In Depth Editor) that I will prepare an article on how the submarines were lost for a future publication but for now this is how the weekend went in May 2016 as seen through my eyes.

Fiona and I arrived in Dunoon on the Friday afternoon to the small hotel we have used every year since 1993 which overlooks the Clyde and, from the lounge on the first floor, on a good day can see right down the Clyde. On a bad day you can just about see the foreshore and the waves lapping the stone beach. This year the weather was good and once unpacked, settled ourselves down in the lounge to partake of a refreshment or three and gaze on the shipping plying the Clyde. Occasionally we see a submarine coming or going from Faslane but not this year.

After dinner we strolled along the promenade to the larger Esplanade Hotel where most of the branch and guests were staying and had a most convivial evening catching up with the members and the branch activities since the last time we met. I found it rather thirsty work so had to imbibe on the odd glass of the amber nectar. Well, somebody has to do it.

Saturday is an early start as we have to be at the pier by 08.00 to catch the Fleet Tender that the Royal Navy provides free of charge each year to take us to Lochranza. It is the boat operated by Serco that is used to ferry sea riders and crew changes to and from the submarines in the outer reaches of the Clyde. Having ensured all the victuals, members and guests are on board and the Next of Kin signal sent, we set off on a lovely morning "doon the watter" towards the Isle of Arran. We were joined by members of the West of Scotland branch including the National Chairman Jim McMaster and the National Vice President Cdr Bob Seaward. Bernard Quinlan also comes along from the Burton Branch and never misses a year. Bernard was serving in the Holy Loch at the time of the accidents and attended the funerals of the UNTAMED crew so he has a close affinity with the incident and also with the Memorial Weekend itself. Now, the Scottish Branch has an Honorary Member the Rev Pat Lang who normally presides over our memorial services but this year she had another commitment in Glasgow so was unable to join us. She had arranged for a minister from Arran to take the service at Lochranza for us and had also provided us with the Order of the Service as well which was fortunate as you will see. During the voyage (which takes about 2½ hours or so) the weather gradually worsened, as it does in the Clyde, such that when we arrived off Lochranza despite a number of attempts the

captain of the vessel was unable to get alongside due to the gusting high wind. They think the advancing ages of the passengers may have had something to do with it as well.

So we had to revert to Plan B, which at that point, hadn't even been considered. On a normal year, after the service at the Cairn at Lochranza we sail and stop briefly over the spot where the VANDAL lies and lay a wreath on the waters. This year we asked the captain if he could actually remain over spot while we conducted the normal full service that would have taken place ashore. He readily agreed and at the spot, lowered his mast head flag to half-mast which was our cue to conduct the service on the quarter deck. In the absence of the minister yours truly conducted the service and our National Vice president Cdr Bob Seaward gave the address. On completion a number of wreaths were laid on the water including one by the relatives of one crew member who come every year. This year was particularly emotional for them with the service being over the exact spot where VANDAL lies. We had a piper and drummer from the local Dunoon band who played Flowers of the Forest during the wreath laying. Did you know that due to EU meddling if a poppy wreath is to be cast on the waters it has to be bio-degradable? All adds to the cost. We then set sail towards Rothesay on the Isle of Bute the journey taking us through the Kyles which is a beautiful area of the Clyde. En route, we enjoyed, soup, rolls, cake, tea and coffee served by two wives of the Scottish Branch without forgetting of course the traditional tot of rum to toast 'Absent Friends' organised by the WOS Branch. Rothesay is where the WOS branch come into their own. Some years ago, at their suggestion, it was agreed that rather than just sail back to Dunoon we would call in at Rothesay to pay our tributes to the three men who died on XE11 in March 1945 during an exercise in Loch Striven prior to proceeding to the Far East and joining the conflict against Japan. Although 39 men of the 12th Submarine Flotilla (Rothesay) died in WWII only three graves exist. These are three of the five-man crew of XE11 and are buried side-by-side in Rothesay Cemetery. After a short but poignant service, again led by yours truly, we were bussed back to the pier and embarked the Fleet Tender for the last leg of our voyage.

We arrived back at Dunoon just as the heavens opened to unleash a characteristic Clyde deluge on us. All we needed was some snow to witness all four seasons in a day as is common in this part of the country. Now I know why I moved further south to sunnier climes. Arriving back at the hotel rather damp, we had time to shower, change into clean dry clothes, and then join others for dinner complemented with a rather nice glass of wine – well really a bottle.

In the evening we went along to the Esplanade hotel and once again enjoyed a lovely social evening eventually retiring tired but happy.

Sunday morning was a lovely sunny morning which made for a pleasant walk to the Castle Gardens where the original Memorial Stone was unveiled in 1993. By

this time the Rev Pat Lang had caught up with us and led us in the traditional Memorial Service. From there it was a short walk up the hill to the church where we are always welcomed with tea and biscuits and to join them in their morning service which always has a seafaring theme when we visit.

Finally, a short car journey takes us to the Dunoon Cemetery where the crew of UNTAMED are buried in a long row of military graves. Over the year's plants have been placed at the graves and these make the graves look quite special. I am told by the locals that in the height of summer they provide a real dash of colour along the row of graves. Again, we enjoyed a short service of remembrance, laying crosses on each grave and reflecting on the sad times that our submariners suffered during the past conflicts. In summary this weekend is remembering individually the crews of VANDAL, UNTAMED and XE11 and collectively at the Memorial Stone in the Castle Gardens.

We all made our goodbyes with promises of see you next year and started on the long drive back home to Barrow. In the 24 years since we started in 1993, I have only missed one of these Memorial Weekends and I sincerely hope I can attend many more. It has been muted that we reduce the frequency to perhaps every two years or even every five years but that remains to be seen. All that matters is that "We will never forget them".

Finally, my thanks go to the Scottish Branch with the assistance of the West of Scotland Branch for their organisation and making these Memorial Weekends so special and of course to all those who turn up year after year.

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#### 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 8<sup>th</sup> 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

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#### CROSSED THE BAR JUNE 2016

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non Member	6 <sup>th</sup> March 2016	David I (Danny) Thornber	Chief Petty Officer MEM	TBA	75	Submarine Service in TOTEM, TALENT, EXCALIBUR, WALRUS, PORPOISE, REVENGE & NARWHAL
Non Member	3 <sup>rd</sup> May 2016	Andrew C Goodill	Lieutenant	N/A	87	Submarine Service in UPSTART, TIRELESS & SIRDAR
Dolphin Branch	18 <sup>th</sup> May 2016	John Standen	Lieutenant Commander (MESM)	N/A	84	Submarine Service from 1957 in ACHERON, ALCIDE, TIPTOE, ARTEMIS, ONSLAUGHT, ORPHEUS & ALLIANCE
Submarine Officers Association	29 <sup>th</sup> May 2016	James Richardson	Lieutenant Commander	N/A	TBA	Submarine Service in ORPHEUS, ASTUTE, THERMOPYLAE, AURIGA & TURPIN
Barrow Branch (lapsed)	2 <sup>nd</sup> June 2016	A P V (Alfie) Hines	Chief Petty Officer WEA	D019329 H	66	Submarine Service from 1970 to 1990 in COURAGEOUS, SUPERB, SPARTAN (1 <sup>st</sup> Commission), TURBULENT (1 <sup>st</sup> Commission) & TRENCHANT
Dolphin Branch	3 <sup>rd</sup> June 2016	T (Geordie) Coppock	Petty Officer	P/JX 899624	81	Submarine Service from 1955 to 1962 in SCOTSMAN, TABARD, TAPIR, SEADEVIL, ALCIDE & ALLIANCE
New Zealand Branch	16 <sup>th</sup> June 2016	J (John) Holland	Able Seaman	P/SSX 661129	86	Submarine Service from 1948 to 1955 in TALENT, TRUNCHEON, TABARD, STURDY, TRADEWIND & AUROCHS
Scottish Branch	20 <sup>th</sup> June 2016	J Bond	Petty Officer Steward	P942260	69	Submarine Service from 1963 to 1975 in DREADNOUGHT (63), ORPHEUS (64) ANCHORITE, AMBUSH (64-67), ONYX (67-72), OLYMPUS (72-73) & REPULSE (73-75)



South Kent Branch	June 2016	Brian Robin Newton	Electrical Mechanic	P/MX 915658	80	Submarine Service from 1956 to 1965 in TABARD, TURPIN, EXCALIBUR & STURDY
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## K26 – THE STEAM SUBMARINE (Part 11)

(By O/N J98553)

### THE GOALIE'S JERSEY, SINGLE'S BALANCING ACT & A CHARGE ON THE MOTORS

(See any Electrical Text Book, "Current flowing through resistance generates considerable heat and it can be expressed as a formula  $I^2R$ )

We sailed in the early morning, brilliant sunshine, the sun reflected from a million tiny wavelets, the dghaisa men keeping out of our way as they ferried the liberty men back aboard the big ships. They kept out of our way from politeness and courtesy, for does not the rule of the road say that a steamship shall keep out of the way of a vessel propelled by oars or sails. Sailors in the dghaisas waved a languid hand untroubled by regulations that prescribed that sailors in small boats should, would, and might be made to salute. All was bright, the Galley fire had been drawn, the top of the Galley funnel swung round for we were to dive as soon as clear. We, that is to say K.26 looked a fine example of a two thousand ton submarine proceeding as they always said, in execution of previous orders. How we could proceed in any other manner I don't know, I can't say, I plead ignorance.

As we pass the breakwater, the line of sailors in white jerseys were dismissed, me amongst them. We could go below. Apropos of the white jersey, I often used to make quite an effort with the limited brain power at my disposal, to determine by deep thinking what exactly was in the mind of the Board of Admiralty in 1901, when they decided that a white jersey like a soccer goalkeeper, was suitable attire for a man in a submarine.

You see I can understand a goalie hanging about in the cold whilst someone decides how and when to try and put the thing in the net rather than so often happens outside the pitch. But the very thing that seemed to suit a goalie seems not to suit a submariner. Inside a submarine of my day, a film of oil lurked on everything including the top of a tank of oil; it splashed, it was often warm, even dirty. The interior of the Motor Room of a K Boat, and many other boats, was capable of reaching a temperature of 125 Fahrenheit. Well, the sailor had settle all that by a simple process. He had gone below once clear of the land and taken the damned thing off before it got dirty. For it he substituted a sensible overall which washed well, and would have horrified a member of the Board if he had ever had the temerity to come out and see what it was like.

There is a story, of course I don't believe it because I was not there when it was said to have happened. A very senior Minister had asked if he could be accommodated for what he called a "ride in a submarine." I must say that he was in a Socialist Government, and probably had the thing all mixed up with dodgem cars or something, but he had to be humoured. Down he came in his Austin Seven and parked it near the 'H' Boat he was to embark in and right on the lines of the narrow gauge railway down which the torpedo trolleys were always passing and re-passing, and were sometimes even de-railed from. He had been previously reading a copy of the boy's Book of the Navy, and had seen a picture of some ten goalkeepers standing in a line on the upper casing of a submarine etc. He had thought, "Ah the old white tie and tails, no, the lounge suit, no, the plus fours, no, I know, the rig, grey flannel trousers and a spotless white roll-neck jersey." As he approached the 'H' Boat's single plank and read the number, it might have been an old boat of mine H.32, we were often plagued with weevils; which meant carried pompous old parties out to Spithead, dived for five minutes and back to blockhouse get the old chap back to London before opening time. Well as he approached the plank he was surprised to see six stalwart submariners pick up his Austin Seven and put it down 10 feet away where it no longer obstructed the passage of three Mark Four 3 Star torpedoes which were on trollies on the lines. Well he marched up the plank, someone said, "Down here, Sir", he went down the fore hatch, the hatch went 'B boom' like the closing door of Hades, bells rang, switches clanged - the lot. He was non-plussed, a few minutes later the Captain was down in the Control Room, ding-ding, boom-boom, a-room, a-room, and they were out of the harbour. An Officer wished him "Good morning", an A.B. brought him a cup of tea sugared, stirred and blown and he noticed to his horror that nobody, but nobody now had a white jersey on. Well, it's only fair to say that by afternoon his jersey was no longer white, he seemed to pick out the most curious places to sit or stand. Invited into the Wireless Office, a cramped place at best, he managed to upset the ashtray and went home with about four cork-tips in his turn-ups. He wasn't a bad old cock but it severely shook his belief in the theory that the bowels of a submarine are infested with hordes of white jerseyed figures silently doing their thing. Because most of them were singing loudly and others seemed to be keeping up their spirits by banging sonorous bits of machinery with wheel spanners. But he thoroughly enjoyed himself as he said later in the House. "These brave men going about their valuable work grim-jawed and determined". Of course he had not met Tims. Old Timmo would have modified him. Or so I believe!

Well, to get back from Spithead to the Central Med., we dived. I had taken my submarine sweater off and put it in my locker. We changed speed, put on a trim, did two dummy attacks, fired a couple of smoke floats, then slowed down to get a perfect trim. In the Control Room everybody was interested; the Captain stood between the periscopes, a Sub. Lieut, looked through the high power one frequently. The Coxswain and Second Cox'n moved their hydroplane wheels, the First Lieut. gave orders flooding water into this tank, pumping others, all fine business like four strokes of the pump on A, well that's only a quart or two of water by time the pump was such the bubbles in the inclinometers on the depth gauges gave the clue the boat was almost trimmed. Jimmy went to the voice-pipe to the Motor Room, "Motor Room from

Control Room send Single for'd." In the Motor Room Bud is Port side, I am Starboard side Main Motor Controls. Single is eleven stone. Bud says, "It must knock a man of Bert's experience to be used as flaming ballast." Single marches steadily for'd slow equal steps along, along, along, his eleven stone is gradually telling as he slowly approaches the Fulcrum, the boat is long the speed is slow. Inside the Control Room the bubbles are getting to be both central. "Vast moving Single" says the First Lieut. Single stops eight feet from the end of the Starboard passage. The bubbles are central. Ding, ding, "Stop Starboard!" I pull out my five big switches, whip the Field Rheostat back, pull the Field Switch, my Motor groans to a halt. Bud's motor is just turning, the boat is dead level - a ball bearing on the Motor Room deck would stop still and not roll. Captain stands looking, after a long minute the First Lieut passes the word "Single go aft four feet" the bubble does not move. The outside Tiffy's mate is aching to say "All done by mirrors" but restrains himself. A few more minutes the Captain is at the periscope, we are blowing ballast. Single the Ballast clatters aft into the Motor Room. We are slow speed grouped up on the motors whilst the Stokers are flinging oily wads under the still hot boilers. In minutes the motor clutches are out we have steam we are using it. The POLTO takes readings of the battery. Jimmy the One comes aft to see the charge go on. Single slips the Starboard motor clutch in the brushes whizz on a dull note, the field is made ahead. Bud and I stand and watch the switches bang in, it looks so simple, but needs judgment. The charge is on. POLTO has started the reducer and the battery fans. Already the Motor Room is getting warm. Jimmy goes for'd, Bertram takes his singlet, overall, belt, socks and shoes off, puts on a pair of old plimsolls with two nicks in the sides for sweat to run out. Bud and I move for'd to go up on the casing noting the time. We toss up; I lose, in half an hour I am down to relieve Bertram. I have a pair of football shorts on, plimsolls too, and a long sweat rag and I have a big enamel jug of water, it is already 90° by the thermometer though air is blowing in on the ventilation fans and being exhausted by others. I nod Bert through the door, his fair skin is running with perspiration. He had sweat running out of his plimsolls. The motor brushes are screaming, the beads pop out of my carcase and the stream tickles as it flows down the odd projections of my backbone. I sit on a locker, the sweat spreads around me. The two cabin fans oscillate stirring the hot air. I stand up, the sweat makes streams in a different direction. I take a big block of paraffin wax, lie down and apply it first to the for'd commutator and then to the after one. The scream takes on a smoother lower note. As I get up my body has made a big wet mark on the deck cloth. I gulp a drink, it is already warm, perhaps better so. I could get cramp in the guts. The mercury rises. I sit down, I rub my eyes with the sweat-rag, my cheeks feel red-hot, my plimsolls are half-full of sweat, the sweat runs out of my hair round my ears down under my chin, drips on to my chest and forms a central stream. I exercise my muscles, rippling my belly, the sweat seems to jump from ripple to ripple. My shorts are soaked, I sit down the wooden locker, it is hot. I put my hands up and grab a pipe, it is hot but I hang on it, meanwhile the motor brushes are beginning to scream again. I ask myself "What good does this bloody wax do?" It quietens 'em down for a few minutes. The sweat enters my mouth because I am hanging on to the pipe. I pour water on my hair, it trickles down, a temporary relief.

I wring out my sweat rag into the pump save-all. I wipe my face, immediately it feels sore and starts to sweat again. I try to smile about Turkish bath. I shout above the noise, "Turkish Bath" "Turkish Bath". The clock says I have been down here twenty minutes. I shout and sing, I rub both comms with the lump of wax and put it back in its wooden box it is getting very soft. I sing "You can't trust a special like the old time copper, when you can't find your way home". I sing it several times, I read the voltmeter, a couple of Stokers come through coming off watch from the Boiler Room, they hurry through going aft fast

Another Stoker comes from aft it is Trussler. "My, my" he says as he looks at the thermometer, "My, my" and he's off for'd. I go to the mirror which is in the middle of the Motor Room, the one we use to shave.

I look like a maniac, my eyes deep sunk my hair plastered down with sweat. A hand splashes on my back, my relief is here, Bud with just a towel on, no shoes, but an old singlet to soak up sweat like a sweat rag.

He yells above the screaming brushes "Op up into the Beamery and have a nice hot cuppa tea". I laugh a mad laugh. Bud takes the voltage as I run through the door. The relief in the Turbine Room is marvellous.

I totter through the Starboard passage and on into the Beamery.

Bertram has poured me out a cup of tea, I stand up so as not to wet the locker lids. Hot sweet tea. I had been half-an-hour in the Motor Room.

Bud was in now, then there'd be Bert again and then me, when would we break? An hour and a quarter later the battery is up, the POLTO comes aft and crosses his two index fingers. I leap to the switch board, look at the clock it wants one minute to the hour, I stand and wait for the minute to pass. I feel the machine should not be master. Dead on the hour I drag my switches out, break the field, pull out the motor clutch, give a quick glance round the Beamery. Bud and Bertram had a bucket half full of warm water. "There you are, bathe your marble white stinking body in that." I took the proffered Palmolive and did just that. The water was what we called "two thick," Bertram and Bud had used it before me, and I didn't care if a troop of cavalry and their horses had too, it was fine. It takes a lot to love so demanding a mistress, but I managed it, she was my boat, I wanted no other, my K.26.

To be continued in August 2016

## Submariners Celebrate 115-year Association with Barrow

Submariners from five boats plus engineers who'll soon join them paraded through the town synonymous with the Silent Service: Barrow in Furness. For the first time since 2001, when they were granted the Freedom of the Borough, the Submarine Service exercised that right, led by a Royal Marine Band.



First three Pictures: LA(Phots) Pepe Hogan and Ben Shread, FRPU North

Other Photos: Courtesy Ron Hiseman

Serving Submariners from five different Submarines plus Engineers who'll soon join them at sea paraded through the town synonymous with the Silent Service - Barrow in Furness.

Under various names and guises – today BAE Systems – the Town's Shipyard has built most of the Royal Navy's submarines, beginning with Holland 1 in 1901, all the way up to the latest Astute Class Submarines rolling out of the sheds today.

In the Silent Service's Centennial Year – 2001 - Barrow Town Council bestowed their highest public honour on Submariners – the Freedom of the Borough.

Fifteen years down the line and there was the opportunity to celebrate that honour once again.

Led by the Band of Her Majesty's Royal Marines, a twenty four man Guard, a Colour Party and a Casket Party with marching Platoons drawn from the crews of hunter-killer Submarines AUDACIOUS, ASTUTE and TORBAY, plus nuclear deterrent Submarines VANGUARD and VICTORIOUS, and the Engineering School at HMS SULTAN in Gosport. There was also a Platoon of Submariners Association Members from Barrow and the North West Branches and a Platoon of Sea Cadets from across the North West Region

The Parade route was from the Town Quay up to Schneider Square, past the Town Hall where there was a 'Eyes Left' to the dignitaries, down Duke Street to Ramsden Square where the Guard and the Platoons made another 'Eyes Left' at the AE1 and AE2 Memorial which was manned by Submariners to acknowledge and return the Salute. The Parade then returned up Duke Street to form up in the Town Hall Courtyard for the Inspections and Speeches. In addition to the Barrow in Furness Branch the Submariners Association Platoon was boosted by Members from the Blackpool, Morecambe Bay and Manchester Branches. The Submariners Association Platoon was inspected by RASM (Rear Admiral John Weale and the new Submariners Association President - Rear Admiral Niall Kilgour.

Fresh from her visits to Belfast to support the Battle of Jutland Commemorations and to the Isle of Man supporting the TT Races, the Minehunter HMS RAMSEY was alongside at the Town Quay – and opened to the public, as was the adjacent Royal Navy Recruiting Village, including the Submarine Service's new public information trailer, which gives a taste of life aboard a Submarine through pictures, videos, periscope imagery



and the opportunity to talk to serving submariners. Over the weekend over 5,000 townsfolk visited HMS RAMSEY



The Parade forms up on the Town Quay – BAE Shipyard in the Background



Rear Admiral John Weale, the UK's senior submariner, chats with Barrow's Mayor Cllr Anita Husband





The Sea Cadet Platoon Approaches the AE1/AE2 Memorial

After the Freedom of Barrow Parade and a Civic Reception in Barrow Town Hall the Royal Marine Band laid on a Concert for townsfolk in the Forum Theatre with all proceeds going to charities including the Royal Navy and Royal Marines Charity.

Rear Admiral John Weale, Head of the UK Submarine Service, said: "Barrow-in-Furness sits at the heart of the UK's Scientific and Technological community that keeps the Royal Navy on the leading edge of global Submarine and Nuclear Technologies.

"The Borough and the Royal Navy have worked closely together for more than a century: from HMS HOLLAND 1 and HMS A1 through to the SWIFTSURE and TRAFALGAR class boat builds of the 1970s and 80s, and now the Town is building our seven 21st Century ASTUTE Class submarines."



The Submariners Association Platoon arrives at Ramsden Square





The Saluting Party at the AE1/AE1 Memorial

**Left to Right:** Ron Hiseman, John Houlding, Alan West, Ken Collins, John Hart, Richard Cambridge, Peter Hearn & Micky Dack



The Guard & Colour Party  
Leaving Ramsden Square & on the way up Duke Street