



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 'VANGUARD' Class Submarine in the Gareloch**

EDITORIAL

Hello Everybody.

Another month gone by already and, as Dave says in his Chairman's report, it's been a bit of a quieter one. At least the weather hasn't been too bad - apart from a couple of windy and wet days when it looked like Autumn was arriving early - it's even been nice enough to visit Roa Island for an ice cream and to sit and watch the comings and goings in the Walney Channel.

Things are now going to get a bit busier as you will see from the Social Secretary's report and from the Branch Calendar. Things start off this week with the Merchant Navy Day Remembrance Service at the Town Hall on Friday 2nd September. If you are going please be there ready for an 1100 start. Next, of course, is the September Branch Meeting on Tuesday 6th September but please remember that, as a trial, the Meeting will be starting half an hour earlier than usual at 1930.

After that it will be the Canal Trip on Saturday 17th September - details in Alex's Report - and, for those with clear heads on the following day - the RAF Battle of Britain Parade on Sunday 18th - 1130 at the Town Hall Square ready to March Off please

In this Issue I have continued the WWI Monthly Submarine Losses series and I have included the next part of the Submarine K26 Story. For our motor cycle

enthusiasts there is an item about a planned attempt by Triumph to break the land speed record - that's Triumph Motorcycles - not the Submarine!

There is also an item about the next stage of the BAE Shipyard development - the extension to the DDH. Barrow Island regulars will already have noticed that BAE's new Resolution Building in the Waterfront Area is nearly ready and that the new Central Yard Shed (Son of DDH) is growing day by day!

The 'Front Page' Picture of a Vanguard Class Boat is included as an introduction to an article about the recent 'Underwater Olympiad' on HMS VIGILANT during which funds were raised for the RN & RM Charity. The article includes a photo of the participant posing in with the cheque in the Torpedo Compartment. The sharp eyed will notice that two of those pictured are qualified female submariners - hopefully they will soon be Submariners Association Members!

Details are included about this year's Sea Cadets Trafalgar Ball at The Fairfield - same place as last year and on Trafalgar Day! Make sure you book early to avoid any disappointment.

See you all next Tuesday - remember the 1930 start - don't be late!

Barrie Downer

CHAIRMAN'S DIT

Hi All

August Bank Holiday and the sun is shining. Need to get this off to Barrie before enjoying myself I suppose.

If you get this before the September meeting, please note that as a trial the meeting will start at 1930. If by the AGM in April it is a success then we will vote to have the branch rules amended to reflect that.

August has been a quiet month as far as the branch is concerned. It warms up in September with the much awaited Canal Trip. I am sure that Alex will have given more details in his report but when I saw him a couple of days ago there were still some places left but not many. If you fancy a bit of sea time on the Lancaster Canal, get in touch with Alex.

This month saw the 50th Anniversary Celebration of the commissioning of VALIANT. It was held in Drake Barracks and what a great 'do' it was. Fiona and I travelled down on the Thursday to stay with some friends we hadn't seen for about 10 years and it was great to catch up on old times with them. Most of the attendees were staying in the Holiday Inn on the Hoe and seeing some of the guys on Saturday it looks like it was a heavy night. From our branch Bob Hagen and his wife, Dickie Cambridge and George Hughes all attended. If there were others, I didn't see them and apologise if I missed them.

We were told that security was very strict so most were bussed in to Drake on the Saturday morning with an escort. As we were staying with our friends in Cornwall we were allowed to go straight to the gate where an escort was to meet us. When we arrived the quartermaster simply took our names without asking for ID, asked us if we knew the way and let us wander into Drake. Anyway it was great meeting up with some I hadn't seen since I left VALIANT in 1974. Lamps were swinging all around the WO & SRs Mess. We all then tramped to the church for a short celebration service, the lesson read by Admiral of the Fleet the Lord Boyce. He was a junior officer on board to get his Part 3 during the latter part of the First Commission. The address was

given by John Jacobson who was an engineer during build. Back to the mess for a simply scrumptious lunch and then to the bar to partake of the regulatory rums and amber nectar. At this time one of the past Captain took over as MC and invited many to stand up and spin a dit or two of their time on board. This included Rear Admiral Simon Lister who was the patron for the Reunion Weekend. Even George Hughes stood up and regaled us of his time on board and how it differs to the new submarines.

Some of us were lucky enough to get a visit down COURAGEOUS which has been turned into a floating museum. It is very good and would recommend a visit if ever you are in Guiz.

Into the evening, still spinning dits and being sociable, we enjoyed a supper and then just as it got dark we all went outside to witness a first class firework display.

By this time most of us were ready for bed, so we made our farewells walked up to the gate and got a pre-arranged lift back to my pal's house. All in all a great reunion and a special thanks to Bungy Williamson who had arranged it all and I suspect financed a lot of it.

That's all for now, see you Tuesday, Regards

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

August was a very quiet month for me regarding submariner association matters, but mostly the weather was acceptable – for February, and my brief trips to: London, Blackpool and Amsterdam were most enjoyable.

Due to my absence from the August meeting I will be making amends for any birthday 'boys' beer missed in that month and increasing the prize money for the September meeting accordingly.

Diary Check

Sat 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 ducks will be swimming backwards), the food will be the great 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. These tickets are selling very well and I only have 10 places left – but I will need your payment at or before the September meeting.

October 1st is our annual race night, I will be selling ownerships of the horses and the Jockeys 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. The food will be Kath Brown's pie and peas and the night will be a great evening IF I can get your support. This is a way for me to make some money to subsidise the Christmas parties – so if you are in town and can spare a couple hours then please come along; may even win a share in a fully functioning race horse; a leg on each corner.

Please be advised to clear **11th November** in your calendars so you can attend the Ladies Night Dinner Dance; special wartime and remembrance theme with a great menu (which includes wine and port), great price (£40 per person) great entertainment (Becki Fishwick in all her Second World War finery), ladies favours and a super duper raffle. Again this list will open at the September meeting with the menu choices being available.

Saturday 17th December we round another year off with the Christmas parties (both children's and adults on the same day – but not at the same time). The children's party will be limited to 50 and I will be opening the list in September and closing it at the end of October – Father Christmas needs enough time to get the presents made (or delivered from north London).

The adult party will be great entertainment, bring a plate and the £100 ticket giveaway – at £5 a ticket it is not to be missed, tickets for this go on Sale in October.

Members draw is a roll-over and will stand at £25 in September and don't forget to get your birthday boy beer at the meetings – both August and September issue will be done at the September meeting.

Finally, I am working on the 2017 social programme so if you have any suggestions (printable ones only please) then send them my way and I see if I can get something sorted.

Alex Webb, Social Secretary

SEPTEMBER BRANCH CALENDAR

Merchant Navy Day	Friday 2nd Sept
Branch Meeting	Tuesday 6th Sept
Canal Trip	Saturday 17th Sept
Battle of Britain Parade	Sunday 18th Sept
Committee Meeting	As Required

OCTOBER BRANCH CALENDAR

Race Night	Saturday 1st Oct
Branch Meeting	Tuesday 4th Oct
Trafalgar Ball	Friday 21st Oct
Committee Meeting	As Required

NOVEMBER BRANCH CALENDAR

Branch Meeting	Tuesday 4th Nov
Ladies Night Dinner Dance	Friday 11th Nov
Remembrance Parade	Sunday 13th Nov
Committee Meeting	As Required

BRANCH BIRTHDAYS SEPTEMBER

J Thomson	08/09/1952
R. (Gabby) Hayes	09/09/1945
D.J. (Dave) Oakes	09/09/1954
G. (Glen) Stevens	10/09/1949
N.A. (Nick) Rowan	12/09/1967
G (Gary) Jewell	19/09/1955
P. (Peter) Oakes	25/09/1946

Happy Birthday to you all!

SUBMARINE LOSSES OF WWI

No Submarines were lost in September 1916 however five Submariners were reported to have died – two Engine Room Artificers, one Chief Stoker, one Able Seaman and one Stoker. Two died in accidents and the other three, who had been captured from Submarines at the Dardanelles, died of injury or illness whilst Prisoners of War in Turkey. They were:

ERA 1st Class Gilbert Oxley O/N 271718 (Po)

Thirty five year old Gilbert Oxley was a member of the crew of Submarine D6 and he died on Monday 11th September 1916. He was accidentally lost overboard in the North Sea from D6 and was drowned.

-----ooo-----

Able Seaman John Flynn O/N 199688 (Dev)

John Flynn was a member of the crew of Submarine E12 and served at the Dardanelles. He was accidentally drowned in Mudros Harbour on 25th September 1916 and was buried in the East Mudros Military Cemetery on the island of Lemnos in Grave III.F.184.

-----ooo-----

Chief Stoker Charlie Varcoe O/N 289543 RAN O/N 8275

Charlie Varcoe was a member of the Crew of Submarine HMAS AE2 and was captured when the Submarine was scuttled in the Sea of Marmara on 29th April 1915. He died of meningitis in the Prison Hospital in Belemedik

on 18th September 1916 and was buried in the Armenian Christian Cemetery but was later reburied at the Baghdad North Gate Cemetery.

-----ooo-----

Stoker 1st Class Michael Williams O/N 2305

Australian Michael Williams was also a member of the crew of Submarine HMAS AE2 and was captured when the Submarine was scuttled in the Sea of Marmara on 29th April 1915. He was seriously injured in a rock fall whilst working at a railway camp and he is reported to have died in somewhat mysterious circumstances in hospital on or about 29th September 1916 possibly of malaria or dysentery but no trace of his body was ever found.

-----ooo-----

Engine Room Artificer Asher Coates O/N RNR/EA/1969

Engine Room Artificer Asher Coates was a member of the crew of Submarine E7. On 4th September 1915 Submarine E7 was attempting a passage through the Dardanelles into the Sea of Marmara when the Submarine was trapped in the nets at Nagara. He was captured after the submarine was surfaced to allow the crew to escape and then scuttled. Asher Coates died as a Prisoner of War on 30th September 1916. He had been born in Barrow in Furness and had worked in the Vickers Shipyard. He was buried in the Hadjiki Cemetery and is commemorated on the Baghdad North Gate Memorial (Memorial 11)

DISCLAIMER

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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!

HMS TRENCHANT BACK AFTER REFIT

(Courtesy: Navy News)

The crew of nuclear-powered hunter killer submarine HMS TRENCHANT staged a ceremony in Plymouth to mark the vessel's readiness for operations.

Families were also treated to a day out with members of the crew to say thank you for their valued continued support - especially while the submarine is deployed, with little contact with home.

The occasion marked the submarine's reintegration into the fleet after undergoing a maintenance and weapons and sensors upgrade in Devonport Naval Base.

The submarine holds the RN submarine record for a continuous deployment - 11 months in 2013.

A rededication ceremony is a traditional part of any Royal Navy vessel's life after completing a period of refit and improvement. The event was attended by the submarine's sponsor, Lady Meriel Hunt.

Cdr Rob Watts, captain of Trenchant, said: "I have much faith that this finest of crews will see out TRENCHANT's final chapter with professionalism and pride. It is with much pride I have in showing you off to our sponsor and your families and friends."

The event marks the countdown to when HMS TRENCHANT is officially available for tasking by the Fleet Commander.

Kirsty Gregory, wife of Radio Engineer Artificer Neil, was joined by their four children Nancy, seven, Lulu, 12, and Owen, 12, at the parade.

Kirsty said: "TRENCHANT is a very good submarine as far as families are concerned. We get lots of support while they are deployed.

"We are not forgotten and our role in looking after the home and children is appreciated and recognised by the command.

"Having an event like this and visiting the submarine gives the children a chance to understand why daddy goes away."

The crew now begin further training and testing.

MARITIME TRIPS

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

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

LISTEN TO 'SHEP' WOOLLEY

Petty Officer Gunnery Instructor 'Shep' Woolley left his on board life in the Royal Navy in December 1975 to follow a life on the boards of showbusiness.

Since then he has travelled the world with his songs and stories, but the RN has never been far away from his lifestyle.

He has raised funds for the RNRMC, the RNBT, Pembroke House and Seafarers UK as well as other ship and association fundraisers.

To date he has produced five LP albums and seven CDs -with the latest having just been released.

Sailors on a Train, on Talking Elephant Records, contains a cross-section of material, from Bound for Sunny Shotley (a comical look at his first week in the RN) to a loud country-rock version of Drunken Sailor.

To buy a copy see the advertisement on p43 - the cost is £12 plus £2 p&p, but the first 100 orders are £10 inclusive of p&p.

Shep is offering his CDs in a Navy News competition - the first prize is a collection (Life in a Blue Suit, Overboard, Grumpy Old Matelot and Sailors on a Train) wrapped in a Grumpy Old Matelot T-shirt, while five runners-up will each receive a copy of Sailors on a Train.

To win, answer this question: at which training establishment did Shep join the Royal Navy?

Send your answer to shep@navynews.co.uk or Shep Woolley Competition, Navy News, Mail Point 1-4, Leach Building, HMS Excellent, Portsmouth P02 8BY.

Entries must be received by midday on October 14 2016

India Investigating French Submarine Company Data Leak



The Scorpene-class INS Kalvari recently began maiden sea trials off the coast of Mumbai

Image copyright AFP

India is investigating a massive data leak from French shipbuilder DCNS that affects a major submarine contract for its navy, defence officials say.

The leak of more than 22,000 pages exposes secrets about the combat capabilities of Scorpene-class vessels. It is not clear who first obtained the confidential documents, which were made public by the Australian media. Earlier this year DCNS won Australia's largest-ever defence contract to build a fleet of advanced submarines. Details about the Shortfin Barracuda submarine class that will be built for Australia were not contained in the leak.

India signed a \$3.5b (£2.6b, €3.1b) deal for six Scorpene vessels in 2005. They are being built in cooperation with an Indian government-owned shipbuilder in Mumbai. India is investigating the leak to "find out what has happened," Defence Minister Manohar Parrikar said. The Scorpene submarines are small-to-intermediate size vessels currently in use in Malaysia and Chile. Brazil is due to deploy the submarine type in 2018.

A DCNS spokeswoman described the leak as "a serious matter" and said French authorities would formally investigate.



The Shortfin Barracuda Submarine

Image copyright DCNS Australia

The leak does not affect the Shortfin Barracuda subs planned for Australia. "The matters in connection to India have no bearing on the Australian submarine programme, which operates under the Australian government's arrangements for the protection of sensitive data," a statement said.

Australia deal to go ahead

DCNS beat out strong competition from Germany and Japan to secure Australia's A\$50bn (€34bn; £27bn) contract to build its navy's next generation of submarines, a project that will stretch into the 2050s. The Shortfin Barracuda submarines are to be built in Adelaide with the expectation of creating around 2,800 jobs in the region. They will be 4,500-tonne conventionally powered submarines, closely related to the nuclear-powered Barracuda, which weighs 4,700 tonnes.

Australian Prime Minister Malcolm Turnbull said the leak was a reminder of the importance of cyber security, but rejected concerns it would endanger the contract. The country's defence industry minister, Christopher Pyne, said in a statement that the leak had "no bearing on the Australian government's future submarine programme".

BAE Systems places contract to extend Submarine construction hall

2nd August 2016



An Artists Impression of the Extension

The programme to transform BAE Systems' site in Barrow-in-Furness, Cumbria is gathering pace with the award of another major contract and erection of the first steelwork for the largest of the planned new facilities to build Successor, the replacement for the Vanguard class submarines.

BAE Systems has signed a £67 million contract with Morgan Sindall to extend its Devonshire Dock Hall to incorporate new manufacturing and installation capabilities. The facility hosts the construction of 'Astute' Class submarines and is where Successor will be integrated and tested.

This development is part of an investment programme which includes a number of new facilities and refurbishment of existing buildings. The Central Yard Facility will stand 45m tall and work is well underway, with much of its steel structure now in place. A new 28,000 m² off-site logistics facility (the Resolution Building in the Barrow Island Business Park) is also due to open later this year.

Minister for Defence Procurement, Harriett Baldwin, said: "This infrastructure investment at BAE Systems in Barrow will help ensure our new Successor submarines are built efficiently.

"The Successor Programme is a truly national undertaking, and this investment is another example of the Government's commitment to maintaining the UK's independent nuclear deterrent."

Allan Day, Director of the Site Redevelopment Programme at BAE Systems Submarines, said: "We are in the third year of an eight-year redevelopment programme which is starting to see some dramatic changes across our site as we enhance our facilities and capabilities for the future. The Devonshire Dock Hall is an iconic building - home to the construction of some of the world's most advanced and capable submarines. This contract will enhance the facility to ensure our workforce can deliver future submarine programmes to the Royal Navy."

The design and build of a brand new, nuclear-powered submarine is one of the world's most complex engineering challenges and is a significant national endeavour which will involve a supply chain stretching the length and breadth of the country.

The Motorbike with TWO 'Rocket' engines

Triumph's Rocket Streamliner will attempt to break 376 mph land speed record

By Mark Prigg for Dailymail.com

Published: 1 August 2016

Legendary racer Guy Martin will ride the carbon machine which is a 25.5-ft long Kevlar machine with two methanol-powered rocket engines. The attempt to take place within weeks at the Bonneville Speedway in Utah. It is set to become the fastest motorbike in the world.



Triumph has revealed its latest machine, and it's a major step up from the firm's iconic Bonneville.

Triumph first began working on this record attempt in 2013, but was thwarted by an engine fire just before Jason DiSalvo was due to make an official run. A second attempt last year was scuppered when rider Guy Martin was injured during a Superbike race less than three weeks before the run was due to be made. The Triumph Infor Rocket Streamliner – a 25.5-ft (7.8-m) long carbon Kevlar monster powered by two methanol-powered turbocharged Triumph Rocket III engines that kick out a combined 1,000 bhp (746 kW) at 9,000 rpm.

Martin is looking to surpass the 376.363-mph (605.698-km/h) record set by Rocky Robinson riding the Top Oil-Ack Attack Streamliner in 2010.

The Isle of Man TT racer said: 'I can't wait to take the Triumph Infor Rocket Streamliner onto the salt at Bonneville for the first time this summer.

'The Triumph engineers have built an amazing machine, giving us the very best chance to beat the two-wheeled land speed record.'

Triumph held the title of "World's Fastest Motorcycle" from 1955 to 1970 with the exception of a brief 33-day period. The Triumph streamliners to carry world records were Devil's Arrow, Texas Cee-gar and Gyronaut X1, the last being at 245.60 mph (395.28 km/h). Today's bar now sits at 376.363 mph (605.697 km/h)



Underwater Olympiad for Royal Navy Submariners

HMNBC 69-16 Wednesday, 10 August 2016

Speak to any of the elite athletes recently competing at the Rio Olympics and they'll tell you that to succeed you need to push yourself to the limit. To perform easy you need to train hard, often in challenging conditions.

Few of the competitors in Brazil, however, will have experienced the challenge faced by the crew of HMS VIGILANT (S) recently when they undertook their own underwater Olympiad during a deterrent patrol.



Coxswain Sheekey, Commander Dan Martyn and Crew with the cheque for the Royal Navy and Royal Marines Charity (RNRMC)

“Competition is a great motivator for staying fit and plays a vital role in our life in the Royal Navy,” explained Chief Petty Officer Bathgate, sports officer for HMS VIGILANT. “It means we hone our leadership, teamwork and self-discipline, so we can perform at our very best both on and off the sports field.”

A series of fitness challenges were organised during the patrol, featuring a rowing competition, triathlon event and NAVYfit and Fitness First challenges.

The limited space on board, and the need for the submarine to remain silent, meant that the events were unique to the underwater environment and brought their own particular challenges.

“The atmosphere on a submarine is enclosed and so the body is put to a different test than it would elsewhere,” said Surgeon Lieutenant Tweed, the vessel’s Medical Officer.

“While oxygen levels are not usually lower in a submarine than they are on land, muscles fatigue quicker because carbon dioxide tends to be higher. The chemical receptors in the body which stimulate breathing are driven by carbon dioxide and so it’s likely that submariners will be more breathless when exercising on a submarine.”

Breathless or not, 29 of VIGILANT’s crew attacked the first underwater event with gusto. This was the Fitness First challenge, featuring a series of trials tailored specifically for the submariners to test their strength, speed, power and endurance over nine different stances. Taking first place in this event was Petty Officer (PO) Pearson.

This was followed by the NAVYfit competition, again over nine stances. Thirty-nine crew members took part with Engineering Technician (ET) Davies winning what turned out to be one of the most hotly contested events during the patrol.

Such was the success of the event that towards the end of their deterrent mission the crew resurrected the competition, this time in the form of a four nation’s challenge. Submariners from England, Scotland, Northern Ireland and Wales battled it out in teams of three. The Scots took first place with CPO Dewar, CPO Petrie and PO Gallagher gaining the glory.

There was also a rowing competition using two Concept II machines on board the Ballistic Submarine. The Fleet 50 x 1 kilometre row is a competition designed for submarines and ships and calls for a team of 50 individuals to row one kilometre each in the quickest time possible.

Commanding Officer of HMS VIGILANT (Starboard), Commander Dan Martyn and the Executive Officer, Lieutenant Commander John Lewis, were given the honour of going first. Despite shaving a second off his personal best, Lieutenant Commander Lewis was defeated by the boat’s CO.

This set the tone for the rest of the crew and their combined efforts took almost three minutes off their previous time, set during a similar attempt last year. The boat came in at two hours, 58 minutes and 27 seconds.

As if that wasn’t enough fitness activity for one patrol, the boat’s Coxswain Sheekey volunteered for a sponsored run, row, cycle and versi-climb of the height of Ben Nevis. His fantastic efforts raised £995 for the Royal Navy and Royal Marines Charity (RNRMC).

Speaking about the crew’s efforts, CPO Bathgate said: “The focus on fitness helps the Royal Navy remain effective in protecting our nation’s interests as part of the UK’s Armed Forces. We call it ‘NAVYfit’ and it’s why we champion a huge variety of sports, delivered through world-class facilities, whether onshore or even on a dived submarine.

CROSSED THE BAR AUGUST 2016

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Submariner Officers Association	4 th May 2016	Ronald Huish Hamblin	Lieutenant Commander	N/A	88	Submarine Service in TRADEWIND, SEA DEVIL (1951), UNTIRING (1954), TALLY HO, SENESCHAL (1958) & ARTEMIS
Medway Towns Branch	3 rd July 2016	Ben Holmes	Leading Electrical Mechanic	P/MX 903844	82	Submarine Service from 1959 to 1963 in EXPLORER (60) & NARWHAL (60 to 63)
Submarine Officers Association	23 rd July 2016	Alan David Newberry	Lieutenant Commander (MESM)	TBA	TB A	Submarine Service from March 1971 in OPPORTUNE, RESOLUTION & SWIFTSURE
Non Member	23 rd July 2016	Mathew Cayton	Chief Radio Supervisor	TBA	84	Submarine Service in ACHERON & TIRELESS
Non Member	27 th July 2016	Alan Hultley Walton	Signalman	C/JX 371565	90	Submarine Service from 1948 to 1953 in AURIGA, SUBTLE, SENESCHAL, SANGUINE, AENEAS, SCYTHIAN, ZWAARDVIS, SENTINEL, ALARIC, ANDREW, TRADEWIND & SELENE
North Staffordshire Branch	29 th July 2016	Patrick Lyons	Chief Mechanician	P/K935405	78	Submarine Service from 1967 to 1977 in TRUMP, WALRUS, OTTER & RENOWN

Derby Branch (lapsed)	13th August 2016	George D Clarke	Stoker 1st Class	P/SKX 788880	88	Submarine Service from 1946 to 1953 in TRUMP, TRENCHANT, AENEAS, ASTUTE & ALLIANCE
Non Member	August 2016	William (Bill) Brown	Chief Petty Officer MEA	TBA	73	Submarine Service from 1989 in WARSPITE, RENOWN & CHURCHILL
Eastern States	August 2016	Malcolm McGrath	Leading Seaman (UW2)	D/SSX 820470	85	Submarine Service from 1952 to 1956 in AMBUSH, TELEMACHUS & TACTICIAN

K26 – THE STEAM SUBMARINE (Part 13)

(By O/N J98553)

THOU HAST ANOINTED MY HEAD WITH OIL, MY CAP RUNNETH OVER

It is hard to please people; so I have noted in a long life. You set out really to please yourself, and often find this difficult. When the coin eventually drops you find that to please yourself you must please others. For instance, you must in a submarine please your First Lieutenant. Often, you don't have to go out of your way to please your Captain because he is more remote than Jimmy, and the mere fact of you pleasing the First Lieutenant, can often please the Captain simultaneously. For he is wont to say, the Captain that is, "How do you find that pasty faced L.T.O. Carboy or something?" "Oh you mean Carter Sir, very good man, very cool, said by the Stokers to have "saved the boat" on one occasion." I hadn't, but to have the Captain believe that I might have and it's his boat after all, is good for your prospects of promotion. Well, it does not necessarily mean that you will get promoted. Rather it means that you are unlikely to get demoted, which you will admit, is something.

Bertram and I were not actually crawling on our bellies for red ink recommends to be put on our papers, but at the same time would wish to be held in high regard by the management. Bert was married, and promotion was usually said to involve a shift of neighbourhood. At present domiciled in Mile End Bert fancied a neat cottage over the hill, Horndean way. So we both polished brass, sought out earth faults, swept (not mines this time), washed paint, laid on paint, chipped, scrubbed, emeryed, sand-papered etc., and it was good, entirely in the biblical sense. And on the seventh day we dodged Church in the morning and slept in the Motor Room in the afternoon, should we be in harbour. If Jimmy had been statistically minded he would have found that most electrical faults came on the system on Sunday morning, if he had constructed a graph of electrical faults, a rhythm would have been established, Sunday morning would have appeared as a peak period. They used to go off after diligent searching with earth lamps just about tot time, and with only a few exceptions remain off until next Sunday just after breakfast. There is no doubt some highly involved theory responsible, like the one that accounts for white horses eating more than either black horses or brown horses in a certain livery stables. The experts decided eventually that it must be due to there being more white horses than ones of the other two colours!

However, on a certain Sunday Bertram and I had discovered a fault on the starboard motor reply gong, and with a thing whose circuit went halfway round the boat and clanged bells in the conning tower and also in the control room one man must obviously work from one end, and the other man the other. We wound the bridge megger, played about, the boat got quiet, the band in the Cyclops started "Onward Christian Soldiers". I thought the Church was doing all right on its own, so I went back aft to discuss with Bert when I should take the little bit of fuse wire out of the Control Box where it formed an earth for as long as we wished it to. Arrived in the Motor Room we were both surprised to see Jimmy coming down the hatch. "Have you found it?" he said. "Won't be long Sir", said Single. Jimmy was immaculate, a fine word but it only means un-spotted. He had, it being Sunday, his sword, white gloves etc., and it being also summer, he had a white starched jacket, white cap cover, white starched trousers, white socks, white kid shoes. Except for his hair he was white from crown to sole. He looked at the Motor Room with approval, we wound the Evershed & Vignoles thing, ah yes megger, the needle wobbled.

Jimmy was not particularly good on electronics although he was a whizzer for trimming the boat. He didn't see that we had one of the switches the wrong way. He was tall and 'X' vent was in the centre of the Motor Room - a device worked by high pressure oil, and by much use and general wear liable to shed oil. To catch the oil a little highly polished tray called a save-all hung on three thick brass hooks. From time to time the save-all caught as much as half a pint. When you remembered, you unhooked this save-all and tipped the oil away, sometimes here, sometimes there. Jimmy advanced from starboard to port ducked his head to go safely under the save-all Bertram said: "Look out Sir". Jimmy did the fatal thing, he thought he was being warned not to advance further. He straightened up. Now the previous Jimmy – Clutterbuck -could go under 'X' vent and leave a clear inch. Not so G. Tanner R.N. When he straightened up his cap lifted the little brass wires - the save-all tilted ever so slowly. Because he had been warned "Look out", he did not move forward, nor did he retreat. Telemotor oil is the colour of golden syrup, viscosity figure I do not know, but this oil is very quick flowing. It went down his lovely cap cover, down his high collared jacket, the starch forming a lovely path, it went past his gilt buttons, round them into his trousers, into his socks and shoes. As his hands were holding his sword with his gloves the oil spared a rivulet for them.

He was certainly oiled, he said not a word - we rushed for something to soak it up. Cotton waste is of many colours - it did no good, as soon as the colours started to run and flecks to stick we stopped dabbing. He rested his sword on the lockers - unshackled it and went for'd via the starboard passage. We knew our star was not in the ascendant. We

discussed, Bertram and I, whose responsibility it was to empty vent save-alls. We came to the conclusion that it was a Stoker's job, but we thought Jimmy might consider that as it was in our compartment, it was ours. I said "Well Bert, I'd sort of feel responsible more if he'd been electrocuted". "But oil and tank vents - that's Stoker's, stuff." Bert said, "I'll be lucky if I stay in Mile End, I'll probably be living in Blossom Alley down Portsea if he stops my 'red ink.'" We never heard a word about it, the First Lieutenant, must have put it down to "Act of God", or something for which I was very thankful. I had been passed for Leading Seaman for three years then, and could look forward to a lot more watching, waiting and working before I could exchange my instrument for a baton as they say. As an exercise in self-control I have never seen a better.

Good old Lieutenant G Tanner, RN.

CASABIANCA

You know how they go on about records, the first man off the roof of Centre Point in a barrel, first man to push a parsnip or was it a peanut over the Pyrenees, that sort of record, not those with a nice or nasty noise on, and a hole in the middle. Our First Lieutenant, had a small film projector, no camera, just the projector, and of course some films, otherwise he would have had & blank screen. Well Jimmy was forward looking, he bought some daylight lamps once and an absent-minded Stoker ran up the After Stoker's hatchway which was illuminated with one of these blue glass things; under the impression that the hatch was open. He found out, when he came to, that it was in fact shut, and that the thing that looked like a stream of daylight was entirely falsely produced by the blue filter. Afterwards Jimmy took this lamp out with a big wad of waste, it was also a gas-filled lamp and hot. Well! I never saw a lamp in so many pieces before. He used, I remember, a copper hammer, and half an hour later he swept up the remains and put them in a bucket. The lamp he replaced with an ordinary opal type with approval from all the Stokers, especially those who had thought wrongly of course that he was dead. Then as I told you before, he bought the neon lamps that said K.26 on the gangway and even paid the duty on them too. Well forward looking he was, and if anyone has the date of a supposed first showing of a cinema film in a submerged submarine, I will endeavour to correct him.

A selected audience of sailors of which I was one, saw a film projected in the bowels of K.26 on the 21st May, 1930. I suppose it is something, perhaps I can claim to be an 'Early Submarine Cinemagoer'. Authentication from my diary of course. Now that the Jumbo Jets are giving cinema shows and displays by dance teams at several thousand feet upwards I suppose it's nice to know we had a show several feet below the surface. We could not do anything about dancing girls of course. We did of course date another record of a sort, we were the first submarine to suffer from condenseritis which is really thought to be a surface ship complaint, but in our case was not. Because we had steam and boilers, we naturally have to have condensers, which took the steam after the turbines had finished with it and turned it back to water again. The same raw product is had started as, if you follow. There is no real quick cure for condenseritis, it is a disease which has to be treated in a dockyard.

There is however a sort of palliative first-aid. It is shameful, like having braces on your teeth. It consists, dare I tell all, oh well, it consists roughly of emptying a couple of bags of sawdust into the condenser at the right point. Like those bits of rubber string, it will get you home. We contracted it, I was horrified that such a thing could happen, to my loved one. I know, I knew, she was ageing. Even more horrifying a lubricating pump broke a shaft, and if shafts are breaking you can expect more trouble. Shafts generally break because the metal goes crystalline. It's like hardening of the arteries in human beings, and when one artery hardens it does not harden alone. Oh the anguish that my love of a short two years was greying fast under my caress. We painted her, she still looked attractive, her bright work as gay as ever. Parts of her were really new, why the Asdic was less than two years old. But her boilers which, I suppose correspond to the human heart were of 1918, twelve years old. Her battery by dint of loving care of several POLTOS, Bud, Berkshire, Gordon, Bertram, myself, absolutely first class for capacity, voltage, insulation etc. Ah yes, but some of her bits were second-hand when they started, and a hull starts to rust with the first plate you lay, the keel. We had had some electric trouble, the generator on the end of old E.4's second-hand engine was credited with being cribbed out of K.2, was it true?

I never really found out, for after I had passed a warning that it was acting erratically, it unkindly blew up underneath me whilst charging. Very fortunately, for the publisher who is going to profit by this book, and the Income Tax man, I was standing on a substantial piece of bridging deck and the flames, smoke, and other products of combustion were divided in their upward rush. Flames treated me much as the biblical characters who in the midst of much fiery furnace, were not consumed. I was slow to realize that I was not in fact dead, and after a few seconds I walked forward and picked a Pyrene extinguisher off the Motor switchboard. I had cleaned it once a week for nearly two years. I used to hear the liquid gurgle. It declared it was a fire extinguisher in large letters. I proceeded to quell the fire. I did it, all quietened down. Harry Barton switched on the fans and the smoke and deadly fumes were whisked away.

Several people examined me for burns, and told me that I should not have used Pyrene on an electrical fire. I said, "What should I have used there is no other type in the boat?" I was told firmly that Pyrene on an electric fire produces a poison gas. I said, "My friend Harry has wafted the fumes away, I'm satisfied." I went for'd to report to Jimmy what had been daily, no hourly, expected. I was white, I said "the centre dynamo blew up at 11.25 Sir". He said, "How so precise as to time Carter?" I said, "It went off like a 12 pounder gun Sir and the clock was right in front of me, it shook me rigid, and I looked straight at the clock and noted the time before the smoke closed in." "You are all right?" he queried. "Yes, Sir, but it shook me a bit." He came aft to view the shambles.

The Tiffy branch had stopped the engine in record time. He smiled up at me from the lower level, then he thought of something funny. He said, "My end's all right". I nodded, "You can tinker with it now, whilst we wait for another dynamo. My reputation for coolness, absolutely un-deserved, grew. I was said to have stood like the boy on the burning deck armed only with a very highly polished Pyrene, which could they said have poisoned all hands, but for my accurate assumption that the fans would be in time to prevent it. Harry Barton said some days later, "if you fell into the sewage outfall at the mouth of the Thames you'd come up clutching two gold bars and with a pocket full of diamonds, you're that lucky." I said I hoped it would continue.

Much later I was lucky enough to be first man on the spot when Harry skidded on his big Norton motor bike under a Southdown bus. He went from behind under and I had help of 'passer's by' to pull him out. He was hardly scratched, but was very worried about a long; tear in his trousers. As the civilian helpers melted away, I mean went away, I had a bit of chat with Harry. By the way this is in Commercial Road, Portsmouth. He said, "Jump on the back Nick, I'll take you home." Funny how loud hearty laughter sounds in the -street late at night, people hurried by us with their chips and fish wondering what it was all about, they couldn't just dismiss us as "vulgar sailors the better for drink", because I was then courting a girl out Southsea and wearing plus fours and a golf jacket, whilst Harry had helmet, leather jerkin and several pounds weight of assorted woollies. I steadied myself. "You know when the centre line dynamo blew up, about how lucky I was: well I intend it to remain that way.

"O.K. Nick it was nice running into you." I finalized the conversation as they say nowadays, "It wasn't me you ran into it was a stationary Southdown bus." It was the last time I saw Harry, nice chap, I hope he's not on that long, long, roll of honour in Fort Blockhouse. I got a bus back home and on the top deck chatted up a nice girl from Cosham, exchanged addresses and I had two girl-friends running as an old L.T.O. would say, in parallel, and what is better, unknown to one another, for it's a far cry from Southsea to Cosham. But there's always that little tingle reminding you that you might get found out. A purist might say "What has this to do with K.26?" I say, "It was probably over-compensation for her loss". A man wants some female to love.

To be continued in October 2016

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Please make your meal choices with numbers in the boxes below. Please write on the booking form if you require a Vegetarian main course. FULL MENU OVER

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

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MENU

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