



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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Page 2	Editorial
Pages 2 & 3	Chairman's Report
Pages 3 & 4	Social Secretary's Report
Pages 4 & 5	WWI Submarine Losses
Page 5	Tomahawk Missile Orders
Page 5	HMS AUDACIOUS
Pages 7 & 8	Books
Pages 8 & 9	Submarines Return to the Arctic
Pages 14 to 16	K26 – the Steam Submarine
Pages 16	Crossed the Bar

BRANCH OFFICERS

Hon President:

John V Hart
01229 821831

jvhart34@gmail.com

BARROW BRANCH COMMITTEE

Treasurer & Membership

Secretary:

Mick Mailey 01229 821290

Michael.mailey@btinternet.com

Newsletter Editor:

Barrie Downer 01229 820963

barrie@downer55.freemove.co.uk

Chaplaincy:

Alan Jones 01229 462150

alricia.jones@googlemail.com

Brian Jones 01229 480380

Bmj.retired@talktalk.net

Standard Bearer:

Gordon Walker 01229 472613

gordonwalker77@talktalk.net

Committee Members:

Mick Dack 01229 823202

Mark Butchart 07965 272933

m.butchart@hotmail.co.uk

Jeff Thomas 01229 464943

jeffbrendathomas@tiscali.co.uk

Neil Lowden 07990 570753

neil.lowden1982@gmail.com

Slops:

Malcolm Hogg 07768 170325

malcolmhogg@fsmail.net

Website Manager:

Neil Lowden 07990 570753

neillynn151@outlook.com

Chairman:

Dave Barlow 01229 831196

dave@davebarlow.plus.com

Vice Chairman:

Barrie Downer 01229 820963

barrie@downer55.freemove.co.uk

Secretary:

Peter Hearn 01229 480765

peter.hearn@btinternet.com

Social Secretary:

Alex Webb 01229 839551

alexjan1516@hotmail.com

Cover Picture: Delivering Linda Mead's Christmas Hamper

EDITORIAL

Hello Everybody.

Welcome to 2017 and another New Year– I hope you all had a very merry Christmas & that the New Year brings you everything you wished for – have you made any New Year Resolutions?

The Branch Christmas Parties went off very well – I didn't attend the Children's Party but I hear that all who did had a good time. Margaret and I did attend the evening Christmas Party and I must say that it was one of the best parties we have been to for a while – the attendance was very good, the music and entertainment ideal, there was more than enough food for all and to round the evening off Margaret won one of the £25 Raffle Prizes.

As you will see from the Chairman's Dit he is off to Sunny OZ to see family and friends and will be away for the next three months. As a result I will be chairing Branch Meetings up to the AGM when Dave should be back in the Chair. Also Peter Hearn has had his operation and will be at home recovering for a while so - for the January Meeting - I will be the Secretary as well as the Chairman – so - no difficult questions please!

The 'Crossed the Bar' List this month includes a name many of you will know – Robert (Lofty) Harper who

lived locally. He was not a member of the Association but did serve in ALLIANCE, VALIANT (1st Commission) and CHURCHILL. His funeral is at the Thornccliffe Crematorium on Thursday 5th January at 1430 if you are able to attend.

All of the remaining SHC items have now been removed from the Drop Zone and are currently stowed in Dave Barlow's loft – so if anyone wants a Submarine Escape Suit (8 available) or a selection of 'O' Boat Drawings let me know but you won't be able to collect until April. All that now needs to be sorted out are the SHC Items in the Shipyard – if we can arrange access to see what is there.

And don't forget that Branch Subs for 2017 are now due – Mick will happily relieve you of the cash (£20 - £15 for National and £5 for the Branch) at the January Meeting. To make it easier for him (and in case you forget when it's due) a Standing Order to the Branch Account takes all the worry away!

See you at the January Branch Meeting on Tuesday 3rd January – 1930 start time – don't be late!

Regards

Barrie Downer

CHAIRMAN'S DIT

Hello again.

So that Barrie can produce the January Periscope View in plenty of time he has asked for my Chairman's dit early. So, my Christmas stocking is up on the mantelpiece, Santa's whiskey is ready and a carrot for Rudolph all set out on the hearth. Fiona thought milk for Santa would be more suitable but I managed to

persuade her otherwise. Hey, it's chilly outside especially up in the sky so he needs something to warm him up.

As you read this the festivities will be over. Did you survive or is your head still aching and the waistline stretched, and did Santa bring you all you wanted? The family around me and good health all round is all I want

and as I write I know my son and his family are on the M62 somewhere.

The Christmas Social (or was it Micky Dack's 80th Birthday bash) this year was, in my opinion, the best ever. The RBL function room was full, the atmosphere good, the music excellent and there was enough food to feed half of Barrow. Fiona didn't require my assistance to sell the raffle tickets and she was seen stuffing notes down her bra as she went around the room. I was able to confirm to Alex that all the money was handed over as I made a point of checking the cleavage very carefully when we got home. Apparently, the raffle takings were a record too, so well done to you all for putting your hands in your pockets and making it the success it was. I understand that the Childrens' party in the afternoon was a success too, so well done Alex and Jan for once again organising a couple of excellent functions. However, the real success is all down to you for turning up.

This year we were once again able to give our 14 widows a Christmas Hamper and I must thank the AUDACIOUS branch members who helped out. Morrison's supermarket came up trumps by making up the hampers for us and lovely there were too. We then delivered the hampers using the AUDACIOUS minibus with two of the crew in Nos 1's which went down very well with all our widows. Thanks, guys, it was very much appreciated. I have attached a photo of Linda Mead

receiving her hamper (see front page). We have 10 over 80 Members and all the ones who live locally received a bottle of spirits of their choice whilst those out with the area were sent a voucher for the same amount for them to buy a bottle.

I know it seems a long way off but at the coming AGM in April I will have completed my second term as your Chairman thus six years in all. The position is therefore up for election so if there is anyone out there who would like to take over the mantle of branch Chairman then I will not stand in their way. New ideas are always welcome. If no-one comes forward then I will consider staying on providing that it is the wish of the members.

The main reason I am mentioning it so early is because I am about to embark on a bit of sea time and sailing to Australia to see my daughter which will make a pleasant change to flying. I therefore tender my apologies for my non-attendance at the January, February and March meetings arriving home just in time to change suitcases and travel down to Leicester for the national annual reunion the last weekend in March.

My thanks in advance go to Barrie who, as Vice Chairman, will take over the responsibilities of Branch Chairman during my absence.

That's all for now, see you at the April AGM meeting.

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates.

Once again we approach the end of another year, from a Social Secretary point of view we have had highs and lows and I am very pleased to say that we ended 2016 on a high with probably my best attendance at any of the functions I have organised over the last 4 years; namely the Christmas party. However, still far too many of the attendees are not related to The Association and I would very much hope that more members will take advantage of the socials organised on their behalf in 2017.

It has been a full year of events ranging from quizzes to canal trips, from race nights at the Legion to the real thing at Cartmel, from a St Patrick's Night shindig to the formal black tie Ladies Night Dinner Dance, from our Christmas parties to the Branch dinner and from a beer together at the Legion to our trip to Morecambe, or our beano at the Prince of Wales to the BBQ at Crofters and the corporate football. All these events have taken a lot of time and effort to organise and their success has been down to the members who support me in my endeavours and the family/general public we collectively press gang into joining us. Bottom line is I hope that whoever has attended these events have enjoyed themselves.

I want to thank the members and their families who have helped me throughout the year; especially to Bob Hagen's daughter Cheryl who is always the driving force behind the children's Christmas party to Phyllis Palmer who is instrumental in about everything I do as social secretary, to Steven Barlow who helped me at the BBQ this year, to Fiona Barlow whose enthusiasm and raffle ticket salesmanship is second to none. Also, to everyone at the Legion headed up by Bob Palmer who get a lot of behind the scenes items done for me, to Dave & Chris Bridges for always supporting me, to Simon, Heather, Steven and Charlotte who are always there serving us from behind the bar and clearing the mess up after we have left. To the various artists who have performed for us this year but especially to those I continually call upon to make the events great, namely, Denis Horan, Dave Took, Lisa Crawford and Julian Crawford.

A big thank you goes from me to my fellow committee members, who have been there with advice and support throughout the year and finally, a big thank you from me to all of you who have come along to these events, I sincerely hope you have had a good time and will continue to support me.

Diary Check

I am putting together the programme for 2017 but the first item on the agenda is the 'First Footing' trip to Morecambe. I have arranged this for Friday 3rd February – leaving the Legion at 6pm and getting you back home safely for midnight. Cost of transport as always will be mostly borne by The Branch but I will ask all attending for a donation of £5 per person towards the travel costs, and as in previous outings the social fund will provide ample liquid sustenance for the trip to and from Morecambe. This is a great evening out with Jim Halliwell and the Morecambe branch - they always do us proud

with ample rum, buffet and great company – I will need your names no later than the 18th of January to organise transport – payment on the coach if not before please.

Members draw was not won in December 2016 and stands at £15 for January 2017, also don't forget to get your birthday boy beer at the meeting which starts at the earlier (and more sociable) time of 7:30pm.

I am attending the Annual Conference in March and am contemplating hiring a self-drive and stopping off at the Arboretum prior to going to Leicester on the Friday. If anyone is interested in having a hassle free, chauffeur driven trip to and from the conference which will include the chance to visit the Arboretum then please get in touch. I need at least 12 to make this happen and the cost per person will be dependent on the numbers but should be no more than £25 per person for the travel. Please email/phone if you wish to join me and Jan for this; I will make a final decision on its viability at the January meeting.

Finally, Jan and I hope you all have had a great Christmas and we wish you a healthy, prosperous and happy New Year and look forward to seeing you at the socials in 2017.

Alex Webb

Social Secretary

JANUARY BRANCH CALENDAR

Branch Meeting	Tues 3 rd Jan
K13 Weekend	W/E 27 th – 29 th Jan
Committee Meeting	As Required

FEBRUARY BRANCH CALENDAR

Morecambe First Footing	Fri 3 rd Feb
Branch Meeting	Tuesday 7 th Feb
Committee Meeting	As Required

MARCH BRANCH CALENDAR

Branch Meeting	Tuesday 7 th Feb
Committee Meeting	As Required

JANUARY BRANCH BIRTHDAYS

H.B. (Bruce) Cable	02/01/1945
A.M. (Andy) Cundell	08/01/1971
E Hamer	12/01/1942
P.C. (Peter) Hearn	22/01/1957
B. (Brian) Reed	27/01/1944
I.W. (Ian) Moore	29/01/1948

Happy Birthday to you all!

SUBMARINE LOSSES OF WWI

Two Submarines were lost in January 1917 – one with all hands.

The first was:

Submarine E36 which was lost with all hands in the North Sea is believed to have been hit, whilst dived, by Submarine E43 on Friday 19th January 1917. Those lost in E36 were the following:

Officers:

Lieutenant Thomas Bollen Seath McGregor-Robertson
Sub Lieutenant Dudley William Ryder
Lieutenant Hugh Twynam, RNR

Ratings:

PO Albert Edward Midwinter 190036
PO Bertram Cecil Pote 238217
L/Sea William Ernest Moyes J5979
L/Sea Horace James Palmer J1595
AB Edwin James Alexander J12975
AB Charles Henry Harrington J3799
AB Ernest Albert Hickling J9382
AB Bartholomew Kiely J5381
AB Harry Ernest Mills 236743

AB Harry Butler Newell 224578

AB Alfred Edward Ward 238778

Sig George Lewis Green J20410

L/Tel Herbert Trickett J19270

Boy Tel Clement Charles Frederick Browne J44913

ERA 2 Arthur Bateman Cheetham M1219

ERA 2 John Reed Richardson M1401

ERA 3 Sidney Royston Jenkin M104

ERA 3 Charles Richard Thomas Olden 272471

SPO Herbert Henry Coney 304521

L/Sto James George Manning K4616

L/Sto Lionel Robert Rickards K12078

Sto Frederick Doe K15739 (Po)

Sto James Simpson Frankish K21432

Sto Albert Edward Kiddle K11319

Sto John William Little K16569

Sto Arthur Matthew McLaren K19059

Sto Alfred McCormack 231671

Sto Walter Edward Piper K15488

The second was:

Submarine K13 which sank on 29th January 1917 when carrying out Acceptance Trials in the Gareloch off shore of the Shandon Hydropathic Hotel. Shortly after lunch the Submarine dived to carry out some final checks when the after end of the Submarine was flooded through the Engine Room Ventilators which had failed to shut properly. All personnel in the after part of the Submarine were drowned.

The survivors from the front end of Submarine K13 were rescued on 31st January. The Submarine was raised on 15th March 1917 and was refitted and returned to service as K22.

Officers:

Casualties:

Commander Francis Herbert Heveningham Goodhart*
Lieutenant (E) Arthur Ernest Lane*
Bosun Herbert Pratt*

Officers:

Survivors:

Commander Godfrey Herbert
Lieutenant Paris Graham Singer
Lieutenant (E) Leonard Chichester Rideal

Ratings:**Casualties:**

PO Frederick Raymond Porter, DSM 171745
 AB Robert William Williams J3706
 CERA Frederick William George Smith 270355
 ERA 3rd Class Tom Bradley 272472
 ERA 2nd Class John Arthur Roberts 1629/EA
 Chief Stoker Walter Abraham Fensom 297570 (Ch)
 SPO George William Fieldwick 301111
 SPO George Jenkins Williamson 229331
 L/Sto Thomas Mitchell 302275
 AL/Sto Stephen Clutson Clark K5824
 L/Sto Frederick James Howard K9207
 Sto George William Bevis K8719
 Sto Herbert Cornish K9219
 Sto John Dickinson K11895 (Po)
 Sto Ridgeway Dymond K14330
 Sto Henry Charles Goddard K20432
 Sto Timothy Hallihan K12408
 Sto Richard Hooper O/N K9871
 Sto William Lovell Roberts K1715 (Dev)
 Sto Alfred Scarlett O/N K/12902
 Sto Horace Simpson O/N K4303 (Dev)
 Sto Leonard White O/N K15229

Ratings:**Survivors:**

CPO Reginald Atkinson O/N 233659
 PO Robert Oscar Moth 220366
 PO Robert William Nicholls 195631
 PO Stanley Albert White 220128
 L/Sea Charles Frederick Osborne 225038
 L/Sea Robert Henry Hudd 231390
 L/Sea Arthur Travers 238252
 AB James Patrick O'Regan 238673
 AB Frank Harry Byrnes J5561
 AB Albert Knight J373
 AB Arthur Henry Kirk 235218
 AB Henry John George Akers 195047
 AB Ernest Edward Stevens J5146
 AB Henry William Frederick Mackrell J26655
 AB Richard John Pring Wattley J16437
 AB Robert Young J10983
 AB Thomas Arnold Guthrie J8959
 AB George Edmondson O/N 228678
 L/Sig Arthur Reginald Riley J21077
 L/Tel Charles Albert Harry Freestone J15536
 Boy Tel Joseph Swift J44055
 ERA Owen Charles Lewis M3716
 CERA Albert Denne M4470
 SPO Charles Smith 302886 (Po)
 Sto Ernest Alfred Smith K19554
 Sto George Baker O/N K7178

Civilians:**Casualties**

The Civilian dead from the accident are commemorated on a memorial drinking fountain erected by the Fairfield Company in Elder Park – opposite the site of the

Fairfield Building Yard on the Clyde. The Civilian Staff who died in the accident are as listed below:

Frederick Stephen Hole	Admiralty Overseers Assistant
John P Steel	Fairfield, Engine Department
William Chalmers Smith	Fairfield, Engine Department
William John Lewis	Fairfield, Engine Department
William Alfred Strachan	Fairfield, Engine Department
James Kirk	Fairfield, Engine Department
Frank Thomas Neate	Fairfield, Foreman Electrician

Civilian**Survivors:**

Frederick W Searle	Admiralty Ship Overseer
Edward Hepworth	Admiralty Overseer (Boilers)
William Hancock	Admiralty Overseer
Robert Lake	Brotherhoods Ltd
Frederick C Cocks	RCNC
Prof. Percy Hillhouse	Fairfield, Chief Engineer
Edward Skinner	Fairfield Electrical Department
William MacLean	Fairfield
Donald Hood	Fairfield
Frank Bullen	Fairfield
John Green	Fairfield, Mechanical Foreman
Henry Kerr	Fairfield
William Struthers	Fairfield
Edward Powney	Chadburns of Liverpool
Donald Renfrew	Kelvin, Bottomley & Baird
Sidney Black	Kelvin, Bottomley & Baird
William Williams	Brown Brothers (Boilers)
Captain Joseph Duncan	Clyde Pilot

Four other submariners were reported to have died in January 1917 as follows:

One member of the crew of the Submarine Depot Ship **HMS LUCIA** died on 13th January 1917. He was:
Stoker 1st Class Charles Henry Syers K29870
 Charles Syers is reported to have been accidentally drowned but the circumstances are not known

One member of the crew of the Submarine Flotilla Leader **HMS FEARLESS** died on 14th January 1917. He was:

Leading Seaman Arthur Ledguard J56146
 Arthur Ledguard was drowned after he fell overboard from HMS FEARLESS on 14th January 1917.

One member of the crew of the **Submarine C24** died on Thursday 18th January 1917. He was:

Stoker 1st Class John Alexander Humphryes K9178
 He is reported to have died from appendicitis in Edinburgh Royal Naval Hospital

One member of the crew of the **Submarine C14** died on Monday 22nd January 1917. He was:

Leading Stoker Michael Forrest O/N 228321
 He was killed as the result of a crank pit explosion in the Engine Room of the submarine.

DISCLAIMER

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

U.S. Navy Orders 214 Tomahawk Block IV Cruise Missiles & Spares for Royal Navy

The Raytheon Co. of Tucson, Arizona, is being awarded a \$303,749,820 firm-fixed-price contract for the procurement of 214 Tomahawk Block IV All-Up-Round vertical launch system missiles and spares. The 214 missiles and spares are for the U.S. Navy and spares for the Royal Navy.

With a range of approximately 1,000 miles, the Tomahawk Block IV missile is a surface and submarine launched, precision strike, stand off weapon. Tomahawk is designed for long-range, precision, strike missions against high-value and heavily defended targets. More than 2,000 Tomahawks have been employed in combat to date. Additionally, more than 500 Tomahawk flight and production validation tests have been completed. The missile is integrated on all major U.S. surface combatants, as well as U.S. and U.K. sub-surface platforms, including the 'Los Angeles', 'Virginia', 'Ohio', 'Astute' and 'Trafalgar' Class submarines.

FOURTH SUBMARINE IN ASTUTE CLASS FORMALLY NAMED 'AUDACIOUS'

Royal Navy Web Site 16/12/2016

The Royal Navy's fourth Astute Class attack submarine has been formally named AUDACIOUS in a traditional ceremony at the BAE Systems shipyard in Barrow-in-Furness. Marking the momentous milestone in the vessel's journey towards joining the Royal Navy's fleet, Lady Elizabeth Jones, the wife of First Sea Lord Admiral Sir Philip Jones, formally christened the submarine in the classic tradition of breaking a bottle, on this occasion, a traditionally brewed local beer on her bow. The naming ceremony of the 7,400 tonne, 97-metre long submarine took place in front of thousands of people, including the BAE Systems' workforce who have built her and the Royal Navy submariners who will serve on board her. First Sea Lord Admiral Sir Philip Jones said, 'Today's naming ceremony for HMS AUDACIOUS adds another world-beating nuclear submarine to the already formidable Astute class. Ahead of her, HMS ASTUTE, AMBUSH and ARTFUL are already contributing to operations and are well placed to protect both the Queen Elizabeth-class aircraft carriers and the Continuous At Sea Deterrent. The nuclear submarine remains the hallmark of a first rate maritime power: AUDACIOUS,

and the men and women of the Royal Navy submarine service, will give the UK a decisive advantage for decades to come.

The ceremony comes almost a year to the day since the third Astute submarine, HMS ARTFUL, was officially handed over to the Royal Navy. AUDACIOUS will now stay inside the Devonshire Dock Hall in Barrow for final work to be undertaken on her, before being launched next year for testing and commissioning of the boat's systems. Alongside AUDACIOUS in the Dock Hall, the fifth (ANSON), sixth (AGAMEMNON) and the unnamed seventh Astute submarines are all at various stages of their build schedules. Defence Minister Harriett Baldwin said, 'HMS AUDACIOUS is the fourth in our fleet of Astute Class submarines, the largest and most advanced attack submarines in service with the Royal Navy, already providing unprecedented levels of stealth and attack capability across the world. Backed by a rising defence budget and a £178 billion equipment plan, Barrow will remain the hub of our submarine building programmes for years to come. The Astute Class is being built by BAE Systems, which employs around 8,000 people in its Submarines business, including those that work on the Astute programme, with thousands more working in the UK submarine supply chain. BAE Systems is also the industrial lead for the 'Dreadnought' programme, the Royal Navy's next generation of nuclear deterrent submarines. Rear Admiral Mike Wareham, Director Submarines Acquisition at DE&S, the MOD's procurement organisation, said, 'The Astute Class provides the Royal Navy with the most technologically advanced submarines in the world, offering much greater firepower, better communications and more advanced stealth technology than their predecessors. Today marks another significant milestone for the Astute programme and takes AUDACIOUS closer to operations and to protecting the UK's interests around the globe. Featuring the latest nuclear-powered technology, the Astute class can circumnavigate the world submerged, manufacturing the crew's oxygen from seawater as they go. They also have the ability to operate covertly and remain undetected in almost all circumstances despite being 50 per cent bigger than the Royal Navy's current Trafalgar Class submarines which is being replaced by the Astute Class.

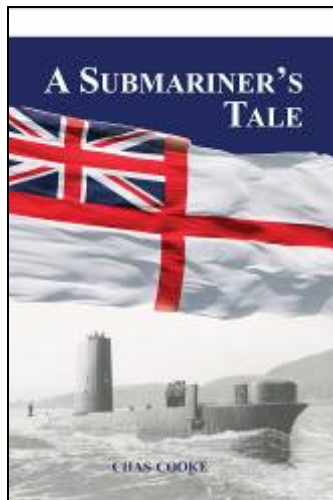
NEWSLETTER CONTACT INFORMATION

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!

BOOKS



This book will be of interest to Submariners both past & present. Former Petty Officer (TI) 'Chas' Cooke tells the story of his life in submarines (both Diesel & Nuclear) with verve and relish, including details of 'how it was' that some others might perhaps leave unsaid when describing their underwater experiences. Sanitary systems in both types of boats account for a good number of his yarns with details of 'getting your own back' which many will be familiar. 'Chas' tells it 'warts and all' once you start reading you will not want to put the book down.

'A Submariner's Tale' (ISBN: 9781904459705) is available from Navy Books at £10.99 from:

Navy Bookstore
Unit 6B,
Heathlands Rd,
Liskeard
PL14 4DH
Email: info@navybooks.com
Phone: 01579 343663

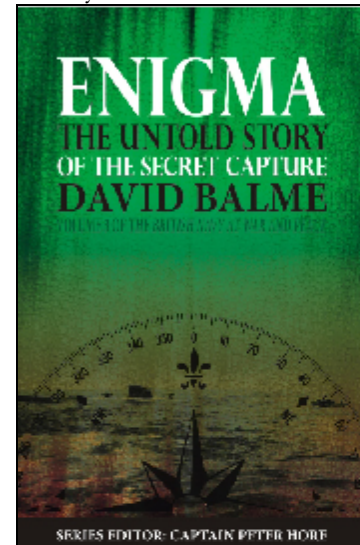
ENIGMA THE UNTOLD STORY OF THE SECRET CAPTURE

DAVID BALME

This new book is Volume 3 in a Series of 'The British Navy at War and Peace' edited by Captain Peter Hore and published by Whittles Publishing Ltd. of Dunbeath, Caithness.

This book tells the remarkable story of David Balme who was the Sub Lieutenant who carried out possibly one of the bravest actions of WWII. He was detailed off to lead a boarding party across from HMS BULLDOG to the apparently abandoned U-Boat U-110 in the choppy waters of the North Atlantic to see what he could find. As a non-submariner he climbed down into

the Control Room of the damaged and possibly sinking vessel not knowing whether he might be ambushed by hiding U-Boat men or blown up by scuttling charges which might already have been actuated.



As it turned out no one was hiding, the scuttling charges were not set and he and his party were able to recover, amongst other things, a complete Enigma machine plus current codes, settings and ciphers. This recovery, which was able to be kept secret from the Germans, arguably, helped to shorten the War. In addition to the Enigma Machine and codes much more additional valuable material was stripped out of the U-Boat. It was hoped to tow the crippled U-Boat back to harbour so that even more secrets could be learned but it eventually sank before this could be achieved – however its sinking helped to ensure that the Enigma capture remained secret from the Germans.

Based mainly on David Balme's own records and diaries this is only one incident in the remarkable story of David Balme. Pre-WWII he was in a warship in the Mediterranean when the Spanish Civil War was in progress at one end and Royal Navy was attempting to intercept Jewish refugees from illegally entering Palestine at the other end.

During the early stages of the war he witnessed the sinking of the Carrier HMS COURAGEOUS and his ship was involved in the sinking of two U-Boats before he left to complete his Sub Lieutenants Courses. Subsequently he was present at the Battle of Cape Spartivento in the Mediterranean and in the action with the Hipper in the Atlantic.

Balme then trained as a Fleet Air Arm 'Observer' and flew in the Mediterranean and the Western Desert before training as a Fighter Direction Officer and saw operations with the Eastern Fleet in the Indian Ocean.

Balme left the Navy in the late 1940s but his role in the Enigma 'pinch' remained secret until nearly fifty years after the event. Given the bravery involved and the importance of the event his award of the DSC seems quite miserly although a higher award might have been difficult to explain.

Captain Hore has put together a most remarkable story which is well worth a read.

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Whittles Publishing, Caithness, Scotland. KW6 6EG
Tel 01593-731333
E: info@whittlespublishing.com
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DIVE, DIVE, DIVE, BARROW BUILT SUBMARINES - THE BEST

!!!!ONLY SIX COPIES LEFT!!!!

The Submarine Heritage Centre (SHC) and the Submariners Association (SA) of Barrow in Furness commissioned a series of Paintings, by the noted Barrow-in-Furness based Marine Artist – Tom Murphy - of all Classes of Submarine built in the Barrow Shipyard over the last 120 years. The Barrow Shipyard has been involved with the design and built over 72% of all UK Submarines plus many Submarines for overseas Navies. This Paintings Series represents the development of the Submarine over that period and reflects how the Submarine evolved from the first basic vessel in the 1880's to the sophisticated Nuclear powered Submarine of the 21st Century.

This Book showcases the Paintings with supporting data on plates covering the forty-four Classes of Submarine built in Barrow together with a number of Submarines built for other countries. It also includes twelve 'Decade' paintings reflecting the products, other than the Submarine, produced by the Barrow Shipyard over that same period and a further ten plates of 'Miscellaneous' paintings of Ships, Submarines and topics related to Barrow in Furness and the Barrow Shipyard. The Book is a "Coffee Table" hard back product with the Painting Plates on the RH pages with associated information on the LH pages.



The last six copies of the Book are still available, now at £15.00 per copy plus £5.00 P & P (UK rate only - Overseas postage rates on application). Cheques should be made out to 'SA Barrow'. In addition 'Limited Edition' prints are available of all the paintings in the Big Book at £45.00 each plus £3.95 P & P (UK).

To obtain your own copy of 'Dive, Dive, Dive – Barrow Built Submarines - the Best' and/or a 'Limited Edition' print contact Barrie Downer at barrie@downer55.freemove.co.uk



Two Royal Navy submarine officers recently participated in the US Navy's ICEX 2016. Two American attack submarines (SSNs) navigated under the Arctic ice and surfaced where a camp was established on an ice floe. Shortly after the exercise concluded it was announced that an RN Trafalgar class submarine will conduct under-ice operations in the Arctic in the near future. Although a strategically wise decision, this is another pressure on the RN's stretched SSN fleet which numbers just 7 boats.

The RN has not sent a submarine to the Arctic region since 2007 when there was an accidental explosion aboard HMS TIRELESS while operating under the ice which killed two sailors. The accident was caused by faulty equipment and nothing to do with being in the Arctic. TIRELESS was fortunately able find a polynya (hole in the ice cap) to surface and the casualties were airlifted out. The reason the RN ceased sending submarines to the Arctic was the diminished threat from Russia at the time, a greater focus on operations East of Suez and fewer available boats.

Aware that NATO was often able to track its missile submarines, in the 1980s the Soviet navy developed the concept of 'ice bastions'. Their SSBNs would hide under the ice where they would be far more difficult to detect and destroy. The water column and acoustic conditions under ice are quite different to the open ocean. NATO began sending SSNs under the polar ice cap to gain experience of this new environment so that Russian SSBNs could not assume immunity from attack. Russia is slowly building a new generation of SSBNs which it doubtless also plans to operate under the ice. Shrinking polar ice has also presented greater opportunities to exploit the region. The Russian government submitted a claim to the UN to expand its Arctic territory by more than 460,000 square miles in 2015. Russia is vastly expanding its military and scientific efforts in the Arctic where it is keen to stake claim to the potential mineral and oil resources from the sea bed. Against this backdrop it would seem prudent that the RN re-join the US

Return to the Arctic, another task for the RN Submarine Force

(Original Report April 15, 2016)

in its efforts to regenerate an under-ice submarine operating capability.

Matching of Resources to Tasks

Below is a summary of some of the 'peacetime' functions that the RN Submarine Service is expected to undertake. There are plenty more very useful missions that are not in the public domain and it is obvious that additional under-ice operations may be at the expense of other tasks.

- Protection of the deployed UK nuclear deterrent submarine
- Patrols East of Suez (with main function of 'Duty Tomahawk boat')
- Patrols in the South Atlantic
- Tracking of foreign submarines in UK, Atlantic and northern waters
- Specific intelligence gathering and special forces support tasks
- Protecting the Queen Elizabeth class carrier battle group
- Participation in NATO ASW exercises
- Submarine personnel training (eg. 'Perisher' course)
- Surface fleet ASW training

As the list above shows, the RN currently has seven boats, although this will drop to six for some periods until 2024. The 'Astute' Class has experienced some lengthy delays and technical problems but now seem to have turned the corner. According to the National Audit Office, a major propulsion problem that prevented them reaching their design top speed has now been overcome. HMS ARTFUL completed sea trials in less than 6 months, a considerable improvement on the preceding 2 boats and an indicator that delivery programme is getting into its stride. The remaining 'Trafalgar' class boats have served the navy well but will have to keep going beyond their 30th birthdays and require increasing time undergoing maintenance. Currently the actual number of boats available for operations at any one time may vary between 2 and 3.

By the mid 2020s, assuming the 'Astute's' ultimately prove reliable and the manpower is available, the RN might manage 4 SSNs at sea on a good day.

Reactor problems raise more questions over availability

In theory the new 'Astute' Class Submarines should have good availability, needing less maintenance and avoiding an expensive mid-life refuelling that can require several years out of commission. However there is a question mark over the Core H PWR-2 that powers both the 'Vanguard' and 'Astute' Class Submarines. In January 2012, low levels of radioactivity were detected in the cooling water surrounding the core of the PWR-2 test-bed at the Vulcan Nuclear Reactor Test Establishment at Dounreay. It is believed this has been caused by microscopic leaks in the cladding that surrounds fuel elements. The test-bed is run much harder than an actual submarine reactor. It is not a major safety issue and no problems have been found in operational reactors but it has been deemed sufficiently serious that the government wisely decided to spend £150M

refuelling HMS VANGUARD. She arrived in Devonport in December 2015 for what will be a 4-year refit. It is not yet clear whether the problem detected at Dounreay is a systemic weakness in all PWR-2 reactors or just a one-off. Examination of Vanguard's reactor in the near future should help reveal the extent of the problem. If all PWR-2 reactors are found to have this weakness then the other 3 'Vanguard' Class and some, or all of the 'Astute' Class may all need mid-life refuelling. This has potentially big impacts on submarine availability, costs and the supporting infrastructure at Devonport and Rolls Royce's reactor manufacturing plant at Raynesway.

Dounreay was shut in 2015 on the grounds that future submarine reactor prototyping and testing could mostly be achieved by computer modelling. Although obviously saving huge costs, a computer model is only as good as the data it is given. Would a computer model have predicted unexpected microscopic cracks in metalwork that real world testing did? A land-based test reactor that forestalls problems in operational reactors was clearly a very prudent investment and its closure is not reassuring. The extensive infrastructure required to design, build and operate nuclear submarines is roughly the same whether you have one submarine or many so it is another source of regret that the RN has ended up with so few boats.

Long-term concerns

The 7 boats of the 'Trafalgar' Class were commissioned in just 8 years between 1983-91. The 'Astute' Class will take more than 14 years between the first and last boat. Assuming the PWR-2 is not refuelled, it has a design life of 25 years so it is likely that the first 'Astute's' will need a major life extension because the next generation SSN is unlikely to be ready for sea in 2035. The Trident Successor programme will utilise much of the submarine building capacity and available funding between 2021 and 2037. Either construction capacity must be expanded, HMS ASTUTE run on for 30+ years or SSN numbers fall even further.

One solution to the RN's lack of boats would be to purchase (or build under license) some small and relatively cheap conventional submarines from Germany. If we could ignore the political storm that could arise from buying German U-boats, the lack of funds and shortage of manpower it would be a fine idea. A fleet of 6 highly capable AIP SSKs would be well-suited to operating in home or northern waters, and would free up the 'big-hitting' SSNs to conduct power projection and high-end missions such in challenging environments such as the Arctic.

THE FUTURE OF SUBMARINE ESCAPE TRAINING

(Adapted from the Navy News)

A purpose-built new Submarine Escape Training Complex will open for Submariners in Faslane in 2018 as the Base becomes the home of the Silent Service.

Defence firm Babcock has been awarded a contract to deliver Submarine Escape, Rescue, Abandonment and

Survival training (known in the Service as SMERAS) to Submarine crews.

For decades - and long after operational boats left the Hampshire port - Submarine Rescue Training has been concentrated in Gosport, whose waterfront is still dominated by the iconic Submarine Escape Training Tank.

With all boats - hunter killers and deterrent submarines - based in or in the process of being moved to the Clyde, state-of-the-art, class specific escape towers & compartments will be built in Faslane.

In addition, the new complex will feature classrooms with computer systems which cover all elements of escape, rescue, abandonment and survival training, new office facilities, workshops and changing areas.

A standalone instructor-led live environment training pool will also be added, capable of replicating the environmental conditions in which submarine escapes may have to take place.

The combination of 'dry' and 'wet' training, says Babcock, will give submariners the chance to experience 'real-world' situations without the need for 'pressurised' environments.

By Editor. Reading this article in conjunction with the recent news that HMS DOLPHIN is one of the sites about to be sold off by the MoD makes me wonder how long before the 'Tank' and other familiar buildings are demolished to make way for expensive and unaffordable luxury housing.

THE REINDEER

A Slightly Seasonal Submarine Story

While on operations fighting German forces in the Arctic Circle, in August 1941 the crew of the T-class Submarine HMS TRIDENT were given a gift of a female reindeer by a Soviet Naval Admiral in Murmansk. The Captain of TRIDENT had mentioned his wife had trouble pushing her pram through the snow in England - and the Russian Admiral said 'what you need is a reindeer!' Because it was a gift, the captain didn't want to seem rude by refusing it.

The reindeer, named Pollyanna, was embarked into the submarine through the torpedo loading hatch and went off on a six week war patrol. It was hoped she could sleep in the torpedo compartment. However she apparently had more refined tastes and insisted on sleeping under the captain's bunk.

You might imagine the scene when the submarine surfaced at night to recharge her batteries and refresh the stale air. Pollyanna would barge her way through the narrow passageways to the main hatch in the control room which would be in red lighting to get some fresh air, nudging sailors out of the way to get a space under the open hatch.

Living with a reindeer underwater in wartime conditions inevitably posed challenges for the crew. A barrel of lichen given by the Russians soon ran out and Pollyanna lived on scraps from the galley. She also developed a taste for the wartime favourite, Carnation condensed milk and she ate copious quantities of cigarettes.

Despite Pollyanna consuming a navigation chart, the crew made it back to the UK to their base in Blyth in Northumberland. However as the reindeer had over-indulged on condensed milk, she had to be slimmed before being winched out of the torpedo loading hatch.

She was given to London Zoo where she lived out the rest of the war. Pollyanna died five years later, ironically within a week of her old submarine, HMS TRIDENT, which never got rid of the stink of reindeer poo, being decommissioned and scrapped in 1947.

THE CHIMP

Another submarine animal story which did not have such a happy ending was the case of the pet chimpanzee known simply as the 'Chimp' who was adopted by an A-Class submarine out in the Far East.

Chimp lived in front end of the boat's engine room but spent a lot of time with the crew of the stoker's mess right aft in the boat. He was on the boat's books for victuals and, therefore, drew a daily rum ration and on special occasions in the stokers mess he would be offered sips out of his messmates' rum glasses. However, sometimes these sips were more likely large gulps and he consequently would be later found in a quiet corner of the boat suffering from a massive hangover.

He almost came to grief one night when the boat was on the surface and he was on the top of the conning tower with the bridge crew. He was tethered to one of the periscope stands and when the submarine unexpectedly crash-dived he was forgotten about until someone noticed he was not at his diving station in the engine room. Fortunately there was time to reverse the dive, blow main ballast, surface and recover a very wet and miserable Chimp who had received a short total ducking. Brought down below and dried off, he quickly recovered after receiving a large medicinal tot of rum.

However, as mentioned this story had a sad ending. When his boat visited Malta on route to the UK he was gifted to a destroyer based there. Otherwise on arriving in UK he would have had to face the rigours and costs of six months of quarantine.

But he did not settle into destroyer life and he sorely missed the camaraderie of his submarine mess and his daily rum tot. In the more formal life of a surface ship being a chimpanzee he was not entitled to a rum ration. One day a submarine came into Malta's Grand Harbour where the destroyer happened to be berthed. Chimp spotted it and on thinking his beloved submarine had returned he jumped overboard to swim to the boat but drowned on the way across.

REQUEST FOR HELP

SUBMARINE COMMISSIONING CREW LISTS - UPDATE

Following the five lists I received in November I have received five more in December. Cid Madin sent in ACHERON (7th February 1955), CACHALOT (22nd February 1963), ACHERON (4th July 1967) &

RORQUAL (1971). Dave Cockman sent in VALIANT (1966)

Thanks very much to both of you.

I am still looking for First Commission Lists as follows:

Diesel Boats: ONYX, ORPHEUS, ORACLE, OTTER, ODIN, OTUS, OPOSSUM, OPPORTUNE, UNSEEN & UNICORN

Nuclear Boats: CHURCHILL, REVENGE, TRENCHANT, VIGILANT, ASTUTE & AMBUSH

Also I would appreciate copies of any Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class and any Nuclear Boat and for any Commission of any Diesel 'A', 'S' or 'T' Class Boat. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone.

Thanks,

Barrie Downer

THE 2017 ISA REUNION

From: Igor Kurdin

subclub@mail.ru

Dear fellow submariners and all our friends. I would like to inform you that our "Saint-Petersburg Submariners & Naval Veterans Club" have been entrusted to hold the 54th International Submariners Congress in the Naval Capital of Russia. It will take place in St. Petersburg from the 5th to 12th of June 2017.

We have been designing an exciting and interesting program for you during your stay with us.

As well as the Naval Capital, St Petersburg is also considered to be the Cultural Capital of Russia. We would like to show you the most famous sights of the city, such as the Hermitage, Peter and Paul Fortress, St. Isaac Cathedral. You will visit Peterhof museum complex and the famous Amber Room in Pushkin.

You are welcome to arrive on the 5th of June.

The cultural part of the Congress will continue for three days beginning June 6th. The Official part of the Congress will start in the evening of June 8th and according to congress tradition it will last for 4 days, ending with a traditional Gala Dinner and closing party on the 11th.

During the official part you will see St. Petersburg as a naval capital. You can visit naval fortress Kronstadt with its Naval Cathedral, the new Central Navy Museum of Russia, the legend of Russian fleet - the cruiser "Aurora", the Narodovolets D-2 submarine and C-189 Whiskey Class submarine.

We will honour the memory of fallen submariners in St. Nicholas Naval Cathedral and at the Kursk Submarine Memorial in at the Serafimovskoe Cemetery. The Congress website will provide further information on fees and other details in the nearest future. We offer you accommodation in the hotels "St. Petersburg" and "Azimut".

We are truly excited to inform you that the Ministry of Foreign Affairs of Russia has approved humanitarian visas for all the participants of the Congress. This visa type is financially more affordable and easier to obtain. Welcome aboard!

Best regards,

Captain Igor Kurdin,

e-mail:

subclub@mail.ru

<http://www.submarinersclub.ru/en>

<https://www.facebook.com/groups/1042642785813019>

Get Ready, China and Russia: The U.S. Navy Is Building 'Super' Torpedoes for Its Nuclear Submarines



Kris Osborn December 24, 2016

Although many details of the new prototype torpedo are secret, senior Navy officials do say modifications include giving the weapon a longer range and a more varied, high-tech warhead.

The U.S. Navy is now prototyping a new, longer range and more lethal submarine-launched heavyweight Mk 48 that can better destroy enemy ships, subs and incoming weapons at longer ranges, service officials said.

Many details of the new weapon, which include newer propulsion mechanisms and multiple kinds of warheads, are secret and not publicly available. However, senior Navy leaders have talked to Scout Warrior about the development of the weapon in a general sense.

Naturally, having a functional and more high-tech lethal torpedo affords the Navy an opportunity to hit enemies at further standoff ranges and better compete with more fully emerging undersea rivals such as Russia and China. Progress with new torpedo technologies is happening alongside a concurrent effort to upgrade the existing arsenal and re-start production of the Mk 48, which had been on hiatus for several years.

The earlier version, the Mk 48 Mod 6, has been operational since 1997 – and the more recent Mod 7 has been in service since 2006.

Lockheed has been working on upgrades to the Mk 48 torpedo Mod 6 and Mod 7 – which consists of adjustments to the guidance control box, broadband sonar acoustic receiver and amplifier components.

Tom Jarbeau, Director and General Manager of Targets, Torpedoes and Sensors, Lockheed Martin, told Scout Warrior in an interview that Lockheed is now delivering 20-upgrade kits per month to the Navy.

Part of the effort, which involves a five-year deal between the Navy and Lockheed, includes upgrading existing Mod 6 torpedoes to Mod 7 as well as buying brand new Mod 7 guidance control sections. The new Mod 7 is also resistant to advanced enemy countermeasures.

Modifications to the weapon improves the acoustic receiver, replaces the guidance-and-control hardware with updated technology, increases memory, and improves processor throughput to handle the expanded software demands required to improve torpedo performance against evolving threats, according to Navy information on the weapon.

The Mod also provides a significant reduction in torpedo radiated-noise signatures, a Navy statement said.

Alongside Lockheed's work to upgrade the guidance technology on the torpedo, the Navy is also preparing to build new Mk 48s.

Upgrades to the guidance control section includes the integration of a system called Common Broadband Advanced Sonar System, or CBASS – electronics to go into the nose of the weapon as part of the guidance section, Jarbeau explained.

"This provides streamlined targeting and allows the torpedo to transmit and receive over a wider frequency band," Jarbeau said.

Jarvo added that the new technology involves adjustments to the electronic circuitry in order to make the acoustic signals that are received from the system that allow the torpedo to better operate in its undersea environment.

"Digital information is used to guide the torpedo," Jarbeau said.

Upgrades also consist of movement to what's called an "auto fuel propulsion system," he added.

Lockheed will deliver about 250 torpedoes over the next five years. The Mk 48, which is a heavy weapon launched under the surface, is quite different than surface launched, lightweight Mk 54 torpedoes fired from helicopters, aircraft and surface ships.

The Navy's Mk 48 torpedo is also in service with Australia, Canada, Brazil and The Netherlands, Jarbeau said.

A Mk 48 torpedo is 21 inches in diameter and weighs 3,520 pounds; it can destroy targets at ranges out to five miles and travels at speeds greater than 28 knots. The weapon can operate at depths greater than 1,200 feet and fires a 650-pound high-explosive warhead.

Kris Osborn became the Managing Editor of Scout Warrior in August of 2015. His role with Scout.com includes managing content on the Scout Warrior site and generating independently sourced original material. Scout Warrior is aimed at providing engaging, substantial military-specific content covering a range of key areas such as weapons, emerging or next-generation technologies and issues of relevance to the military. Just prior to coming to Scout Warrior, Osborn served as an Associate Editor at the Military.com. Osborn previously served at the Pentagon as a Highly Qualified Expert with the Office of the Assistant Secretary of the Army - Acquisition, Logistics & Technology. Osborn has also worked as an anchor and on-air military specialist at CNN and CNN Headline News.

Royal Navy Divers Rule Britannia

12 December 2016

Fleet Diving Squadron (FDS) held their Autumn Commanding Officer's (COs) Conference on board The Royal Yacht BRITANNIA on Friday 25th November.

Commander Del McKnight, Commanding Officer Fleet Diving Squadron chaired the conference which is held every term and used as a forum to set out the Aims and Objectives to his Group COs for the coming period.

The Conference was attended by the three Group COs from Northern, Southern and Fleet Diving Groups, along with the Officer in Charge of the Fleet Diving Squadron Operational Support Unit and the two Squadron Warrant Officers.

The kind offer from The Royal Yacht BRITANNIA to host this year's Autumn Conference was welcomed by Commander McKnight as he was keen to hold this conference in Scotland in recognition of Northern Diving Group's area of operation. In addition to this, the Royal Yacht provided a particularly fitting maritime theme for the event.

The Royal Yacht BRITANNIA was home to Her Majesty The Queen and the Royal Family for over 40 years, sailing over 1,000,000 miles around the world. Now berthed in Edinburgh's historic Port of Leith, BRITANNIA is now a five-star visitor attraction and exclusive evening events venue.

Lieutenant Commander Tony Hampshire, CO of Faslane based Northern Diving Group and the rest of the team attended the event in Number Ones (their best uniform) and were well looked after during their time on board by Mr Derek Miller, Head of Security on the Royal Yacht. Commander McKnight took the opportunity to present Mr Miller with a Fleet Diving Squadron Crest in appreciation of the hospitality provided.



Officers from Fleet Diving Squadron on board The Royal Yacht Britannia.

Submariners and Marines gather to remember the Cockleshell Heroes

Thursday, 15 December 2016

Royal Navy Submariners, Royal Marines and veterans travelled to France recently to commemorate the

anniversary of one of the most daring raids of the Second World War.

The group were in Bordeaux to remember Operation Frankton which saw Commandos deploy from a submarine to conduct a perilous night-raid on a captured French port.

On December 11, the UK military personnel were joined by French dignitaries, the Naval Attaché, local school children and former members of the French Resistance, to pay their respects at the Frankton memorial in Le Verdon.

“Seeing first-hand the sea and terrain that the Commandos had to negotiate 74 years ago has really brought home the determination of those involved in the operation,” said Commander Parvin, who led the Royal Navy contingent at the memorial.

“The submarine captain showed incredible guile to get so close undetected and the Royal Marines incredible daring to get into the port and carry out the attack.”

He continued: “It was also great to be able to speak with some of the close relatives of the marines involved. To think that we were just one degree of separation from someone who conducted the raid was a genuine privilege.”

On November 30, 1942, Royal Navy submarine HMS Tuna left the Holy Loch and headed for France. On board the cramped boat were 13 Royal Marine Commandos and six collapsible canoes known as “Cockles”.

The submarine arrived at her destination on December 7, deploying the marines and their canoes some 16 kilometres from the mouth of Gironde estuary. The plan was for the fearless Commandos, led by Major Herbert George “Blondie” Hasler, to use the vessels to stealthily paddle into the port and destroy enemy shipping.

Of the six canoes deployed, one was found to be damaged and so five of the Cockles, manned by ten Royal Marines, made the mission. Each of the remaining vessels carried a small supply of limpet mines and each of the marines a pistol and fighting knife.

Only two of the Cockles made it into Bordeaux port. The other three vessels either capsized in strong tides and high winds or were captured and executed by the Germans.

On the night of December 11, the remaining Royal Marines placed their limpet mines and then made their escape. The subsequent explosions damaged five of the enemy ships, spreading alarm and panic among the enemy.

The two crews reached land and separated – their aim to reach neutral Spain and eventually return home to the UK. However, after two days, two of the Commandos – Corporal Laver and Marine Wills – were arrested. They were later transferred to Paris and eventually executed.

The remaining marines – Major Hasler and Marine Sparks – were hidden for a time by the French Resistance and later spirited over the Pyrenees into Spain. They eventually reached Gibraltar, making it back to the UK in April of 1943.

The brave marines had paid a deadly price for the successful raid. Sir Winston Churchill estimated that their sacrifice had shortened the War by as much as six months and provided a vital morale boost to a besieged Great Britain. Writing about the mission, Lord Mountbatten said: “Of the many brave and dashing raids carried out by the men of Combined Operations Command none was more courageous or imaginative than Operation Frankton.”

There was even a film made of the Commandos’ exploits – the 1955 “Cockleshell Heroes” starring Trevor Howard and David Lodge.

Sent by: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde.



Veterans and Royal Marines pay their respects.



The Operation Frankton Memorial



The Memorial at “Hanger 14” where the five ships were successfully attacked in 1942

K26 – THE STEAM SUBMARINE (Part 15)

(By O/N J98553)

CALL MISTER LONGPATCH, CALL MISTER LONGPATCH OR CARTER, D.S.L.

I have always had a liking for justice, not law; but justice, and though these two are often "confused", much too often in my opinion, I thought that justice ought to be done. Unfortunately, a vocal attention to this whilst serving in a disciplined service like the Navy is liable to earn you a reputation which can at times be harmful. The reputation of being a D.S.L. It does not look bad, I mean desirable things often start with D, and how dearly I would have loved a D.S.M., or later a D.S.O., a D.S.C., anything left in the sack would have done, but D.S.L. had not quite the same standing, as it stood for Damned Sea Lawyer.

If you got into trouble, oh it was easy to do; and you were up before the First Lieutenant, with your hands straight to your sides and your perky little duck hat off, showing you were not yet guilty but it would only be a matter of moments: it behove you to say something and say it quick. The favourite question posed to you standing to attention and not thinking or feeling very well, was, "Why?" Why what you may ask. Well, you sought some explanation for your conduct bad as it was, not of course the right explanation, that would have fixed the gyves and leg-irons round you right away. I must insert here that gyves and leg irons figuratively speaking, in 1929-30, they were. I am assured by an Historian that the last gyve and the last pair of leg irons were taken out of the Naval stores and put into a museum early in 1787. I can on say "Not a moment too soon". It was bad enough standing to attention without the attendant ironmongery. However, the case of Rex v Carter which I fought and won established me so firmly as a Damned Sea Lawyer, that furtive little matelots who had been raving drunk the night before slunk up to me in the morning asking me to outline a good defence plea. Well I was no good at that, I could only speak for myself, and that not very well, as it turned out.

My offence was that I was improperly dressed, namely, at Divisions, and the lack of sartorial splendour referred to my feet inside my shoes being bare. i.e. I was not wearing socks. Many times before I had not worn socks and my wide trousers had concealed this fact. But in the same style as when brave Kempenfelt went down "with twice a thousand men" in the poem, at Spithead that was, "a land breeze shook the shrouds", or would have done if we had any. As it was it shook my trousers from the front and exposed a good deal of clean ankle on each leg. The Officer of Division said, "Carter you are to wear socks next Sunday Divisions". Clear enough to the point. Next Sunday was calm, no wind at all, I saw no reason to put on socks for just a half hour on the upper casing, I decided to risk it, it was my custom never mind what the Royal Navy issued, not to wear socks. Custom is generally held to be a good thing of course, but I suppose it could be taken to extremes. I suppose they would have objected to me having my back hair long, plaited with an eelskin and greased, and though I could have pointed it out on old oil paintings of Nelson's time, I think my Officer of Division would have looked it up and pointed it out in an Order of 1827 as now being forbidden. I stood on the upper casing, I stood with the others of my Division I was brought to attention. I was turned to the left when we all pulled down the collar of the chap in front of him, and turned back again. Attention again, Officer of Division with his sword clunking along on the coconut matting, my eyes straight to the front head up, chin in. "Are you wearing socks Carter?" I had not expected that, I expected that my still trousers would have been enough. "Er... No Sir". "First Lieutenants report". The inspection passed me by, I had made a mis-deal. The First Lieutenant saw me next morning along with two other defaulters, told me "Direct disobedience of orders, seven days 10A". I endured it, no good deserting and joining the Foreign Legion they were much more strenuously regulated. It rankled. I was not a habitual sock wearer, during the week I did not wear socks my overall legs came down and concealed the fact, I felt that being socked only once a week at Sunday Divisions I was a sort of hypocrite. I was doing on a Sunday what I never did Monday to Saturday. I had had the edict, I had been punished, but was it just? I decided "No". I thought about it, I wondered what I could do about it. I could see a further flouting of authority could get me fourteen days 10A and then if I persevered, cells in the CYCLOPS. The thought of leaving K.26 appalled me, no not that: I loved the 'K' Boat. But I dearly wanted not to wear socks!

Bert's advice kindly given was; "Nick old boy, just don't knock your nut against a brick wall, wear socks and let that be the end of it." I said, "Thanks Bert, but I'm not satisfied, don't we have any choice, any liberty any, any? Bert suggested "Fraternity". I decided on getting as near as I could to justice, not the law, on my own. With my scissors issued to me in the training ship ten long years ago I snipped a pair of socks through just about where the ankle bones overlapped my Sunday shoes. The next Sunday I was asked "Are you wearing socks? "Yes Sir!" The O.O.D. said "Show me". I raised my trouser legs carefully. Somehow the top halves of socks through some muscle movement rise up, mine had risen a good inch above my black shoes. "You are not wearing socks Carter". I tried to differ. I said "I am wearing socks which I have shortened." "That" pointed out the Officer, "is not the same, a part of a sock is not a sock." "First Lieutenant's report". I endured 14 days 10A. I thought long. Stoker Fawkes the chemist, photographer, scientific American subscriber knew a lot, or thought he did, or could look it up, for he had a friend in the Science Museum. I said "Guy", "how do you simulate a rash on the skin?" He looked a bit odd, "Oh I'm not very hot on medical but I suppose you could get some itching powder." I said, "That's it". "What's it?" "Itching powder". "What about itching powder?" I got canny, "Wassat?" I said. You said something about itching powder. "Oh nothing, nothing." He went aft, I didn't follow.

There used to be a little old shop in Holborn, smoke bombs, stink bombs, funny practical jokes fixed to a card, false noses, you name it they had it, and in a few days they had my postal order, and my order for one packet Itching; Powder. It came quickly, I tore all the printing off the packet and poured the powder into an empty Aspirin bottle. I smiled at one of the pieces of alleged humour on the packet, it said, "Make your Uncle think he's got fleas with our marvellous itching powder." A day or two later I went along to the Coxswain. "Swain, I want to go over the CYCLOPS to see the quack." He backed away. "Put a duck suit on, go over now Nick in the dghaisa, and get 'em to make a signal for a boat when you are ready." I could hear him gradually gathering sympathy.

The CYCLOPS and subs. seemed abnormally healthy, I was the only patient. The Sick Bay Tiffy said "Next" in spite of that. The Doctor looked at me, a good old Scot with his diplomas or licences to kill or whatever they were framed and hung on the bulkhead, "What's rang wi ye laddie?" He asked kindly. "Oh just a little thing Doctor, I have trouble with socks." "Wi socks?" "What sort of trouble?" "Well Sir, if I wear socks I get a rash, if I don't wear them I don't, I mean I don't get a rash." "There now", he said, "You must have an allergy." I didn't know what an allergy was, but I took off the shoes I was wearing and the socks, and showed him my red looking ankles due to a quick rub of the stuff so well recommended for fooling my uncle. It fooled that fine old Scottish Medico too. "I'd advise you to stop wearin' socks from now on, you say it clears up when you do laddie." "Yes Sir, but it's a bit awkward my Officer of the Division won't let me stop it, he says it's against the regulations." "Ho" he snorted, "he's one of the kilter is he, he's a laddie for the regulations is he? I said "Well yes he does bear down a bit on what we wear." "Oho, then we'll pit a little medical advice into his heid to be company for the regulations". He wrote in a big firm hand on a thick sheet of notepaper, "This Rating is excused from wearing sock's or stockings on medical grounds." signed A. McDougal S.M.O. CYCLOPS." "Show your Officer of the Division this piece of paperr, and if he havers come back here laddie, I never saw such a bad rash from a wool allergy before. "Now tell me, you're in that God-damned awful looking Steam Submarine over there at the buoys?" I said, "Yes Sir". He picked up his stethoscope and pointed the tube at me. "I wouldna go to sea in that contraption for ten times my pay, and me a Scot." I laughed, I said "I like it Sir." "Och I should be examining your heid, off you go now, no need to do anything, these things clear up of their own accord." I bowed out, "Thank you Doctor". I clutched my piece of paper, no need to flourish it around.

Sockless, I attended Divisions on the next Sunday, I turned round smartly so my trousers flew wide, I inched them up a little, I was wearing black shoes, he could not fail to see. He glanced down, "Socks Carter?" "Er no Sir". "Captain's report". Coo, I had earned such a notoriety that only the Captain could sit in judgement. The POLTO said, "Nick you are a fool." I laughed sheepishly.

I was presented next day. I was charged with appearing at Divisions improperly dressed, i.e. without socks, a repeated offence. The Officer of Divisions gave his evidence fairly, he had warned me, advised me, I had been punished on the dates mentioned, stoppage of leave etc., etc. The Captain liked me, he saw me at odd times standing by a spotless Motor Room whilst he looked round. He had said one occasion. "Very good." "Well done." "A credit to you." etc. He adopted the well-known "This hurts me more than it hurts you" attitude.

Carter, you have done this three times, a reckless disregard for your Officer of Division, and your First Lieutenant who both want to help you, what have you to say for yourself?" Fully conscious of my cap being off; my hands straight to my sides, and everybody looking as if the black cap was just going on, I said, "I'm glad you asked me Sir because I have something to say, and it is to the point; I have done what I did and been punished unjustly, my objection to wearing socks is on medical grounds, no-one asked me why, they were much too anxious to give me 10A for not wearing socks." The Captain looked round the anti-Carter court. His gaze came back to me. "You have some substantiation for this Carter?" I brought out the thick piece of notepaper and passed it to the Captain. He started to smile, but strained his face back to impassiveness. "Case dismissed." he said. The Cox'n said "Case dismissed, on cap, about turn double march." As I slowed down on the starboard tank tops I could hear the skipper going on about Officers jumping to conclusions, not making proper enquiries etc. Both the First Lieutenant and the Officer of Division apologized later. I said to both of them, "Oh that's all right Sir, but I like the boat, and you risked losing your best L.T.O." They smiled-and made no comment. I used to make a point of pulling my trousers up a couple of inches when assembling for Sunday Divisions, but I never said anything about the fun with Uncle, that is, not until today: By the way I wrote for a job once when I left the Navy and put D.S.L. after my name. I-got it, the job I mean, but no-one asked me what the D.S.L. meant. Perhaps they knew, and thought that a Damned Sea Lawyer was just the type to fill the vacancy.

To be continued in February 2017

By Editor

I have often wondered what happened to Jack Nichols (our K.26 Story author) in later life. I knew that he had served for some twenty five years in the Royal Navy eventually retiring as a Commissioned Boatswain. Very recently, quite out of the blue, I was contacted by his great nephew - Philip Nichols. He had come across the extracts of the 'K26 Story' in Periscope View and was interested in knowing the full K.26 story.

Phil Nichols recalls that:

"Uncle Jack was indeed a character with quite a flair for rule bending! My personal memories of him are of a kind and gentle old man who lived alone but was always up for mischief! I can't have been much

older than 12 when he died in a care home but up till then he lived around the corner from his brother Eric George Nichols in Ickenham near Uxbridge.

I grew up in Northern Ireland then Scotland where I still live so didn't get to see them that often but do hold fond memories. He had a Rolls Royce 'Merlin' engine from a Spitfire in his garage to generate electricity till the vibration destroyed the garage!!"

Phil Nichols also tells me that Jack Nichols became a free-lance writer under the name Colin Clemack and that he wrote and broadcast stories for both adults and for 'Children's Hour' for the BBC and he knew of one book that was published under his name in 1986.

I hope to print a fuller biography of Jack Nichols in a future issue of Periscope View

**CROSSED THE BAR
DECEMBER 2016**

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non-Member	2 nd Oct 2016	Allen W Harvey	Leading Marine Engineering Mechanic	Not Given	53	Submarine Service in REVENGE & VIGILANT
Submarine Officers Association	26th Nov 2016	Clive L Huggett	Lieutenant Commander (WESM)	Not Given	73	Submarine Service from 1966 to 1987 in RENOWN (P) (1st Commission Crew) on 15th November 1968, REPULSE (1977) & REVENGE (1979)
Non-Member	29 th Nov 2016	Peter Berrington	ME1	Not Given	TBA	Submarine Service in AURIGA (on 'Commissioning' at Devonport on 31st May 1962) & ASTUTE in 1963
Submarine Officers Association	30th Nov 2016	Roger Nall Clegg	Commander (E)	Not Given	84	Submarine Service in THULE (1958), EXPLORER & EXCALIBUR, ADAMANT (1960), DOLPHIN (1962), VALIANT (1964 to 1967 1st Commission Crew 18th July 1966)
Submarine Officers Association	14th Dec 2016	Peter Lockton Bryan	Captain	CO 01301S	78	Submarine Service from 1960 to 1993 in SEALION, PORPOISE, CACHALOT, ALCIDE, ANDREW (IL November 65), OPPORTUNE (CO), ORACLE (CO), REPULSE (P) (CO on re-commissioning 20th February 1979)
Non member	17 th Dec 2016	Ian Brown	Warrant Officer (MA) (SM)	Not Given	TBA	Submarine Service 1978 to 1980 in RESOLUTION
Submarine Officers Association	19th Dec 2016	Thomas Maitland Le Marchand	Captain	Not Given	75	Submarine Service from 1964 in OTUS (1964), DREADNOUGHT (1968), DOLPHIN 1970), NARWHAL (CO), DEFIANCE (1976), VALIANT (CO 1981)
Non member	22 nd Decem ber 2016	Robert H (Lofty) Harper	ME	Not Given	73	Submarine Service in ALLIANCE, VALIANT (1 st Commission) & CHURCHILL