



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: Familiar Faces at the National Reunion Dinner



Jan & Phyllis with Admiral Kilgour

EDITORIAL

Hello Everybody

Now the Chairman is back I can get back to just writing the Editorial. I hope everyone enjoyed the St Patrick's Day party at the Legion – so well organised by Alex Webb. It was one of the biggest turn outs for our socials for quite a long time so thank you to all who turned out. Thanks also to all who attended the funeral of our late member Hughie Short. The crematorium was full to bursting with members, friends and family. I lost count of submariners after I got to thirty – we had enough (and more) for a double rank Guard of Honour which I know was much appreciated by the family. Thanks also to the Morecambe Branch who turned up with a minibus full. We can only hope they got home safely after the wake at the Roose Cons.

I understand that Hughie's family have made a donation of copious amounts of rum which will be available for Up Spirits and a toast to Hughie at the AGM on Tuesday 4th April.

This issue includes two reports from Bob Faragher – one belated report of the First Footing to Morecambe and the second is a report on an afternoon session with the KORBRA from Barrow and Fleetwood at the Cross Keys. I know the First Footing went well from personal

attendance but I didn't get to the Cross Keys so we'll have to take Bob's word for it.

Did you know it was ten years ago that there was the explosion under the ice which killed two of the crew of HMS TIRELESS? I have included a report about the accident.

As mentioned above Tuesday's meeting is the AGM – remember it starts at 1930 so don't be late – there are a few votes to get through and Alex will be giving us the delegates Report from the SA Notional Conference as well. One post available at our AGM is for a new Branch President as John Hart has decided to stand down after many years' service to the Branch in a variety of roles. If you want to propose someone as President you need to be at the meeting, have a seconder and the agreement of the person you are proposing.

Don't forget that Mick Mailey is always available at Branch Meetings to relieve you of cash if you are in arrears with your Branch and National Subs – you need to be a Paid Up Member of the Branch to vote at the AGM. So bring your cash and be prepared to give some to the Treasurer.

See you all on Tuesday.

Regards Barrie

CHAIRMAN'S DIT

Well, that's me back from my extended holiday out to Oz and back. I managed to cross off three things from my bucket list. One was the trip from Sydney to Perth on the Indian Pacific train which takes 4 days and 3 nights. I will leave the details of that for my Model Engineering Club. The second was transiting the Panama Canal which is a terrific experience especially now the second larger canal locks are open.

The third was to visit Pearl Harbour at Honolulu, Hawaii. The Americans have got the Memorial Park exactly right. There was none of their normal tackiness. On arrival, I made a beeline for the Submarine Area. There was a WWII submarine USS BOWFIN open to visitors but I declined that visit mainly due to time constraints.



USS BOWFIN

What they have done is erect a large circle of small cairns, one for every submarine lost in the Pacific during the war with an epitaph of its exploits and how it was lost etc. Quite an emotional area. They had a similar area for all their ships that were lost too.

The main event though was the wreck of the USS ARIZONA which lies in very shallow water with some areas sitting above the sea. Over the sunken hull, they have built a huge memorial which is clear of the wreck in which the names of all those that perished on the ship are engraved.



The USS ARIZONA Memorial



A Model of the USS ARIZONA Memorial

There is a separate section listing those who survived and have since passed on and who wished to be laid to rest within the wreck. A shuttle boat runs back and forth to the memorial and it was interesting to note that many of the visitors were Japanese. Along the shoreline is the Battleship USS MISSOURI which is now a museum. It was on the MISSOURI that the Japanese surrendered the Americans to end the war.

My biggest mistake was to take the organised tour from the Cruise ship which simply was not long enough. If ever you are in those parts make your own way by local bus and spend the whole day there. I wish I had.

Whilst I was in Perth with my daughter, I took the opportunity to attend the Australian Branch meeting in Fremantle. I was warmly welcomed and enjoyed a convivial dinner time session with them. It was great to catch up with Pete Treen who I worked with at Yard Ltd in Glasgow back in the 80's. They meet at mid-day as many travel for long distances just to attend their meeting. They also asked me to pass on their best regards. That was my third visit and they said the next time they will make me join the branch. I have already planned the next visit and to attend their Christmas BBQ.

At the AGM on Tuesday the Chairman is up for election. I have now done 6 years and really feel it is time to stand down, however I understand that no-one has come forward so far and if it stays like that then I will be happy to stay on but on an annual basis rather than the three years which is standard. You may wish to consider that I will be going back to Australia mid-November until mid-January so I will be missing another two meetings making it five months in total for the year. Is this what you want, a semi absent Chairman?

I look forward to seeing you all there and I will try not to bore you with holiday dits.

Best Regards Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

This April meeting will be my 5th AGM as the social secretary and overall, as with last year, the attendance at socials is gradually increasing; with the adult Christmas party being the best supported to date. As always we are supported by ex members our 'ladies' and the general wider public; I would like to see more of our own members taking advantage of the social programme. Last month's St Patrick's Day event was a great night enjoyed by those attending and special thanks goes to Jeff Thomas who bought along most of Walney. If you are in the country/area, please come along to these events.

Diary Check:

Sat 29th April VIP footie day out to Barrow AFC against Dover I have 2 seats available until the end of the April meeting and please can I have payment at the meeting (£40). These are great days out with lots of laughs, drink and football

Sat 10th June is the cabaret night with Elvis and chilli dogs; great fun and not to be missed (£5).

Sat 17th June is the DTS at the Prince of Wales following the committee gathering for a pie and pint afternoon. Same as last year with the committee meeting up at 12 and getting a quick meeting in before we have a pasty and pint courtesy of the branch, then from 2pm the social fund will be thanking those who support the social calendar with one or two free pints (depending on turnout). So, if you have nothing better to do then come along – this is a men only event.

Sat 8th Jul is our annual BBQ. Again, at the Crofters with lots of fun and games, lovely BBQ food and the chance to just laze around in the sun and have a good chin wag. I have made moves to eliminate the queuing and delay in getting food this year. I will be calling tables up one by one and the chef (Steven Barlow – back by popular demand) will be on the ball with the food, at a cost £5 per ticket this will be a great afternoon.

Sat 22nd Jul is the annual trip to Cartmel races, the coach is well on its way to being full now, so please if you want to guarantee a seat then get your name to me soonest. At £12:50 a seat it is the best way to get there and back. I can't stress what a great day out this is, with lots of fun and alcohol and racing.

Other items

After talking to the Morecambe Branch at Hughie Short's funeral, they have a new social secretary Dave Stewartson who is keen to come across for the Foxfield trip and maybe join us for one of our meetings. Hopefully that will be a reality and we can show our hospitality as they do every year for the first footing

Members draw was not won last month so stands at £30 in April – remember you have to be a member and be there to win it; this is getting big money, can you afford to miss it?

Birthday boys get your free beer when attending the meeting; the vouchers are only valid at the meeting.

Alex Webb Social Secretary

APRIL BRANCH CALENDAR

Branch Dinner	Sat 1 st April
Annual General Meeting	Tues 4 th April
AE1 & AE2 Memorial	Sun 23 rd April
St Georges Day Parade	Sun 23 rd April
VIP Footie	Sat 29 th April
Committee Meeting	As required

MAY BRANCH CALENDAR

May Branch Meeting	Tues 2 nd May
K2B Stewarding	Sat 6 th May
Committee Meeting	As Required

JUNE BRANCH CALENDAR

June Branch Meeting	Tues 5 th June
Cabaret Night	Sat 10 th June
DTS at Foxfield	Sat 17 th June
Armed Forces Day Flag Raising	Mon 19 th June
Armed Forces Day	Sat 24 th June
Committee Meeting	As required

APRIL BRANCH BIRTHDAYS

T.A. (Tom) Rawbone	02/04/1958
R (Joe) Cornelius	04/04/1947
S.R. (Steven) Taylor	08/04/1955
D. (Derek) Lowe	09/04/1940
R.W (Edward) Anderson	10/04/1956
E W Parker	10/04/1942
J.V. (John) Hart	18/04/1934
S.N. (Steve) May	18/04/1963
D.G. (Dave) Baker	23/04/1952
I. (Ian) Winstanley	28/04/1950

Happy Birthday to you all!

REMEMBERING FORMER BARROW BRANCH MEMBERS 'CROSSED THE BAR'

Former Branch Members who have 'Crossed the Bar' in the month of April are as follows:

Joe Burlinson
Leonard Ingram
Norman Cloke
Mick Terry
James Vince
Tony Mitchell-Knight
Graham Harries
John Dixon
RESURGAM

SUBMARINE LOSSES OF WWI

One Submarine were lost in April 1917 with all hands after a collision whilst dived with the submarine support ship HMS MELAMPUS. One other Submariner is reported to have died.

One crew member of **Submarine E32** died on 1st April 1917. It is understood that he was washed overboard in heavy weather and was lost. He was:

Petty Officer Henry George Saunders O/N 194067

Henry Saunders was the thirty-five year old son of Henry John Saunders of Church Road, Hartley, Longfield,

Kent. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 24

The Submarine lost was:

Submarine C16 which was dived and at periscope depth was in a collision with HMS MELAMPUS on 16th April 1917. The submarine was damaged and hit the bottom at 60 feet. It appears that all the crew survived the collision and the bottoming but, through a series of misfortunes, all attempts at escape failed and the whole crew was lost. The submarine was later recovered and refitted and saw further war service. The submarine was sold for scrap to C A Beard of Upnor on 12 August 1922.

Those lost in the sinking of C16 were as follows:

Officers

Lieutenant Harold Boase,

Mr Samuel Anderson, Mate, Royal Navy

Ratings:

Petty Officer John Gaunt O/N 222229

Leading Seaman Ernest Burton DSM, O/N 193491 (

Leading Seaman Frederick John Clarke O/N J8229

Leading Seaman George Frederick Cope O/N J10203

Able Seaman John Henry Howie O/N J11674

Able Seaman Alfred Stanley Humphrys O/N J11682

Able Seaman Arthur Puddington O/N J14761

Signalman John Jeremiah Fitzgerald O/N J6782

ERA 1st Class John Brooks O/N 269639 (Dev)

ERA 4th Class Frederick John Cows O/N M11220

Stoker Petty Officer James Down O/N 303178

Leading Stoker Francis Freestone O/N K4846

Stoker 1st Class Phillip George Clemmet O/N K17998

Stoker 1st Class Andrew Linton O/N K8867

Lieutenant Boase and ten of his crew are buried in the Shotley Cemetery in the Submarine Enclosure. His First Lieutenant and the rest of the crew were returned to their families for burial.

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 April for the May 2017 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!

FIRST FOOT VISIT TO MORECAMBE BAY BRANCH

(A Bob Faragher Dit)

We mustered at the British Legion at 1800 for 1830 kick off. Two or three of us managed to get a couple of pints down us in the bar before the transport turned up. It was a decent turn out there being seven of us.

The transport duly arrived and we boarded, unfortunately Micky Dack and I elected to sit in the rear of the vehicle. This was a big mistake, every time we went over a bump the rear end threw Mick and I up into the air. This got more of a problem as time went on, because Alex in his wisdom had provided cans of the amber nectar for our consumption whilst travelling to Morecambe. This was fine until we went over bumps causing a wee bit of spillage on behalf of myself and Mick.

However, we arrived safe and sound at the RNA in Morecambe. We met some old friends, and promptly clustered around the bar. I don't know how he managed it but if I'm not mistaken the Chief of all Chief Stokers Dudley managed to get served first, the bar maid must have recognised his high status in the land of Submarines!

There followed, as always, much dit spinning, yarning, and telling of lies. This carried on until we joined the Branch meeting upstairs. It's worth mentioning that the room the Morecambe branch hold their meetings in is excellent. We were welcomed formally by the Committee. There followed the normal discussions that all branches have at branch meetings. This was followed by the very welcome loyal toast, and absent friends. Eventually the meeting closed and we adjourned to the bar for more liquid refreshment.

As always, they provided a Karaoke lady to entertain us. She was very good and put up with us very well. She was that good she put up with my rendition of that old Matelots hymn, Three Crows upon a Tree. By now I have to admit, I was losing it a bit, I'm not used to starting on the drink this early. I don't think I was on my own in this as when the transport eventually arrived, Micky Dack quite falsely accused me of tripping him up! How could he!

We were transported home safely; I only know this as I woke up in my own bed the following morning. I must apologise for the lack of detail in this report but I honestly can't remember most of it, just that it was a great run ashore.

CROSS KEYS VISIT

(Another Bob Faragher Dit)

We were invited to join the soldiers and their visitors from Fleetwood for a few scoops at the Cross Keys pub with them. Tom Berry from the KORBRA gave us the invite. This took place on Saturday 25th Feb.

Four of our members turned up, Dicky Cambridge, Dudley Davenport, Dave Oakes, and myself. There were quite a few KORBRA members and a number from Fleetwood. We all got stuck in to the golden nectar as is normal on these occasions. Our lads all sat together.

It was an opportunity to ask how Dudley was getting on with his draft chit. However, Dicky Cambridge who is helping Duds explained that the biggest problem, as is always the case, was the paper work. This didn't surprise us in the least.

Afternoon went on as the drink took charge. They had laid on a Karaoke for our enjoyment, and I resisted the temptation to give my rendition of 'Three Crows On A Tree'.

The lady running the Karaoke was certainly fit, a fact not lost on Dicky Cambridge who, as always, fell in love yet again. We were also amazed at another lady who was dressed in traditional gipsy gear. Her clothing was striking and looked expensive. I don't think any of us had seen the like.

I wandered about a bit and noticed a guy in Submarine Dolphins sitting with the Fleetwood lads. On having a yarn with him, it turned out he had been at GANGES at the same time as me. I wish I had got his name, as he had also joined submarines about the same time as me. His first draft was AURIGA which was based in Canada at the time.

I eventually returned to my comrades, and found that Dicky Cambridge was holding court. In fact, all attempts to get him to shut up were hopeless. One thing about Dicky, he never gets laryngitis, it sometimes makes you wish you were deaf. He's a good lad though, even if he was wearing his brown shoes and striped socks.

We were provided with a buffet which was excellent and very welcomed. However, by now, the consumption of ale had taken charge. I for one, knew I had had enough, and so had my oppo Dave Oakes. Dave went to order a taxi for us and I followed him out but got lost. Fortunately, Dave found me and off we went home. Which reminds me, I still owe Dave for the Taxi. There is one thing that never leaves you, you never forget about how to be an O.D.

My wife was pleased that I hadn't fallen over, which just as well as I had to be down the Ferry that night to see Butch.

Princess Royal Names New Jetty for Navy's New Aircraft Carriers

20/03/2017

Her Royal Highness The Princess Royal has officially named the jetty which will house the Royal Navy's giant new aircraft carriers in Portsmouth.

The Princess unveiled a plaque at Portsmouth Naval Base this afternoon (Monday 20 March 2017) officially naming the vast berth as 'The Princess Royal Jetty'.

It will be home to the Royal Navy's two new 65,000-tonne Queen Elizabeth class aircraft carriers. Formerly known as Middle Slip Jetty, the berth has been upgraded and strengthened to support the carriers as part of a raft of infrastructure upgrades taking place ahead of the arrival of the first ship – HMS QUEEN ELIZABETH – later this year

REQUEST FOR HELP SUBMARINE COMMISSIONING CREW LISTS – UPDATE

The Crew List are continuing to arrive but I still need to find more! I am still looking for First Commission Crew Lists as follows:

Diesel Boats:

ONYX, ORPHEUS, ODIN, OTUS, OPPORTUNE,
UNSEEN & UNICORN

Nuclear Boats:

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

BOOKS

"BARROW BUILT SUBMARINES"

BARROW BUILT SUBMARINES



This book will be available shortly and can be pre-ordered via the NavyBooks Website – go to Navybooks.com and look under 'New Titles' for details.

WAR BENEATH THE WAVES U-boat Flotilla Flandern 1915-1918

By Thomas Termode

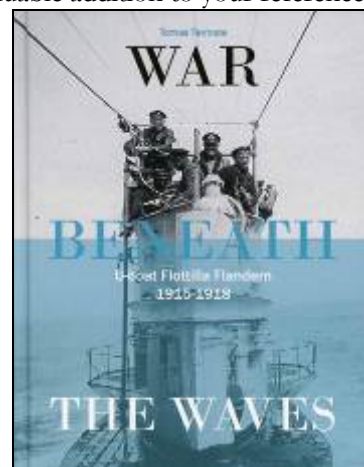
Most book reviewed for 'Periscope View' have concerned the activities of Royal Navy and Allied Submarines during the two World Wars. This new book is different in that it covers the activities of the Imperial German Navy 'Flanders Flotilla' during World War I. The author, Thomas Termode, is a naval historian who has researched his subject in depth in more ways than one!

Not only has he conducted extensive research in the Archives in Germany, Belgium and UK on all the UB and UC-Boats which formed the Flanders Flotilla - covering their Patrols, their Commanding Officers and Crews - and their fates but, as a fully qualified diver, he has dived on many of the lost UB & UC-Boats found to date in the southern North Sea and the Dover Straits and is therefore well placed to describe the wrecks.

The amount of detail available is most impressive. If you want to know the construction and engineering details of a particular class of U-Boat, it is here. Details of the construction of the U-Boat bases in Belgium are here. Career and family details of various U-Boat Commanders are here. Information on ships sunk, torpedoes fired, minefields laid and U-Boats lost is here. The book is full of photographs of the U-Boats and Crew members at sea and in harbour.

The book is also a sobering reminder of the efforts made by the boats of the Flanders Flotilla to disrupt and destroy Allied merchant and naval shipping but also of the efforts of the Royal Navy to destroy the Flanders Flotilla.

Some of the opinions expressed might be conjectured and, in places, the wording is difficult to read and needs to be read twice to understand the meaning but I suspect that this the result of translation into the English language. However, all things considered, it is a 'tour de force' by Thomas Termode and is well worth reading by the naval historian (both amateur and professional) and will be a valuable addition to your reference libraries.



"War Beneath the Waves" is published by the Uniform Publishing Group, 101, Wardour Street, London W1F 0UG.

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The following is the text of a short talk I was asked to give at our Submariners Dinner at the Chetwynde on Saturday 1st April. Barrie Downer.

K13

Every January the West of Scotland Branch organises a ceremony to recognise the sinking of Submarine K13 in the Gareloch in January 1917. The Barrow Branch have regularly attended this Ceremony (we have only missed one weekend in recent years owing and that was owing to bad weather and illness).

So what is the background to this event and what is special about K13?

In 1912 the Inspecting Captain of Submarines (an earlier version of Flag Officer Submarines) formed a Committee of his Submarine Officers to advise him on what sort of Submarines would be needed in War.

They suggested:

- (a) Small Submarines (approximately 500 tons or less) for coastal work
- (b) Big Submarines (approximately 1,000 tons) for overseas work
- (c) Fast Submarines to work with the Battle Fleet – but fast on the surface only – 19 knots was required!

K13 was one of these Fast Submarines but there were several different efforts under way and it was expected that Diesel propulsion would provide the required speed. Vickers built HMS NAUTILUS (with Diesel power) but could only get 17 knots - but not until about 1916.

Scotts of Greenock built HMS SWORDFISH but ditched their preferred Fiat Diesels in favour of Steam - but still only achieved 17 knots but not until 1916.

Three different Naval Dockyards built 'J' Class submarines with, uniquely, three large Diesels and three shafts which produced 19 Knots - but not before the required speed to work with the Grand Fleet had been increased firstly to 21 knots and then to 24 knots!

It seems that the higher speed was demanded in Spring 1915 by the Grand Fleet and not by the Submariners and this higher speed could only be achieved with steam propulsion.

Despite pre-war warnings that Steam propulsion in Submarines would be madness the K Class submarines were ordered. The first, K1, was launched in November 1915 and 18 of the Class had been launched by July 1917. The K Class met and exceeded the speed requirement and served with the Grand Fleet – with mixed results.

K13 was launched by Fairfield on the Clyde on 11th November 1916. The first acceptance Trials in the Gareloch highlighted some issues which were fixed by the Shipyard and repeat trials were arranged for 29th January 1917. After the required dives trials were completed the submarine surfaced to offload some passengers and to have lunch. The Engineer requested another dive after lunch to check some indicators.

This was agreed and the submarine dived at about 1500 (3 o'clock) in the afternoon with 80 personnel on board (53 Crew and 27 shipyard workers and passengers). The Submarine immediately flooded aft through open engine room ventilators and sank in about 50 feet of water and about 100 yards from the shore - and everyone aft was drowned.

Another submarine - E50 - saw what had happened and raised the alarm and rescue efforts started.

The Commanding Officer of K13 and of K14 (who was on board for experience) attempted to get the CO of K14 to the surface with a list of survivors, details of conditions on board and to advise on the rescue effort. The CO of K13 unintentionally reached the surface but the K14 CO was killed.

One of the civilians on board at the time was Professor Percy Hillhouse from Fairfields. To keep himself occupied until rescued he very helpfully calculated the volume of air on board, calculated how much was needed by the survivors and how long they all had to live! Luckily his calculations proved unnecessary as an air supply from the surface was fixed up while the survivors waited.

It was not until 59 hours later after several setbacks that the bow of the submarine was raised, a hole was cut and the survivors escaped. Shortly afterward the submarine sank again.

Some weeks later the submarine was raised and the casualties removed but two were found to be missing. A Maid at the Shandon Hydro which overlooked the site of the sinking had seen two men on the surface as the submarine sank but she had been ignored. The two had been the Engineer of K13 and one of the Fairfield engineers. The Fairfield engineer was found much later but the K13 Engineer was never found and he has an empty grave at Garelochhead.

The casualties were buried in the Garelochhead Cemetery. The Fairfield casualties are commemorated on a Memorial in Elder Park next to the Shipyard.

The K13 is also commemorated on a Memorial in at Carlingford in Sydney where the K13 Signalman emigrated post WWI and where the Australian Submariners parade in Remembrance every January.

After her recovery K13 was refitted and was recommissioned as K22. The Admiralty very thoughtfully drafted Coxswain Oscar Moth to the recommissioned K22. He had been the Coxswain of K13 when it sank!

K13 is well worth remembering for the bravery of the survivors and as a reminder that being in shallow water and close to the shore is no guarantee of safety

Last month I reported on the loss of Submarine E49 - one hundred years ago on 12th March 1917. At the time I did not know that there were plans afoot to unveil a Memorial in the Shetlands overlooking the site of the loss. I was sent a link to the Shetlands News which carried the following report on the unveiling.

Memorial Marks Sinking of E49 Submarine

13 March 2017 | Written by Shetland News



A plinth commemorating the fate of E49 was unveiled by representatives from the Royal Navy - Photos: Mike Grundon

Family members of those who died, representatives from the Royal Navy, local politicians and many islanders gathered at Baltasound on Sunday to pay respect the 31 Seamen who died 100 years ago when their Submarine E49 struck a German mine on 12th March 1917 – just off the Island of UNST.



Around 200 people including Lord Lieutenant Bobby Hunter and council convener Malcolm Bell attended the service which was conducted by the Reverend David Cooper

Ten Years On: A Terrifying Explosion that Killed Two Submariners

March 21, 2007, will forever be etched into the memory of the crew of HMS TIRELESS

The submariners battled furiously for more than 40 minutes to rescue two trapped comrades after an explosion under the Arctic ice.

Leading Operator Mechanic Paul McCann, aged 32, and Submariner Anthony Huntrod, 20, were killed in the early hours of March 21, 2007, following the explosion onboard the Devonport-based submarine.

The blast in a confined compartment of the nuclear-powered sub, which was submerged under the Arctic icecap during a joint British-American exercise, was caused by a damaged Self-Contained Oxygen Generator moments after it was activated by one of the men.

It later emerged the device - used to boost oxygen levels on submarines - may have been recycled from a hazardous waste dump at Devonport and brought back into service as a cost-cutting measure.

For 44 minutes after the blast, submariners Huntrod and McCann were trapped, along with Stores Accountant Richard Holleworth, while comrades tried to break open hatch doors which had buckled.

By the time a crowbar was used to get access, the two men were dead, while Mr Holleworth had collapsed. LOM McCann could have survived if he had been reached earlier, an inquest later heard.

Mr Holleworth was already seriously hurt when he braved blinding smoke in a bid to save his two colleagues. The 35-year-old told the inquest into his colleagues' deaths that the thought of his unborn son saved his life.

"My head was spinning and I was beginning to accept my fate," he said. "I don't know how long I was sat there before I came out of the daze. "I was sat on the floor holding his hand when I suddenly thought of my fiancée who was seven or eight months pregnant back at home. It was like a sudden bolt of rage smashing through. I thought he is not going to see his Dad. "I remember shouting at Tony 'we have got to get on EBS or we are dead'."

Guided by the light of instruments, he staggered to an oxygen relay point and pulled on a mask. "All I remember is slumping to the floor. I accept that I must have just passed out." He was roused 40 minutes later by the ship's crew attempting to breach the escape compartment.

His two colleagues could not be saved.

K26 – THE STEAM SUBMARINE (Part 17)

(By O/N J98553)

THE BLACK DEATH FIRST FLIGHT

I suppose the "Intrepid Birdman" as they used to call pilots before they called them aviators, aces etc., gets a bit bored on foreign stations and when an opportunity comes up to see how the other half live by volunteering for a day in a battle ship, a spot of sweeping, mines - I mean, or a "dip in a sub doncher know", they take it. Personally, I have a high opinion of the R.A.F., and both the Dambusters waltz and the R.A.F. March Past, arouse in me not a little pride. I can't say that I recognize either of the tunes one from the other, but it's the same with Handel - the Water Music and the music for the Royal Fireworks always gets me guessing too. Well, we in the subs were rather jealous of the R.A.F, probably because their gear was always so much newer and were allowed to wear moustaches. I admit we were allowed to wear beards, but it was not quite the same. We rather felt a sort of poor cousin though our firm had in fact been established about thirteen years earlier than theirs. We could have been said to have been planing up and down since 1901. Well, we had a little group of "bang on cheps" come out in K.26 and we arranged to attack their morale for a joke.

It so happens that in a submarine, which anybody knows is a closed-in sort of claustrophobic affair you can by one switch, and a judicious removal of the secondary lighting fuses, achieve much the same result as an industrial dispute in the nationalized power industry, complete and utter darkness. Then there are some very loud fireworks obtainable at many shops in the island of Malta, where festas use bushels of the biggest bangers to celebrate the Turkish siege of old or some say to simulate the siege itself. Did you notice that "simulate the siege", it came naturally, I didn't contrive it specially I mean. It must be difficult for a man with poor dentures to say, "or some say to simulate the siege itself." Blacking is an easy to get commodity, and a little study was given to the seniority of the R.A.F. Officers that had been notified to us as about to come and share our joy and sorrow for a while. Well, it is a great exercise in subs to do things in the dark, douse the lights and order "get the fore ballast pump sucking on the main line", "Up periscope by hand" is a good one too it generally turns out that you can't do it even when you cheat and switch on an electric torch, but it's all good clean fun. Which, except for the blacking, so was our joke. Seniority is important, if we had, even with a Commander in command, blacked a single finger of an Air Vice Marshal, what ho trouble, so Sub. Lieut. Dymott had to study the drawings in the Seamanship Manual that showed comparative ranks in the R.N. (Senior Service), the Army, and R.A.F. When it was firmly established that our Officers outranked theirs by rings and rings and oak leaves on the cap peaks we were O.K.

I don't want to go through all that "half ahead starboard grouper up" business and "take her down Coxswain eighty feet", and so on - it's been overdone on the telly and films! So, I'll start with us already at sixty feet. At a nod from the Captain at the periscope, POLTO pulls the Reducer Switch having already taken the secondary lighting fuses out. Selected extra Stokers stood by the four R.A.F. gents who had been studying the instruments and asking "What's out airspeed?" or something equally flying jocular. Well out go the lights, the boat slowly assumes a list, two enormous bangs and flashes - fireworks lit in the Wireless Office with the door shut wrapped in rag and thrown down the bottle wells. Big flashes from fore'd in fore ends achieved by a couple of switches on a fuse board connected to some loops of 20 amp. fusewire. Orders of course meaning nothing "Blow 8, 9, 12 Emergency blow". The Cox'n. repeating "200 feet Sir, 250 feet Sir, still going down," "Stand by this, let go that". All you remember in complete darkness with four Stokers obeying orders with open tins of blacking grabbing these R.A.F. chaps' hands and dab, dab, dabbing in the darkness, whilst saying "She'll check in a minute as long as the High Pressure blows don't go". A really big bang accompanied by a big hammering on some steelwork and a voice reports through a voice pipe, "H.P. Blows gone, Sir". The Captain says "Very good". There's water coming down now, cold from overhead. The Cox'n had got a little mixed, he'd gone from four hundred feet straight to fifty without any intermediate stages. Then the boat took an angle up, the list came off, the lights came on, four Stokers ran aft through the starboard passage. The Captain said "Up periscope." The R.A.F. chaps stood stiffly at the same places, as soon as the lights came on they looked at each other to see how they had stood up to the ordeal.

For a few short seconds the blacking on their faces puzzled them. Then they laughed, you got to be quick on the uptake if you fly in the R.A.F. They did, as little Audrey was said to do at the time, they laughed, and laughed, and laughed. After de-blackening in a special bucket of water actually delivered to them by the Chief E.R.A. himself they still carried on laughing, in the Ward Room, which shows what sports they were. The Senior chap said at lunch (vouched for by Officer's Steward Regan) that they wanted to get their C/O to come on board the very next week, for what they called "The Black Death". As we were off for Gibraltar two days after, it could not be arranged. They all four were insistent that our Officers come up for a flight, but the Captain said, "We'd be frightened to death to get off the ground with you. We'll send you along some victims from L.18, they are, if you'll pardon us, rather stolid types." We did get some flying, some good natured Naval Pilots took us up as passengers in Fairey III F.s and let us see what Malta looked like from above. We were duly thrilled, after all there were not many people flying around 1930.

To be continued in May 2017

**CROSSED THE BAR
REPORTED IN MARCH 2017**

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Resolution Association	Dec 2016	Rod Francis	Engine Room Artificer	TBA	TBA	Submarine Service in RESOLUTION
Resolution Association	Dec 2016	Kenneth Hall	TBA	TBA	TBA	Submarine Service in RESOLUTION (P)
Resolution Association	Dec 2016	John Deasy	TBA	TBA	TBA	Submarine Service in RESOLUTION (S)
Plymouth Branch	February 2017	Charles (Wacker) Payne	Petty Officer Weapons Engineering Mechanic (Ordnance)	D153020J	59	Submarine Service from 1976 to February 2000 in SUPERB, SPARTAN (1st Commission Crew on 22nd September 1979), TRAFALGAR, TORBAY (1st Commission Crew on 7th February 1987) & REPULSE
Norfolk Branch	February 2017	Victor Arnold	Leading Telegraphist	C/JX 292451	91	Submarine Service from July 1943 to October 1953 in H50, TANTIVY, SLEUTH, SELENE, SATYR, AMPHION & SANGUINE
Submarine Officers Association	20th February 2017	Robert Gray (Trapper) Higgins	Lieutenant Commander	N/A	92	Submarine Service from 24th April 1944 in VIGOROUS (TO), SPRINGER (3rd Hand), TIRELESS (IL January 1948), TRENCHANT (IL), TRESPASSER (CO), SENESCHAL (CO), AMBUSH (CO), TAPIR (CO December 55) & TOTEM (CO 29th June 59))
Resolution Association	25th February 2017	James (Jimmy) Goldie	Medical Assistant	TBA	TBA	Submarine Service in DREADNOUGHT, CONQUEROR & REPULSE
Submarine Officers Association	5 th March 2017	Kenneth Arthur Henry Hubbard	Lieutenant Commander	N/A	81	Submarine Service including ALDERNEY (January 1960), SEA SCOUT (3rd Hand on re-commissioning on 28th July 1960), AMPHION (IL April 1963)
West of Scotland Branch	March 2017	Adam Bergius, DSC	Lieutenant RNVR	N/A	91	Submarine Service from December 1943 to September 1945 in X-25 (44), XE-4 (44-45) & SPEARHEAD (45)
Former Member Hull Branch	March 2017	Arthur Sullivan	Chief Petty Officer Coxswain	J930822	79	Submarine Service from July 1956 to November 1977 in TRESPASSER, THULE, TABARD, ALLIANCE, TRUNCHEON, WALRUS, RESOLUTION & RENOWN
Non Member	March 2017	William (Bill) Clutterbuck	TBA	TBA	TBA	Submarine Service from 1945 in TRUCULENT & SCOTSMAN
Non Member	March 2017	John Williams	TBA	TBA	TBA	Submarine Service from 1977 to 1997 in REVENGE & RESOLUTION
Vectis Branch	March 2017	John F Finch	Chief Petty Officer Coxswain	P/JX 292586	TBA	Submarine Service from January 1948 to January 1971 in SENTINEL, THULE, AURIGA, SIDON, ANCHORITE, THERMOPYLAE, TOTEM, SANGUINE, TRENCHANT, TRESPASSER, THERMOPYLAE, TIPTOE & ANDREW
Dolphin Branch	March 2017	Brian B Mack	Leading Seaman (RP2)	P/J948946	77	Submarine Service from October 1960 to January 1967 in TURPIN, ARTEMIS & ASTUTE

Non Member	March 2017	Roger Daniel	Chief Petty Officer MEM (L)	M964352L	TBA	Submarine Service from February 1960 to 19** in SENTINEL & OPPORTUNE
Non Member	March 2017	Henry John Peach	Leading Torpedo Operator	TBA	96	Submarine Service from 19** to 19** in SARACEN, SERAPH & TAURUS
Non Member	March 2017	Michael T (Ginge) Skehill	Petty Officer (Sonar)	TBA	70	Submarine Service from 1966 to 1987 in ALLIANCE on 'Commissioning' at Chatham on 9th May 1970, ANDREW (on Commissioning in 197*), SEALION, ORPHEUS, OLYMPUS & ODIN
Submarine Officers Association	March 2017	Jeffrey Francis Webb, OBE	Commander (E)	N/A	92	Submarine Service from 1952 in AURIGA, SM6 (SEO February 1955), DREADNOUGHT Project Team, SM3 (SEO) & DG Ships

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