



# PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch  
of  
The Submariners Association  
Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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### **Cover Picture:**

The Standard Bearers outside Barrow Town Hall before the St George's Day Parade on Sunday 23<sup>rd</sup> April 2017

### **Picture Below:**

The Branch Wreath laid at the AE1 & AE2 Memorial on St George's Day





**HMS AUDACIOUS ROLL OUT**  
**THURSDAY 27<sup>th</sup> APRIL 2017**



**HMS AUDACIOUS ON THE SHIPLIFT**  
**VIEWED FROM THE B & Q CAR PARK**

(from the NWEM of Saturday 29<sup>th</sup> April 2017)

AUDACIOUS, the fourth of seven Astute-class attack submarines being built for the Royal Navy was launched today at Barrow-in-Furness. The 97-metre long, 7,400 tonne nuclear-powered submarine emerged from the Devonshire Dock Hall yesterday. Today it was lowered into the dock water for the first time to begin the next phase of its test and commissioning programme ahead of leaving Barrow for sea trials next year.

Assistant Chief of Naval Staff Submarines Rear Admiral John Weale said: "It's an exciting moment to see HMS AUDACIOUS enter the water for the first time ahead of trials. Such a feat of engineering is testament to the skills of the BAE Systems workforce in Barrow.

"As part of an increasingly capable Royal Navy, HMS AUDACIOUS will go on to serve on operations right around the world, helping keep Britain safe." Armed with Spearfish torpedoes and Tomahawk land attack missiles, the Astute-class submarines are the most highly-capable submarines ever built for the Royal Navy.

They can strike at targets up to 1,000km from the coast with pinpoint accuracy, are equipped with a world-leading sonar capability and powered by a nuclear reactor.

The first three submarines in the class, HMS ASTUTE, HMS AMBUSH and HMS ARTFUL, are now in service while the final three 'Astute'-class submarines are at various stages of construction at the Barrow site. BAE Systems is the prime contractor in the Astute programme and the industrial lead for the 'Dreadnought' programme, which is responsible for

delivering the Royal Navy's next generation of nuclear deterrent submarines. Construction of the first of four submarines, named DREADNOUGHT began last year

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## EDITORIAL

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Hello Everybody

Another Bank Holiday Weekend already – at least the weather looks a bit better than it was for the Easter Weekend. So, what have we been doing? We have had our 53<sup>rd</sup> Annual General Meeting some of the decisions at which are covered in the Chairman's Dit below. The AGM was chaired by Dave Barlow – back from his cruise and visit to Australia. A fuller report of the AGM and the decisions taken is in the Minutes which are circulated with this News Letter - as will be an update of the Branch Rules resulting from decisions made at the AGM.

The Branch supported the recent St George's Day Parade and a photo of the Standard Bearers waiting to receive their red roses from the Mayor is on the Front Page. Before the Parade Branch Members were supported by the Duke of Lancaster's Association, the RAF Association and the RBL in a short service and Wreath Laying at the AE1/AE2 Memorial (see photo above). Thanks to all who supported the Wreath Laying and the Parade. Afterwards there was a Social afternoon at the RBL – enjoyed by everyone.

The Branch Dinner at the Chetwynd was enjoyed by many Members, family and friends and there are a few photos in this News Letter – are you in the pictures?

It been a bit busy around the Shipyard recently with a visit from the Prince of Wales followed by a visit from the Minister of Defence. Traffic was held up on Barrow Island last week as another large load was transported from ABP to the Shipyard (another Command Deck Module arriving to be outfitted) and two days ago by the Roll Out of HMS AUDACIOUS (see picture and report above). Two further orders have been announced – one is for £1.4 Billion another 'Astute' Class boat – HMS AGAMEMNON and one for £80 Million to Babcock International to make part of the missile launch silo for the 'Dreadnought' Class Submarines.

I hope you will find something in this issue to interest you but you can always send in your stories and articles for inclusion.

Don't forget the May Branch meeting next Tuesday 2<sup>nd</sup> May at the RBL at 1930. See you all there.

Regards

Barrie

**NOTE:** For those who receive a paper copy of the News Letter I have experimented this month with printing in Booklet format. If everyone is happy with this format I will continue it in future issues.

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## CHAIRMAN'S DIT

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Hello All

Another AGM has come and gone and we start on a new year.

But what about the past year? The highlight of the year for me was the Submarine Service exercising their right to march through town with an armed guard on the 15th anniversary of the service receiving the Freedom of the Borough back in 2001. It was good that they involved us and we were given our rightful place in the parade. I took a lot of pride in the numbers that attended that day and showed that despite the problems of the previous year we were still a good solid and supportive branch of the Submariners Association.

Just prior to event that we had a party to celebrate the Queens 90th birthday. Having done some detective work we managed to find a local lady who was born on the same day as the Queen and we made her our VIP for the day. Our Mayor, Councillor Anita Husband, was also in attendance and it soon transpired that she was very pro-military and hinted that she would love to attend our Ladies Night which she duly did.

During the year, we had many more social events but I am sure that Alex will expand more on those in his report.

Now for a few thanks.

Although Barrie stood down as our temporary secretary last year he immediately took over the mantle as Vice Chairman. Not sure if he knew that I would be away so much as he has, since the New Year, stood in as Chairman. On top of that he has been editing not only our own monthly newsletter, 'Periscope View' but also the national newsletter 'In Depth'. To stop boredom setting in he is also a renowned submarine historian particularly for the first world war period. I don't know what we would do without Barrie so thank you very much for all that you have done in the past and hopefully will continue to do in the future. As Peter has now stepped down as branch sec, the Barrie has temporarily stepped into the breach once again until such time as we get a new secretary in post.

Peter Hearn took on the role of branch secretary on a temporary basis but always stated it would be for just one year. He has done a great job, and I give him my sincere thanks for stepping forward when it was most needed.

Mick Mailey has been our ever-present treasurer for some years now and what a great job he does too. A look at our accounts will demonstrate the work he puts in and the healthy balances we have across all our accounts. He had another successful audit albeit slightly

late and I thank Dave Smith and Steve May for carrying out the audit. They said that the books were very good and correct to the last penny. In parallel Mick is our membership secretary and in conjunction with the national membership secretary tries to get all our ducks in a row (or should I say members in a row). It is a thankless task but we are now starting to see the wood from the trees. He likes to have a grumble at me but then gets on and does what is required. I think he just likes to wind me up sometimes. We all owe you a huge debt Mick, so thank you from all of us.

Our social calendar is the envy of many branches and it is all down to one man, Alex Webb, who makes sure we have a very varied diet of social events. The 2017 social programme has something for everyone and whilst we do have good attendances I know that Alex and the committee would like to see some more members at the functions that Alex organises. Again, a big thanks to Alex for all that he does for us and not forgetting the support he gets from his wife, Jan.

Gordon Walker took over the mantle of Standard Bearer a couple of years or so ago and even took in a course to make sure that his parading of the Standard was always to the highest standard, excuse the pun. He has been an ambassador for the branch and has rarely missed an event where the standard was requested or required.

Well done Gordon and thank you for what you do for us. It is much appreciated.

All the committee of course assist in all sorts of ways, from websites, slops, rum bosun, raffles etc., etc. and I thank you all.

Finally, John Hart our President has called time and is to stand down. John has been a stalwart of the branch almost since its inception. I think he has held every position in the branch and done them all with great aplomb. The President of the branch is supposed to be an honorary position to thank him for all his past work but in John's case all it meant is that he took on even more tasks. John, I hope that you have a long retirement but that you still come along and give us the benefit of your experience. Please also pass on our best wishes to Margaret and thank her from us all for the support she has given you over many years.

I welcome on to the committee Dave Oakes who has taken on the mantle of web master and already he has made quite a few changes. Brian Jones is now our lay preacher and also joining the committee is Bob Faragher. Finally, Alan Hoskins has agreed to become our President which will be a hard job following the footsteps of John Hart.

That's all for now. See you all on Tuesday.

Best Regards

Dave

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## **SOCIAL SECRETARY REPORT**

### **Hi Shipmates**

This is my the start of my sixth year as the social secretary. As with last year the attendance at socials is gradually increasing, with the adult Christmas party being the best supported to date. Now we have fewer members the support is coming mainly from 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. Also, last month's St Patrick's day event was saved by Jeff Thomas who bought along most of Walney and, of course, our ladies who like Christine Byrne, Linda Mead, Bett Spurling, Kate Pearson always join us to catch up and have a laugh – so please come along to these events if you are not out of the area/country.

This year's programme is similar to last year with the notable change of barge for the canal trip. Also, our alternative venue for the Dinner dance in November to the Chequers. Next year it is my intention to spread our wings for the submariner's dinner to somewhere other than Chetwynde – I believe a change is in order for this evening.

I am trying to keep the prices down by not including wine at the events; this was a request from several members.

Although I believe I managed to get good value for money I understand that for those of you who don't drink much and want the price to be as manageable as possible this is a reasonable request.

### **Diary Check:**

Sat 29th April VIP footie day out to Barrow AFC against Dover. 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.

Sat 17th June is the DTS at the Prince of Wales following the Committee Meeting 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 men only afternoon.

Sat 8th July is the annual BBQ, again at the Crofters, again 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 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.

Great day out with lots of fun and alcohol and racing.

See you all at the Branch Meeting on Tuesday. Birthday boys, remember to collect your Beer Voucher - valid for the Meeting night only and if your drink is over £2:50 you need to pay the extra and if it is under then make sure you get the change.

Alex Webb

Social Secretary

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### **MAY BRANCH CALENDAR**

May Branch Meeting	Tues 2 <sup>nd</sup> May
K2B Stewarding	Sat 6 <sup>th</sup> May
Blackpool Branch 50 <sup>th</sup> birthday	Sat 13 <sup>th</sup> May
Committee Meeting	As Required

### **JUNE BRANCH CALENDAR**

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

### **JULY BRANCH CALENDAR**

July Branch Meeting	Tues 4 <sup>th</sup> July
BBQ	Sat 8 <sup>th</sup> July
Cartmel Races	Sat 22 <sup>nd</sup> July
Committee Meeting	As Required

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### **MAY BRANCH BIRTHDAYS**

T.S. (Thomas) Fell	04/05/1941
D.A. (David) Cooper	07/05/1954
D.E. (Dave) Barlow	09/05/1947
D.E. (Don) Wade	11/05/1934
N. (George) Hildrew	12/05/1947
K. (Ken) Brumby	17/05/1944
P. (Peter) Winsland	19/05/1979
B (George) Hyde	19/05/1960
C. (Cedric) Madin	21/05/1930
R M Stewart	24/05/1942
T.C. (Tim) Chittenden	25/05/1951
D (David) Leather	29/05/1980
R. (Ben) Britten	31/05/1955
N.J. (Neil) Lowden	31/05/1982
B M (Brian) Jones	31/05/1934

Happy Birthday All!

Don't forget to collect your Birthday Boy Beer ticket at the Branch Meeting!

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### **SUBMARINE LOSSES OF WWI**

No Submarines were lost in May 1917. However, two submariners are reported to have died.

The first was a member of the crew of Submarine C10 and he died on Thursday 3rd May 1917. He was:

**Stoker 1st Class George William State O/N K13014**

The full circumstances of his death are not established but it is understood he died of wounds. George State was the husband of Minnie F State of 33B, Bark Street, Walsall, Staffs and he is buried in the Blyth Cemetery in Northumberland I Grave No. C.100.

The second was a member of the crew of the Submarine Depot Ship HMS BONAVENTURE who died on Thursday 3rd May 1917. It is understood that he was taken ill and he died. He was:

**Leading Seaman John Carr O/N 98235**

John Carr who was a Reservist was born in St Paul's, Deptford, London. No Next of Kin or other family details are available for John Carr

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### **REMEMBERING FORMER BRANCH**

#### **MEMBERS**

#### **(MAY)**

George Day	1986
Edward Moffat	1989
Tom McQuade	1993
Kenneth Walker	1996
Ernie Newton	2001
Harry Wetton	2006
Dave Michie	2007
Stuart Hammill	2010
David Jenkins	2013
David Dunford	2013

#### **RESURGAM**

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### **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.

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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](mailto:barrie@downer55.freemove.co.uk). Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the newsletter are also very welcome. The newsletter will be published in the last week of each month i.e. the last week in 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!

### **BRANCH DINNER PHOTOS**



### **£1.4 BILLION CONTRACT FOR ASTUTE CLASS SUBMARINE**

19 April 2017

The MOD has negotiated a new £1.4 billion contract for the Royal Navy's new attack submarine HMS AGAMEMNON, the sixth in a total fleet of seven, which will protect the UK's new aircraft carriers and nuclear deterrent.

HMS AGAMEMNON, is part of the 'Astute' Class, the largest, most advanced and most powerful attack submarines ever to enter service with the Royal Navy. The submarines are being built by BAE Systems in Barrow-in-Furness, Cumbria, which employs around 8,000 people in its Submarines business, with thousands more working in the UK submarine supply chain.

The new contract guarantees a better deal for the UK taxpayer and for the Armed Forces, with an incentivised contract arrangement that will help to save money and demands the best possible work from industry.



**HMS ARTFUL - the 3<sup>rd</sup> 'Astute' Class Submarine**

Crown copyright

**Defence Secretary Sir Michael Fallon said:**

This latest investment means we are well on our way to completing our fleet of Astute submarines. These are the most advanced submarines ever operated by the Royal Navy and are 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 build programmes providing high skilled jobs for years to come.



**Defence Secretary Sir Michael Fallon with BAE Systems Apprentices inside Devonshire Dock Hall where HMS AGAMEMNON is under construction.**

(Picture: Michael Vallance, BAE Systems)

Construction of the 7,400 tonne, 97-metre long AGAMEMNON began in 2012, and is well underway in the Devonshire Dock Hall at Barrow, alongside Boat 5 – ANSON – and the yet-to-be-named Boat 7. Their sister submarines, HMS ASTUTE, AMBUSH and ARTFUL are already in service with the Royal Navy, contributing to operations around the globe.

**Rear Admiral Paul Methven, Director Submarines Acquisition for the Submarine Delivery Agency, said:**

The signature of this contract secures another world-class nuclear submarine for the Royal Navy. These are the most technologically advanced submarines we have ever operated, offering much greater firepower, better communications and more advanced stealth technology than their predecessors. Today marks another significant

milestone for the 'Astute' Programme, that demonstrates the UK's ability to deliver complex engineering projects, providing a fleet of submarines which will protect the UK's interests around the globe.

Featuring the latest nuclear-powered technology, the 'Astute' Class submarines 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 are being replaced by the 'Astute' Class.

**Will Blamey, Managing Director of BAE Systems Submarines, said:**

Securing the contract for the sixth Astute class submarine is a significant milestone for BAE Systems and the result of many years of hard work by our highly skilled workforce. The 'Astute' class submarines are amongst the most highly capable and technologically advanced in the world and we're immensely proud to build them for the Royal Navy.

Alongside work on the 'Astute' Class, BAE Systems is also the industrial lead for the 'Dreadnought' Programme, the Royal Navy's next generation of nuclear deterrent submarines.

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**BABCOCK WINS £80 MILLION MISSILE TUBE ORDER**

Defence contractor Babcock International has secured an £80m order to make part of the missile launch silos for the next generation of Royal Navy nuclear-armed submarines. The 22 tube assemblies will require 150 workers at Rosyth in Fife and Bristol.

The contract is part of the Common Missile Compartment (CMC) project for the UK Successor and US Ohio Class replacement submarine programmes.

The work will get under way towards the end of this year. It is expected to complete in the early 2020s.

**'Critically important'**

The contract was awarded to Babcock by US Defence contractor General Dynamics Electric Boat. Successor class submarines are due to replace the current Vanguard fleet, which carry Trident missiles.

The Contract announcement was made by the UK government as the SNP conference re-affirmed its opposition to nuclear weapons.

UK Defence Minister Harriett Baldwin said: "I am delighted that Babcock have secured this critically-important project. "This contract is a strong endorsement of our highly-skilled and globally-competitive defence industry and will secure hundreds of jobs in Rosyth. "With Faslane set to be home of all the Royal Navy's submarines by 2020, this is further evidence of the benefits that defence brings to the economy and to Scotland."

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**SUBMARINE COMMISSIONING CREW LISTS**

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,

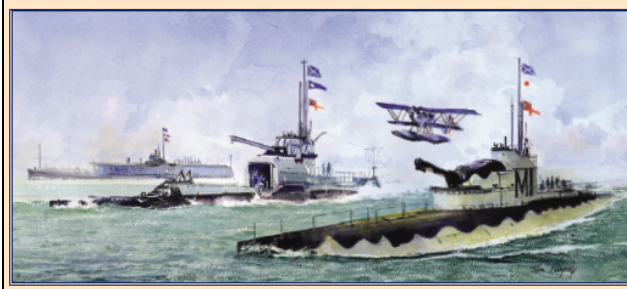
Barrie Downer

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**BOOKS**

**"BARROW BUILT SUBMARINES"**

**BARROW BUILT SUBMARINES**



ISBN 9 781094 459736

This book (a revised and updated version of the 'Dive, Dive, Dive' book) is now available and can be ordered via the NavyBooks Website – go to Navybooks.com and look under 'New Titles' for details.

The full price is £25 however, if you want to buy a copy of the book at the discounted price of £12.50 for SA Barrow Members, contact me and I will place a bulk order.

Note that 7.5 % of the Royalties from sales of the book will be paid to the Barrow Branch

Barrie Downer

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**SUBMARINERS HOLD FUNDRAISER FOR DUNDEE MEMORIAL**

(Friday, 21 April 2017)

Royal Navy personnel at HM Naval Base Clyde were joined by members of the West of Scotland Military Wives Choir on Wednesday, April 19, for a fundraising event within the site's Neptune Building Supermess.

Passing base staff were offered a delicious selection of baking goodies with the cash raised going towards a project to repair the Dundee grave markers of early submariners from the 7th Submarine Flotilla – Scotland's first submarine base.

"We have already had a generous donation of £1,000 from charity 'We Remember Submariners' and today's cake sale has raised £705," said Warrant Officer Andy Knox, Command Warrant Officer Submarines.

"The 7th Submarine Flotilla was Scotland's first submarine base, opening in Dundee in 1909. Six submariners are buried in the town's Eastern Cemetery



but unfortunately, over the years, their grave markers have fallen into disrepair and are in need of attention.”

The Royal Navy submariner community have got behind the fundraising efforts and were joined by members of the West of Scotland Military Wives Choir who provided some of the cakes, along with members of HMS Vengeance’s ship’s company. A donation of £100 was also made by Dundee sailor Leading Logistician Al Waterstone.

Also assisting was Leading Medical Assistant Kate Edwards from HMS Neptune’s Recovery Cell. Kate persuaded her mum, Maggie Paiton, to contribute her considerable baking skills. The only snag? Maggie lives in Newcastle, some 187-miles from the Clyde base!

“Mum baked a chocolate cake, a fruit cake with a submarine design and a lemon drizzle cake for the sale,” said Kate. “She lives in Newcastle and so hopped in the car and drove to Faslane the night before to deliver the cakes. Her dedication was amazing and has gone a long way to helping to raise money for this great cause.”

The 7th Submarine Flotilla was based in Dundee from 1909 to 1914, supported by depot ship HMS VULCAN and aircraft from Royal Naval Air Station (RNAS) Dundee.

The Submarine Depot was responsible for the defence of coastal shipping and protecting the East Coast from invasion.

Six submariners from the Flotilla are buried at Dundee’s Eastern Cemetery and are among the earliest submariner burials in the UK.

Money raised will go towards employing a stonemason to renovate and restore the existing grave markers.

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

## **THE ULTIMATE TEST OF LEADERSHIP UNDER STRESS**

The Navy’s ‘PERISHER’ Submarine Command Course is celebrating its Centenary

**Ali Kefford** The Times 15<sup>th</sup> April 2017



**Lt Cdr Dan Simmonds on a Perisher exercise  
aboard HMS TALENT**

(Brad Wakefield)

Standing between Russia’s increasingly assertive Northern Fleet submarines and British shores are the Royal Navy submarine captains, deemed the most “feared” in the world by Tom Clancy, the author of “The Hunt for Red October”.

Their reputation is based on the Officers’ ability to push a boat and her crew confidently to the very edge of what each is capable of, acting aggressively but without becoming rash or endangering the lives of those on board.

These skills are honed on an infamously brutal command course, a century old this year, known within the service as “Perisher”, because the 35 per cent who fail can never serve underwater again, making a decade’s sea preparation redundant.

Perisher is knowingly unforgiving; the submarine service’s responsibilities are too complex, perilous and crucial to British defence for it not to be.

In addition to keeping the nuclear deterrent on permanent patrol, its other key tasks include the launching of cruise-missile attacks, the planting of boats off enemy shores to soak up intelligence, and covertly deploying the Special Boat Service.

Those running the operations must be devoid of fear — and they are. “The underwater world is still very largely impenetrable. And, as long as that remains so, it will dominate the surface of the sea, and the sky above, and the space above that,” says Admiral Sir George Zambellas, the former First Sea Lord. “If you don’t own the underwater, you don’t own much. That’s the logic behind submarining, and the unending fight for the depths. That’s the logic behind our strategic investment.”

The embryonic beginnings of the Royal Navy’s submarine command tutelage began after the launch of its first boat in 1901, when one officer would take another to sea and hand down fighting skills as best he could.

Commodore Sydney Hall formalised the training in 1917 to curb the attrition rates of boats and captains in First World War operations. These included the former Olympic fencer Lieutenant-Commander Ferdinand Feilman, who hit the bottle after being relieved of the command of the notoriously difficult steam-powered HMS K14, and Commander Norman Holbrook, the first British submariner to be awarded the Victoria Cross, who requested a transfer because of crippling seasickness.



**Commodore Sydney Hall (IWM)**

A battered, handwritten book at the Royal Navy Submarine Museum reveals that the lieutenants Attwood, Mackness and Powel were the first to join the “Periscope School” that September.

Between the wars, the 15-week course settled into a rhythm of being held three times a year for five officers. At the outbreak of the Second World War, Rear-Admiral Submarines Max Horton swiftly flushed out all captains over the age of 34 in a hunt for fresh talent.

“War service in submarines calls for a very high degree of physical and mental endurance, and demands in Commanding Officers those qualities of constant alertness and resilience, which, in the nature of things, are most marked in the younger officers,” said a January 1940 memo, culling the ambitions of a cadre of newly qualified men.

During the war, courses became more regular; some of them were only three weeks long, as the captains were urgently required to join their boats. In 1940 46 students passed — nearly double the originally intended number. The youngest commanding officers were a mere 22 years old.

After the fall of France and the sinking of a destroyer in the submarine exercise area off Portsmouth, the decision was taken to transfer the sea-training phase of the now-named commanding officers qualification course to the Clyde and Scapa Flow. As the war continued, extra emphasis was also given to high-speed and night attacks. Perisher successfully hatched the captains who discharged some of the most audacious attacks of the war, including putting the German battleship *Tirpitz* out of action. However, it was deadly work; 74 boats were lost, as well as a third of Britain’s submariners, many of whom lie in unknown graves.

Booze played a part in the postwar Perisher, when students slept each night at the Douglas Hotel on the Isle of Arran between stints of aquanauting. The course instructor, always referred to as “Teacher”, would purposely keep his pupils up late drinking, forcing them to sober up on the early morning boat transfer out to sea before another day dodging frigates bearing down on them at 30 knots.

Over the decades, Perisher has been adapted to incorporate advances in technology and warfare. However, its beating heart remains the production of an elite band of leaders who must be able to cope with anything thrown at them while on patrol with sole responsibility for several billion pounds of military hardware and about 130 souls — and no contact with Britain.

Today’s biannual course, for between four and six junior officers, begins in Nelson’s cabin on HMS *Victory*, where the candidates are pointedly reminded of the mighty footsteps in which they follow.

The men are then swept off on a wave of fitness tests, navigation exams and to a periscope simulator to practise their first attacks against an “enemy” on dry land. All must possess 3D spacial awareness and a mathematical brain capable of holding the positional calculations of at least three fast-moving warships.

Admiral Sir John “Sandy” Woodward, who went from submarines to command the British naval task force during the Falklands conflict, said: “Imagine sticking your head out of a manhole in Piccadilly Circus, taking one quick, swivelling look round, ducking back down into the sewer and then trying to remember everything that you had seen. The idea is to generate sufficiently accurate recall and timing to avoid a double-decker bus running over your head next time you pop up through the manhole.”



**HMS TALENT, which hosts the final sea phase of the Submarine Command Course**

(Brad Wakefield)

These skills are then transferred to stints on a submarine, darting between Scottish islands near the Clyde, first with Teacher closely controlling the exercises, then slowly giving the students increased autonomy.

Teacher sniffs out the limit of each student’s physical and mental endurance, then prods and niggles further, reducing their sleep, chucking them impossible tasks and challenging their most basic assertions with a quizzical “Are you sure you meant that?” An individual’s core personality is laid bare and arrogance cauterised.

By the final four continuous weeks at sea, those set to succeed may possess porridge-coloured complexions, but they have begun to show assured tactical thinking in war games during a large international exercise.

They can covertly capture periscope photographs of a lighthouse while dodging a cluster of ships and helicopters bent on blocking their path. They can launch simulated torpedo attacks then sweep the submarine off to lurk beneath a passenger-carrying car ferry and dodge detection. They can closely scope a ship’s hull. And they will have garnered the goodwill of the crew, whose support they need to pass. The ship’s company runs a book on who will fail putting a black dot next to the control room shot of a student they dislike, or even defacing the picture. It is usually accurate. “The troops see their prospective commanding officers going through the course,” said Commander Irvine Lindsay, Commanding Officer of the Royal Navy Submarine School. “You need to have a degree of humility. You might be clever, you might be a captain, but you don’t know everything and you have to listen to your crew. You get there by right, not because you have the right accent.”

Naturally, the course has a merciless failure procedure. The submarine surfaces while the officer is called into the captain’s cabin, the news is broken and his fellow students pack his bags. Still dazed, the officer is

dispatched back to land clutching a bottle of whisky. Most students fail on the final day of the 24-week programme after being given every chance to pass. Some expected to attain success will make a catastrophic error in the final hours, while others will pull a pass out of the bag on the last attack run.

When Teacher is finally sure of who will pass, each pupil is called individually into the wardroom, congratulated, given a glass of sparkling wine — Ministry of Defence cuts having played havoc with the Navy's champagne supplies — and told which boat they're being assigned to as second-in-command.

"The course is exhausting — as Teacher I managed four hours' sleep in the final 48 hours, the students don't fare much better," said Commander John Livesey. "It is the ultimate test of leadership under stress and the elation of success is difficult to articulate."

Most settle for long-anticipated cans of lager and a cigar on the boat back to land, as well as talking to their family on the phone for probably the first time in a month.

The next morning the traditional Perisher breakfast is held in the super mess at HMNB Clyde. A whirlwind of fried food and wine, it is usually over by noon because the students are too weary to drink any more port.

Their names are then added to the wooden Perisher pass boards. Sobriety brings the dawning realisation that they have one of the most coveted jobs in the military. It is hoped that in future they will be joined by women submarine commanders. Women started serving in navy boats only in 2014 after the lifting of a ban on them being deployed underwater because of concerns over the effects on an unborn baby from the atmosphere on board, which has higher levels of carbon monoxide. Philip Hammond overruled this after research in 2011, when he was defence secretary.

In June 2017 a dinner will be held at Britannia Royal Naval College Dartmouth to mark the course's centenary. It will be attended by 275 Perishers, including a cluster of chiefs of defence staff, first and second sea lords and commander-in-chief fleets, because a significant number of Cold War submarine captains reached the service's upper echelons.

"No one is ambivalent about serving in a submarine," says Cdr Lindsay. "Every time we go to sea we're not on exercise, we're not pretending to be underwater being propelled by a nuclear reactor. That's why we need that edge. We look a bit scruffy, there's a swagger that probably irritates and we're rubbish at marching, but we'll sink a ship for you."

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### **DISMANTLING NUCLEAR SUBMARINES**

They have been built in Barrow for decades. But what happens after a nuclear submarine is taken out of service?

It is a long-standing question to which, until recently, there had not been a definitive answer. What to do with Britain's fleet of decommissioned nuclear submarines is a decades-old debate. But it appears there is now a plan in sight following a presentation at a conference dedicated

to decom-missioning everything from nuclear power stations to offshore oil and gas rigs.

At Total Decom 2017, held at the Emirates Old Trafford Cricket Ground in Manchester, a joint presentation by the Ministry of Defence and defence contractor Babcock International revealed the latest plans for decommissioning the submarines - and it will be an all-British affair.

Most of the nuclear submarines ever operated by the Royal Navy have been built in the shipyard at Barrow, from the first HMS DREADNOUGHT to the latest Astute-class attack submarines and the new 'Dreadnought' class to carry the nuclear deterrent.

Nineteen nuclear submarines have so far been taken out of service and all of them - including the original HMS DREADNOUGHT submarine launched in 1960 - are stored afloat at Rosyth and Devonport dockyards waiting to be dismantled.

The nuclear fuel has been removed from some of the decommissioned submarines but others are still fuelled. When fuel has been removed, the remaining reactor components of the submarines are still radioactive which means that safely taking them apart is a difficult task.

However, around 90 per cent of the high-grade steel and other valuable commodities which make up the submarines are not affected by radiation - which makes the submarines a potentially valuable resource.

The MOD and Babcock have come up with an innovative method of dismantling the reactor compartments - which are the most radioactive areas of the submarine - which will be demonstrated on HMS SWIFTSURE at Rosyth. Once the reactor has been dealt with, the rest of each submarine will be dismantled to recycle the valuable metal and other materials.

Other UK warships have been towed away to foreign countries such as Turkey to be scrapped, but all of the work on the submarines will take place in the UK to maintain the security around Britain's nuclear submarine fleet.

Christine Bruce who is site lead, nuclear liabilities management for the Ministry of Defence at Rosyth, outlined the long process undertaken by the MoD to reach a decision on what to do with the submarines.

The process began in earnest in the late 90s but finally reached a conclusion in 2015 when, after two rounds of public consultation on the potential options for locations and methods, the dismantling process, the dismantling locations and the site for interim storage of ILW were all settled and announced by MOD.

CNS, based at Capenhurst in Cheshire, has been chosen as the interim storage site for intermediate-level nuclear waste removed from the submarines. Michael Donnington, the programme manager for nuclear submarine dismantling at Babcock International, explained the process of removing the radioactive material from HMS SWIFTSURE at Rosyth.

HMS SWIFTSURE will be dismantled entirely and the process studied, before contracting is agreed for dismantling the remaining units. The Submarine Dismantling Programme overall will extend over several



decades, with the first activities at Rosyth dockyard taking at least 15 years.

A special crane has been built to safely remove the low-level waste from HMS SWIFTSURE, and a covered access way has been constructed between a purpose-built dockside facility and the submarine to ensure the whole operation is completely contained and safely controlled.

A hole cut in the pressure hull will be used for all access to the reactor compartment and associated areas, and will be used to safely remove all of the radioactive and contaminated low-level waste. The waste will then be safely packaged for transport, and disposed of through existing waste disposal routes.

The exact means of removing the intermediate-level waste from the submarine is still at the design stage, and that second phase of work is some years off.

However, when the waste is finally removed from the submarines, it will be placed in a secure shipping container, and transported by road to Capenhurst for storage until at least 2040. That's the date the UK's Geological Disposal Facility, designed for the permanent disposal of spent fuel and higher-activity nuclear waste, will come into operation.

The submarines which will be dismantled through the programme are HMS DREADNOUGHT, the 'Valiant'-class SSN (non-nuclear deterrent attack submarines), 'Churchill'-class SSNs, 'Resolution'-class SSBNs (nuclear deterrent submarines), 'Swiftsure'-class SSNs, all of the 'Trafalgar'-class SSN boats, and finally the four 'Vanguard'-class SSBNs – currently still in service.

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#### **HMAS K9 - Recollections of AB Sonar Harry E Churchill**

The following story was written by Harry Churchill and was sent to Dr. Michael White QC to be used in his book "Australian Submarines - A History".

"Having served with the RN in UK and the Eastern Mediterranean I returned to Sydney in 1943 and was delighted to find that K9 an elderly Dutch submarine was being refitted for Asdic training out of Sydney.

"I had met up with some 'T' Class submariners during refit in Port Said Dockyard, where we had some strenuous games of water-polo with the crews and having formed a high regard for the submariners, I was pleased to have the opportunity to join that branch of the service.

"I joined K9 on 23 June 1943 and found that we were a motley crew with various backgrounds and very few with any experience, the blend proved to be a good one for the purpose and there developed a spirit of camaraderie.

"The Captain and 1st Lieut were ex-Merchant Navy, two Midshipmen (one RN and the other RAN). The senior sailors with the exception of the Chief ERA (RN), the TGM (Torpedo Gunners Mate) RAN, were either RAFR (ex pre-war "O" boats) or RAN without previous submarine experience. The junior sailors consisted of seamen-torpedomen (RN), Signalmen, Telegraphists, Asdic ratings and Stokers (RAN) without previous experience in submarines.

"I'm told that there were 35 officers and men on board, but at this late stage we can only come up with 32 names."

"We carried four 18" Dutch torpedoes which we prepared at the Torpedo Factory but as there were no practice heads, we did no firings. "Gus Fisher thinks that K9 was contemporary with early British 'H' boats although he is sure that H50 in which he trained was far more modern.

"K9 had hand-worked vents and kingstons and hydroplanes were hand operated by two big wheels and rod gearing, with luck we could dive to about 150 feet (45.7) metres. "I distinctly remember a dive we attempted in Jervis Bay, with Gus Fisher on the forward hydroplanes and Jerry Rosbrook on the after wheel – it seems that Jerry wouldn't give Gus a bubble and in his attempt to take her down Gus succeeded in diving at about 45% angle and correcting as we touched bottom and shot up again sharply to the surface; fortunately it was a sandy bottom and suffered no damage. It all happened so quickly, with everything moveable sliding first downhill and then back in the opposite direction.

"There was another occasion when we had difficulty in getting down until Gus Fisher reminded the 1st Lieut to close the vents – it seems that all we were doing was blowing bubbles! "The battery ventilation system was a ducted one to individual cells, which led to the formation of hydrogen pockets and there was the danger that a spark would set it off. That is exactly what finally happened – fortunately we were surfaced, making our way down Sydney Harbour towards the Heads, when there was an explosion in the battery room. This wrecked the cells, which being of Dutch design, were irreplaceable and so we sadly paid off K9 on 31 March 1944.

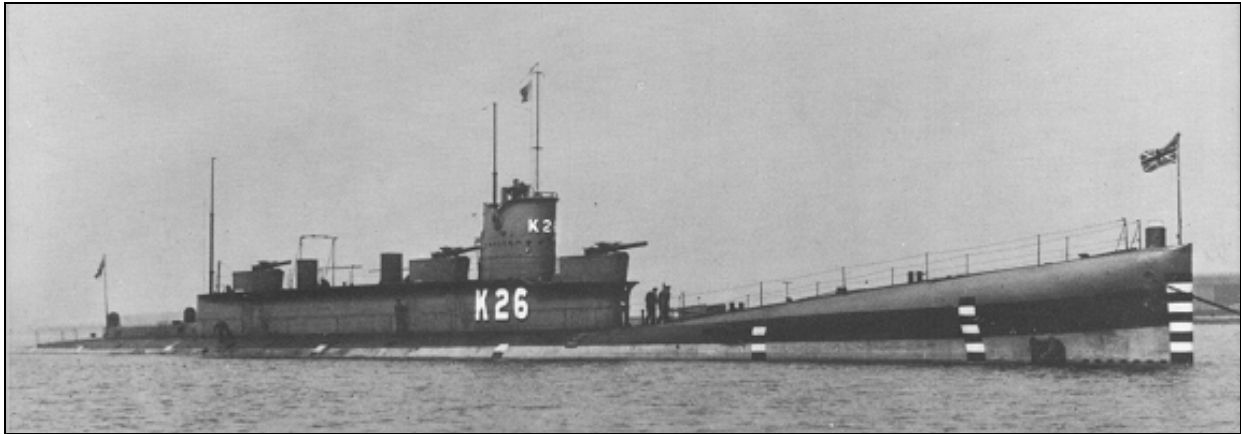
"During K9 commission, she ranged from Broken Bay to Jervis Bay for exercises and made about 90 dives for Asdic training, mostly restricted to depth and course. It proved that more than one boat was required and eventually she was replaced temporarily by three 'V' boats."

NOTE Harry served as an AB Sonar Detector in HMAS/M K9 from 23 June 1943 to 31 March 1944.

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## **K26 – THE STEAM SUBMARINE (Part 17)**

(By O/N J98553)



### **SPELL OF STEAM, AND, "HANDS TO BATHE"**

If you have ever been to sea in a destroyer, and stood on the upper when the telegraphs tinkle for increased speed, and you hear the increased roaring and the white wake widens, and the paint on the funnel or funnels starts to blister you know something of the power and delight of steam. A ride in a Foden is good too, the UNITED STATES or Q.E.2 not as good because you are remote from the steam and the funnel gas. To stand on the tail of K.26 holding a guard rail and feeling every vibration of her screws was like flying with your own wings. The wake that stretched astern at twenty knots was an invitation to walk on the water, you had to be sensible. The short funnels puffed out hot gas at an enormous rate, it wafted back at you, slight alterations of helm and the stern turned like an eel. Stokers stood on the casing with a box of matches and an unlit cigarette just gazing, gazing aft. They had seen other sterns; what was the fascination? That it was the fastest sub in the world?

That it was possible to see all the stern, the shape of the hull as rounded as a King Herring? That there were no verticals cutting the water except right for'd? I don't know, but any time we got up speed on the steam I felt that I was riding a fast whale, a whale on which some clever wight had built a nice little grey fort with three four inch guns, and had flown banners from the fort, coloured flags that streamed out in the wind of her passage. On our steam trials I have seen Stokers come up from below; wiping their hands on cotton waste. They have looked for'd to the funnels like stylized twin Etnas, and then turned aft. Speech came to them after a while. "Oh boy!" "Oh boy!" and sometimes, "See her go!" They would eventually throw the waste over the side, the boat zipped past it like a flash. "Oh boy!" "See her go".

I used to think of this when later I travelled in subs, with an all-out nine-knots. The diesel is a bad substitute for a turbine. And then out in the middle of the Mediterranean you hear the telegraph, you are slowing, you stop, you run on for the lovely shaped hull keeps her way well. A ring down astern, a tremble of reversed propellers, K.26 is still on the water. "Stop Both." The Boatswain's Mate is told "Hands to bathe." He pipes it down For'd, in to the Tiffies mess, into the P.O.s Mess, the Beamery, the Stoker's Mess.

The O.O.W. remains on the Bridge, the Helmsman at the wheel in the lower conning tower, Leading Signalman on the bridge. Boiler Rooms manned, one E.R.A. at Turbine controls, a Sparker in the Office, one E.R.A. in the Control Room. In three minutes the remainder, Officers and Men are swimming around the starboard side, we are perhaps fifty miles from the nearest ship, one hundred miles from land. Everybody in the water is wearing a swimming costume, everybody. The polo ball goes here and there. There's a certain amount of shouting and chaffing, the water is clear and blue and warm. One by one people tread water, and look at this submarine boat the safety valves poppling - little wisps of soft smoke going straight up. You can feel a slight vibration - some electric fan or pump. You see the Cook walk all the way aft to ditch a bucket of gash out of the way of bathers. A Stoker nips back climbs up the saddle tank remembering that he told his oppo he would relieve him. A minute later up comes the man for his swim. Little wavelets run the length of the saddle tanks, the Chief Q.M. takes the temperature of the sea. There are no gulls, only a long submarine, some men in the water, an ensign fluttering. Occasionally the ball is thrown heavily against the upper casing from which it bounces back readily.

On the bridge the Leading Signalman is peering through his telescope. "No nothing there". After a while the Captain comes in-board, stands on the vents, takes his towel from Regan who has been in and also come out. The Officers start to come in-board, the First Lieutenant touches two fingers when he sees the Bosn's mate look his way, the call shrills, "Clear the water" then after he has marched down the starboard side "Clear the water". Bathers crawl up the saddle tank, the ball is thrown into a corner of the galley. The telegraph rings, the towels come out, the regulation costumes come off. Down the hatches they go. The boat moves ahead. Hands to bathe has finished - everybody feels

fine. Mrs. Grundy would have approved, no watch committee would have disapproved. Stoker P.O. Creswick is already busy with needle and thread darning a hole in his swimming costume. Scotty is flexing his arm muscles. "Do you know what I'd like?" "No!" "I'd like a damned good game of football and about four bottles of milk stout." The boat shudders as the helm goes over. "Perhaps the day after tomorrow when we get to Gib." muses Gee.

## SPORT

One thing submariners have always liked, sporting process. As a new unknown addition to the crew treads tenderly across the gently bending gangplank, the Quartermaster, always himself a sportsman, stares hard at the new boy's gear. If a pair of football boots swing by their laces from the end of his hammock, or a cricket bat is carefully lashed to the outside of his kit bag, he is hailed as a prince. Complete strangers leap from behind the conning tower and give him and his gear a hand down the fore hatch. In the mess the word goes around. The football team wait agape for him to appear in the Mess and say what boat or ship he has played for. The Captain of the football team has a signal pad and a shadow side for Saturday already mapped out on it, "If only this bloke can replace our inside left". He is praying.

My arrival caused no such stir, all I had in my kit that wasn't strictly kit, was a few old wireless components, that I hoped, in my spare time to make into a receiver. But in a boat's crew of sixty-three with many staid hands, in the Navy generally a chap dropped out of sports at 24, footballers were hard to come by. Scott found men time expired in the boat leaving to go home to England and no footballers joining in their place.

One Saturday the count was ten, he had ten eager players and a League Match with L.18 at 3 p.m. He came down the Motor Room with a pair of boots rolled up in a football shirt and shorts. He looked like a man hoping to borrow a £1 note in blank week. "Er, Nick old man, will you help us out, it's for the boat Nick we are leading in the League, we can't turn out a man short." "But Scotty you know I can't play football, half the time I can't see the ball and if it comes for my head I just dodge it instinctively, I'd never make a footballer and you know how the canteen crowd at Corradino take the mickey." He thrust the bundle towards me, "Go on Nick, we can't play one man short, just for me, you're not bad at water polo, it's the same sort of ball, go on Nick just this time, L.18 is a difficult one to beat." I groaned, "They'll have no difficulty in killing me I suppose." "Oh, all right, just this once." Scott's face changed, "Now Nick, all you have to do is to get on the field in your position and when you get the ball find the Centre Forward and then 'you-are-on-the-field-and-you-have-the-ball,-kick-it-along-to-him-along-the-ground.'" I nodded. Scott went on, "If you get in the way of any of the other side it will help." I nodded and opened my sweat smelling parcel. The knickers had a worn hole and I put a few homeward bound stitches in. The boots were stiff; with blue mildew between the lace holes, there were two knots in the laces. A couple of beer tops fell out of the striped football shirt. They both said 'Cisk Beer', I saw no omen in this. Two or three non-players jeered as I dressed up and glanced in the mirror. "What time stretcher-bearers Nick?" I smiled.

I remembered Scott calling me to the assistance of the boat before. He had coaxed me into the Flotilla Cross-country run, five miles in hot sunshine finishing 56th from last and gaining one point for K.26.

I had been unable to walk for three days after this display of athletic prowess - my muscles had rebelled.

As the boat was at Parlatorio Wharf we all walked along the jetty and up to the football ground, two liberty men I knew from a destroyer looked at me and glanced away. One said, "Can't be him, old Nick's got two left feet." They looked back, I waved a wan hand. They laughed out loud, they knew me from kickabouts on the coaling jetty at Gib. One of them said, "Don't score more dan four Nick". I laughed, and we turned to mount the slope to the canteen ground. I was left back and hoped that our forwards would see to it that the ball was kept in the other half. Luckily it was but from time to time I got near the ball and scuffled around with my elbows flailing. The ball hit my right leg and bounced back. I was debating as to the probable help that this had had, as the cry of 'Goal' went up.

We were one up, and I had not yet been exposed as a fake. I had heard of actor footballers, but I was not even an actor. I rambled around peered towards the action and several times started little runs as if to intercept someone who had the ball. Long before I had gone a few paces the ball was somewhere else. I wondered if someone had seen me coming, and had passed to stop me making a spectacular run. I helped shout 'Goal' at the second one. I meticulously placed myself as to ensure I didn't look out of place in the field as long as I kept still. In the second-half the ball came down from a high shot mid-way between Herridge and myself. He yelled "Leave it", ran forward and belted it back up field. I had moved reluctantly forward but I smiled as if I approved, which I very much did. We were three up and near to time. We crowded L.18's goal trying to make it four. In the melee I actually kicked the ball once. I don't think it noticed. The whistle sounded. The losing team called "Three cheers for K.26 hip hip hurray." We called back, I was all right at cheering "Three cheers for L.18."

We streamed off the field Scotty was smiling and members of the team were slapping his back. He saw me, dropped the ball and tapped it lightly towards me. I executed a quick movement of the feet, tripped and fell back on the ball. A big laugh. For about eight seconds I paused, rolled off the ball and sat up. Then I got up and walked down the slope with the team. At the gang way a Killick Stoker called Nutbeam was gallantly standing in as Quartermaster for Tims who had been playing centre half. He said, "Howdger get on?" Scotty said, "Oh we managed to beat them three nil". Nutbeam said, "in spite of Nick playing?" Scotty said, "You did all right Nick my bewty didn't yew?" I stumped down below and got old Bertram to rub my back.



I turned out only once more for the 'Boat'; some good fairy in Blockhouse sent us a stoker football wizard and an ex-international schoolboy footballer. My services to 'make one' were never called on again, which suited me fine. But I had pleased Leading Seaman Scott and Bertram thought it a good thing.

It was some time after that, I was walking up and down on the coconut matting on the upper casing with Single. The tall angular Tiffy who had been the star of the match, he had scored two of the goals, came over. "Nick" he said "that's your name isn't it?" I said "Well, Carter it is, but they call me Nick". "Yes, I see, I was going to have a word with you. I saw you in the team and on the field; it's all right for me I like football I have played it since school and I have a knack for it, but Scott said you hadn't a clue and just came and turned out so that we didn't play a man short." I replied, "Well: I thought that it was the best thing to do to make up the numbers so we could field a team." "Well done!" he said. I blurted out "Thanks" and that was that.

But I noticed his tall form was always present at our water polo matches, and he rooted for me personally, all summer. I wasn't too good at water polo but I scored occasionally, and that is something I could not do at football in five or fifty years. Practically the only other sport was boat-pulling and though I didn't make the racing skiff I had a lot of practice sweeping for torpedoes etc.

Cricket, I nearly forgot, this was a game that took everybody in its democratic stride, Captain, two Sub. Lieuts., Tiffies, a Stoker P.O. Yeoman, Coxswain, Telegraphists, Seamen and Stokers all. Once in flannels, with no head gear they were cricket team, and only that I sighed, but I could not see a cricket ball coming. At camp I would stand with my bat in the crease and see nothing but the bowler running up, then my bails would be off and that would be that. It amused me to see how the cricket bag was deftly passed from one to another, the manoeuvring usually being to try and get one of the Sub-Lieuts. to carry it.

The purely watching of sport never interested me at all. But I liked playing water polo matches against strong teams ashore, who habitually scored eight or ten goals against us, and improved our game until we won the Fleet competition. Our favourite team for a friendly was Senglea, a team recruited from houses in Senglea Creek. As our pitch was generally the north side of Fort St. Angelo in Bighi Bay, they formed up at the end of their creek, waited for the last member, and a couple of supporters and all dived in together into their creek and proceeded to swim in open formation round the end of the Fort, a distance of about three quarters of a mile, to come ashore after heaving two water polo balls about all the way at our steps. Big bronzed well-fed men in slips with their hand embroidered caps come to give us a game. "Ow, Scotty", "Sham G'Sepp", "Tayieb Taff". We knew little Maltese, they laughed, they waited for us to get into the water and then all seven lined up ran to the spring board and with a sigh of the cross made by the right hand dived neatly into the water to swim to join us for the game.

Although we strained every muscle, never did they beat us by a smaller margin than eight to one! "Thee cheers K a twenty seext" "Hurray, Hurray, Hurray." "Three cheers for Senglea, Hurrah, Hurrah, Hurrah." Lots of hands reached out to shake yours as you climbed exhausted up the stone steps. They lined up again, the gallant seven in front the spectators, trainer, referee, and friends, all male; add at a wave from the Captain they all dived together and swam back to Senglea with us calling "Sahah", "Sahah", as they went, gambolling in the water and waving back, they did the three quarters mile back in good style. Other teams we played were Malta Banks and Malta Post Office. The 'Banks' were slimmer men, but they could beat us twelve to two at 'Chalet Gar il Dud', any evening we cared to call. And call we did. We learned not a little about the game from them. And when we played the various ships of the Fleet, we put it to good use. The Maltese can certainly answer the question "Can swim?" with a good Maltese word "Aiwa" meaning "Yes."

Whilst we were in Malta a Maltese man named Rizzo was trying for a record number of hours swimming in the harbour. Hour after hour, day after day he struck out, up and down, circles, figures of eight, swimming, swimming, with two or three boats in attendance. He did much better than the world's record, much excitement and gladness in Malta. But a few days later in another part of the world, another man did even longer in the water. Poor Rizzo, I know how he felt.

To be continued in June 2017

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**CROSSED THE BAR  
REPORTED IN APRIL 2017**

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non Member	April 2017	Timothy John Austin	Lieutenant Commander	N/A	79	Submarine Service from January 1959 to 1st May 1987 in SCYTHIAN (1959), TABARD (1959 to 60), TRENCHANT (1961), ARTEMIS (IL 1962 to 1964), TRUMP (1964 to 1967 - IL on Commissioning on 10th Oct 1966), OPPORTUNE (IL 15th September 1967), ARTEMIS (CO 1969 to 1970 & on commissioning on 16th January 1969) & RESOLUTION (CO 1973 to 1975), DOLPHIN (1977 to 1980) & Northwood
Non Member	2 <sup>nd</sup> April 2017	John Josiah Nicholson	Not Given	TBA	26	Serving Submariner
Non Member	4 <sup>th</sup> April 2017	Ray Mulliner	TBA	TBA	TBA	Submarine Service in SEALION & OTUS
Peterborough Branch	6 <sup>th</sup> April 2017	Stanley K Simpson	Chief Petty Officer Coxswain	P/JX 660416	87	Submarine Service from 1947 to 1958 in TURPIN, SELENE, STURDY, TALENT, AMBUSH, SERAPH & THERMOPYLAE
Non Member	13 <sup>th</sup> April 2017	Keith Richard Grady	Chief Petty Officer MEA	TBA	TBA	Not Reported
Non Member	13 <sup>th</sup> April 2017	Jamie Greenwood	TBA	TBA	TBA	Not Reported
Manchester Branch	21 <sup>st</sup> April 2017	Derick J Hurndall	Signalman	P/SSX 905691	80	Submarine Service from November 1956 to June 1961 in TACITURN (57) & AMBUSH 58 to 60)
Non Member	23 <sup>rd</sup> April 2017	Michael Samwell	Lieutenant	TBA	35	Not Reported
Australia Branch	April 2017	Peter Ray	SAP	TBA	68	Submarine Service in OCELOT (1969)
Ex Medway Towns	April 2017	D (Dave) Cullum	Chief Petty Officer MEA(ML)	D149446M	66	Submarine Service from 1976 to 1993 in FINWHALE (76 to 77), PORPOISE (77 to 79) & (80 to 81), TRAFALGAR (85 to 88) & ONSLAUGHT (89 to 90)
Non Member	April 2017	Leslie Charlton	Warrant Officer		47	Submarine Service from 1975 to 23 <sup>rd</sup> April 2002 in OPPORTUNE (May 75 to Jul 78) & (Oct 78 to May 79), OPOSSUM (Aug 83 to Mar 84) & OTTER (Aug 85 to Jul 86)