



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: BRANCH MEMBERS & FRIENDS AT 'Brisbane Park Infants School Boatyard'

Left to Right: Teacher Cheryl Hagen, Alex Webb (Barrow Submariners), pupils Mia McNamara, Alfie Fisher, Melinda Baynes, Leo Ragner & Tillie Robinson, Richard Cambridge & Bob Hagen (Barrow Submariners)

EDITORIAL

Hello Everybody

Welcome to the June Issue of the Branch Newsletter – I hope you will find something of interest to read.

But first I must thank all those Members, family and friends who turned out to support Alan Jones at the Trinity Church Centre and at Thorncliffe to say final farewell to Pat Jones who has passed away so unexpectedly.

Also, a big thank you to all those who turned out for the Stewarding at the K2B walk. This year the weather was fine and all those walking seemed to enjoy themselves – including Branch Member Dave Smith who completed the walk on his birthday in a very creditable time. Dave says never again!

Our Cover picture this month shows Branch Members as Brisbane Park School at the launch of their 'Brisbane Park Boatyard' plans. If any Branch Members have (or know of) an old dinghy which is not being used the school would be pleased to hear from you.

I hope you have all been making the most of the sunny weather recently – I know the last few days have been damp but May was generally sunny and warm.

Dave Barlow's Chairman's Dit tells us of three Branch Members who are not too well and two are

in FGH. Please find the time to give them a visit and cheer them up.

As Alex tells us in his Social Report it was a quiet month on the social front in May but there is plenty to do from here on in – have a look at what has been arranged in the Social Programme and support the Branch by attending. Remember that some events are for limited numbers so get your bids in early to avoid disappointment.

Two Parades/Commemoration coming up in June – the first is the Armed Forces Day Flag Raising Ceremony on Monday 19th June – muster at the rear of the Town Hall at 0900 for a short service and Ceremony followed, hopefully, by Tea/Coffee & biscuits in the Town Hall. The second is the Barrow Civic Sunday Parade on Sunday 25th June. For this Parade, it's 'Form Up' in Town Hall Square at 1300, 'March Off' at 1315 to St Mary's Church and a Service at 1330. On completion of the Service it's a 'March Back' and 'Fall Out' at the Town Hall where there will be refreshments.

Don't forget the June Branch meeting next Tuesday 6th June at the RBL at 1930. See you all there – don't be late!

Regards

Barrie

CHAIRMAN'S DIT

Hello All

As some of you may be aware I am also a member of the Scottish Branch and earlier in the month I went up to Dunoon for the annual VANDAL/UNTAMED Memorial weekend. As it followed the usual agenda and I wrote a full report last year I won't repeat what was essentially a re-run. This year we had Commodore Perks from Faslane as our VIP and who is the current DRASM. He came across as very pro Submariners Association which aligns with RASMs views as well. Next year will be the 75th Anniversary of the loss of these two submarines in the Clyde and the 25th consecutive year that the Scottish Branch have held the Memorial. We might want to think about joining them next year. We will have to get our bid in early though as there is obviously a limit on the numbers the boat can hold; I think it is about 60. The boat is to take us from Dunoon to Lochranza on the Isle of Arran to the VANDAL Cairn returning via the Kyles of Bute, calling in at Rothesay for about 90 minutes or so to lay wreaths at the graves of the those lost in XE11. If there is any interest I can give full details on what to expect.



Did you know that the Submariners Association have been now been given a desk in an office a couple of doors away from RASM in Faslane which is manned 2 – 3 days a week. This was RASMs initiative to achieve the closer relationship he wants between the SA and the serving submariners. The advantage to us is that if we want to get something to the ear of RASM and/or his staff we are now well placed to do so.

Unfortunately, this month we have got some on our sick list. Ken Brumby has been in hospital in Blackpool for heart surgery which then gave

complications, but I understand he is now back in FGH Ward 5 and expected to be allowed home soon. You can't keep a good man down for long. Dudley Davenport is also in FGH but the prognosis for him is not so good. When the hospital can release him, he is expected to go into a home rather than back to the caravan he has lived in for so long. He is very upbeat though and is looking forward to attending the SCEPTRE Reunion which I think is about September. Dave Oakes is going to take him and be his carer for the weekend. Dudley is also in Ward 5 and along with Ken would look forward to visitors.

Alan Jones is not too good either and to make matters worse for him his wife Pat has just passed away. There was a large number of members at the funeral at the Trinity Church and we were pleased to be able to have a guard of honour for a lady who has done so much in supporting the branch. I am sure that Alan would have approved.

We also just learned that we lost Don Wade back in April. Don was one of the leading lights of the Leyland Branch until they disbanded some years ago and he elected to join our branch.

Barrie Downer and I were approached by the Duke of Lancaster's Veterans Association to re-convene the Tri-Service Committee we had for the WWI 100 Years commemoration back in 2014. Doesn't time fly? The first meeting was held on 31st May with two representatives from each of the SA, Army and RAFA and a representative of the RBL to make up the committee. Yours truly was elected as Chairman. Everybody ducked under the table to leave me on my own. Barrie has offered to help with any administration that comes our way. The reason that it was decided to reconvene the Committee is that the Council are cutting back all over the place such that we will have to plan our own Military events e.g. Armed Forces Flag raising etc. Although we also invited the Council they were not available but have invited me to meet with them next week, the day after the election, so that should be interesting. Hopefully they will still be able to support us. I will report on that in the next Periscope View.

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

Best Regards

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

Very short and sweet this month, no events happened in May so I hope that you are ready to support the busy month which will be June.

Diary Check:

Sat 10th June is Cabaret Night at the Legion. Elvis will be performing ably assisted by DJ David Took. The food will be chilli & hotdogs for nourishment or any combination of those. It will be a very good evening with lots of suspicious minds trying to do the jailhouse rock wearing blue suede shoes and ending up in the ghetto. Please support this evening as Elvis is very sensitive. At £5 per person it will be all shook up.

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 July 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. Also, any profits from this will be donated to Cheryl Hagen and the Brisbane Primary School to assist with their dreams of a Pirate’s Play Area for the school.

Sat 22nd July is the annual trip to Cartmel races, the coach is full with a reserve list running. So please if you want to guarantee a seat then get your payment to me soonest.

Other items:

Members draw was won last month by Malcolm Hogg so stands at £5 in June – remember you have to be a member and be there to win it!

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

See you all soon

Alex

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 Flag Raising	Mon 19 th June
Armed Forces Day	Sat 24 th June
Barrow Civic Sunday Parade	Sun 25 th June
Committee Meeting	As required

JULY BRANCH CALENDAR

Passiondale Centenary Parade	Sat 1 st July
July Branch Meeting	Tues 4 th July
BBQ	Sat 8 th July
Cartmel Races	Sat 22 nd July
Committee Meeting	As Required

AUGUST BRANCH CALENDAR

August Branch Meeting	Tues 1 st August
Committee Meeting	As required

JUNE BRANCH BIRTHDAYS

G.A. (George) Plater	03/06/1944
B.R. (Slosh) Riley	03/06/1934
A.I.C. (Carl) Haythornthwaite	09/06/1937
R. (Bob) Palmer	17/06/1939
B.K. (Barrie) Downer	23/06/1945

A. (Alan) Pillifent	25/06/1945
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A. (Tony) Griffiths	29/06/1950
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D.P. (Derek) Pallister	29/06/1956
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Happy Birthday All!

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

SUBMARINE LOSSES OF WWI

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

The first was a member of the crew of HM Submarine V1. He was:

Able Seaman Charles Stanley Blaber O/N J4612

Charles Blaber died on Monday 18th June 1917 and it is reported that he died of heart failure following a bout of tonsillitis. No Next of Kin or other family details are available for Charles Blaber who is buried in the Steyning (St Andrew) Churchyard, Sussex. His grave is north of the Church Tower.

The second was a member of the crew Submarine G8. He was:

Sub Lieutenant Malise Stewart Graham, Royal Navy

In December 1914 Malise Graham was serving in the Cruiser HMS CARNARVON to which he had been appointed in August 1914 and in which he served at the Battle of the Falkland Islands. He served in the Battle Ship HMS BARHAM at the Battle of Jutland in 1916 and later served in the Minesweeper HMS ABYSSAM and was onboard when that ship was blown up by a mine. The date of his joining Submariners and submarines in which he served prior to his appointment to Submarine G8 are not known. Malise Graham died on 22nd June 1917 and it is reported that he was lost after accidentally falling overboard when his submarine was on patrol in the North Sea. Malise Graham was born in Oporto in Portugal on 15th September 1897 and he was the eldest son of Major James Dunsterville Graham and his wife Nancy Graham (nee Stewart). He is commemorated on the Portsmouth Naval War Memorial on Panel No. 24.

REMEMBERING FORMER BRANCH

MEMBERS

JUNE

F Rewell	1969
G Chantrill	1981
George Hughes	1986
Peter Weeks	2007
Claude Roberts	2011
Alfie Hines	2016

RESURGAM

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 frozennorth55@gmail.com. Come on – every

Submariner has a story to tell – some more than one! Let's see yours in print!

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

BAE & NAVY PERSONNEL EXPOSED TO HIGH LEVELS OF CARBON MONOXIDE



Audacious in Devonshire Dock

By Amy Fenton

From the NWEM of 31 May 2017

A major investigation has been launched after 23 shipyard workers and naval personnel were exposed to levels of deadly carbon monoxide "up to 600 times what is considered safe".

An evacuation of all crew and workers onboard AUDACIOUS berthed in Devonshire Dock was ordered after sensors detected significant levels of the toxic and odourless gas inside the boat.

Carbon monoxide monitors taken inside the submarine by fire crew wearing breathing apparatus found the highest levels onboard were 600 parts per million in the switchboard room, close to the engine room.

Such levels of carbon monoxide can result in unconsciousness within two to three hours of exposure if left untreated and any work in confined spaces is usually only permitted when the level is zero.

Anyone who had been on the submarine at the time was advised to attend Furness General Hospital.

With hospital staff typically capable of dealing with around eight patients arriving in A&E per hour, the sudden influx of 18 patients put considerable pressure on the department while blood tests were carried out to determine carbon monoxide levels.

It is understood the high levels of carbon monoxide could have been the result of a fault with the clean air filtration system and its back-up system.

The large amounts of the gas could have been produced by the submarine's back-up diesel generators which had been running overnight on Friday. This led BAE bosses to then contact all those who had worked on AUDACIOUS during the night in case they too had been exposed.

One night shift worker had already taken himself to A&E after beginning to feel dizzy. He was due to be kept in hospital overnight to be given oxygen treatment. Another worker, a non-smoker, claims he was told by doctors that his blood contained levels of carbon monoxide that were the same as if he had just smoked two cigarettes.

A spokesman for BAE Systems said the 23 people were taken to a hospital "as a precaution".

They said: "At 7.15am, on Saturday, there was a controlled evacuation of AUDACIOUS after the submarine's monitoring systems detected higher-than-normal levels of carbon monoxide on-board. "By early afternoon this was resolved and employees returned to work."

BAE has informed the Ministry of Defence and an investigation will now attempt to determine the cause of the incident. An MoD spokeswoman said: "I can confirm that the Navy is aware of an incident at Barrow. No injury to personnel has been reported and there is no risk to the public."

David Walker, medical director at the University Hospitals of Morecambe Bay NHS Foundation Trust, which runs FGH, said: "The incident at BAE Systems saw 23 patients attend Furness General Hospital's emergency department over the course of Saturday May 27.

"Patients attending any emergency department will always be prioritised depending on the severity of their injuries. Patients from BAE Systems were treated for minor injuries as quickly as possible.

"However, the patients arrived at a time when the department also received trauma calls. These trauma patients were critically ill and so received immediate medical attention.

"Once BAE Systems declared an incident, the North-West Ambulance Service supported the trust by attending FGH's emergency department with an incident vehicle."

UNBOWED & UNBROKEN ROYAL NAVY JOINS RESISTANCE FIGHTERS TO REMEMBER WARTIME MISSION

The 75th anniversary of a clandestine Second World War mission was recently commemorated in Antibes in the South of France.

On April 21, 1942, Royal Navy submarine HMS UNBROKEN silently slipped towards the French coastline. On board were operatives from the Special Operations Executive (SOE), the Wartime intelligence agency tasked with espionage, reconnaissance and sabotage in occupied Europe.

Under the daring command of Alistair Mars, HMS UNBROKEN successfully delivered the Wartime agents, led by Peter Churchill, to Antibes bay. Churchill was able to link up with the French Resistance and carry the fight to the Nazi occupiers.

To commemorate the event, a ceremony was held at the memorial to the mission at Antibes on April 21. Among those attending was the Mayor of Antibes – Juan les Pins, Dr Jean Leonetti, Christian Giampreti on behalf of the Resistants' Association, Commander Simon Jackson representing the Royal British Legion, and Christopher Thirsk whose father, Lieutenant Paul Thirsk, had been the Navigating Officer on board HMS UNBROKEN.

Representing the Royal Navy Submarine Service was Lieutenant Commander Peter Noblett, a submariner currently seconded to the French Submarine Squadron.

"It is always fascinating to hear stories from people who witnessed first-hand these types of operations," said Lieutenant Commander Noblett. "I spoke with one French gentleman who ran messages to the Resistance in Antibes during the time of the landings when he was a ten-year-old boy."

HMS UNBROKEN was a Royal Navy U-class submarine, part of the "Fighting Tenth" – the Tenth Submarine Flotilla which was based in Malta during the war.

Led by Peter Churchill, the SOE agents used inflatable boats to paddle from the submarine in Antibes bay to the shore. From there they made their way to the French Resistance, bringing them directives, helping to improve their communications, and arranging help for those brave fighters who had been arrested. Peter Churchill's exploits were later portrayed by Trevor Howard in the 1950 film "Odette".

The driving force behind the ceremony was Christopher Thirsk, who contacted Commander Simon Jackson of the Antibes branch of the Royal British Legion and Commander Jerry Bernau, current Submarine Service Commander at HM Naval Base Clyde.

Attending with his six-year-old daughter Lara, Chris Thirsk read an extract from Alistair Mar's book "UNBROKEN", during the commemoration.

"I'd been on holiday in the South of France with some university friends around 1986 and took a few photos," he said. "I was boring my father with my holiday snaps when he said 'that's in Antibes isn't it?' When I asked how he knew he said he was very familiar with the area as he'd navigated a submarine into the bay at night in 1942 to land some agents. That's pretty much all he said about it! Later I read more about it in Alistair Mars' book."

Later, during the commemoration, Commander Jackson read a summary of the operation in both French and English, recalling the tenacity and skill of the submariners during the landing and the courage and self-sacrifice of the SOE agents and those in the French Resistance.

Lieutenant Commander Noblett read the Submariners' Prayer which was followed by a wreath laying by the attendees.



The crew of HMS UNBROKEN pictured in 1942



The commemoration in Antibes

Sent by: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

Love From Manchester RAF 'Present' For Islamic State

An image has emerged of an RAF bomb bearing the message "Love from Manchester", after the suicide bombing at a concert in the city.

Twenty-two innocent people were killed after in the terrorist atrocity, including seven children under the age of eighteen and off-duty police officer Elaine McIver.



There had been accusations that the photograph, which has been widely shared on social media, was a fake, but the RAF has now confirmed to Forces News that this is not the case. A spokesperson said: "The RAF can confirm the photo was genuine."

It is not known who wrote the message, which was written on a Paveway IV bomb carried by a British jet carrying out airstrikes from RAF Akrotiri in Cyprus. The spokesperson added that any potential punishment is an internal matter for the RAF, and that no further comment would be offered.

The Telegraph newspaper quoted an RAF source, however, as saying: "The sentiment of the message written on the weapon is understandable and such writing has history in the RAF, so the individual concerned will not be taken to task."

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

BOOKS

"BARROW BUILT SUBMARINES"

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.

BARROW BUILT SUBMARINES



ISBN 9 781094 459736

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, I have twenty books available.

Note that 7.5 % of the Royalties from sales of the book will be paid to the Barrow Branch and a further 2.5% to the Submariners Association
Barrie Downer

BRISBANE PARK INFANTS SCHOOL PLANS FOR A ‘BRISBANE PARK BOATYARD’

From the North-West Evening Mail 28 April 2017
A Barrow school (Brisbane Park Infants School) is hoping for a wave of support for a nautical themed project to get its playground looking ship shape. Brisbane Park Infant School is aiming to turn its Reception playground into the 'Brisbane Park Boatyard'.

The school is looking for donations of a few old rowing boats which it can use to make into a sandpit, raised bed planter and for other play and educational uses.

The boats don't need to be in seaworthy order, as the school has a joiner who will make the boats safe for their new uses.

The Blake Street School is also looking for any other donations of nautical equipment and outdoor paint so the wall can be decorated.

The pupils are already delighted with their first boat "The Black Pearl" which is being transformed into an outdoor reading space.

They were supported at the 'Launch' of their plans by members of the Barrow in Furness Branch of the Submariners Association – see Cover Picture

HMS TRACKER PAYS RESPECTS TO ROYAL OAK

Faslane Patrol Boat HMS TRACKER recently visited Kirkwall in Orkney, marking the most northerly part of her three-week tour of Scotland. HMS TRACKER left Wick on Tuesday 23rd May 23 sailing through the Pentland Firth and into Scapa Flow, home to the Royal Navy Grand Fleet and later the Home Fleet during both World Wars.

While there the crew took the chance to pay their respects to those who lost their lives on board HMS ROYAL OAK.

Sub-Lieutenant Sam Jacques, who is on board HMS TRACKER conducting navigational training, said: "This was my first visit to Scapa Flow and it was a very poignant moment for myself and the ship's company.

"We conducted ceremonial as we passed HMS ROYAL OAK and took the opportunity to reflect on the sacrifices made by all personnel during both World Wars."

He continued: "The rest of the day was spent conducting navigation training as we worked our way around the bay. It was great to see some of the famous land marks."

HMS ROYAL OAK was sunk in October 1939 after a German U-Boat crept into Scapa Flow and torpedoed the warship. 833 of the 1,400 crew members lost their lives and the site is now an official war grave. Each year Royal Navy divers from HMNB Clyde's Northern Diving Group are granted special permission to descend to the wreck to change the White Ensign, the iconic flag of the Royal Navy.

HMS TRACKER has now departed Orkney for Stornoway, where she will meet members of the local community before heading to Tobermory, Craobh Marina and Northern Ireland.



**Crew members from HMS TRACKER salute
above the wreck of HMS ROYAL OAK**

From Save the Navy
May 31, 2017

Should the RN consider buying conventional submarines, even at the expense of frigates?

The 2015 Defence Review promised the UK would build a new 'cheaper and simpler' frigate to complement the more expensive Type 26. This Type 31 frigate offers the attractive possibility that the total number of Royal Navy warships could be increased, albeit after 2030. Threats to surface ships continue to proliferate, adding to the challenge of making the Type 31 a credible warship. Meanwhile, the undeniably potent RN submarine fleet is far too small. Here we ask if the RN should prioritise expanding its submarine force with the same enthusiasm it applies to frigates.

The predominant concern in recent discussions about the strength of the RN has been around the need for more frigates. There is no argument that surface escort numbers are at a very low level indeed. If current programmes run on time, the Royal Navy will need to manage with 19 frigates and destroyers until 2030 at the earliest. We have written previously about the value of investment in capability of OPV's to ensure warships deploy in combat roles rather than undertake constabulary and humanitarian missions, and this will hold true for at least the next 14 years – retaining Batch 1 OPV's in service would be helpful in this respect, particularly given incoming pressures on Royal Navy to patrol the UK EEZ post-Brexit.

It is also clear that in the interim, the Royal Navy will need to invest in weapons and emerging technologies to maximise capabilities of Type 45 and Type 23. A replacement for Harpoon, installing Mk 41 VLs on T45 and expanding use of unmanned platforms are medium term aspirations. Beyond that, directed energy weapons, advanced decoys, and torpedo defence measures will be needed for the surface ship to survive in the ever-more demanding naval environment of the future. As ever in discussions about future equipment, ensuring there is sufficient trained manpower available both in the short and long-term is critically important.

Setting aside what happens in the immediate future, the Royal Navy would ideally want to have at least 24 surface combatants to meet standing deployments and provide sufficient numbers to independently sustain a carrier task group without partner nation support. This is still well below the size of the fleets of the past, but there is an acceptance that modern surface combatants have become increasingly expensive to build, and numbers have to be constrained. The French Navy is planning just 15 frigates and destroyers of varying capability as the core of its future surface fleet.

The reasons behind increasing cost are relatively clear – the modern frigate needs to have a broad spectrum of offensive capability, as well as being able to self-protect against sophisticated electronic and cyber warfare, complex anti-shipping missiles (including hypersonic and potentially ballistic weapons) and the enduring threat of the submarine. In a future conflict, the absence of any these capabilities will leave any surface combatant extremely vulnerable.

Speaking up for the silent service

Lurking on the margins of the debate about surface combatant numbers is the painful truth that the surface fleet is fairing relatively well compared to the submarine service. Whilst the 'Astute' class submarines entering into service are extremely capable, only seven are planned and these will be spread thin especially when assigned to support future carrier task group operations, conduct independent patrols and protect the deterrent submarines. Procuring additional SSN's seems unlikely, not least because they are ferociously expensive. The latest boat, HMS AUDACIOUS is priced at a staggering £1,492m.

There are alternatives. The development of advanced diesel-electric hunter-killer submarines (SSK) such as the German Type 212 enables extended periods of submersion of up to three weeks. Battery technology continues to improve, it could even supplant the complex Air Independent Propulsion(AIP) systems currently required. Whilst lacking the global reach of an SSN, at around £500 million the initial outlay is marginally more than the likely cost of a Type 31 frigate, but with much lower through-life costs, with a typical complement of 30, compared with around 100+ for a frigate.

Although more limited in some aspects of capability than a frigate, modern SSK's enjoy a number of advantages over surface combatants, not least that they are extremely hard to detect and destroy. They have also proven highly effective – in an exercise in 2013 the U-32 eluded the entire anti-submarine warfare capability of a US carrier group and succeeded in firing dummy torpedoes, effectively sinking the carrier.

As a result, SSK's continue to pose a threat to opposing naval forces which need to commit significant resources to anti-submarine warfare, and are increasingly capable of deploying a broader range of technologies including mast mounted UAV's, guns (for patrol or constabulary duties), alongside anti-shipping, surface to air and land attack missiles. Smaller and more agile, SSK ideally suited for operations in shallower littoral waters – close into shore to deploy special forces, or in the Gulf, for example – where SSN's may be less effective. For the RN, a

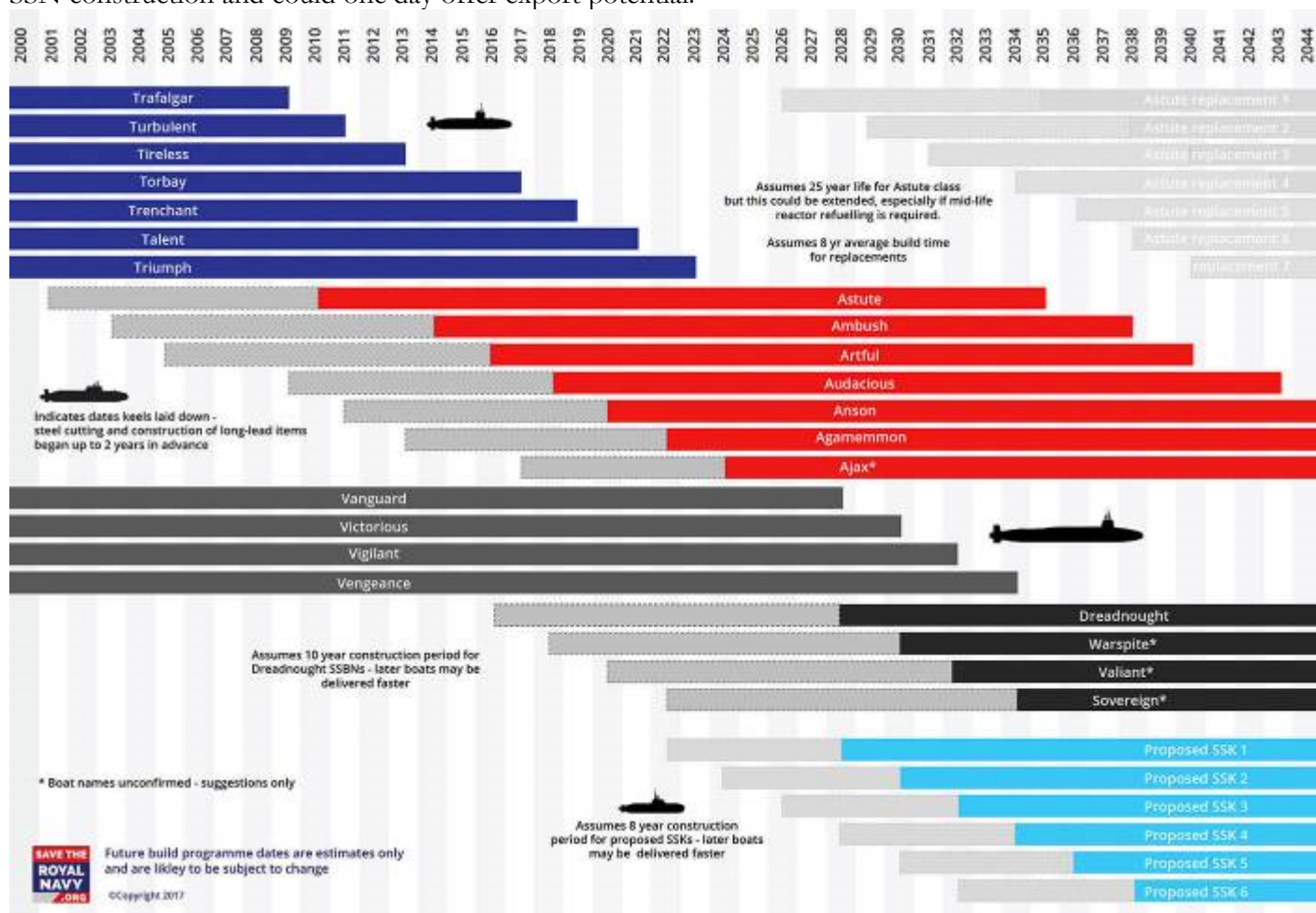
small fleet of SSKs would be invaluable for operations around the UK and in European waters, providing the first line of defence against foreign submarines, providing a step-change in UK ASW capability. More boats would reduce the enormous pressure on the undersized submarine force and release the SSNs for global deployment. Small conventional boats are far better suited for training, particularly for officers to gain command experience before graduating to the SSNs and SSBNs. At present, the RN must either conduct training using its precious and very expensive SSNs or rely on sending personnel to train on allied submarines. The surface fleet would also benefit from greater ASW training opportunities and a different kind of opponent.

Constraints on submarine construction capacity

The Barrow shipyard, the UK's only submarine construction facility, will be busy completing 'Astute's' and then 'Dreadnought' SSBN orders into the late 2030's. Delays in DREADNOUGHT procurement mean that some of the 'Astute' SSN's currently entering service may need to be decommissioned before manufacturing capability is free to build their replacement. Assuming the 'Astute' boats do not need mid-life reactor refuelling, as was the intention at the start of the project, HMS ASTUTE's reactor will reach the end of its life and she will need replacing by the next generation SSN by 2035 at the latest.

Including an advanced SSK building programme in the National Ship Building Strategy for the 2030's onwards could deliver continuity in submarine design capability beyond completion of the 'Dreadnought' programme and provide a bridge in manufacturing and capability until the Astute replacement is available.

The SSNs must remain the RN's priority but design and procurement for SSKs would need to start sometime around 2022 and could help to significantly de-risk pressures on the 'Astute' replacement, as well as offering a much-needed boost in submarine numbers from 2030 onwards. Expanding manufacturing capability to build smaller non-nuclear submarines also appears a more affordable option than significantly increasing the rate of SSN construction and could one day offer export potential.



The infographic above illustrates the approximate decommissioning, construction and replacement schedule for the Royal Navy's submarines together with a proposal to acquire SSKs.

The funding the build-up of additional skilled manpower together with expanded facilities to build conventional submarines in the UK would be a very significant challenge. Although potentially politically unattractive,

purchasing the hulls and propulsion systems directly 'off the shelf', constructed in Germany which has years of specialist SSK design & manufacturing experience, would be a considerably quicker and cheaper alternative. (France, Sweden and Japan also have SSK design and build capability that could be considered). This would go against the long-standing government policy of not building fighting vessels abroad but they could at least be fitted out in the UK with RN standard weapons and electronics. Alternatively, an existing SSK design could be licenced from abroad and technical experts brought to the UK to assist with the project.

Choices, choices...

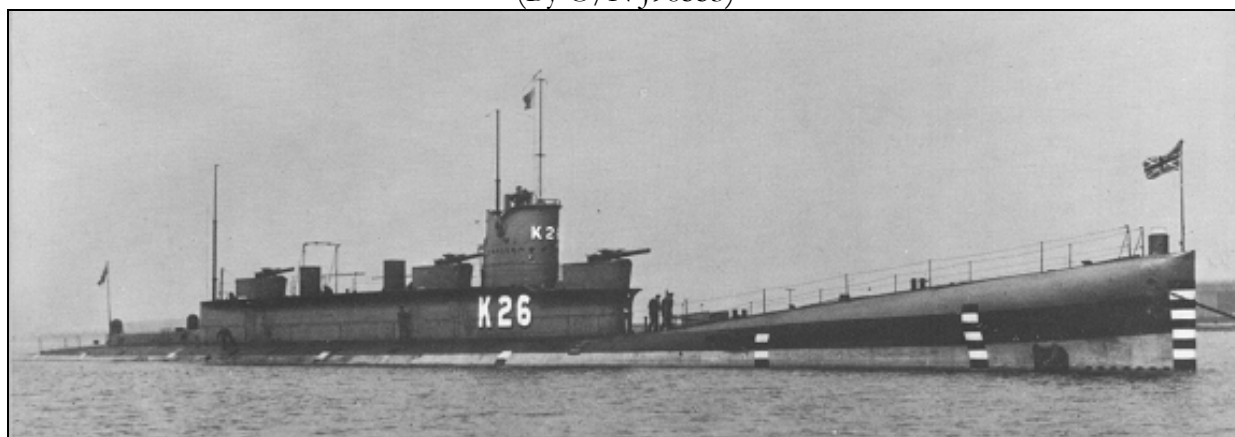
Any expansion in RN warship numbers is a long way off, and sustaining or improving the capability of current and planned vessels, and supporting the necessary manpower to make them useful must remain a priority. Looking beyond 2030, the Royal Navy needs to ensure the best balance in terms of overall capability to project power and defend the UK's interests at sea. Frigates will remain essential for sea control purposes and as escorts for capital ships, but 'wont of frigates' must not be the only consideration in deciding on the overall shape of the fleet.

If the Royal Navy can cope with 19 surface combatants over the next 13 years (which it will have to do in even the best-case ship building scenario) it may do well to consider investing more heavily in expanding the submarine service which offers a different but equally effective way to project power. A mixed hunter-killer fleet of twelve or more SSN and SSK, alongside around twenty frigates and destroyers, looks a far more balanced proposition, and potentially better value for money, than increasing frigate numbers alone.

The benefits of additional submarines are considerable. Even if some funds were diverted from frigate construction, it should be recognised that building, manning and generating a new infrastructure to support advanced SSKs presents a difficult, but not insurmountable task that would need considerable political backing. *(Thanks for John Dunbar for the major contribution to this article)*

K26 – THE STEAM SUBMARINE (Part 18)

(By O/N J98553)



'FLIT ME, TIMS'

On the motors, we shifted out of Pieta Creek, no steam in the boilers, just running on the main motors with the centre line diesel charging set hammering away, the battery floating; out of the harbour Marmucetto, and round to the French Creek a creek off the Grand Harbour, with the help of old Vassalo, and his grandson Paulo in their Dghaisa we secured to buoys and tidied up.

The First Lieut. Mr. G. Tanner, RN. had been corresponding with a firm in England who made neon lights to order, not the big tubular type that looks like stretched elephant's entrails, but just large sized clear glass electric lamps. In due course these lamps came out from England in a big wooden box stuffed with old newspapers. We smoothed a lot of the newspapers out for later reading, not much in the way of the printed word got out to K.26 in the ordinary way, except things noting that something we had got used to using in just such a manner should now be treated in a different and much more difficult manner. The three neon lamps were found by a Maltese Customs Official, who claimed to recognize them in a directive as, "Articles of a semi-valuable description used in public worship." I could not argue, or even understand the print in the Custom's Regulations, as it was Maltese. I tried dumb show which was so enjoyed by this Customs man that he invited me to repeat it to two of his Senior Officers, but no, as the French are said to say, and which I doubt, the First Lieut. could only obtain his neon lamps on payment of fifteen shillings import duty. Jimmy cleverly tried to argue with a higher-grade Customs Official who spoke good English, splendid Italian, and immaculate French.

He maintained that the lamps were to be used on a British warship there was no need for duty, they were not to be used on shore, and so now could he have his fifteen shillings back? The Senior Official smiled, "My dear Lieutenant, it is not so simple as that, if you had met the ship bringing these articles for public worship at sea, and taken them into your charge yes." "But now regretfully the articles have landed in Malta, and are subject to the Customs Regulations of our island.

But from the description of the lamps, after all they have no religious significance." The Senior Customs Official took the book from his junior, a short discussion in Maltese followed. "Lieutenant, I am sorry, my subordinate was absolutely correct in the duty charge, I will translate; "each neon lamp will carry a duty of five shillings." "You cannot deny that they are neon lamps?" "But my dear Sir, they are not articles of a semi-valuable description used in public worship." "Ah my dear Lieutenant, it is a peculiarity of the Maltese language, it really means articles of the type used in public worship, or similar articles thereto." Jimmy paid his fifteen bob, all smiled, the junior man most, he was introduced before we left as Mr. Zammit, the senior man told us his name was Caruana. They shook hands. I shouldered the box once more, and we embarked in our own dghaisa to go back to the ship.

As Paulo pushed the oars and smiled at the world a happy boy, the First Lieut. said to me, "Carter, have you ever thought which came first the smuggler or the Customs man?" I said, "No Sir". He then said, "I think Ali Baba must have set up the first Customs Office with a staff of forty." "Aye, aye, Sir." I answered.

Now the amenable shipwright in the CYCLOPS was given a drawing of a little wooden box with a glass front and a wooden slightly sloped top. Bud Fisher was sent aboard CYCLOPS to get it when made, and told not to pass down the same street as a Custom's man in case it was taxed for export and import and export again from CYCLOPS to Valetta to boat to K.26. The box arrived, the First Lieut. told me he wanted three lamp holders and a two-core cable fitted in this little case where the neon lamps were to stand, the magic letter K on the left then the two, then the six. Thus, the boat's number after dark would guide the wanderer back to the boat, his hammock, ten million cockroaches, and a few hundred un-attached mosquitoes. If the amusement in the Smiling Prince Bar palled, he could call a dghaisa and embark for the dull red star in the distance that slowly loomed up as the dghaisa plunged slowly forward, K.26, Queen of the Underseas.

It was said at one time Jimmy had considered a second box. When we rigged it every evening, we found as with all neon lamps on direct current that the lamps plugged in one way gave a tiny light, but when polarity was reversed they lit clearly and well. We always put them on in the din manner, leaving the First Lieutenant or the Officer of the Watch to unplug them and put them in the other way around. The Quartermasters would not touch then on a demarcation argument, maintaining that they were not flaming electricians. After a while the First Lieut. saw the light and took to sending the Q.M.s to tell the Duty L.T.O. to reverse the polarity of the Ship's number. As this meant sometimes a call when you were having a bath with the aid of a canteen bucket half full of rapidly cooling hot water, we plugged them in, right first time. Unfortunately, a dghaisa came alongside and a badly handled oar knocked out the neon light that said 'Six', and as the showing of the other two would have meant a lie, K.2 having been scrapped in 1926, the box was put down the after-battery tank to keep the 'Garnons-Williams Submarine Attack gear' company. It was when we were in Senglea Creek at these buoys that Tims gave his best performance, which he repeated without the Star later.

It was summer, late at night Malta has something in common with Venice, the black water, the lights, the music streaming out of the swinging half-doors of the waterside pubs, occasionally a string of boat-to-boat Italian, for it was their second language then and of course the dghaisas, a totally different shape perhaps, but still propelled by almost silent oars, with a little oil lantern showing a number. Across the water the violins wailed as sailors danced with Maltese girls, the usual volunteer, forerunner of the pop star of today sang his song at the honky-tonk piano, the steam ferry passed at regular intervals smelling like an English railway train, a pleasant smokey, oily, sulphurous scent, that set people thinking about "Six and two to Waterloo, Five and nine the Brighton line; "All alone on the tellerphone" went the vocalist in the "Morning Star" slightly overriding the well-known Stoker singer Hamish Grant.

Tims was listening to both, and wondering if they were singing parodies of the actual words, which they sometimes did. The dghaisas passed by on various courses, somebody had declared the beer was better somewhere else, it couldn't be, it was all brewed in the island by Cisk. But at half past ten rumour takes the place of reason and off goes your Ulysses in search of wine of quality such as the gods may once have drunk. The arrival of the Captain on the vents in his white waistcoat bow tie, short jacket and a half-smoked cigar evoke a longing in Tim's breast. Two longings in fact. First one to be a Naval Officer, any sort of Naval Officer, even a lowly Warrant Officer with a ring and curl about a quarter of an inch wide, but just like the Captain a white waistcoat, gilt buttons, perhaps a few miniature medals, and well if not a Corona-Corona, a

cheroot, they swelled quite good, especially those at a little shop in Strada Mercauti. The dream faded, Tims knew it couldn't happen, unless by some miracle he saved the whole of the British Navy from destruction and was photographed doing it, with eye-witnesses too. So Tims shifted his ambition, it now became a strong calling to be a Valet, a gentlemen's, gentleman, to fill the master's cigarette case, and incidentally his own each day, with Grays or Abdullas or you name it if you have a better memory than me.

The Captain had dined well, he was struck by the resemblance to Venice. He liked Tims. He said, "Quite like Venice, Tims". Tims mind clicked, he had read them all. Bertie Wooster was no stranger to Tims. Jeeves a kindred soul. "I was thinking the same thing Sir". The Captain did not know Tims was playing a part at that particular moment. If he had said "Jeeves!" quickly Tims would have come back with "Yes, Mr. Wooster" pat. What he did say was, "Make up my bed on the vents, Tims." "Very good, Sir." Of course, he should have said "Aye, aye Sir" which is laid down clearly in the Manual of Seamanship, Volume One. The Captain walked down the starboard or dark side where the high stone wall kept a pool of darkness. He was gone just long enough for Tims to realise that he had pumped ship over the starboard main ballast tank. He took no stand on that from Captain down to youngest member it was done, not seen to be done, and urine instantly diluted. The Captain returned he took a long slow drag of his cigar. Jeeves, sorry, Tims saw him stretch his arms up. Tims felt his body trying to go forward, it was of course the Jeeves in him trying to bow. He straightened up, it was quite an effort. He asked, "Now Sir?" The Captain said, "Might as well."

Tims nipped down the fore torpedo hatch, Regan was cracking a few spare walnuts in as quiet a manner as he could. "Captain is going to sleep on the vents." Regan picked up the meat of the nut he had just shattered, threw the shells in the bucket, and put the remaining whole nuts in his pockets well distributed. "Roight" he said. In about six and three quarter minutes the camp bed was rigged square above the vents, a little canvas and wood stool held a pair of pyjamas, a flitgun, a flashlight, an ashtray. At the side of the bed a pair of soft slippers, on the bed a Chinese silk dressing gown. Oh yes, the Captain had been up Bubbling Well Road in Hong Kong. Under the bed, except for the vents, nothing. The chamber-pot was deleted from Naval Stores in 1893 so my Historian says, and with all those miles of ocean. On yes, I know, you know, and Jeeves, I mean Tims knew. The Captain looked at his cigar saw that one third was yet un-smoked, patted it out on a convenient ringbolt and threw it carefully along the port side where perhaps the dghaisa man might find it next day. He felt it would be unkind to throw it into the water. He started to undress, Tims took the opportunity to go the rounds, first into the Galley, stir the night watch cocoa, take sea temperature, a look at the water level at the tail, Tims knew about one 'K' Boat alongside the Conquest having slowly slid underwater, no one being drowned of course and this one, K.26, was the only one left.

By the time he came back the Captain was in bed, rolling a little to get comfortable position. Tims switched off the yardarm group at the gangway leaving the neons on to provide a beacon for any late homecoming boatmate. It seems, Tims said, that the Captain slept for an hour, two Stokers came off in a Senglea dghaisa, No. 7548, you can't be too careful said Tims to himself as he put it in the log. The two Stokers crept past the Captain and down the starboard tank tops (in just such a manner as Guido Fawkes is said to have crept under the Houses of Parliament) and over the upper casing where the four foot painted letters declared 'K.26.'

Never mind the argy-bargy, the purist pointing out that K.26 was really one letter and two numbers, I could argue that it was one letter, i.e. 'K' and a number Twenty-six. Where were we? Ah yes, Tims leapt forward. Jeeves or Tims at the moment the same willingness to serve was there. "Sir." He answered. The Captain, an agile man, a well-built man leapt out of bed, "Tims, the Flit-gun" he cried. Tims reached down, pulled the plunger out. The Captain raised his hands in very much the way of an Archbishop about to bless an assembly of six thousand souls. "Flit me", he ordered. Tims worked the Flit gun, the spray emerged, the vapour rose, the not unpleasant odour of Flit pervaded the night air. The Captain rotated slowly, "Flit my arm", Tims flitted it. "Flit my feet", Tims duly anointed his feet. The Captain threw off his pyjama top, "Flit my back" he said and turned around to make it easier for Tims. "Turn the bed back, flit the bed." A drooping Tims did as his Lord commanded. "Flit the pillow". Done. "Flit under the bed". The rapidly emptying container of the Flit-gun hit one of the vents with a metallic ring, he flitted away. The Captain put his pyjama top on again "Damned mosquitoes, Tims!" "Yes Sir, as you say Sir, very annoying." He stopped pumping. "Will that be all Sir?" "Yes Tims, good show".

Tims laid down his gun and retreated down the starboard side to the Galley. The clock, which in harbour resided on a long piece of spun yarn said five to twelve, time to shake his relief Hames. A previous clock had hung on the piece of spun yarn, and had been overlooked when diving once. Once only had it taken the plunge into great waters. 100 ft. down actually if you are bent on knowing. It had been returned a few days

later to the dockyard as unserviceable, and a new one had been drawn in lieu. Tims went below and shook Hames. To get Hames to a sense of reality he said, "Bob, there's a cow in your garden and he's chewing your Chrysanthemums." Hames sat up quickly, he had failed to take it all in and examine it for truth. Hames did have a garden at Alresford in Hampshire, but a cow is surely a she, and it was nowhere near the chrysanthemum season. Hames grunted, "I'll give it cow" and then realized he was in the Beamery, was dreaming of walking down a long lush green garden carrying a letter on a silver salver, it was of course, as any good Psychiatrist will tell you for three guineas, a fore projection of his previous day dream sequence, it would now; be known as 'a touch of the Walter Mittys.'

At a minute to four Hames called Tims with a cup of cocoa and the surprising news, "During the middle watch it happened: the Dutch". He paused. Hames lowered his voice, "It's terrible they've taken Holland". Tims laughed, leaning over the side of his hammock he said in a gruff voice, "Raise steam for 15 knots, Hames, I'll not stand by without doing something." It is said that it's easy to be funny overnight with the beer frothing in your glass, at four in the morning, even a splendid Maltese morning, it is more difficult, but with men like Hames and Tims and a few others, not impossible. Tims on the upper casing watched the dawn break, admired it, took the sea temperature, cautiously made up the Galley fire. A glance at the sleeping Captain, a cautious plimsolled stroll up and down the port tank tops, no sleepers below the part selected, a quiet shave of the long humorous chin and all was well. At six a.m. the Captain was up. Tims could tell from his stance in the galley, a little running trickling sound further for'd told him. With dignified politeness and courtesy, Tims said five or six lines of poetry to himself, listened carefully and came gaily out of the Galley. Behind him the copper boiled and steam filtered up through the free-flood gratings. He walked smartly along to where the Captain was dragging on his dressing gown. "Would you care for a cup of tea, Sir?" The Captain smiled back, "Especially Sailor's tea Tims, strong, lashings of Ideal milk, sweetened almost to the point of cloying." Tims turned sharp right about, the Navy training uppermost. The spirit of Jeeves returned. "In two minutes Sir". It was probably three minutes, but it was hot, it was milky, it was delicious. Commander Garnons-Williams thought so as he stood monarch of all he surveyed beside the vents. Tims took his tea in the Galley as befits a gentlemen's gentleman. Regan came up the fore hatch and started to dismantle the Captain's bed.

Tims went through the dumb show of lifting a tea cup to his lips, little finger extended, then pointed to the Galley. Regan understood.

The smell of the steam ferry drifted across on the morning breeze. In Senglea an early goats milk seller was calling what sounded to the English like, "Harleek", "Harleek." It meant goats milk, straight from the goat outside the front door from the udder into your glass. Tims, Regan and no doubt the Captain too, preferred the Service milk, condensed un-sweetened in nice tall cans, with a pretty label: so pretty in fact that natives in out-of-the-way places found themselves in possession of these same labels under the impression that they were currency. They had given oranges, figs, and even nuts in exchange for them. Mark you, "The white thieves" as they called our Jack Tars at the time, did not specifically declare that this was paper money. They rather inferred that the rectangular piece of paper was a souvenir of their visit, which it was, in a way. You see the language problem prevented a full explanation. Later, at curiously enough the places where this unofficial currency appeared there was a slight outbreak of a game called "Rolling white thieves in the mud." Completely misunderstood because the victims of this unexplained prank were two teams of E.R.A.s going to play cricket, and as I have, I think, explained Tiffies are not the sort of people that proffer worthless milk labels for delicious oranges, figs, and nuts. But there you are, the innocent suffer for the guilty. It was the subject of an intelligence report of many pages and as intelligence reports grow yellow but never go out of date it could almost certainly be consulted today. Well, give the Records Department a chance say, in less than a month, if you were really interested, which I can see you are not. However, to get back to Tims, a full performance of "Flit me Tims" was given to a delighted audience in the Beamery Mess, on two occasions, that celebrated actor and comedian Francis Tims playing all the parts, except of course the mosquitoes who had to be imagined. I was at both, I am a patron of the arts, and almost a critic. I said after the second performance that I thought the line, "Flit the pillow", had been given too emphatically.

Fine fellow; Tims. Francis Tims was never a member of the Stratford Shakespeare Company, but he damned well should have been. We were no doubt a good audience, but a man who can get so much laughter out of three characters and a few mosquitoes could play Olivier off the stage, any stage! "Bravo Tims, Encore Tims." One dark night at sea Tims was steering the boat from a wheel in the control room, it being a little inclement up top. I was acting as messenger of the watch, standing watching Tims steering which was very good. He said, eyes on the ticking compass "You know Nick, you have; to be tactful in my job". Of course, I knew he was using his Jeeves part of the split. "I really doubted at the time if they really were mossies, you see

we hadn't been out of dock long, and they might easily have been fleas, but would a gentleman's valet dare to suggest that his master had fleas? "No, no" I replied, "You did right, you wielded the flit gun, it was a case of death to the enemy." He nodded, "She's a good boat for steering Nick." "Yes", I answered, "She knows where she's going".

To be continued in July 2017

CROSSED THE BAR
REPORTED IN MAY 2017

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Gatwick Branch	August 2016	John N Parsons	Lieutenant RNVR	N/A	94	Submarine Service 1942 to 1946 in H44 & VIKING
Non-Member	April 2017	L (Leslie) Charlton	Warrant Officer	TBA	47	Submarine Service from 1975 to 23 rd April 2002 in OPPORTUNE (May 75 to July 78 & October 78 to May 79), OPOSSUM (August 83 to March 84) & OTTER (August 85 to July 86)
Barrow Branch	29th Apr 2017	Donald Wade	LME	P/KX 913211	82	Submarine Service from 1955 to 1958 in ARTEMIS (June 1955-July 1955), SEASCOUT (August 1955-April 1956), AURIGA (May 1956-October 1956) & SOLENT (October 1956-November 1957)
Non-Member	2 nd May 2017	Paul T Keefe	Marine Engineering Mechanic (EL)	TBA	TBA	Submarine Service in CHURCHILL on 're-commissioning' at Chatham in May 1983
Nottingham Branch	7 th May 2017	William Hall (Bill) Henderson	Charge Chief MEA (P)	K969544X	76	Submarine Service from April 1962 to December 1986 in OBERON, ANDREW & ONSLAUGHT
Scottish Branch	May 2017	James B (Jim) Rae	Leading Telegraphist	P/SSX 890160	82	Submarine Service in TALLY HO, TRUMP. STURDY, TRENCHANT & TUDOR
Non-Member	7 th May 2017	Terry Mortlock	Chief Electrician	TBA	TBA	Submarine Service in ANDREW
Non-Member	12 th May 2017	Christopher Anton Shand Hemmings	Lieutenant (ex Able Seaman (Sonar)	TBA	TBA	Submarine Service in TRIUMPH
Merseyside Branch	13 th May 2017	Norman D Dodd	Leading Seaman (UC)	P059405	76	Submarine Service from June 1962 to September 1969 in NARWHAL, WARSPITE (1st Commission) & ALLIANCE
Non-Member	19 th May 2017	Jonathan Peter Fox	TBA	TBA	47	Submarine Service in SOVEREIGN & UPHOLDER Class
Gosport Branch	30 th May 2017	Norman B (Brigham) Young, BEM	Chief Petty Officer Coxswain	P/JX 712467	88	Submarine Service from 1947 to 1968 in TELEMACHUS, SELENE, SEADEVIL, GRAMPUS, THERMOPYLAE, ACHERON, WALRUS, SENESCHAL & SCORCHER
Gosport Branch	May 2017	John Crossman	Leading Seaman	P/JX 371409	89	Submarine Service from 1947 to 1953 ASTUTE, AUROCHS, TABARD & SANGUINE Died aged
Ex Sunderland Branch	May 2017	Don Redhead	TBA	TBA	TBA	Submarine Service including RESOLUTION

Non-Member	May 2017	C F (Charles Frederick) Rear	Stoker Mechanic	TBA	86	Submarine Service from 11 th October 1949 to 26 th September 1956 in TIRELESS (1953)
Non-Member	May 2017	Timothy (Tim) Morgan	TBA	TBA	56	Submarine Service in SEALION
Non-Member	May 2017	John Brocking	TBA	TBA	TBA	Submarine Service in ALLIANCE, OBERON & ORACLE
Non-Member	May 2017	James Edward Davies	TBA	TBA	TBA	Submarine Service in WWII
Ex Sunderland Branch	May 2017	Don Redhead	TBA	TBA	TBA	Submarine Service including RESOLUTION
Non-Member	May 2017	Denis Wood	Petty Officer	TBA	81	Submarine Service from 1951 to 1962 in TIPTOE
Non-Member	May 2017	Nigel Annable	Leading Stores Accountant	TBA	TBA	Submarine Service in 1970's & 1980's in COURAGEOUS & VALIANT

HM NAVAL BASE CLYDE TEAM COMPLETE KESWICK TO BARROW CHALLENGE

Fourteen staff from HM Naval Base Clyde pulled together in a tremendous team effort to raise over £3,760 for various charities, by walking (and in some cases running) 42.75 miles in a day.

The team made up of Royal Marines, HMS Neptune Volunteer Band, Royal Navy Veterans, Lockheed Martin UK Strategic Systems, Serco, Forces Financial and Babcock Marine, staff and their families, embarked on the annual Keswick to Barrow-in-Furness walk (K2B) on Saturday, May 6. Leaving their hotel in Barrow at 3.30am to make their way to the start line at Keswick, the team set off on the 42.75 mile expedition through the beautiful Lake District countryside on a perfect sunny day.

"I joined the HM Naval Base Clyde Keswick to Barrow Team after seeing the challenge advertised in weekly orders, and thought this would be a great way of meeting like-minded people from different organisations throughout the Base," said Sergeant Annabelinda Hardy from HMS NEPTUNE Volunteer Band. "It was certainly a challenge and one my body seems determined to punish me for! It was wonderful to experience the team spirit and determination of everyone involved and also to have the opportunity to raise money for well deserving causes."

The K2B walk event originated in 1966 as a result of a statement made by the late U.S. President, John F Kennedy, that "every American should be capable of walking 50 miles a day". At that time the first Royal Naval Polaris Submarine, HMS RESOLUTION, was under construction at the Barrow Shipyard where several American experts were involved with the project.

The idea of the walk was conceived and plans were soon under way to organise the event and build relationships between the submarine crew and the shipyard workers. The initiative was taken by the Installation Manager (Submarines) to formally challenge the Commanding Officer of HMS RESOLUTION to form a team and walk from Keswick to Barrow, approximately 50 miles, on April 1, 1967. The HMS RESOLUTION crew won the team contest in the face of severe competition but a shipyard worker claimed the honour of being the first person back to Barrow.

Deputy Managing Director of Lockheed Martin UK Strategic Systems (LMUK SS) Norman Stewart, one of the event's corporate sponsors stated: "I had the easy job of standing at the finishing line to present medals to many of the 2,500 competitors and was particularly delighted to welcome home the Clyde team when they made it back to Barrow."

Team Clyde's chosen charities are – Royal Navy and Royal Marines Charity, Marie Curie Cancer Care, Lupus, Parkinson's UK, Alzheimer's Scotland and Arthritis UK. The funds are presented to the charities at an awards night in Barrow later in the year. The current record-breaking total given to charity was in 2016 when over £350,000.00 was given out to over 200 charities.