



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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Editorial	Page 2
Chairman's Report	Page 3
Social Secretary's Report	Page 4
WWI Submarine Losses	Page 5
Articles	Pages 5-10
K26 – the Steam Submarine	Page 11-14
Crossed the Bar	Page 14-15
Barbeque Flyer	Page 16

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Cover Picture: Some of the Team at the Foxfield Afternoon

Hello Everybody

Welcome to the July Issue of the Branch Newsletter. Well, that was rather a busy month. Not necessarily in chronological order there was a Dinner in the Forum to celebrate the Barrow Sea Cadets winning the prestigious Canada Trophy, then the Branch Meeting, a meeting with the Town Council as representatives of the newly reformed Tri-Service Committee, a visit into the Shipyard to assess what is still in the store of materials collected by Terry Spurling for the Submarine Heritage Centre, Armed Forces Day Flag Raising, Civic Sunday Parade, Elvis Night at the Legion, the Committee meeting at Foxfield, Dave Barlow attending the Canada Trophy presentation evening at Dundee Street (see the Chairman's Report) and, finally a short notice Social Evening at the Legion to meet up with the Alliance Guides after their visit to the Shipyard hosted by some of the AUDACIOUS Team.

The turn-out from the Branch for the Armed Forces Day Flag Raising and for Civic Sunday was very disappointing with the weather being good on both occasions but, at least we were represented and I must say a big thank you to all those who did turn out. On Civic Sunday, the Submariners Association

were invited to sit in the front pew with the New Mayor and his wife.

Hopefully July is going to be a quieter month!

At our Meeting with the Council representative as well as discussing Parades and Civic Events we were also able to discuss the future of the Submarine Heritage Paintings collection – currently stored in the Town Hall. The Council are keen to see more of them on display in the Town Hall where they can be seen by the public on Guided Tours. The Deputy Mayor is keen to help out here and will keep us informed on progress. We will help out where we can on which paintings get displayed - and where.

I will be going back into the Shipyard shortly to assess the rest of the SHC materials and to bring some items out. Homes will need to be found for some of the materials/artefacts so, if you are in need of 'Oberon' Class Drawings, 'Oberon' Class Fiche, Escape Suits etc, let me know.

Don't forget Alex's Barbeque at the Crofters on Saturday 8th July – the flyer for this is on the Back Page. See you all at the Branch Meeting on Tuesday 5th July.

Barrie

CHAIRMAN'S DIT

Hello All

Following on from the setting up of the Tri-Service committee, Barrie and I, on behalf of the that committee, had a meeting with the council to discuss the military type of events and specifically the Armed Forces Flag Raising ceremony as it was so close. I came away feeling that whilst they wanted these events to continue having us help plan them was a big help. We will be meeting them again later in the year to discuss and advise on the Remembrance Day Parade.

The Flag Raising went off OK with just the usual few die-hards in attendance. The deputy Mayor was keen on expanding it next year with it being at the front of the Town Hall rather than the rear and perhaps have the ceremony on the Saturday so that there are more public to witness it. We will discuss all that with the other two services and let you know the outcome.

Some of the branch committee went to Foxfield for a committee meeting at the Prince of Wales pub and be treated to a pint or two and a pasty lunch courtesy of the membership. We were later joined by some of the members and we had a lovely day in glorious sunshine. Unfortunately, I had to leave mid-afternoon as I had a BBQ in the evening. Well done Alex for arranging the afternoon.

I had the pleasure of attending the presentation of the Canada Trophy to the local Sea Cadets (TS Sovereign). This Trophy is presented annually to the Sea Cadet Unit that has attained the highest standard of all round efficiency in the country and that is out of more than 400 units.



Prior to the presentation itself the cadets demonstrated some of their skills and it was easy to see why they won it this year. Rear Admiral John Clink OBE (FOST) gave a speech extolling the virtues of the Sea Cadets in general and the Barrow-in-Furness Cadets in particular and presented the Canada Trophy to Lt (SCC) Jason Zaccarini RNR. Captain (N) Maurice Aucoin RCN who is the Naval Adviser – Canadian Defence Liaison staff presented the Unit the Canadian Plaque and Certificate followed by Captain Phillip Russell (Capt Sea Cadets) presenting the 2016 Efficiency Burgee. Every cadet was then presented with their own medallion. All in all, it was a great evening and a pleasure to see our local Sea Cadets honoured in this way.

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

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

June started off well with a very social meeting which in turn helped me round up about 70 people to attend the Elvis night on the 10th. I am a big fan of the King and it was great to see so many people enjoying themselves, great night and thanks to those who supported it. The following weekend was the Foxfield committee meeting followed by a couple of free beers to those who attended? My thanks go to the Association for recognising the efforts of the committee and it really was a much-appreciated pint and pasty.

Diary Check:

Sat 8th July is our annual BBQ, 2 until 7. 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 (Stephen 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 pirates play area for the school.

Sat 22nd July is the annual trip to Cartmel races, the coach is full so please pay up if you have not already done so. Pick up points start at the Ferry at 11:30, then the Ormsgill Arms, RBL for 12, Strawberry, Crofters, Dalton, Ulverston, somewhere along the line we need to pick up birthday boy Colin Hutchinson and then straight to the races. Coach will depart for the return journey 30 minutes after the last race.

No events planned for August, except for my need to take the family on holiday – so apologies I will not be at the August meeting but the birthday boys for then and the members draw will roll over automatically to the September meeting.

Sat 16th September is the Canal Trip. Cost £32:50 per person and is now full. The cost includes the coach as normal, a 4-hour canal trip, a buffet, absent friends cocktail and of course lots of fun and laughs. Timings for the coach will be promulgated closer to the time. Please can I have payment at the earliest opportunity and no later than the end of August, remember I won't be at the August meeting. If paying by cheque then make it out to Mr A Webb and not the branch – thank you.

Fri 13th October is the race night, so clear your diaries. It will be a pay to enter night and for your ticket cost of £5 you will get free entry, free race card, free Kath Brown's pie and peas (the best in the country) and 1 free race. I have the jockeys and owners up for sale so please come along and buy yours before they all get sold to my family again.

Other items:

Members draw was not won last month so stands at £10 in July – 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.

We may have the Morecambe branch attending the September meeting! If that is the case then the branch will be putting on a buffet and extra rum. I will knock up a very short quiz and we shall have a very good meeting. See you all soon, Alex

JULY BRANCH CALENDAR

Passchendaele 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 Aug
Committee Meeting	As required

SEPTEMBER BRANCH CALENDAR

September Branch Meeting	Tues 5 th Sept
Canal Trip	Sat 16 th Sept
Committee Meeting	As required

B.D. (Brian) Downie	13/07/1948
M (Mark) Butchart	13/07/1979
M (Malcolm) Hogg	15/07/1957
R (Dickie) Cambridge	16/07/1947
J.A. (John) Davies	20/07/1969
C.E. (Hutch) Hutchinson	22/07/1956
D.J. (Dan) O'Connell	23/07/1937
R.G. (Bob) Faragher	24/07/1940
J. (Jason) Costello	24/07/1971
D. (Dave) Wilson	29/07/1938
A.D. (Alan) Jones	29/07/1938

Happy Birthday All!

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

JULY BRANCH BIRTHDAYS

M.J. (Mike) Kirk	06/07/1943
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SUBMARINE LOSSES OF WWI

One Submarine was lost in July 1917.

Submarine C34

On 17th July 1917 Submarine C34 was on the surface to the east of Fair Isle, in position 59 degrees 30 minutes North 0 degrees 05 minutes West, when she was torpedoed by the German Submarine U-52 (Walther Hans). There was only one survivor, Stoker Frank Scoble, who was picked up by U-52. Those lost were:

Officers:

Lieutenant Ingleby Stuart Jefferson

Sub Lieutenant Thomas Stone Moore

Mr George Edwin Tiller, Mate, Royal Navy

Ratings:

PO Frank Joseph Head O/N 214768

L/Sea George William Stringer, MiD O/N J7837

L/Sea Henry Walter Mansfield O/N 239091

AB Arthur Edwards O/N 238353

AB John Tagg O/N J12877

AB William Edwin Maynard O/N J10067

AB Robert Taylor Gee O/N J8918

L/Sig Charles Henry Dawe O/N J10018

Tel Cornelius McLaren O/N J26447

Tel Henry Moss O/N J31348

A/ERA2 Class Harold Bertram Sillick O/N 270914

ERA3 Walter Michael Joseph Roser O/N M12906

SPO Robert Allan Keith O/N 283814

A/L/Stoker Frank Worrell O/N K10151

Sto1 William George Playford O/N K21054

The only survivor was:

Sto1 Frank Scoble O/N K22307

Frank Scoble was rescued by U-52 and taken Prisoner of War. He is understood to have returned home at the War.

REMEMBERING FORMER BRANCH

MEMBERS

JULY

N T V Evans	1985
Herbie Rowlands	1988
Francis Jordan	1992
Kenneth Martin	1993
Len Malkin	1998
David Melvin	2001
Christopher Breeze	2010
Ben Skeates	2010
Terry Spurling	2015
Peter Lorking	2015

RESURGAM

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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.

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!

ANOTHER FOXFIELD PHOTO



MEMBERS & FRIENDS

AT THE ELVIS NIGHT

A selection of photos from Alex Webb and Steve May!

By 'Bill' Haycocks

(From the May and October 1951 Issues of the London Branch SOCA Newsletters)

A few days before the outbreak of War in 1914, all the Dundee Flotilla was transferred to Leith as its war base. Early in 1915 an experiment took place in the Firth of Forth of a 'C' class boat being towed submerged by a powerful tug. The submarine was towed along at various depths, using a towing slip to enable her, at the opportune moment, to release herself and so make the attack. It was C.27 which carried out these experiments which proved quite a success.

At a later date, she and C.19 were sent to Aberdeen for actual operations.

I was at that time serving aboard C.24 as a Stoker P.O., and for some reason or other we were sent along to relieve C.27, which was the order we carried out, much to the satisfaction of all concerned.

In the place of the tug each submarine now had a trawler attached to her, the 'TARANAKI' to C.24 and the 'RATAPIKO' to C.19.

Both these trawlers used to tie up on the other side of the harbour in Aberdeen and to all intents had no relationship to us.

Every time these trawlers returned to harbour they bore a different coat of paint, which was somewhat confusing to all concerned, and their crews being a mixed lot of R.N. and R.N.R. they had the appearance of being a real crowd of cut-throats, or highwaymen of the sea.

These trawlers were armed with two 12-pounder guns apiece which were concealed with fishing nets and pieces of a tarpaulin.

It was about 11 p.m. on the night of June 22nd that the 'TARANAKI' proceeded to sea, and we followed shortly afterwards.

The towing wire consisted of 110 fathoms which was in turn made fast to the towing slip, also we carried 120 fathoms of 1" armoured telephone cable (the spare of this cable was coiled and made fast to the bridge stanchions with a piece of spunyarn, the idea being it would break away and clear itself, after our tow had been slipped) the end was pared down and led through the drain cock of one of the ventilator caps and thereby connected up to an ordinary field telephone fixed in the boat, with the opposite end connected to the trawler.

At 5.20 a.m. on the 23rd June, in broad daylight, we submerged with the trawler doing a steady 4 knots. Watch diving stations were kept thus: one man to each hydroplane, and the helmsman at the wheel, remainder of the crew birding off to sleep (could any war be more peaceful?).



CHUMMY SHIPS

Every fifteen minutes or so, the 'phone buzzed, and we could verify that we were still in contact with those above, and we were pleased to hear the mouth organ band and many wisecracks.

But here a few words about the towing slip which was built into these boats and meant for slipping on the surface with no strain on the wire. It was similar to two horse shoes, the lower half open toward the bows, the upper half had the opening toward the stern with a hinged pin which took the eye of the towing wire, the upper half could be turned through bevel-gears and a shaft, until both halves of the shoes faced for'ard and the hinged pin lifted and freed the wire.

At approximately 08.30 we were asked by the trawler skipper if we wished to surface as it was a beautiful day with no enemy in sight, but this invitation our captain, Lieut. F. H. Taylor, declined, and subsequent events proved this a wise decision, so on we went at a depth of 60 feet. At 09.40 came the signal "Hostile Submarines on the port bow at a distance of 1,000 yards. Hands to action stations." Slowly, we planed up to periscope depth to have a look-see, and 'lo and behold' in the distance could be seen the enemy.

Both tubes were reported "Ready", and the order passed to stand by to "Slip" the trawler. Much to our amazement we could not free ourselves from the trawler. In the mean-time the U-boat had opened fire on the trawler, and the crew were, according to their instructions, dashing around the upper deck preparing to abandon ship. Meanwhile, we were requesting the trawler to let go wires their end, which they eventually did. When we got free, torpedoes were fired, and then came the ear-splitting report of the war-head making its mark. It was a great shot, right amidships. Our skipper watching the track, remarked, she's running well.

When we surfaced and tried to go astern, two sets of main fuses blew and the tail shaft could not be turned by hand, so after picking up the (German) skipper, who said he thought the explosion had been in his own boat, and the trawler picking up the second dickey and gun-layer, we were towed into Aberdeen. On trimming down by the bow all the telephone cable was found around our tail gear and right into the stern gland, it took us the remainder of that day and nearly all the next to cut it away as we had to slack the propeller right back. I should like to mention here that from the time of our warning of the U-boat until we surfaced was seventeen minutes. We were all put under open arrest shortly after because the news had been spread all over Aberdeen, by one of the trawlers' crew.

Altogether we had thirty-three days on the towrope, with more exciting times, but not so effective as this particular one. Many a battle was waged during the dark hours, getting made fast to the 'TARANAKI'. We had the best officers and crew, sixteen all told. There was no toilet in these boats, except for a bucket for'ard and another aft, these obviously were the first things up when we surfaced at night to charge, and believe me they took some keeping clear of the rungs in the conning tower when being hoisted. We fed at midnight and midday, and on many occasions, would be warned to keep down to sixty feet, as there was an armed liner or destroyer approaching.

In consequence of being challenged so often, the 'TARANAKI' had a special signal to hoist which absolved her from any further inquiries. On one occasion, we were challenged by the destroyer "MANDRAKE", the special signal was hoisted and her attention was called to it three times, but she still challenged, so was told to send a boat with an officer, this worthy on boarding the trawler was conducted to the 'phone, he and his ship and all in her were quietly told off. On being asked the name of his C.O. he said "Lieut. Comdr. Plowden, sir" (this name at the time was of one of the most respected of London's magistrates). "Well my compliments to your CO. and tell him I could have torpedoed him half an hour ago, goodnight."

The sunken U-boat was U.40 on her maiden trip. Her skipper told us later that he had been watching the trawler for over an hour, being unable to make out whether she was Danish or British. So much for our not surfacing at 8.30 when invited. Incidentally it was our first trip out on tow and we had to go in on it too!

By Editor

'Bill' Haycocks was actually, George Frederick Haycocks O/N 297767 who served in Submarines as Leading Stoker to Chief Stoker from 10th February 1911 to 3rd June 1923. He served in the Depot Ships HMS MERCURY, HMS ARROGANT, HMS DOLPHIN, HMS VULCAN and HMS ALECTO and in Submarines C24 (17th September 1914 to 19th October 1915), G4 (7th February 1916 to 12th May 1919) & M3 (1st August 1920 to 6th January 1921)

SUBMARINE COMMISSIONING CREW LISTS

Still looking for First Commission Submarine Crew Lists as follows:

Diesel Boats:

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

Nuclear Boats:

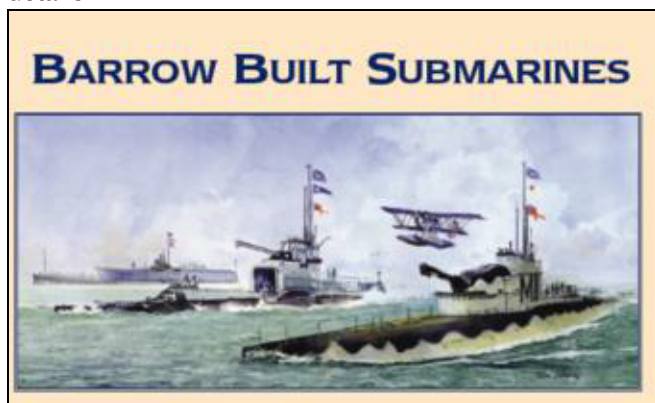
ASTUTE & AMBUSH

Also copies of any Crew Lists for subsequent Commissions of any conventional 'A', 'S', 'T', 'O' & 'P' Class and any Nuclear 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.



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 some 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

Australian S.O.C.A. 'Submerger' News

By Wally Briggs, President S.O.C.A.

(An extract from the February 1953 Issue of the Submarine Old Comrades Association (London Branch) News Letter)

The Submarine Old Comrades' Association held their Annual Re-union incorporating the Jubilee of the British Submarine Service at the Gallipoli Legion of Anzac's Club 12, Loftus Street., Sydney, on 19th June 1952, commencing at 7.45 p.m. The first toast of the evening was the Loyal Toast, Her Gracious Majesty Queen Elizabeth II.

The President expressed appreciation to the members who -attended the Anzac Day march on 25th April. 1952; although a very wet day the "submarines" completed the route.

The President then informed the large gathering present that Chief Petty Officer Alf Backers, D.S.M., had been nominated as the Representative and Liaison Officer to the 4th Submarine Squadron based at Sydney, N.S.W., for the Submarine Old Comrades' Association, Australia. (Applause.)

The President: "It is my pleasing duty tonight to extend to our guests a very hearty welcome to be present on this occasion of our Celebration of the 50th Anniversary of the Advent of Submarines in the British Empire, 1902-1952. We trust that you will spend a very happy evening with both old and new submariners of the very silent branch of the Navy."

For the most important toast of the evening, the President called upon Commander W. C. Meeke, M.B.E., D.S.C., R.N., 4th S/M. Squadron, to propose the toast, 'Submarines, 50 Glorious Years. 1902-1952'. Commander Meeke received great applause on rising to propose this special toast. He said that his predecessor, Commander I. L. McK. McGeoch, R.N., had told him about the Submarine Old Comrades' Association and how fine it was that the submarine spirit was being carried on in civil life, and was surprised to see so many present; now he felt it a very great honour to be present and to propose this very important toast of the submarine service. "I think the fact that so many of you get together here does show how much there is to submarine life, how much it does leave an impression upon us and affects us - forever.

"The Submarine Service has had to endure, for long periods, discomfort, tedium and danger, which leave an impression upon you which always lasts, and I think always affect your character, I think you will agree that no one in the submarine service can be a shirker and no one can sulk; there is no room for those two things, you cannot compete with things like that." In conclusion Cdr Meeke referred to the conditions of modern submarine. "We have air conditioning, refrigeration, including cool drinks, we have a bunk per person and we have chrome plated wash basins. Submarines are being filled up kinds of new gadgets. I think new submarines are as crowded and cramped as ever they were. Gentlemen, I give toast "The Submarine Service."

The President then asked if any member would like to say a few words. Mr. McGregor rose and claimed that he had served in the first British Submarine Holland No. 1, in "A" Class and the Australian S/M's A.E.I and A.E.2. He was given rousing applause. The President Wally Briggs was then asked to say a few words. He said that he made his first "Dive" in Submarine C6 in 1910, commanded Lieutenant Cooper, R.N. (who later

commanded submarine J2 handed over to the Australian Navy in 1919), also served in 'B', 'G', 'R' and 'L' class submarines.

At 9.0 p.m. a silent toast for departed Submarine comrades was observed. The President recited Laurence Binyon's "They shall not grow old. etc." Our Roll of Honour since the inception of the Association is: J. McGuffie. H Abbott, V. C. Meredith, W. K. Sloan, T. Lee, T. Lockwood, Frank Edmund Getting, R.A.N. Killed in action 9th August 1942, F. Ashenden. W. Townley. H. Watson. Admiral Sir Claude B. Barry, K.B.E., CD., D.S.O., R.N. (patron of the S.O.C.A.), George Smith, George Hutchings. "Lest We Forget"

Note: Mr. McGregor was John Thomas McGregor O/N 190691 & RAN 7532 who served as an Able Seaman (ST) to Leading Seaman (ST) from 12th July 1903 to 30th September 1908 in HMS LATONA (joined from HMS DUKE OF WELLINGTON), HMS THAMES, HMS MERCURY and in Holland No.1 & 'A' Class & from 23rd January 1913 to 11th May 1916 in AE1 & AE2 & as Spare Crew

John McGregor was a survivor when a Pinnacle bringing some AE2 Crew back to Garden Island from Cockatoo Island was run down and sunk by a ferry in Sydney Harbour on 9th June 1914

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 Mars' 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

H.M. SUBMARINE "TALENT" (DOCKYARD ACCIDENT)

House of Commons, Deb. - 16 December 1954

Mr. Bottomley (by Private Notice) asked the First Lord of the Admiralty if he has a statement to make about the disaster to H.M. Submarine "Talent" in Her Majesty's Dockyard, Chatham.

The First Lord of the Admiralty (Mr. J. P. L. Thomas)

Yes, Sir. At about 3.30 p.m. yesterday afternoon, the caisson sealing the entrance to No. 3 dock collapsed. Water rushed in with such force that the submarine "Talent," which was being refitted in the dock, was lifted off the blocks and carried through the dock entrance and across the River Medway where she grounded on the mud. There were 50 people on board at the time. Three men were missing. The body of one has since been recovered from the dock. In addition, some 30 men were injured, and I am sorry to say that one of them died in hospital this morning; two others have been detained in hospital. The House, I know, will wish me to express the deepest sympathy for those bereaved and injured.

The submarine has been pumped out and is now secured alongside a salvage vessel. Both vessels were grounded on an even keel this morning on the falling tide. It is intended to re-float them and to move them into the Dockyard later this afternoon. The reason for the collapse of the caisson has not yet been established, and a full investigation has

been ordered. I would like to pay tribute to the very prompt action of the Dockyard and naval personnel on the spot in organising immediate rescue work and to the very ready and skillful assistance rendered by the Royal Engineers at Chatham, and by the Kent Fire Brigade.

Mr. Bottomley

While associating all of us on this side with that message of sympathy, may I also say that personnel in Chatham Dockyard will welcome the speed with which an inquiry is to be held? May I ask the First Lord whether there will be means whereby compensation will be paid to those who suffered? Is he in a position—in view of the fact that this accident is the first of its kind—to say whether there is any suspicion of sabotage?

Mr. Thomas

If I may answer the last part of the right hon. Gentleman's question first, I have heard no suggestion of sabotage and, naturally, I prefer to await the outcome of the investigation. So far as compensation is concerned, the Admiralty will pay pensions and gratuities in the case of those who died. The Ministry of Pensions and National Insurance is responsible for industrial injury compensation and, pending the usual legal formalities, arrangements have been made for immediate advances of pay where necessary to dependents. Injured men will receive sick pay.

Mr. Burden

It would be quite improper to ask a question on particulars at this stage, but may I ask my right hon. Friend if he will give particular attention to the question of speedy - if possible, ex gratia - payments to dependents of those who have lost their lives? There is bound to be some financial difficulty, in particular at the time of year into which we are now entering.

Mr. Thomas

The answer is that the whole question of pay is amply covered by the facts I have mentioned in my answer to the right hon. Gentleman.

Mr. Hobson

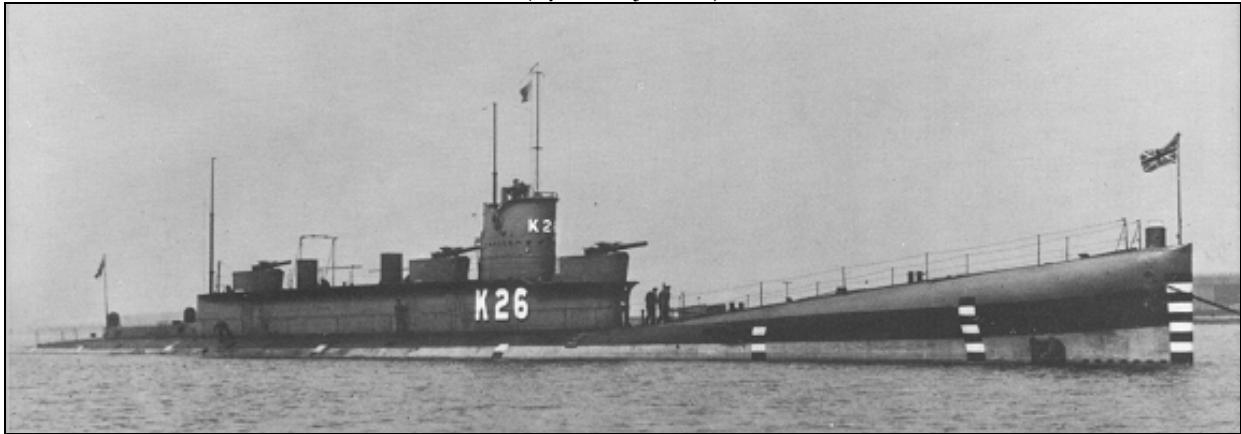
Will the right hon. Gentleman make public the findings of the inquiry? Can he say whether an accident of this character has ever happened before in the history of the Royal Naval Dockyard or civil dockyard?

Mr. Thomas

I will certainly make public the results of the inquiry. So far as I know from the inquiries I have made today; no such accident has ever happened before in any shipyard.

K26 – THE STEAM SUBMARINE (Part 19)

(By O/N J98553)



'TRIVIA'

I see by my diary I attended a Schoolmaster's Lecture in the CYCLOPS, the subject was the Dutch Wars, etc. Wasn't that old Van Tromp's little struggle, "A broom at the mast said he, a broom is the sign for me." I can tell old Van Tromp that I probably handled more brooms and scrubbers, and squeegees than average. The lecture was on Tuesday, 12th August 1930, it must have been hot. The weather I mean - I can't remember the lecture. Thus, do kind men do the best they can to educate us, and a mere 43 years later I could not quote the name of a single ship that got clobbered in the Thames or Medway. I can remember the THAMES though - whacking girt submarine 'River' class, and H.M.S. MEDWAY, Submarine parent ship.

On the night of September sixth, all I can find to say is that the mosquitos were very active and I turned out and applied lotion. Lotion eh? I wonder where I got it from? For some reason on Sunday, 7th September and only one day after the mossies had punctured my hide, I see I swam for 1 ¾ hours continuously. That's the effect of that man Rizzo. I think he swam for about three days so he had nothing to fear from me. On the ninth I must have got a touch of the warlike because I borrowed a short history of the Great War from H.M.S. EGMONT library and I swam for 1 ¼ hours. On the 23rd of September, grave doubts must have entered my otherwise serene mind, for this day I borrowed a book from H.M.S. EGMONT Library. A book on Electricity. Having been through the VERNON and a submarine course, kept a lot of old gear going with loving care, what was I doing reading a book on Electricity so late? I hope no Stokers saw; me. On July 29th, the after-ballast pump had a leak in its suction pipe. I see we nobly cobbled it up with black tape and string. The best string, and high quality black tape no doubt.

On the 22nd July for devilment I suppose, I swum under L.23. I expect someone dared me. On Independence Day, we were unable to dive because the stern glands were leaking. I see that we detected Italian subs, playing around, and we stopped our exercises so that they had nothing to see, see under Matapan for sequel. On one occasion, we saw eight separate water spouts off Malta, very impressive. And when in dry dock a small earthquake shook us in the tail part like peas in a bottle. We thought that the dock supports had fallen, but no, some tension in the globe had eased.

The C. in C. left the Mediterranean Station and we put to sea to cheer him off the Station. The function was chiefly remarkable for the rush round to get clean submarine sweaters and a large enough crowd of people up top on the upper casing to wear them and, of course, to cheer the retiring C. in C. Nice chap I understand, I don't remember his name unfortunately, but someone in the flagship took a lovely picture of us sailors dressed like goalkeepers cheering. I still have it.

About this time somebody picked up an Opera Hat, and it being an easy object to conceal - flick the top and it went flat and could be actually slid up your white Jersey. Tims being at the for'd end of the after part of seamen used to go over to the port side to get the gangplank ready, and because of the slight overhang on the top casing he could not be seen from the bridge nor could he be seen by the Sub. Lieut, of the after part whose view was interrupted by the after end of the casing. On occasion men on the 'L' Boats waiting to take our lines and hawsers could be seen to be convulsed, and as no officers appear on an 'L' Boat just to see K.26 tied up, it being a job for Seamen only, our Officers on the bridge were aware that something funny was going on but unable to see the cause. Tims had another prop, a bit of stiff wire bent into the semblance of a monocle. Of similar type were the harmless jokes that made us simple sailors laugh. Some stupid Ordinary Seaman with a

box brownie leaned out of a port hole in H.M.S. CYCLOPS by accident took a beautiful snap of Tims with his opera hat and monocle standing upright alongside the five-foot high K.26 over on our port side. After passing the print around the CYCLOPS and Submarine Mess decks for a while the O.D. gave a print to an Officer's Steward. A week later an enlargement appeared in our Wardroom. The Captain is said to have declared, my informant Nelson told me, that he was going to have piped one day, "Rig of the Day, Opera Hats and Wire Monocles," and there'd be trouble for those who were out of the Rig of the Day!

THE END, OR TO BOY SCOUTS EVERYWHERE, I HAVE GONE HOME

Well, the big centre-line dynamo, the reiz pumps, various leaks, short circuits etc. drew the attention of the Admiralty to the cost of running an old one-off job, they couldn't get a spare bit for us off an old 'L' Boat, and likewise destroyer's spares didn't fit us, so the Malta dockyard were told to examine us - not the crew - the boat, and report. This is how it goes. A dockyard foreman (clean light brown overall, trilby hat) with lots of knowledge in his noddle, comes aboard. He says at the gangway to the Q.M. "Drill test". This establishes his integrity, his status in the dockyard and hierarchy, and one or two other things that I am too ignorant to cope with. The Q.M. - Berkshire - actually an L.T.O. but doing a turn as Q.M. as Tims is sick, (only a feverish cold he's not going to die). The Q.M. puts it in the log, "Dockyard official aboard for drill test". He doesn't know what it means. Tims would not have known, but Tims, with a merry quip would have asked. However, I was going to say 'Well' but 'However' besides being three letters longer, is more dignified don't you think? However, off goes the dockyard gentleman with the clean overall, which proves he is more in the brains side than the brawn, and indeed his only tool is a piece of white chalk. He goes around the boat on the outside, the portion that contacts the 'cruel sea' as some-one described it. From time to time he stares fixedly at a spot, then quick as a flash he draws with his piece of white chalk a six-inch circle. He's good at it I watched him do at least a dozen and I don't think they varied half an inch from being perfect circles. In the exact centre he puts a dot. Now before joining the Royal Navy I was in the boy scouts, and for a brief period, I don't want to brag about long service I was in the Wolf Cubs. In both these pleasant organizations this sign meant something, it meant from scout to scout or from wolf-cub to wolf-cub or for that matter from wolf cub to scout, and from scout to wolf-cub it meant one thing and one thing only. It meant, "I have gone home". In fact, it was in my Scout diary in black and white near the instructions for getting stones out of horses' hooves, and how to find the north star easily without the help of the Cub Mistress. Alongside each circle & dot combination he put D.T. always at the right. He did it all over the place then put the chalk in his pocket and down the gangway he went.

Berkshire said, "Cheerio", the bloke replied "Cheerio", and that was that, almost. It is curious how imitative human beings are, and the number of people, even sailors, who carry bits of chalk about must be well up in the thousands. About that time there had been a bit of a clamp-down on artistic activities, as someone had invented a quickly drawn figure of an angular looking bird, known as the Fu Fu Bird. Wags used to whip out a piece of chalk, "swish-swish-squeak-swish-squeak-swish-squeak" and there was this bird in chalk with the words "Fu Fu" alongside it. I can't explain all about the Fu Fu bird, it was chalked quickly, at night sometimes, sometimes in a place where it would be revealed suddenly like on the piece of corticine in the Wardroom immediately under the Captain's arm-chair to be revealed only when he shifted his arm-chair nearer to the fire. The Fu Fu bird had lived for a while, but now was subject to a big penalty. You could, in other words, draw Fu Fu birds only at a risk of fourteen days 10A. This of course left many sailors with a piece of chalk, and no message for posterity if you follow me.

Well, not however, this time, copyists who no doubt knew of the penalty for Fu Fu bird's artistry saw the chalked circle and the dot and the letters D.T. spread well around, they considered that their work was as good, so choosing nice pieces of background they copied the original? On the hull of K.26 this. A day or two went by, a workman, (much lower grade, dirty overall two tears in seat, pocket hanging off, flat cap, half cigarette behind left ear) came aboard dragging a long air hose and a windy drill; a drilling machine activated by compressed air. He went from mark to mark; at the centre of each; right on the chalk dot he drilled a five eighths hole. It took him all day. As we went to evening quarters he rolled up his air hose, shouldered his drill and silently, like the Arabs, stole away. It seems that the D.T. meant "Drill Test", the metal of the hull, the tanks, the upper casing, the gun-shield was to be drilled here and there and a gauge inserted to see how much metal remained, how thick, what was between us and the sea, in other words, we were like the proverbial colander. The test men came, queried, went, officials in ascending order of importance came, our 1st. Lieutenant looked, our Captain looked (laughed in private), we looked, laughed in public, but not for long, quite a schermozzle.

An argument ensued when the test men would not test the fraudulent holes, the man who had put the

original marks was now on annual leave and not available, to say which were originals, and which forgeries. Eventually all the holes were measured for depth, tapped with a thread, a screw-plug inserted, ground off and the data sent off to the proper department, where it is said, I have a slight doubt myself, that the measurements were lost. Anyway, this is a fact that cannot be disputed. Several weeks later, the first man, he of the clean light brown overall, trilby hat, came across the gangway, said to Tims, "Drill Test" and started to draw these rings and dots in red paint with a little camel-hair or it may be some other hair, brush. Following him up was a man with a hose and drill. Which proves that while the Royal Navy live, the dockyard lives and learn.

A little while after that I suppose our punctures had proved the thin nature of our skin, the Admiralty made their mind up. Oh, alack a day Saturday, 13th December 1930, those cruel words, "H.M. Submarine K.26 is to pay off today into material reserve". In other words, except for a war breaking out in the next six months or so, my love becomes razor blades, pogo-sticks, child's bicycles, needles, hairpins, souvenirs from Margate, anything, anything, of steel. With the sort of hurry that used to be used to shuffle unwilling convicts to Australia, the crew and a few time-expired men from the L Boats were loaded aboard the S.S. Barabool on her way from Australia to England, to take passage home. We all regretted leaving, we would all have loved to steam K.26 home, to be towed home in her, but it was not to be.

Once aboard the liner we settled down. As I was a more or less skilled electrician I was allocated to a small squad of men that guarded a young sailor mental case, going home from one of the big ships, his trouble melancholia. Poor, poor lad, the Royal Navy was not for him, I hope he recovered. My love was in Malta, I went on leave, my best friends asked me when I was going back, and if they really gave us anything in submarines for if we got sort of stuck down there, as they put it. I said, Yes'. "What is its name?" I said, "I'm not supposed to say, it would get me into trouble most likely". "Go on tell us", she said, all giggles and slap me. "Well don't tell anyone else", I whispered, "it's a stuff in a little steel cylinder and its O.K. for cockroaches and fleas too". "What's it called Nick, go on tell us two, just us two girls". I looked serious. "It's called Deddly Gas Mark two, and it's made by a secret process in Wigan out of Manchester tram-tickets." D'you know one of those girls believed it, and went home and told her mother, about the deddly gas, I mean.

Back off leave, I was put into a little submarine about as big and as slow as a Corporation bus. H.32 she was and in June '31 we tied up to a ship in Grand Harbour and there, there, up French Creek was K.26 next door to the floating crane. Old Watts the Asdec-Rating, Telegraphist was in H.32 too, I nipped down and brought him up, I was so mysterious he thought I wanted to borrow some money. I pointed excitedly, "Look Watto, Steam Pig." "Well, I'll be bound" was old Watts' answer to any surprise. There she was old Watto's dream, my dream, high out of the water, her battery must have been out, still clean looking, guns out, her shapely bow facing towards us. Either side of the conning tower of K.26 there were two, one on either side black vertical streaks. It looked as if two of the portholes were eyes, and that they had been crying. Watts said, "A war now, could still save her, a threat of war and she'd be docked tomorrow, we could both volunteer. We knew we were wishfully thinking. Watts mused, "Over there in that lovely boat there's a practically brand-new type 180 Asdec set, and down below in this damned dinky toy what have we got, a bloody old 113A tied up with string and insulating tape." I groaned, "Oh for my Motor Room I'd like to swim over there break the rotten padlocks and pinch the biggest souvenir I could find." Old Watto lit his pipe: pretty grisly with ship's tobacco, I'd never noticed his eyes water before.

H.32 sailed on the day of the Invergordon Mutiny, I never saw K.26 again. I've looked at Canterbury Cathedral, built to the glory of God, I have marvelled at it, but forgive me If I say I prefer a picture of the late K.26. In the autumn of 1931 she was towed round to Sliema and a contractor broke her up on the hard. It is said an Italian firm bought the scrap, all two thousand tons of it. If this is indeed so, Malta would have received quite a portion of it back in the shape of bombs. However, that may be, I am more than glad that I spent two years inside the Steam Pig with my friends. We may have been lucky, no one died, many were promoted, no one asked to be sent to another boat. I used to dream about her, she had been miraculously saved from scrapping, she was about to rise like a Phoenix. But there you are you dream almost, anything after tinned salmon and clearing up a plate of macaroni. I remember saying to Bertram, good old Bert, "I'll write about this boat one day, if I can only find a villain". Well, no villain turned up, only a lot of nice ordinary chaps. So, I had to do without a villain. Some of those nice ordinary chaps are spread around the bottom of the sea, they are there because they believed something fine about their own country. May they sleep as soundly they as they did in their hammocks in the old steam pig. Alongside old enemies perhaps who believed too that their country was right, and fought to prove it.

Post Script When the Admiralty cause a ship to be broken up, they get suddenly sentimental. They order that the bell of the ship shall be returned to the nearest Royal Dockyard. Then, they allow persons with an

interest in such things, to purchase these bells. Their claim for a certain bell, or even any bell, is carefully considered. Several people may want to purchase the same bell. Eventually the Admiralty decide on the relative importance of such claims. If you had been for three years the Captain of a particular ship your claim would naturally be good for her bell. But, if a stronger claimant asked for it the Admiralty would decide, and mayhap you would be asked if you would care for some other bell. I have a bell purchased in this-way, the bell of the late H.M.S. "ROYSTERER" a rather large bell cast in 1919 when the ship was built. Somewhere however, there must be a small bell marked H.M. Submarine K.26. It may well be in the possession of someone indifferent to bells - it may not. But I would readily swop, my big bell for the K.26 one, on the principle of 'New lamps for Old.' Like Abanazer in the pantomime I am unprincipled; at least with regard to K.26's bell. It rang out the hours of the two happiest years of my life, I would dearly like to hear it again.

A new serialisation will start in August 2017

The Submarine Flotilla at Devonport (an early 'Sunshine' Flotilla) in 1909



SUBMARINERS 'CROSSED THE BAR' REPORTED IN JUNE 2017

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	11 th April 2017	Robin Hoskins	Able Seaman	TBA	74	Submarine Service in ONYX
Glasgow RNA	30 th May 2017	William Bannerman	TBA	TBA	92	Submarine Service in WWII
Beds & Herts Branch	2nd June 2017	Percie R Cooke	Stoker Petty Officer	D/KX 83966	101	Submarine Service from April 1939 to February 1945 in NARWHAL, TEMPEST, L28, H49, CACHALOT, THUNDERBOLT, TURBULENT, CLYDE, STURDY & SURF
Non-member	2nd June 2017	Christopher Tighe	MEM	TBA	TBA	Submarine Service TBA
Non-member	5 th June 2017	David Geeson	Ordnance Electrical Artificer	TBA	TBA	Submarine Service in DREADNOUGHT, REVENGE (S) 1 st Commission & Dounreay
Non-member	10th June 2017	Stanley Crosby	Petty Officer MEM	TBA	TBA	Submarine Service in WARSPITE (1st Commission Crew) on 18th April 1967
Lincoln Branch	16 th June 2017	Trevor W Dodwell	Chief Radio Supervisor	D060767	72	Submarine Service from 1963 to 1982 in TALENT (1964 to 1966), ANDREW (1966 to 1968), CACHALOT (1968 to 1970), ALLIANCE (1970 to 1971), REVENGE (1972 to 1976) & RESOLUTION (1979 to 1982)

Indalo Spain	19 th June 2017	Peter G Moon	LME	P/K 059140	74	Submarine Service from 1964 to 1970 in TOKEN, AURIGA on 'Commissioning' at Devonport on 7th October 1965, RORQUAL & ONSLAUGHT
Non-member	** June 2017	Mark Shores	ME (SM)	TBA	TBA	Submarine Service in TALENT & SM2
Submarine Officers Association	24 th June 2017	Peter Cobb OBE	Captain	N/A	87	Submarine Service from 1959 to 1968 in AFFRAY, TUDOR, ARTFUL, TACTICIAN (IL), TELEMACHUS (IL), SENESCHAL (CO), NARWHAL (CO), COCOQC, DREADNOUGHT (CO) & Captain SM2
Submarine Officers Association	28 th June 2017	Michael Lindsay Coulton Crawford, DSC*, MiD	Captain	N/A	100	Submarine Service from 24th April 1938 to November 1964 in DOLPHIN, MAIDSTONE SEALION (NO), L23 (IL), UPHOLDER (IL), COQC (January 1942), H50 (CO), UNSEEN (CO), OBERON (CO), TIRELESS (CO), ARTEMIS (CO), FORTH (CO & Captain SM2) & HMS DOLPHIN (CSO to FOSM)

AMBROSE'S UNIQUE CONVERSION

From 'WARSHIPS Supplement 91 Winter 1987) © A. H. Joyce 1987

It has been a fact of life throughout the history of shipbuilding that a vessel which may have been the most modern of her time when built, equipped with all the very latest gadgetry, will eventually become as obsolete as her forerunners and have to make way for an even more up-to-date replacement. The former pride of the fleet is then either scrapped or sold off to less demanding owners.

Passenger liners on the whole have tended to be consigned to the breakers whilst cargo ships often carry on down the line with successive owners for many years before they also end up in the scrapyard. However, sometimes, after being sold, vessels have been converted for uses which the original owners could hardly have envisaged when they were built. A good example is the AMBROSE, built at Middlesbrough in 1903 by Sir Raylton Dixon & Co for the Booth Steamship Company. The AMBROSE remained with Booth Line until December 1914 when, like many other intermediate liners around that time, she was requisitioned by the Admiralty for service as an armed merchant cruiser. The following year she was purchased outright by the Admiralty.

In 1917, she was converted into a submarine depot ship, a role which would certainly have surprised her original owners. (This was the practice at that time, the first purpose-built submarine depot ship, HMS MEDWAY, not being built until 1929). The conversion work was carried out on the Clyde and would have involved, among other things, the installation of machine workshop and repair facilities, storerooms for spares, and the conversion of part of the passenger accommodation for the crew's rest and recuperation after their long patrols in the very cramped quarters of a submarine.

Possible that there were two conversions of HMS AMBROSE – one on the Clyde and one at Liverpool – one of which was the conversion to an Armed Merchant Cruiser and the other to Submarine Depot Ship.

The AMBROSE still maintained her Booth Line name, although she was now, of course, HMS AMBROSE.

After her conversion was completed she took up her first station in January 1918 at Berehaven, County Kerry, moving in November of the same year to Falmouth and in the following year to Devonport.

In September 1919, as depot ship for the Fourth Submarine Flotilla, she sailed from Devonport to take up position on the China Station, where she remained until 1928. AMBROSE left Hong Kong on 28 March 1928 to return to the UK and was paid off into the Maintenance Reserve at Rosyth on 4 December 1928.

For several years she acted as a depot ship for destroyers, being renamed HMS COCHRANE in 1938. She continued as a depot ship during the second world war, finally being paid off on 1 March 1946 and consigned to the breaker's yard. She was broken up by T. W. Ward at Inverkeithing in 1946.



Barrow Submariners Association

Family BBQ & Fun Day

Saturday 8th July 2017

The Crofters, Holbeck Park Avenue: 2pm – 7pm.



Ticket Cost £5

(under 3's Free)

Includes

- BBQ – Top Nosh
- Disco



Children's Games
Adult's Games
BBQ Shirt Contest
Raffle and much more.



Ticket only entry – on sale from
Alex Webb (01229 - 839551)