



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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Cover Picture: THE WRECK OF HMS AE1 SHOWING THE FIN & OTHER WRECKAGE ABOVE THE CONTROL ROOM

All AE1 images in this issue courtesy of Paul G Allen, Find AE1, ANMM and Curtin University © Navigea Ltd.

EDITORIAL

Hello Everybody

May already! A month with two Bank Holidays to look forward to – just need to hope now that we get Bank Holiday weather for both of them – not the usual miserable rain and wind we normally get!

Following the Branch Annual General Meeting in April we now find ourselves with a new Branch Chairman – Richard (Dickie) Cambridge. Dave Barlow stood down this year after more years than he cares to remember and the Branch ‘dined him out’ at the recent Branch dinner at the Dunes. I have included a few photos from the Dinner which weren’t available for the last issue. I’m sure Dave will enjoy his extra leisure time and take the opportunity to get in a few more Test Matches and spend a bit more time with his train set – and Fiona of course.

Our new Chairman has been spending some time in Australia recently – visiting family and friends and I am sure that he will be glad to be back home and getting to grips with his new role as Chairman. He sends his apologies for there being no Chairman’s Dit in this Issue having just arrived back from sunny Oz but promises to do better next month.

Last month we had news of the Canadian Submarines – this month its over to the Australians. You may recall that back in January I told you that the first Australian Submarine has finally been found – just over 103 years since it was lost with all hands and, apparently, without trace. I’m pleased to say that since that discovery the Aussies have been very busy, and a further expedition

has come up with some amazing pictures and a video of AE1 as she lies on the bottom off Papua New Guinea. Our Cover Picture this month shows a view of the Conning Tower/Fin collapsed into the Control Room – the damage is quite catastrophic. The people behind the search and the latest expedition hope to use the photos and the video to allow them to construct a 3D model of the wreck and, hopefully find out what happened. I passed details of the photos and the video on to the Northwest Evening Mail and I am pleased to say that there was a front-page photo and a fuller story about AE1 in the Thursday 26th April Issue.

I would like to thank all those Branch Members who turned out last Sunday 22nd April for our Annual Remembrance Service and Wreath Laying at the AE1/AE2 Memorial in Ramsden Square (in spite of the weather) and who then followed on by supporting the Duke of Lancaster’s Association on their St. George’s Day Parade. The lucky few got a Tot at the Legion afterwards to go with their Pie and Peas – however, there didn’t seem to be very much meat in the Pie but there was lots of Potato!

Coming up in May – apart from the Branch Meeting next Tuesday 1st May (which will be followed by one of Alex’s Quizzes and food!) - we have the **Keswick to Barrow Walk** sneaking up very quickly afterwards on **Saturday 12th May**. If you have volunteered to assist with the Stewarding make sure you check with Dave Oakes to see when you’re pencilled in for your shift.

Coming up in June, in addition to the events in Alex's Social programme, there are two Parades for your Diaries. The first, on **Sunday 17th June**, is the **Civic Sunday Parade** which will be a Parade from the Town Hall to St George's Church for our new Mayor for 2018/19 – Councillor Bill McEwan – who as you will all recall is currently the Deputy Mayor to Tony McAllister. I don't have timings for this Parade yet but I will let everyone know in good time.

Also, in June we have the **Armed Forces Day Flag Raising Ceremony** at the Town Hall. In a change to previous years, and as this year is the 100th Anniversary of the end of WWI, the Ceremony has been switched to **Saturday 23rd June**. This Parade is being organised by the Tri Service Committee with the help of the Town Hall. Also, this year the Parade will be on the Forum Side of the Town Hall with the Sea Cadets, the Army Cadets, the RAF Cadets and, hopefully a contingent from the building Submarines, parading in support of the

Veterans from the three Services and the Royal British Legion.

Saturday 23rd June is also the first day of this year's Barrow Carnival and, following the Flag Raising, the Armed Forces Parade will move off down Duke Street to join up with, and lead the Carnival Parade from Ramsden Square up Abbey Road as far as Holker Street where the Armed Forces Parade will 'peel off' to the Legion allowing the Carnival Parade to continue up to Victoria Park. I should have full details and timings of the Flag Raising available shortly and will let everyone know.

I think that's more than enough from me for this month – see you all on **Tuesday 1st May** for the **May Branch Meeting**, usual time and usual place – don't be late – and remember to bring wives, girlfriends, husbands, partners etc for the Quiz and a good Social Evening.

Regards,

Barrie.

CHAIRMAN'S REPORT

As explained above – no Chairman's Dit this Month – perhaps two next month?

SOCIAL SECRETARY REPORT

Hi Shipmates

April was a quiet month starting with a very quiet AGM where we thanked and said goodbye to Dave Barlow as our Chairman. Hopefully, he will continue to support the socials and enjoy the more social side of the branch when we meet. We also welcomed Dickie Cambridge as our new Chairman and hope that he enjoys taking the branch forward. Then we moved onto a very liquid and not very well supported St George's Day parade, always makes me laugh that one of the few attendees at this every year – as our Standard Bearer is Gordon Walker - a Scotsman turning out in all his finest on this English celebration. The month ended in 11 of us attending the corporate football – details of whether the Bluebirds remain in the National league or get relegated is unknown at this time.

Diary Check:

There will be a Quiz after the May meeting and I hope that some of you will support me in this. May of course is the 55th anniversary of the forming of the branch – I will have a nice chilli on hand to help the brain cells get those brilliant minds working. So, bring out the brains of the family and let's have a couple hours of fun.

9th June - Cabaret Evening – this is still a work in progress.

July 7th – Branch BBQ – tickets will go on sale at the June meeting.

July 14th - Foxfield Members' only soiree.

July 21st – Cartmel Races trip – this is now full and I am running a reserve list. Please confirm your places and full payment of £13:50 which is required at the July meeting - at the latest.

Further down the road is the **Canal Trip** on the 1st September. Be advised I have reduced the number on this trip to 40 to make more room on the canal boat. This is now full with a reserve list running so please pay me no later than the August meeting; it is £37:50 per person. This includes travel to and from, food, absent friends cocktail and of course 4 hours of partying on the Jungle Queen – singing, dancing and drinking.

Other items:

Members draw was not won in April so stands at £35 for May.

Don't forget your birthday beer if you were born in the month of May – bad month for me because 16 of you were born in May.

May's drinking food will be chilli rice and with French stick; so please come along enjoy the quiz and have a couple scoops with the other branch members or your old ship mates.

Alex

MAY BRANCH CALENDAR

May Branch Meeting	Tues 1st May
K2B	Sat 12 th May
Committee Meeting	As required

JUNE BRANCH CALENDAR

June Branch Meeting	Tues 5 th Jun
Cabaret Night	Sat 9 th Jun
Civic Sunday Parade	Sun 17 th Jun
Armed Forces Day Flag Raising	Sat 23 rd June
Barrow Carnival	Sat/Sun 23 rd /24 th Jun

Committee Meeting	As required
JULY BRANCH CALENDAR	
July Branch Meeting	Tues 3 rd Jul
Branch BBQ	Sat 7 th Jul
Foxfield (Members Only)	Sat 14 th Jul
Cartmel Races	Sat 21 st Jul
Committee Meeting	As required

MAY BRANCH BIRTHDAYS

H (Hugh) Porter	03/05/1958
D.A. J. (David) Smith	06/05/1952
D.A. (David) Cooper	07/05/1954
D.E. (Dave) Barlow	09/05/1947
N. (George) Hildrew	12/05/1947
K. (Ken) Brumby	17/05/1944
S (Stacey) Phan	17/05/1986
B. (George) Hyde	19/05/1960
C. (Cedric) Madin	21/05/1930
J. W. Wilkinson	24/05/1985
T.C. (Tim) Chittenden	25/05/1951
C. (Colin) Small	26/05/1967
D. (David) Leather	29/05/1980
J. R. (Roddie) Blaney	29/05/1967
R. (Ben) Britten	31/05/1955
B. M. (Brian) Jones	31/05/1934

Happy Birthday All!

SUBMARINE LOSSES OF WWI

No Submarines were lost in May 1918. However, two Submariners are reported to have died – both in accidents.

They were:

1. A member of the crew of **Submarine G12** who was accidentally killed whilst on duty on 6th May 1918. It is reported that he was electrocuted when thrown against the open switchboard. The submarine was in the act of surfacing off Hartlepool and the Conning Tower Hatch had been opened when the submarine was 'pooped'. The Submarine took a downward lurch and John Alsford lost his footing.

Stoker 1st Class John Francis Alsford O/N K19324

John Alsford had joined Submarines on 5th May 1916 and had served in HMS DOLPHIN and the Depot Ships HMS MAIDSTONE & LUCIA before joining Submarine G12. He was the twenty-nine year old son of Mr J Alsford of 57, Cuthbert Road, Wood Street, Walthamstow, London. He is buried in the East London Cemetery, Plaistow, Essex in Grave No. 9782A.

2. A member of the crew of **Submarine G2** died on 6th May 1918. It is reported that he was accidentally drowned. He was:

Signalman Harold Owen Alfred Bear O/N J21560

Harold Bear joined Submarines on 8th February 1917 and had served in HMS DOLPHIN and the Depot Ship HMS LUCIA before joining Submarine G2. No Next of Kin or other family details are available for twenty-year old Harold Bear who was born in Ramsgate in Kent. He is commemorated on the Chatham Naval War Memorial on Panel No. 28.

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR'

MAY

Edward Moffat	1989
Albert Cheale	1990
George Day	1986
Tom McQuade	1993
Kenneth Walker	1996
Ernie Newton	2001
Harry Wetton	2007
Donald Michie	2007
Stuart Hammill	2010
David Jenkins	2013
David Dunford	2013

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 The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ You may also send your contribution by e-mail to me on 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 April for the May 2018 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!

SUBMARINE COMMISSIONING CREW LISTS

Still looking for First Commission Submarine Crew Lists as follows:

Diesel Boats:

PORPOISE, RORQUAL, GRAMPUS, NARWHAL, CACHALOT, WALRUS

OBERON, ONYX, ORPHEUS, ODIN, OTUS & UNICORN

Nuclear Boats:

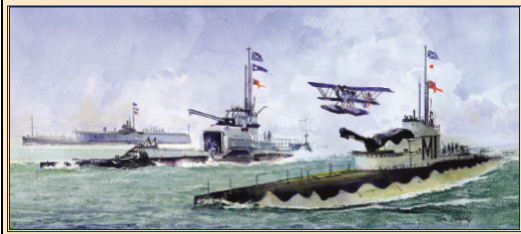
TRIUMPH, VIGILANT, ASTUTE & AMBUSH

Also required are copies of any Crew Lists for Commissioning and Rededications of any Conventional

'A', 'S', 'T', 'O' & 'P' Class and any refitting 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 – see above. Thanks, Barrie Downer

"BARROW BUILT SUBMARINES"

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. ISBN 9 781094 459736.

A REQUEST FOR ASSISTANCE

From: Colin R Campbell
rmc2088campbell@yahoo.com

Sent: 13 April 2018 03:05

Subject: Requesting information about ANZUK Submarines and ANZUK service generally

I am documenting the history of the ANZUK Force and its precursor organisations by examining original documents held by the National Archives of all three countries as well as those held by the War Memorials. It is obvious there is much more material than what has been officially released in recent years.

I am trying to trace people who could have something to add to the story. I am concentrating on the personal accounts - using government policy, the military history aspects and the functioning of the various components of ANZUK as a backdrop.

Would it be possible for you to include in your newsletter a notice requesting people, especially those who served in HMS ODIN in the period 1973 - 75, to contact me.

I was an Australian Army Captain serving in a co-ordination role on the Headquarters at the time. By way of a reference, I have published an extensively documented history, More Bang for No Bucks, the history of a self-propelled Artillery Troop in an Australian Cavalry unit in Vietnam.

Thank you,
Colin Campbell.

Contact details:

colincampbell@bigpond.com or
anzukbook@bigpond.com

PO Box 701, MAWSON, ACT, 2607

THE BRANCH DINNER

A few photos!



HMS GANGES ASSOCIATION COMBINED SERVICES ANNUAL CHURCH SERVICE

At St. George's Church, Portsea. PO1 3AT

On Sunday the 13th. May 2018. Commencing at 1200

You have been invited to attend this service and the gathering after at HMS EXCELLENT between 1300 & 1500 where light refreshments, tea, coffee and the bar will be made available to you.

Please read the information below and advise me by return if you wish to accept this invitation.

We are proceeding steadily with the preparations for this service and I estimate around eighty persons have indicated their intentions to attend.

The service will be conducted by the Rt. Revd. Bishop Dr. John Mills DMin RN, who is travelling down from Norfolk for this occasion.

As an ex HMS GANGES boy himself (Exmouth Division 1963), he has been coerced into officiating this service for us but I feel sure that you will enjoy his non-

conformist reform church approach rather interesting, a very nice man indeed.

We are now at a stage where we need to know the numbers and details of those attending, for seating at the church, “Up Spirits”, outside the church and those who wish to attend the gathering after the service at HMS EXCELLENT, for catering and the security issue.

So, by return please, would you indicate-

1. Your name and the names of any others (Friends/Family, etc) that will be accompanying you. Inclusive of the name and age of any under eighteens please.

2. Details of the vehicle that you will be travelling in (Colour – Make – Model – Registration Number). This only applies to those who wish to join us at HMS EXCELLENT!

Parking around St. George’s church is limited but there is a park clearly marked up close to the “Victory Gates” at Portsea PO1 3PD and another opposite the Royal Maritime Club in Queens Street PO1 3LJ. Probably your best bet would be the Gunwharf Quays car park (Which is the closest) PO1 3TZ or the next nearest but uncovered PO1 3HA.

If you have been invited because you have lost a member of your family who was an ex-serviceman and you wish to have their name read out in the “Act of remembrance”, please provide details of their - date of death – name – and service number (If known) and which service. Please be aware that you, or a member of your family must attend the service for this to be carried out!

Standard Bearer’s – Please confirm that you will be attending and what standard you will be parading. To date we have ten (I think). Please also muster outside the church at 1130

With apologies for the delay but until we are aware of all the various factors of this service we are unable to print the Order of Service but we are now nearly there, so I will be sending out copies online shortly (By the end of this month). Please bring these copies with you to the service as there will only be a limited number available at the church

HMS EXCELLENT – Is an active Naval Base, so please be aware that security is tight. In the first instance if your details (As requested) are not correct, you will not be allowed in. Secondly, there are armed security guards manning the main gate, please do not be put off, they are doing their job of protecting the base.

Finally, please park your vehicle in the Visitors Car Park. Exit right from the mini roundabout, just inside the entrance. First right down the hill to the car park. You will be issued with a parking pass on entry.

Then walk back up the hill (short walk), turn right at the top and the G.I’s Mess is the first building that you will come to (Opposite the rose garden) on the corner. Use the entrance on your left (Opposite the rose garden). Hopefully someone will be there to act as a guide for those of you who are not familiar with the base.

Please do not wander around the base and let children run around outside – if it is a nice day you may walk

around the rose garden but other than this remain close to the mess and leave the base directly after departing the Mess.

Should you require further information please do not hesitate to contact me, best via E Mail as I do have hearing problems or telephone (I have a “Call Guardian” system in operation – Not everyone’s cup of tea but it does keep the unwanted calls to a minimum).

(023) 8073 4915 – gangesbob@hotmail.co.uk – 92, Sandpiper Rd., Southampton. SO16 8FF.

I look forward to meeting you all so please make yourself known to me when you arrive, I will be wearing my “Ganges” blazer and have Secretary’s badge on it.

Kind regards, Bob Campbell (Secretary Solent Division HMSGA)

Benefits Advisor for Armed Forces Update

Further to the item in the Barrow Branch April newsletter, “New Benefits Advisor for Armed Forces Campaign” I am able to provide further information learnt on receiving the Winter/Spring 2017/2018 British Asbestos quarterly newsletter, with that the appointment by Mesothelioma UK was supported by a Libor funded Treasury grant.

Helen Wilkes in her role will act as the primary clinical contact for Mesothelioma UK's specialist armed forces information and support service, will also work as a benefits advisor for HASAG & will also liaise with the new Centre for Cancer Immunology research based at the University Hospital Southampton which opened in March 2018 ahead of schedule after a £25 million fundraising campaign.

By attracting the best talent & with collaboration across all disciplines the boundaries of how our immune system works against cancers will hopefully lead on to more life-saving treatments.

Immunotherapy is a revolutionary treatment capable of supercharging the body’s natural defences. During 2015 the British Lung Foundation had asked if Cancer’s Achilles heel been discovered. While relatively new, using the drug Pembrolizumab (Keytruda) it may be one of the biggest advances in anti-cancer treatment of the past twenty years. Currently approved for use in Melanoma skin cancers, doctors using the therapy say that side effects are less severe than traditional chemotherapies. The link below provided further details of the Cancer Centre at the University Hospital in Southampton. Other details were learnt from Legal Firms publicity booklets. I cannot signpost individual firms. Immunotherapy is not yet part of a standard first line treatment, but medical research is close to becoming a reality.

www.southampton.ac.uk/news/2018/01/cic-target.page

The Institution of Occupational Safety & Health (IOSH) will be highlighting occupational cancer risks in the fourth phase of its ‘No Time to Lose Campaign’ commencing 9th April 2018. They will aim to highlight the significant carcinogens in the workplace that are

responsible for the high number of cases with fatalities. For many our readers this will include diesel fumes. This was also publicised in the American Asbestos Disease Awareness Organisation (ADAO) monthly newsletter. www.notimetolose.org.uk/About-NTTL.aspx www.thunderclap.it/projects/69047-no-time-to-lose-asbestos

The above sites are mainly of interest for those requiring further information from IOSH but they also include a six minute film.

Bob Pointer

Submariners Association Diary Orders 2019 New Arrangements

Branch Secretaries (only) will now be able to order their 2019 Submariners Association Diaries ONLY via the Association webpage using the 'BRANCHES' tab and selecting 2019 Diaries from the drop-down menu.

The Closing date for Placing Orders will be the 30th June 2018.

This system will not allow orders to be placed from individuals in which case you should contact your Branch Secretary.

Branches will be able to place as many orders as they like until the deadline. The total number of Diaries ordered for each branch will be shown in the list on the left, when you have logged on.

You will need to login with a Username and Password to check and / or placing your order, which will be sent to all Branch Secretaries in March.

Diaries will be dispatched in October to Branch Secretaries along with invoices using the address held on the National Database.

By Barrie Downer

If you want to order a Submariners Association Diary for 2019 get your order into me as soon as possible – to avoid disappointment!

US and Australian joint expedition provides detailed new look at World War I submarine HMAS AE1

23 April 2018

A joint US and Australian expedition to survey Australia's first submarine HMAS AE1 has provided detailed new images of the 103-year old shipwreck, which lies on the seafloor off the Duke of York Islands in Papua New Guinea (PNG).

The Royal Australian Navy's HMAS AE1 was lost at sea with all hands on 14th September 1914, and its fate had remained a mystery until its discovery in December 2017. It was the first loss for the RAN and the first Allied submarine loss in World War I but ultimately a tragedy felt by all Australians.

The recent survey was undertaken by Microsoft co-founder Paul Allen's research vessel Petrel and coordinated by Find AE1 Ltd. in partnership with the Australian National Maritime Museum, the Royal Australian Navy, Curtin University, the Western Australian Museum and the Submarine Institute of Australia. Approval for the survey was granted by Papua New Guinea National Museum and Art Gallery. The ship's remotely-operated vehicle (ROV), fitted with high-definition video and stills cameras, undertook a comprehensive, non-invasive inspection of the submarine, revealing fascinating new information.

RV Petrel diverted to the Duke of York Islands following a series of successful expeditions that located the World War II shipwrecks of USS Lexington, USS Juneau and USS Helena.

"The AE1 has a special place in Australian maritime history and I'm proud of our partnership with the Australian National Maritime Museum and others that brought an end to the mystery of the AE1's final resting place," said Paul Allen. "For all of us associated with Petrel, we view this work as a means to honour the courage and sacrifice of crew of the AE1."

The data collected during this first ROV examination of AE1 will be used by the Australian National Maritime Museum to develop a shipwreck management plan in cooperation with the PNG Government and the PNG National Museum and Art Gallery.

"We are very grateful to Paul Allen, Vulcan Inc, and the crew of RV Petrel for making this survey possible. These incredible images and the new information they provide will help the museum tell the story of AE1 and its brave crew, and ensure their service and sacrifice are remembered by future generations," said Australian National Maritime Museum Director and CEO Kevin Sumption PSM.

The still images of the shipwreck site will also be developed into a detailed 3D digital model using techniques developed by Curtin University and the Western Australian Museum. This will allow the Find AE1 team and museum researchers to further examine AE1 and refine understanding of what happened to it 103 years ago.

MEDIA NOTE:

Imagery available at: <http://images.defence.gov.au/S20173148>

Vision will be fed to the Parliamentary Press Gallery

All media inquiries:

Shirani Aththas (02) 9298 3642, 0418 448 690 or email saththas@anmm.gov.au



THE UNDERWATER ANZACS

© Barrie Downer 1985

INTRODUCTION

During the First World War the British public became aware of the heroic exploits of Royal Navy Submarines. These exploits included both particular single incidents such as Max Horton's sinking of a German destroyer off Heligoland and long running campaigns such as the Baltic and Dardanelles deployments. Many successful submarine Commanders became household names and many of these were rewarded with medals and rapid promotion. Such officers were Martin Nasmith (later Martin Dunbar-Nasmith), Norman Holbrook, Edward Boyle and Max Horton. The first three named officers were all awarded the Victoria Cross for daring exploits. Boyle is generally credited with being the first submariner to make the passage through the Dardanelles and into the Sea of Marmora to become the scourge of the Turkish Navy - a feat later shared with Martin Nasmith.

However, it is a fact that neither Boyle nor Nasmith were the first Submariners to enter the Sea of Marmora. The first Submarine to complete a dived passage into the landlocked sea was not even a Royal Navy Submarine but was one of the first two Submarines of the Royal Australian Navy. The particular Submarine in question was HMAS AE2. The Commanding Officer was Lieutenant Commander Henry Stoker, Royal Navy - an Irishman from Dublin who had been loaned to the Royal Australian Navy. His two Officers were also Royal Navy Officers and his crew were half Australian Navy personnel and half Royal Navy. At the Dardanelles the Submarine was on loan from the Australian Government to the Royal Navy.

Stoker's stay in the Sea of Marmora was very short as the Submarine was sunk within a few days. Stoker and all his crew survived the sinking and became Prisoners of War in Turkey. Partly because of Stoker's success in entering the Sea of Marmora at a critical time during the Dardanelles landings the attack was pressed home when early withdrawal of the troops had seemed certain. The anniversary of the Dardanelles landings - the same day as Stoker's successful entry to the Sea of Marmara (25th Apr) is now commemorated as the official Australian War Memorial Day - ANZAC Day.

Stoker in AE2 showed the way into the Sea of Marmara. Nasmith, Boyle, Cochrane, Stocks, Bruce, Warren and Pirie followed him. These others were awarded the recognition and the medals but Stoker and his 'Underwater ANZACS' were the first!

The following pages relate the story of Henry Stoker and the Australian 'E' Class Submarines.

Chapter One

Australian Submarines - the Background

Western Times Tuesday 1st November 1910

The Manning of the Australian Navy

Brisbane, Monday

Questioned about the possible difficulty of manning the Australian Navy, Admiral Sir Reginald Henderson said in England there were always plenty of applications for enlistment in the Navy, but in Australia there were more attractions for working men, who would possibly be reluctant to leave the land. -Reuter.

The Tamworth Herald Saturday 18th March 1911

THE AUSTRALIAN NAVY PROPOSED STRONG FLEET

The report of Admiral Sir Reginald Henderson, who has been inspecting the coastal defences of Australia on behalf of the Commonwealth Government, has now been presented. It recommends the construction by quinquennial stages of an eventual fleet of eight armoured and ten protected cruisers, eighteen destroyers, and twelve submarines. Sydney and Fremantle are suggested as the two primary bases.

The Cambridge Independent Press Friday 25th April 1913

AUSTRALIAN SHIPBUILDING

The new proposals of the Australian Prime Minister (Mr. Fisher) are the first real beginning on the scheme prepared on the scheme prepared by Admiral Henderson (writes an Australian correspondent in the 'Morning Post'), and mark, also a departure from that scheme. Admiral Henderson divided his 22 years' period into four eras to accommodate the probable development of local recruit-training. It was not desired that the ships should be finished before the men were trained and ready to man them. In the first era (1911 - 1918) there were to be built one Dreadnought, three small cruisers, twelve destroyers and **six submarines** (the Fleet Unit is included in this); for the second era (five years) were set down two Dreadnoughts, three small cruisers, six destroyers, and **six submarines**; for the third era (five years) three Dreadnoughts, and two small cruisers and for the fourth era (five years) two Dreadnoughts and two small cruisers. It was explained last session that acceptance of the Henderson programme did not imply acceptance of it beyond 1918, for it might be necessary to build quicker or slower. But now even this qualification does not stand.

For under the first era it is arranged that there shall be built up to 1918 over and above the Fleet Unit only six destroyers and **three submarines**. Mr. Fisher now proposes by 1916 a Dreadnought, three of the destroyers, and **two of the submarines**, which is to say that, if during the two following years (1916-18) Australia builds only three destroyers and **one submarine (or perhaps two)**, she will even then be ahead of the Henderson programme in 1918 by one dreadnought.

Until 1911 the Naval Defence of Australia was a task performed by the Royal Navy with a Flag Ship and other supporting ships manned by Royal Navy crews deployed to the Australia Station (which was first established on 25th March 1859) generally for periods of up to three years. These were assisted by various Naval Ships and Vessels owned by the various Australian States. Following a Colonial Conference in 1897 an Australasian Naval Defence Act was passed which resulted in the existing Naval establishment being backed up by Squadrons of Armoured Cruisers and Torpedo Gun Boats (TBDs). Discussions then started on the need for, and establishment of, an indigenous Australian Naval Force to replace the Royal Navy's Australia Station, its Flagship and the deployed Royal Navy Squadrons.

In April 1911 Royal Navy ships on the Australia Station included the 14,200 ton 1st Class Protected Cruiser HMS POWERFUL (Flagship), the 5,880 ton 3rd Class Twin Screw Protected Cruisers HMS CHALLENGER and HMS ENCOUNTER, the 4,360 ton 3rd Class Twin Screw Protected Cruiser HMS CAMBRIAN, the 2,200 ton 3rd Class Twin Screw Protected Cruiser HMS PIONEER and the 2,135 ton 3rd Class Twin Screw Protected Cruisers HMS PEGASUS, HMS PROMETHEUS, HMS PSYCHE and HMS PYRAMUS.

The crews of these ships included a good proportion of Australians and New Zealanders and it was these personnel who would form the backbone of the Royal Australian Navy when established.

The decision to establish the indigenous Australian Naval Force resulted in the establishment of the Royal Australian Navy on 10th July 1911. The last Royal Navy Flagship on the Australia Station – the 14,200 ton 1st Class Protected Cruiser HMS POWERFUL sailed from Sydney for England on 19th December 1911.

Captain William Creswell - an advocate of the need for an Australian Navy and later recognised as the father of the Royal Australian Navy visited Britain to report on the usefulness (or not) of Submarines (in his opinion) to an Australian Navy after having examined A & B Class Submarines.

The Imperial Conference of 1907 discussed the establishment of a Royal Australian Navy **‘with their own Submarines or, possibly, the allocation of 3 in No. ‘C’ Class Submarines to Australian Defence’**.

A letter dated 13th September 1907 was sent from Vickers, Sons and Maxims to Captain Muirhead Collins quoting the price of two ‘C’ Class submarines at £49,000 each with £10,000 for delivery to Australia utilising a delivery ship they already had under construction. It is likely that this refers to Vickers S.S. Transporter’ (Yard No. 370) which was launched on 13th July 1908 and later used to transport two ‘C’ Class Submarines (Yard Nos. 366 and 367) to Japan in late 1908/early 1909. The existence of the Vickers letter to Collins is detailed in a letter from the Australian Minister of Defence dated 16th October 1907.

Comparable data for ‘A’ and ‘B’ Class Submarines – reportedly examined by Captain Creswell is shown below - ‘C’, ‘D’ & ‘E’ Class Submarine details are included for comparison purposes.:

‘A’ Class Statistics

Builder: Vickers, Sons and Maxim Ltd, Barrow-in-Furness.

No. in Class: 13

Cost: £41,000

Dimensions: Length: 103 ft 3 ins Beam: 12 ft 8 ins Draught: 10 ft 1 ins

Displacement: Surfaced: 190 tons Dived: 207 tons

Machinery: Surfaced: Single Wolseley petrol engine 160 bhp

Dived: Single electric motor 150 bhp

Single shaft

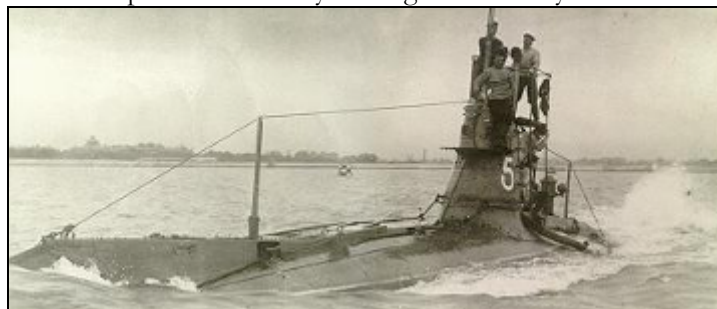
Speed: Surfaced: 9 knots Dived: 6 knots

Endurance: Surfaced: 500 nm @ 9 kts Dived: 20 nm at 5 knots

Armament: 1 x 18 inch forward torpedo tube (three torpedoes carried)

Complement: 11 (2 Officers and 9 Ratings)

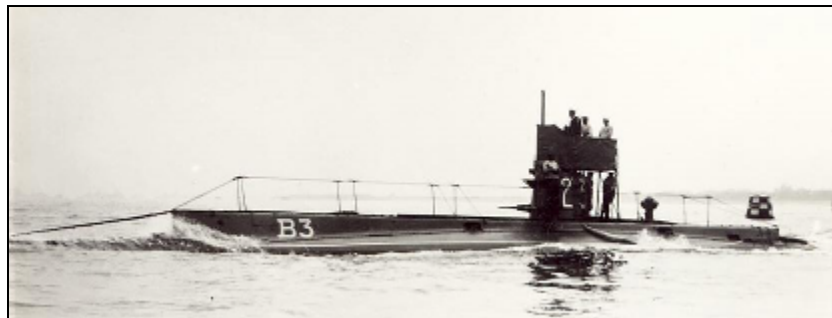
Note: A13 (only) was fitted with an experimental ‘heavy oil’ engine – an early form of diesel engine.



Typical 'A' Class Submarine

'B' Class Statistics:

Builder: Vickers, Sons and Maxim Ltd, Barrow-in-Furness
 No. in Class: 11
 Cost: £47,000
 Dimensions: Length: 142 ft 2½ ins Beam: 13 ft 7 ins Draught: 11 ft 2 ins
 Displacement: Surfaced: 287 tons Dived: 316 tons
 Machinery: Surfaced: Single 16 cyl petrol engine 600 bhp
 Dived: Single electric motor 180 bhp
 Single shaft
 Speed: Surfaced: 13 knots Dived: 7 knots
 Endurance: Surfaced: 1,000 nm @ 8½ kts Dived: 50 nm at 4½ knots
 Armament: 2 x 18 inch bow torpedo tubes (four torpedoes carried)
 Complement: 16 (2 officers and 14 ratings)



Typical B Class Submarine

'C' Class Statistics

(Detail of the 'C' Class Submarine design is included here for comparative purposes:

Builder: Vickers, Sons & Maxim & Chatham Dockyard
 No. in Class: 38
 Cost: £47,000 to £50,350
 Dimensions: Length: 142 ft 2½ ins Beam: 13 ft 7 ins Draught: 11 ft 2 ins
 Displacement: Surfaced: 287 tons Dived: 316 tons
 Machinery: Surfaced: Single 16 cyl petrol engine 600 bhp
 Dived: Single electric motor of 180 bhp
 One shaft
 Speed: Surfaced: 13 kts Dived: 7½ knots
 Endurance: Surfaced: 1,300 nm at 9 kts Dived: 50 nm at 4½ kts
 Armament: 2 x 18 inch bow torpedo tubes (four torpedoes carried)
 Complement: 16 (2 Officers and 14 Ratings)



Typical 'C' Class Submarine

As can be seen from the above statistics the 'A' Class was too early a design and was deemed unsuitable for Australian purposes. The 'B' Class and 'C' Class submarines which were essentially the same design and were intended as 'Coastal' Submarines only. At the time of the 1907 Imperial Conference the 'C' Class was the latest design available and could have been delivered (as discussed above) using the S.S. Transporter (Yard No. 370) designed and built by Vickers to deliver two 'C' Class Submarines (Yard Nos. 366 and 367) to Japan in December 1908.

However, 'C' Class Submarines could have made their own way to Australia (with an escort) as was demonstrated by the three 'C' Class boats (C36, C37 & C38) which, in 1911, formed the Hong Kong Submarine Flotilla.

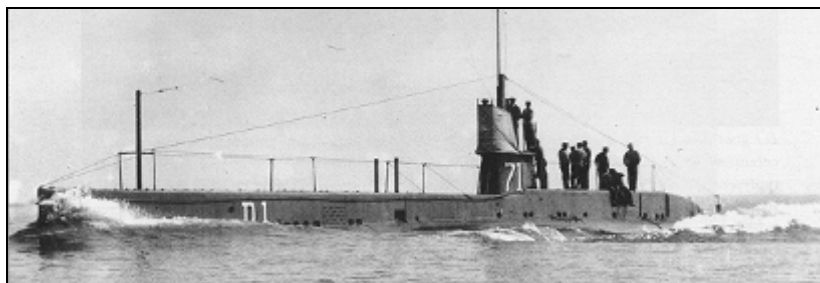
All three Classes of Submarine described above were 'Coastal Submarines' by design and more suited to 'Harbour Defence' rather than 'Open Ocean' or 'Overseas' operations. The 'C' Class received serious consideration by the Australian Naval authorities.

However, the 'D' Class Submarine was already under construction for the Royal Navy and the 'E' Class Submarine had been designed.

The 'D' Class Submarines were a significant improvement on the 'B' & 'C' Class Boats, were diesel powered, were designed by the Royal Navy as 'Overseas' Submarines and were included in the RAN considerations.

'D' Class Statistics:

Builder: Vickers, Sons and Maxim Ltd and Chatham Dockyard
 No. in Class: 8
 Cost: £79,910
 Dimensions: Length; 163 ft Beam: 20 ft 6 ins Draught: 10 ft 6 ins
 Displacement: Surfaced: 483 tons. Dived: 595 tons
 Machinery: Surfaced: 2 diesel engine 1,200 bhp
 Dived: 2 x electric motors 550 bhp
 Twin shafts
 Speed: Surfaced: 14 kts Dived: 9 knots
 Endurance: Surfaced: 1,750 nm at 11.2 kts Dived: 50 nm at 5 kts
 Fuel: 29 tons
 Armament: 3 x 18 inch TT (2 x bow and 1 x stern) six torpedoes carried.
 Complement: 30 (2 Officers and 28 Ratings)
 A price for the 'D' Class submarine was quoted as £85,000 per copy.

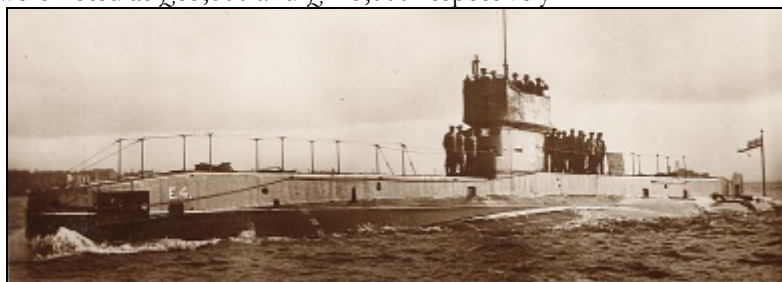


Typical 'D' Class Submarine

'E' Class Statistics:

Builders: Vickers Limited and Chatham Dockyard,
 Number in Class: 57 (including 2 for RAN)
 Cost: £101,900
 Dimensions: Length: 181ft Beam: 22ft 8 ins Draught: 12 ft 6 ins
 Displacement: Surfaced: 667 tons Dived: 807 tons
 Machinery: Surfaced: Twin diesel engine 1,600 bhp
 Dived: Twin electric motors, 840 bhp
 Two shafts
 Speed: Surfaced: 15 knots Dived: 10 knots
 Endurance: Surfaced: 3,225 nm at 10 knots Fuel: 40 tons
 Armament: 5 x 18 in TT (2 x bow, 2 x beam, 1 x stern) 10 torpedoes
 1x12 pounder gun – in later boats
 Complement 30 (3 Officers and 27 Ratings)

The first eight 'E' Class Submarines – which included the two Submarines for the RAN - only had a single Bow Torpedo tube and carried eight torpedoes of which four were loaded in the tubes and four were reloads. No Deck Gun was fitted in the eight Submarines in the original design. By the time that a decision to place an order was required the prices the 'D' and 'E' Class Submarines were noted at £85,000 and £115,000 respectively.



Typical 'E' Class Submarine

After due consideration the RAN opted for the 'E' Class design already on the drawing boards and under construction at the Barrow in Furness yard of Vickers, Sons & Maxim and, also, in the Royal Dockyard at Chatham. At the time the 'E' Class Submarine was, essentially, an unproven, experimental design. Additionally, the 'price per copy' for an 'E' Class Submarine was nearly 30% more than that of the 'D' Class Submarine and more than double than one 'C' Class Submarine. Of the two 'Overseas' designs the 'E' Class had marginally improved surfaced and dived speeds, greater endurance and greater range (by some 1,500 miles) and enhanced armament over the 'D' Class (on additional tube and two additional torpedoes. The funds finally committed by the Australian Government for two 'E' Class could have bought four 'C' Class Submarines and nearly three 'D' Class!

However, given the distances involved it is probably fair to say that the 'Overseas' Submarine was probably better suited to the Australian requirements than the 'Coastal' Submarine. One other essential requirement for an effective Submarine Force was a 'Submarine Depot Ship'. This was needed to provide all the necessary mobile 'Support Services' for a Submarine Flotilla - accommodation for the Submarine Crews when not living in their Submarine and for the 'Spare Crew', Engineering Support, Fuel, Stores and Spares, Food and spare torpedoes. The Submarine Depot Ship was ordered from the Clydeside Yard of John Brown and Sons. The order was placed sometime after that of the Submarines. As a result, the ship was not 'Laid Down' until 2nd September 1914 – after the outbreak of the First World War and well after AE1 and AE2 had reached Australia. After the ship was 'Laid Down' work was almost immediately halted to allow the John Brown Shipyard 'to concentrate on the Battleship HMS BARHAM' and other urgent 'war construction'. When work did restart the ship was not ready to be 'Launched' until 28th October 1916 and was not completed and 'Commissioned' as HMS PLATYPUS until March 1917.

The Ship as completed was 310 ft in length (325 ft length overall), on a beam of 44 ft and a draught of 15 ft 9 inches. The tonnage was 2,460. Coal fired boilers drove reciprocating engines developing 3,600 Shaft Horse Power and allowed a maximum speed of 15 ½ knots from the twin screw. The complement (according to Janes Fighting Ships) was 357. Given that this total included two full Submarine Crews and a Spare Crew the ship needed a crew of some 250 Officers and Ratings. By that time HMAS PLATYPUS was 'Completed' both AE1 and AE2 had been lost and there then was no longer an RAN requirement for a Submarine Depot Ship. The ship was then 'loaned' to the Royal Navy and used as a Submarine Depot Ship for various Submarine Flotillas until after the Armistice in November 1918.

To be continued in Periscope View Issue No. 216

SUBMARINERS 'CROSSED THE BAR' REPORTED IN APRIL 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	18 th February 2018	William (Bill) Dunlop	Ordnance Electrical Mechanician	TBA	75	Submarine Service in TOTEM, VALIANT (1st Commission Crew) on 18th July 1966, REPULSE (S) (1st Commission Crew) on 28th September 1968, COURAGEOUS, WARSPITE & DREADNOUGHT on 'Recommissioning' at Chatham on 9th October 1976
Blyth & Wansbeck	April 2018	James Jacques	Petty Officer Telegraphist	D/JX 161335	95	Submarine Service from 1943 to 1945 in H44, L27 & TRUANT, DA PROCIDA (It), JALEA (It) & GALATEA (It)
Sunderland	April 2018	Gordon Hawick	Electrical Mechanic	P/M 933219	81	Submarine Service from March 1955 to 1963 in AUROCHS, TACITURN, TABARD, SEA SCOUT on re-commissioning on 28th July 1960, SEADEVIL, TOTEM & OTUS
Submarine Officers Association	April 2018	Paul William John Lewis	Lieutenant	N/A	TBA	Submarine Service from in TACITURN (1958), AURIGA (1960) & OCELOT (IL 10th June 1963 & on commissioning on 20th January 1964)
Non-member	April 2018	Sidney V M Booker	Fleet Chief Radio Supervisor	P/J926397 H	TBA	Submarine Service from February 1959 to September 1978 in TIRELESS, THERMOPYLAE, OBERON, EXCALIBUR, TACITURN, TRUMP on 'Commissioning' at Sydney in 1965, TABARD on 'Commissioning' in 1967, ANDREW & GRAMPUS
Teeside Branch	11th April 2018	William E Anderton	Able Seaman (HSD)	C/JX 327156	95	Submarine Service from July 1942 to March 1946 in SATYR on 1st September 1944, SEADOG & ULTIMATUM
Non-member	April 2018	Gary Houston	Leading Hand	TBA	53	Submarine Service not given
Non-member	April 2018	Kenneth Coman	TBA	TBA	81	Submarine Service from 1960 to 1966 in SCORCHER & WALRUS