



# 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 (and below): Armed Forces Week Flag Raising Parade and Ceremony - 23<sup>rd</sup> June 2018**



**Standards on Parade**





### **The Guests**

L to R: Russ Watson (BAe), Ian Lofthouse (BAe), Alan Hoskins, John Woodcock, MP for Barrow and Furness, Mrs McEwan (Lady Mayoress), Councillor Bill McEwan (Mayor of Barrow), Lord Lieutenant's Cadet & Mrs Claire Hensman – Her Majesty's Lord Lieutenant of Cumbria



### **The Armed Forces Day Flag Presentation Party**

## **EDITORIAL**

Hello Everybody

July already – where is this year going? Still at least the weather is still holding up well, but I could do with a bit of rain for the garden.

As I mentioned in the last newsletter June was month of Parades – firstly there was the Ulverston Civic Sunday Parade and Service on Sunday 10<sup>th</sup> June - our Ulverston

contingent was there to cover it for the Branch. Next was the Barrow Civic Sunday Parade and Service on Sunday 17<sup>th</sup> June for our new Mayor - Councillor Bill McEwan. This year's Parade was from the Town Hall to St George's Church for the Civic Service and then back to the Town Hall for refreshments. The Parade was very

well attended by organisations from around the town and civic dignitaries from far and wide across the County Saturday 23<sup>rd</sup> June saw the Barrow in Furness Armed Forces Day Flag Raising Ceremony and Parade. As well as the photographs above (courtesy of Mike Vallance – BAe) there is a full report on the Parade in this News Letter.

Did all your Sons and Daughters remember you on Father's Day? I hope you all got 'lashed up' to lunch and a few pints and maybe a gift or two. My No.1 Daughter found a book she thought I would like to read called 'The Royal Naval College Osborne – 1903 to 1921' written by Michael Partridge and published in 1999.

It's all about the training of Naval Cadets during those years when embryo Officers joined at 12 or 13 and spent two years at Osborne College on the Isle of Wight before moving on to the Royal Naval College at Dartmouth to complete their training and then going off to sea as Midshipmen. Having started reading it I realised that a lot of it seemed very familiar. If, like me, you joined as an Apprentice at HMS FISGARD, you would recognise the routine – some Naval History, some English, Maths, Technical Drawing, some Seamanship, lots of Sport and lots and lots of Workshops and Engineering time. One Cadet even describes the first job all 'Tiffy Apprentices' were given - a block of mild steel, a hammer, a chisel and a file – chip off at least one

eighth of an inch from one side as square and flat as you can and then you might be able to use the file to smooth it off – if you could manage to hold the file in your bruised and bloodied hands! Then you might move on to cast iron, brass and then lathe work

There are photos of the Osborne Workshops – looking just like the 'Factory' in FISGARD in the 1960s. Each Bungalow (Accommodation Hut) was in the charge of a Cadet Captain who wore a very familiar 'upside-down' Chevron Badge on his sleeve just like the PO & CPO Apprentices at FISGARD – I reckon they must have bought thousands of the Badges and then when Osborne was closed down they gave the leftover Badges (and the 'Training Programme') to the Apprentices to save wasting money! Still – didn't do us any harm – I hear you all say!!

On a sad note – long distance Branch Member Eric Hamer 'Crossed the Bar' in Formby on 13<sup>th</sup> June at the age of 76. Living where he did we didn't see him at Meetings, but we send our most sincere condolences to his wife Carol.

Don't forget the July Branch Meeting – next Tuesday 3<sup>rd</sup> July – usual time – usual place – don't be late

Regards

Barrie.

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## SOCIAL SECRETARY REPORT

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### Hi Shipmates

June saw our cabaret night at the legion. Pretty poor turnout from the members but lucky enough the stalwarts who always support the social programme brought along enough friends to make a good evening of it. Many thanks to those of you who do support the social side of the branch – I hope it is you who come along for a free beer at the Foxfield afternoon.

### Diary Check:

Saturday July 7th is the BBQ at the Crofters – a sun drenched afternoon of sitting around, drinking, laughing and playing the odd stupid game. Cheryl Hagen will be doing face painting, fun and games for both children and adults, disco, raffle, burgers and other foods all for only £5 per person – get out those barbecue shirts and help me make this a great afternoon. 2 – 7pm get your tickets at the meeting, or phone me to pre-book.

Saturday July 14th is the Foxfield members' only soiree – this is sourced from the social fund so if you are a member and attend the socials and are of the male gender (except Stacey who is also entitled to attend this) then this is for you. Make your own way there for 2pm and we will see when the kitty runs out. Committee members don't forget this is our afternoon to enjoy an 'oggie' and a pint courtesy of the branch for all the hard work you do; after a committee meeting – of course.

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

Further down the road is the canal trip on the Saturday 1st September. Be advised I have reduced the number on this trip to 40 to make more room on the canal boat. This is also 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 June so stands at £45 for July.

Don't forget your birthday beer if you were born in the month of July.

July's drinking food will be chicken and chorizo penne pasta in a tomato sauce.

Alex

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### JULY BRANCH CALENDAR

July Branch Meeting	Tues 3rd Jul
Branch BBQ	Sat 7th Jul
Sea Sunday Service	Sun 8th Jul

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### Foxfield (Members Only)

Cartmel Races	Sat 21st Jul
Committee Meeting	As required

### AUGUST BRANCH CALENDAR

August Branch Meeting	Tues 7th Aug
Committee Meeting	As Required
<b>SEPTEMBER BRANCH CALENDAR</b>	
September Branch Meeting	Tues 4th Sep
Canal Trip	Sat 1st Sep
Committee Meeting	As required

### JULY BRANCH BIRTHDAYS

M.J. (Mike) Kirk	06/07/1943
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
S. M. Stephen) Breckons	24/07/1961
J. (Jason) Costello	24/07/1971
A. D. (Alan) Jones	29/07/1938

Happy Birthday All!

### SUBMARINE LOSSES OF WWI

July 1918 saw one Submarine lost with all hands, another Submarine severely damaged in an attack by German seaplanes, two Submariners lost through illness and three other Submariners lost overboard.

Two members of the Crew of the Submarine Depot Ship **HMS PLATYPUS** died in July 1918 after being taken ill. They were:

L/Sea Gilbert Abbs O/N 235013

Gilbert Abbs died on 2nd July 1918 after contracting pneumonia.

Sto1 George Rennison O/N 299072

George Rennison is reported to have died on 4th July 1918 from a combination of influenza and pneumonia. George Rennison was a Reservist who had served in the Submarine Depot Ship HMS VULCAN at Dundee pre-WWI and who had served with the Royal Naval Division in France before joining HMS PLATYPUS.

### Submarine C25

The Submarine damaged was Submarine C25 (Lieutenant David Courtenay Bell) which was very nearly lost on 6th July 1918. The Submarine was on the surface at noon when the Commanding Officer called the Second Captain (Sub Lieutenant Ronald M Cobb) to come to the bridge to look at a flight of five sea-planes. As the Sub Lieutenant was on his way up the order was given to dive, so he flooded all main ballast and went full ahead on the main motors. Bombs were dropped, and several small holes appeared in the pressure hull and water started to come in. An order was given to surface and the ballast tanks were blown. Sub Lieutenant Cobb then ordered 'Surface Action Stations'.

Small bombs and bullets were still being fired at C25 and, as a result, the Coxswain was badly wounded, and an Able Seaman was killed in the Conning Tower. The Sub Lieutenant went up the Conning Tower and found

the Commanding Officer, a Leading Seaman, the Signaller and the Lewis Gunner all killed. As the firing from the sea-planes was still going on the Sub Lieutenant came back below for about 15 minutes and started to repair damage. He then went back on the bridge with two ERAs but they had to come below again as a further attack was starting. This attack continued for another 5 minutes and then, having waited a further 10 minutes he returned to the bridge.

Cobb was in an unenviable position. Although the ERA got the Diesels running the steering was jammed both from the Control Room and Bridge. Luckily at about 12.45 p.m. Cobb identified himself to Submarine E51. The wounded Coxswain was transferred to the E51, the CO of E51 came on board to examine the damage, signals were made to the Depot Ship and a tow was established. Despite the efforts to get the Coxswain to proper medical attention he later died of his wounds.

Further attacks by the sea-planes were made between 3.18 p.m. and 3.45 p.m. during which time Cobb and his crew remained below decks. Eventually the Destroyer HMS LURCHER arrived to take over the tow and take C25 back to harbour. Those lost in this attack were:

### Officers:

Lieutenant David Courtenay Bell, Royal Navy

He is buried in the Shotley (St Mary) Churchyard in the Submarine Enclosure.

### Ratings:

PO Coxswain William George Borrow O/N 237304

He is buried in the Camberwell (Forest Hill Road) Cemetery in London in Grave 85.25456.

L/Sea William Barge O/N J124

He is buried in the Shotley (St Mary) Churchyard in the Submarine Enclosure.

AB George Sidney Hamilton O/N J26612

He is buried in the Norwich Cemetery in Grave No. 46.504

AB John Marcian Walsh O/N J10812

He is buried in the Liverpool (Anfield) Cemetery, Lancashire in Grave No II, RC, 2116.

Sig Charles Arthur Buttle O/N J9244

He is buried in the Derby (Nottingham Road) Cemetery, Derbyshire in Grave No. 16603 (C).

### Submarine L9

One Officer from Submarine L9 died on 12th July 1918. He is reported to have been accidentally drowned. He was:

Lieutenant Leslie Cyril Kendall Francis, Royal Navy

He is commemorated on the Portsmouth Naval War Memorial on Panel No. 28.

### Submarine E34

This Submarine was lost 'with all Hands'. The Submarine had sailed from Harwich on the morning of 14th July 1918 with orders to lay a minefield off Vlieland and was reported lost on or about 20th July 1918. No reason has been discovered for her loss, but it is possible that she was mined. There were no survivors. The bodies of the three Officers and three of the Ratings



were later washed ashore in Holland & Germany. Those lost were as follows.

#### **Officers:**

Lt. Richard Ivor Pulleyne, DSO, DSC, Royal Navy  
He is buried in the Noordwijk General Cemetery, Zuid Holland, Netherlands in Grave No. C47. (Prior to WWI he was the sole survivor of the sinking of submarine B2 after a collision with the SS AMERIKA in the Dover Straits on 4th October 1912.)

Lieutenant William Phillip Lillie, DSC, Royal Navy  
He is buried in the Hamburg Cemetery in Grave No II.H.13.

Lieutenant Hugh Tom Donald Wynne DSC, RNR  
He is buried in the Noordwijk General Cemetery, Zuid Holland, Netherlands in Grave No. C46

#### **Ratings:**

PO Charles Edward Ellis, DSM O/N 220405  
He is buried in the Noordwijk General Cemetery, Zuid Holland, Netherlands in Grave No. D58.

PO John William Holmes O/N J10315  
He is buried in the Hague General Cemetery, Zuid Holland Special Memorial.

PO Herbert James Smith O/N J11913  
PO George Richard Tanner, DSM O/N 196486  
L/Sea George Atkinson, DSM O/N J14020  
L/Sea Benjamin Cogan Edwards O/N 238694  
L/Sea Arthur Richard Pankhurst O/N 212340  
Able Seaman Newman William Aldridge O/N J1558  
Able Seaman William Thomas Norman O/N 221480  
Able Seaman Frederick Charles Scott O/N J/19816  
Ord Sea Charles Harold Cooke O/N RNR  
Sig Percy Baron Richens O/N 237049

Ldg/Tel Charles John Newnham Amooore O/N J21492  
He is buried in the Noordwijk General Cemetery, Zuid Holland, Netherlands in Grave No. D60.

Tel William Henry Bignell O/N 144209  
CERA Alan Tatham, DSM O/N RNR/Dev/EA/1061  
ERA3 George Russell Dixon O/N M19343  
ERA4 John Allen O/N M15316

ERA4 Arthur Logan Murray O/N M25535  
SPO William Fortnum O/N 295188  
L/Sto Alfred Edward Baker O/N K18223  
L/Sto James William Kircaldy Painting O/N K18622  
L/Sto John Smith O/N K23820  
L/Sto Charles James Tofts O/N K12084  
Sto1 Christopher Oliver Baldwin O/N K14537  
Sto1 James Alfred Sargent O/N K18222  
Sto1 John William Hanson O/N K25244  
Sto1 George Heale O/N K21877  
Sto1 William George Kemp O/N K16280

#### **Submarine K5**

Two members of the crew of Submarine K5 died on 31st July 1918. They were both accidentally lost overboard and were drowned. They were:

Chief Stoker George Lewis Booker O/N 295851  
Sto1 Michael Jordan O/N K22252

## **REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR'**

### **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**

#### **DISCLAIMER**

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

#### **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](mailto: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 July for the August 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**

Three more Commissioning list arrived this month – thanks you all! 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:

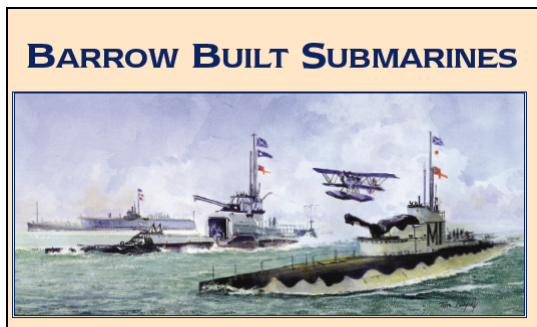
TRIUMPH, VIGILANT, ASTUTE & AMBUSH

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

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#### **"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](http://Navybooks.com). ISBN 9 781094 459736.

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#### **THE BARROW IN FURNESS ARMED FORCES WEEK 2018 FLAG RAISING PARADE**

The Parade and Flag Raising Ceremony was organised by the re-instated Tri Service Committee. Planning started in March, following on from a suggestion, made by last year's Deputy Mayor, after the 2017 Parade that the event should be bigger in scope and should be held in the Forum Square rather than in the Town Hall Courtyard. This was to allow more people to see the Parade and to show their support the Armed Forces.

So, this year, for the first time, the Ceremony was held on a Saturday morning and involved all three Service Associations (the Submariners Association, the Royal Air Force Association and the Duke of Lancaster's Regimental Association), the Royal British Legion, a contingent from HMS AUDACIOUS and HMS ANSON, Army, RAF and Sea Cadets – the latter with their Band, UKSubvets and the Royal British Legion Riders Branch. Also, rather than being hidden away at the Car Park side of the Town Hall the Parade this year was on the Forum Side so that the Ceremony could be seen by the people of Barrow. Having initially 'Fallen In' at the Courtyard side of the Town Hall the 'Call to Parade' was played by a Trumpeter (Mr Dave Dryden) and the Parade marched on to the Forum Square by Tony Elgin – the Parade Marshall.

The dignitaries for the Parade were Mrs Claire Hensman - Her Majesty's Lord Lieutenant of Cumbria, Councillor Bill McEwan - the Mayor of Barrow, Mr John Woodcock – MP for Barrow and Furness, Mr Russ Watson – Director of Engineering for BAe Systems and Mr Ian Lofthouse - Head of Nuclear Consultancy for BAe Systems.

In the Forum Square the Parade formed up under a second Parade Marshall - Ben Casey – who reported the Parade to Mrs Claire Hensman - Her Majesty's Lord

Lieutenant of Cumbria and Councillor Bill McEwan - the Mayor of Barrow. The Parade was then inspected by the Lord Lieutenant and the Mayor, accompanied by John Woodcock MP. After a speech by the Mayor the Armed Forces Day Flag was presented to the Mayor by a Royal Air Force Cadet escorted by a Marine Cadet and a Sea Cadet. The Mayor then handed the Flag to the Mayor's Chaplain, the Reverend Canon Gary Cregeen, who 'Blessed' the Flag, handed it to Town Hall staff and then conducted a short religious Service.

After the Service the Trumpeter played the 'Last Post' before a 'One Minute Silence' concluded by the Piper (Mr Mike Ramsey) playing a Lament. Either side of the 'Silence' Branch President Alan Hoskins gave the Exhortation and the Kohima Epitaph. The Armed Forces Day Flag was raised from the Town Hall Flag Pole on the second floor where it will remain flying for the whole of Armed Forces Week. The Parade then gave 'Three Cheers for her Majesty the Queen'.

After the Flag Raising Ceremony the Parade Marshall (Tony Eglin) 'Marched' the parade down Duke Street, saluting the AE1 and AE2 Memorial in Ramsden Square before joining up with and 'Heading Up' the Barrow Carnival Parade along Abbey Road as far as the Duke of Edinburgh hotel. A second Salute was given at the Coronation Gardens Blitz Memorial. The Armed Forces Parade then 'Left Wheeled' into Holker Street to the Royal British Legion for a Social Afternoon.

At the Legion there were refreshments for the Cadets and other Parade participants and, at 1130, we were joined by Mrs Hensman, the Lord Lieutenant and our BAe guests. After the Standards were 'Marched In' I was honoured to welcome and introduce the Lord Lieutenant who then made a speech during which she highlighted the importance of the Armed Services and the various Service Associations. After her speech the Lord Lieutenant and our other guests met members of the groups and Veterans Associations.

All in all, it was a most successful Parade. The only disappointment was that the number of RAF Cadets and Army Cadets didn't match up to the expected numbers.

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#### **Pusser's Blue Liners**

Blue Liners were so called as they carried a blue line down each cigarette. They were issued to seamen in shore bases or on Reserve ships not at sea. Each month every person who had declared themselves as a smoker received three cigarette coupons, with each coupon entitling them to 100 cigarettes or a tin of rolling or pipe tobacco. Different rules applied for sea-going ships where you could get most brands of cigarettes - the limit was 600 per month in UK waters, unlimited abroad. A sailor was allowed 25 cigarettes a night when proceeding ashore, or 200 cigarettes if going on leave for seven days or more. On the reverse of a packet of Blue Liners were the words:

*"These cigarettes are supplied duty free for the exclusive use of officers and men of the Royal Navy and are not to be landed, given away or otherwise disposed of contrary to regulations."*

Smuggling more than your allowance ashore was a punishable offence. If you got caught with more than your entitlement the punishment varied from a possible seven days in the cells, to 3 months loss of duty free privileges, 30 days stoppage of leave and perhaps a fine thrown in for good measure.

Your popularity soared if you didn't smoke as the coupons were extremely tradeable. You could swap them for submariner's sweaters, chef's t-shirts, DMS boots, - in fact, just about any piece of kit you needed. Apart from selling your coupons for a bit of extra spending money, it was also possible to find someone to do your duty for you in exchange for one, or more, of your coupons.

In the early seventies Pusser's Blue Liners cost 10/- per hundred – 50 p in today's money. In the 1960's it was 2s. 4d. per hundred – approximately 11 p

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### TONY GRIFFITHS & JAKE



I am attaching a couple of pics of Jake about an hour after him finishing C2B - smiling but with sore feet. I tried to get him to the June meeting to say thanks in person but for now, he asked me can you say thanks to those that sponsored him and also a big hug from him and the kids it will help.

The charity he walked for is The Family Holiday Association it is for kids and their families where one of the parents is terminally ill, so it allows them time together to make memories (photos videos) for when they have gone

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### Submariners Association Diary Orders 2019

#### Change of Date for Orders

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 is now 30<sup>th</sup> August 2018.

This system will not allow orders to be placed from individuals so if you want one 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.

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### Defence in the Media: 28 May 2018

#### Military ID

Defence news today includes the announcement that service leavers will be allowed to keep their military ID card.

The Times reports that the MOD has introduced a new policy of allowing service leavers to keep their MOD 90 ID card. The change has been brought in to allow people to maintain their emotional connection with the military once they leave. This will also help veterans to continue to benefit from corporate discounts and government support. Personnel who have already left can apply for a MOD ID card.

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### Dundee International Submarine Memorial

This year's Dundee International Submarine Memorial - Annual Service of Remembrance - will take place at 1100 on Saturday 8th September 2018.

For those planning to attend this event, thanks to the new V & A which opens on 15th September, there are a number of new hotels in the city. These include a Premier Inn

(<https://www.premierinn.com/gb/en/hotels/scotland/tayside/dundee/dundee-centre.html>) and Hotel Indigo (<https://www.facebook.com/HotelIndigoDundee/>).

The latter Hotel is the remarkable transformation of a former jute mill overlooking the Memorial Site.

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### HMS TALENT to begin Operational Sea Training

8th June 2018

After weeks of tough realistic scenarios preparing her for any eventualities, including combat, HMS TALENT and her crew will be declared fit for duties worldwide.

Commander Jamie Mitchell, HMS TALENT's Commanding Officer, said, "This maintenance project has presented many challenges, most notably to our technical departments who have been working incredibly hard to get the submarine ready for operations."

The maintenance period, undertaken by Babcock, includes capability upgrades enabling the submarine to



operate into the next decade and remain one of the world's most potent military assets.

Gavin Leckie, Babcock Submarine Support Director, said, "The maintenance period has been a complex project that has relied on a strong partnering ethos between Babcock, the Submarine Delivery Agency and ship's staff and we're delighted to see the vessel getting ready for service following its successful engineering maintenance programme. The joint project team should be incredibly proud of what they have achieved."

The submarine's command team initially achieved a 'Safe for Sea' assessment after training on shore in the 'Talisman' Submarine Command Team simulator at Devonport.

This realistic environment ensures the crew are safe to operate in busy shipping areas amongst merchant vessels and other and military vessels.

The crew's ability to launch Tomahawk Land Attack Missiles and discharge Spearfish torpedoes against surface and sub-surface targets was also assessed.

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### **DREADNOUGHT Programme secures 700 jobs at Rolls Royce**

The future of hundreds of jobs at Rolls-Royce Defence in Derby has been secured, thanks to a new contract worth £60 million from the Ministry of Defence (MoD) to build nuclear reactors for four Dreadnought submarines.

The announcement earlier this month will enable the company to progress work on the design and manufacture of the reactors, which will secure 700 jobs at its Raynesway site.

Rolls-Royce ([www.Rolls-Royce.com](http://www.Rolls-Royce.com)) has played a key part in the production and maintenance of the UK's nuclear deterrent for more than 50 years, and it currently employs around 3,000 people.

The latest order forms part of an overall £2.5 billion investment by the Government to boost Britain's submarine-building projects.

As well as investing a total of £960 million in the Dreadnought programme, the MoD has signed a £1.5 billion contract to build HMS AGINCOURT — a

seventh Astute hunter-killer submarine for the Royal Navy.

Last year, Rolls-Royce received permission to expand its Raynesway factory, creating 80 new jobs while safeguarding hundreds more. Work has now started on extending its Primary Component Operations building. The firm has also been given the go-ahead to build a four-storey ancillary office building with 400 workstations.

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### **New Naval Base Commander for Clyde**

Commodore Doull joined the Royal Navy in 1990 as a Naval Cadet, graduating from the Royal Naval Engineering College in 1994. As a volunteer for Submarine Service, the new NBC Clyde has previously served in the nuclear-powered submarines HMS Spartan, HMS Vigilant and HMS Victorious. For the past two-and-a-half years he has been in Barrow-in-Furness as the Principal Naval Overseer for the construction of the Astute Class Submarines.

On Tuesday, 19 June 18, with the official hand-over, Commodore Mark Gayfer left the Naval Base in true naval style. Boarding HMS Raider, a P2000 class patrol vessel, he was waved off by sailors from the Submarine Service, HMS Neptune, Royal Marines from 43 Commando Fleet Protection Group and members of the civilian workforce. Commodore Gayfer said of his time at HMNB Clyde: "It has been an honour and a privilege to command the Royal Navy's most complex Naval Base.

"The Establishment continues to enjoy its position at the forefront of delivering the Ministry of Defence's key outputs; a reality that has made this command particularly rewarding. "The successes that the Base delivers on a daily basis are testament to the hard work and tenacity of those that serve here, whether military or civilian.

"I wish Cdre Doull every success as Naval Base Commander Clyde, he takes on the role at an exciting time of growth and development."

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## **THE UNDERWATER ANZACS © Barrie Downer 1985**

### **The 'AE' Class Crews - Recruitment and Training (Part 1)**

It is probably needless to say that, at the time that the Australian Government decided to buy Submarines, there were no suitable facilities for the support of Submarines in Australia. The nearest Submarines to Australia at that time were three Royal Navy 'C' Class Submarines - based at Hong Kong - and various Submarines in Japan including the two 'C' Class Submarines - built at Barrow - for the Imperial Japanese Navy. At that time no Submarines had ever visited Australia and, not surprisingly, there were no Submariners in the new Royal Australian Navy although one or two Australians had served or were serving as submariners in the Royal Navy. This lack of manpower was a big problem!

To provide Crews for the two 'E' Class submarines which had been ordered, a minimum of four 'Submarine Qualified' Seamen Officers were needed - at least two of whom had to be qualified Submarine Commanding Officers plus submarine experienced Engineering Officers. Additionally, two complete crews of 'Submarine Qualified' Ratings (some sixty Ratings were needed - plus a Spare Crew to allow for injury, illness etc. Surprisingly, however, no thought was given to providing 'Spare Crew' Submarine Officers and this later was recognised as a problem. A Crew was also required for the Submarine Depot Ship HMAS PLATYPUS - ordered from the John Brown & Sons Shipyard at Clydebank - to support the Australian Submarine Flotilla.

The 'Submarine Qualified' Seamen Officers were to be provided by the Royal Navy. Volunteers Ratings were called for in Australia and, in agreement with the Admiralty, from the Royal Navy Submarine Service.

Two Submarine 'Command Qualified' Seaman Officers soon volunteered, and these were Thomas Fleming Besant and Henry Hugh 'Hew' Gordon Dacre Stoker. So, who were these two and what were their qualifications?

The senior of the two Officers was **Thomas Fleming Besant**. Thomas Besant was born in Liverpool on 22nd December 1883 and he was the son of Mr. Edgar Besant (a Naval Stores Officer) - later of 2, St John's Gardens, Ladbroke Avenue, London W. Thomas Besant joined the Royal Navy as a Naval Cadet at HMS BRITANNIA on 15th September 1898 where he was under training until 14th January 1900 and gained 'four months' time' on 'passing out'. After a brief appointment to HMS VIVID (the Depot Ship at Devonport) from 15th to 26th January 1900 he was appointed to the 7,350-ton 1st Class Twin Screw Cruiser HMS ENDYMION on 27th January 1900 where he was promoted to Midshipman on 15th May 1900. A further appointment to the 11,000-ton 1st Class Twin Screw Cruiser HMS AMPHITRITE followed on 27th June 1902 where he served until 25th March 1903. After brief appointments to the 12,950-ton Twin Screw First Class Armoured Battle Ship HMS GLORY and HMS DUKE OF WELLINGTON - a Tender to HMS VICTORY at Portsmouth, he joined the Royal Naval College for his 'Lieutenants Courses' as an Acting Sub Lieutenant on 15th May 1903. On completion of these Courses he received 1st Class passes for Seamanship and Torpedo, a 2nd Class pass for Pilotage and 3rd Class passes for Navigation and Gunnery. Destroyer appointments followed to the Destroyer Depot Ship HMS EREBUS 'for HMS HEARTY' on 23rd April 1904, 'for HMS FAIRY' on 8th June 1904 and the Destroyer Depot Ship HMS HALCYON 'additional for HMS VIXEN' on 7th September 1904. He was then appointed to the 14,150-ton Twin Screw Battle Ship HMS RUSSELL on 8th November 1904.

Thomas Besant was appointed to the Submarine Depot Ship HMS THAMES (Portsmouth Submarine Flotilla) 'for Submarine Instruction' on 10th January 1905 and later, 'for Submarines'. Thomas Besant was promoted to Lieutenant on 31st December 1905 and was re-appointed to the Submarine Depot Ship HMS THAMES 'for Command of Submarines' on 1st May 1906. An appointment to the Submarine Depot Ship HMS BONAVENTURE 'for Submarine C12 in Command' followed on 1st November 1907. In a note on his Service Record by Captain Sidney S Hall, RN in November 1908 the Inspecting Captain of Submarines reported:

*'Inspection of Submarine C12. Thoroughly efficient. Engines in good order. No defects.'*

Thomas Besant handed over command of Submarine C12 on 8th August 1910 and, on the same day, he returned to the Surface Fleet for his 'Big Ship' time with an appointment to the 16,350-ton Battle Ship HMS KING EDWARD VII (Captain Allan P Everett, Royal Navy) - the Flag Ship of the Admiral Commanding the 2nd Division of the Home Fleet. According to his Service Record it had been intended for him to join the Battle Ship HMS DREADNOUGHT - but this appointment was cancelled - and no reason was given for this change of plan. The appointment to HMS KING EDWARD VII was followed, on 31st July 1911, with an appointment to the 20,000-ton Battle Ship HMS HERCULES (Captain Hopwood, Royal Navy) when that ship 'Completed to Full Crew' at Portsmouth to take over from HMS KING EDWARD VII as the Flag Ship of the 2nd Division, Home Fleet. On leaving HMS HERCULES Captain Hopwood noted:

*'Very hardworking and reliable. I am extremely sorry to lose him.'*

Thomas Besant then returned to Submarines with an appointment to the Submarine Depot Ship HMS VULCAN (7th Submarine Flotilla) at Dundee 'for Submarine C30 in Command' on 15th August 1912. An appointment to HMS DOLPHIN 'for Submarines' followed on 18th June 1913 and he was then 'loaned to the Royal Australian Navy for Submarine Service' to take up his new appointment to HMS DOLPHIN 'for Submarine AE1 in Command - standing by whilst completing' at the Vickers Shipyard at Barrow-in-Furness - effective to date 4th September 1913. Thomas Besant was promoted to Lieutenant Commander on 31st December 1913. After a 'Commissioning Ceremony' at Portsmouth Submarine AE1 made the passage to Australia - leaving Portsmouth on 2nd March 1914 and arriving in Sydney on 23rd May 1914.

The junior of the two Commanding Officers was **Henry Hugh Gordon Dacre Stoker** - an Irishman from Dublin. He was born on 2nd February 1885 and was the son of Doctor and Mrs. Stoker of Dublin. He joined the Royal Navy as a Cadet on 15th January 1900 when he was appointed to the old hulk BRITANNIA - moored in the River Dart at Dartmouth in Devon. He was promoted to Midshipman on 30th May 1901 and, on 17th June 1901 he was appointed to the 14,900-ton Twin Screw 1st Class Armoured Battle Ship HMS JUPITER in the Channel Squadron - which was an old pre-DREADNOUGHT Battle Ship of the 'MAJESTIC' Class. He was briefly appointed to HMS VIVID at Devonport from 23rd August to 9th September 1901 and then joined the 15,000-ton Twin Screw Battle Ship HMS IMPLACABLE on the following day.

HMS IMPLACABLE was a coal burning pre-DREADNOUGHT Battle Ship of the 'FORMIDABLE' Class. The displacement was 15,000 tons with an overall length of 430 feet (411 feet at the waterline) and the beam was 75 feet. The ship drew 29 feet maximum draught. The main armament was two, twin 12-inch guns and twelve single 6-inch guns supported by a variety of 12 pounder and 3 pounder guns and two Maxim machine guns. There were, additionally, four 18-inch torpedo tubes fitted below the waterline.

The last ship in her Class, HMS IMPLACABLE was launched in March 1899 and was 'Commissioned' in 1901. Stoker's Commanding Officer was Captain, The Prince Louis of Battenberg - who later became an Admiral of the Fleet and First Sea Lord. It seems that Stoker was one of a batch of 'specially selected, athletic and presentable' Midshipmen

who were intended to help the IMPLACABLE to create a good impression wherever she went. As there was a short delay between finishing training at Dartmouth and the 'Commissioning' of HMS IMPLACABLE the 'Chosen Ones' - as Stoker describes his batch of Midshipmen - were all sent to the Channel Squadron to fill their time usefully - which is why Stoker had been sent to HMS JUPITER.

After 'three happy years' in HMS IMPLACABLE Stoker was sent on to the Royal Navy College at GREENWICH in London and to Naval Establishments at Portsmouth to complete his Lieutenants examinations. In his Courses he achieved a 1st Class pass in Seamanship, 2nd Class passes in Pilotage, Gunnery and Torpedo and a 3rd Class pass in Navigation. During this period, he applied to join the new Submarine branch of the Royal Navy but, at that time, his services were not required for submarine training. Completing his examinations successfully he was appointed, as a Sub Lieutenant to the 14,000-ton 'DRAKE' Class cruiser HMS DRAKE on 12th September 1905 - one of the ships of a Cruiser Squadron - again commanded by Prince Louis of Battenberg.

A year after joining HMS DRAKE Stoker was asked by the Naval Secretary if he still wished to join Submarines. He did, and on 15th August 1906, he joined the Submarine Depot Ship HMS MERCURY (Portsmouth Submarine Flotilla) for 'instruction in submarines' and, on 31st October 1906 HMS THAMES (Portsmouth Submarine Flotilla) firstly for 'instruction in Submarines' and, having successfully completed his submarine training, 'for Submarines'.

Unusually for the time Henry Stoker married early. He was married to Olive Joan Violet Gwendoline Seccombe in Exeter, Devon in the 4th Quarter of 1908. Olive was born Olive Leacock in Weymouth, Dorset in 1885. Also, unusually, Olive had been married previously to a George Seccombe in Portsmouth, Hampshire in 1906.

On 16th January 1909 Stoker was appointed to the Submarine Depot Ship HMS FORTH (Devonport Submarine Flotilla) 'for Command of Submarines'. The Devonport Submarine Flotilla consisted, at that time, of nine of the petrol engine powered 'B' Class submarines and some older 'A' Class Submarines based on the Submarine Tender HMS ONYX. His first Command was the 'A' Class Submarine A10. In his autobiography Stoker relates that one of his first exploits in Submarine A10 was to run the Submarine 'bows on' into the Dockyard wall at Devonport. This apparently caused:

*'distressing damage to the A10's bows' and a 'distinct loss of popularity with the Squadron Commander'.*

His Squadron Commander was Lieutenant Commander Ernest W Leir, Royal Navy - himself a qualified Submarine Commanding Officer. The incident with Submarine A10 and the Dockyard Wall resulted in no lasting damage to Stoker's career as a Submariner as, on 1st January 1910, he was appointed to HMS FORTH 'for Submarine B5 in Command'. Also, in January 1910 his then Commanding Officer - Commander Algernon Candy - wrote of Stoker:

*'One of the most capable officers I have served with. His work shows great thought. Plenty of dash tempered with care. Good at all games. Most desirable submarine officer'.*

At the time of the 1911 Census in on 2nd April 1911 Henry and Olive Stoker were living at 14, Lynher Terrace in St Budeaux, Devon and had two children - Hope Esme Wilmot Stoker who was two years old (birth registered in Devonport, Devon Registration District in the 4th Quarter of 1908 Vol 5B Page 266) and Joan Eileen Dolores Stoker who was eight months old (birth registered in Devonport, Devon Registration District in the 3rd Quarter of 1908 - Vol 5B Page 282). Henry Stoker served in Submarine B5 until 25th July 1911 when he was re-appointed to HMS FORTH 'for Submarine B8 in Command'. In this submarine Stoker sailed to Gibraltar with two other submarines of the Class (B6 and B7) to form the first Royal Navy 'Overseas' Submarine Flotilla. This Flotilla was formed on 4th August 1911 and the Flotilla Commander was Lieutenant George Bridges Lewis, Royal Navy in the Submarine Tender HMS RAPID. The Officers and men of the Flotilla were accommodated in Gibraltar in the Depot Ship HMS CORMORANT.

It was while he was at Gibraltar in 1911 that Stoker got to hear two pieces of news that were to affect his future. The first item of news was that the Australian Government was to order two 'E' Class submarines for the fledgling Royal Australian Navy. These Submarines were to be built by Vickers at Barrow-in-Furness and were to be manned by Royal Navy Officers and by a mix of Australian and British Naval ratings. The second item of news was that there was, supposedly, in Australia a somewhat philanthropic polo player who might be in a position to help Stoker further his sporting ambitions. Taking these two items of news together Stoker decided to volunteer for command of one of the 'E' Class Submarines. He was accepted, and in October 1913, he was 'loaned' to the Australian Navy for Submarine Service' and was appointed to HMS DOLPHIN as the Commanding Officer of His Majesty's Australian Submarine AE2 'Standing by whilst Completing at Vickers Shipyard in Barrow in Furness'.

His Royal Navy Commanding Officer - Commander George Lewis - wrote his S206 report on Stoker as follows - damning him with faint praise:

*'A very clever and sometimes brilliant submarine officer, good judgement, excellent nerve. His complete success as a submarine officer is rather marred by his neglect of small though important details of preparation'*

However, his Second Reporting Officer - Admiral Brock - was more supportive writing:

*'Has managed his submarine in an exceptional manner'.*

The other two Seamen Officers selected for the Australian Submarines were not 'Command Qualified' Officers although they were both experienced Submariners. They were Lieutenants Charles Lewis Moore and Geoffrey Arthur George Haggard and they were both 'loaned' to be the 'First Lieutenants' or 'Second Captains' of the two Submarines.

Lieutenant **Charles Moore** - the junior of the two - was born in Dublin in Ireland on 23rd August 1888 and was the son of Colonel Henry Moore and Mrs. Annie Sophy Ruthven Moore - later of Higher Woodcoombe, Minehead, Somerset. Charles Moore was educated at Sherbourne and Wellington College and then joined the Royal Navy as a Naval



Cadet at HMS BRITANNIA at Dartmouth on 15th January 1904. He 'passed out' from BRITANNIA on 15th May 1905 (having gained one and a half months seniority) and was appointed to the 14,100-ton Twin Screw Armoured Cruiser HMS LEVIATHAN – the Flag Ship of the 3rd Cruiser Squadron in the Mediterranean on the same date. He was promoted Midshipman on 30th July 1905 and, on 27th November 1906 he was reappointed to the 12,000-ton Twin Screw Armoured Cruiser HMS BACCHANTE when the ship 'Commissioned' at Gibraltar with the crew of HMS LEVIATHAN (Captain Robert F Boyle, Royal Navy) to take over as the Flag Ship of the 3rd Cruiser Squadron. On 18th February 1908 he was appointed to the 15,000-ton Twin Screw Battle Ship HMS BULWARK (Captain Robert Falcon Scott, Royal Navy - of later Antarctic and South Pole fame) – the Flag Ship of the Rear Admiral, Home Fleet at the Nore. He was appointed to the Royal Naval College for his 'Lieutenants Courses' on 21st September 1908 and was promoted to Sub Lieutenant on 30th September 1908. He completed his courses on 26th March 1909 having achieved 2nd Class passes in Seamanship, Pilotage, Gunnery and Torpedo. Charles Moore first applied to join Submarines in April 1909 but was not then selected but was appointed to the 12,000-ton Twin Screw Armoured Cruiser HMS SUTLEJ (Captain Henry M Doughty, Royal Navy) on 17th June 1909 before he joined the 13,550-ton Twin Screw Armoured Cruiser HMS BLACK PRINCE (Captain Ernest G Barton, Royal Navy) - 5th Cruiser Squadron, Atlantic Fleet on 2nd August 1909. In September 1910 Charles Moore again applied to join Submarines. He was promoted to Lieutenant on 1st April 1911 and then joined Submarines with an appointment to the Submarine Depot Ship HMS ARROGANT (4th Submarine Flotilla) at Portsmouth 'for course of Instruction in Submarines' on 15th August 1911 and then 'for Submarines' although it is not established which submarines he served. He was then re-appointed to the Submarine Depot Ship HMS ARROGANT 'for Submarines' on 14th November 1911. He was 'loaned' to the Royal Australian Navy for a period of three years on 14th October 1913 joining the London Depot 'for Submarine AE1 as Second Captain – standing by whilst Completing' at Barrow-in-Furness to date 14th October 1913.

The senior of the two 1st Lieutenants - **Geoffrey Haggard** - was born in Paddington, London on 4th May 1888 and he was the son of Major Edward Arthur Haggard and Emily Haggard (nee Calvert) of 38, Cathcart Road, Radcliffe Gardens. Geoffrey Haggard joined the Royal Navy as a Cadet at HMS BRITANNIA at Dartmouth on 15th September 1903 training there until 15th January 1905 when he was appointed to the 15,000-ton Battleship HMS IMPLACABLE (Captain George E Patey, MVO, Royal Navy) on the Mediterranean Station. He was promoted to Midshipman on 15th March 1905 and was next appointed to the 11,800-ton Battleship HMS SWIFTSURE (Captain Christopher G F M Cradock, CB, MVO, Royal Navy) in the Channel Fleet on 17th July 1906. He was appointed to the Royal Naval College 'for his Lieutenants Courses' on 24th April 1908 and was promoted to Acting Sub Lieutenant on 30th May 1908. He completed his courses in July 1909 achieving a 1st Class Pass in Torpedo, 2nd Class Passes in Seamanship, Pilotage and Gunnery and 3rd Class Passes in Gunnery and Seamanship Part A & B. His next appointment was to the 4,870-ton Twin Screw Coastal Defence Ship HMS ORION - the Depot Ship for Torpedo Boat Destroyers at Malta 'for HMS FOAM' (Commander John E Cameron, MVO, Royal Navy) on 15th September 1909. After his return home he joined Submarines when was appointed to the Submarine Depot Ship HMS MERCURY (Submarine Section IV) at Portsmouth 'additional for submarine Training' on 11th April 1910. Sub Lieutenant Haggard was then appointed to the Submarine Depot Ship HMS FORTH (Submarine Section 1) at Devonport on 8th August 1910 'for Submarine B2' as the Second Captain to Lieutenant Thomas F P Calvert, Royal Navy. Promotion to Lieutenant followed on 31st December 1910. He was next appointed to HMS EGMONT at Malta 'for Submarines' on 14th August 1911 for one of the three 'B' Class Submarines which formed the Malta Submarine Flotilla at that time. Geoffrey Haggard's next appointment was to HMS DOLPHIN in October 1913 and, on 1st December 1913 he was 'loaned to the Royal Australian Navy for Submarine AE2 as First Lieutenant – standing by whilst completing' at the Vickers Shipyard in Barrow-in-Furness.

Both of the AE2 Officers were related to well-known authors of the time. Henry Stoker was related to 'Bram' Stoker – the author of 'Dracula'. Geoffrey Haggard was related to Sir Henry Rider Haggard – the author of 'King Solomon's Mines' and 'She'. All three of these books were later made into successful films.

The Engineers appointed to the Australian 'E' Class boats were Engineer Lieutenant Halliday Gunning Paterson, ex Royal Navy who had previously served in Australian waters and Engineer Douglass Phillips Herbert, Royal Australian Navy.

**Halliday Gunning Paterson** was born in Rio de Janeiro, Brazil on 16th January 1883 and he was the son of Andrew Paterson and Ellen Etches Paterson (formerly Wilmot) nee Williamson. His birth was recorded by the General Register Office 'Consular Birth Indices (1849-1965) Vol. 9 Page 145. He took the Civil Service Commission Examinations in 1889 and the London Gazette No 4283 dated 11th Jul 1899 that 'the following candidate has been certified by the Civil Service commission as qualified for the appointment set against their respective name:- Royal Navy Engineering Student: - Halliday Gunning Paterson'. He was one of thirty-two successful candidates. He had joined the Royal Navy Engineering College at Keyham, Devonport as an Engineering Cadet in June 1899 and was appointed to HMS FIREQUEEN 'Supplementary' on 28th January 1904 as an Engineer Sub Lieutenant with Seniority of 1st January 1904. He was immediately appointed to the 14,900-ton Battle Ship HMS HANNIBAL at Devonport 'for training'. He was 'loaned' to 14,100-ton Battle Ship HMS HOOD 'for Manoeuvres' in July 1904 before returning to HMS HANNIBAL. Halliday Paterson was then appointed to the Royal Naval College at Greenwich for 'course of study' from 1st October 1904. Following his courses at Greenwich he was appointed to the 14,200-ton twin screw Protected Cruiser HMS POWERFUL (Captain Lionel Halsey, Royal Navy) on 3rd October 1905 'on Completing' at Portsmouth 'for service as the Flag Ship on

the Australia Station'. He was loaned to the 2,135-ton Twin Screw Protected Cruiser HMS PEGASUS from 5th July to 28th September 1906 before returning to HMS POWERFUL. Promotion to Engineer Lieutenant followed on 1st October 1906 see London Gazette No. 3810 dated 14th Dec 1906. He took passage home in the SS EUROPA joining HMS VICTORY (the Royal Naval Barracks) at Portsmouth on arrival on 10th November 1907.

After Foreign Service Leave he was loaned to HMS VERNON (the Torpedo & Mining School Ship) at Portsmouth and HMS EXCELLENT (the Gunnery School) at Whale Island, Portsmouth on 11th January 1908 '*for courses*'. On 22nd April 1908 he was appointed to the Submarine Depot Ship HMS MERCURY at Portsmouth '*for Course of Instruction in Submarines*', and, on completion of his training to HMS MERCURY '*for Submarines*'. Halliday Paterson left Submarines on 17th September 1910. Five days later on 22nd September 1910 he was appointed to the 4,360-ton Twin Screw Protected Cruiser HMS HERMIONE in the Home Fleet at Devonport 'Temporary' and, on 5th November 1910, 'additional for service with airships'. He was next appointed to the 13,550-ton Twin Screw Armoured Cruiser HMS WARRIOR on 10th February 1911 and was noted to be serving on board that ship at the time of the 1911 Census on 2nd Apr 1911. He 'resigned his Commission' on 1st September 1911.

Halliday Gunning Paterson was married on 4th October 1911 at 29, Rutland Square, Edinburgh, Scotland. He was married '*By declaration in the presence of Alexander Stuart Watt (writer) to the Signet and William Melvill Warburton, Captain, Royal Artillery to Mary Alice Baty by Warrant of the Sherriff Substitute of Midlothian dated 4th Oct 1911.*'

The twenty-eight year old groom was described as a 'Fundholder, Batchelor' of 27, Balfour Street, North Berwick – the son of Andrew Paterson – a Fundholder – and Ellen Etches Paterson (previously Wilmot), nee Williamson. The twenty-two year old bride of 7, Riverdale Terrace, Sunderland was described as a 'Spinster' and she was the daughter of John Baty – a nurseryman (deceased) and Ruth Baty, nee Watson.

It is reported that Paterson took up a position with Scott's Shipbuilders at Greenock on the Clyde and supervised the building of 'S' Class diesel Submarines and gained experience with the steam powered Submarine HMS SWORDFISH. When the Royal Australian Navy purchased two 'E' Class Submarines from Vickers, Sons and Maxims at Barrow in Furness he volunteered for service with the Royal Australian Navy and was appointed to the Permanent Naval Force, RAN for a period of five years on 7th May 1913 and joined the London Depot as an Engineer Lieutenant with a Seniority of 7th June 1908. He was then appointed to HMS DOLPHIN as an Engineer Lieutenant, RAN on 18th September 1913. He oversaw the final stages of the building of Submarines AE1 & AE2 at Barrow in Furness and was appointed to HMAS SYDNEY 'for Submarines' on 28th February 1914. He sailed to Australia with Submarines AE1 and AE2 in the escorting ship HMS ECLIPSE and was then appointed to HMAS PENGUIN 'for Submarines' on 25th May 1914.

Halliday Paterson then was appointed to 'Submarine AE2' on 1st January 1915 and sailed with the Submarine and the Spare Crew to the Mediterranean. He was appointed to HMAS PENGUIN on 8th February 1915 but was born on the books of HMS EGMONT at Malta on 8th February 1915 until 11th February 1915 whilst awaiting passage to Australia. On 1st July 1915 he was promoted to Acting Engineer Lieutenant Commander and was appointed to the 2,135-ton Light Cruiser HMAS PSYCHE and was confirmed in the rank of Engineer Lieutenant Commander on 7th June 1916. He served in HMS PSYCHE until 1st July 1916 when he was appointed to HMAS CERBERUS. He resigned from the RAN on 25th July 1916. His movements in Australia after resigning his commission are unknown but on 26th May 1919 he embarked in the SS VENTURA at Sydney, New South Wales destined for San Francisco in California. He was listed as a thirty-six year old Engineer with a wife. An address of Beaulina, Castra Place, Sydney was listed and is believed to have been the home address of his wife. Castra Place is a street in Double Bay, Sydney.

The second Engineer Lieutenant was Douglass Herbert. Douglass Herbert was born in St. Peters in New South Wales in Australia on 11th November 1888. He joined the Royal Australian Navy when he was appointed to HMAS CERBERUS as a Probationary Engineer Sub Lieutenant in the Permanent Naval Force on 16th March 1912. He was appointed to the London Depot on 1st July 1912. From September 1912 to 30th April 1913 he was appointed to HMS HIBERNIA 'for Training' and from 1st May 1913 to 27th February 1914 he was appointed to HMS DOLPHIN probably 'for Submarine Training' and then 'Standing by AE1 & AE2' at Barrow. He was confirmed in the Rank of Engineer Sub Lieutenant and was promoted to Engineer Lieutenant, RAN on 16th March 1913.

Douglass Herbert was appointed to the HMAS SYDNEY 'for Submarines' on 28th February 1914 and then to Submarine Depot Ship HMAS PENGUIN 'for Submarines' on 25th May 1914. On 1st January 1915 he was appointed to HMAS PENGUIN before being appointed to the Battle Cruiser HMAS AUSTRALIA on 7th January 1915. An appointment to the London Depot followed on 24th April 1916 before he was appointed to HMAS PENGUIN on 8th May 1916. In December 1918 he was serving in the 700-ton Torpedo Boat Destroyer HMAS YARRA (Acting Commander William Burrows, RAN) to which he had been appointed on 26th June 1916. On 1st August 1919 he was appointed to the Submarine Depot Ship HMAS PLATYPUS and, on 8th September 1919 he was appointed to the 5,880-ton Light Cruiser HMAS ENCOUNTER (Captain John F Robins, Royal Navy) as an Acting Lieutenant Commander 'as the Engineer'. On 30th September 1920 Douglas Phillips was appointed to HMAS CERBERUS - the Flinders Naval Depot at Westernport, Victoria 'for Charge of Mechanical Training and for Charge of Machinery of attached Tenders-except HMAS AUSTRALIA'. He was promoted to Engineer Lieutenant Commander, RAN on 16th March 1921 and this was followed by an appointment to the Depot Ship HMAS PLATYPUS on 4th November 1922.

Promotion to Engineer Commander, RAN followed on 30th June 1924. On 12th Jan 1925 he was appointed to the 5,400-ton Cruiser HMAS BRISBANE 'as the Engineer' on 'Re-commissioning'. HMS BRISBANE was 'Paid Off' on

30th October 1926 but, by 8th October 1925, he had been appointed to HMAS PENGUIN. On 4th January 1928 he was appointed to HMAS CERBERUS - the Flinders Naval Depot at Westernport, Victoria 'for duty at the Navy Office'. On 5th September 1930 he was appointed to the 10,000-ton Cruiser HMAS CANBERRA (Captain C Farquhar-Smith, RAN) 'as the Engineer'. He was sent to UK on 30th August 1934 when he was appointed 'as Naval Engineering Officer, London' and he was still serving in this appointment in January 1937. He was transferred to the Emergency List, PNF on 11th November 1938. Douglas Phillips applied for further Service on 2nd July 1940 was appointed to HMAS CERBERUS on the same day. He was further appointed to HMAS PENGUIN V 'for Base Staff, Darwin' on 6th July 1940 and to HMAS MELVILLE on 1st August 1940. On 23rd August 1941 he was appointed to HMAS TORRENS 'as Principal Naval Overseer, South Australia' and served in that appointment until 10th September 1945 when he was appointed to HMAS CERBERUS 'for the Navy Office - Staff of DE (N)'. Douglass Phillips Herbert was promoted to Engineer Captain on the Emergency List of the RAN on 11th November 1946 and was transferred to the Retired List on 11th November 1948 and reappointed to HMAS LONSDALE 'for temporary Service' in the Rank of Engineer Commander. This Temporary Service was terminated on 28th February 1953. He was still included in the Navy List of Retired Officers in 1957 but is reported to have died on 16th September 1965. His Next of Kin was his wife Mrs Jean Herbert. No further information is currently available.

After arrival in Australia it was decided that a 'Third Hand' Seaman Officer was required for each Submarine for Watchkeeping duties. On 12th June 1914 Lieutenant Commander Besant pointed out that: *'only the exact complement of Lieutenants exists for the submarines and that if one goes sick half of the submarines would be unable to go to sea'* and he suggested: *'obtaining a trained officer from the UK as soon as possible'*.

The crew of Royal Navy 'E' Class submarines was noted as being twenty-eight Officers and Ratings although a trained Telegraphist was later added to make best use of the Marconi Wireless Telegraphy equipment fitted. This equipment was the subject of some discussion between the Marconi Company and the Admiralty as the Marconi Company originally wanted Royalties of £100 for each equipment. The Admiralty proposed £50 per set and they finally agreed on £75 per set!

The Submarine complement included the two Officers. In addition, the Admiralty allowed a full Spare Crew for every three submarines or less, but no allowance seems to have been made for Spare Crew Officers for AE1 and AE2! Australian Navy records indicate that, initially, the Australian Navy paid for four submarine qualified Officers (all British), fifty-two crew (approximately 50% each Australian and British) and for twenty-two 'Spare Crew'. The 'Spare Crew' was similarly divided by nationality. Some action was taken with regard to the Officer situation and, on 9th August 1914 the Navy Office wrote to the Naval Secretary reporting that:

*'Scarlett, late Lieutenant RN of Submarine Service, now in Brisbane, volunteers for and is recommended for Spare Submarine Officer to be borne in HMAS PROTECTOR. He was invalided 18 months ago but is forwarding clean bill of health. Require approval to enter him immediately on probation as an SS (Submarine Service) officer with experience is essential'*.

The response was as follows:

*'Approval to enter Scarlett on probation of SS if medically fit. Staff Surgeon is to carefully examine Lt Scarlett and report as to whether he is wholly cured of consumption and otherwise medically fit for Submarine Service'*.

A medical report two days later stated:

*'no symptoms or signs of TB of the lungs...I consider him cured...medically fit'*.

So, who was **Leopold Florence Scarlett**, what were his qualifications for the post and why was he in Australia? The Honourable Leopold Scarlett was born in Boscombe Manor, Bournemouth, Hampshire on 17th March 1889 and he was the son of Mrs. Florence B Scarlett of 5, Tregunter Road, South Kensington (later of Peneden House, Maidstone, Kent) and Lieutenant Colonel Leopold James Yorke Campbell Scarlett (Scots Guards).

He joined the Royal Navy as a Naval Cadet at HMS BRITANNIA 15th January 1904. He was promoted to Midshipman on 15th May 1905 having gained three months Seniority on 'passing out' from BRITANNIA and was appointed to the 12,950-ton Twin Screw Battle Ship HMS GOLIATH (Captain Henry C Kingsford, Royal Navy) in the Channel Fleet on the same date. On 5th March 1907 he was appointed to the 10,850-ton Twin Screw Armoured Cruiser HMS ROXBURGH (Captain Somerset A G Calthorpe, MVO, Royal Navy) in the First Cruiser Squadron in the Channel Fleet and was then appointed to the 11,800-ton Twin Screw Battle Ship HMS SWIFTSURE (Captain Christopher Craddock, CB, MVO, Royal Navy) - again in the Channel Fleet on 6th August 1907. Leopold Scarlett was promoted to Sub Lieutenant on 30th July 1908 and on 21st September 1908 he was appointed to the Naval College for his Lieutenants Courses. On completion of his Courses (a 1st Class pass in Gunnery and 2nd Class passes in Seamanship, Pilotage and Torpedo) he was appointed to the 350-ton Twin Screw Torpedo Boat Destroyer HMS COQUETTE on 7th June 1909. Having previously 'applied for Submarine Service' in November 1909 - his Service Record has a notation dated December 1909 to the effect: *'Name noted for S/MS but informed that he will be required to serve a period in a sea going ship before being selected'*

Leopold Scarlett was then appointed to the 16,350-ton Twin Screw Battle Ship HMS HIBERNIA (Captain Crawford MacLachlan, Royal Navy) on 29th January 1910 but was eventually appointed to HMS MERCURY 'for instruction in Submarines' on 8th August 1910, re-appointed to HMS MERCURY on his promotion to Lieutenant on 30th October 1910 and joined to the Submarine Depot Ship HMS ARROGANT 'for Submarines' on 1st July 1911. An appointment to HMS FORTH at Devonport 'for Submarines' followed on 25th July 1911 and then to HMS CORMORANT at Gibraltar 'for Submarines' in August 1911. At that time the Gibraltar Flotilla consisted of three 'B'



Class Submarines one of which was commanded by Henry Stoker. Stoker, in his book 'Straws in the Wind' reported that Scarlett was appointed as First Lieutenant of Submarine B7 commanded by Lieutenant John (Josie) Glencross. Leopold Scarlett was invalided home from Gibraltar on 3rd December 1912 and was noted 'to come home on first Government opportunity when fit to travel' which was the P & O Ship MEDINA which left Gibraltar on 16th December 1912 and arrived home on 21st December 1912. Leopold Scarlett was admitted to the Royal Naval Hospital at Haslar on 28th December 1912. The diagnosis was 'phthisis' – tuberculosis of the lungs - and he then spent six months 'unemployed' on half pay before a 're-survey at Haslar' on 4th July 1913. Tuberculosis was a common illness amongst submariners. However, before his re-survey date Leopold Scarlett was transferred to the Retired List as 'medically unfit for further service' on 13th June 1913. He then moved to Brisbane in Australia presumably to find a better climate for his health. In August 1914, after the outbreak of World War One, he volunteered for service with the Australian Navy and was recommended to be the 'Spare Submarine Officer' (subject to medical clearance) and to be borne on the books of HMAS PROTECTOR. His medical checks were correct with no signs of the tuberculosis. The date of his appointment to Submarine AE1 was 10th August 1914 - well after Submarine AE1 had arrived at Sydney.

There was then some concern over the seniority of Lieutenant Scarlett. Besant noted that: *'if Scarlett's Seniority was to be the date of his promotion to Lieutenant in the RN, 30th October 1910, it was not desirable as it would make him two months senior to Lieutenant Haggard (AE2) who would be the next officer to take command if Lieutenant Commander Stoker became incapacitated'*. Lieutenant Scarlett had asked for his Seniority to be set at 30th October 1910 – he had retired from the Royal Navy on 13th June 1913. The problem was solved on 3rd September 1914 as, on that date approval was given for Scarlett's Seniority to be all the time served as a Lieutenant in the Royal Navy up to 13th June 1913 - i.e. two years, seven months and thirteen days. Taking that period back from the date of his appointment to the RAN his Seniority as a Lieutenant, RAN became 27th December 1911 thus making him junior to Lieutenant Haggard. It could be conjectured here that Stoker had known of Scarlett's availability in Australia and had expected that Scarlett should join AE2 as his 'Third Hand'. However, there was no 'Third Hand' for Stoker in AE2 at that time as Scarlett then joined Besant in AE1. The availability of Lieutenant Scarlett in Australia appears to have been a pure bonus. The Second Sea Lord's response to Besant's earlier suggestion for 'Submarine Qualified' Officers to be sent out from UK may very well have been placed at the back of the file. With the outbreak of the First World War, the Royal Navy required every available 'Submarine Qualified' Officer for its own rapidly expanding Submarine Service.

It was not until January 1915 that a 'Third Hand' became available for Stoker in AE2. The Officer selected was not even Submarine qualified! He was Lieutenant John Pitt Cary, Royal Navy:

**John Pitt Cary** was born in Donegal, Ireland on 28th January 1892 and he was the son of Arthur Pitt Cary who was a Civil Engineer. He joined the Royal Navy as a Naval Cadet on 15th September 1904. On completion of his training he was promoted to Midshipman on 15th May 1909 and was appointed to the 14,000-ton Battleship HMS ALBEMARLE (Captain Alfred E M Chatfield Royal Navy) – the Flag Ship of the Rear Admiral, Atlantic Fleet. This was followed by an appointment on 8th February 1920 to the 15,000-ton Twin Screw Battle Ship HMS LONDON (Captain Hugh F P Sinclair, Royal Navy) on 'commissioning' at Chatham for service as the Flag Ship of the Rear Admiral, Atlantic Fleet. John Pitt Cary was next appointed to the 5,600-ton Light Cruiser HMS VENUS (Captain Roger J B Keyes, MVO, Royal Navy) – Atlantic Fleet on 18th August 1910. After nine months service in HMS VENUS he was appointed to the 16,500-ton Battleship HMS AGAMEMNON (Captain Edmund R Pears, Royal Navy) in the Home Fleet on 15th May 1911.

Promotion to Acting Sub Lieutenant followed on 17th June 1912 and he was appointed to the Surveying Vessel HMS ESTHER (Lieutenant and Commander Aubrey W Peebles, MVO, Royal Navy) – Tender to HMS HEARTY on the same date. Two months later on 6th August 1912 John Pitt Cary was appointed to the 1,280-ton Surveying Vessel HMS ENDEAVOUR (Captain Ernest C Hardy, Royal Navy). After confirmation in the rank of Sub Lieutenant on 15th September 1912 he was appointed to the 22,500-ton Battleship HMS THUNDERER (Captain Henry F Oliver, Royal Navy) – 2nd Battle Squadron on 18th November 1912 where he completed his Sub Lieutenant's Courses between 23rd January and 5th June 1913 and gained 3rd Class passes in Seamanship, Navigation and Pilotage, Engineering, Torpedo, Voluntary Subjects and in Gunnery. An appointment to the 500-ton Surveying Vessel HMS DAISY (Tender to HMS ENDEAVOUR) followed on 5th June 1913 and he was then sent to Australia when he was appointed to the sloop HMS FANTOME attached to the Surveying Service on 7th November 1913. He was promoted Lieutenant on 15th September 1914. John Pitt Cary was due to return home to the United Kingdom from Sydney on 24th October 1914 but, following the outbreak of WWI he was 'retained in Australia until the next Military Contingent leaves 22nd December 1914 to assist Principal Transport Officer' but in December 1914 he was appointed to Submarine AE2 although the Navy Lists indicate a date of appointment to Submarine AE2 of 2nd February 1915. On 12th March 1915 his Service Record reported 'approved to be lent to RAN whilst serving in S/M AE2'.

To be continued in Periscope View Issue No. 218 with Part 2 - 'The Ratings'

SUBMARINERS 'CROSSED THE BAR' REPORTED IN JUNE 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Dorset Branch	1 <sup>st</sup> June 2018	Alan (Tank)Harvey	Charge Chief Weapons Engineering Artificer	D100551X	71	Submarine Service in WARSPITE, CHURCHILL, SPARTAN '2nd Commission Crew at Devonport on 15th October 1988' & SPLENDID
Barrow Branch	13 <sup>th</sup> June 2018	Eric S Hamer	Chief Electrician	D059495G	76	Submarine Service from July 1961 to November 1965 in ORPHEUS (1961 to 1962), TACITURN (1962 to 1963) & TRUMP (1963 to 1965 on Commissioning at Neutral Bay, Sydney on 8th April 1963)
Nottingham Branch	17 <sup>th</sup> June 2018	Malcolm E (Mac) Flowers	LM(E)	P/K979917	76	Submarine Service February 1960 to January 1965 in ASTUTE
Submarine Officers Association	June 2018	John Barrie Sadler	Commodore (WESM)	TBA	TBA	Submarine Service including DOLPHIN, SCEPTRE (WEO), SM2
Burton on Trent (Founder Member)	June 2018	G P (Peter) Arnold	Able Seaman (GL3	D/SSX 839499	86	Submarine Service from 1952 to 1957 in ASTUTE, ANDREW & SPRINGER
Ex Portsmouth Branch	June 2018	H G Bush	Control Electrical Mechanician	M967499E	86	Submarine Service from 1972 to 1982 in NARWHAL & OTUS
Ex Northern Ireland Branch	June 2018	Ronald A Erridge	Electrical Artificer 1st Class	P/MX 913897	81	Submarine Service from June 1960 to October 1965 in ARTEMIS (1960), ASTUTE (1961), GRAMPUS (1962 to 64) & ALLIANCE (1964 to 1965)
Medway Towns Branch	June 2018	Arthur (Alec) Giles	Leading Seaman (RP2)	P/SSX 835655	86	Submarine Service from January 1952 to February 1957 in ARTFUL & SPRINGER