



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: Group Photo with the ANSON Team at the August Branch Meeting

EDITORIAL

Hello Everybody, September again - already! All the kids going back to school once more (who said hooray?) – hopefully all those who did their GCSEs last term got the results they were hoping for.

Not quite sure what happened to summer – it was nice and sunny and warm for quite a long time but no sign so far of the promised Indian Summer – in fact Autumn seems to have started early and quite a few people are predicting a long, cold Winter to follow but, we shall have to wait and see.

The cover picture this month was taken at the August Branch Meeting when we were visited by a team from HMS ANSON - who were very welcome and who very kindly brought some rum along with them - so we could have a 'Splice the Mainbrace' to toast Prince Louis the recent addition to the Royal Family. Hopefully, this was the first of many visits from the ANSON Team and will result in new Members for the Branch and the Association. As you will see from the photo it was a very well attended Meeting – whether the rum had anything to do with that remains to be seen.

Last month we said farewell to long time (and long distance) Branch Member Frank Bowen who Crossed the Bar in hospital in Parksville, British Colombia, Canada. Frank had only just renewed his Membership of the Branch. His wife, Sylvia, told us that Frank had suffered a stroke which had resulted in his hospitalisation. After I contacted Jim Scott - the secretary of the Canada West Branch of the Submarines Association of Canada, he was able to round up five Submariners who very kindly travelled up to Parksville to

support Sylvia and to give Frank a proper Submariner's send off on his last patrol. I have asked Jim to pass on the thanks of the Branch to all those who travelled.

On the Welfare front – Ben Britten has volunteered to join the welfare team and has been very busy already as several Members have not been too well recently. Mac McLaughlin's visit to Blackpool for keyhole surgery turned into quite major surgery – he is back at home now - recuperating. If you want to visit him – phone first to check! Mac has sent apologies for missing the September Meeting – but he does have a very good excuse! Alan Pillifent had a fall and broke a few bones but is recuperating in the caravan at South Walney Park. Joan Cole had a recent stay in intensive care in Furness General but is also now back at home. Ben has had a busy introduction to the role and we thank him for volunteering.

Last Saturday a coach load of us travelled down to Barton Grange for the annual Canal Cruise. As ever Alex Webb had organised every detail of the outing and everyone seems to have enjoyed themselves – including the community singing on the way back home! I have included a number of photos in this issue which, hopefully, include all those who were there.

The next Social Event is a Quiz Night after the September Meeting and that will be followed by a Party Night at the Legion on 22nd September both events organised by Alex. Make sure you come along to both events to support the Branch – and Alex's efforts to keep you all entertained! Regards, Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

August was a very quiet month socially for the association, however, it did give me a chance to get away with the family and relax for a bit. Now we are in autumn, meteorologically speaking and have run into Christmas.

Diary Check:

Sat 1st September is the canal trip fully booked up and paid for, this trip includes travel to and from, food, absent friend's cocktail, some free booze and of course 4 hours of partying on the Jungle Queen – singing, dancing and drinking.

Due to the members draw not being won, we are now at the £50 mark and this is where it must be won. What this means is the must win members draw will take place at the September meet. I always promised that if it ever got to this amount I would big it up, therefore, September's meeting will be a quiz night and the members draw will be done at the half point interval in the quiz. It will be a good night with an excellent quiz, free food and of course great company. When I break for half time during the quiz the draw will be done and the same rules apply; you must be a member, you must be fully paid up and you must be there – for those of you who struggle with either participating or enjoying quizzes, winning the members draw does not mean you have to take part in the quiz – you just have to be there when the draw is done. So, bring along your better halves and let's have a nice social evening, easy quiz and guaranteed to be all done and dusted by 10 if not earlier.

Saturday 22nd September. An additional event has been added to the social calendar; it will be a party night at the Legion. £5 per ticket which gives you entry to a fun filled evening; Route 66 Legacy live on stage, disco, food and the chance to win big on the raffle. I need 80 people to break even on this so please support this event if you can!!!

Friday 12th October. Race Night at the Legion – great evening. £5 per ticket which give you entry, 1 free bet, race card and free food.

Friday 9th November. The Dinner Dance at the Dunes.

Other items:

Members draw was not won in July so stands at £50 for September and must be won.

Don't forget your birthday beer if you were born in the months of August and September.

September's Quiz Night Food will be chicken curry, rice and French stick.

I have booked the coach for the 'First Footing' trip to Morecambe on Friday 1st Feb. It is a 17 seater coach and seats will be a first come first served basis, I have increased the price to £10 to reduce the cost burden on the branch (and this will be payable when you put your name down on the list), however, it is still fantastic value for money; a good night out with loads of free booze and buffet on offer and of course the chance to dust off your passports if you live on Walney and go abroad!!!! The list is open to the branch now and if I have not filled the coach by January I will open it up to the other interested parties – don't wait to get your name down for this one.

Alex

SEPTEMBER BRANCH CALENDAR

Canal Trip	Sat 1st Sep
Merchant Navy Day	Mon 3rd Sep
September Branch Meeting	Tues 4th Sep
Quiz Night	Tues 4th Sep
Dundee International Memorial	Sat 8 th Sep
AE1/AE2 Memorial	Sun 16 th Sep
Battle of Britain Parade	Sun 16 th Sep
Party Night	Sat 22 nd Sep
Committee Meeting	As required

OCTOBER BRANCH CALENDAR

October Branch Meeting	Tues 2 nd Oct
Race Night	Fri 12 th Oct
Trafalgar Ball	Fri 19 th Oct
Committee Meeting	As required

NOVEMBER BRANCH CALENDAR

Embankment Parade	Sun 4 th Nov
November Branch Meeting	Tues 6 th Nov
Branch Dinner	Fri 9 th Nov
Remembrance Sunday	Sun 11 th Nov
Committee Meeting	As required

AUGUST BRANCH BIRTHDAYS

R. (Roger) McMorris	01/08/1948
W. (William) McLaughlin	03/08/1946
A. (Alan) West	09/08/1931
R.H. (Robert) Hagen	10/08/1944
G. (Whisky) Walker	11/08/1948
N. (Nick) Hopkinson	14/08/1962
D.J. (Dave) Parsons	18/08/1946
D.B. (Dave) Harwood	21/08/1951
D. (Dave) Sales	29/08/1953

SEPTEMBER BRANCH BIRTHDAYS

J. (Jim) Thomson	08/09/1952
D.J. (Dave) Oakes	09/09/1954
G. (Glyn) Stevens	10/09/1949
P. (Peter) Oakes	25/09/1946
J (Joe) Crossland	27/09/1988

Happy Birthday All!

SUBMARINE LOSSES OF WWI

No Submarines were lost in September 1918. However, five Submariners are reported to have died – two committed suicide, two were drowned in when a dinghy capsized, and one was taken ill and died.

Submarine E54

One member of the crew of Submarine E54 died on 13th September 1918. It is reported that he committed suicide. He was:

L/Sea George William Crust O/N J14999 (Ch)

George Crust was the 23-year-old son of George and Annie S Crust of 14, Taunton Road, Northfleet, Kent. He is buried in the Gibraltar (North Front) Cemetery in Grave No. C.4015.

Submarine E25

Two members of the crew of Submarine E25 died on 14th September 1918. It is reported that they were accidentally drowned in the Mediterranean off Pygos when a dinghy they were in capsized. They were:

AB Alfred Charles Whitehorne O/N J24178 (Po)

Alfred Whitehorne was the 20-year-old son of George and Eliza Harriett Whitehorne of 17, St Johns Road, Wallingford, Berkshire. He is commemorated on the Portsmouth Naval War Memorial.

ERA 4th Class John Lennon O/N M12485 (Po)

John Lennon was the husband of Mary Lennon of 3, Middle Street, Paisley. He is commemorated on the Portsmouth Naval War Memorial.

Submarine E21

One member of the crew of the Submarine E21 died on 25th September 1918. Brian D Head reports that he committed suicide by shooting himself. He was:

Petty Officer James William Bellamy O/N 207147

James Bellamy was 35 and husband of Janet S Bellamy of 31, Kirk Street, Calton, Glasgow. He is buried in the Bari War Cemetery in Italy in Grave No. 15.G.17.

Submarine H2

One member of the crew of Submarine H2 died on 30th September 1918. Brian D Head reports that he died of double pneumonia. He was:

Leading Stoker Richard Cray O/N K3665 (Ch)

No Next of Kin or other family detail is available for Leading Stoker Cray who is buried in the Bari War Cemetery, Italy in Grave No. 15.G.18.

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR' SEPTEMBER

William Winn	1978
Thomas Hill	1981
Bruce Collins	2008
R Nigel Buckley	2009
Donald Byrne	2010
Derek Lowe	2011
Graham Wynn	2015
Robin Emmerson	2016

RESURGAM

DISCLAIMER

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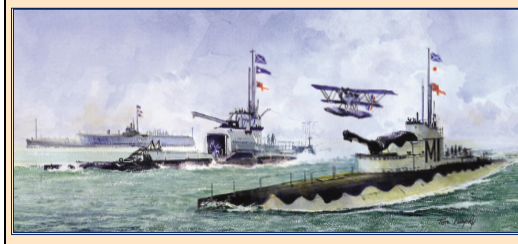
NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is 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 August for the September 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!

"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.

HMNBC 52/18 Wednesday, 1 August 2018

EAT, SLEEP, ROW, REPEAT – HMS VICTORIOUS CREW ROW FOR CHARITY

Clyde-based submariners on board HMS VICTORIOUS have raised over £1,300 for charity during a recent patrol. Lieutenant Callum Fraser and Petty Officer Engineering Technician (Marine Engineer) Lee Benzie set themselves the goal of rowing a marathon – a total of 42,195 metres, with the added challenge of completing the distance in under three and a half hours. As if the

distance wasn't challenging enough, the pair had the added difficulty of training and completing it whilst deployed on a Vanguard Class Submarine making their dedication and achievement all the more exceptional.

Speaking about the challenge, Petty Officer Benzie said: "This was a real achievement, something I've never done before and the money raised was worth the sweat and hard work." Finding the space to train on a submarine is tricky, with gym equipment being squeezed into tight spaces and surrounded by domestic equipment, dry waste and auxiliary machinery.

Time is also at a premium on board, with most of the Ship's Company split into watches. This means working a six-hours on, six-hours off routine. The 'six-off' portion equates to time to catch up on paperwork, eating 'scraps', getting some sleep and squeezing in some exercise if you can.

On top of all that, submarines are designed to be stealthy, so at times gym equipment is out of use to cut down the noise on board and so reduce the risk of being detected. These unplanned interruptions coupled with management meetings, training serials and the regular battle rhythm, can significantly impact on training opportunities.



Lt Callum Fraser and PO ET Lee Benzie complete their rowing marathon on board HMS VICTORIOUS.

Despite the many obstacles, the dedicated pair met and surpassed the challenge, completing the row in 3:04:25 and 3:12:45, raising £1,300 for their chosen charities. Through this and other charity events, the crew of HMS VICTORIOUS raised over £1,800 for Parklands School in Helensburgh and Fountains Primary School in Burton upon Trent.

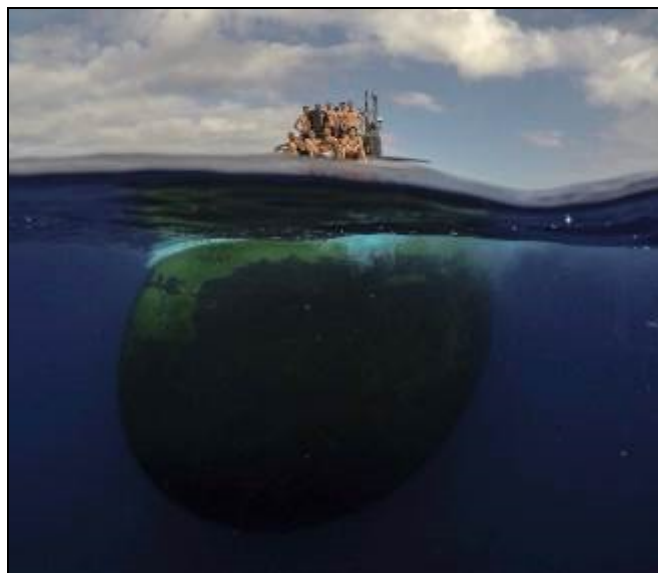
Lieutenant Fraser said: "Getting to visit Fountains Primary School as part of the affiliates visit last summer was a pleasure. The school caters for children requiring

varied levels of support and care and completing this row was the least we could do to show our continued support."

HMS VICTORIOUS returned recently from her 38th Patrol in support of the United Kingdom's commitment to Continuous-At-Sea-Deterrence (CASD).

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde.

USS OLYMPIA



Best submarine photo ever below? USS OLYMPIA (my old ship) enjoying a swim call off Hawaii after RIMPAC. From Thomas Shugart



USS OLYMPIA In Dry Dock

Submariners Association Diary Orders 2019

I have ordered fifteen of the 2019 Submariners Association Diaries. All fifteen are spoken for! Diaries will be dispatched to me in October to Branch Secretaries along with the invoice. The diaries should be available at the November Branch Meeting

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.

Four Branch Members will be attending - with the Branch Standard. Those attending will be Mick Dack, Bob Faragher, Dave Oakes and Dave Barlow.

EVEN MORE DEMOLITION IN THE SHIPYARD (AND IN BARROW)

Last month I included an item and pictures about the demolition of the buildings adjacent to Holland House to make way for a new 'Wet Dock Quay' Facility to support the DREADNOUGHT Submarine programme. This month I include some photos of the demolition of another yard facility – the last of the fixed cranes – formerly located on the Barrow Island side of Buccleuch Dock - opposite Morrisons and adjacent to the new Apprentice Training Centre.

Many members will have noticed another building in Barrow has also vanished. The old Police Station next to the Majestic Hotel is now just a very big pile of rubble and scrap. Very soon the rubble and scrap will be cleared and yet another hotel will appear. Whether there will be enough customers for this and all the existing hotels remains to be seen.

The photos below – courtesy of Edd Downer – take over the period of a week show the demolition of the shipyard crane in progress.



BEFORE



GOING



STILL GOING



ALMOST GONE



GONE

THE CANAL TRIP

A selection of the photos taken by myself & Dave Barlow. Hopefully everyone on the cruise is in one or other of the photos.





SUBMARINE COMMISSIONING CREW LISTS

Still looking for more First Commission Submarine Crew Lists as follows:

Diesel Boats: PORPOISE, RORQUAL, GRAMPUS, NARWHAL, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS & UNICORN

Nuclear Boats: 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

THE UNDERWATER ANZACS

© Barrie Downer 1985

The Passage to Australia

Submarine AE2 left Barrow-in-Furness at 10 o'clock at night on 10th February 1914 with the Submarine Depot Ship HMS ADAMANT acting as an escort. The weather 'en route' to Portsmouth was not good and, on 11th February, the Submarine put into Holyhead for shelter - leaving again on the following day. More poor weather was encountered. There was another stopover at Fishguard which lasted until 15th February before AE2 finally arrived at Portsmouth on 17th February. Here the submarine berthed alongside at Fort Blockhouse on the Gosport side of the Harbour before going into the floating dock to 'complete the boat' before leaving for Australia. Completion of the boat included installation of a Marconi wireless equipment although no Telegraphist joined the crew and the Signaller was expected to operate the equipment.

Submarines AE1 and AE2 'Commissioned' at Portsmouth on 28th February 1914 and, at 0730 on Monday 2nd March 1914, both Submarines left Portsmouth in company (and for the last time) to make the passage to Australia. That day was an overcast, windy and cold day. Both Commanding Officers wrote a 'Diary of Events' for the journey to Australia. The Diary kept by Lieutenant Commander Beasant has far more detail than the one kept by Lieutenant Commander Stoker, but both agree on dates and main details. An account of the passage to Australia was kept by Engine Room Artificer John A Marsland in Submarine AE1 on behalf of the Sydney 'Sunday Times'. This is a much 'chattier' record and views the events from a 'lower deck' perspective. Information from his diary has been used in this account. Able Seaman Albert Knaggs of AE2 also kept a diary of events after leaving Barrow. Stoker Petty Officer Henry Kinder (of AE2) wrote a record of his experiences later in life. The latter two diaries include information on the submarine's service in the Pacific, the Dardanelles and as Prisoners of War in Turkey. Both the Knaggs and Kinder Diaries come to an abrupt end! The Knaggs Diary stops suddenly as he died of illness whilst a Prisoner of War in Turkey. The Kinder Diary stops during his description of the Prisoner of War experience but, as he survived the war and the diary is not contemporaneous, it is unclear whether he just stopped writing the account or whether the later stages have not yet come to light! There are some minor differences in these various accounts over dates, but they generally agree on most points.

Two specifics mentioned by Henry Kinder is that the Submarines had their forward Hydroplanes removed before sailing for Australia – in case they were damaged on the way. This meant that the Hydroplanes had to be carried on board the Escort Vessel – initially HMS ECLIPSE as far as Colombo - for later re-fitting in Australia – but also meant that the submarines were not able to dive on the passage to Australia. He also reported that the Escort Vessel carried two spare propellers for each submarine. These were wise moves as will be shown later.

The preparations for the passage - as described by Lieutenant Commander Besant – also included the 'boarding

over' of the midships beam torpedo tubes to provide an extra mess for the seamen and stokers – an important preparation as the Submarine carried extra personnel from the Spare Crew to ease the watchkeeping duties on the passage to Australia

The Sailing Orders issued to the Commanding Officers of the two Submarines detailed the Spare Crew (and others) to be accommodated on board the Escorting Vessels on the journey to Australia. One Boy Seamen was included in the original list who was taking passage to join HMAS SYDNEY. A second Boy Seaman (also joining HMAS SYDNEY) was added to the list just before the Submarines sailed from Portsmouth however these two were not submariners and did not take passage in the Submarines.

As the Senior Submarine Officer Lieutenant Commander Beasant decided that both boats should carry additional personnel for the Passage to Australia so that the boats could run in four watches – leaving the Chief ERA and Chief Stoker out of the watch bill to supervise the running of the engines and propulsion systems. To achieve the four watches the additional personnel were taken from the Spare Crew. Both AE1 & AE2 took on board as extras one Seaman, one ERA, one Stoker Petty Officer, one Leading Stoker and one Stoker from Spare Crew. AE1 also took onboard the third ERA from Spare Crew 'for Training'. In his Report of Proceedings for the passage to Australia Lieutenant Commander Beasant indicated that the watchkeeping burden on the Officers had been recognised and that a Sub Lieutenant had been made available for each boat. One Sub Lieutenant from HMS DOLPHIN (not yet identified*) joined AE2 and Sub Lieutenant John Walter Hoskyns from HMS ECLIPSE was 'loaned' to AE1. Hoskyns was intended to join HMS YARMOUTH at Colombo and, as well as carrying the AE1 & AE2 Spare Crew HMS ECLIPSE was also carrying 'relief crews' to Colombo. **It is possible that the 'Sub Lieutenant' from HMS DOLPHIN might actually have been Gunner (T) Henry Kibblewhite - who had previously served in Submarines as a Petty Officer (TGM). He was taking passage in HMS ECLIPSE to join HMS YARMOUTH 'on commissioning on 14th April 1914 at Colombo. Henry Kibblewhite later served in Submarines C22, C25 and B3 as the First Lieutenant and in Submarine K12 as the 3rd Hand.*

The submarines were escorted by HMS ECLIPSE for the first stages of the journey to Australia. The route took them first to Gibraltar where they arrived at 1400 on Friday 6th March. AE2 had to be towed by HMS ECLIPSE from late afternoon on 5th March as she had lost a blade from her port propeller.

AE2 was docked down at the Gibraltar Dockyard on Monday 9th March for the new propeller to be fitted. This was carried out very efficiently and, by 2300 on the same day, both submarines were on their way to Malta. Lieutenant Commander Beasant reports that, on AE1's arrival at Gibraltar, an un-named Leading Seaman was suffering from a 'stricture' and an un-named Able Seaman had an 'unsocial' ailment. Both were replaced by others from the Spare Crew.

Arriving at Malta at 2100 on Friday 13th March the two submarines tied up alongside the Depot Ship HMS EGMONT. Leave was given over the weekend at Malta and many of the crew took the opportunity to explore various parts of Valetta and the outlying districts – some probably revisiting old haunts - as described by ERA Marsland. At Malta Able Seaman McCready from was put on the 'sick list' with an ulcer on his leg

The 'stop over' in Malta finished at 1730 on Monday 16th March. During the day Sub Lieutenant Hoskyns joined AE1 from ECLIPSE. The submarines and HMS ECLIPSE then set off for Port Said. To conserve fuel AE2 was towed for this part of the journey. This led to some excitement at 0300 on Wednesday 18th when the tow cable parted. It took two hours to get the tow re-established. The re-established tow lasted for a short period only as the tow cable broke again at 0930 the same morning. After this both submarines continued on their own power until 0700 on 19th March when AE1 was taken under tow until Port Said was reached at 1800 on Friday 20th March. The weekend was spent with many of the crew sightseeing in Port Said. The passage through the Suez Canal started at 0430 on Monday 23rd March. The eighty-eight-mile passage through the Suez Canal took eight and a half hours and the submarines then tied up alongside in Suez Harbour to wait for HMS ECLIPSE. The arrival at Suez was marked by a small panic when the Second Coxswain of AE1 (Petty Officer Henry Hodge) fell over the side and narrowly avoided being dragged into the propellers before being rescued by the crew of a local boat. Engine Room Artificer George Dickie of AE1 was added to the 'sick list' and was reported to be suffering from anaemia (or possibly – but more unlikely - amnesia). However, there is no indication that he left the submarine.

HMS ECLIPSE arrived at Suez the next morning and, at 1000 on 24th March, the passage to Aden started with AE2 in tow of HMS ECLIPSE. For the next day and a half, they were in company with a German steamer - the ALTMARK. The temperatures encountered in the Red Sea were excessive and it was reported that the temperature in the engine room of the submarines reached 120 degrees Fahrenheit (49 degrees Centigrade). Lieutenant Commander Stoker in AE2 reported that the LTO suffered 'slight heat apoplexy' on 26th March. The small convoy passed the Zubayr (Zukur) Islands during the morning of Friday 27th March, where very rough conditions were encountered, and it was necessary to slow down to avoid any more breaks in the tow rope. The liner 'MARSEILLES' (out of Sydney) was sighted at 2100 and greetings were exchanged before the coast of Arabia was sighted at Mocha at midnight. Perim Island, at the southern end of the Red Sea was sighted early the next morning. The passage to Aden continued and, at about ninety miles from Aden, the liner 'MALDAVIA' was sighted. Shortly afterwards another problem occurred when another propeller blade was lost from AE2 – this time it was from the Starboard propeller. Luckily there was only 60 miles to go to Aden so further towing was not required. The submarines arrived at Aden on 29th March.

There was a floating dock at Aden but unfortunately it was too small to lift an 'E' Class submarine. The propeller had to be replaced while the submarine was still afloat. Four divers were required to undertake the difficult task - which was not made any easier by the facts that the spare propeller weighed nearly 800 lbs, the hammer used weighed 56 lbs and

the spanner for the propeller nut over 112 lbs. Tools had to be improvised to split the defective propeller from the shaft. Despite these difficulties the divers achieved their task in two days. On arrival at Aden the AE1 'sick list' had increased. Stoker Petty Officer Wright was reported to be suffering from a 'poisoned' hand and one of the Stokers had developed an 'unsocial' ailment. There is no indication that either left the submarine, but it is probable that the Stoker was replaced from the Spare Crew.

ERA George Dickie of AE1 – previously reported to be on the sick list - was landed at Aden and 'turned in' at the Hospital. It appears that George Dickie did not return to the Submarine. Whether he ever arrived in Australia is unclear, but he was discharged from the RAN described as 'unserviceable' on 4th June 1914. After passage home he was drafted to HMS VICTORY II at Portsmouth on 2nd August 1914 where he served until 26th November 1914 when he was drafted to the Destroyer Depot Ship HMS WOOLWICH. George Dickie returned to HMS VICTORY II on 27th January 1915 and was 'Discharged, Invalided' at Chatham on 24th March 1915. The medical reason for his discharge has not been established but may be related to his anaemia. Forty-one-year old George Dickie is reported to have died in Portsmouth in 1916 aged 41.

At 6 o'clock on 1st April 1914 the small Flotilla was ready to sail on the next leg of the journey to Colombo in Ceylon (now Sri Lanka). On 5th April Lieutenant Commander Stoker reported that Lieutenant Haggard (his First Lieutenant) was sick with an unexplained swollen ankle. On 7th April Lt Haggard was transferred to HMS ECLIPSE presumably for treatment. The distance of two thousand miles from Aden to Colombo was covered in nine and a half days with the flotilla arriving at Colombo on the East Coast of the island at 2330 on Thursday 9th April. It is presumed that the Lieutenant Commander Stoker and the un-named Sub Lieutenant shared the watchkeeping duties from 5th April to arrival in Colombo. It is unclear when Lt Haggard re-joined AE2.

Having arrived at Colombo HMS ECLIPSE handed over its escort duties to HMS YARMOUTH (Captain Henry L. Cochrane, Royal Navy). Able Seaman Knaggs recorded that the escort was HMS PORTSMOUTH, but he was mistaken as there was no HMS PORTSMOUTH in the Royal Navy at that time. HMS YARMOUTH re-commissioned at Colombo on Tuesday 14th April 1914 prior to her transfer to her new Station. The Flotilla sailed at 1800 on the same day with AE1 being towed by HMS YARMOUTH for the first part of the one thousand five hundred and five-mile leg to Singapore. The towing arrangements were changed on 18th April when, at 0700, AE2 was taken under tow. That evening the crew of AE2 arranged a small concert on the casing of the submarine whilst they were under tow and a good time seems to have been had by all. Even the Commanding Officer sang a song and played the banjo – as reported by ERA Marsland in his diary. On 19th April the SS UDOMETUS was met at sea and a message was passed that HMAS SYDNEY (Captain John C T Glossop, Royal Navy) was waiting at Singapore to escort them on the final stages of the passage to Australia.

Singapore was reached on the 21st (23rd according to Able Seaman Knaggs) and four days were spent sight-seeing and 'storing ship' and re-fuelling the submarines for the next stage of the journey. This stage was to Batavia (now Djakarta) in the Dutch East Indies (now Indonesia). On 24th April one un-named ERA from AE1 was placed on the 'sick list'. It is not established whether he stayed on board or was transferred to HMAS SYDNEY.

The submarines sailed in company with HMAS SYDNEY at 0830 on 25th April heading off via the Banka Strait (Selat Bangka) between the islands of Banka and Sumatra. On the same day the Equator was crossed but it is not known whether there was a 'Crossing the Line' Ceremony but, it would have been most unusual if such a Ceremony was omitted. Batavia, on the island of Java was reached on the evening of the 27th April and the submarines tied up alongside HMAS SYDNEY. The Cruiser had anchored about a mile off shore. Shore leave was given to both ships companies but there was limited time for exploring the local area as the next day the submarines moved on again for the next leg to Port Darwin in the Northern Territories of Australia.

Lieutenant Commander Stoker reported that there were some unintentional 'fun and games' on 1st May as the three vessels were entering the Lombok Straits (Selat Lombok) between the islands of Bali and Lombok. There are some difficult currents in these Straits. At the time of the 'fun and games' AE1 was being towed. An unexpected current caught the AE1 and the submarine swung to port and the tow cable parted. This left AE1 drifting without power in the direct path of AE2. Stoker put his helm 'hard a' starboard' but this failed to take effect as, by now AE2 was also being affected by the same current. It was necessary for Stoker to order 'full astern' and 'hard a' port' and this allowed him to miss the stern of AE1 by some three to four feet. Both submarines were effectively out of control and Stoker relates that it took some time to fully sort out the situation and regain control.

By this time the SYDNEY was some distance ahead and the submarines had to chase to catch up. When they were about 200 yards away from the SYDNEY the Cruiser turned and came straight towards AE2. Again, full speed was required from AE2 to avoid yet another possible collision. It emerged later that part of the problem, in this case, was that the Cruiser's rudders had been fouled by the broken tow cable. Divers were sent down to clear the obstruction and sentries had to be posted as a shark watch. Three sharks were reportedly shot to ensure the divers safety. Eventually full order was restored, and all three vessels continued the passage to Port Darwin via the Roti Straits (Selat Roti) between the islands of Roti and Timor and on into the Arafura Sea.

Charles Point in the Northern Territories was sighted at 0500 on 5th May 1914. AE2 was stopped at 0700 to slip the tow rope and, by 0830 all three vessels were safely anchored off Palmerston. The locals were obviously very pleased to be the first Australians to see the new submarines and on the 6th May both submarines were open to visitors. This was

followed by a sports day ashore. All too soon it was time to move on again and, at 0730 on 7th May they sailed again with AE1 being towed. From Port Darwin the route took the AE1 and AE2 east, via Thursday Island off Cape York (where mail was passed from a launch) to Cairns in Queensland arriving at 2130 on 10th May. There was a full and eventful week 'stop over' in Cairns before the final leg to Sydney started on Monday 17th May. Albert Knaggs reported that a free railway trip to visit the Barren Falls was one of the treats laid on whilst in Cairns.

It had been planned for the submarines to arrive at Sydney at noon on Saturday 22nd May 1914, but severe gales were encountered on the way, resulting in the loss of some fifteen hours on passage. The two submarines were forced to seek shelter in Moreton Bay on 21st May. Henry Kinder reports that, during this bad weather that the Hydroplane Guard was ripped off – had the forward Hydroplane been fitted it is likely that it would have been damaged as well and thus, justified the decision to sail without the Hydroplanes fitted. The submarines finally arrived at Sydney at 0600 on Sunday 23rd May 1914 and made their way up harbour to the Garden Island Navy Yard.

As recorded by Lieutenant Commander Beasant the eighty-three-day journey of AE1 consisted of a total of sixty days at sea covering 12,468 miles of which 7,704 miles had been under the AE1's own power with the rest (4,764 miles) under tow. AE2 was towed for some 7,700 miles – partly owing to the problems with propeller blades in the earlier stages of the passage. This, at the time was a record-breaking journey for submarines - beating that set by the three 'C' Class submarines which formed the Hong Kong Flotilla in 1911. Shortly after arriving at Garden Island both submarines entered dry dock in the Fitzroy Dock at the Cockatoo Island Dockyard. The dry-docking lasted from 6th June to 25th June 1914.

An unfortunate incident is reported to have taken place whilst the submarines were in dry dock. Able Seaman Albert Knaggs recorded in his diary that the steam pinnace allocated to the submarines was run down and sunk in Sydney Harbour by a merchant vessel. Leading Stoker William James Groves - RAN O/N 7301 - was drowned in this accident on 9th June 1914. Groves was a submariner having sailed from Portsmouth in HMAS SYDNEY as one of the 'Spare Crew'. This incident in which Groves died is also recorded in Henry Kinder's diary although it is not mentioned in Stoker's book 'Straws in the Wind'.

To be continued in Periscope View Issue No. 220 with 'At Sydney, the outbreak of WWI and the Loss of AE2'

POST SCRIPT

Thanks to all members and wives who turned out to support the Annual Merchant Navy Day Service in the Banqueting Room at the Town Hall on Monday 3rd September. The Submariners and the RAF together nearly outnumbered all the other attendees.

It was a very poignant service introduced by the Mayor – Councillor Bill McEwan – and led by Father Jack Knill-Jones. The Lady Mayoress – Judith McEwan read the poem 'HEROES' by David Partridge from Botany Bay, Australia, and the Mayor concluded by reading the Poem 'SEA FEVER' by John Masefield.

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by;
And the wheel's kick and the wind's song and the white sail's shaking,
And a grey mist on the sea's face, and a grey dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

FRUIT GUMS

From: The Gloucestershire Citizen Wednesday 31st March 1948
(Supplied by Peter Schofield)

**For weeks beneath Atlantic
it was —**



Dear Sir,

I am writing on behalf of the Seamen on board the "Alliance". As you may have noticed quite recently we have just returned from West Africa after doing several weeks under water.

As you may know quite a great deal of time dived it is "no smoking". The submariners bugbear! And we thought you would like to know how much your Fruit Gums were appreciated under these conditions.

Yours in appreciation

A/B R. Smeaton.

"Lt. Martins under-sea circus"

ROWNTREE'S FRUIT GUMS SOOTHE AND REFRESH

Does anybody know A/B R Smeaton of HMS ALLIANCE (1948)?



Barrow Submariners Association

Party Night

Saturday 22nd Sep 2018

Royal British Legion (7:30pm 'til Late)



Plus Disco & Food

Tickets £5

Alex Webb (839551) or Behind the RBL Bar
(Ticket Only Entry)

SUBMARINERS 'CROSSED THE BAR' REPORTED IN August 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-Member	23 rd June 2018	Barry George Stanley Till	Lieutenant Commander (SD) (S)	N/A	79	Submarine Service in RESOLUTION (P), NEPTUNE & DOLPHIN,
Non-member	2nd August 2018	Trevor Wileman	Leading Cook (S)	P059024	TBA	Submarine Service in OTTER (on Commissioning at Devonport in June 1966) & CACHALOT
Scottish Branch	4 th August 2018	James L (Jim) McCord	Chief Petty Officer (Tactical Systems)	D109791Q	65	Submarine Service from 1976 to 1991 in WARSPITE (1976), RENOWN (1977 to 1982), WARSPITE (1982 to 1984), UPHOLDER (1986 to 1989) & VALIANT (1989 to 1991)
Barrow in Furness Branch	5th August 2018	Francis (Frank) Bowen	Petty Officer Telegraphist (A)	D/JX 712469	90	Submarine Service from 30th August 1948 to 23rd January 1948 in SIRDAR, TIRELESS, TACTICIAN, SPRINGER, TALENT & THULE
Submarine Officers Association	5th August 2018	Arthur David Colquhoun Lund, OBE	Commander	N / A	TBA	Submarine Service from 1950 in TEREDO (January 1951 to 1953) SHRIMP (CO February 1955), X-52 (SPRAT), MINNOW, AURIGA (IL February 1956), COQC 1957, TIRELESS (CO July 1958 to 1959), RAN (1959 to 1961), ANCHORITE (CO 29th September 1961), AMPHION (CO 1961 to 1962), ARTEMIS (CO 1962 to 1963), OSIRIS (CO August 1965 to 1967) & REPULSE (P) (CO 2nd Commission 1970 to 1973)
South Kent	10 th August 2018	Denis R J Butler	Chief Petty Officer (RP1)	P/JX 912635	84	Submarine Service from March 1954 to 1974 in SUBTLE, TIRELESS, TALENT, ALCIDE, ALDERNEY, AMBUSH, TOTEM, SEA DEVIL, OBERON & RENOWN
Non-member	17 th August 2018	Sean Gibney	Leading Seaman (TS) (SM)	TBA	TBA	Submarine Service TBA
Non-member	26 th August 2018	John Andrews	Warrant Officer	TBA	70	Submarine Service 1970s to 1988 in RENOWN & REPULSE (S) (2 nd Commission)
Non-member	26 th August 2018	R J Gilbert	Warrant Officer Coxswain	N/A	70(?)	Submarine service in RN and South African Navy
Non-member	30 th August 2018	Alexander M Sneddon	Chief Electrician	P/MX 903599	TBA	Submarine Service from 1955 to 1968 in ARTEMIS, TAPIR, TACITURN, TALENT, AUROCHS (on commissioning on 28th March 1960), ARTFUL, TRUMP on Commissioning' in 1965 & TABARD on 'Commissioning' in 1967
Submarine Officers Association	30 th August 2018	David Ian Ramsay	Commander	N/A	80	Submarine Service from 1960 to 197* in TURPIN, TIPTOE, ALCIDE, OTTER (IL 11th June 1966), OCELOT (CO 23rd May 1969), SUPERB (CO 6th January 1975)
Non-member	August 2018	Ian (George) Buglass	Steward	TBA	TBA	Submarine Service including RESOLUTION
Non-member	August 2018	Martin Henegan	Weapons Engineering Artificer	TBA	TBA	Submarine Service in REVENGE (1970s), OLYMPUS, OTUS & DOLPHIN (1980s)
Non-member	August 2018	Robert W Ashmore	Lieutenant, RAN	N/A	TBA	Submarine Service from 1963 to 1973 in DOLPHIN, NARWHAL, TABARD (4th Hand 1967), OXLEY, TRUMP & OLYMPUS