



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: At the AE1/AE2 Memorial in Ramsden Square on Sunday 16th September 2018

EDITORIAL

Hello Everybody,

September's nearly over with – doesn't time fly? It was quite a busy month starting off with Merchant Navy Day at the Town Hall on the 3rd – we had a very good Submariner turn out – thanks very much - with two of our contingent dual hatted as Merchant Seamen. The Branch Meeting on 4th September was well attended by Members and partners most of whom stayed on for the Quiz Night. The Members draw was held at half time in the Quiz – some members should have waited longer before they went home!

On Saturday 8th September a small party – Dave Oakes, Mick Dack, Bob Faragher and Dave Barlow were in Dundee for the annual Memorial Parade. Bob Faragher not only paraded the Branch Standard – minus the beret which had gone walkabout - but he has also written one of his dits for the newsletter which you will find a bit later.

Talking of Parades and Standard Bearers we are on the lookout for a new volunteer Standard Bearer as Gordon Walker has had to stand down from that position.

Then it was our AE1/AE2 Wreath Laying on 16th September – especially poignant this year as Submarine AE1 has now been found and an examination of the photographic survey has established the most likely reason for the loss as being a 'diving accident'. Following the AE1/AE2 Memorial it was the RAFA Battle of Britain Parade in which we had a reasonable size contingent. The photo below (courtesy of Edd Downer) shows the Cenotaph after the wreaths had been laid.



A big thank you to Members, family & friends who supported Alex efforts at the Party Night – not as many they as we hoped but everyone enjoyed the evening. Most people tucked into the Chicken Supreme – some of them went round twice! The band did very well even though they were sort of their Bass player – there were no volunteers for that job even though they were asked! I have included a selection of the photos from the evening. I didn't have space for them all unfortunately.



That's about it for this month – see you all at the Branch meeting! Regards, Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

September has been and gone, right at the beginning was the canal trip and what a run ashore that was. I initially intended this to be my last canal trip for a while, but it was full, the company was excellent, and the day went very well; unless your name was Julie and then you ended the day having a swim. So, I will do this again next year with first refusal will go to the members who supported me this year, also we will need to nominate a 'hands to bathe party' for safety – any volunteers to get the dry bag on again??

Then a few of us went up to Scotland, some to Glasgow for an SM3 reunion and some to Dundee for the Dundee weekend and apart from having a great weekend I can reliably say that the best weather to be had was north of Adrian's wall.

Sunday 16th was the Battle of Britain ceremony, 100th anniversary of the forming of the RAF (sprog) and 70th anniversary of the forming of the Barrow branch of the RAFA, and no Des Murphy wasn't around for all of them. Good weekend, very fluid and always nice to get fed courtesy of the 'Crabs'. Finally, the party night at the legion (to keep the cost to its minimum I needed 80 to break even and I never came close), really poor turnout but once again those of us who do make the effort enjoyed ourselves. My thanks go to the regulars who keep the social boat afloat – BZ.

Diary Check:

Next event is the race night on Friday 12th October. Kick off at 7:30; come along for a good social of just laughing, drinking, eating and trying to win some dosh. £5 per ticket which gets you entry, race card, hot food, 1 free £1 bet and the

chance to win big on the races and also to maybe win a share in a genuine race horse; we own one and Stevie May now has 3 – good way of making some money back in prize money. If you can't make it along I still have some owners and jockeys available to purchase at a return of 5:1. Tickets are on sale now.

Friday 9th November is our annual dinner dance. This year it is at the Dunes and for the sum of £40 (increased price is not because of me - blame it on the economy) you get a reception drink, 3 course meal with tea/coffee, port toast, live entertainment, disco, top of the range raffle, speeches (limited in time) a good old knees up and the chance to get dressed up in your finest black tie. The theme this year is Motown for the first part and then back to the old favourites for the rest of the evening.

Then we have the Children's Christmas party on the 15th Dec and the Adult's on the 22nd. Children's party numbers are limited and will cost £6.50 per ticket and the Adult one (which isn't) cost £5 per ticket with bring your own plate, big raffle and (depending on support) £100 give away. The tickets for these are now available.

Other items:

The members draw was won during the quiz and, if some of you had hung around a little longer, your names were drawn out of the hat but, alas, the winner was some good-looking fella from south of the border. So. for October it is back to £5.

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

October's food will be ribs in BBQ Sauce.

I have booked the coach for the 'First Footing' trip to Morecambe on Friday 1st Feb. It is a 16-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 I have 4 seats left, 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

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

DECEMBER BRANCH CALENDAR

December Branch Meeting	Tues 4 th Dec
Children's Xmas Party	Sat 15 th Dec
Member's Xmas Party	Sat 22 nd Dec
Committee Meeting	As required

OCTOBER BRANCH BIRTHDAYS

M.C. (Mick) Mailey	02/10/1942
P. (Peter) Blake	10/10/1962
D. (Dave) Young	14/10/1949
C. (Colin) Taylor	17/10/1956
G. (Digger) Gardner	18/10/1971
D. (Darren) Chamberlain	21/10/1976
L. (Lawrence) Carr	25/10/1937
R E. (Red) Skelton	30/10/1930
A. (Andy) Roberts	30/10/1965

Happy Birthday All!

SUBMARINE LOSSES OF WWI

Three Submarines were lost in October 1918. One with all hands, one with significant casualties and one with no losses at all. Seven other Submariners are reported to have died – including one Victoria Cross holder.

SUBMARINE L10

Submarine L10 was sunk (with all hands) on the morning of 3rd October 1918 by gunfire from the German Destroyer S33. Lieutenant Commander Whitehouse made a torpedo attack on the German Destroyer S33 as it was engaged in trying to rescue survivors of its sister ship, the Destroyer S34, which had run into a minefield. In making his attack on S33 Lieutenant Commander Whitehouse inadvertently allowed the submarine's conning tower to broach the surface. This was sighted by S33, which then made its successful gun attack resulting in the loss of Submarine L10. L10's attack on S33 was eventually successful as the destroyer was so badly damaged that she had to be sunk by other German forces. Those lost in L10 were as follows:

Officers:

Lt Commander Alfred Edward Whitehouse, RN
Lt Lawrence Sidney Bontor, RN
Lt James Atkinson Wheatley, RN
Lt Stanley Lionel Brinjes, RNR
Artificer Engineer Harold Lindsay Smith DSC

Ratings:

CPO Alfred Albert Gurney	O/N 163894
PO Samuel James Hutchings	O/N J6140
Ldg Sea Martin Joseph Gleeson	O/N 202170
Ldg Sea Harry Link	O/N 229291
Ldg Sea Ernest George Whybrow	O/N J19991
Able Seaman James Augustine Banks	O/N J14547
Able Seaman Daniel Edwin Cox	O/N J29385
Able Seaman Thomas Herbert Epps	O/N J23611
Able Seaman Hedley Alexander Grant	O/N J13016
Able Seaman Joseph Greener	O/N 237582
Able Seaman Cyril James Hughes	O/N J14422
Able Seaman Ernest Frank McCarthy	O/N J29831
Able Seaman William Maynard	O/N 211470

Signalman Edward James Pulman	O/N J10926
Ldg Tel William Frampton Baker	O/N J21375
Telegraphist William Miller Weir	O/N J/61125
CERA William James Miles	O/N 269833
ERA2 John Graham	O/N RNVR/Tyneside/I/148
ERA3 Percy Henry Bird	O/N M10934
ERA4 Norman Frederick Owen	O/N M26288
Ch Stoker Frank Eyres, DSM,	O/N 286254
Ldg Sto Philip Henry Charlton	O/N K10429
Ldg Sto Harry Hayward	O/N K8026
Ldg Sto Harold Gordon Walkden	O/N RAN 2294
Stoker Edward Richard Blackman	O/N K5537
Stoker Alfred Thomas Denton	O/N K16552
Stoker Stanley Ernest Elkington	O/N K25018
Stoker George Henry Hawkins	O/N K13085
Stoker Frank Ernest Hutchings	O/N SS116833
Stoker Frank Langston	O/N SS 114866
Stoker Arthur Walter Nunn	O/N K26311
Stoker Cornelius Rawson	O/N K13807
Stoker John Alexander Stewart	O/N K25780
Stoker Festy Walsh	O/N K30492

SUBMARINE E2

One member of the crew of the Submarine E2 died on 8th October 1918. It is reported that he died from pneumonia. He was:

Stoker John Griffin	O/N K22537
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SUBMARINE C12

Submarine C12 was sunk at Immingham in October 1918. The submarine was manoeuvring in the harbour when there was a failure of the Main Motors. Before control could be regained the submarine was driven against a Destroyer alongside the Eastern Jetty and the submarine was holed. As the submarine began to sink the First Lieutenant sent 'all hands on deck' whilst he remained below. Just before the submarine sank completely the Commanding Officer joined the First Lieutenant in the Control Room having shut the Conning Tower hatch on the way down. Having established the condition of the submarine both officers made an escape through the Conning Tower. The submarine was later raised, refitted and returned to Service. There were no casualties.

SUBMARINE J6

Submarine J6 was sunk on 15th October 1918. At the time J6 was on the surface near Blyth. In the afternoon the Q Ship HMS CYMRIC sighted what was thought to be a German Submarine and made an attack with her guns. The submarine was unable to establish her identity as the Signalman attempting to hoist the Recognition Signal was killed by shell fire.

Officers:

Survivors:

Lt Commander Geoffrey Warburton, RN
Lt Edward Masterman Loly, RN
Lieutenant Harry Robbins, RNR

Casualties:

Sub Lieutenant James Roger Ingham Brierley, RN
Artificer Engineer Charles Thomas Bright O/N 269922

Ratings:

Survivors

CPO Alfred Albert Ernest Phillips	O/N 228052
PO Philip Groves	O/N 218673
PO Herbert Bertrand Clear Green	O/N 211866
PO James Felix Luff	O/N J10625
Ldg Seaman Frederick William Noakes	O/N J18834
Able Seaman Dennis Deasey	O/N J17183
Able Seaman Harold Hall	O/N J21184
Signalman George Field	O/N J10938
Signalman Alfred Burtenshaw	O/N 226545
Telegraphist Leonard Bertie Warner	O/N J60705
CERA John Robertson	O/N RNR/*/EA/1405
Ch Stoker Albert Edward Joyner	O/N 286459
Stoker William James Crancher	O/N K19879
Stoker Sidney Ernest Knibbs	O/N K13381
Stoker William Hockridge	O/N K10070
Stoker John Stephen Preston	O/N K17085
Stoker Albert Edward Rawlings	O/N 303850

Casualties:

Ldg Seaman Edward George Rayner	O/N J5764
Able Seaman Arthur Herbert Hill	O/N J5428
Able Seaman William Thomas Russell	O/N J28769
Able Seaman Frank Andrew Tyler	O/N J21161
Able Seaman Henry Thomas White	O/N J13130
Ldg Tel George Herbert Wickstead	O/N J31563
Boy Telegraphist Henry Percy Sexton	O/N J58647
ERA3 Ernest William Armstrong	O/N M12905
ERA3 Athol Davaar	O/N M14927
ERA4 Herbert Edward Philip Burwell	O/N M3779
Ldg Stoker Percival James Stevenson	O/N K1628
Stoker Albert Edward Savidge	O/N K19992
Stoker Philip Tachon	O/N K20794
Stoker William Piper Thompson	O/N K23871
Stoker George Seymour	O/N K24204

SUBMARINE E15

One member of the crew of Submarine E15 died on 16th Oct 1915. It is understood that he died from influenza whilst a Prisoner of War in Turkey. He was:

Lieutenant Edward John Price, Royal Navy

SUBMARINE C5

One member of the crew of Submarine C5 (Depot Ship HMS ADAMANT) died on 17th October 1918. The circumstances of his death are not yet known. He was:

Able Seaman Edward Gillard	O/N J4801
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SUBMARINE V3

One member of the crew of submarine V3 died on 19th October 1918. It is reported that he died from pneumonia. He was:

Petty Officer Stoker William Smith	O/N K2031
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SUBMARINE K10

One member of the crew of Submarine K10 died on 23rd October 1918. It is reported that he was washed off the casing of Submarine K10 as it was entering Rosyth Dockyard and was drowned. He was:

Able Seaman Ernest Robson Smith	O/N J6697
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HMS CRESCENT

One member of the Spare Crew from the Submarine Depot Ship HMS CRESCENT died on 23 October 1918. It is understood that he died of influenza and pneumonia in HM Hospital Ship GARTH CASTLE. He was:

SUBMARINE G11

The Commanding Officer of Submarine G11 died in hospital on 23rd October 1918. He had been taken ill with typhoid fever and died in hospital in Yorkshire. He was:

Lieutenant Richard Douglas Sandford VC, Royal Navy

In April 1918 he was the Commanding Officer of Submarine C3 during the attack on Zeebrugge during which the viaduct was destroyed when the submarine was blown up underneath it.

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

Michael Kiely	1996
George Crane	2001
William Walker	2006
Bill Butters	2008
George Meadows	2008
Michael Bycroft	2011
Keith Charters	2012
Alex Hustwayte	2012

RESURGAM**DISCLAIMER**

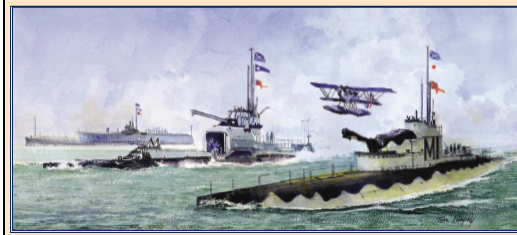
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NEWSLETTER CONTACT INFORMATION

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 frozensnorth55@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 October for the November 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.

Submariners Association Diary Orders 2019

I have ordered fifteen of the 2019 Submariners Association Diaries. All fifteen are spoken for!

Diaries have been dispatched to me the diaries should be available at the October Branch Meeting

Dundee International Submarine Memorial

A Bob Faragher Dit

Dave Oakes collected me to go to the Station and meet Micky Dack. It was then that the fun started. Dave reported that he had put his clothes through the washing machine and they contained his rail tickets. The one for going up to Dundee was black and unreadable. However, he had had the sense to go to the station and get his receipt. As we went to get on to the platform Dave explained the state of his ticket to the ticket inspector on the station. He took a look at Dave's ticket, which he could not read however he said if he warmed it up the writing would show through, he lit his fag lighter and tried to warm it up. All he succeeded in doing was to set Dave's ticket on fire. He managed to put it out and allowed us on to the platform. This tale had to be explained throughout our journey.

The train was on time and we proceeded to Lancaster. We were aware of all the problems with cancellations on the Northern line and so were a bit concerned that our train would not be on time. However, the train was well on time and so we got away. Of course, when the ticket inspector came around Dave's explanation had to be repeated to a very confused ticket inspector. We eventually changed at Haymarket and this gave us a good run through to Dundee.

We had arrived in plenty of time. We dumped our baggage and decided to be sensible and went across the road to the Indian and had a nose bag. After this we required a pint back at the hotel. Our rooms were ok but were at the rear of the hotel, so we only had a view of the car park. This was down to our travel agent Micky Dack who had made a pig's ear of our booking. As Micky and my room wasn't ready we dumped all our gear in to Dave's room and repaired to the bar. We then proceeded up into town in search of a decent pub. We found one we had visited last year with the unusual name

of 'Tickety Boo'. It was pretty good in there, people were friendly and very Jockenese. On the wall was a quotation 'On yonder hill there stood a Coo, it must have gone because, its nae there Noo'.

We eventually wandered back down-hill for a look round. We were not impressed with the look of the new VA museum, we were also disappointed in the state of the Light Ship in the harbour. It has not been looked after at all and could be an attraction, but it has been left to rust away, by now it was time for a siesta, so we retired to our bunks for a while. We sorted ourselves out and returned to the bar. A Norwegian gentleman sat down with us and explained his Father had been lost on the Norwegian submarine. He showed us some photographs of the Submarine flotilla taken during the war. Dave gave him his E mail address and he promised to E mail the pictures to him. After a few scoops we retired to our pits.

We were up early in order to be ready for the ceremony at 11 o'clock enjoy a decent breakfast, and Micky fell in love with the lady who looked after us in the dining room. He loved her so much he gave her a submarine badge. We then went across to the Memorial and people started to arrive. All the countries involved were represented. Dave Barlow turned up with the standard. Unfortunately, there was no beret in the bag, so I had to perform with no head dress. As always it was a moving experience. Eventually we returned to the hotel and had a pint or two. One of the bar ladies recognised Mick and I and sent us a free pint over. Dave Barlow joined us for a while. We thought it time we took Dave up town to introduce him to Desperate Dave, Mini the Minx, and Knasher the dog. As always on this particular weekend there was all sorts going on up in the town. We were given a lift in a minibus and met Northern Ireland's camp follower Tracy. We did not go to the Mayor's tea and sticky bun treat, instead we went up to the square where there was a disco playing and they were having a danceathon. It was a very warm day, so we repaired to

the Tickety Boo bar and sat outside in the sun to drink our ale. We wandered back to the hotel and watched a bike race with hundreds of bikes going past our hotel, also the zip wire in the harbour was also in constant use. Eventually we thought we should eat something and so we had a bar burger and washed it down with more ale. Then it was siesta time.

After siesta we spent the rest of the night in the hotel bar. It had been a long day and we all slept well. We were up and had breakfast, ordered a taxi to the station. The train was on time, and we went through the usual performance with Dave's ticket and provided the ticket inspector with great amusement. We left on time and again changed at Haymarket. Eventually we arrived at Lancaster and wondered if Northern rail had cancelled any trains, however, the train turned up on time and we all got home on time having enjoyed the whole experience - as we have done for some years now.

It's quite possible that I have got one or two things in the wrong order, in which case put it down to my age.

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

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

At Sydney, the outbreak of WWI and the Loss of AE1

There is a report in the Sydney Herald of 10th June 1914 as follows:

COLLISION IN PORT PINNACE SUNK RUN DOWN BY A COASTER A STOKER DROWNED

A fatal collision occurred yesterday at the entrance to Sydney Cove, and a Leading Stoker from the Submarine AE1 was drowned, while two seamen were rescued on the point of exhaustion, after struggling in the water for some time.

The pinnacle belonging to HMAS PENGUIN was proceeding down the harbour from Cockatoo Island to Garden Island, with three blue jackets on board – Leading Seaman Joseph McGregor, Able Seaman John Reardon and Leading Stoker John Groves. It was just after half past two o'clock and the Sydney Ferries Steamer KAI KAI had left Milson's Point for the Quay. To miss the ferry boat McGregor, who was at the helm, altered his course but immediately afterwards saw the North Coast Steamer COOMBAR bearing down on the pinnacle. He tried to steer the little craft out of danger,

while the Captain of the COOMBAR gave the signal 'full astern'. But it was too late, and the stem of the coaster crashed into the pinnacle which sank immediately.

ON THE FERRY

The three men were precipitated into the water, and Groves, who could not swim, struggled for a minute and then sank. There was great excitement on the KAI KAI and Captain C Taylor went astern at once to give assistance. One passenger – a young man started to divest himself of his overcoat preparatory to springing overboard to save Groves, but his mother cried out and would not let him go. Another passenger, Mr John Hope of Willoughby, seeing the plight of Groves, dived overboard, and swam towards him, but the unfortunate stoker sank just as Hope was a few yards away. Lifebuoys were thrown overboard from the ferry and the plucky passenger was hauled onboard the tug NORMAN WALLACE, almost exhausted.

FIGHT FOR LIFE

Meanwhile Reardon & McGregor were struggling in the water hampered by their clothes. The former had dived overboard just as the crash occurred and he swam around hoping to be picked up. McGregor had stuck to his seat in the stern until the coaster cut into the pinnacle and he was thrown into the water. After several minutes had elapsed the Sydney Harbour Trust launch HELEN came along and rescued McGregor.

Reardon, half frozen, and almost exhausted, was still battling for dear life, when he caught a lifebuoy thrown from the KAI KAI, and was soon hauled on board. He was brought to the Quay by the ferry and, after being attended to, was able to proceed to Man-o'-War Steps and return to Garden Island.

The COOMBAR and the HELEN hovered about in the vicinity, hoping to see signs of the missing stoker. Then the Water Police were informed and commenced dragging for the body.

SURVIVORS STORY

Able Seaman Reardon was seen just as he left KAI KAI. He was cold, shivering, minus his hat and his clothes were still drenched. 'I was on deck' he said 'when we came opposite Milson's Point. McGregor was steering, and Groves was down below. We saw the KAI KAI and McGregor changed course to escape it. Then I saw COOMBAR bearing down on us and knew we were in for a smash'. I yelled 'I'll chance a swim' and dived overboard. 'Just after the steamer struck the pinnacle on the port side, cut into the side and turned her right over. The pinnacle sank at once. McGregor did not move until the crash came and he was shot into the water. I watched and saw him rise but I did not see anything of Groves. McGregor got a lifebuoy and I saw him taken onboard the Harbour Trust launch. My clothes seemed heavy, and I was afraid of sharks and I was just on the point of giving up when the KAI KAI came towards me. So, I swam till I got a buoy from the ferry, and soon after was hauled on board.'

ATTEMPTED RESCUE MR HOPE'S FEAT

Mr John Hope, of 48, Willoughby Street, North Sydney, who was a passenger by the Steamer KAI KAI, which left Milson's Point at 2.30 pm, for Circular Quay, made a gallant attempt to save the unfortunate man Groves from drowning.

'I did not witness the actual collision' said Mr Hope when seen after the accident. 'When I looked up our boat was going astern and the COOMBAR was going past us. I saw two men in the water making for lifebelts. I noticed another man some distance from those two, and he appeared to be in difficulties. His face was black, and he appeared to have been stoking. I threw off my coat and waistcoat and jumped over from the stern of KAI KAI. My boots and clothes were fairly heavy in the water, but I swam straight for the man. When I was about five yards from him he suddenly sank. There were a lot of lifebelts and pieces of debris bobbing about in the water near me, and I thought I had lost sight of him amongst them. I waited, expecting him to appear again, but he did not come up.

It was most unfortunate that he should have sunk so suddenly as another half a dozen strokes would have brought me to him.'

NOTE 1: The KAI KAI (303 Gross Registered Tonnage) was of wooden construction and was built in Balmain, New South Wales in 1907. First registered in Sydney in 1907 KAI KAI was 152 feet (length overall) with a beam of 33 feet and was operated by Sydney Ferries Ltd.

NOTE 2: The COOMBAR (581 Gross Registered Tonnage) was of steel construction and was built by Murdoch and Murray Ltd at Port Glasgow on the Clyde for the North Coast Navigation Company of Sydney, New South Wales. The ship was launched on 15th August 1912 and was 166 feet (length overall) with a beam of 30 feet.

As will be seen from the above report Able Seaman Reardon and Leading Seaman McGregor were very lucky to have survived - bearing in mind that June is the middle of the Australian winter and the water was very cold.

Two visitors to AE1 whilst the submarine was at Sydney (as guests of Lieutenant Commander Besant) were a Mr Thomas and his four-year old daughter Maisie. Mr Thomas' wife, Mabel (nee Irving) was a childhood friend of Besant - both of them having been born in Liverpool, England in 1883. At the age of 91 Maisie Ashby, as she later became, recalled her visit to AE1 in a letter to the Australian Authors Fred and Elizabeth Brenchley in 2000. She remembered that they 'descended steep, ladder like steps, into a dark interior' and that it was an 'unreal experience'.

Lieutenant Commander Besant (as the Senior Officer of the Submarine Flotilla) had a number of matters to sort out with the Australian Naval Authorities when he arrived in Australia. Firstly, his position as Senior Submarine Officer needed to be clearly spelled out. On 27th May 1914 he made an application for an appointment in command of HMA Submarine Flotilla so that his position for administrative and disciplinary purposes might be clearly defined. This was

done. In June 1914, in a letter from the Naval Secretary (Rear Admiral Henry F Oliver CB MVO) to the Rear Admiral Commanding the Australian Fleet (Sir George Edwin Patey KCVO), the Navy Board approved Besant's:

'appointment to HMAS PENGUIN, additional, for Submarine AE1 in command and for command of Submarine Flotilla'.

Also, in June 1914, it was noted that Besant was to discuss with the Second Naval Member (Captain A Gordon Smith, Royal Navy) any difficulties, etc.

'that will, doubtless, arise owing to the absence of a parent ship and to the inauguration of a service which is novel in these waters'.

This was partly in recognition that the Australian Submarine Depot Ship, HMS PLATYPUS, which had been ordered from the Clydebank Yard of Messrs. John Brown and Co., had not yet been built. The Depot Ship was not 'Laid Down' at Clydebank until April 1915 and construction was stopped later the same month 'to allow the Yard to concentrate on the Battleship HMS BARHAM' and other urgent 'war construction'.

The Australian Naval Board, on 2nd July 1914, commended the crews of the submarines on their performance on the trip out from England and referred to the journals of the two Commanding Officers. It is assumed that these journals are those held on file in the Australian War Memorial Museum as the Diaries of Events and which are reproduced at the Annexes.

The Australian public had only a short time to admire their new submarines before War was declared in Europe on 4th August 1914. News of the tension in Europe had reached Australia in late July at which time both submarines were still refitting after their long journey. The urgency engendered by imminent war resulted in the refitting work being completed quickly. By 5th August the confirmation of War was known in Australia and all the Australian Fleet was on its way to the War Stations except for the 5,880-ton Light Cruiser HMAS ENCOUNTER (Acting Captain Charles La Primaudaye Lewin, Royal Navy), the 2,200-ton Light Cruiser HMAS PIONEER (Lieutenant Commander Thomas W Biddlecombe, RAN) and the two submarines. AE1's refit was completed on 8th August and AE2's refit by 10th August. It should be remembered that, in 1914 there was a significant German presence in the Pacific with a major German concession at Tsingtao in China and with various German colonial possessions in the Pacific islands.

For several frustrating weeks Stoker and Besant had to remain in harbour at Sydney whilst their Royal Navy compatriots at home were in action in the North Sea and the English Channel. However, on 2nd September action beckoned with the two submarines, escorted by the 920-ton Gunboat HMAS PROTECTOR (Lieutenant Commander Lancelot A W Spooner, RN) and a makeshift Submarine Depot Ship HMAS UPOLU (Lieutenant Thomas Moore, RANR) sailing for Palm Island near Townsville in Queensland. For a long time, little was known about HMAS UPOLU. Research in 2011 identified that the HMAS UPOLU was a Clyde built ship of 1,141 tons (GRT), constructed in 1891 by Fleming and Ferguson of Paisley in Scotland as their Yard No. 169 for the original owners – the Union Steamship Company of New Zealand based in Dunedin. The ship was launched on 18th September 1891 and later 'Registered' in Sydney, New South Wales in 1904 by new owners - Levers Pacific Plantations Limited of Port Sunlight in Cheshire, England. In 1911 UPOLU was transferred to the Brisbane Milling Company of South Brisbane. Michael White reports in his book 'Australian Submarines – A History' that the UPOLU was chartered on 18th August 1914 for £500 per month. Henry Kinder reported in his Diary 'We picked up a slow old tub that was to be the submarine parent ship and with the fleet, carried on to German New Guinea at a very slow speed.'

At Palm Island they joined the Australian Fleet which, on 9th September 1914, was despatched to assist in the action at the German Territory of New Britain in the Bismarck Archipelago with orders to capture the Capital - Rabaul. This town was the administrative centre of the German possessions in the Pacific Islands. On arrival at Rabaul on 11th September there were no German warships in the harbour and, the following day, Australian troops were landed. Some fighting ensued, and two Australian Officers and four seamen were killed before the German garrison was subdued.

At Rabaul AE1 and AE2 were, with the destroyers HMAS PARRAMATTA (Lieutenant William H F Warren, RAN) and HMAS YARRA (Lieutenant Stewart Keightley, RAN) allocated the task of patrolling the St George's Straits between the islands of New Britain and New Ireland. On the first day (13th September 1914) it was AE2 which was allocated the patrolling duties with the destroyer scouting ahead. On the second day AE1 left harbour at Simpsonhaven, Blanche Bay, New Britain and took over the patrol off Cape Gazelle with the destroyer HMAS PARRAMATTA scouting. In the afternoon of 14th September Submarine AE1 and the Destroyer parted company at about 1430. This was just after AE1 had reported 'all normal' with PARRAMATTA heading off to the south-east. The Officer of the Watch in PARRAMATTA noted in the Log that he lost sight of AE1 at approximately 1530 off Duke of York Island – approximately one and a half miles south south east of Bernard point and presumed that Besant would return to Blanche Bay. After PARRAMATTA returned to harbour at Herbertshohe (now Kokopo) Lieutenant Warren became concerned that AE1 was overdue. The submarine was reported missing at about 2000.

PARRAMATTA and HMAS YARRA left harbour to search for AE1 and the 5,600-ton Light Cruiser HMAS SYDNEY – still under the command of Captain John C T Glossop, Royal Navy), which was also in the area, kept a lookout. The next day the searchers were joined by the 700-ton Torpedo Boat Destroyer HMAS WARREGO (Commander Claude L Cumberledge, RN) and HMAS ENCOUNTER. Despite all the searching over the next three days AE1 was never seen or heard of again! Henry Kinder, in his diary reports that a patch of oil was seen near where the submarine was last sighted. The date was 14th September 1914, and this was the first submarine loss of the Great War for the Allies.

With the AE1 were lost the Commanding Officer, Lieutenant Commander Thomas Fleming Besant, his Second

Captain, Lieutenant Charles Lewis Moore and Third Hand, Lieutenant the Honourable Leopold Scarlett. Also lost were thirty-two ratings seventeen of whom were Australian/New Zealanders and fifteen British.. No claim was made for the sinking by the German authorities, and although there have been many theories as to the loss of the submarine the reason remains a mystery to the present day. In August 2000 it was thought that the wreck might have been located but this was not so and there was some more excitement in 2011 when a likely looking wreck was discovered in Rabaul Harbour, again this was not AE1 but a Japanese wreck from WWII

The Australian Fleet, with AE2, later moved on to Fiji from where patrols were carried out beyond the International Date Line (180 degrees East). Many smaller Pacific islands were visited by AE2 during the patrols in the Pacific. Henry Kinder reported that, on the way to Suva AE2 lost yet another propeller blade. There was no floating dock or dry dock at Suva and, once again, the Ships Company was required to complete the propeller change with the boat in the water using divers.

Henry Stoker wrote a report whilst at Suva on possible causes of the loss of AE1. He ruled out the possibility that the submarine had broken down and drifted away with the current as the searches would have covered this theory. He also ruled out being sunk by gunfire from a 'big enemy ship' as none were in the area – gunfire from land would have possibly have been heard by the destroyer and gunfire from a small steamer would have been close to shore and he considered that, if damaged, the submarine could have been run ashore and some of the crew saved. He considered the possibility of an internal explosion but thought that some wreckage or bodies should have been found. The possibility of a diving accident was considered but no reason could be thought of why Besant would have dived as he had just over two hours to travel the twenty-five miles back to harbour and his submarines maximum speed would be about eleven knots. Stoker reported that the only known defect in AE1 was a defective Starboard Main Motor which was due to be fixed when the submarine returned to harbour and, whilst this would limit underwater performance it would not otherwise hinder submarine operations. Vice Admiral Patey, in his final report to the Admiralty, expressed the opinion that Submarine AE1 had suffered an accident whilst dived or diving although his reasons for this opinion are unclear.

Later AE2 was ordered back to Sydney, via Noumea in the French administered Territory of New Caledonia for a refit, arriving in Sydney on 14th November 1914. The submarine was dry-docked again at Cockatoo Island for a short period from 21st to 23rd November 1914 - mainly for an inspection of underwater fittings.

Stoker was concerned about the number of personnel available to him in his new capacity as the Senior Officer of the Australian Submarine Service. For long deployments it had been found necessary to increase the number of personnel carried on board – over and above the basic Complement. It will be remembered that, for the journey out to Australia, the then Senior Officer - Thomas Besant - had arranged for additional personnel to be carried on board both AE1 and AE2.

This included an additional Officer for watchkeeping duties (although neither were qualified submariners) and the following personnel from the Spare Crew - one Seaman, one Engine Room Artificer, one Stoker Petty Officer, one Leading Stoker and one Stoker.

On 1st December 1914 Stoker wrote to the Captain in Charge Naval Establishments as follows:

Submitted:-

1. With reference to C.O. submarines letter of 6th July in regard to Complement for Submarines, it is considered that the allowance of one spare crew for every three boats or less could be modified in the case of A.E.2, and I would suggest that the necessary work of care for stores and completing vacancies in Submarines crew could be dealt with by a spare crew made up as follows:

Rank or Rating	Non-Sub	Rating	Number
Lieutenant or Sub Lieutenant			1
C.P.O. or P.O.	S.T. or L.T.O.		1
Petty Officer	T.G.M.		1
Leading Seaman	S.T.		2
Able Seaman	L.T.O.		1
Able Seaman	S.T.		4
E.R.A.			2
Chief Stoker			1
Stoker P.O.			2
Leading Stoker			1
Stoker 1st Class			6

2. When the Submarine proceeds to sea for long periods it is found necessary to add 2 A.B.s, 1 E.R.A., 1 Chief Stoker, 3 Stokers, 1 Stoker P.O. and one Officer to the boats complement as laid down in the letter referred to above, which is done from the Spare Crew and it is considered that a Spare Crew composed as above would leave enough ratings over to deal with all vacancies likely to occur.

3. If the above complement is approved of the following ratings are required to complete: -

1 Lieutenant or Sub Lieutenant
1 P.O., S.T. or L.T.O.
6 Stokers 1st Class

1 E.R.A.

and it is submitted that they should be provided as early as possible, owing to delay in placing them to useful service until trained.

4. It is particularly requested that at least four Stokers should be provided absolutely immediately, as owing to the shortage in this rating it would be impossible to undertake a trip of over 1,000 miles in A.E 2 at the present moment.

There was another unfortunate incident whilst the submarine was at Sydney. Albert Knaggs records another death - this time of Stoker 1st Class George Hughes – probably from a stroke or a heart attack. Henry Kinder reports that he had been *'left behind to look after our spare gear while we were in German New Guinea'* and that he *'lay down on one of the stools after dinner for a nap and suddenly rolled off dead from heart failure.'* Hughes is reported to have been 'our storekeeper' and this was a job Hughes had previously undertaken whilst serving in the Submarine Depot Ship HMS VULCAN (7th Submarine Flotilla) at Dundee in 1912.

In 1976, HMAS FLINDERS was tasked to search the area where AE1 was lost and, on 17th May 1976 established a sonar contact at a depth of 240 metres some 1,000 metres off East Point, Credner Island which was initially thought to be the wreck of AE1. This was later discounted.

The loss of Submarine AE1 is marked at the Bita Paka War Cemetery at Rabaul by two plaques - one commemorating the submarine and the other listing the crew members. In September 2011 a new memorial plaque was unveiled at Garden Island in Sydney Harbour at a ceremony attended by many descendants of the AE1 crew. In May 2013 a Memorial to both Submarines AE1 and AE2 and their crews was unveiled by Admiral the Lord Boyce in Ramsden Square in Barrow in Furness – the original home of both Submarines.

To be continued in Periscope View Issue No. 221 with **'AE2 Returns to the Mediterranean, Passage through the Dardanelles and Sunk in the Sea of Marmora'**

HMS THOROUGH & HMS SARACEN

Adoption by Inverness

(By Peter Schofield)



Both of the above plaques are on display at the Town House, Inverness. HMS SARACEN (P247) was adopted by Inverness during Warship week in May 1942. An article in Hampshire Telegraph, Friday, 3 September 1943 reads as follows:

'With reference to the loss of HMS Saracen (Lieut. M. G. R. Lumby, D.S.O., D.S.C.. R.N.) announced by the Admiralty on Saturday, it is now reported by Italy that five officers and 41 of the crew were taken prisoner. The official Italian report on Sunday stated: In the Tyrrhenian Sea the British submarine Saracen - the loss of which was announced by the British Admiralty, was made unusable on August 14 after a violent chase by the Royal Italian corvette Minerva. Five Officers, the commander included, were taken prisoner, with 41 members of the crew.'

P247 (SARACEN) was lost August 1943 and, thereafter, a second submarine was adopted in October 1943 following another savings campaign. An article in the Aberdeen Press and Journal, Friday 29 October 1943 reads:

'Badenoch Target: The target set for the Badenoch District Council in Inverness-shire's Savings campaign for the replacement of HMS SARACEN is £32,000. Note that they had already raised £568,281 for SARACEN.

A further article in the Aberdeen Weekly Journal, Thursday, 20 January 1944 reads:

'From the Admiralty it is announced that H.M.S. THOROUGH is the submarine which becomes the ship of Inverness,

town and county, following the successful savings campaign (£554,371 (Target £350,000)) to replace H.M.S. SARACEN. Lochiel, Lord-Lieutenant of Inverness, wrote to the Secretary the Admiralty:- Delighted to inform your Lordships that efforts of Town and County of Inverness to replace SARACEN have been highly successful. We have raised £554.371 during the campaign ending 31 December. Will you kindly give us name of new submarine?" He received the following reply. Congratulations on results savings campaign. H.M.S. THOROUGH your new submarine. Details following later.

The outstanding question is was the presentation plaque given to HMS SARACEN or was it recovered from the submarine. Basically, how did it end up in the Town House, Inverness after the submarine was lost???

Royal Navy buying Teledyne-built SEAL delivery vehicles



Royal Navy file photo of HMS Astute with a dry-deck shelter fitted

The US State Department has approved the sale of three SEAL Delivery Vehicles (SDV) MK 11 Shallow Water Combat Submersibles (SWCS) to the United Kingdom.

The contract is worth an estimated \$90 million and includes spares, handling and test equipment, and program support. According to the statement, the incorporation of the new system is not expected to be a challenge considering the UK Royal Navy's experience in operating the predecessor system from dry-deck shelters on Astute-class SSNs. SDVs are mini-submarines used to transport navy divers and their combat gear to and from hostile shores for special operations missions.

Teledyne Brown Engineering, the company responsible for the development of the MK 11 Shallow Water Combat Submersible under a contract from 2011, will be the prime contractor. The MK 11 SWCS is replacing current MK 8 SDVs used by US Navy SEALs and the Royal Navy's Special Boat Service.

Phalanx close-in weapons system upgrade

The UK defence ministry has also requested the sale of a total of 50 upgrade kits which would bring the Royal Navy's Phalanx close-in weapons systems to Block 1B Baseline 2. Block 1B version introduces control stations that allow operators to visually track and identify targets before engagement. It also adds a forward-looking infrared sensor which allows the CIWS to tackle helicopters and high-speed surface craft at sea.

The contract for the upgrade kits and associated support is worth an estimated \$75 million

Hunt for wartime Polish submarine seeks to solve 'friendly fire' mystery (Cahal Milmo Monday September 3rd 2018)

A team hunting for the remains of a wartime Polish submarine which vanished during patrol in the North Sea in June 1940 are to launch a new expedition to locate the vessel – and establish whether it was mistakenly sunken by a British warplane. The ORZEL, whose name translates as "Eagle" in Polish, undertook a series of daring patrols in the opening months of the Second World War – including a brazen escape from neutral Estonia – before she went missing in the North Sea on 3 June 1940. The submarine and her 60-strong crew had been assigned to the Royal Navy after seeking refuge in Britain following the Nazi invasion of Poland. Her subsequent missions included the sinking of a disguised German troop-carrying soldiers for the invasion of Norway. The Anglo-Polish exploration team is hoping to finally solve the mystery of the ORZEL's demise by searching an area some 100 miles off the Scottish coast with the help of wartime records and modern data on seabed obstacles collected by Danish fishing vessels. If the wreck is located it could enable the researchers to solve the mystery of the ORZEL's demise, including the theory that the Dutch-built submarine was destroyed by an RAF aircraft which had mistaken it for a Nazi U-boat.

Piotr Michalik, of the SANTI Find the Eagle project, named after its Polish commercial sponsor, said: "Perhaps the strongest hypothesis we have is that the submarine was the victim of a 'friendly fire' incident.

“We have looked at the records and we know that the RAF recorded an incident when the ORZEL was lost. The German records suggest that they lost no U-boats at that time. We are very determined to succeed and find the submarine.”



Barrow Submariners Assn.

Present

A Night at the Races

Friday 12th October 2018

Royal British Legion at 7:30 pm.



Ticket Entry - £5

Includes:

Entry & Race Card

Hot Food

One Free £1 Bet

Chance to Win a Share in a Racehorse

Contact Alex on 839551 or RBL



SUBMARINERS 'CROSSED THE BAR' REPORTED IN SEPTEMBER 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
RAN Officers Association	31 st August 2018	David Humberstone Lorrimer	Lieutenant Commander RAN	N/A	88	Submarine Service from 1949 to 1969 in DOLPHIN, TRUNCHEON (1950), TRUMP (October 1951 to January 1953), SANGUINE (February 1953 to March 1954), TOKEN (IL 6th May 1954 to February 1957), SCYTHIAN (CO August 1958 to June 1959), TAPIR (CO January 1962), OXLEY (RAN) (CO June 1966 & on Commissioning on 27th March 1967 to May 1969)
Non-member	5 th September 2018	James (Jim) McGinty	Fleet Chief Petty Officer Marine Engineering Mechanic (M)	TBA	TBA	Submarine Service including OTTER (on commissioning at Gosport on 17th May 1980)
Southampton Branch	6 th September 2018	Juelian (Jim) Roskilly	Chief Electrician	P/MX 897921	86	Submarine Service from August 1952 to July 1971 in TUDOR, ALARIC, TACITURN, AENEAS, TALENT, TALLY HO, WALRUS, TIPTOE & REVENGE
Medway Towns Branch	9 th September 2018	Edward (Ted) Hogben	Charge Chief MEA	M933845D	80	Submarine Service from 1968 to 1988 in VALIANT, WARSPITE, COURAGEOUS & CONQUEROR
Exeter Branch	9 th September 2018	Gerald Richard Hubert Lloyd-Williams	Lieutenant Commander	N/A	86	Submarine Service from April 1953 to February 1972 in TACITURN (3rd Hand 26th October 1953), AURIGA, SENESCHAL, TRENCHANT, TEREDO (IL 9th March 1959 to 1960), SEASCOUT (CO 28th March 1961), PORPOISE (CO) & DREADNOUGHT (IL 23rd June 1967)
Poole & District Branch	11 th September 2018	Edwin R Garner	Able Seaman (GL3)	D/SSX 847052	88	Submarine Service from November 1952 to January 1955 in THERMOPYLAE
Ex Eastern States Branch	12 th September 2018	Colin Reeves Bartlett	Chief Petty Officer MEA (P)	D082327 RAN D159676W	70	Submarine Service RN from 1971 to 1981 in ALLIANCE (1972 to 1973), ODIN (1973 to 1976) & OTWAY (1978 to 1979) & RAN 1983 to 1990 in OTWAY (1983 to 1985) ONSLOW (1979 to 1980) & ORION (1985)
Submarine Officers Association	23 rd September 2018	Liam Anthony Bradley	Commander (E) (MESM)	TBA		Submarine Service in DOLPHIN, FINWHALE, REPULSE & CONQUEROR