



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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(Photo courtesy NWEM)

Editorial	Page 2 & 3
Social Secretary's Report	Page 3 & 4
WWI Submarine Losses	Pages 4 & 5
Articles	Pages 6 to 8
The Underwater ANZACs	Pages 9 & 10
One Submarine, Two Captains	Pages 10 & 11
Crossed the Bar	Pages 15 & 16

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Cover Picture: Tri-Service Guard of Honour at the Barrow Town Hall 'There But Not There' Opening Ceremony

EDITORIAL

Hello Everybody,

October seems to have been a busy Month. Alex will tell you about the Race Night – which seems to have gone well. I can tell you about the Sea Cadets Trafalgar Ball at the Fairfield on Friday 19th October. As usual this was a very good evening and the main aim of the evening was to raise funds for the Sea Cadet Unit and, in this, the evening must be counted a success as just short of £1,000 was raised. There weren't as many of the Barrow Branch members there as there have been at previous Trafalgar Dinners, however we were reasonably represented. I was invited to give the First Grace. The toast of 'The Immortal Memory' was proposed by Commodore John Fulford who also gave an interesting speech about Nelson and the Nelsonic legacy.

What else has been going on? Branch Members have assisted the RBL, as in previous years, with distribution of Poppies and Poppy boxes around the Town. This year, at short notice, we were asked to assist with the Poppy Collection at the AFC Barrow Match as the Army Cadets (who usually do it) were not available. Thank you to those who stepped forward in both instances – those at the football got to see the match for free – as a bonus. More volunteers have been assisting with stewarding for the 'There But Not There' Remembrance installation at the Town Hall and at the Opening Ceremony on Monday 29th October – see the photo on the Front Page – courtesy of the Evening Mail. A big thank you to all the volunteers who have helped to maintain the profile of the Branch throughout the town.

What else is there in November? Well, firstly, the Branch will be represented at the Submariners Remembrance Parade and Service on the Embankment on Sunday 4th November. Branch Serving Member Mark Butchart will again be reading out the names of the Submarines lost – this time in the presence of Prince William, Duke of Cambridge – the Commodore of the Submarine Service. A wreath will be laid on behalf of the Barrow Branch.

Then there is the Branch Dinner on 9th November – which Alex covers in his Report, a 'Festival of Remembrance' style Evening event in Ulverston - also on the 9th November for those not attending the Dinner, the Remembrance Service at Barrow Station on 10th November and, of course, the Remembrance Day Parade and Service of Remembrance at the Barrow Cenotaph on Sunday 11th November. For those thinking that there is a lot to do with Poppies and Remembrance this year it is, of course, the 100th Anniversary of the end of WWI and, this year, the date of Remembrance Sunday and Armistice Day coincide. Hopefully the Branch will have an attendance at all these events and a good turnout for the Parade, the Service and, after, at the Legion for our Submariners Remembrance on Sunday 11th.

This week we have had the sad news that former Branch Member Captain George 'Vic' Buxton has 'Crossed the Bar' at the age of 85. Some Branch Members will remember him from HMS VALIANT 'build' and first Commission. His funeral will be at St. John's Church at

Osmotherly on Wednesday 14th November at 1200 and after at the Old Mill at Bardsea.

Soon, (where has this year gone?) we will be on the run up to Christmas and, in this Edition, you will see Alex's flyers for the Children's and Adult's Christmas Parties – if you are hoping to get kids into the Children's Party you'd better hurry up as it's almost fully booked!

Before I forget, as we get towards the end of the year, Association and Branch Subs are due on 31st December. Subs remain the same for next year at £20 (£15 is the National Subs and £5 is the Branch Subs). For Overseas Members Subs are £10 (£5 each for National and Branch). If you pay by Standing Order make sure it is for the right amount – if you pay by cash Mick Mailey is

always available at the Branch meetings to relieve you of it. If you need a new Standing Order Form let me know and I'll get one to you!

Some good news is that the Branch has again received a generous donation from the Keswick to Barrow Committee – How much? If you come to the November Branch Meeting Mick will tell us all!

An early reminder for your diaries – the first Tuesday in January is New Year's Day and, as a result, we have shifted the January Branch Meeting to Tuesday 8th January!! Don't forget – or you could be sitting there by yourself

Regards, Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

October, now over, which saw us have our annual race night, we managed to have a good night and recoup the cost of the evening, once again many thanks to all who continue to support my efforts, also many thanks to all who bought owners and jockeys and those people and companies/associations who sponsored a race. It is gratifying and makes me want to continue as social secretary when I see (some) members who still have an appetite for fun, companionship and have not forgotten how to enjoy themselves.

Before I get too much feedback I know Hadrian's wall begins with 'H' sometimes us southerners forget that there are 26 letters in the alphabet!!!!

Diary Check:

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 or Brexit) 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.

The children's Christmas party on the 15th December 1 – 4pm, cost £6.50 (the elves are charging more for the toys) and the list closes at the November meeting – I need; name, gender, age and £6.50.

The adult's Christmas party is on the 22nd December cost £5 per ticket with bring your own plate. There will be live, entertainment, disco, big raffle and (depending on support) £100 give away. The tickets for this are now available from me or behind the bar.

Other items:

I have booked the coach for the 'First Footing' trip to Morecambe on Friday 1st February. 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 the December meeting I will open it up to the other interested parties – don't wait to get your name down for this one.

I have the opportunity to get hold of 14 tickets for the Army/Navy match in May. I have priced up a self-drive (around £750) a professional company will cost around £1,200 plus a two-night hotel stay for the driver, or we can take 3 or 4 cars. We would be looking to travel to somewhere just outside London on the Friday, stay at a hotel and have a social few beers. Saturday drive to Twickenham to watch the match (with maybe one or two tinnies – not for me of course) then spend the Saturday at same/another hotel for the match debrief and then return on Sunday. I need a genuine show of interest before I sign up to £364 spent on tickets before end of November. The cost, if I drive, will be around £200 (cheaper if we have 14) and I would be looking for a £50 non-returnable deposit on putting your name down and 3 separate payments for the balance in 2019. This trip is open to females and you will get your money back if the trip doesn't happen.

Once again we have had a positive response from invitations sent to 'our ladies' for a Christmas afternoon tea with prosecco and I will be looking for support to get the ladies to and from the Dunes on Friday 14th December (2-5pm) – if you have a car and are free and want to help please give me your name.

I am very close to finalising the social programme for next year and it will be very similar to this year with the exception of: rugby instead of football, no cabaret nights but will still organise the St Patrick's night and the Christmas party. No barbecue but would look to have an alternative event which doesn't take so much effort for very little support. I have decided that I will do another Canal Trip given as it was so much fun and will offer first refusal to those who attended this

year before I open it up to other members. No Foxfield except for the Committee Meeting; which gives the Branch the opportunity to buy the hard-working committee a pie and a pasty.

I went swimming Sunday and decided to have a sneaky wee in the deep end.

Lifeguard must have noticed....

He blew his whistle so loud I nearly fell in!!!!

The members draw was not won in October so stands at £10 for November.

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

November's food will be burgers with, or without cheese, – your choice.

See you at the meeting or hopefully at the Dinner Dance, Christmas Party or indeed any of the Socials next year

Alex

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

JANUARY BRANCH CALENDAR

Branch Meeting	Tues 8 th Jan
Committee Meeting	As required

NOVEMBER BRANCH BIRTHDAYS

M J. (Julian) Bond	02/11/1971
J.E. (John) Smith	08/11/1943
P. (Pete) Schofield	09/11/1946
G. J. (Gavin) Clelland	10/11/1963
A.R. (Vernon) Miles	17/11/1953
R. (Bob) Pointer	18/11/1948
I.A. (Ian) Clark	18/11/1945
M.S. (Mike) Lacey	22/11/1946
N. (Neil) Lambert	27/11/1957
T.J. (Trevor) Janes	29/11/1948
J. (Jeffrey) Thomas	30/11/1943

Happy Birthday All!

SUBMARINE LOSSES OF WWI

Two Submarines were lost in November 1918 - one the last Submarine loss of WWI - with all hands – shortly before the Armistice on 11th November. The second was wrecked after the end of the War and after running aground on the North East Coast. There were two casualties.

Additionally, six Submariners are also reported to have died – three before the Armistice and three after. The First Submarine lost was:

SUBMARINE G7

The Armstrong built Submarine G7 (Lieutenant Commander Charles Arthur Campbell Russell, RN) sailed for a patrol in the North Sea in late October 1918. A message was received on 23rd October, but no further contact was made. The submarine was declared as lost on 1st November 1918. There were no survivors. Those lost in Submarine G7 were as follows:

Officers:

Lieutenant Commander Charles A C Russell, RN

Lieutenant Caradoc S M Prinsep, RN

Lieutenant Frank H Allerton, RNR

Ratings:

PO Albert W Broadway, DSM	O/N J2129
PO Albert Crocker	O/N J1048
PO William Johnson	O/N 191880
PO Frank Ernest Thorpe	O/N J5204
AB William Biggs, DSM	O/N 238350
AB Edwin Horton	O/N 232707
AB William Edward Masterson	O/N 237416
AB Herbert Spencer Rich	O/N J6623
AB David James Thomas	O/N 197451
AB Joseph Owen Watts	O/N J14540
Ord Sea John K Hawthorn	RNVR/Clyde/Z/8932
L/Sig Bertram John Jenkins, DSM	O/N J9147
PO Tel David Stewart	O/N J1901
Boy Tel Douglas Thorne Lewis	O/N J68036
ERA 2 Samuel Dolby	O/N M1329
ERA 3 Charles Sproule Clements	O/N 272451
ERA 4 Walter Henry Boys	O/N M17965
ERA George N S Cromarty DSM RNR/Po.1559/EA	
SPO Henry William Aldridge, DSM	O/N 222882
L/Sto James Wilfred Frost	O/N 311407
Sto 1 Arthur John Middleton	O/N K10484
Sto 1 Harry Cane	O/N K14073
Sto 1 John Duffy	O/N K17745
Sto 1 Frederick W Fraser, DSM	O/N K11724
Sto 1 Harold Glassett	O/N K23086
Sto 1 Albert Henry Martin	O/N K20672
Sto 1 Thomas John Potter	O/N K22204
Sto 1 Patrick Walsh	O/N K13723

SUBMARINE L5

The Commanding Officer of Submarine L5 died on 1st November 1918. It is reported that he succumbed to influenza during the epidemic of 1918/19. He was Lieutenant Commander John R A Codrington, RN. John Codrington is buried in the Ford Park Cemetery (formerly Plymouth Old Cemetery) at Pennycomequick, Plymouth, Devon – Grave General T.B. 22.

SUBMARINE E35

One member of the crew of Submarine E35 died on 1st November 1918. It is reported that he was accidentally drowned. He was:

Leading Signalman Herbert Clay Pearce O/N J1343

No Next of Kin or other family detail is available for Herbert Pearce who is commemorated on the Chatham Naval War Memorial on Panel No. 28.

SUBMARINE K11

One member of the crew of Submarine K11 died on 5th November 1918. It is understood that he died of influenza. He was:

Petty Officer Edward J Dodd O/N J3662

Edward Dodd was the twenty-six years old son of William and Mary Dodd of Teignmouth and the husband of Kaste Elizabeth Dodd of 12, Willow Street, Teignmouth, Devon. He is buried in the Teignmouth Cemetery at Teignmouth in Devon in Grave No EE47.

The second Submarine lost was:

SUBMARINE G11

The Vickers built Submarine G11 (Lieutenant Commander George Fagan Bradshaw DSO, RN) was wrecked on a rocky shore off Howick, Northumberland (south of the Craster Coastguard Station) at night and in poor weather on 22nd November 1918. The Submarine had sailed on patrol on 19th November but had received a recall on 21st November. Lieutenant Commander Bradshaw was the temporary Commanding Officer of G11. The proper Commanding Officer was Lieutenant Richard D Sandford, VC who had been taken sick but note that Lieutenant Richard Sandford, VC died from his illness on 28th November 1918). Lieutenant Commander Bradshaw's proper command was the Submarine L11, which was refitting. Two ratings were lost as the Crew made its way through the surf to the beach.

Officers:

Lt Commander George Fagan Bradshaw DSO, RN

Lieutenant Claude Alfred Smith, RN

Temp Lieutenant Frederick C MacLure, RN

The two Ratings who died were:

Tel George Philip Back O/N J40179

George Back was the nineteen-years old son of Charles Back of 45, Guinness Buildings, Chelsea, London. He is buried at the Longhoughton (St Peter) Churchyard, Northumberland in the south west corner.

Stoker 1st Class Pliny Foster O/N SS 110928

Pliny Foster who is commemorated on the Plymouth Naval War Memorial on Panel No. 28.

The other three Submariners who died were:

SUBMARINE G5

The Commanding Officer of Submarine G5 died on 24th November 1918. It is reported that he was suddenly taken ill and died of influenza/pneumonia during the 1918/19 epidemic. He was

Lieutenant Douglas Ramsden Attwood, DSC, RNR

Douglas Attwood is buried in the Darlington West Cemetery, Durham in Grave No. C.3N.122.

SUBMARINE C30

One member of the crew of Submarine C30 died on 28th November 1918. He is reported to have died of pneumonia in the Haslar Royal Naval Hospital. He was:

Petty Officer Frederick Stickley O/N 233420

Frederick Stickley who is buried in the Haslar Royal Naval Cemetery in Grave No. E37.26.

SUBMARINE J5

One member of the crew of submarine J5 died on 29th November 1918. It is reported that he died of pneumonia. He was:

ERA 3 David Taylor O/N M5369

David Taylor was the son of William Taylor of 13, Pitkerrow Road, Dundee, Scotland. He is buried in the Monifieth (or Barnhill) Cemetery, Angus, Scotland in Grave No. E2.252, 253.

REMEMBERING FORMER BRANCH

MEMBERS 'CROSSED THE BAR'

NOVEMBER

Montague Lee	1979
Raymond Hetherington	1994
Christopher Crossman	2002
John Graham	2003
Fred Scheunig	2006
Bill Cole	2006
John Byrth	2007
Tony Evans	2016
David Wilson	2017
Joseph Sharpe	2017

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. 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 November for the December 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

As requested I ordered fifteen of the 2019 Submariners Association Diaries. All fifteen are spoken for – I have your names!

Those of you still to collect your diaries – they will be available at the October Branch Meeting. Just bring along your £3.00 and I'll hand them over

OUR VISIT TO FLEETWOOD 2018

Another Bob Faragher Dit

We set off for Fleetwood on Friday 26th Oct. There were four of us, Myself, Micky Dack, Dave Oakes, and young Sally Arnold. Dave Oakes was doing the driving and managed to frighten us half to death. He's a good Oppo but his driving is something else. We arrived at the North Euston hotel about lunch time and dumped our kit then went to the Comrades Club.

We met the Barrow soldiers there and started with a few pints, some of which were bought for us. Eventually, we returned to our Hotel and sorted ourselves out. We had a short siesta, grabbed a bite to eat at the chippy, and then adjourned to the Kings Own Comrades club for liquid refreshments. We eventually repaired to the Steamer pub. We knew there would be live entertainment on there. We also discovered that the new owner and Landlord was no other than Sid Little of the Little and Large duo. The place was bouncing. There was a Queen Tribute band playing and they were excellent. I had a couple of dances with Sally, and lots more to drink. Eventually, I asked another young lady for a dance and she accepted. Half way through the dance her husband joined us and asked me if it was okay if he danced with his wife. He wasn't pleased, and he was a policeman. I didn't know if I was going to be filled in or arrested. Micky Dack usually comes to my rescue, however, on this occasion he failed to do so. We carried on boozing and the pub didn't shut till after midnight. Eventually we staggered back to the hotel where we ordered a few whiskeys. Amazingly, young Sally matched us drink for drink all day and night.

We managed to make it to breakfast in the morning, full English as usual. Sorted ourselves out and then made our way to the Comrades Club for more booze. Mick

was struggling walking a bit, so Sally who had been a carer, stuck with him to make sure he was ok. On arrival we discovered the new Steward was a rather good-looking young lady. As it turned out she was also a very pleasant lady. Dave was quite taken with her, I say no more. Again, several drinks were bought for us. One chap who was the father of a young 45 Commando soldier who had been killed in Afghanistan bought everyone a glass of port and we all stood and toasted his son. The drink continued to flow. Eventually, I went out for a fag and noticed something going on in the main street. There was a crowd of people all chanting, and they were surrounded by two mounted police, dogs and more police. On going back into the Club we were told it was probably due to the Blackpool v Fleetwood football match which, as we discovered later, Fleetwood had won. We continued boozing in the club, but eventually we needed food. A lady in the club recommended The Steamer for food. She was dead right, we went there for our lunch and it was very good and reasonable price. It was then time for siesta so, we returned to the hotel and had another pint before siesta.

On surfacing we sorted ourselves out and made our way slowly back to the Comrades Club and continued boozing and telling lies to each other. After a while we tired of the Club and made our way to the Steamer. As always there was a group playing but not as good as the one the night before however, there was an old lady in a wheel chair who recognised me, I was so pleased to see her still alive. She told me she was 92 years old. She wheeled herself on to the dance floor and dance with just her arms; it really was amazing to see. Another lady who I had given a set of dolphins to a long time ago made her husband buy us a large rum each. The old landlord was also in the pub and bought us a rum each. It was, as always, a great night. We eventually toddled slowly back to the hotel, Sally looking after Micky making sure he didn't fall over. On arrival back at the hotel, we were directed to the resident's lounge where we indulged in a few whiskeys, something happened in there, but I can't remember what it was. We eventually went to bed at god know what time.

We all made breakfast, loaded our gear into the car and went around to the Comrades Club to experience White Ensign Society meeting. It was a bit like our meetings only much dafter. We only had one pint except Dave who was driving. We left eventually to enjoy Dave's driving. He did scare us but got us home in one piece - thankfully.

To summarise, it was a very eventful weekend, we met some wonderful people. For some reason the town was bouncing, and we enjoyed every minute, roll on next year.

SUBMARINE COMMISSIONING CREW LISTS

Two more lists have been sent to me in the last two weeks – thanks very much - but, 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: ASTUTE

Also required are copies of any Crew Lists for any 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 Female Marine Pilot

(supplied by Bob Pointer)

The teacher gave her fifth grade class an assignment: Get their parents to tell them a story with a moral at the end of it.

The next day, the kids came back and, one by one, began to tell their stories.

There were all the regular types of stuff: spilled milk and pennies saved. But then the teacher realized, much to her dismay, that she had missed Janie.

Janie, do you have a story to share?

"Yes ma'am. My daddy told me a story about my Mommy.

She was a Marine pilot in Desert Storm, and her plane got hit.

She had to bail out over enemy territory, and all she had was a flask of whiskey, a pistol, and a survival knife.

She drank the whiskey on the way down so the bottle wouldn't break, and then her parachute landed her right in the middle of 20 Iraqi troops.

She shot 15 of them with the pistol, until she ran out of bullets, killed four more with the knife, till the blade broke, and then she killed the last Iraqi with her bare hands.

"Good Heavens," said the horrified teacher. "What did your Daddy tell you was the moral to this horrible story?"

"Stay away from Mommy when she's been drinking."

HMNBC 72/18 Thursday, 25 October 2018

ROYAL NAVY DIVERS PAY TRIBUTE TO HMS ROYAL OAK

Royal Navy Clearance Divers were in Orkney on October 14 to pay tribute to the 834 sailors who lost their lives during the sinking of HMS Royal Oak.

The Revenge Class battleship lies at the bottom of Scapa Flow, torpedoed by a German U-Boat on October 14, 1939, while at anchor.

Each year members of the HM Naval Base Clyde-based Northern Diving Group (NDG) travel to the site where they carry out the solemn duty of descending to the wreck to change the White Ensign.

This year marks 79 years since the disaster and a ceremony was also held at the HMS Royal Oak Memorial in Scapa Flow, followed by a wreath-laying at sea above where the ship now rests. The Royal Navy team were joined by civilian divers from MV Huskylan,

who were granted a licence and permission to dive on the registered war grave by the Secretary of State for Defence.

This was part of a collaboration to document and preserve the last resting place of the men who lost their lives during the sinking so that their passing can be remembered by future generations.

Lieutenant Commander Chris Stephenson, the Commanding Officer of NDG, said: "It remains our honour and privilege to continue to conduct diving operations on HMS Royal Oak, not only to ensure the safety of the wreck, but to pay our respects to those lost and ensure the sanctity of their final resting place. "We also appreciate the support of the Huskylan team in their efforts to record the wreck for relatives of those who pass and future generations."

Able Seaman (Diver) Matthew Kilminster, who was part of the team who dived to replace the White Ensign, said: "It was an honour to be part of the team that conducted the Ensign change this year on HMS Royal Oak.

"It is the first time I have dived on the wreck and the conditions and visibility were outstanding. It was a wonderful opportunity to pay our respects to the lost servicemen - a privilege that not many RN Clearance Divers will ever get and a dive I will never forget."

Sent by: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde.

Picture credits: Marjo Tynkkynen, Kieran Hatton, Bob Anderson, Professor Chris Rowland & Dr Kieran Baxter.



Members of NDG and divers from MV Huskylan at Scapa Flow



The NDG divers with the White Ensign



Recovering the White Ensign

The 'There But Not There' Installation in the Town Hall (29th October to 9th November)



Photo: courtesy the North West Evening Mail

Another Delivery for the Barrow Shipyard

Photos: Courtesy Edd Downer

The large load shown in the following pictures arrived by sea at Barrow Docks and was transported to the shipyard on Thursday 1st November. A bit of a hold up for the traffic but not for too long.



At the roundabout at the end of Michaelson Road



A bit of a tight turn! Can you see what it is yet?



IF YOU DON'T STOP ASKING ME 'ARE WE NEARLY THERE YET?' I WILL TURN THIS BUS AROUND AND NONE OF US WILL GET TO SEE SALISBURY CATHEDRAL! DO YOU HEAR ME?

A Little Bit of a Russian Accident?



The above picture shows the Russian Aircraft Carrier ADMIRAL KUZNETZOV settled in the Floating Dock somewhere in Russia undergoing routine maintenance. Not too long ago the Carrier travelled down the Channel on route to the Eastern Mediterranean in a Russian show of strength. More recently she made her way back home for her stay in dock.

According to reports in the papers this week the Docking Period came to a bit of an abrupt halt when, according to which report you read, either the Floating

Dock collapsed and sank damaging the Carrier or there was a power failure, the pumps stopped working, the tanks flooded, and the Floating Dock sank. Either way the accident happened, the Carrier ended up wearing the Floating Dock cranes and received undisclosed damage

to the flight deck and hull. It seems that there were some injuries to dock workmen and, apparently, at least one death.

THE UNDERWATER ANZACS

© Barrie Downer 1985

AE2 Returns to the Mediterranean, Passage through the Dardanelles and Sunk in the Sea of Marmora

At the end of 1914 there were no German warships remaining in the Pacific and, therefore no real reason to keep a submarine in that ocean. Lieutenant Commander Stoker in Submarine AE2 was, again becoming frustrated. He was itching to get back to European waters where, he felt that he and his crew could be of some real use. Stoker began to lobby some Members of the Australian Legislature with his requests. It seems that he eventually convinced the necessary officials and the Australian Authorities offered the use of their submarine to the Royal Navy on 16th December 1914. The offer was gratefully accepted. Before sailing for the Mediterranean Stoker finally received his Third Hand. Lieutenant John Pitt Cary arrived in December 1914. As reported earlier he was not a qualified Submariner having previously served in the sloop HMS FANTOME carrying out hydrographic surveying duties in Australian Waters. A Devonport based ship, HMS FANTOME had returned home in October 1914 to 'pay off', but Lieutenant Pitt Cary had remained in Australia and joined AE2.

On Saturday 19th December AE2 left Sydney, picking up the SS BERRIMA (Commander John B Stevenson, Royal Navy) at South Head. BERRIMA was to be their escort and was to tow AE2 most of the way to Port Said. The first stop was Melbourne where some Troop Ships joined the convoy. Leaving again on 23rd December the convoy headed to Albany where some more Troop Ships joined. On 31st December 1914 Stoker finally left Australia bound for home with AE2 and the Second Australian Expeditionary Force was sailing for Europe from Albany. Stoker found that AE2 was the Military Escort for the 15,000 troops and 3,000 horses embarked in twenty large transports. The convoy stopped off at Colombo to coal the ships and again at Aden before reaching the Suez Canal and Port Said.

On arrival at Port Said new orders were received by Stoker which diverted AE2 to join the Fleet at the Base at TENEDOS (now called BOZCA ADA) - an island only thirteen miles from the entrance to the Dardanelles. In 1914 this island then belonged to Greece but it is now part of Turkey. Stoker arrived at TENEDOS in AE2 on 2nd February 1915. AE2 was the first 'E' Class submarine to arrive at the Dardanelles and joined the small Flotilla of 'B' Class submarines at TENEDOS - made up of Submarines from the Gibraltar and Malta Flotillas.

One of these 'B' Class submarines had already made a daring penetration into the Dardanelles. B11 (Lieutenant Norman D Holbrook, Royal Navy) had made the passage part of the way up the Straits to Sari Siglar Bay on the Asia Minor side of the Straits where he torpedoed and sank the Turkish Battleship MESSUDIEH. To reach his target he had passed five rows of mines whilst submerged and, after torpedoing MESSUDIEH, Holbrook was fired at by his target before it rolled over and sank. For his exploits Lieutenant Holbrook was awarded the first Naval Victoria Cross of the Great War. His First Lieutenant, Sidney Winn received the DSO and all other members of his crew received the DSM.

In early 1915 Henry Stoker's Service Record was annotated with the following:

'Their Lordships high appreciation of zeal and endurance displayed by Commanding Officer, officers and crew of Submarine AE2 in the continuous navigation of their vessel since beginning of the war. Has travelled 30,000 miles during last 12 months under exacting conditions and with little intermission during war.'

Shortly after AE2's arrival the Fleet Base was changed to Mudros Harbour on the south side of the neighbouring Greek Island of LEMNOS. The new Base was nearly sixty miles from the entrance to the Dardanelles. This change of Base may have been dictated because TENEDOS was only 5 miles from the Turkish mainland but may also be related to the fact that Mudros Harbour was much larger and more sheltered. After the arrival of the Fleet at Mudros there was much discussion amongst the submarine commanders about the prospects of a submarine making the passage all the way up the Dardanelles and into the Sea of Marmora. It was generally agreed that the 'B' Class submarines had neither the speed nor the endurance to make such a passage but that the 'E' Class submarine (i.e. AE2) stood a better than even chance. Stoker drew up his plans accordingly and wrote a letter to the Admiral in Command at Mudros. This he intended to deliver by hand. His plan centred very much on the requirement for 'fine navigation'.

The night before he intended to deliver the letter to the Admiral all of Stoker's plans fell apart. Whilst returning to harbour from patrol AE2 ran aground on the rocks at Sangrada Point. This may be slightly excused because the navigation lights at the Point were not lit, but it was undoubtedly a serious blow to Stoker's ambitions. It took several hours to pull AE2 off the rocks and although the pressure hull was not damaged several of the ballast tanks were and fifteen plates needed replacing. As a result, it was necessary for Stoker to sail for Malta for docking and repairs. In March 1915 there was another notation on Stoker's Service record:

'Foundering of S/M AE2 at Mudros. Due to error of judgement.'

Although the report possibly more correctly should have said 'grounding'. The repairs at Malta took several weeks and, whilst AE2 was at Malta, three more 'E' Class submarines arrived in the Mediterranean from Britain. These

submarines were E11 (Lieutenant Commander Martin Eric Nasmith, Royal Navy), E14 (Lieutenant Commander Edward Courtney Boyle, Royal Navy) and E15 (Lieutenant Commander Theodore Stuart Brodie, Royal Navy). With the arrival of these submarines Stoker saw his chances of being the first to enter the Sea of Marmora vanish before his eyes. This was particularly so because all three of the Commanding Officers were senior to him and more experienced in war conditions but also because the three submarines were more up to date than AE2.

E11, however, had defects which made it necessary for Nasmith to remain at Malta for repairs to his engines and main motors but E14 and E15 - neither of which had any defects - pressed on to the Dardanelles. Stoker and Nasmith were able to commiserate with each other on their bad luck at having to remain at Malta but Stoker was able to pick Nasmith's brains about latest submarine thinking. Nasmith was able to show Stoker the latest modifications (developed by the 8th Submarine Flotilla at Harwich) to enable submarines to get past protective nets without getting entangled and to negotiate minefields with a reduced chance of catching mine cables and being blown up. It is unclear whether Stoker managed to have all of these modifications installed in AE2 before he left Malta.

Stoker's concern about his chances of being the first to make the passage through the Dardanelles were confirmed whilst he was at Malta when bad news about E15 and its Commander - Lieutenant Commander Brodie - was received. Theodore Brodie had made an attempt to reach the Sea of Marmora on 16th April 1915. In the attempt E15 had run aground on Kephez Point on the Eastern shore of the Dardanelles and directly under the guns of a Fort. Brodie was unable to get the submarine clear of the shore and the commander of the Fort did not delay in opening fire. During the shelling of E15 Theodore Brodie and five of his crew were killed, six were wounded and the surviving Officers and Ratings were made Prisoners of War. Seven of the crew of E15 (one Officer and six Ratings) died later in captivity.

After several attempts by the Royal Navy to destroy E15 (before the Turks discovered too many details or managed to recover and re-commission the submarine) E15 was eventually destroyed in a daring torpedo attack by two steam picket boats.

AE2 arrived back at Mudros on 21st April 1915 and, given the recent loss of E15, Stoker believed that it was unlikely that he (or anyone else) would be allowed the opportunity to force the Narrows for some time. To his surprise, on 23rd April he was sent for by Commodore Roger Keyes (the Chief of Staff to the Admiral) and briefed on the requirement for an attempt by AE2 to force the Dardanelles (a distance of approximately 75 miles) and enter the Sea of Marmora. Commodore Keyes had, until recently been the Commodore, Submarines and had been in charge of all Royal Navy submarines. Stoker was given written orders to make the passage through the Dardanelles, but Commodore Keyes also verbally ordered him to take what measures he chose to block Turkish sea transport between the Bosphorus and the Dardanelles - assuming that he managed to get into the Sea of Marmora. Stoker was also briefed that if he managed to get as far as Chanak he should sink any minelayers that he came across and should 'run amok generally'.

In the short space of two hours AE2 had been fully stored and fuelled and was proceeding to sea for a practice dive. Stoker then waited, at anchor off the entrance to the Dardanelles for night to fall. At about midnight on 24th April 1915 AE2, it's Captain and his crew started on their 'great adventure'.

After reaching the entrance to the Dardanelles Stoker travelled on as far as he dared at about seven knots on the surface and in the centre of the channel. Bearing in mind Commodore Keyes' instruction about 'running amok generally' he took this as meaning that he should make sure that the Turks were aware of his presence and that he should remain on the surface as long as he could. On the starboard beam he passed the 'White Cliffs' south of Kephez (where Lt Commander Brodie had come to grief in E15) reaching the mouth of the river at Suan Dere on his port beam. At this point he dived the submarine to avoid the lights on the shore. As he prepared to dive the operating shaft of the forward hydroplanes sheared. Henry Kinder reports that this event was in fact the result of a mistake by the Coxswain when 'opening up for diving'. The Coxswain tried to operate the planes in 'electrical' control with the locking pin still engaged instead of first checking the operation of the planes in 'hand' control. With no means of control of depth when the submarine was dived Stoker had little option but to surface and, bitterly disappointed, return to Mudros.

At Mudros several hours were required to repair the defect but at 0200 on 25th April he left to attempt the passage again.

To be continued in Periscope View Issue No. 222 with **'The Passage through the Straits'**

One Submarine, Two Captains - The Early Years of HMS REPULSE

by Bob Hill

Captain J R "Phil" Wadman died in 2014. In 1966 he was appointed to command the Port Crew of REPULSE, the 3rd Polaris submarine to be ordered but the second, behind RESOLUTION, from Vickers Shipbuilders in Barrow-in-Furness. Soon afterwards, Tony Whetstone was appointed to command the Starboard crew. Together they forged an exceptional partnership which had a huge influence on every aspect of the submarine's early history.

RESOLUTION emulated the practice in the USA where the Gold crew was the first to be appointed and was expected to take the lead in every aspect of business, leaving the Blue crew to be "also-rans". For Gold read Port; for Blue, read Starboard

From the outset, Phil Wadman and Tony Whetstone made it clear to all who joined the submarine while it was being built that REPULSE had one crew, half of whom, unfortunately, had to be left behind when the submarine went to sea!

Design departments in Bath had become used to each of RESOLUTION's crews taking diametrically opposed opinions

on everything. When they sought and obtained opinions from REPULSE they would often respond by asking whether it was a Port or a Starboard crew view and were surprised when either the respondent confessed that he couldn't remember which crew he was in – or gave the confident assurance that it was the REPULSE (both crews) answer.

As sea trials approached, the number of ratings living and training in Barrow increased towards the full complement of both crews and they announced that on the Wednesday afternoon "Make and Mend" there would be a Port vs Starboard football match. Phil Wadman and Tony Whetstone decreed this to be illegal. The match could be between Departments or Specialisations, but not between crews. This ensured that the "one crew" message was believed by all.

To ensure that it was carried into effect when the submarine went to sea, the two Captains agreed that honours would be shared. The Port Crew would do Sea Trials; then the Starboard crew would take over for Commissioning trials; then the Port Crew would do another spell of trials (mainly sonar performance and noise trials); then the Starboard crew would take the submarine to Cape Canaveral for the submarine's first missile firing. The Port crew would fly across to take over the submarine, conduct their missile firing, then bring the submarine back across the Atlantic. In due course the Port crew would do the submarine's first deterrent patrol.

However, this was not all because the two Captains asked Vickers Shipbuilders for the Starboard crew to be allowed to conduct the second half of the initial sea trials, with a crew change in the middle of the appointed programme. Since the submarine belonged to the shipbuilder until commissioned into the Royal Navy, this could only happen if the shipbuilder agreed. It took a little time to get an answer, but the Vickers board replied that a crew change could indeed take place, but not until after the full power trial and deep dive. So that is when it happened.

The Vickers Ship Manager was Tony Peak. When the boat returned to Barrow after very successful sea trials he said that as they progressed, the Vickers view was that the Port crew was the best submarine crew they had known. By the end of sea trials, they could not agree whether the Port or the Starboard crew was the better. Tony Peak said that Vickers's admiration for both Captains was such that if they asked for the submarine to be painted sky blue it would probably be done!

The submarine continued to be successful and happy.

On the first arrival at Faslane from Barrow at the beginning of sea trials, Phil Wadman took the submarine alongside without tugs and parked it perfectly without even a bump. Despite this, it was decreed that tugs should always be used. But he had made his point.

Perhaps the most extraordinary occurrence during Phil Wadman's time in Command of the Port Crew was the lack of food throughout the submarine's first deterrent patrol. It seems that the Port Crew head chef did a pier head jump, leaving the boat after Fast Cruise and Index and refusing to go on patrol. An experienced RESOLUTION chef was drafted to take his place. Being highly professional, his first act was to do a muster of all the food on board. He reported to the Supply Officer (Guy Chapple, a Seaman Lieutenant) that there was not enough food for the patrol. With the head chef, Guy did another muster and then reported the fact to the Captain, Phil Wadman. Phil then spoke to the Doctor, Mike Paine, and asked him to do a third muster and report back whether there were enough calories and enough vitamins. Mike reported that indeed there were enough of both, but the crew would be quite hungry. He recommended that since the propulsion watches were the most physically active people on board, a middle watch stew should be sent back aft each night. This would ensure a boost of calories one day in 3 for these people. This took place and the stew was duly delivered, never quite needing to be accompanied by the predicted armed guard. But it was amazing how many people decided that maintenance needed to be done back aft during the middle watch – and had to be evicted before the stew arrived.

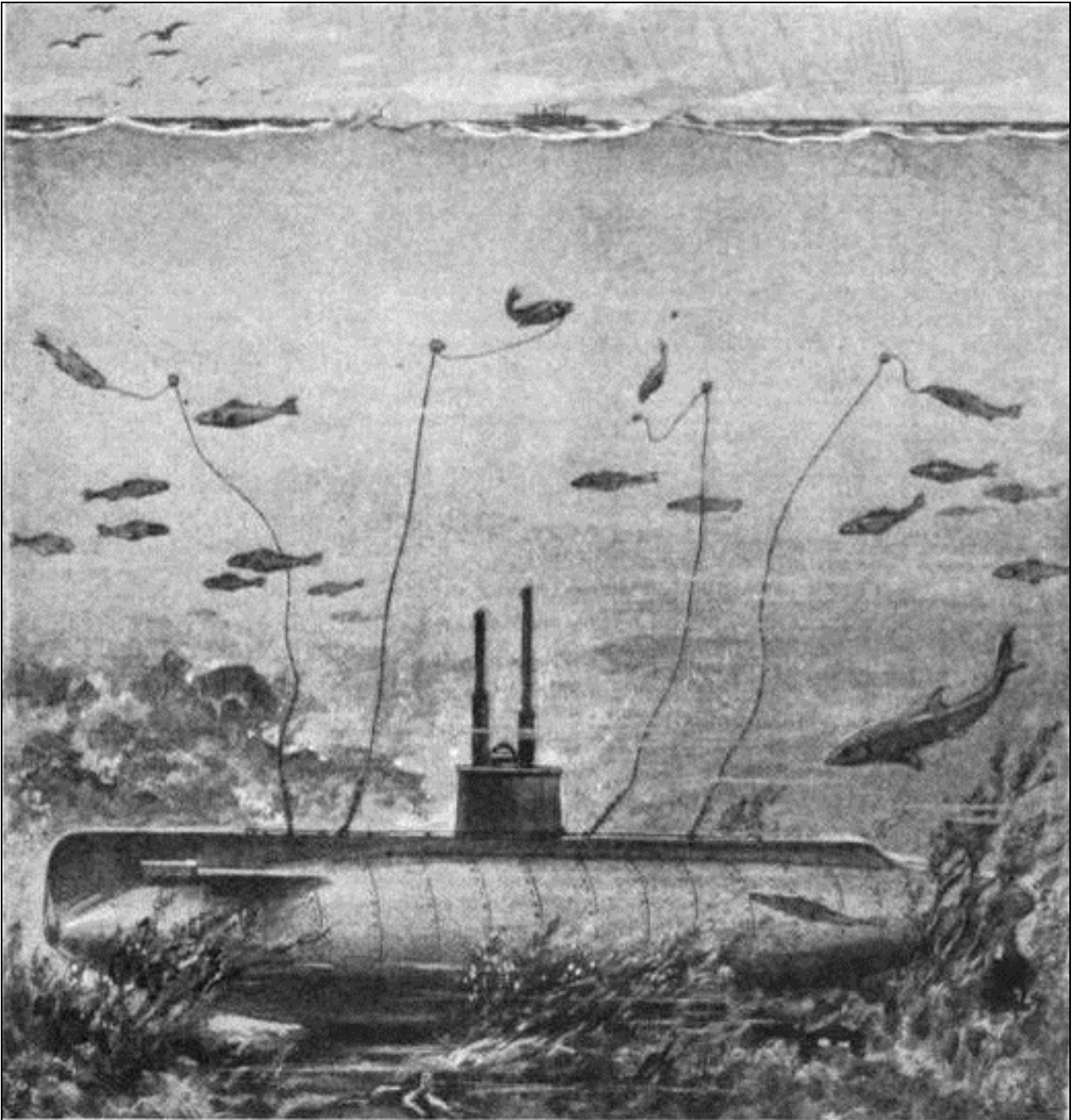
As a Control Room watch keeper, Guy Chapple's every watch was a 4-hour food complaint. As a Seaman officer given Supply Officer duties, with no previous relevant experience, he had taken the precaution of sending the list of proposed stores inboard to the Squadron Supply Officer, requesting assurance that it was adequate. He received this assurance. Towards the end of the patrol, every cartoon in the ship's paper depicted humans and animals as skeletons. And there is no doubt that when we got back we were probably the slimmest peacetime submarine crew to return from patrol. Throughout all, Phil Wadman was a calm, reassuring, supportive and highly professional presence. He was universally trusted, liked and respected.

The point of telling the story is to emphasise how inexperienced were the crews that Phil Wadman and Tony Whetstone and others commanded in those early days of the Polaris programme

The two Captains were different in almost every respect - except professional ability. Phil Wadman quiet, reserved, calm and good natured; Tony Whetstone irrepressibly cheerful and quick to find the humour in every situation. In the Control Room, Phil Wadman required everyone to be silent and concentrating: Tony Whetstone could only concentrate if everyone else was efficiently relaxed.

One summer morning on sea trials, before coming up from deep in a calm sea littered with yachts, Tony Whetstone was uncharacteristically brusque when he came into the Control Room. REPULSE finally got to periscope depth and Tony Whetstone indicated for the periscope to be raised. The Panel watchkeeper was momentarily distracted and the periscope went up and up, passing Captain's outstretched hands as he waited to take the handles. Turning to the Panel he queried "Who are you raising this for? General de Gaulle?" Normality returned.

Everyone who served in REPULSE under these two Captains knows how lucky they were to do so.



Upside-Down Fishing from the Deck of a Submerged U-Boat: Floats Carry the Baited Hooks Upward, the End of Each Line being Attached to a Spiral Spring on the Deck, to "Play" the Fish, Which cannot be Removed Until the Submarine Comes to the Surface

INVERTED ANGLING FROM SUBMARINES

BY JOHN EDWIN HOGG

**Barrow Submariners Association
& Royal British Legion's
Childrens Christmas
Party**

Saturday 15th Dec 2018

Royal British Legion (1pm – 4pm)



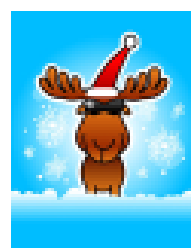
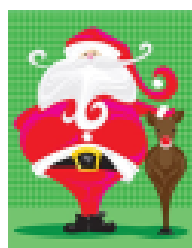
Cost £6.50

(Ticket Only Entry)

Disco

Food

Christmas Present From Special Guest



**Tickets on sale from:
Alex Webb (839551)**



Annual Christmas Party

7:30pm Saturday 22nd Dec 2018

Royal British Legion – Holker Street

Party with Family, Friends or Office
Colleagues - best party in town

Cost £5

(Ticket Only Entry)

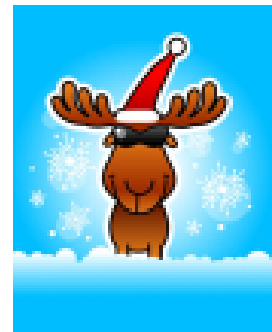
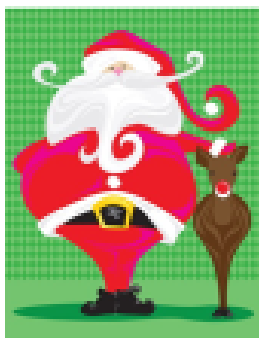
Denis Horan – Will Bring the Party to Life

Disco 'till Late

(Food is Bring A Plate)

Special Christmas Raffle

4 x £25 Lucky Ticket Draw Winners



Tickets on sale from:
Alex Webb (839551) or Behind the RBL Bar

SUBMARINERS 'CROSSED THE BAR' REPORTED IN OCTOBER 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	June 2017	Dale Reynolds	Leading Radio Operator	TBA	TBA	Submarine Service including RENOWN & REVENGE
Submarine Officers Association	1 st September 2018	James (Jim) Benson	Lieutenant RNVR	N/A	93	WWII Service from 1943 to 1947 in VARBEL (II), X-23 (CO) & XE-8 (CO)
Submarine Officers Association	19 th September 2018	Peter Howard	Captain	N/A	TBA	Submarine Service TBA
Former Manchester SOCA Member	30 th September 2018	Clark Barrington	Marine Engineering Mechanic	TBA	65	Submarine Service in PORPOISE & ORPHEUS
Indalo Spain	2 nd October 2018	Peter William Lindley, MBE	Lieutenant Commander	N/A	81	Submarine Service from September 1958 to June 1978 in TOKEN (1959 to 1961), RORQUAL (22 nd November 1961 to 1963) & RORQUAL (IL 29 th January 1964), SEALION (IL 1964 to 1966), ARTFUL (CO) (6 th December 1967 to 1968), USS GATO (Liaison 1968), WATSON (ND & TAS School), ONSLAUGHT (CO 1973 to 1975), DOLPHIN
Non-member	3 rd October 2018	Alan Ernest Smith	Leading Marine Engineering Mechanic	TBA	60	Submarine Service from 1966 to 1973
Submariner Officers Association	5 th October 2018	Michael Lambourne	Lieutenant (SL) (X)	N/A	TBA	Submarine Service from 1970 to 1975 in NEPTUNE, WALRUS, NEPTUNE, CHURCHILL & DREADNOUGHT
Welsh Branch	11 th October 2018	Peter Leech	Engine Room Artificer 1 st Class	P/MX 93584	93	Submarine Service from 1954 to 1965 in SENTINEL, ASTUTE, SCOTSMAN, TELEMACHUS, THOROUGH, SIDON, AUROCHS, CACHALOT, TRUMP & TACITURN Survivor from SIDON on 16 th June 1955
Hull & East Yorkshire Branch	October 2018	Malcolm J Blanchard	Leading Seaman	P093505J	70	Submarine Service from 1969 to 1975 in REPULSE (S) (1969 to 1972), REVENGE (P) (1972 to 1974) & SUPERB (1974)
Non-member	18 th October 2018	Peter Dodd	Warrant Officer Marine Engineering Artificer (ML)	TBA	72	Submarine Service from 1969 to May 1989 in VALIANT (1969 to 1974 & on recommissioning at Chatham on 12 th May 1972), SUPERB (1976 to 1979 & 1 st Commission Crew on 13 th November 1976) & SWIFTSURE (1980 to 1985)

Non-member	20 th October 2018	Ray Tucknott	Chief Petty Officer Control Electrician	TBA	TBA	Submarine Service in Diesel Boats
Barrow in Furness	23rd October 2018	George Victor Buxton, CBE	Captain (E) (MESM)	N/A	85	Submarine Service from 1956 to 1982 in TEREDO (1956 to 1958), TRUNCHEON (1959 to 1961) and VALIANT (1963 to 1968 & commissioning on 18th July 1966)
Basingstoke	October 2018	Eric Wilding	Petty Officer Control Electrician	P063482	72	Submarine Service from 1967 to 1973 in GRAMPUS, RENOWN (S) 1st Commission Crew) on 15th November 1968 & RENOWN (P)
Non-member	24 th October 2018	George Graham Morritt	Petty Officer (ET)	RN TBA RAN R103237	TBA	Submarine Service from December 1965 to April 1969 in OSIRIS, TRUMP (1965) & ASTUTE & from April 1969 in OXLEY & OTWAY
Submarine Officers Association	October 2018	John P Manson	Commander (E)	TBA	TBA	Submarine Service in ACHERON (EO), DREADNOUGHT (on commissioning on 17th April 1963), Dounreay (XO) & Commander (SM School)
Non-member	October 2018	Paul Millward	TBA	TBA	TBA	Submarine Service in ANDREW
Non-member	October 2018	Alf Houghton	TBA	TBA	92	Submarine Service TBA
Non-member	October 2018	M (Micky) Flynn	TBA	TBA	TBA	Submarine Service in RENOWN, REVENGE & other boats

