



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: Dave Barlow and the National Secretary visit the Australia Branch

EDITORIAL

Hello Everybody,

Our Cover Photo this month shows Branch Member Dave Barlow on his 2019 Annual Holiday to Perth in Western Australia - taking the opportunity to join the Australia Branch at their February Branch Meeting. Coincidentally the SA National Secretary, Ian Vickers, was also in Perth on holiday and at the same Meeting! Dave reports that they were both warmly welcomed, and he had the added pleasure with meeting up with Pete Treen who he worked with in the early eighties. Ian Vickers donated a bottle of rum for 'splicers' and Dave presented a bottle of the Submarine Service malt whisky which they will auction to raise funds. Dave will also be able to attend their March Branch Meeting before flying home. The photo includes the Australia Branch Chairman, Alan Jameson, and Barry Grace, their Social Secretary. Ian Vickers is on the right hand side.

February 2019 has brought a lot of sad news for the Branch. The funeral of former Branch Member Frank Pretty took place in Worcester, former Member John Taylor 'Crossed the Bar' in Scotland on 4th February, Branch Member Alan Pillifent 'Crossed the Bar' on 8th February and our last WWII Member, John Dalton, 'Crossed the Bar' on 14th February. Thank you to all Members, wives & friends who supported Dorothy Pillifent and family and, also Ian Dalton & family, at Thorncliffe on 21st and 28th February respectively. Ian particularly wished to thank all Branch Members for attending and providing the Guard of Honour, the White Ensign and for parading the Branch Standard

Some Members may also remember Gosport Branch Member and long-time 'ALLIANCE Guide' Paul Cubitt who 'Crossed the Bar' on 6th February – Paul visited Barrow on a number of occasions, mainly to visit his friend and our late Branch Member Ted Budgen - whom he had served with in Submarines and for whom he had been 'Best Man' many years ago.

The name of the third 'Dreadnought' Class SSBN has just been announced by the 1st Sea Lord. It will be HMS WARSPITE. Not too much of surprise there then and, in the not too distant future we will have HMS DREADNOUGHT, VALIANT and WARSPITE in the DDH under construction. Betting on the name for the fourth SSBN will open soon – what are the chances of HMS CHURCHILL, CONQUEROR or COURAGEOUS?

One other social event (not in our calendar) in that up to 30 members of 'Buddies in Boats' will be in Barrow week-end of 8th to 10th March and they are keen to meet up with old friends while they are here.

Can I include my thanks to Branch Members who send me stories and useful items of information for the Newsletters. In particular Ben Britten, Peter Schofield, Bob Faragher, Blood Reed and also, Dave Oakes, who keeps a close eye on the Website for odd little snippets and questions which appear – some quickly answered and others which. need a bit of research

Regards

Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

February saw us go along on our annual 'First Footing' event to Morecambe. A great night, we had a full minibus accompanied with the odd slab or two of beer to loosen us up on the way there and then lots of rum, food and laughs whilst on site. Peter Hearn, 'Mr. Unlucky', won their draw yet again, but thankfully this time around he managed to keep all the rum he had drunk within his body – thanks for that Peter.

Diary Check:

Branch dinner is on Saturday 2nd March at the Chetwynde, this is all done and dusted now, remember to front up in your Branch blazer (negative medals) or Jacket and Tie at 7pm; I intend to have you sat down by 7:30.

Saturday 16th March is the only RBL party this year (except of course the Christmas party) and will be £5 per person – we have the one and only Denis Horan singing the Irish classics and getting us all partying down. Great value and included in the price will be a little bit of food to help the Guinness go down. If you can support this then please come along for a couple; the more that come the better the evening.

The Submariners Association Annual Conference and Reunion is over the weekend of 22 – 24th March at the Leicester Holiday Inn.

The Spanish Weekend programmed for the end of April has been cancelled due to me not being able to find anything out about it and also it is now the St George's weekend where, traditionally, we all watch a Scottish gentleman (Gordon Walker) bear our standard at an English event – always makes me smile!!!

Other items:

At present the Canal Trip in June and the Cartmel Trip in July are full, however, until people have paid up then there is still the chance of getting a seat so get your names down on a Reserve List. Payment for these trips will be required; Canal Trip by the May Meeting (£37.50) and Cartmel by the June meeting (£13.50).

Also, once you have paid for an event it will be up to you to sell on your tickets if you can't make it. However, if the reason is a genuine crisis then I will do all I can to fill the place and get your as much of your money back as possible. As mentioned at the last meeting, due to the Christmas 2018 function being so well supported, the Foxfield free beer to members is back on the calendar. This has now been moved to Saturday 6th July so that it doesn't conflict with the Armed Forces parade and celebrations. The Committee Meeting is from 12 noon and the free beer will be available from 2pm. The fewer the members that turn up the more beer there is for the rest of us – I can genuinely say this is the only time I don't care if you don't support the Branch at a function. I have it on good authority that the Morecambe boys intend to come along to this!!

The members draw was won in February by Steve May so stands at £5 for March. Don't forget your birthday beer if you were born in the month of March. The food for March's meeting will be cheeseburgers.

Alex

MARCH BRANCH CALENDAR

Branch Dinner	Sat 2 nd Mar
Committee Meeting	Mon 4 th Mar
Branch Meeting	Tues 5 th Mar
Buddies in Boats Visit	W/E 8 th -10 th Mar
St Patrick's Night Party	Sat 16 th Mar
SA Reunion & Conference	W/E 22-24 th Mar

APRIL BRANCH CALENDAR

Branch Meeting (AGM)	Tues 2 nd Apr
ANZAC Day Wreath Laying	Sun 28 th Apr
St Georges Day Parade	Sun 28 th Apr
Committee Meeting	As required

MAY BRANCH CALENDAR

Branch Meeting	Tues 7 th May
Committee Meeting	As required

MARCH BRANCH BIRTHDAYS

T.R. (Charlie) Henshaw	05/03/1946
R. (Bob) Arthur	07/03/1948
J. (John) Duffy	13/03/1959
C. (Charles) Berendt	01/03/1982
J. W. (Jeff) Bennett	18/03/1964

J. (George) Hughes	30/03/1943
A.B. (Alan) Hoskins	31/03/1949

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR'

Arthur Roberts	1990
William Farrell	1990
George Layden	2004
Hughie Short	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 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 December for the January 2019 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

SUBMARINE COMMISSIONING CREW LISTS

Still looking for 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, any Crew Lists for any Re-commissioning and Re-dedications of any Conventional 'A', 'S', 'T', 'O' & 'P' Class and any refitting Nuclear Boat - SSN or SSBN. 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

VOICES FROM THE DEEP

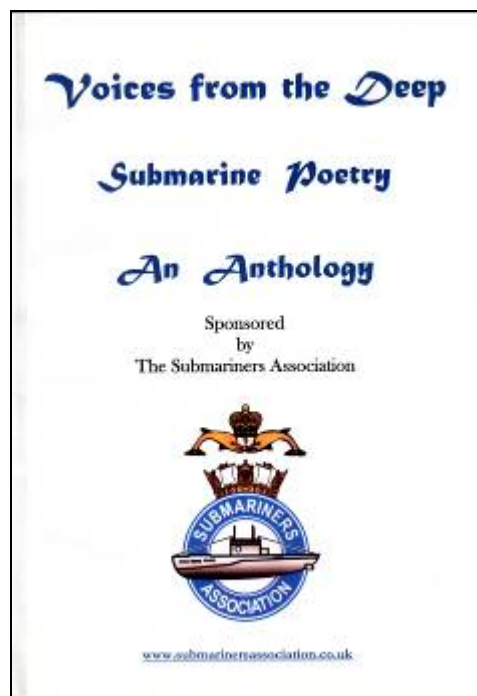
A while ago the Submariners Association sponsored a book - 'Voices From The Deep - Submarine Poetry - An Anthology' (see front cover below) as a way of raising funds for the Association. It had been thought that all copies of the book had been sold but, recently, Barrow Branch Member & Association Vice President Dave Barlow, discovered a full box of forty copies in his loft. After discussing this with Jim McMaster these books have been offered to Association Members on a 'first come first served' basis at £5.00 per copy (inclusive of post and packing) with all proceeds going to the Association funds.

Orders for the Books should be sent to:

Barrie Downer, The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ

Cheques (£5.00 per copy) should be made payable to the Submariners Association and enclosed with each application.

P.S. Order now to avoid disappointment – seventeen have already been sold to date 27th February!



ANOTHER REQUEST FOR INFORMATION

I have recently been re-reading and digitising all those 'Gus' Britton 'Fore-Ends Newsletters' and other dits which used to appear 'SOCA NEWS' (later 'SUBMARINERS NEWS') – both forerunners of our current 'IN DEPTH' News Letter. As well as reminding me what a wealth of information was contained in them about Submarines and Submariners – many of whom are no longer with us - the exercise of reading the Gus's very quirky and often very outspoken stories also reminded me about how important it is to capture memories and information before it is lost forever.

The following request appeared in Gus's 'Fore-Ends Newsletter' dated 25th December 1995:

'The Director (of the Submarine Museum) is very keen to have written and taped accounts of your life in submarines during any period but especially the last war sailors who are getting a bit thin on the ground. Take your time and write down the date of writing, your date of birth, where born, family life, joining the Andrew, joining submarines and then as much detail as possible about your life in boats. Take your time over it and you'll find that the memories start coming back once you start. If you record your story start off with the date. Names, places, people etc. with as much detail as possible. What chefs thought of cooking, what they cooked, what they cooked on, gunlayers - what they had in the magazine, colour coding of ammunition, coxswains - victualling and medical problems, engine room staff - all that technical stuff. What you thought of submarine life, officers and crew, every little facet of life undersea. Any Submariner - officers or rating reading this are

welcome to contribute. I know that there was life aft of the forward torpedo compartment water tight door so let's hear about it. Names are very important. Also add what ships you were on before and after submarine service.'

Today the request should probably be slightly reworded – there might possibly be a few gunlayers left, but there are now a lot less Diesel submariners around than there used to be, some of our early Nuclear submariners are slipping away, Coxswains no longer look after medical issues and perhaps we should substitute 'Aft of the Missile Compartment' Bulkhead or the 'Reactor Compartment' bulkhead for the 'Forward Torpedo Compartment Water Tight Door' but the general intention is still the same – to get the information recorded - although I wouldn't want anyone to compromise their signature on their Official Secrets Act declaration!

If you can spare the time to record your details, thoughts, memories and any anecdotes of your time in Submarines – do it now! Send your stories to me and I will pass them on to the Submarine Museum – now part of the National Museums of the Royal Navy.

Barrie Downer

HMNBC 11/18 Wednesday, 20 February 2019 Greenock welcomes Royal Fleet Auxiliary ship to the Fleet

ROYAL Fleet Auxiliary (RFA) ship, RFA Tidesurge, was welcomed into the Fleet on Wednesday, February 20, during her dedication service at Greenock's Ocean Terminal.

The 39,000-tonne fleet replenishment tanker is the latest of four new RFA ships which will be the biggest in service. Previously, Greenock was the affiliated town of RFA Gold Rover, which provided sterling service in support of the Royal Navy, NATO, and coalition allies for over 40 years. RFA Tidesurge will now take on the honour, continuing its close ties with the area.

Members of the RFA, military personnel, dignitaries, and civil leaders from Greenock gathered at the waterside for the dedication ceremony. Guest of honour at the event was Lady Sponsor, Lady Joanna Woodcock, accompanied by her husband, former Second Sea Lord, Sir Jonathan Woodcock, KCB, OBE. Also attending the event were local Sea Cadets, with their unit changing its name to "TS Tidesurge" to mark the special link between the vessel and town. "Royal Fleet Auxiliary Tidesurge is the third of our four new fleet replenishment tankers," explained Commodore Duncan Lamb, Head of the RFA Service. "With her flight deck capable of operating Chinook helicopters, double probe Replenishment At Sea rigs, self-defence capability, and versatile fuel cargo system, she represents a crucial element of the Royal Navy Task Group of the future and a key enabler of our Navy's global reach."

RFA Tidesurge is the third of class of the Military Afloat Reach & Sustainability (MARS) Tankers, which includes in-service sister ships RFA Tidespring and Tiderace, and

RFA Tideforce which will become operational later this year. The Tide class tankers are flexible, state-of-the-art, double-hulled vessels which will provide a key future underway replenishment at sea capability and support to the Queen Elizabeth Aircraft Carriers.

Once in service, Tidesurge will also provide fuel and water for Royal Navy warships all around the world. The delivery of these new ships is part of the UK Government's £179Bn plan to provide the Armed Forces with the equipment they need to deliver effective operational support across the globe.

In addition to their supply duties in support of the Royal Navy, the vessels will also be able to undertake a wide range of maritime operations, such as constabulary patrols policing shipping lanes, humanitarian relief, as well as providing support to NATO and coalition allies.

David Farmer, Head of Commercially Supported Shipping (CSS) at Defence Equipment and Support (DES), said "Today's service of dedication for RFA Tidesurge, the third Tide class tanker, is a culmination of a significant period of expert and steadfast delivery by the CSS team which is proud to be bringing her and her sister ships into the Royal Fleet Auxiliary service in defence of the UK.

"The Tide class is a truly world-leading fleet of new supply vessels which has already been proven in operational deployments, including those alongside HMS Queen Elizabeth. I look forward to continuing to work closely with our Armed Forces customer and industry partners as Tidesurge completes final trials and formally enters service over the next few months."

The MARS Tanker programme has an extensive domestic supply chain involving around 27 UK companies. Prior to entry into operational service, RFA Tidesurge has undergone a detailed customisation programme at the A&P ship repair yard in Falmouth.

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

Royal Navy Submarine Hatches should be made bigger to fit obese Sailors, Peer suggests!

From the Daily Telegraph Thursday 27th February 2019

Submarine escape hatches should be made bigger to accommodate obese people in the military, a peer has suggested. The problem of overweight service personnel was highlighted at Westminster by Lord McColl of Dulwich, a consultant surgeon. The Tory peer and former professor of surgery at Guy's and St Thomas' Medical School pointed out Britain's latest fighter planes had had to be fitted with modified ejector seats because pilots were getting heavier. Speaking in the House of Lords, Lord McColl said: "By far and away the most serious eating disorder is the obesity epidemic which is now impinging upon the armed forces. "Ejector seats in fighter planes are having to be modified because of obesity. "We may have to enlarge the escape hatches of submarines to allow (people to get out)."

The comments come after the Telegraph revealed Britain's new fighter jets have been fitted with super-

boosted ejector seats because RAF pilots have grown heavier in recent years. Each F-35 plane has been equipped with a seat capable of ejecting a person weighing nearly eighteen stone, documents show. Defence sources said the seats had been designed to cope with the "increasingly diverse physical profile" of modern aircrew. An RAF survey last year found 4,272 airmen and women classed as clinically obese, the highest level ever recorded. Health Minister Baroness Blackwood of North Oxford said: "While I don't feel able to comment on ejector seats or submarine hatches. I do believe that obesity is a serious issue."

A Ministry of Defence spokesman said that fitness standards in the Royal Navy had been maintained and there was no need, or plan, to increase the size of hatches on submarines as a result of personnel issues.

Australia, Naval Group sign Future Submarine contract after two years of negotiations

The Australian government has signed an official contract with France's Naval Group for the construction of twelve new submarines for the Royal Australian Navy. The contract signing on February 11th marks the conclusion of two years of negotiations after Australia selected the French shipbuilder over Japanese and German competitors in December 2016.

Work on Australia's AUD50 billion submarine program, which will deliver twelve vessels in total, has taken place under the design and mobilization contract, the government said, adding that this will continue uninterrupted under the February 11th deal.

"This agreement with Australia will see Naval Group transfer the "know-how" and "know-why" to Australia to become an sovereign submarine nation," Herve Guillou, Chairman and CEO, Naval Group, said commenting on the contract. "We are very excited about the opportunities that lay ahead of us and are committed to delivering the Future Submarine Program for Australia."

The new submarines will be known as Attack-class, according to an earlier announcement. The lead boat – HMAS ATTACK – is scheduled to be delivered in the early 2030s.

The new submarines are to replace Australia's current six Collins-class submarines, first of which is set to retire in 2026.

Critics have warned that Australia is facing a submarine capability gap because the first Collins-class submarine will retire way before the first Attack-class submarine is delivered. An Insight Economics report from 2017 argued that a price of over AU\$3 billion per submarine was too expensive for a conventionally-powered submarine with no air-independent propulsion system. Purchasing off-the-shelf submarines was a more-sound option, the report argued.

Construction of Attack-class submarines is part of an AU\$90 billion National Shipbuilding Plan, which will see fifty four naval vessels built in Australia, to meet the

strategic requirements set out in the country's 2016 defence white paper.

The WRENS Today – 1940s Style

This is the story of The Women - today – as Claire Boothe never imagined them -yesterday. An all-star, all women cast, it's true: but there the resemblance ceases. These women are playing their parts in a world drama, but they remain limelight dodgers. And the scene is no demi-paradise of beauty parlours but the hills and lochs of Western Scotland.

Here, in pitching little boats, cutting through the mists and gales, on the big depot ship. Swarming up and down plunging rope ladders, balanced, cat-like, to walk along the perilous jutting booms, picked Wrens undergo their boats-crew training. Or work as visual signallers or service the torpedoes and depth charges aboard the motor torpedo boats and corvettes in the clanging uproar and grime of the Naval bases. One and all disprove the old wives' - or rather old fashioned husbands' - tale that women's place is the home that women can't get on together.

It is only recently that Wrens have taken over such specialised sea-going work. Since the last war their Motto has been Never at Sea: it should be revised. Today they are actively engaged in many different aspects of seamanship. Perhaps the most spectacular of all is the boats crew training which is done on board the depot ship. This huge hulk lies at anchor in the loch: several seemingly sardine sized submarines have sidled alongside for repairs or refuelling.

The depot ship has impressive machine shops, foundries, and blast furnaces all stowed away within. There is a constant sound of riveters at work; a far away, fretful clanging, which never ceases. The submarine must be off within twenty-four hours, and the engineers are working at top speed. Meantime, away aft, on the quarterdeck, beneath the great camouflaged guns, a group of Wren ratings are being coached by a benign white haired petty officer lovingly referred to as 'Pops'. He has been responsible for training the many Wren boats-crews who have been sent to the naval ports and bases lying all around the coast. Before they can man the motor launches and cutters they must be proficient in such subjects as the elementary theory of navigation, signalling in Morse and semaphore and chart reading, boxing the compass, helm orders, and the rule of the road at sea. They must learn to handle various types of craft, and to act as coxswain. They must keep their boats 'shipshape and Bristol fashion', in the traditional style; polishing, scrubbing and swabbing to satisfy the most eagle-eyed Captain. They must also learn a certain amount of engineering, or mechanics.

Hanging over the rails of the ship, I watched the gymnastic tour de force known as manning the boat over the boom. At the word of command, they must go over the side, down the iron boom ladder, and out, along the quarter boom, to where the rope ladder dangles over their boat, thirty feet below. The descent must be made

in the correct Navy fashion, one foot each side of the rope. There must be no shuffling and groping; no hesitation. The sailors do it in thirty seconds, pelting down like monkeys. The Wren must learn to do likewise - thirty seconds to the tick. The first agonised try-out is a sort of 'over the top' moment, dreaded by the novices, but sympathetically handled by 'Pops', who babies them along with humour and praise. When they begin, it takes them a minute and a half; soon reduced to a minute, the final thirty seconds being pared off during the last weeks. They must also be able to climb a single rope against some day when no ladders are handy; they do that, too, with the same concentration and determination they put into their chart reading classes, or at all the complications of rope knot work, which they learn by tying, untying, reefing and twisting with traditional cunning. Then there is their practice on the signal bridge, where they learn naval code by means of miniature flag signals, before essaying the thrilling actualities of visual signalling at the signal mast itself, bright with all its significant bunting. These boats-crew Wrens sleep ashore, in Wren Quarters, some round the harbours, others in one of the first of the old iron clads, now converted into an accommodation ship and quarters. They come out to the depot ship in the motorboats each day and have their own mess aboard. At first, officers and ratings alike watched their training with scepticism. But time has proved their worth. Now, as each successive batch of trainee's leaves, a jealous, almost parental pride is visible in the attitude of the ship's company towards "our girls" as they are always called. An equal pride is felt in the girls who are manning the signal station halfway up a loch I shall not name. Their work, which is vitally important, I must not describe.

These girls are in sole charge on the station. Their little shipshape nissen hut quarters, are as snug and trim as any cabins, were built for them as a rush order by men of a combined-ops battalion in training up in the hills nearby. Their Wren officer comes by boat to inspect them three times a week. Otherwise, they have one petty officer Wren in charge, who is also cook and housekeeper. Stores are delivered once a week, from the nearest village, and from the naval stores. Sea-going rations mean comforting extras, such as brown sugar and oddly, an occasional white loaf, pearly, purely white, exotic and rare as an orchid these days, but the staple loaf for all submarine crews, since any other flour is not practicable for keeping. Their time is divided into watches, by day and night. Always some are standing by, ready for the Morse flashes, which suddenly spark out from the mists, and shadows of those northern waters. Morse, semaphore, Naval and International codes, hoisting cones on the signal mast, and working with the 10-inch projector; these are all part of their job. And in their off watch hours there is the radio; the three dogs and the kitten; their make and mend evening; sporadic gardening, though flowers and vegetables do not flourish on this harsh shingles beach; and reading - they are avid for any books they can get. But behind all the apparently serene routine existence there are

inevitable dramas and tragedies of wartime. I watched a Wren signalling a big ship heading for open waters, the sea. It melted into the mists and was gone, as she flashed a last Admiralty order. That ship was joining a battle squadron and her husband was aboard but, she did not give it one last glance. She went on methodically, receiving and transmitting. Dot, dot, dot, dot dash went the monotonous code. No time for emotion, this is action; every Wren is at her action station.

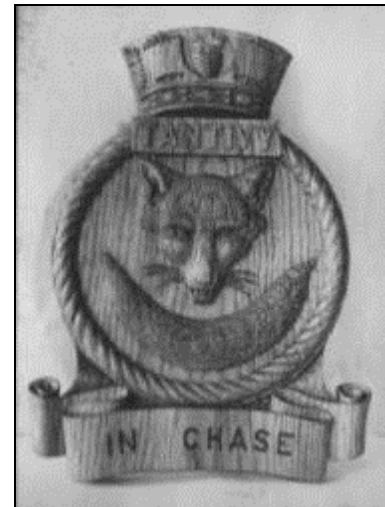
These are the Women - today

HMS TANTIVY

Post Horn Heralds Subs Return

Coventry Evening Telegraph, Thursday, 10 May 1945

Sounding a hunting horn HMS TANTIVY returned to a home base from Far Eastern waters recently. Instead of the customary Jolly Roger she flies a black flag bearing the mark of a fox over crossed hunting horns. The TANTIVY has taken her hunting horn to sea on all her patrols. It was sounded for the first time when she returned to a Far Eastern base after scoring her first torpedo success, a Japanese supply ship. The commanding officer, Lt. P. H. May DSC of Monksheaton, Northumberland said 'the hunting horn was presented by the builders and the success flag was made and presented to us by Barrow Grammar School for Girls who have unofficially adopted us and have been exceedingly kind to us.'



HMS TANTIVY Ships Badge

HMS TERRAPIN

From the WWII Submarine News Paper 'Good Morning No. 667' dated Monday 4 June 1945:

From Mr. C. A. Cheetham of Risedale Central School Barrow. We adopted the TERRAPIN in the autumn of 1943 when she was completing. The adoption was arranged by Mr. Wheller, an Admiralty Overseer at Barrow, who has been instrumental in three or four schools in Barrow adopting new submarines. The ceremony of adoption took place before the assembled school in the presence of the Commander, then Lt. D. Martin, triple DSO, his officers and ratings. Admiralty and Vickers-Armstrong representatives and the Director

THE UNDERWATER ANZACS

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'FREEDOM'

The story continued from Issue 224:

At the end of the war with Turkey the surviving AE2 crew members were well scattered around the many Turkish Prisoner of War Camps. Their return home was sporadic and by many routes and their release and return home was monitored carefully by the Australian Naval Representative in London. The details of the arrival of the released Prisoners of War at various cities and ports around the Mediterranean and eventually at London are covered in a series of Telegrams from the Naval Representative in London and in subsequent Letters to the Next of Kin.

Unfortunately, four of the crew of AE2 never returned home having died whilst Prisoners in Turkey and these four were Chief Stoker Charlie Varcoe - who died of meningitis in the camp hospital at Belemelik on 18th September 1916, Leading Seaman Stephen Gilbert - who died of typhoid fever on 9th October 1916, Able Seaman Albert Knaggs - who died of malaria at Belemelik on 22nd October 1916 and Stoker Michael Williams - who is thought to have died of either malaria or possibly typhoid on or about 29th September 1916 - although there was concern that he may have been murdered whilst in hospital - and no grave for him was ever found.

Of those that survived, Petty Officer Kerin was released to the Mesopotamian Expeditionary Force from camp at Kialbin on 11th November 1918. He then arrived in Baghdad on 17th November 1918. From there he went to Alexandria in Egypt on 4th December 1918 and a telegram of 16th December reported that he was 'turned in' in No. 13 Hospital in Cairo on 13th December suffering from influenza. By 10th January he had arrived in London and was reported to require further hospital treatment. He was 'turned in' in the Royal Naval Hospital at Chatham for further treatment although it was reported to his Next of Kin that his condition 'did not cause anxiety'. Able Seaman Lionel Churcher and Leading Seaman George Nash arrived in London at the same time as Kerin but did not need any hospital treatment. Reports in the National Archives of Australia indicate that Kerin later arrived at the Signals Services Park and Depot at Magill on 22nd February 1919 and embarked with the 1st Australian Wireless Signals Squadron on the HT NORTHBROOK on 25th February 1919 for passage to Australia. Having arrived in Australia at Adelaide he then embarked in the SS JANUS on 17th April and arrived in Sydney on 22nd April 1919.

Stoker James Cullen, Stoker Petty Officer Herbert Brown, Stoker George Suckling, Leading Seaman Charles Holderness and Chief Petty Officer Charlie Vaughan arrived in Alexandria in Egypt on 21st November 1918. These four - together with Stokers Walker and Cullen - arrived in London by mid-December although in a telegram in the Australian National Archives Herbert Brown is incorrectly listed as a 2nd Writer and George Suckling is listed as Huckling!

Engine Room Artificer Stephen Bell, Able Seaman Alexander Nichols, Able Seaman Ernest Gwynne (Prisoner of War from Submarine E7 (who had both previously served in AE2), Leading Stoker Archibald Wilson and Stoker Horace Harding arrived in Malta on 23rd November 1918 as did Able Seaman Reuben Mitchell (PoW from Submarine E14 and who had also previously served in AE2). Wilson, Harding, Mitchell and Bell were reported to be in London by 11th December 1918. Stoker Thomas Walker arrived in Beirut in the Lebanon on 25th November 1918.

CERA Harry Broomhead and Telegraphist William Falconer were in Constantinople on 3rd December 1918 when they took passage for UK arriving in London via Dover on 23rd December 1918. Petty Officer Cecil Bray, who had arrived in Port Said on 14th December 1918, was also reported to be in London at the same time as Broomhead & Falconer. ERA Peter Fawns and Leading Signaller Albert Thompson arrived in Salonika with Lieutenant Commander Henry Stoker on 3rd December 1918. Chief Petty Officer Harry Abbott, ERA John Gibson, Able Seaman John Wheat, Stoker Thomas Wishart and Stoker William Jenkins arrived in London by 9th December 1918. Finally, Able Seaman Benjamin Talbot arrived in London on 7th January 1919.

From London the returned Prisoners of War from Alexandria, Malta, Salonika and Beirut were sent to London for dispersal and arrangements were made for them to be re-united with their Next of Kin in the United Kingdom, Australia and New Zealand.

Those returning to Australia travelled home in various ways. As mentioned above John Kerin returned to Australia in HT NORTHBROOK and SS JANUS. Falconer and Harding took passage in the Cruiser HMAS MELBOURNE which they joined on 31st January 1919. In March 1919 Harry Abbott, Harry Broomhead, James Cullen, Thompson, Jenkins, Walker, Talbot, Brown and Bray took passage with the 'J' Class 'Spare Crew' in the Submarine Depot Ship HMAS PLATYPUS along with Herbert Stiling who was originally AE Class 'Spare Crew'. Gibson returned to Australia in Submarine J1 and Nichols and Gwynne (ex E7) in Submarine J7.

According to his Australian Service Record Able Seaman Thomas Cheater remained in England attached to the RAN London Depot until 27th January 1920. He then joined the 1,660-ton Flotilla Leader HMAS ANZAC (Commander Alan F W Howard). Stoker George Suckling and Able Seaman Reuben Mitchell (ex E14) all returned to Australia in January 1919. But, what about Able Seaman Wheat? Following ill-treatment by the Turkish authorities after an escape attempt and, being very unfit as a result of his treatment, Wheat had been returned to Afion Kara Hissar in May 1918 before being selected for a prisoner of war exchange in October 1918. At Smyrna he boarded the Australian Hospital Ship KANOWNA which was routed via Alexandria to London before returning to Australia.

AFTERMATH

Henry Stoker had been away from England since early 1914 and he arrived back home in December 1918 to find a changed world with different values and attitudes from those that he had known previously. He was awarded the DSO for his services in AE2 and this award was 'Gazetted' on 22nd April 1919. At the same time his other Officers were given awards – Haggard was awarded the DSC and Pitt Cary was 'Mentioned in Dispatches'. Stoker was soon promoted to Commander (31st December 1919) and was given an appointment as the Commanding Officer of the large steam powered submarine 'K9'.

He had arrived home to find that he had some personal difficulties to sort out. Whilst he was a Prisoner of War his wife had obviously been left to her own devices. Olive had not gone out to Australia as many of the AE1 and AE2 crew wives had done and she had three small children to cope with. As well as Hope Esme and Joan Eileen a third daughter – Iris Olive – had been born in Portsmouth just after Henry left for Australia in AE2. At some stage Olive and her children had from moved to Portsmouth to a new address at Harbour View, Emsworth, Hampshire which is the address to which the Naval Authorities sent the news of his release from the Prisoner of War Camp and his arrival in London. The marriage was apparently over and Stoker himself stated that one of the first things he had to do after arriving home was to divorce his wife.

The changes that had taken place in the Royal Navy during his time in Prisoner of War Camp eventually proved to be too great for him to accept. He no longer understood his men and they did not understand him. Stoker found that, with reluctance, he was forced to use punishment as a method of getting things done. The situation was probably not helped by the poor reputation of the 'K' Class submarines and the intention of some ratings to avoid service in the seemingly accident prone 'K' Class whenever possible. With some reluctance Stoker decided that he had had enough of submarines after some fourteen years and applied to the Naval Secretary for a post as Second in Command of a Cruiser or a Battleship.

In due course he was relieved in K9 by another Commander but then found that he was eighty-eighth on the list of Commanders waiting for an appointment. He was told that it would be at least three months before an appointment would be available and he was placed on 'half pay' whilst awaiting an appointment. During his time waiting for the letter to arrive from the Naval Secretary he became involved with a theatre company in London in order to keep himself occupied. One day he was asked to 'read a part' and then was surprised to find that he was offered that part in the production. Having asked permission to take the part - from a rather bemused Naval Officers 'Appointer' - he then began rehearsals for the play at the Ambassador's Theatre. He took the stage name Hew Gordon.

After the play had been running for a fortnight he chanced to run into an old Naval acquaintance in Piccadilly. He was congratulated on his marvellous new Naval Appointment. Without realising it Stoker had been appointed as the Commanding Officer of the sea going Depot Ship of the Atlantic Submarine Flotilla – HMS ROYAL ARTHUR. This was a 'plum' job but was completely at odds with all that he had been told by the Naval Secretary only a few weeks before. He was now in something of a quandary on what to do. Thinking it through he decided to refuse the appointment and asked to remain on 'half pay' for six months whilst he considered his future.

Stoker took his time in making a decision and, after much thought and in consultation with a number of friends, he applied for early retirement (a 'golden bowler') under the generous resettlement scheme then available. In October 1920 Stoker was informed that his application for early retirement had been accepted and Commander Henry Hugh Gordon Dacre Stoker DSO, Royal Navy became Hew Gordon – Actor. Henry Stoker was married, secondly, to Dorothea Margaret Pidcock on 22nd April 1925. Dorothea was an actress and they had met in the theatre.

Stoker's career in the theatre progressed well and he later took part in film and radio productions some of which were on the theme of service in submarines. During the Second World War Stoker was recalled to Naval Service and served with distinction in several appointments. He retired from the Navy, again, with the rank of Captain after the Second World War. Henry Stoker died on 2nd February 1966 at the age of 81. Dorothea Stoker survived her husband by some 15 years and died in London at the age of 93. There were no children of the marriage.

But what about the other Officers of AE2? Geoffrey Haggard was released from captivity in November 1918 and, on 21st November he arrived in Alexandria for passage to England. He was in London by 1st January 1919. On 'time served' he was promoted to Lieutenant Commander on 31st December 1918.

After leave Geoffrey Haggard was appointed to the Submarine Flotilla Leader HMS FEARLESS 'for Submarines' on 2nd March 1919 and 'for Submarine K15 as 1st Lieutenant' on 28th March 1919. This was followed by an appointment to the Submarine Depot Ship HMS THAMES 'for the Periscope School' on 28th May 1919 and, on 22nd August 1919 to the Submarine Depot Ship HMS AMBROSE 'for Submarines'. On 15th January 1920 Geoffrey Haggard applied to leave Submarines and volunteered for RAN Service. His application to return to General Service was approved but he was informed that the application for the RAN was noted but there were no vacancies at that time. On 16th June 1920 he applied for three months on Half Pay from the expiration of his Foreign Service Leave to visit Australia on private affairs. This was approved and there is a note on his Service Record that he: 'proceeds on Half Pay on 7th July 1920 will travel to Sydney via Hong Kong in SS St. ALBANS leaving Hong Kong 16th August 1920. Arrives in England about end of Oct'. A further note on his Service Record indicates that he was: 'Placed on Retired List at own request with gratuity 27th November 1920'.

Geoffrey Haggard (who was a nephew of the noted author Sir Henry Rider Haggard) moved to Australia to be Aide de Camp to the Governor of Victoria after he retired from the Navy. He continued to live in Australia and became a farmer. He was promoted to Commander on the Retired List on 4th May 1928. A Special Report on Service in 1938 states: 'Approved for Officer to have facilities 'OSPREY' Portland & 'DOLPHIN' Portsmouth during visit to England from Australia and to visit the Local Defence Section of Plans Division – Officer is earmarked by Commonwealth Naval Board for Duty as SNO of an area and in charge of M/S and H/S vessels etc'.

Geoffrey Haggard was killed in an accident in Australia in 1939 when a stone thrown up by a train hit him on the head. This occurred just after he had been advised that he had been accepted for further service in the Royal Navy. His Next of Kin was listed as his wife - Marjorie Haggard (nee Syme) of Woori Yallock, Yarra Valley, Victoria, Australia.

The Third Hand of AE2 - John Pitt Cary – also survived his time as a Prisoner of War and is reported to have: 'arrived at Alexandria for passage to England' on 21st November 1918 and, on 1st January 1919, to have arrived in London.

John Pitt Cary continued to serve in the Royal Navy and his next appointment returned him to Australia and to the sloop HMS FANTOME (Lieutenant Commander William V Rice, DSO, DSC, Royal Navy) 'as a 3rd Class Assistant Surveyor' on 1st April 1919. A move to the 1,070-ton Surveying Vessel HMS MERLIN (Commander John A Edgell, OBE, Royal Navy) at Hong Kong followed on 7th January 1921. On 22nd April 1922 he was appointed to the 800-ton Surveying Vessel HMS BEAUFORT (Commander Charles H Knowles, DSO, Royal Navy) 'as the Navigator (in lieu of a Specialist 'N' Officer)' even though his previous Commanding Officer has written:

John Pitt Cary was promoted to Lieutenant Commander on 15th September 1922 and, on 6th February 1923 he was appointed to the 1,280-ton Surveying Vessel HMS ENDEAVOUR (Captain John D Nares, DSO, Royal Navy) on the Mediterranean Station 'as Senior Executive Officer'. He then commanded the 800-ton Surveying Vessel HMS KELLETT from 1st October 1925 until 1st August 1927 when he was relieved by Lieutenant Commander H V Silk, Royal Navy. He continued to serve in HMS KELLETT until 5th August 1928 and was then appointed to HMS PEMBROKE (the Royal Naval Barracks) at Chatham 'under training' until 23rd October 1927. John Pitt Cary was appointed to the 800-ton Surveying Vessel HMS FLINDERS 'in Command and for charge of surveying' on 24th October 1927 and served in that ship until 1st March 1931 when he was appointed to HMS PRESIDENT 'as Naval Assistant to the Hydrographer'. His final appointment was to HMS VICTORY (the Royal Naval Barracks) at Portsmouth from 8th October 1934 to 7th April 1935. He was transferred to the Retired List on 8th April 1935 with the rank of Commander and went to live in Somerset. He was recalled for further service in the Royal Navy from 6th September 1939 and was appointed to HMS PRESIDENT 'additional for Hydrographic Duties'. He reverted to the Retired List in 1945. John Pitt Cary is reported to have died in 1953.

It might have been expected that AE2 was lost forever - having been deliberately sunk in deep water to avoid capture. However, AE2 had not been forgotten by everyone and, in 1996 a wreck was discovered in eighty-two metres (44 fathoms) depth of water. This wreck was located by Mr Selcuk Kolay, the director of the Rahmi Koc Museum in Istanbul (formerly Constantinople). Mr Kolay dived on the wreck several times and he became convinced that it was the AE2. However, the Australian Authorities were not too sure about the position and there was no photographic evidence. Stoker had reported that the sinking took place in 55 fathoms of water approximately 4 miles north of Kara Burna Point. It is believed that he was actually referring to a position 4-miles off shore of Kara Burna Point as his datum when he reported the position of the sinking. The submarine was probably four to five miles further off shore than where Mr Kolay was diving. Stoker may, however, have been wrong in his estimated position (either deliberately or otherwise) at the time of the sinking and the Kolay wreck merited further investigation.

An Australian diver, Doctor Mark Spencer put together a team with a view to establishing a positive identification of the wreck. Diving took place in October 1997 and the wreck was identified as an old steamer – easily identifiable from the bows but less clear when studied from the stern which Mr Kolay had been doing.

Several more attempts were made to locate AE2 using side-scan sonar and magnetometers and, in June 1998 Mr Kolay finally discovered the wreck of AE2 in a depth of 72 metres (39 fathoms) and took some video footage. This was used to confirm the identity of the submarine. The Australian team again visited Turkey in October 1998 and dived on AE2 many times. The submarine is reported to be in generally good condition - for a vessel that had been on the bottom of the sea for eighty-three years. The submarine was upright, sitting on its keel with the stern clear of the muddy bottom. The tips of the propeller blades are clear of the mud and the rudder was reported as set to starboard.

To be continued in Periscope View Issue No. 226

HMS TUNA & MILES FRANCIS THOMPSON

Every now and again Dave Oakes sends me items which have been raised on the Barrow Submariners Website.

One of the latest questions was from Keith McGee - the grand-son of WWII Submariner - Able Seaman (SG) Miles Francis Thompson O/N P/JX 324102.

Miles will be ninety-six in April this year! Myles served

in HMS TUNA from 15th March 1943 to 8th October 1943) and in HMS TAPIR and served in the Far East based in Fremantle in Western Australia.

Keith tells me that whilst Miles was serving in HMS TUNA, and when the Submarine was based in Scotland in 1943, Miles and other members of the crew were

invited to the Alhambra Theatre in Glasgow to see a musical show called 'Panama Hattie' starring the American actress and comedienne Bebe Daniels and comedian Tommy Trinder.

After the performance the crew were invited backstage to meet the cast of the show and they had their picture taken with Bebe Daniels (who played 'Hattie' who is the owner of a bar in Panama), Tommy Trinder and the rest of the cast.

The photograph, which is on the next page, includes about twenty of TUNA's Crew, Bebe Daniels, the rest of the girls from the cast and about half a dozen rather strange looking sailors in white trousers – the male members of the cast playing 'the crew' of the 'SS IDAHO' who are also customers in Hattie's bar



Myles Thompson & Friends

In the main photograph Bebe Daniels is in the middle of the 3rd row back sat next to the Petty Officer. Miles Thompson is in the back row - two to the right of Bebe Daniels – arm in arm with one of the girls. I'm not sure

which of the those photographed is Tommy Trinder but it might be the one in Petty Officers rig on the right or the one in the very strange Officers rig in the front row. Some of our more senior Members may remember that Bebe Daniels was married to the comedian Ben Lyon (after which she went under the name of Bebe Daniels Lyon) and she and Ben Lyon starred in various BBC radio comedy shows in the 1940s and 1950s.

Tommy Trinder will also be remembered from his appearances on 'Sunday Night at the London Palladium', as a lifelong devoted supporter of Fulham Football Club and as Chairman of Fulham Football Club between 1959 and 1976.



Miles Thompson & Daughter XMAS 2018



The Crew of HMS TUNA on stage with the cast of 'Panama Hattie' at the Alhambra, Glasgow (1943)

SUBMARINERS 'CROSSED THE BAR' REPORTED IN FEBRUARY 2019

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Submarine Officers Association	January 2019	Jeremy Patrick Home McCall	Lieutenant Commander	N/A	84	19** to 1968 in DOLPHIN, AMBUSH (on re-commissioning on 10th February 1958), TEREDO (IL 12th February 1962), WALRUS (IL 15th June 1964), MAIDSTONE (1968), TOKEN (CO 1967)
West of Scotland Branch	3rd February 2019	Ray Clapton	Charge Chief WEA	M969186	79	May 1967 to August 1989 in RESOLUTION, REVENGE & RENOWN
Submarine Officers Association	3rd February 2019	Peter Roland Appleby	Lieutenant Commander (X) (SM)	TBA	TBA	RS (SM) in DREADNOUGHT, SWIFTSURE (1st Commission) & as Sub Lieutenant to Lieutenant Commander (X) (SM) from 3rd May 1976 to 1988 in DOLPHIN (1977), COURAGEOUS (1978 to 1980), SPLENDID (SO 1980 to 1983) & CNOCS
Ex Barrow in Furness Branch	4th February 2019	John W B Taylor	Chief Petty Officer (Ops) (SM)	J938037H	80	SEASCOUT, TIRELESS, ALCIDE, ARTFUL (22nd July 1966), CHURCHILL (1st Commission), VALIANT (2nd Commission), SUPERB (1st Commission) & DREADNOUGHT
Gosport Branch	6th February 2019	Paul Cubitt	Fleet Chief Petty Officer Electrician	P/MX 908487	84	1953 to 1980 in SEA DEVIL, SOLENT, EXCALIBUR, TIPTOE, TURPIN, ALCIDE & CACHALOT
Barrow in Furness Branch	8th February 2019	Alan Geoffrey Pillifent	Chief Electrical Mechanician	D057895R	73	1964 to June 1977 in THERMOPYLAE (1964 to 1965), RESOLUTION (S) (1st Commission), DREADNOUGHT (1971) & CONQUEROR (1972 to 1975)
Dolphin Branch	8th February 2019	Richard Hilton	Radio Operator 1 (G)	D077468F	70	Submarine Service in CONQUEROR (1st Commission) from 9th November 1971
Ex Morecambe Bay Branch	12th February 2019	David G Syborn	Chief MEA (P)	M956662K	79	1966 to 1979 in DREADNOUGHT, REPULSE (P) (1st Commission) & RESOLUTION (S) (2nd Commission) & DASO on 14th July 1977
Barrow in Furness Branch	14th February 2019	John Morrison Dalton	Able Seaman	P/JX 234591	94	April 1942 to August 1946 in UNA, UNSEEN, UPSTART & UNRIVALLED
Non-member	20th February 2019	Roderick Alan 'Stan' Matthews	Chief Petty Officer MEA	D140528C	TBA	November 1978 to January 1997 in VALIANT, WARSPITE & SPARTAN
Non-member	21st February 2019	Arthur J Escreet	Control Electrical Mechanician	TBA	TBA	RESOLUTION (P) (1st Commission) & RESOLUTION (P) (2nd Commission)
Nottingham Branch	February 2019	G.G. (Gordon) Foster, BEM	Able Seaman (ST)	P/JX 329356	95	December 1943 to June 1946 in TRUSTY (1943) & TACITURN (1944 to 1945)
Gosport Branch	August 2018	Kenneth V G Willis	Chief Petty Officer Coxswain	P/JX818457	87	November 1953 to August 1970 in SEADEVIL, SENESCHAL, TIPTOE, TIRELESS, TOTEM, TOKEN, TEREDO, TUDOR, OTUS, FINWHALE, AMBUSH, DREADNOUGHT (1963 to 1968) & RENOWN