



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: Mary Beard - the last remaining HMS THETIS Widow Lays her Wreath on the THETIS Mass Grave on Anglesea

EDITORIAL

Hello Everybody,

I had a phone call from Sheffield Branch Member Tom Holden who had been reading the extract from Desmond Gerrish's memories of HMS GANGES in 1947/48 in the May Issue of Periscope View. Tom had been at GANGES at about the same time as Desmond Gerrish and he tells me his recollections of life there as a Boy were a little different – especially regarding Boy Instructors – but, everyone remembers things differently. Having never been to GANGES I can't really comment but, having been to HMS FISGARD in the early 1960s, where there were Leading Apprentices, Petty Officer Apprentices and even Chief Petty Officer Apprentices to keep us 'Sprogs' in order I can appreciate certain similarities in the way the Establishment was run

Following our ANZAC Ceremony at the AE1/AE2 Memorial on Sunday 28th April I sent a copy of our May Issue of Periscope View - together with the Order of Service - to the AE1/AE2 descendant family's group in Australia. Vera Ryan & Robyn Rosenstrauss were kind enough to send a copy of their latest Newsletter in return in which we get a Mention in Despatches! I have included their Newsletter in this Issue and you will see pictures of the other AE1/AE2 Memorials in Australia and New Guinea.

At the last Branch Meeting it was agreed we should go ahead with an order for a new Branch Standard. The order has now been placed and delivery should be in six to eight weeks. When it is delivered we will need to 'Lay

Up' the current Standard and 'Dedicate' the new one. I have approached the Vicar of St John's on Barrow Island – the Rev Andy Batchelor - to see what might be arranged – our old SOCA Standard is already 'Laid Up' in St. John's. I have a copy of the procedures for both 'Laying Up' and 'Dedication' of Standards – I'll keep everyone advised of progress but 'pencil in' Sunday 1st September in your diaries or your I Pads or whatever

Another order, recently placed, is for two new Plaques to be fixed to the AE1/AE2 Memorial in Ramsden Square to recognise the fact that AE1 has now been found. The Plaques and their installation is being funded by the 'Australian E Class Submarine Memorial Foundation' (AESMF). Current plans are to install the Plaques in time for a 'Rededication' of the Memorial on Saturday 14th September this year – the 105th anniversary of the accident which resulted the loss of AE1. Again, I'll keep you all informed of progress but put the date in your diaries

June looks like being a busy month for the Branch and is also a month of Submarine Anniversaries. The 1st June this year is the 80th Anniversary of the sinking of HMS THETIS in Liverpool Bay with the loss of 99 out of the 103 passengers and crew on board. Our front page picture this month is of Mary Beard the last remaining THETIS widow laying her Wreath on the mass grave for most of those lost. Although THETIS was not a Barrow built boat there is a Barrow connection in that there were three Vickers employees lost and the

Commanding Officer (who was also lost) was married to the daughter of the Barrow Coroner. There is an article about the Barrow connection in this Newsletter.

On **Thursday 6th June** the Ulverston Branch of the RBL have arranged a short Parade and wreath laying at the Ulverston War Memorial to commemorate the 75th Anniversary of D Day – leaving the Ulverston RBL at 1015 – back to the Legion on completion for refreshments.

Sunday 9th June The Pentecost Sunday Morning service at St John's on Barrow Island will start with a Remembrance of those lost on HMS THETIS 80 years ago. You are all invited by the Rev. Andy Batchelor to the Service at St John's. The 9th June is also the exact 100th Anniversary of the sinking of Submarine L55 - with all hands - in the Baltic in 1919 during the 'Baltic Intervention'. The Service at St John's will also include Remembrance of those lost on L55.

On **Sunday 16th June** it is the Barrow Civic Sunday Parade for the new Mayor – Kevin Hamilton – fall in in the Town Hall Square at 1300 for a March to St Mary's for a Service and then back to the Town Hall for refreshments.

On **Saturday 22nd June** it is our Barrow in Furness Tri Service **Armed Forces Flag Raising Ceremony & March** at the Town Hall. Muster at the Town Hall at

1030 for a Parade at 1100 followed by a March to the Legion at 1200 heading up the Carnival Parade as far as the Duke of Edinburgh before peeling off to the RBL for refreshments and a social event.

After all that, on **Saturday 29th June**, it is the Branch Canal Trip arranged by Alex Webb - see the Social Secretary Dit for details.

Thanks to all the Members who have replied to my message about updating their contact details and letting me know their date of joining the RN. Thirty four of you have been in touch so there are just under two thirds of Members still to reply so, if you have not yet had time to reply, please do so as soon as possible to make sure you get all the info about what the Branch is doing for you - including this Newsletter!

Are you going to the **CASD 50 Divisions** in Faslane on **5th July**? RASM is hoping for a 'non-marching' Platoon of Veteran Submariners at Divisions and to see SA Branch Standards paraded. If you have applied to go you should be receiving your Tickets shortly

That's about it for this month - see you all at the June Branch Meeting on Tuesday 4th June – usual time & usual place- don't be late!

Best Regards, Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

May saw us have our first quiz of the year and we had just under 40 come along, the winners were the Audacious team and they very generously put the money back into the social pot – more spending power at the Prince of Wales.

Diary Check:

Saturday 29th June is the canal trip all paid up and raring to go. The route is:

The Ferry	14:00
Royal British Legion	14:10
The Strawberry	14:15
Yarlside Rd	14:25
Crofters	14:30
The Miners Arms	14:50
Red Rose (Ulverston)	15:00
Haverthwaite (train depot)	15:15

I have one place available if anyone needs it.

Saturday 6th July is the revised date for our full members free drinks at the Prince of Wales, Foxfield, there will be a committee meeting at 12; where the branch kindly buys us a beer and a pastie for our efforts throughout the year. Then from 2pm until the pot runs dry will be free beer for any full member who wishes to join us.

Friday 19th July The Audacious lads have made plans to first foot the Blackpool branch; we need to know how many of you would like to come along to this for transport purposes. In a nutshell the coach will be around £15 per person, with the normal beverages available en-route leaving at 5pm from the Legion. Blackpool branch is putting on a chilli and hopefully we can have some financial support and a couple bottles of rum to take with us from the branch. If you want to come along please see me and put your name down

Saturday 20th July The Cartmel trip. Please can I have payment of £13.50 per person at the June meeting? This trip is full with a reserve list running so payment and securing of your seat is imperative. Please note that payment is for a return trip to and from Cartmel and does not include entry to the racecourse.

Saturday 7th Sept Another addition to the social programme is the Gallon club/DTS/shopping trip to Lancaster. We will depart the Legion at 12, I will have all the details if anyone is interested regarding the challenge and pubs available, we will depart to come back at 6pm. This will be limited to 25 people so if interested I need names by the July meeting, cost will be £12.50 per person.

Friday 13th Sept is our annual race night at the Legion. £5 per person which gives you entry, a race card and Kath Browns pie and peas. Please support this, these are great evenings and if you wish to become an owner or a jockey I will have the names at June's meeting.

Other items

The members draw was not won in May so stands at £20 for June.

Don't forget to get your free beer if you were born in June, and finally the food for June's meeting will be courtesy of Audacious (again) and is Train Smash??!!!!

Alex

JUNE BRANCH CALENDAR

Branch Meeting	Tues 4 th Jun
THETIS Remembrance Service	Sun 9 th Jun
D Day Parade (Ulverston)	Thurs 6 th Jun
Civic Sunday Parade	Sun 16 th Jun
Armed Forces Parade & March	Sat 22 nd Jun
Canal Trip	Sat 29 th Jun
Committee Meeting	As Required

JULY BRANCH CALENDAR

Branch Meeting	Tues 2 nd Jul
Committee Meeting (Foxfield)	Sat 6 th Jul
Blackpool 'First Footing'	Fri 19 th Jul
Cartmel Races	Sat 20 th Jul

AUGUST BRANCH CALENDAR

Branch Meeting	Tues 6 th Aug
Committee Meeting	As Required

JUNE BRANCH BIRTHDAYS

G.A. (George) Plater	03/06/1944
B.R. (Slosh) Riley	03/06/1934
R. (Richard) Usher	08/06/1990
A.I. (Carl) Haythornthwaite	09/06/1937
A. (Tony) Nolan	12/06/1965
R. (Bob) Palmer	17/06/1939
M. (Martin) Law	21/06/1978
B.K. (Barrie) Downer	23/06/1945
D. (Derek) Pallister	29/06/1954
A. (Tony) Griffiths	29/06/1950

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR'

JUNE

Frank Arthur Rewell	1969
George Chantrell	1981
Thomas Herriot	1986
George Hughes	1986
Peter Weeks	2007
Claude Roberts	2011
Alfie Hines	2016
Eric Hamer	2018

RESURGAM

DISCLAIMER

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opinions expressed in this Newsletter but encourages publication as a matter of interest.

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 June for the July 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 any more 'First Commission' Submarine Crew Lists/Brochures as follows: Diesel Boats: PORPOISE, RORQUAL, GRAMPUS, NARWHAL, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS & UNICORN.

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

VOICES FROM THE DEEP

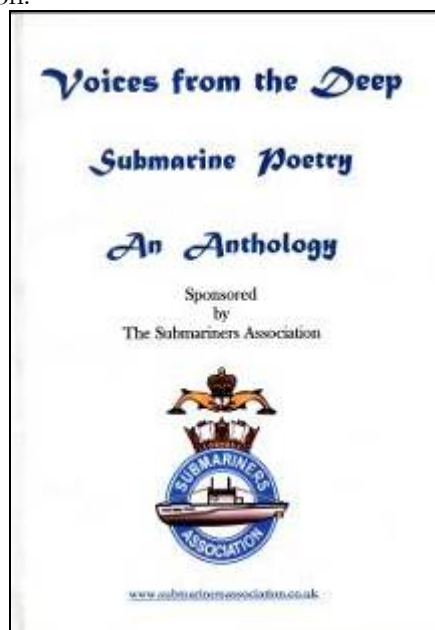
A while ago the Submariners Association sponsored a book - 'Voices from The Deep - Submarine Poetry - An Anthology' (see front cover below) as a way of raising funds for the Association. It had been thought that all copies of the book had been sold but, recently, Barrow Branch Member & Association Vice 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.



Another German Submarine runs aground in Norwegian waters

The German Navy's newest Type 212 submarine, the U-36, reportedly came into contact with the sea bottom as it was departing the Royal Norwegian Navy base at Haakonsværn.

The German news site Der Spiegel first reported the accident, citing navy officials.

Video footage of the damage is currently being assessed in order to determine whether the boat could return to sea, according to the report.

At the time of the accident, the U-36 was on a five-month training deployment in Norway which started in January this year. The training deployment is part of the bilateral cooperation between German and Norway, two partners in the procurement of six Type 212 CD (Common Design) submarines.

U-36 is the second German Type 212 submarine to be damaged in Norwegian waters in less than two years. In October 2017, the fifth submarine in the class – U-35 – damaged its X-shaped rudder during deep-water tests off the coast of Norway.

Following the U-35 accident, the German Navy was briefly left with no operational submarines in its fleet. The U-36 was the first to return to sea in 2018, followed by U-31 and U-33

NEW BOOK

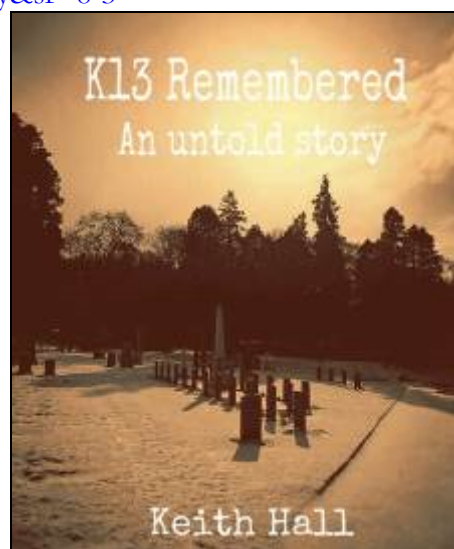
This is an untold story of British submarine K13, which flooded and sank in Gareloch in the early

afternoon of Monday 29th January 1917 shortly after her final acceptance trial dive. Of the eighty men on board, thirty-two people lost their lives.

The Board of Inquiry laid the blame for this accident solely on Lt Arthur Lane, the vessel's engineer. Triggered by the seemingly nonchalant way The Board of Inquiry came to its verdict, supported by his personal conclusions after thorough examinations of detailed archived records, personal accounts and in-depth analysis of the evidence, Keith Hall was determined to write this book questioning the legitimacy and accuracy of the Board of Inquiry. This book aims to provide the reader with an alternative account. It also aims to clear Lt Arthur Lane's name and reputation. Something he wasn't able to do himself as he tragically lost his life with the sinking of the submarine.

Available from Amazon Kindle in e book and hard back

https://www.amazon.co.uk/dp/1731559518/ref=sr_1_3?keywords=keith+hall&qid=1556970633&sr=8-3



HMS THETIS - The Barrow Connections

(by Barrie Downer)

Eighty years ago - on Thursday 1st June 1939 - the brand new submarine HMS THETIS (Lieutenant Commander Guy H Bolus) sailed from the Birkenhead Yard of Cammell Laird into Liverpool Bay to carry out diving trials. In addition to the normal crew of fifty five Officers and Ratings there were a large number of passengers - both uniformed personnel and civilians - on board for Trials purposes. This took the total number of personnel onboard the Submarine up to one hundred and three. During the dive difficulties were encountered with the trim of the submarine. During the investigations into why the Submarine could not dive properly it was decided to determine the condition of the Tanks and Torpedo Tubes. In this process the Rear

Doors of all Tubes including No. 5 Tube were opened in turn. Unknown to the crew the Bow Cap of No. 5 Tube was already open to sea and the Tube was full of water. As the Rear Door was opened water rushed in and the forward compartments of the submarine were flooded. The Submarine inevitably ended up on the bottom and was unable to resurface. Eventually four of the trapped personnel were able to make an escape but, despite all the desperate efforts of both those remaining in the Submarine and all those on the surface in ships, aircraft and rescue vessels, the remaining ninety nine of the crew and passengers died in the accident.

As this was a Cammell Laird built Submarine it might seem strange that there was a Barrow connection however, there was. There were four passengers on the Submarine that day all of whom had links to Barrow and the Vickers Yard and the Commanding Officer's wife was also from the area.

The Commanding Officer **Guy Bolus** who had previously 'stood by' the Barrow built submarine HMS OSIRIS was married to Sybil Bolus (nee Poole). Sybil was the daughter of Mr and Mrs Frederick W Poole of Bankfield House, Urswick. Frederick Poole was the Furness Coroner. Guy and Sybil Bolus had one son, Martyn, who was nine years old at the time of the accident.

After the Submarine has been salvaged and the casualties removed Guy Bolus was buried at sea on 27th September 1939 - his wife did not attend the burial, but his sister was present.

The three local men lost were:-

(1) **Thomas Ankers.**



Thomas Ankers was born in Crewe in Cheshire in 1883 and he was the son of Joseph & Mary Ankers and, in 1891 the family were living at 9, Peter Street, Coppenhall in Cheshire. By 1901 the family had moved to 60, Ludford Street, Coppenhall and Thomas was listed as eighteen year old railway engine fitter. In the 1911 Census twenty eight year old Thomas Ankers (recorded as a shipyard worker) is reported to be living at 24, Kent Street, Barrow in Furness, Lancashire with his twenty eight year old wife, Martha Hannah Ankers and two year old son, Hubert. Thomas is now described as a Marine

Fitter. On 19th May 1924 Thomas Ankers of 19, Derby Street, Barrow in Furness arrived in Montreal in Canada in the SS MEGANTIC and he stated he was employed by Vickers and that the Vickers Company had paid his passage. He returned home in the SS EMPRESS OF SCOTLAND arriving in Southampton on 25th August 1926 listed as an engineer living at 19, Derby Street, Barrow in Furness. Thomas Ankers was on board the Submarine HMS THETIS when it sank in Liverpool Bay on 1st June 1939. He had travelled to Birkenhead to join the Submarine on Tuesday 30th May. His date of death was recorded as 3rd June 1939. Thomas Ankers was buried privately in the Churchyard at Rampside near Barrow in Furness.

2. **Horace Cragg.**



Horace Cragg was born on Walney Island, Barrow in Furness, Lancashire in 1893 and he was the son of Fred Herbert Cragg and his wife, Margaret Cragg (nee Thompson). There was a brother, also Fred Herbert Cragg, who was born in 1899. At the time of the 1901 Census the family were living at 23, Oubas Hill, Ulverston and, at the time of the 1911 Census Horace was listed as an Apprentice Marine Fitter lodging with his uncle, Albert Thompson, at the Cottage, Abbey Road, Barrow in Furness. Horace was married to Sarah Florence Cragg (nee Macklin) in Ulverston in July 1918. An Engineering Draughtsman employee of Vickers Armstrong Shipbuilders at the time of his death in HMS THETIS his Next of Kin address was at Broadgate, Victoria Road, Ulverston, Lancashire. He was on board HMS THETIS when it sank in Liverpool Bay on 1st June 1939 and his date of death was listed as 3rd June 1939. The Lancashire Evening Post of 29th September 1939 reported that his body had been recovered from the Submarine and he was buried privately in Ulverston on 2nd October 1939

3. **James Young**

James Young born in Riccarton in Ayrshire in 1898 and he was the son of Hugh Dale Young. At the time of the 1911 Census the Young family were living at No. 7A, Schooner Street on Barrow Island. James was the eldest

son (and third child) of the five children of Hugh Dale Young. James Young was living at No. 6B Schooner Street on Barrow Island when he was married to 30 year old Florence Sparrow – daughter of John Samuel Sparrow and Alice Sparrow (nee Brazier). Florence, who was born at 10, Ironworks Road, Barrow in Furness on 13th February 1898) was a draper's shop assistant of 42, Harrison Street, Barrow in Furness and the wedding took place at the Baptist Chapel in Abbey Road on 10th March 1928. James & Florence Young were the parents of Joan B Young (born 3rd December 1928) and Hugh Dale Young (born 4th March 1931) who were nine and eight years old respectively at the time of their father's death.. James Young was a Foreman Fitter at Vickers Armstrong Ltd at the Barrow in Furness Shipyard. He was on board HMS THETIS when it sank in Liverpool Bay on 1st June 1939. At the time James Young's death, the family lived at 8, Falmouth Street on Walney Island, Barrow. James Young was buried privately by his family

A Report in The North-Western Daily Mail of Thursday 8th June 1939 stated, on Page 9, that:

'The spacious church of St. John's, Barrow Island, was filled to overflowing, seats having been placed in the aisles and down the side walls of the building, for the memorial service yesterday afternoon for those who lost their lives in the THETIS disaster.

Her commander, Lieut-Commander G H Bolus was the son in law of the Furness Coroner, Mr F W Poole, and also well known by many of those who attended the service were the three employees of Messrs. Vickers Armstrong who were onboard.

Sir Charles Craven, chairman and managing director of Vickers Armstrong Ltd, was unable to attend as he was representing the Company at the Memorial Service at St. Martin's-in-the-Field in London.

Naval uniforms were much in evidence mingling with the sombre dress of the officials and the overalls of the workmen, but however great the diversity of the outward appearance all hearts were as one in the thought of what had drawn them together.

The service was conducted by the Rev. C Williams, Vicar of Walney assisted by the Rev. J A Frankland, Curate of St. Matthew's, and the Rev. A T Bartlett, Curate of St. Luke's.'

On Page 10 there were four photographs (see below) showing ceremonies at the Cenotaph in Barrow Park in which were shown Naval Officers and members of the public at the Cenotaph, Commander Stirling Hamilton (the Commanding Officer) and Chief Petty Officer Herbert Hammond (the Coxswain) of submarine HMS THISTLE about to lay a wreath, Mr J Callendar, director and general manager of Vickers Armstrong Ltd about to lay a wreath and Navy League Sea Cadets sounding 'The Last Post'

Engineer Captain Stanley Jackson

One other casualty lost in HMS THETIS was also had connections to the Barrow Shipyard. He was Engineer Captain Stanley Jackson who was the Senior Engineering Officer on the staff of the Rear Admiral (Submarines) at Gosport.

For the four years until 1935 he had been the Engineering Overseer for the Admiralty at the Vickers Armstrong works at Barrow



One final, and later, Barrow connection to HMS THETIS relates to the WWII service of HMS THUNDERBOLT - which was the name given to THETIS after she had been salvaged and refitted. When HMS THUNDERBOLT was lost in the Mediterranean on 14th March 1943 one of the casualties was the husband of a girl from Walney Island. He was:

Petty Officer Charles Stanley Elliott O/N D/JX 139568

Charles Elliott was born in Newport in Monmouthshire on 11th August 1917 and he was the twenty-five year old son of Mr. Stanley Sayer Elliott and Mrs. Fanny Elsie Elliott. Charles Elliott joined the Royal Navy and was

given the Official Number D/JX 139586. The date of his draft to Submarine HMS THUNDERBOLT is not yet established. HMS THUNDERBOLT was sunk on 14th March 1943 off Sicily by the Italian corvette CICOONA, which had detected the Submarine and attacked with depth charges. The Submarine was lost with all hands and HMS THUNDERBOLT sank in some 5,000 feet of water. Charles Elliott was the husband of Mrs. Robina Elliott of Walney Island, Barrow in Furness, Lancashire (now Cumbria). He is commemorated on the Plymouth Naval War Memorial on Panel No. 78 Column No. 2 and on the Cenotaph in Victoria Park, Barrow in Furness.

Holyhead Memorial Service for those lost aboard THETIS and THUNDERBOLT

A Service in memory of those who lost their lives in the THETIS submarine disaster was held in Holyhead.

A ceremony was held at 2pm, at the Maeshyfyrd Cemetery, on Saturday, May 25. HMS THETIS (N25) was a Group 1 T-class submarine which sank during trials in Liverpool Bay, on June 1, 1939. Of the 99 people who died, 44 people were buried in a mass grave at Maeshyfyrd.

The memorial also remembers those lost aboard HMS THUNDERBOLT. After the THETIS sinking, it was later raised, refurbished and renamed the THUNDERBOLT. It later sank in the Mediterranean, on March 14, 1943.

The memorial was organised by Holyhead Maritime Museum and Holyhead Town Council as part of the Armed Forces Day at Holyhead.

Barry Hillier of the Maritime Museum said: "As the Freedom of Anglesey is being granted to the Submariners branch of the Royal Navy it is apt that they be offered an opportunity to pay their respects."



Thetis/Thunderbolt

HMS KING GEORGE VI

The First Sea Lord, Admiral Sir Philip Jones, KCB, ADC, has announced KING GEORGE VI as the name of the fourth in class submarine for the Dreadnought Programme.

The name was announced on 3rd May 2019 ahead of a service at Westminster Abbey to mark the 50th year of Operation Relentless – which provides Continuous at Sea Deterrence (CASD).

Making the announcement, Adm Sir Philip said: "Notwithstanding the long tradition of naming Royal Navy capital ships after our country's monarchs, to-date no previous warship has been named KING GEORGE VI; it was not appropriate to do so during His Reign as the battleship KING GEORGE V was still in service.

"The then Prince Albert, who would later become King George VI, had particularly strong naval connections. Having entered the Royal Naval College, Osborne in 1909 and progressed to Dartmouth in 1911 he commissioned as a Midshipman in the Battleship HMS COLLINGWOOD. "Still serving in HMS COLLINGWOOD as a turret officer during the Battle of Jutland, Prince Albert earned a Mention in Despatches; it made him the only British Sovereign to have seen action since King William IV over a century earlier.

"Together with her sister submarines, HMS DREADNOUGHT, HMS VALIANT and HMS WARSPITE, HMS KING GEORGE VI will represent the cutting edge of underwater capability and will meet the awesome challenge of continuous at sea deterrence into the second half of the 21st century."

Boat 3, WARSPITE, was named in February 2019, and follows the naming of Dreadnought boat 2, VALIANT, at the opening of our Submarines Academy for Skills and Knowledge in December 2018. The naming of the fourth Dreadnought class submarine reinforces our customer's commitment to the four-boat £31billion programme.

The name WARSPITE goes back to 1595 and was the last 'great ship' to be built during the reign of Queen Elizabeth 1. WARSPITE has been carried by eight Royal Navy vessels - the last being the UK's third nuclear submarine, launched in 1965, which operated for more than 20 years. It is also the name of one of the most notable facilities on our Barrow site.

VALIANT comes from the Valiant class of nuclear-powered fleet submarines in service with the Royal Navy from the mid-1960s until 1994. The original VALIANT submarine, the second of Britain's nuclear-powered submarines, was built and commissioned at the Barrow shipyard and launched in December 1963.

DREADNOUGHT was named for Britain's first nuclear-powered submarine - HMS DREADNOUGHT, launched in 1960. It also has extensive historical significance with the name borne by no fewer than nine Royal Navy ships. In 1588, Royal Navy Officer Sir Francis Drake sailed a DREADNOUGHT to repel the Spanish Armada and more than 200 years later, another DREADNOUGHT used its firepower to help Lord Nelson win the Battle of Trafalgar. As we mark the 50th anniversary of CASD in 2019, we will continue to work with our customer, partners and suppliers to deliver this national endeavour. You can learn more about this in our CASD 50 special edition of On Patrol.

Much more hard work, commitment, determination, and teamwork will be required, but, working together, we will deliver. As we move forward, driving to meet the

commitments we have made to our customer, please remember that every day counts.

Steve Lloyd Programme Director, Dreadnought

MISSILES

USS RHODE ISLAND (SSBN-740), an American Ballistic Missile Submarine, launched an unarmed Trident II D5 nuclear capable Missile on 9th May 2019 off Cape Canaveral, Florida. The Missile flew some 7,000 miles, officials say. The Missile Test came on the same day that North Korea and US Air Force also tested Missiles

THE ARMY/NAVY RUGBY MATCH

(from the BBC Sports Website)

The annual Army v Navy rugby match may be forced to move to a different venue over concerns fans see it as "a drunken, al fresco fancy dress party".

After this year's game, residents around Twickenham Stadium were said to have been upset by fans passing out in the street and urinating in gardens. Gareth Roberts, leader of Richmond Council, said the area was being "trashed" by those attending. The Rugby Football Union (RFU) said it would look at the complaints. For the third year in a row, the Army won the match, but it was marred by reports of incidents including attempted theft and a woman taken to hospital after being hit in the head with a bottle. Mr. Roberts said he wanted assurances from the RFU that residents would "not experience another day of drunken, loutish behaviour which brings the RFU and our armed services personnel into disrepute". "Match attendees now see this event primarily as a drunken, al fresco fancy dress party with the rugby match itself being of secondary importance," he said.

HMNBC 27/19 Monday, 20 May 2019

ROYAL NAVY TEE OFF AT THE HOME OF GOLF

Royal Navy sailors from all over the country gathered in St Andrews on Tuesday, May 7, to compete against each other in the Royal Navy Golf Cup Final.

Every year the Royal Navy holds a one-day golf competition where its ships, submarines, squadrons and establishments compete with each other for the highly coveted 'Navy Cup' trophy.

Historically, this competition has been played near either Plymouth or Portsmouth but this year it was held at St Andrews, the aim being to raise the profile and overall quality of the event. What better way of doing that than playing at the home of golf?

In testing competitions, 104 sailors and marines played 36 holes on the New and Jubilee courses and thoroughly enjoyed this privileged experience. The eventual team winners were 40 CDO Royal Marines, based in Plymouth and winner of the individual competition was

Lt Andy Cobbold, RN from RNAS Yeovilton in Somerset.

Captain Craig Mearns, who is based at Faslane and is the Chair of the Royal Navy Golf Association said: "I am delighted that we managed to bring the Navy Cup north to St Andrews. It has been an outstanding success and we are indebted to the St Andrews Links Trust for their support in making this event happen."

He continued: "The courses were in excellent condition and our people were looked after magnificently. I want to encourage more of our people to take up golf and develop their skills and I hope that holding the Navy Cup at such a prestigious venue will help to achieve that. For those that already play, most of whom have never played at St Andrews, this has been a memorable experience.'



Royal Navy Sailors at St Andrews for the Royal Navy Golf Cup Final.

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

MYSTERY OBJECT

The Brass Dial (with pointer) shown below is in a nautical museum in Australia. It is approximately 350 mm in diameter (about 14 inches in English) and the markings on the dial face indicate that it came from Submarine J5 which was one of six 'J' Class boats gifted to Australia in 1919



The question is – what is it and what was it for? No prizes - but all the usual experts appear to be stuck for answers.

The Miracle Year of HMS/M SLEUTH

Story supplied by John Allibone

How could SLEUTH win the Gunnery Efficiency Trophy when it did not have a gun? How could SLEUTH knock a barrage balloon out of the sky whilst proceeding at 120 feet and towing a submerged X-craft? SLEUTH was a streamlined S class Stripped of deck gun with a very small bridge structure. One search periscope, no radar no snort. Simply the bare essentials to provide a small fast target boat for A/S training. The forward hydroplanes were permanently turned out and secured in that position. The whole design was for 'day running' only. Out at 0800 in at 1700-1800 Monday to Friday. Below, the torpedo tubes had been blanked off and torpedo racks removed from the fore ends which meant that the fore ends provided comfortable accommodation - permanent wooden bunks.

Late January maybe early February, SLEUTH left Rosyth dockyard after a major refit - Lieutenant Roake. RN 'in command'. We were to proceed on passage to the depot ship MONTCLARE in Rothesay, Isle of Bute.

Before we had left the Firth of Forth we had to anchor due to thick fog - for how long I can't remember.

Eventually we weighed and proceeded. No sooner out of the Firth of Forth we were hit by a westerly gale. As we were heading west it was clear that we were in for a rough passage.

How rough? We were to head west through the Pentland Firth. After a day or two, wind now force 12+, it was clear that SLEUTH could not make headway against the wind and strong westerly current. We must head north to pass beyond Orkney. How many hours were we 'beam on' to these mountainous seas? It seemed a very long time. Remember, no radar. Navigating officer had no sight of land no star or sun sights. As the aerials were intact, radio could be transmitted and received, he may have the benefit of RDF.

The starboard forward hydroplane was now flapping like a broken wing and looked as though it could come adrift at any moment. The port side "permanent" wooden bunks were now in the horizontal position. Now heading west again shipping them green was very much an understatement. On bridge lookout I was very much aware of the hydroplane now flapping crazily and banging against the pressure hull. The noise in fore ends was horrendous. I remember the Officer of Watch saying to me "if you see the hydroplane come adrift take cover behind the periscope standard" My thoughts were "I will be in control room before you"!

After four or five days we were in calmer waters and in sight of the Isle of Bute and soon moored safely alongside the depot ship with loads of people looking down to see this dented and battered slippery S boat. After a short period of repairs and maintenance by depot ship and our own engineers, the boat was back to normal. We now had to set about our purpose for being there. Fresh from dockyard hands meant the usual sea trials and tests to be followed by working up and Cdr S/Ms inspection.

Duly completed, we were now ready to proceed south to Portland, home of the 2nd S/M squadron, to take up our duties of day running A/S training duties. Easter leave period came and went and we settled down to what is for submariners a very comfortable lifestyle. During the summer months there were cricket matches against other boats followed by visits to The Jolly Sailor in Portland. Plenty of shore leave in Weymouth, but the main event was the Gunnery Efficiency Trophy. Traditionally, a competition between boats of the squadron to establish the fastest, and most accurate surface gun action.

The gun layer would view the target through the periscope then take his place in the gun tower hatch. The captain would order the boat down a further 30 feet. All main ballast would be blown for the fastest surface on an even keel possible. At twenty feet a whistle would be blown, and the gun layer would open the hatch, load the first round and take his place to lay the gun. As soon as he could see that the trainer was on target he would fire the first round with loaders reloading as quickly as they could to continue rapid fire.

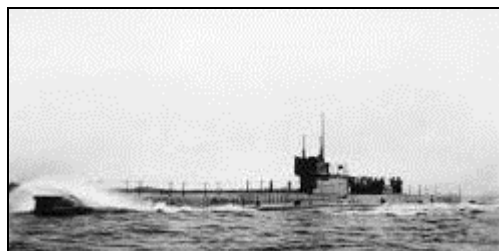
SLEUTH entered this competition and won it. SLEUTH did not have a gun. It could not borrow one nor could it supply a gun crew to another boat. There would be no point. No boats in the squadron had a gun. The competition took place on the rifle and small arms ranges.

The barrage balloon? The frigate UNDAUNTED was experimenting with long range sonar. It needed to know the position of the target boat to direct the sonar onto the bearing. The balloon was moored to the after bollards of the target boat and would fly about thirty to forty feet above the surface and UNDAUNTED could establish the boats position by radar. SLEUTH was the target boat on this occasion and was proceeding on a steady course towing an X-craft to Devonport for Navy Days.

Mid-afternoon a fire broke out in number two battery. This meant an emergency surface. "Fire red grenades from forward and after SSEs." One of these grenades hit the balloon. As it was moored to the after bollards it would have been most likely from the after ends so the Stokers get the blame. Fire out. We now continue on course for Devonport on the surface and arrive without further incident. Navy days over, SLEUTH now goes to Portsmouth for a six monthly Docking. I go to Pompey barracks for a killicks course. Then to DOLPHIN to await a draft to 4th S/M squadron Australia. Two weeks summer leave, then a week or so of pushing a broom around the fort. Two weeks embarkation leave.

Soon after return, off to Aussie by the P&O liner ARCAIA Another four weeks of "paid leave" aboard a sea going hotel. I disembarked ARCADIA in Melbourne to join THOROUGH which was visiting Melbourne for the Olympic Games.

Life is tough in boats.



AE1 DESCENDANT FAMILIES' ASSN -NEWSLETTER - POST ANZAC DAY 2019

Once again, the Barrow Submariners have honoured the men of AE1 and AE2 at an ANZAC Day ceremony at the AE1/AE2 Memorial in Barrow. (Attachment sent to us by Barrie Downer, with the Barrow Branch Submariners' Newsletter, "Periscope View" and a copy of the ANZAC Day ceremony).

Several of us have often commented on the obvious bonds between our submariners. This is exceptionally and extraordinarily demonstrated by their faithfulness to the search for AE1 and their obvious ongoing pride in the iconic story of AE2; ensuring her survival in situ. We have also witnessed this in the establishment of the various memorials to their pioneer boats and their crews, and also to that of all fellow RAN submariners



HMAS Cerberus



AE1 Memorial ANMM Sydney



Submarine Walk Brisbane



The Memorial in Tasmania



1914/ 18 Memorial Overpass Ballarat





Submarine Memorial HMAS PLATYPUS



Submarine Museum Lockhart



Descendant family members with Cdre Peter Scott at the Bitu Piku AE1 Memorial site. Behind them the bay from where the crew of AE2 watched for the return of AE1
Sep 14th, 2014.



Descendant family members at Garden Island Memorial, Sep. 14th, 2014.

But how impressive the faithfulness of the “Barrow Boys”, as Tom Tribe calls them, to the Barrow built submarines and their crews. Particularly, for us, the way in which, working with Tom Tribe and with financial assistance from many quarters, including Submariner Organisations in Australia, they established the AE1/AE2 Memorial in Barrow in 2013 and have honoured the crews on Remembrance Day and ANZAC Day each year since.



The Barrow in Furness Memorial

Copies of the “Research Vessel Petrel Baseline Survey of *HMAS AE*” has been received by all those in Australia who ordered it, (and, hopefully, those in the UK and New Zealand).

Ken Greig has left some extra copies with Vera. Anyone coming to Sydney who would like one of these could contact Vera to arrange a coffee somewhere in the CBD to receive one.

Having mentioned New Zealand..... we have been delighted to be contacted by Paul Gapes of Brisbane, who is a Great Great Nephew of John Reardon, our NZ sailor.

Of course, all descendent family members of AE1 are special... however Paul is particularly special, as he is a former submariner! He has only recently discovered his link to “Rosy” Reardon.

How wonderful for us to have a former submariner in our Association; and how wonderful for our New Zealand families to know that a family member filled John Reardon’s “big boots”

Robyn & Vera



SUBMARINERS 'CROSSED THE BAR' REPORTED IN MAY 2019						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non Member	27 th April 2019	Christopher Arthur John 'Chris' Hill	Commander (E) (MESM)	TBA	70	Submarine Service from 1973 to 1998 in DOLPHIN (1973), RESOLUTION (1974 to 1975), DOLPHIN (1976 to 1978), NEPTUNE (1979 to 1980), RESOLUTION (1981 to 1985), NEPTUNE (1986), MoD Bath (1987 to 1989), FOSM Northwood (1990 to 1991), MoD Bath (1992 to 1996) & DNP Bath (1997 to 1998)
Non-member	29 th April 2019	Ian Roscoe	CE Mech 1	TBA	83	Submarine Service from 1954 to 1976 in TRESPASSER, AUROCHS, GRAMPUS, AURIGA, AMBUSH & TURPIN
Non-member	May 2019	'Tab' Hunter	Chief Stoker	TBA	TBA	Submarine Service including OBERON
Dolphin Branch	3 rd May 2019	Sir Peter Geoffrey Marshall Herbert, KCB, OBE	Admiral	N/A	90	Submarine Service from 1949 to 1983 in AUROCHS, ARTEMIS, TRUNCHEON, ALDERNEY (IL 30th March 1951) TABARD (IL 14th March 56), SCYTHIAN (CO 27th May 1957 & on commissioning on 14th September 1957), PORPOISE (CO 13th February 1961), VALIANT (CO November 1964 & on Commissioning at Barrow on 18th July 1966 to 19th April 1968), FOSM (1981 to 1983) & VCDS (1983 to 1984)
Derbyshire & Nottingham Branches	13th May 2019	Jack Winstanley	Stoker Mechanic	D/SKX 770000	90	Submarine Service from 1947 to 1952 in TRUNCHEON, TALENT, SANGUINE, ASTUTE & ALARIC
Non-member	16 th May 2019	'Bas' Moran	Warrant Officer	TBA	TBA	Submarine Service including RESOLUTION (P) (1980 to 1982) & STWG
Non-member	20th May 2019	Derek V Lawbury	Leading Seaman UW2 (A)	P064560	TBA	Submarine Service from October 1963 to 1971 in SERAPH (1963), OBERON (1963 to 1967) & AURIGA (1967 to 1971) On board AURIGA at time of Battery explosion on 12th February 1970
Non-member	20th May 2019	Carl Christian Anderson, BEM	Leading Electricians Mate	TBA	94	Submarine Service in WWII to 1950s in STYGIAN, SELENE, TALLY HO, SCEPTRE (August 1949) & ALLIANCE BEM 'for services at time of battery explosion in SCEPTRE on 8th August 1949'