



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: The K13 Graves at the Garelochhead Cemetery

EDITORIAL

Well – Happy New Year to you all! Here is your first Edition of 'Periscope View' for 2015. By now you will know that, since the last Branch Meeting the Barrow Branch has sadly lost one of the stalwarts of the Branch and member of the Branch Committee with the loss of Jan Mead. Dave Barlow has included his and probably – everybody else's thoughts in his Chairman's Dit and rather than repeat his words here I have included the Eulogy - read at the funeral by Dave Barlow at Pages 8, 9 and 10.

Other sad news has come from Canada that former Branch Member Brian Wilkie has 'Crossed the Bar'. For those who didn't know Brian he was a Mechanician and was one of the 'First Commission Crew' of HMS VALIANT - where I first met him when I joined VALIANT in Chatham Dockyard in 1967. Brian joined the Barrow Branch in 1972 when he was working in the Dockside Test Organisation in the Yard. Members may recall that he visited Barrow a couple of years ago when he came along to a Branch Meeting.

The Front Page picture this month is of the K13 Grave and Memorial at Garelochhead. Later this month several Branch

Members will be attending the Annual K13 Remembrance weekend at HM Naval Base, Clyde and will be at the Ceremonies and Wreath laying at both the Elder Park Memorial and the Garelochhead Cemetery.

This Month's issue continues the 'Victoria Cross' Series with the story of Anthony Charles Capel Miers, VC and also continues the 'Submarine Losses of WW1' Series with the stories of Submarines HMS C31 and HMS E10 plus the names of four other submariners who died in January 1915.

I have included a reminder about your Subscriptions for 2015 now being due – so you can all pay up and get the 2015 sticker from Mick Mailey for your Membership Card. Please make sure we have your up to date contact details – including your 'E' Mail address.

Don't forget that you too can send in your contribution for the Newsletter – everyone has a story to tell - and any comments you think relevant – polite ones only – of course! Regards to all, **Barrie Downer**

CHAIRMAN'S DIT - JANUARY 2015



Hi to you all

Whilst I hope that most of you had a good Christmas I know for some it wasn't so good. Since the last meeting there has only really been one topic of conversation and that was the sudden and unexpected passing of Jan Mead. To say it was a

shock is an understatement and our hearts go out to Linda and the family at this very sad time. Whilst funerals are not the best events to attend I did think that Jan's funeral was very moving and fitting for a great man who will be sadly missed by us all.

As expected the branch rallied round and the attendance was excellent and the most I have witnessed at the Crematorium. I thank you all. There were submariners from as far afield as Thurso in the north to Plymouth in the south and all points in between.

Lyn Hiseman after two or three postponements went into hospital for what is normally a standard operation but unfortunately in Lyn's case there were complications and she suffered a collapsed lung and spent Christmas in hospital which being in Blackpool didn't help for Ron visiting.

The New Year brings with it a full social calendar which I ask that you support Alex in his endeavours. He puts a lot of time and effort into arranging a very varied programme and there is something for everybody. I am sure that Alex will explain some of them in his article so I won't enlarge here.

The deadline for the National Reunion is fast approaching (end of January) and as yet I haven't received any applications from the branch. The rooms are going fast so if you don't want to be disappointed let me know your requirements as soon as possible. As a reminder the reunion will be held at the Holiday Inn slap bang in the middle of Leicester over the weekend of 27 - 29 March. This also includes the Annual Conference and we need a delegate for that too.

Well that's all for now. I hope you all have a happy new year and that 2015 is good to you all.

Well, that's all for now. See you Tuesday.

Dave

SECRETARY'S REPORT



Hello All

Wishing you all a happy and prosperous New Year and I hope you had a good Christmas. Not such a good one in the Hiseman household with Lyn in Blackpool hospital over the festive period. Lyn and I would like to thank all who sent their best wishes to Lyn, she is now on the road to recovery. The good news is that I shall be present at the January meeting as my time in London is over for now. Looking ahead the AGM is due in April so if you have any ideas in how to improve the running of the Branch please let a Committee member know as soon as possible. Also the Vice Chairman and Secretary are up for election this year so if you feel you can offer your services to either position please let a Committee member know.

The reunion is during the last weekend in March and applications close at the end of January, so if you intend to attend please get your application into Dave as soon as possible so as not to be disappointed. If you are intending to attend the Branch needs a rep to attend the National AGM so if you can spare a couple of hours please let a member of the Committee know.

I am still receiving e-mails from members using my old e-mail account, please update your address book with my new e-mail address of ronhiseman@btinternet.com as I do not know how much longer I can access my old address.

See you at the January meeting.

Kindest regards, Ron

SOCIAL SECRETARY REPORT



Hi Shipmates, We had the end of year quiz after our December meeting, many thanks for the support from HMS ARTFUL and HMS AUDACIOUS on the night. Also it was party time for the children on Friday 19th. Forty eight children were in attendance and feedback indicated a great time was had by all again - many thanks to Cheryl (the driving force behind this) also to Phyll and Bob Palmer for their continued support and much needed help with this event. Then the last function of the year saw seventy of us at the adult Christmas party - again many thanks to all who supported this. Incidentally - the special festive 'member's draw' was won by John Dalton - congratulations John!

Diary Check: The first event in 2015 will be the 'first footing' to Morecambe on Friday 6th Feb. I will canvas for numbers in January. I have already talked to Jim Halliwell (Morecambe branch Chairman) and he says they are getting all revved up and ready for our attendance. This is a very good night out and a good laugh so, please, if you are coming I will need to know so that I can organise transport. Saturday 28th Feb will be a music/cabaret evening at the Legion which will see us being entertained by Route 66; a seven piece rock and roll band and, none other than Elvis himself. Tickets at £5 per person.

The normal member's (free) draw was won in December by Dave Barlow so in January we will be back to £5 in the pot.

I have produced the social calendar for 2015. Included are the 'First Footing', a Cabaret Night, Corporate Footie, Branch Dinner, Canal Cruise, Cartmel Races, BBQ, Race Nights, Quizzes, LNDD and the end of year Christmas Parties. There must be something amongst that lot to entice you to come out and have a few beers with the rest of the members.

Join in and please support these functions and make 2015 the best social year we have had under my tenure.

All that is left for me to say, now that 2014 is drawing in to a close, is to wish you all a Happy and Prosperous New Year and I hope you will join me and the rest of the fun loving members at some or all of these functions.

Alex Webb

Social Secretary

Branch and National Subscriptions

It's that time of year when your Subscription for your 2015 Branch and National Membership is due. The Subscription remains the same as last year at £12.50 of which £5.00 is the Branch Share and £7.50 is the National Association Share. If you are a Branch Life Member you only need to pay the £7.50 National Share.

Those of you paying by cheque should make it payable to 'Submariners Association - Barrow' or 'SA Barrow' and send your cheque to Mick Mailey – the Branch Treasurer - or bring it along to a Branch Meeting.

Those of you who pay by Standing Order - please check that your Bank is paying the correct amount to the Barrow Branch Account.

If your Standing Order is still payable to the National Account it is requested that you make out a new Standing Order in favour of the Branch – this makes it easier for the Treasurer to keep track of the accounts and Membership. If you require a new Standing Order Form these are available from the Treasurer and the Secretary and a copy is also attached to this Newsletter.

Don't forget you can also pay using old fashioned 'CASH' which you can pay to the Treasurer at the Branch Meeting on Tuesday 6th January. When your Subscription has been paid the Treasurer will give you (or send you) a sticker to put on the back of your plastic Membership Card which, you will remember is credit card size (designed to fit easily in your wallet)– the Card marked with your unique National Association Membership Number!

THANK YOU MESSAGES

From: Don Wade

Date: 23rd Dec 2014

Subject: Xmas greetings

May I take this opportunity to wish the Committee and all Branch Members a Very Merry Christmas and a Happy New Year.

I would also like to thank the Branch for their extremely generous Christmas gift.

My wife and I will think of, and toast you all on Christmas day.

Don and Sandra Wade

Branch Member Sid Madin phoned Dave Barlow. He had received the Christmas voucher (for a bottle of his choice) and wondered what it was for. When Dave explained Sid thanked him and the Branch very much. It seems that Sid has moved house (about a year ago) so if anyone needs to get in touch with Sid the Secretary has the contact details.

From: Colin Lee

Date: 11th Dec 2014

Subject: Gift Voucher

What a pleasant surprise I had when the post arrived today. A Tesco voucher - lovely. It is very generous of the Branch so I must thank everyone for thinking of an old wrinkle like me. Please convey Seasons Greetings to all the Branch

Best Wishes to you all.

Colin (Tansy) Lee

DEFENCE DISCOUNT SERVICE APP

From Ken Collins

Defence Discount Service is the UK's only official Ministry of Defence discount service for the Armed Forces and Veterans. The service allows members to receive discounts both online and on the high street. With guaranteed savings across a whole host of categories everyone can save with the Defence Discount Service App. Using the service members can save up to 20% on food, 10% on clothing, 60% on hotels and holidays, £1000's on cars and much more...

Download the Mobile Application free of charge and see where you can save.

SUBMARINE HERITAGE PAINTINGS COLLECTION

Prints of all the paintings from the Submarine Heritage Collection and included in the book 'Dive, Dive, Dive! Barrow Built Submarines – the Best' are now available for purchase on line. The site is:-

etsy.com/uk/shop/submarineheritage

THE SUBMARINE MEMORIAL FUND

Hardly a week goes by without someone shaking a can in your face or asking you to subscribe to one charity or another, there is always a 'good cause' just waiting for you to donate your money to or to raise funds on their behalf. Sadly in the world we live in there is no end of people and causes in need of our help and donations no matter how large or small. Now that Christmas is almost upon us EVERYONE wants your money!! I would never dream of asking you not to contribute to the worthy cause(s) of your choice but there are so many and so varied that it is difficult to decide where to donate. I am proud to know that Submariners have an excellent

record of raising funds for a great number of charities and good causes.

However there is one Fund which deals exclusively with Submariners and their dependants and would be very grateful for any donations (large or small) throughout the year. That is **The Submarine Memorial Fund (S/M Fund)**.

The Submarine Memorial Fund is administered as a restricted fund by the Royal Naval Benevolent Trust (RNBT). The S/M Fund is used to support current and former rating submariners and their dependants and is augmented from the RNBT's general fund for supporting submariner members of the RNBT Family when required; there is seldom sufficient money in the S/M Fund to meet demand.

There is no endowment associated with the S/M Fund, it is a case of money in - money out in support of requests for assistance. Grants made are subject to the same criteria as all individual grants made by the RNBT.

How is the Fund administered?

The S/M Fund is administered by the RNBT with grants approved by the RNBT's Grants Committee who are themselves serving or former sailors and marines who served as Warrant Officers and below. The Grant Committee meets every Monday and Thursday (other than Bank Holidays) to deal with 60 or so requests for assistance received by the RNBT every week.

How can members of the Submariners Association benefit from it?

Those who are serving or have served as ratings in HM Submarines and the widows, orphans and dependants of such men can make application to the RNBT for assistance from this fund (and others held by the Trust). Each application needs to be referred via a case-working organisation the main ones being SSAFA or The Royal British Legion (TRBL) who's local phone numbers can be found in the directory. A case-worker would visit the applicant and raise an application on our members behalf.

How can members or their relatives make donations or bequests to the Fund?

The S/M Fund is always grateful for donations and bequests which will aid their work and such monies can be gifted in various ways. Cheques can be forwarded to the Trust at any time and the donor can specify which fund they wish to support. The Trust is able to provide a direct debit form on application or a form can be downloaded from their website. Donations by credit/debit card can also be made via the website - www.rnbt.org.uk. They are also able to provide Gift Aid declarations to make the most cost effective donations. Each donation is recorded monthly on their website and in their Annual Review which is published in October.

Legacies are also an important source of income for the RNBT. If any of our members wish to remember the RNBT in their Wills, advice can be given on the appropriate wording by either reference to the website - www.rnbt.org.uk - or by calling 02390 690112 and asking to speak to the Financial Controller.

How can members make requests for a grant and is there any criteria laid down to receive that assistance?

As indicated above, applications are made via SSAFA or TRBL with the Grant Administrators always available for advice by e-mail or telephone. There are no fixed criteria to receive specific assistance as each case is considered on its merit; if one of our members has a need or is in distress, refer them to the RNBT and they will advise on the way ahead.

When contacting the RNBT with regard to any aspect of the Submariners Memorial Fund who is the first point of contact?

The Trust can be contacted by e-mail at: rnbt@rnbt.org.uk, by phone on 02392 660296, or by mail at "The Royal Naval Benevolent Trust, Castaway House, 311, Twyford Avenue, Portsmouth, PO2 8RN". Welfare queries will normally be actioned within the Grants department, but the Chief Executive will be kept informed of any contact where appropriate. So whenever you are able to donate some cash to a worthy cause why not give it to the fund which you know will be dealing exclusively with submariners and their dependants - **The Submarine Memorial Fund**.

SUBMARINER VICTORIA CROSS HOLDERS OF WWII

The following is the thirteenth article of a series commemorating those Submariners who have been awarded the Victoria Cross and this article covers another of the World War II Submariners.

**Rear Admiral Sir Anthony Miers, KBE, CB, VC,
DSO*, MiD, Royal Navy**



Anthony Cecil Capel Miers was born in Birchwood, Inverness on 11th Nov 1906. He joined the Royal Navy, was appointed Midshipman on 15th Sep 1925 and joined

the Battle Ship HMS VALIANT on the same date. He was promoted to Sub Lieutenant on 1st Jan 1928 and, following Lieutenant's Courses at Greenwich and Portsmouth, he joined Submarines when he was appointed to HMS DOLPHIN 'for the Submarine Course' on 29th Apr 1929. On completion of submarine training he was appointed to the Submarine Tender HMS ROSS (Experimental Half Flotilla) at Portsmouth 'for Submarine M2 as Navigating Officers' on 12th Aug 1929. He was promoted to Lieutenant on 1st Jan 1930. This was followed by an appointment to the Submarine Depot Ship HMS ALECTO (Training Half Flotilla) at

Portsmouth 'for Submarine H28 as First Lieutenant' on 25th Apr 1931. A temporary appointment as First Lieutenant of the 610 ton Fishery Protection Gunboat HMS DART followed on 14th Sep 1932.

On 19th Oct 1933 Anthony Miers was sent to the Far East with an appointment to the Submarine Depot Ship HMS MEDWAY (4th Submarine Flotilla) at Hong Kong 'for Submarine HMS RAINBOW as the First Lieutenant'. On his return home he was appointed to HMS DOLPHIN in April 1936 'for the Commanding Officers Qualifying Course' which he completed successfully. His first command was 'Submarine HMS L54 in Command' based with the 5th Submarine Flotilla at HMS DOLPHIN on 8th Sep 1936. He was promoted to Lieutenant Commander on 1st Jan 1938. On 2nd Jan 1939 Anthony Miers was appointed to the Battle Ship HMS NELSON (2nd Battle Squadron, Home Fleet) 'as Staff Officer (Operations) 2'.

He returned to Submarines with an appointment to HMS DOLPHIN (5th Submarine Flotilla) 'for Submarine HMS TORBAY – standing by whilst completing' in the Royal Naval Dockyard at Chatham and 'in Command on Completion' on 12th Nov 1940. HMS TORBAY was launched on 4th Sep 1940 and was completed on 14th January 1941. Following 'Commissioning' and 'Work Up' in home waters HMS TORBAY was sent to the Mediterranean to be join the 1st Submarine Flotilla based on the Submarine Depot Ship HMS MEDWAY at Alexandria in Egypt. On 5th Jul 1941 the Italian Submarine JANTINA was sunk by TORBAY and Anthony Miers was awarded the DSO – see London Gazette dated 7th Oct 1941. On 14th Nov 1941 Anthony Miers launched a commando raid from HMS TORBAY which targeted the Headquarters of the German Commander in North Africa – General Rommel. For his involvement Anthony Miers was awarded a Bar to his DSO – see London Gazette dated 7th Apr 1942. A month earlier Miers on 5th Mar 1942 had taken HMS TORBAY into the confined waters of Corfu Roads to attack enemy shipping. He completed his task and brought the submarine out successfully. For this, and in recognition of his other actions, he was awarded the Victoria Cross – see London Gazette dated 7th Jul 1942. By this time Miers had returned home with TORBAY which started a refit at Devonport Dockyard in June 1942.

The Citation for Anthony Miers' Victoria Cross reads: London Gazette, 7th July 1942

For the award of the Victoria Cross. Corfu Harbour, Ionian Sea, 4th March 1942, Commander Anthony Cecil Capel Miers, Royal Navy (HM Submarine "TORBAY")

For valour in command of H.M. Submarine 'Torbay' in a daring and successful raid on shipping in a defended enemy harbour, planned with full knowledge of the great hazards to be expected during seventeen hours in waters closely patrolled by the enemy.

On arriving in the harbour he had to charge his batteries lying on the surface in full moonlight, under the guns of the enemy. As he could not see his target he waited several hours and attacked in full daylight in a glassy calm.

When he had fired his torpedoes he was heavily counter-attacked and had to withdraw through a long channel with anti-submarine craft all round and continuous air patrols overhead.

Anthony Miers was invested with his Victoria Cross by King George VI at Buckingham Palace on the 28th July 1942.

After leaving HMS TORBAY he was appointed to HMS SAKER in the USA and undertook a number of Public Relations duties before joining the staff of Fleet Admiral Chester Nimitz, USN who was CINC USN Pacific Fleet. He was then Commander SM8 in HMS MAIDSTONE. Post war he was the Commanding Officer of HMS VERNON II and then HMS BLACKCAP – a Fleet Air Arm Station. An appointment as Captain SM1 in HMS FORTH followed. His last Sea Command was the Aircraft Carrier HMS THESEUS. After promotion to Rear Admiral Antony Miers was Flag Officer, Middle East. From 1967 to 1981 Sir Anthony Miers was the National President of the Submarine Old Comrades Association.

Sir Anthony Miers died on 30th Jun 1985 at the age of seventy eight in Inverness and he is buried in the Tomnahurich Cemetery

Anthony Miers' Victoria Cross and other medals are on display in the Ashcroft Gallery in the Imperial War Museum in London.

BRANCH CALENDAR

January Branch Meeting	6 th January
K13 Weekend	January
Committee Meeting	As required

BRANCH BIRTHDAYS JANUARY 2015

H. B. (Bruce) Cable	02/01
A .M. (Andy) Cundell	08/01
R. .S. (Robert) Sherriff	10/01
E. Hamer	12/01
H. D. (Henry) Sibbitt	21/01
P. C. (Peter) Hearn	22/01
J. R. (John) Oldfield	22/01
R. N. (Ralph) Dixon	25/01
B. (Brian) Reed	27/01
I. W. (Ian) Moore	29/01

Happy Birthday to you all!

SUBMARINE LOSSES OF WWI

This is the fourth article in a series listing Submarine losses month by month during WWI, Crew Members lost and other submariners lost. Two Submarines were lost with all hands in January 1915. The first Submarine to be lost was **Submarine C31**

The submarine was sent to the area off Zeebrugge in Belgium for a two-day patrol on the 4th January 1915 with orders to report at Harwich on the 7th. Nothing more was heard from C31 and on the 10th and 11th January two destroyers (LURCHER AND FIREDRAKE) attempted to find out what had happened but were thwarted by the stormy weather prevailing. It was thought that the submarine had been

sunk by enemy patrol craft but it may well have been mined. The date of the loss of C31 is accepted as being Thursday 7th January 1915. The crew list for C31 was as follows:

Officers:

Lieutenant George Pilkington, RN
Lieutenant Walter Borrowes, RN
Sub Lieutenant Keith Morehead Gunning Campbell, RN

Ratings:

Petty Officer William John Tregillis 183433
Leading Seaman George Henry Jordan 230784
Leading Seaman John Peter Fitzgerald 222050
Able Seaman Walter John Cobb 236978
Able Seaman George Arthur Bourne 215194
Able Seaman Thomas Burns 180216
Able Seaman Charles Dronfield 236805
Signalman William James Wearne J4019
ERA 2nd Class William Clemmet 270877
ERA 2nd Class William George Lynham 272515
Stoker Petty Officer Walter William Austin 354839
Leading Stoker Charles Nash 295025
Stoker 1st Class William James Monk K2825
Stoker 1st Class Frederick Williams 309485

The Second Submarine lost was **Submarine E10**

Submarine E10 had been sent to patrol off the North-North West of Heligoland on 18th January 1915. The submarine parted company with the sister submarine E5 in the early evening of 18th January and was not seen again. It was thought at the time that E10 was mined on or about 18th January – the recent discovery of the wreck of the submarine confirmed that she did hit a mine. All hands were lost in this incident. The Commonwealth War Graves Commission records that the loss took place on 21 January 1915 which, it is assumed, is the day the submarine should have arrived back at Harwich. Those lost were:

Officers:

Lieutenant Commander William St John Fraser, RN
Lieutenant Trevor Whitaker, RN
Lieutenant (Acting) Percy Albert Gordon Falconer, RNR

Ratings:

Petty Officer Arthur Edward Dyer 188723
Petty Officer Thomas Rowan 181381
Petty Officer Richard Thompson 195613
Leading Seaman Layton Blackburn 217575
Leading Seaman Ernest Edward Llewelyn Upton 224723
Able Seaman Frank Stuart Ayling 236228
Able Seaman Alexander Henry Barby 237567
Able Seaman Henry Sydney Briggs 219065
Able Seaman Charles Frederick Collins 226346
Able Seaman Henry Driscoll J823
Able Seaman Cranston John Irish 216724
Signalman William Middleton Hayler J5130
Leading Telegraphist Phillip William White J3618
CERA Albert Edward Wright 270556
ERA 1st Class Robert Hanson 270112
ERA 2nd Class William Page 271400
ERA 2nd Class Alfred William Bathard 271401
ERA 3rd Class Edward William Gray M1333

Chief Stoker Charles Phillips 282526
Leading Stoker Frederick James Cross K20118
Leading Stoker Percy Walker K379
Stoker 1st Class Frederick Hannen K7930
Stoker 1st Class Ernest Hopkinson 304121
Stoker 1st Class Alfred Keene K6628
Stoker 1st Class Ernest William Lampard K14536
Stoker 1st Class Percy Herbert Lawrence K9196
Stoker 1st Class William McBain K16457
Stoker 1st Class Sidney Herbert Weller K10135

Four other Submariners died in January 1915. They were from:

Submarine B10:

Two members of the crew of Submarine B10 were lost on 2nd January 1915. They were both washed overboard when the submarine was charging batteries during a patrol north of the island of Tenedos. One was picked up but died without regaining consciousness. The other was not recovered. They were:

Signalman Harry Thomas J4016
Able Seaman Francis William Hobby 229789

Submarine E5:

Chief Petty Officer Stoker Charles Jarvis O/N 202452

HMS DOLPHIN:

One Rating from HMS DOLPHIN died in Haslar Hospital on 30th Jan 1915. He was:
Stoker 1st Class George Douglas Laurence Tottman K3559

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 listed above under Committee Members. You may also send your contribution by e-mail to me barrie@downer55.freereserve.co.uk. 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 2015 issue. Please ensure you have any information with me by the 15th of each month to ensure its inclusion in the next issue. Thank you to

everyone who contributed to this edition – keep them stories coming!

Poland to Search for Its Famous WWII Submarine

WARSAW, Poland — 2nd Jan 2015

Associated Press

Two Polish teams will search this year for the Polish submarine ORP ORZEL, which disappeared in the North Sea in May 1940 during a mission with the Allies in World War II.

The two searches will be conducted by the Culture Ministry and the Maritime Museum in the Baltic port of Gdansk.

Built in the Netherlands, ORP ORZEL started service in 1939, and fought German ships after Hitler's army invaded Poland on 1st September 1940. The vessel was held that month in Tallinn by then-neutral Estonia, but escaped.

Working with the Allies, the submarine then took part in patrol and escort missions for the British Navy. On 23rd May 1940, ORZEL left Rosyth, Scotland, and never returned.

Searches undertaken since 2008 have been unsuccessful.

CROSSED THE BAR DECEMBER 2014

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non Member	Oct 2014	John Gallagher	Fleet Chief Electrical Mechanician	M955921	TBA	Submarine Service from 27 th Sep 1962 in AMBUSH (Jun 63), WARSPITE (68) & RESOLUTION
Submarine Officers Association	1 st Dec 2014	David John Cooke, CB, MBE	Rear Admiral	TBA	59	Submarine Service from 1976 to 2009 in ONSLAUGHT (CO 86 to 88), TORBAY (CO 1992 to 1994) & RASM (2006 to 2009)
Merseyside Branch & Courageous Association	2 nd Dec 2014	Roger E Pescodd, BEM	Chief Petty Officer (TASI)	TBA	67	Submarine Service from Aug 1965 to Nov 1986 in SEALION, RESOLUTION (P) (1st Commission Crew) on 3rd Oct 1967, CONQUEROR, COURAGEOUS, VALIANT & STWG
Barrow in Furness	6 th Dec 2014	Richard 'Jan' Mead	WO Marine Engineering Artificer	D100953P	64	Submarines Service from Mar 1968 to Oct 2001 in OTUS (2nd Commission from Sep 1968 to 2nd Jan 1972), CACHALOT, SOVEREIGN (twice), SCEPTRE, VICTORIOUS (S) (1st Commission 7th Jan 1995 & VENGEANCE
Non Member	12th Dec 2014	Brian Harold Lithgow Braidwood	Lieutenant Commander	TBA	77	Submarine service from 16 th Mar.1959 to Dec 1961in EXCALIBUR (Jul 59-Jan 60), ORPHEUS Jun 60-Jun 61) & ALLIANCE (Jul 61-Nov 61)
Dolphin Branch	12th Dec 2014	Charles Walter Oliver Rainer	Lieutenant Commander	N/A	77	Submarine Service from Nov 1946 to Oct 1955 in METEORITE (47 3rd Hand), SOLENT, TALENT (49 3rd Hand), TRUMP (51 IL), TALLY HO (52 IL) & SCYTHIAN (54 55 CO)
Taunton Branch (ex Bromley & Exeter)	28th Dec 2014	Stanley G Hillyard	Petty Officer (LTO)	D/JX 179102	95	Submarine Service from 1940 to 1945 in TRUANT, TRUSTY on 7th Feb 1942 & SCEPTRE
Ex Barrow in Furness	17 th Dec 2014	Brian Wilkie	Mechanician	N/A	82	Submarine Service in VALIANT (1 st Commission Crew)
Middlesex Branch	Dec 2014	George Allen	Able Seaman (LTO)	TBA	87	Submarine Service from 1946 to 1948 in SPITEFUL, ANCHORITE & ALCIDE

RICHARD (JAN) MEAD (1950 to 2014)

EULOGY

Richard Mead, better known as Jan, was a legend, a great man and a true gentlemen who never had a bad word for anybody. He would go out of his way to help anyone and everyone.

Jan had strong morals and principles that he lived by, but he never judged others or pushed his beliefs on anyone.

Jan was intelligent and articulate; an interesting man to talk to, but more importantly, he was someone who would really listen. He could understand and appreciate your point of view, even if it was different than his own.

Jan was one of the least materialistic people I've ever met. He was always happy with what he already had, and knew it was right for him. The grass was always greenest on Jan's side.

But let me start at the beginning. Jan was born in a little village called Compton Pauncefoot in Somerset in 1950. He grew up in the village and his claim to fame was that along with the Lady of the Manor he planted a Memorial Tree outside the

village church on the occasion of the Queen's Coronation and that at the grand old age of three. Even then he was making his mark on society.

On leaving school he joined the Navy in 1967 and transferred to boats (submarines to the uninitiated) in 1968. He served in the diesel boats OTUS and CACHALOT, completed the Mechanician's Course, promoted Petty Officer and joined SOVEREIGN in early 1977 as a Donk Shop Horse (or more correctly termed the Engine Room Marine Engineering Artificer) which is when I first met him. He had hair then and could even fasten his coat buttons. He used to baby sit my children and they are in well into their forties now.

As his Divisional Chief I could tell, even in those early days, that he would go places and he certainly didn't disappoint. He left to do the Nuclear Long Course and returned for a second stint on SOVEREIGN as a Chief Petty Officer. He went on to serve in SCEPTRE and then came to Barrow to build the Trident submarine VICTORIOUS. It was during that period he met Linda in 1993 but more about that in a minute.

His adopted name has caused confusion on a number of occasions. Returning from a patrol whilst in VICTORIOUS Jan hired a car to go for a long weekend before the maintenance period. He had to hand his driving licence into the car hire firm in Helensburgh before they released the car. On his return late at night he dropped the car off, posted the keys through the letter box and made his way back on board. The next day he sent Daisy, one of the lads, who lived in Helensburgh to go and collect his driving licence on his way home, but when Daisy did so, he found that the firm had never heard of a Jan Mead. After a couple of phone calls to sort out the confusion and giving them his birth name of Richard, he retrieved the licence. Although Daisy had known Jan for 12 years by then he never knew him by any other name but Jan. Jan made him promise never to tell anyone his real name.

His last boat was VENGEANCE also being built here in Barrow and, whilst on board her, he was awarded the MBE in June 1998 and promoted to Warrant Officer First Class. So what was his MBE awarded for? Tony Johns, his MEO at that time and who is now, of course, the Managing Director of BAE wrote and I quote.

"In short, there were some people who knew how to get a VANGUARD Class submarine out of build and to sea. Jan was one of them. He was a great source of advice to me, but he was also a truly exceptional senior rate. Although, by this stage he had been selected for Warrant Officer, I thought he deserved greater recognition, and fortunately the system agreed with me. He was the most loyal, hardworking, knowledgeable shipmate you could possibly wish for. I have no doubt that Jan made a significant contribution to the VANGUARD Programme which was well beyond his rate as a Charge Chief MEA. For that, he was awarded the MBE – and he absolutely deserved it."

During the latter stages of his glorious submarine career Linda followed him to Dounreay which was his last posting before leaving the Navy in October 2001 after serving for 34½ years. He was snapped up by BAE and settled in Barrow. He continued to court Linda until, on the 14th May 2005, they held the society wedding of the year in our beautiful Town Hall. It was a great day and I have never seen a couple looking so happy.

And so to BAE. He started off in Engineering Support on the ASTUTE programme and moved on to become a Technical Manager.

He was soon promoted to ASTUTE Dockyard Interface Technical Manager which was an executive grade - A well deserved promotion. A couple of years or so ago he moved across to the Successor Programme and became the Platform Systems Design for Support Manager.

Now, during your career it was normal to have an annual assessment and part of that is to detail your own development needs with your manager and what you think the way ahead is. Jan wrote at one such assessment in early 2005 "I acknowledge that I still need to improve my IT skills and business awareness". His potential solution. "I am getting married in May, but following this I will probably still need to undertake IT courses at the local college or online". Only Linda can say whether being married improved his IT skills and more aware of business?

Jan went across to the States to review the support facilities and measure up the shore connection threads for compatibility with Astute accompanied by a MoD representative Kenny. Whilst there the Americans gave Jan samples of their connections for him to measure to get their thread dimensions for the connectors but only on condition they got their originals back as soon as possible. On his return Jan lost one between the top yard and Holland House by Michaelson Bridge. He was seen well into the evening with a torch, walking the route backwards and forwards but to no avail, it was never found. Jan made an engineering guesstimate as to the thread from the information available and hey presto, when manufactured it fitted like a glove. A very good engineer I would say.

Jan joined the Submariners Association on leaving the Navy becoming a staunch Member; he rarely missed a regular monthly meeting and never missed a branch social function and made many of the national reunions.

In 2013 it was the Barrow branch's 50th Anniversary since being formed. Jan organised almost single handedly, with help from Linda of course, the celebratory Formal Dinner Dance, having previously vetted about a dozen possible venues along the way. Prior to that, so that we could afford such a lavish function he raised a huge amount by arranging fund raising socials and concerts. It was a joy being the Chairman with Jan in the team.

In the last year or so took on the mantle of Slops Manager and by adding a small token sum to each item he sold has raised a lot of money for the branch funds. He was always first to volunteer if Charity was involved and this year took on the task of procuring the Widows Christmas Hampers, and a bottle of the amber nectar for our elderly members and was always at the front of the queue to run a raffle when needed.

Jan really enjoyed his cricket and attending the England internationals around the various grounds. It will be strange not having him sitting next to me at Old Trafford, Headingley and Chester Le Street when the Kiwis and Aussies visit next year. He was devoted to his dog Tyke, and could be seen walking the lanes round the village with him every evening and at weekends. He enjoyed holidaying with Linda and friends. In particular he and Linda liked cruising, and it was he who got me and Fiona into cruising. It has cost me thousands since. He has a lot to answer for.

Jan and Linda were excellent at General Knowledge quizzes and along with Jeff and Brenda Thomas went round the local pub quiz scene using their team name of "Odds n Sods" fleecing everyone. He is now but a hustler.

Like most submariners he enjoys the social life, a tippie now and again but in particular relishes a bottle of good Australian Red Wine especially McGuigan's Black Label. I suspect the McGuigan's share value will surely drop with Jan's passing.

Jan was clearly madly in love with Linda; he thought the world of her and would do anything for her. The look on his face and the glint in his eyes whenever he was introducing Linda as "My beautiful wife" was a joy to behold.

He still kept in close contact with both his elder brother Roger and his younger sister Charmaine. He used to go down to Somerset and bring Roger back to Barrow for holidays especially at Christmas and he would meet up with Charmaine at the same time. Similarly he kept in regular contact with his own daughter Louise and loved her very much.

He loved Tracey his step daughter equally so, and she tells me that if it hadn't been for the support of Jan she would not have achieved her Master's Degree in Nursing Management.

In short Jan was the most loving and supportive Husband, Brother, Father and Stepfather to his family and they are privileged to have been a part of life.

The affection we all have for him is borne out by the attendance here today. Many have travelled long distances to be here and this is much appreciated by Linda and the family. In different circumstances it could almost be a Submariners Reunion.

It was my privilege - and an honour - to have had Jan as a friend for nearly 40 years and I am sure I speak for all when I say he was well loved. We will all have our own private fond memories of our times with Jan and he will be sadly missed by us all. Farewell my good friend, Farewell and God Bless. Written and Delivered by Dave Barlow

A RUSSIAN DIARY

During WWI, starting in late 1914, five 'E' Class and four 'C' Class Submarines were sent to operate with the Russian Navy in the Baltic. None ever returned home. The crews were relieved from time to time and you might wonder how the 'reliefs' got there. One man - detailed to join Submarine E1 wrote a diary - here is part of his story.

01 May 1917

I am no author, so that must be my apology for any errors that I may make in writing this. At present I am serving with the British Submarine Flotilla in the Baltic. At the time of writing I have been in Russia about five weeks, and must first give a short account of how I came to be here. After finishing my training at the Submarine Headquarters at Fort Blockhouse, Gosport, Hants, volunteers were called for, for service in the Baltic. Not caring where I went I gave in my name and was accepted. A party of eighteen left Blockhouse on February 23rd, 1917 on route for Russia. We went via London, Liverpool, Belfast and from thence to Romanoff, a port recently opened in Northern Russia. We spent a few hours in London whilst waiting for our train, and what a splendid time we had travelling to Liverpool! It would be a pleasure to all of us I think to meet the responsible Transport Officer who was on duty at Euston Station at the time of our departure. Through the kind offices of the guard of our train a coach was reserved for us, but at the last minute it was taken off. As luck would have it we managed to get our baggage in some time before. For ourselves, we scrambled in where we could, most of us stretched out in the corridors. Fortunately I secured a seat, and promptly went to sleep, and woke up on reaching Lime Street Station, Liverpool. The ship we were to take passage in, the SS. "Oslo" of the Wilson Line, was lying in Hornby Dock. We went aboard and stowed our gear away; the ship was being loaded with munitions for Russia. We stayed over Sunday, and in the meantime wandered round Liverpool. I can say no more about it than it was about the dirtiest foggiest place I have visited. We left the Mersey at 2 am on Monday morning, crossed to Belfast and anchored in the Lough till the next morning; weighed and proceeded via the Northern route to Romanoff. Were I an artist I would go into rhapsodies over the Scottish Isles we passed, but as I am not, I will content myself by saying that they are among the loveliest bits of nature one could ever wish to see. We reached our destination on the eighth day from Liverpool. There again we saw nature, primitive, grand and unaltered by human hand.

You'll no doubt ask what this has to do with Russia. Well one must explain how it comes about that one is here, and then again, I am only writing this for my own pleasure, and it will be only the privileged few who will ever see it. I cannot say my first impression of Russians or their way of living was in any way startling. Quite the reverse. I think that I was disappointed, if anything. Romanoff (Murmansk) itself is but a very small place. Just a collection of wooden huts dumped down in a very haphazard fashion. It has only been built since the commencement of the war, as also has the railway from there to Petrograd (Leningrad). The great advantage it possesses, is that it is practically ice free all the year round, and how great that advantage is may more easily be understood when one knows that the Baltic

is frozen over from October to May, and Archangel, the great Northern port, even longer than that. We did not have to wait long, a train was leaving on Wednesday and we arrived on Tuesday. A small party of us were shown the "sights" by a Russian soldier of the 1st Aviation Corps, and what sights they were. I intended continuing this tonight, but became involved in an interesting argument, so must abide my opportunity.

14 May 1917

These "sights"! Imagine a large hut about ninety feet by thirty feet, in an awful condition. These huts accommodate anything from 150 to 200 men each. Russian soldiers and Chinese also live in the same condition, but one ought to see these things to thoroughly appreciate them; I don't wonder there was a Revolution. That practically finished Romanoff. All we were waiting for now was a train, and by chance there happened to be one leaving that night.

Absolutely no arrangements were made, and we had to turn some Russian soldiers out to make room for us. The carriages were beastly, but we had a good clean up and made things a bit decent. We got hammocks into the train and made ourselves fairly comfortable. At first we had no heating apparatus, so for two days we washed in snow and drank water only, but afterwards we managed to "borrow" a stove. That was the beginning, and we gradually picked up various useful articles on the way.

By the time we reached Petrograd (Leningrad) we were pretty well equipped. Nothing much of interest occurred during the journey. Stopped nearly every night. The Russians were highly interested in us, and some at first thought we were German prisoners, not that it troubled us much. We stopped at a place called Petrosavodsk for nearly a day. It seemed a very nice place, but I only saw it at night time. Had to walk nearly three miles from the Station. The town was founded by Peter the Great, and the name actually means "Peter's workshop". A large smelting factory was on fire whilst we were there. Have wondered since whether it was the work of the revolutionaries. Arrive in Petrograd (Leningrad) in the afternoon of March 15th. Snowing fairly heavily. We made some tea whilst waiting for our baggage to be taken away, and had to go underneath the Station to get the water. What a sight! Everything was smashed up. Evidently there had been a large store of food there. That, after all, was the main cause of the revolution, I believe. We loaded our gear in motor lorries, and were driven to the British Embassy. Three British officers and four N.C.O's came out with us for instructional purposes. Our lorries were stopped by the crowd, and didn't they cheer when they knew who we were. It made one feel proud that we were Britishers. We had only a few hours to wait in Petrograd (Leningrad). Should have liked to stop longer, but under the circumstances it was not advisable to let us stay. All shops were closed excepting the bakers, outside which people were formed in long queues. Occasional shots were still being fired. We left the Embassy and were driven to the Baltic Station where we waited about four hours, being the centre of attraction all the time. Just before our train left some excitement was caused by the machine guns opening fire just outside the Station, as also did several hundred soldiers who were entraining. It appears a police spy was seen on the roof of a house, and they meant to make sure of him, anyhow. During the "action" the belt of one of the guns jammed, and there was not a soldier there who knew what was the matter with it. One of our Petty Officers set it going again. We spent another uncomfortable twelve hours in the train, arriving in Reval (Tallin) about 9 am next morning. No-one knew of our arrival, so you can guess we caused a little excitement when we arrived at the "Dvina" (as it was then) the Depot Ship for our boats. We soon made ourselves at home. The next day I joined up with the E.1.

I have hardly decided whether to make this a diary or merely a narrative. The latter I think is preferable, because one hasn't always the time to spare each day. Our boat at the time was in dockyard hands. We were having a new battery put in, pretty hard work that kept us occupied for a decent time. We eventually got everything square again and came alongside the parent ship. Not much to do, only clean paint and brightwork, of which at the present there is far too much. Some Naval Officers, unfortunately, think too little of efficiency and too much of cleanliness. Have been out diving several times.

18th May 1917

Have had two hours sentry in our boats. It's Sunday, a glorious evening, and I am just watching the setting sun. All around is ice, broken up of course. Not a ripple on the water. It reminds me very forcibly of home, and of Sunday evenings I have spent round by the old church at Lavenham. Am firmly resolved to go there again as soon as the opportunity occurs, and take (***) with me. I know she will appreciate it. That is one thing the war has taught me, to appreciate old England! It's a Paradise compared with this benighted place. There's an old German proverb that runs - "Blessed is he that hath the home longing for they shall return" and with average luck I'm going to. There are rumours flying about that we are to be shifted to another base. Well, a change is as good as a rest - perhaps. We shall see.

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