



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: NATO Submarine Rescue System Submersible ready to leave Faslane for Norway



**FIRST FOOTING TO THE MORECAMBE BRANCH
GROUP PHOTOGRAPH
FEBRUARY 2017**

**EDITORIAL
&
VICE CHAIRMAN'S DIT**

Hello Everybody.

As the Chairman is still on his travels I'm writing a combined Editorial and Vice Chairman's Dit again this month. Last month I told you the Chairman had reached Mexico on his way to Australia. Since then I have had an update from him from Bora Bora (where?) and another one from Sydney, New South Wales. Later this week he will be moving across Australia to Perth to visit family and should arrive there on 4th March.

Meanwhile back at home the Branch Committee had meeting on Monday 20th and the main subject for discussion was the Agenda for the National Council Conference to be held later this month. There are vacancies this year for the Vice Chairman and two Committee Members. We considered the candidates and will make recommendations to the Membership at the March Branch meeting. There are also three Proposals on which the Branch is required to vote and the Committee will report on these at the Branch Meeting.

You will all have seen the Agenda and supporting paperwork so if you wish to make your opinion known on the Candidates for the vacant positions and on the various Proposals make sure you come along to the March Meeting – remember it starts at 1930 so don't be late as there is a lot to get through.

The Branch Secretary and the Treasurer have been comparing notes with the National Membership Secretary on 'Paid Up' Branch Members. A significant number of Members were noted to be in arrears and some of these owing significant amounts having either not paid at all and others having not amended their Standing Orders to reflect the increased National Subs. All such members have been written to by the Secretary or E Mailed on several occasions. As a result all Members in arrears have been 'Lapsed'. If you are one of these now 'Lapsed Members' you can check your status with the Secretary and reinstate your Membership by paying your arrears and/or completing a revised Standing Order in the correct amount.

For those paying by Standing Order make sure that your Bank Statement shows that the right amount has been paid by your Bank. I have been advised by one Member that his Bank paid his Standing Order twice and another Member was paying his Standing Order monthly instead of yearly!! Whilst all donations are gratefully received we don't want anyone to be seen off. Remember that only you can vary a Standing Order – the Treasurer cannot do it for you!

At the last Branch Meeting I advised the Members that a Meeting had been held at the Legion to discuss the arrangements at the Legion on completion of the Remembrance Day Parade. I had been informed of the results of this Meeting in a phone call from Albert Brennan (DOL Association). The Submariners Association had not been invited to the Meeting. This Meeting apparently agreed, in part, to make sure that the Parade was 'Fallen Out' in proper fashion and that the reserving of tables before the Parade 'Fell Out' was to cease to ensure that Marchers are able to find a seat. This seems to be a reasonable arrangement. Also, the arrangements for the Raffle was to change to being 'Tri-Service' organised instead of RAFA organised (each Organisation providing three prizes) and the proceeds to be donated to the Poppy Appeal. I have since found out that not only were the Submariners not present at the Meeting – nor were the RAFA. Dez Murphy of RAFA who has successfully arranged the Raffle for number of years is understandably a bit miffed at being excluded. A further Meeting of all three Associations and the Legion will be requested to discuss these matters fully – the Raffle arrangements in particular!

You will find all the usual items in this issue so please read and enjoy. See you all at the Meeting next Tuesday
Regards

Barrie Downer

SOCIAL SECRETARY REPORT

Hi Shipmates

Winter is now officially over (meteorologically speaking) so it is full steam ahead for a lot of fun and games. February was a quiet month but we did make a lot of noise and have a laugh at the 'first footing'. Jim and the Morecambe gang did us proud yet again and for those of you who didn't attend – unlucky.

Diary Check

St Patrick's night is going to be a great evening packed with authentic Irish food, a live band – Radio KFK and Dave Took playing all your favourites and maybe even a little fiddly diddly music. This event is on Saturday 18th March at the Legion, starting at 7:30 costs only £5 per person and is a ticket only evening due to the catering issues.

Tickets are on sale at the next meeting or from behind the bar at the Legion, or just give me a call and I will put yours aside for the night – but if you say you are coming then please keep your word. Bring your family and friends and just enjoy yourselves.

Remember you don't have to be Irish to come and have a fantastic evening with beer, food, music and a good laugh in safe and familiar surroundings – you just need to be alive with a paid for ticket.

The branch dinner this year is at the Chetwynde on Saturday 1st April at 7pm. This is strictly limited to 40 and I have 30 coming along already, so if you want to attend get your name to me soonest; with food choices and payment no later than the 17th March – unless previously arranged to pay later. I have taken heed of suggestions from the floor on not providing wine at these functions to keep the cost down, which is now confirmed at £25 per person for a 3 course meal and a large glass of port for the toast/cheeseboard. Barrie has put the menu in last month's magazine and all you have to do is turn your computer on its side, read the menu, decide what you want and send/drop/give me an email/text/phone call – or read it below:

Menu Selection

Starters

A	Winter Vegetable Soup with Homemade Bread
B	Chicken Liver Pate with Mixed Leaf Salad, Chutney & Melba Toast
C	Icelandic Prawn & Crayfish Salad Tossed with Baby Gem Lettuce & a Paprika Lemon Mayonnaise

Mains

A	Roast Pork with Crispy Crackling, Apple & Sage Sauce & a Light Gravy
B	Cumbrian Roast Beef with Roast Potatoes, Yorkshire & a Rich Gravy
C	Poached Salmon Fillet with Creamy Lemon & Chive Sauce
D	Mushroom Risotto Cake with Side Salad & Truffle Oil

Mains with New Potatoes & Fresh Seasonal Vegetables/Roasted Root Vegetables (except Veg Option)

Desserts

A	Cheeseboard - mini board of local cheese served with biscuits & Chutney
B	Strawberry Cheesecake with a Champagne Liquor Glaze and Vanilla Ice Cream
C	Warm Chocolate Brownie with Chocolate Sauce & Vanilla Ice Cream

For those attending the corporate football on the 29th April please can I have payment at the April meeting – cost is £40 per person – for which I thank you.

Members draw was not won in February so stands at £25 for March. Also, don't forget to get your birthday boy beer at the meeting.

See you on the 7th at the earlier start time of 7:30pm.

Alex Webb
Social Secretary

MARCH BRANCH CALENDAR

Branch Meeting	Tues 7 th March
St Patricks Night	Sat 18 th March
SA Reunion & Conference	24 th /26 th March
Committee Meeting	As Required

APRIL BRANCH CALENDAR

Branch Dinner	Sat 1 st April
Annual General Meeting	Tues 4 th April
AE1 & AE2 Memorial	Sun 23 rd April
St Georges Day Parade	Sun 23 rd April
Committee Meeting	As required

MAY BRANCH CALENDAR

May Branch Meeting	Tues 2 nd May
Committee Meeting	As Required

MARCH BRANCH BIRTHDAYS

T. R. (Charlie) Henshaw	05/03/1946
R. (Bob) Arthur	07/03/1948

J. W. Bennett 18/03/1964

A. B. (Alan) Hoskins 31/03/1949

Happy Birthday to you all!

REMEMBERING FORMER BARROW BRANCH MEMBERS 'CROSSED THE BAR'

Former Branch Members who have 'Crossed the Bar' in the month of March are as follows:

William Pope
Arthur Roberts
William Farrell
George Layden

RESURGAM

SUBMARINE LOSSES OF WWI

Two Submarines were lost in March 1917 – one accidentally with no crew on board but the other was lost with all hands after hitting a mine. Four other Submariners are reported to have died – one was a Prisoner of War in Turkey, two were serving with the Baltic Submarine Flotilla.

Submarine E15

One member of the crew of Submarine E15 died on 2nd Mar 1917. It is understood that he died whilst a Prisoner of War in Turkey. He was:

AB Patrick Brennan D/226804

Patrick Brennan was born in Cloyne, County Cork on 17th Mar 1886. He is buried in the Baghdad North Gate Cemetery in Row 21, Plot J, Grave No 47.

The first Submarine lost was:

Submarine E49

On 12th March 1917 Submarine E49 left the Shetlands for patrol. As the Submarine was clearing the Balta Sound she hit a mine which had been laid by the German U-Boat UC-76 on 10th March 1917. E49 sank with all the crew and is lying in 16 fathoms (96 feet) of water off Huney Island. The following personnel were lost:

Officers:

Lieutenant Basil Arthur Beal
Lieutenant Reay Parkinson, Royal Navy
Lieutenant John Stephen Harvey, RNR

Ratings:

PO Leonard Belsey C/210639
PO Edward Gillham P/196012
PO George Albert Morgan D/211489
L/Sea Benjamin George Jones D/J4986
L/Sea Herbert Henry Randal P/204195
L/Sea John Henry Stevens P/190271
AB Francis Cartland P/366403
AB Frank Grosse C/J2081
AB Walter Herbert George Hopkins P/200283
AB James Martin Pembroke C/J22183
AB Robert James Tilley P/J11627
L/Sig George Hawkes C/J11022
L/Tel Thomas Coy D/J4768
Boy Tel Henry Victor Arm P/J49156
CERA2 Alexander Kerr P/271504
ERA3 Harry Garlick Simpson C/M3130
ERA3 Alfred Copeland P/M1025
ERA4 Alfred Breeley D/M11286
SPO John Holmes P/301544
L/Sto Jubilee John Brashier C/K6635
L/Sto John Skelton P/K3416
Sto1 Edwin James Earle C/SS115184
Sto1 George William Harris P/K7235
Sto1 Henry James Lampon C/K17422
Sto1 Sydney Pace Mortimer P/K13468
Sto1 Charles Edward Spells C/K20704

Sto1 Jeremiah Sullivan D/K21238
Sto1 Reginald James Wakefield D/K16051

Submarine E1

One member of the crew of Submarine E1) is reported to have died on Tuesday 13th March 1917 of influenza/pneumonia although TB had also been diagnosed. He was:

ERA3 William Greenall Coe M4476 He was the twenty-five year old son of William Churchyard Coe and Elsie Adelaide Coe of 29, Little Britain, London. He is buried in the Tallin (Sojavae Kalmistu) New Garrison Cemetery in Estonia in Grave No. British B1.

Submarine E9

One member of the crew of Submarine E9 died on Tuesday 20th March 1917 from influenza or pneumonia. He was:

L/Sea James Buss P/192472 He was the thirty-five year old son of George and Annie Buss of Hascombe, Surrey and the husband of Alice Maud Buss of Hale Street, Church Road, Landport, Portsmouth. He is buried in the Tallin (Sojavae Kalmistu) New Garrison Cemetery in Estonia in Grave No. British B2.

The second Submarine lost was:

Submarine A10. The Submarine sank whilst alongside the Depot Ship HMS PACTOLUS at Adrossan on 17th March 1917. The Submarine was not in commission at the time having been 'Paid Off' into Reserve in May 1916. There was a report that a party of school boys had been shown round the Submarine earlier in the day! There were no casualties. Submarine A10 was later raised and was sold for scrap on 1st April 1919 to the Ardrossan Dockyard Company.

Submarine E39

One member of the crew of Submarine E39 is reported to have died on 31st March 1917. He was:

AB (LTO) William Arthur Boyton P/J15938

William Boyton was born on 1st August 1896 in West Ham in Essex and he was the twenty year old son of Edward Boyton of Abbey Road East Ham, London. He is understood to have died accidentally following a fall.

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.freemove.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 March for the April 2017 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 RESCUE SYSTEM HEADS TO NORWAY FOR MAJOR EXERCISE

Tuesday, 7 February 2017

Elements of the world-class NATO Submarine Rescue System (NSRS) were deployed from its headquarters at HM Naval Base Clyde recently, and moved in a huge logistical exercise to Prestwick airport for transport onwards to Norway.

It was all part of Exercise Northern Sun, designed to test the mobilisation of the NSRS and exercise its capabilities in the frigid waters off Norway.

The system, which is jointly-owned by the UK, France and Norway, is in three main parts – an Intervention Remotely Operated Vehicle (IROV), a Submarine Rescue Vehicle (SRV), and the Transfer Under Pressure System (TUP).

For the next four-weeks or so the system, and the Faslane-based crew who operate it, will be put through their paces, but first was the not inconsiderable challenge of moving the sophisticated kit!

On Wednesday 25th January the last piece of the puzzle – the Submarine Rescue Vehicle – rolled-out of HM Naval Base Clyde on the back of a Galt transport lorry.

Some twenty-five trucks were used to transport all the equipment to Prestwick airport where it was unloaded and then re-packed into the back of giant C17 and Antonov aircraft. Flights to Norway followed, after which the system was once again unloaded, placed onto yet more trucks and driven to a waiting Norwegian Coastguard “mother-ship”.

The truly staggering part is that the NSRS can be transported anywhere in the world within just 72-hours – a target time which the team have practiced, and achieved, during training exercises with 23 different submarines in eleven countries.

This quick response time is vital in their life-saving mission to save stricken submariners.

The tri-nation NSRS was introduced in 2006, is based at the Home of the UK Submarine Service at HM Naval Base Clyde, and project managed on behalf of the three nations from MOD Abbey Wood in Bristol.



The NATO Submarine Rescue System's Submersible ready to leave Headquarters for Prestwick airport

In the highly unlikely event of a sinking incident involving a submarine the IROV would be first to deploy with the aim of getting to the stricken vessel within the first 52-hours. The small, remote-controlled, vehicle can then be used to deliver vital supplies to the submarine and prepare the way for the next stage – the SRV.

The Submarine Rescue Vehicle has the ability to dive to a stranded submarine, engage with the vessel's escape hatch and begin the gradual process of ferrying the crew off the vessel to the waiting TUP system.

From the outside the 360 tonne Transfer Under Pressure system resembles a series of giant shipping containers, but its actual purpose is to cleanse the rescued crew from contaminants and crucially, re-compress the oxygen-saturated sailors. Expert Royal Navy Divers from the Clyde-based Northern Diving Group operate this part of the system. Exercise Northern Sun is set to continue until mid-February.

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

TWO STORIES

Story No. 1

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the 'Windy City' in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was Capone's lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal manoeuvring kept Big Al out of jail for a long time.

To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all the conveniences of the day. The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son

had clothes, cars, and a good education. Nothing was withheld. Price was no object.

And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was.

Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example. One day, Easy Eddie reached a difficult decision.

Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some resemblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine.

The poem read:

"The clock of life is wound but once, and no man has the power to tell just when the hands will stop, at late or early hour. Now is the only time you own. Live, love, toil with a will. Place no faith in time. For the clock may soon be still."

Story No.2

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier USS LEXINGTON in the South Pacific.

One day his squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship, he saw something that turned his blood cold; a squadron of Japanese aircraft was speeding its way toward the American-fleet.

The American fighters were gone on a sortie, and the fleet was all but defenceless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dived into the formation of Japanese planes. Wing-mounted 50 calibre's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent.

Undaunted, he continued the assault. He dived at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier.

Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of WWII, and the first Naval Aviator to win the Medal of Honor.

A year later Butch was killed in aerial combat at the age of 29. His hometown would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's Memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was "Easy Eddie's" son.

REQUEST FOR HELP

SUBMARINE COMMISSIONING CREW LISTS – UPDATE

The Crew List are continuing to arrive but I still need to find more! I am still looking for First Commission Crew Lists as follows:

Diesel Boats:

ONYX, ORPHEUS, ODIN, OTUS, OPPORTUNE, UNSEEN & UNICORN

Nuclear Boats:

REVENGE, TRENCHANT, VIGILANT, ASTUTE & AMBUSH

Also, I would appreciate copies of any Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class and any Nuclear Boat and for any Commission of any Diesel 'A', 'S' or 'T' Class Boat. Have a look through your records and 'Ditty Boxes' and see what you can find.

You can contact me by E Mail, Snail Mail or Telephone.

Thanks,

Barrie Downer

BOOKS

DIVE, DIVE, DIVE Barrow Built Submarines The Best!

As advised previously all copies of the 'DIVE, DIVE, DIVE' book have now been sold. Thank you to everyone who bought one – the funds for the last seven copies sold have now been added to Branch funds.

However, arrangements have now been made with NavyBooks of Liskeard in Cornwall to publish a revised and updated version of the book covering all classes of Submarines built in the Barrow Ship Yard to be titled:

“BARROW BUILT SUBMARINES”

BARROW BUILT SUBMARINES



This revised version will be available shortly and can be pre-ordered via the NavyBooks Website – go to Navybooks.com and look under ‘New Titles’ for details.

WAR BENEATH THE WAVES

U-boat Flotilla Flandern 1915-1918

By Thomas Termode

Most book reviewed for ‘Periscope View’ have concerned the activities of Royal Navy and Allied Submarines during the two World Wars. This new book is different in that it covers the activities of the Imperial German Navy ‘Flanders Flotilla’ during World War I. The author, Thomas Termode, is a naval historian who has researched his subject in depth in more ways than one!

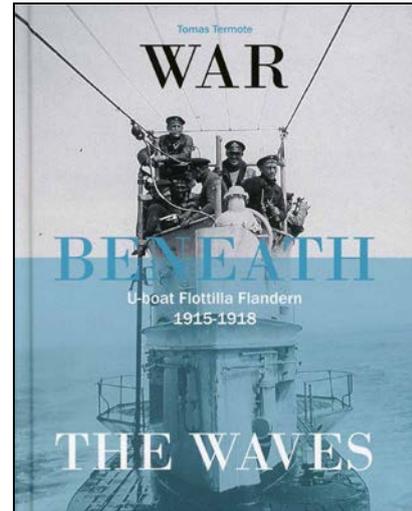
Not only has he conducted extensive research in the Archives in Germany, Belgium and UK on all the UB and UC-Boats which formed the Flanders Flotilla - covering their Patrols, their Commanding Officers and Crews - and their fates but, as a fully qualified diver, he has dived on many of the lost UB & UC-Boats found to date in the southern North Sea and the Dover Straits and is therefore well placed to describe the wrecks.

The amount of detail available is most impressive. If you want to know the construction and engineering details of a particular class of U-Boat, it is here. Details of the construction of the U-Boat bases in Belgium are here. Career and family details of various U-Boat Commanders are here. Information on ships sunk, torpedoes fired, minefields laid and U-Boats lost is here. The book is full of photographs of the U-Boats and Crew members at sea and in harbour.

The book is also a sobering reminder of the efforts made by the boats of the Flanders Flotilla to disrupt and destroy Allied merchant and naval shipping but also of the efforts of the Royal Navy to destroy the Flanders Flotilla.

Some of the opinions expressed might be conjectured and, in places, the wording is difficult to read and needs to be read twice to understand the meaning but I suspect that this the result of translation into the English language. However, all things considered, it is a ‘tour de force’ by Thomas Termode and is well worth reading by

the naval historian (both amateur and professional) and will be a valuable addition to your reference libraries.



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THE K13 PHOTOS

Last Month we reported on the K13 Centenary Commemorations but there were few photos available. I have now received a DVD with some photos and there is a selection below!



The Barrow Team after the Dinner



Alex Webb and Friend

MILESTONE FOR SUB HUB

WORK is due to start later this year on a new Submarine School at HMNB Clyde in Scotland. The Complex will enable the Silent Service to be sited in one base.

The new Submarine School will provide academic and technical training for all Royal Naval personnel entering the Submarine Service from 2022.

It means all submariners careers, whether afloat or ashore, will be principally conducted from Faslane as part of a £1.3 billion investment in making the Clyde Britain's submarine hub.

All eleven Royal Navy Submarines will be based at HMNB Clyde from 2020, seeing the number of people employed at the Base rise from 6,800 to 8,200.

The School will support the 'Astute' Class hunter-killer submarines, as well as the delivery of training for the new 'Dreadnought' Class nuclear deterrent boats.

The Head of the Submarine Service, Rear Admiral John Weale said: "Our new single integrated operating base will make significant improvements to the work-life balance of our 5,000 submariners.

"By putting our boats and training in one place our submariners can put down roots in Scotland knowing that they are no longer required to commute from one end of the country to another.

The re-location of submarine training from HMS SULTAN in Hampshire and HMS RALEIGH in Cornwall follows the publication of the Better Defence Estate Strategy, which set out the department's plans to achieve a more efficient, modern and capability-focused defence estate and bring greater harmony to Service families.

The Treasury has approved the Initial Gate Business Case for the new Submarine School. Final design approval is expected soon, which will allow work to begin later this year.

As well as the 'Astutes', the last two Trafalgar-Class boats, TALENT and TRIUMPH, will move to Scotland from Devonport in 2019 and 2020.

The Submarine Escape Rescue Abandonment and Survivability Training capability will also move from Hampshire to the Clyde by 2019.

The four 'Dreadnought' Class nuclear deterrent submarines will start to arrive at Faslane in the early 2030s.

HMS TRENCHANT and HMS TRIUMPH ready for deployment, dismissing claims they will never sail again

By George Allison - February 21, 2017

HMS TRIUMPH has sailed from Devonport and HMS TRENCHANT is readying to deploy, silencing claims that a "cracked reactor has led to more than half of the frontline attack submarines being taken out of service". This comes as earlier reports in the Express claimed that a fault was present in the Trafalgar class submarines, meaning they may never sail again: "Experts warned the fault in the reactor of HMS TRENCHANT was so serious that the Trafalgar fleet may never sail again. The fracture is being treated as an 'irreparable generic fault' that will prevent it from being able to carry out normal duties."

HMS TRIUMPH and HMS TRENCHANT are 'Trafalgar' Class submarines. The other vessels in this class are in various stages of refit and maintenance. It is also understood that HMS ASTUTE is continuing post-refit sea trials with another Astute class submarine reportedly ready to deploy soon.

A Ministry of Defence spokesperson denied the claim that the subs would be permanently out of action: "It is untrue to suggest that HMS TRENCHANT or the rest of the T-class subs are unable to deploy again." The crew of HMS TRENCHANT are currently preparing for deployment after a refit as they prepare to rejoin the operational fleet. According to the Royal Navy, the submarine is alongside in Devonport Naval Base while her engineers are busy finishing the final stages of her maintenance period.

The Royal Navy said in a statement: "For three weeks the submarine's command team have been hard at work in the 'TALISMAN' submarine control room simulator in Devonport – and have passed their tactical simulation training, allowing them to fire training torpedoes at the British Underwater Test and Evaluation Centre (BUTEC) during their work-up later this year."

Commander Rob Watts, the Commanding Officer of HMS TRENCHANT said: "This is an important step in achieving full operational capability. The team have performed well and look forward to demonstrating their skills with live weapons later this year. The realistic training ensures the crew are safe to operate the Tomahawk Land Attack Missile weapon system and can effectively use the Spearfish torpedo against surface and sub-surface targets."

According to a press release, tough training in the simulator 'tested the crew's ability to operate in busy inshore shipping areas with large merchant vessels, small fishing vessels, high speed ferries, warships, submarines

and military aircraft'. The Royal Navy say the next step in the preparation to deploy the submarine is embarking the torpedoes and missiles before HMS TRENCHANT is welcomed back to the Royal Navy fleet as a fully operational submarine.

This comes amid claims the entire Royal Navy attack submarine fleet is out of action. A Ministry of Defence spokesperson said: "The Royal Navy's attack submarines meet their operational tasking and will continue to do so over the next decade. It is not uncommon to have temporary small fluctuations in overall numbers during transition from one class to another."

According to Save the Royal Navy here: "With Russian submarines operating with increasing tempo near to UK waters, having no SSNs at sea is very serious, not least for the protection of the nuclear deterrent submarine. However informed naval sources state that, while not desirable, this is a short-term blip in the maintenance cycle and more usual patrol patterns will resume in the near future. Although rather more significant, the situation is akin to the storm that erupted last summer when all six Type 45s were alongside in Portsmouth." Various Royal Navy attack submarines have been seen entering and leaving Faslane on a frequent basis this month, all performing various routine tasks.

COOL HISTORY

This is what happened in 1942 aboard the HNLMS ABRAHAM CRIJSNSEN, the last Dutch warship standing after the Battle of the Java Sea.

Originally planning to escape to Australia with three other warships, the then-stranded minesweeper had to make the voyage alone and unprotected.

The slow-moving vessel could only get up to about 15 knots and had very few guns, boasting only a single 3-inch gun and two Oerlikon 20 mm canons making it a sitting duck for the Japanese bombers that circled above. Knowing their only chance of survival was to make it to the Allies 'Down Under', the CRIJSNSEN's 45 crew members frantically brainstormed ways to make the retreat undetected.

The winning idea?

Turn the ship into an island.

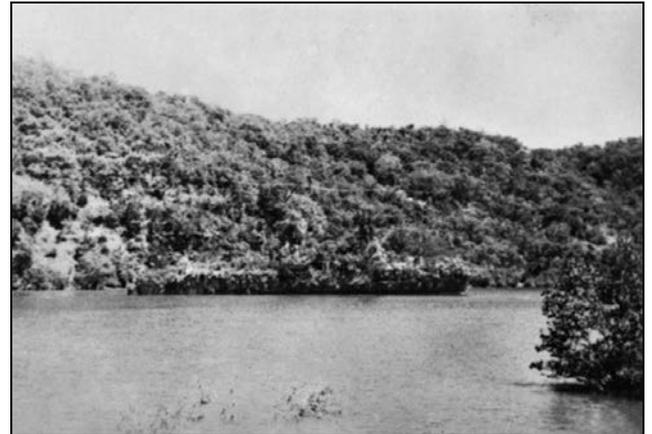
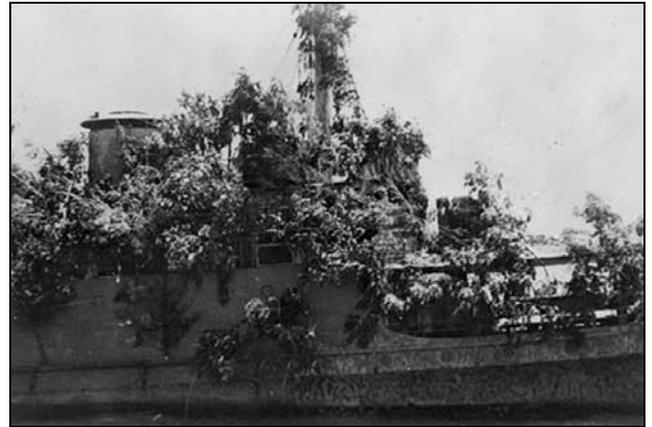
You can almost hear crazy-idea guy anticipating his shipmates' reluctance: Now guys, just hear me out.

But lucky for him, the ABRAHAM CRIJSNSEN was strapped for time, resources and alternative means of escape, automatically making the island idea the best idea. Now it was time to put the plan into action.

The crew went ashore to nearby islands and cut down as many trees as they could lug back onto the deck.

Then the timber was arranged to look like a jungle canopy, covering as much square footage as possible.

Any leftover parts of the ship were painted to look like rocks and cliff faces these guys weren't messing around.



Now, a camouflaged ship in deep trouble is better than a completely exposed ship.

But there was still the problem of the Japanese noticing a mysterious moving island and wondering what would happen if they shot at it.

Because of this, the crew figured the best means of convincing the Axis powers that they were an island was to truly be an island: by not moving at all during daylight hours.

While the sun was up they would anchor the ship near other islands, then cover as much ocean as they could once night fell praying the Japanese wouldn't notice a disappearing and reappearing island amongst the nearly 18,000 existing islands in Indonesia.

And, as luck would have it, they didn't.

The CRIJSNSEN managed to go undetected by Japanese planes and avoid the destroyer that sank the other Dutch warships, surviving the eight-day journey to Australia and reuniting with Allied forces.

Sometimes in life, the guy with the 'so-crazy-it-just-might-work ideas' hits one out of the park and saves the day.

This is what happened in 1942 aboard the HNLMS ABRAHAM CRIJSNSEN, the last Dutch warship standing after the Battle of the Java Sea.

K26 – THE STEAM SUBMARINE (Part 16)

(By O/N J98553)

“SMITH, OR, ALL PEOPLE THAT ON EARTH DO DWELL.”

Smith, Asdic Man and Signalman, two jobs one under and one on top of the water, was no ordinary character. Finest player in the water polo with a fine tenor voice.

When on passage K 26 stuck to the regulations regarding Divine Service on board H.M. Submarines. I mentioned before that the Control Room had good acoustic properties, the tick-ticking of the Gyro compass the rounded pressure hull improved the sound of the Captain's prayers and the sailor's singing. One of the hymns was, "All people that on earth do dwell, Smith's voice did justice to it. Two stokers refrained from adding their coarser voices when Smith was doing well. Smith had curly hair, in the water he swam through the opposing team like a trained seal the ball seemed anchored above his curly hair.

Out of the water and down in the Beamery he delighted us by giving a sort of monologue. He had been trained for the Royal Navy in a training ship called T.S. MERCURY, owned by Captain C.B. Fry RN - a famous cricketer. Smith was a good bat too. It appeared that a lot of the discipline aboard the MERCURY was regulated by Mrs Fry, so one of Smith's pieces was an imaginary conversation between Mrs Fry and Smithy. Mrs Fry would be telling Smith how to please her by acting like a polite little sailor boy anxious to join the Royal Navy and live happily ever after. She called the boys by their Ships Number, and Smith was Ninety-Eight.

The imaginary Mrs Fry would say with motherly concern "Oh Ninety-Eight do try and cut your finger-nails". Smith's line was, "Aye, Aye Mrs Fry I will try, try Mrs Fry, by, by and by." To all the advice given by Smith the guise of Mrs Fry, he spoke some lines agreeing with her, "Aye, Aye Mrs Fry, I'll try Mrs Fry, I'll try." "Very good Ninety-Eight, just try that's all I ask Ninety-Eight, do try." "Aye, Aye, Mrs Fry I'll try."

He remembered her with affection, did she not play the part of a collective mother to all the MERCURY boys? She did, Aye Aye! He was the 'Star of the MERCURY', but unfortunately when crossed he took umbrage. On one occasion in K 26 the hymn "All people that on earth do dwell" was missed out. It was not sung. The service was over leaving Smith in the Control Room in much the position of the lass who had been invited with her harp to the party and then not asked to play. I lingered too, I might have been bold and expressed my disappointment, but a mere back in a good Water Polo team does not approach the Captain except with due humility and I was busy cleaning the gold contacts on the Gyro Compass, a job vital to the navigation.

I saw Smith stride over to the voice pipe that led up to the bridge. He flipped back the brass lid, said, "Testing, Testing, Testing, and, clearing his throat, burst into the opening of "All people that on earth do dwell."

Sang steadily and loudly to the final Amen. With the Officer of the Watch up top on the bridge. The O.O.W. gathered right away that this was Smith the umbrage-taker. When he went off watch he took a signal pad and wrote a few words on it - gave it to the messenger. "To Smith, Asdic operator and signalman, report to the wardroom at 1100." The messenger went off spreading the rumour that a ticking off, much louder than the Sperry Gyro was the offering.

At 1100, Smith with his chin slightly elevated, on the wardroom knocked. "Come in" said the Officer. Smith stepped forward, Regan the Officer's Steward joined the pair, holding a freshly opened bottle of beer and a glass. "Give it to the Signalman Asdic Operator." It was poured, Smith lowered his chin, he smiled, the bubbles arose.

Smith said, "Your very good health sir." Regan returned Bottle and Glass. The officer misquoted a little of the hymn, he said pleasantly,

"I thought it the seemly thing to do."

Smith said those words loved by Naval Officers, "AYE, AYE, Sir." The Umbrage had departed. We got an extended version of "Aye, Aye, Mrs Fry," that day in the Beamery. A remarkable man Smith - Signalman/Asdic Operator. Later he was to build his own house near Portland, I know because I helped him wire it for electricity, whilst other submarine ratings put the windows in, and tiles on the edifice. I regret I was not able to photograph Smith - he was too busy, I remember with one of those Home Study courses, Surveying or some such subject, but I was proud to know him. He had always insisted on his dual roles being acknowledged. Mrs Fry would have been proud of him. And I feel that Mrs Fry would have chuckled and said, "Ninety-Eight, you were more than a success!"

"HIS WONDERS IN THE DEEP"

You may have gathered that I was not over-keen on going to Church, that both Bertram and I preferred to play around with a real or imaginary defect whilst other people went to Church and prayed for us instead. Perhaps we liked to be left in an almost empty submarine with the Quartermaster and the Cook, because we felt like the old 'Permanent Officers' of King Charles II's Navy. There, at Deptford or some ether quiet haven the Gunner, Boatswain, and Carpenter, remained on beard in quiet times when all the other Officers and crew had paid off. They remained aboard the ship when she was in "Ordinary", or on "Reserve" as we call it now. Bertram and I rather inclined to the belief (probably mistaken) that without us, K.26 would remain at the buoy on alongside the wall, helpless. We thought of ourselves as permanent. It gave us much interest. Only one Steam Sub. remained - we were in it. We were indispensable, or thought we were. From time to time the young came to sit at our feet, we would discourse on how the electrical arrangements of HM. Submarine

K.26 differed from submarines of other classes. We had figures we could call on. We could take a piece of chalk and draw circuitry on the Motor Room deck and dispel the doubts of the numerous Sub Lieutenants who peopled our Ward Room as aspiring submarine specialists. Through our hands passed many an ace of the Second World War, they listened, they drew diagrams, took notes, and we freely passed on. and we enjoyed doing it. They took exams, wrote their long essays, answered lots of questions as to what action they would take in certain circumstances of electrical breakdown, we saw some of them later as Jimmies on other submarines, and they nodded and asked after our welfare. We both felt then like twin Mr. Chips, or should it be Mr. Chips's?. Much later off they went for their C.O.s Course, and some to brief glory, and some to survive the War, which was notable in itself. We both liked the one hundred and seventh Psalm, which if you remember, and even if you don't remember treats, in one part of Seamen. The Bible is well out of copyright and I do not apologise for repeating it, for it is still true.

“They that go down to the sea in ships, that do business in great waters: these see the works of the Lord, and his wonders in the Deep.”

“For He commandeth, and raiseth the stormy wind, which lifted up the waves thereof. They mount up to the Heaven, they go down again to the depths: Their soul is melted because of trouble. They reel to and fro, and stagger like a drunken man, and are at their wit's end. Then they cry unto the Lord in their trouble, and he bringeth them out of their distresses. He maketh the storm a calm, so that the waves thereof are still. Then they are glad because they be quiet; so he bringeth them to their desired haven.”

I think Bertram got through the War unhurt. I only hope he is in his desired haven, for no man deserved it more. One of our Subs became rather troubled, his heart and soul was in submarines, and his promotion was late in coming. He bought a tin toy ashore in Malta, a little musical model of a beggar man who shook his cap up and down begging for pennies. It was a reminder that if his exam results did not soon appear, he would be losing seniority and bankrupt. I am happy to say he did well eventually as a Submarine Captain, but sorry that he did not return to his desired haven.

To be continued in April 2017

**CROSSED THE BAR
REPORTED IN FEBRUARY 2017**

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Not Reported	Dec 2016	Leslie Scott	Engine Room Artificer 3rd Class	D/MX 75580	95	Submarine Service from July 1943 to July 1946 in TRIBUNE (44), SEALION (44) SIDON (44-45)
Australia Branch	Dec 2016	Richard Watters	Leading Telegraphist	P/JX 246358	92	Submarine Service from 19th August 1943 to 7th July 1954 in P555, STURDY, AURIGA, AFFRAY, THOROUGH, TELEMACHUS & TACTICIAN
Non Member	10 th Jan 2017	Roger A Daniel	Chief Petty Officer MEM(L)	M964352L	76	Submarine Service from February 1960 in SENTINEL & OPPORTUNE
Not Reported	Jan 2017	Anthony T Bullen	ME1	Not Reported	72	Submarine Service from September 1959 to October 1966 in ARTFUL (60-63) & AMBUSH (63-66 & on commissioning in Singapore on 26th March 1964)
Not Reported	Jan 2017	John Trelfer	Leading Control Electrical Mechanic	Not Reported	74	Submarine Service from 1965 to 1970 in VALIANT
Hull & East Yorkshire Branch	Jan 2017	Raymond Crabtree	Petty Officer Electrician	P/MX 93355		Submarine Service from December 1956 to February 1966 in SLEUTH, TURPIN, TIPTOE, TALENT, OSIRIS (1 st Commission & AMBUSH
Ex Australia Branch	31 st Jan 2017	David Murray	Leading Radio Operator	P/J984009	73	Submarine Service from 1967 to 1970 in AMBUSH, ANDREW, AUROCHS & RORQUAL
West of Scotland Branch	Feb 2017	Robert F Gilfillan	Able Seaman (ST)	D/JX 419735	91	Submarine Service from 1943 to 1946 in SCEPTRE (44-46)

Vectis Branch	3 rd Feb 2017	Alfred Downer	Able Seaman (TD3)	P/J307678	92	Submarine Service from September 1948 to December 1953 in TEREDO, TRUMP, ALDERNEY & SERAPH
Gosport Branch	Feb 2017	G M (George) Fraser	Chief Petty Officer (MEM)	P/K907501	82	Submarine Service from March 1953 to August 1969 in TALENT, TRENCHANT, TIPTOE, EXPLORER, AMPHION, CACHALOT, TOKEN & GRAMPUS
Colchester Branch	10 th Feb 2017	Kenneth Jones	Able Seaman	P/SSX 832187	87	Submarine Service from 1948 to 1954 in SERAPH (48), THOROUGH & TELEMACHUS (50-53) Died aged 87

SUBMARINE MUSEUM UPDATE

On Thursday 9th February, the committee of the Friends of the Museum held their first quarterly meeting of 2017. The meeting was also attended Simon Wildgust (Museum General Manager) and Mr Pitkeathy from the Courageous organisation in Plymouth. I attended on behalf of the SA and the following lists salient points covered during the discussions for SA committee information.

- The NMRN has an action plan in place, valued at £74 K, covering 6 months work to further conserve Alliance's casings.
- A budget of £7 K has been apportioned for Alliance defect and preventative maintenance.
- The Holland gallery will undergo extensive work to its air conditioning system to improve humidity control. £6.2 K has been set aside for this work in the next financial year. The scope of this work will also include engine refurbishment.
- The museum is an expensive place to run with operating costs amounting to £942 K per annum.
- 80% of visitors now utilize the waterbus to access the museum. The waterbus also serves Explosions Museum. A sum of £140 K is required in the budget to cover running costs
- Unfortunately there is now a severe shortage of volunteers in the workshops further to problems with the NMRN conservation team, but the relationship with the Alliance volunteer guides remains good. It is a sign of the times that some civilian guides have had to be trained due to the shortage of ex submariner guides.
- Due to asbestos problems the Weapons Gallery will never be utilized again. The artefacts will be moved to new homes.
- A museum enhancement / visitor experience improvements (funded by The Friends £25 K) is nearing completion.
- The Book of Remembrance project funded by The Friends to rectify errors on the Wall of Remembrance is on-going. Part 1 is at the printers and Part 2 is undergoing completion. The books will be mounted on a lectern.
- The VC exhibition is nearing completion.
- Phase 1 of The Garden of Remembrance, funded by The Friends, has been completed. The design and costs of Phase 2 have been agreed and work will commence in the near future. It is hoped that the Duke of Cambridge may be available to formally open the garden following completion of Phase 2.
- The Friends have granted £1000 towards funding of the Courageous DVD project. Mr Pitkeathy advised that the work of producing the DVD was work in progress.
- The NMRN plans to dramatically enhance the Museum's entrance by reinterpreting X24 and introducing both a Tomahawk Land Attack Missile and a Polaris Submarine Launched Ballistic Missile into the display, and is the first step of towards ensuring that weapons are on display to tell the complete story of the submarine service. By using projection onto X24 and the surrounding space, the story of this unique craft and the people who designed, built and took her into action will be brought to life in a combination of sound, images and moving footage. These improvements will dramatically enhance the JFB galleries. Because of other calls on the museum's finances The Friends committee were unanimous in approving £40 K, spread over two years, assisting the NMRN implement this project.
- The Friends AGM will be held at the museum on the 27th June 2017.
- Current membership of The Friends is 626. In 2016 twenty-one new members joined and twenty were called aloft. The Friends would very much like to increase their membership from serving and ex submariners. Increased membership means that the Friends become better able to support and improve the museum. It also means submariner's and submarine ethos is better protected and enhanced within the NMRN. The annual journal, "All Round Look", is alone worth the joining fee so go on line and lend The Friends your support. There couldn't be a more worthy cause. Please do not hesitate to ask should there be questions arising.

Regards

David Ottley (SA Rep on Friends committee)

<u>Date</u>	<u>Day</u>	<u>Event</u>	<u>Venue</u>	<u>Date</u>	<u>Day</u>	<u>Event</u>	<u>Venue</u>
		<u>January</u>				<u>September</u>	
27-29th Jan	W/E	K13 Memorial Weekend	Faslane	8-10 Sep	W/E	Dundee Memorial	Dundee
		<u>February</u>					
3rd Feb	Fri	First Footing	Morecambe	16th Sep	Sat	Canal Trip	Barton
		<u>March</u>				<u>October</u>	
18th Mar	Sat	St Patricks Day Cabaret	RBL	13th Oct	Fri	Race Night	RBL
24-26th Mar	W/E	Annual Reunion (& Conf.)	Leicester	20th Oct	Fri	Sea Cadets Trafalgar Ball	TBC
		<u>April</u>				<u>November</u>	
1st Apr	Tue	AGM	RBL	5th Nov	W/E	SMA Embankment Parade	London
29th Apr	Sat	Branch Dinner	Chetwynde	10th Nov	Fri	Dinner Dance	Chequers
		<u>June</u>					
10th Jun	Sat	Cabaret Night	Legion	16th Dec	Sat	Christmas Party - Children	RBL
17th Jun	Sun	Foxfield DTS	Foxfield	23rd Dec	Sat	Christmas Party - Adult	RBL
24th Jun	Sat	Armed Forces Day	Liverpool				
		<u>July</u>					
8th Jul	Sat	Summer BBQ	Crofters				
22nd Jul	Sat	Cartmel Races	Cartmel				
						<u>NOTES</u>	
						1. Monthly Meeting 1st Tuesday of Month at 7:30pm (except AGM 7pm)	
						2. Monthly Meetings include: Rum Issue, Raffle, Free Members Draw & Birthday Drink.	
						3. Prices of Events & Dress Code TBC.	
						4. Quiz Nights TBC Prior to Event.	