



# 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: Members and Guests at the 2016 Branch Dinner at the Chetwynde**

### **EDITORIAL & SECRETARY'S DIT**

#### **Hello Everybody.**

You will see a few minor changes in the layout this month. Firstly there are couple of vacant posts listed in the header of this page. If you look you will see that we need a Vice Chairman and are also on the look-out for a Website Manager. We also need a new Branch Secretary as I have only been holding the Fort until the AGM since Ron Hiseman stepped down. If you think these positions are for you please let the Committee know as soon as possible – ideally we need to get these post filled at the AGM which, as you all know, is the April Branch Meeting. Also this month I have combined the Editorial and the Secretarial Dits as I am currently responsible for

both! Another minor change you will see is the reporting of the Branch Calendar for the next three months ahead. I think this is needed to allow Members and the Committee to plan their diaries. For example we have a very busy time coming up in June.

Thanks for your support to me over the last year – mainly as the News Letter Editor but latterly as the Acting Local Branch Secretary – and keep those dits coming for future Issues of Periscope View.

Don't forget that the April Meeting is the Branch Annual General Meeting and starts 30 minutes earlier at 1930 – see you all there – don't be late!

**Barrie Downer**

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### **CHAIRMAN'S DIT**

#### **Hi All.**

Another year comes to a close and it has been a memorable one but not all for the right reasons. We have had our lows mainly due to the subscription increase but also some highs due mainly to our Social calendar.

Thanks to John for standing in for me at the last meeting. I was still down under. I have also realised that I missed an excellent Branch dinner. Well done again to Alex.

At our Branch AGM next week, we will have Committee positions to fill due to some stepping down but I am confident that we will have a full committee and be able to move on in the coming year stronger and resilient. There is still time to put your name forward or simply turn up next Tuesday. Don't forget it starts half an hour earlier than normal at 19.30. Don't grumble about how the Branch is run if you are not prepared to be part of Committee process.

At this AGM we also have to decide on the various proposals for the National Conference and give voting guidance to our Branch Delegate and also who we want on the National Committee. We have been quite vociferous regarding our thoughts on that Committee so now is your chance to vote for who you want.

This coming year, on June 11th, the Submarine Service is exercising it right as having received the Freedom of the Borough in 2001 to march through the town with an armed guard for the 15th anniversary of the Service receiving that honour. Commodore Mike Walliker, Commander Submarine Flotilla (COMSUBFLOT) who was also the first CO of Astute, wanted our involvement and approached Barrie Downer and I earlier this year to ask if we would join them for that parade. I was delighted to be able to accept that invitation and hope that we can form a large platoon to show our support. We have attended meetings in the Town Hall and it promises to be a good 'do'. There will be a visiting RN ship for the weekend which will be open to visitors, an RN village set up on the town key adjacent to Morrison's

supermarket and there will also be a Royal Marine Band to lead the parade.

During the past year we have enjoyed many varied social events all thanks to Alex Webb our Social Secretary and I know that he has plenty lined up for this year. If you haven't got a programme of events for 2016 see Alex and I am sure he will be only too pleased to give you one.

Unfortunately during the past year we lost quite a number of our members, probably the most in any one year certainly that I can remember. I am pleased to be able to say that each and everyone one of them received a good send off from the branch.

Well that's all for now, see you all on Tuesday.

Regards

**Dave**

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### **SOCIAL SECRETARY REPORT**

#### **Hi Shipmates,**

To recap on February we had the Branch dinner where we saw over 50 people attending the function at the Chetwynde Hotel. It was a lot of fun, with really, great company, wonderful food and lots of laughs; except when the comedian came on, then it all got a bit serious. I can't help it if you have heard all my jokes before!!

Anyway, as you can see from the pre-dinner photograph it was a great turnout.

March we saw the St Patrick's night where over 70 turned out to have a shindig. After cooking the Irish stew for more than 40 hours I couldn't face eating any of it, but I have had feedback that it wasn't as bad as I thought it was. It was a good night and lots of fun and dancing was achieved. Again I have attached a couple photographs.

I would just like to say a big thanks to all who attended these two functions and made them a success.

#### **Diary Check:**

On completion of the May meeting I will be hosting a quiz. Bring along your family and friends for a couple hours of laughs with a cash prize for the winning team and I will be providing chilli and hot dogs to help soak some of the alcohol up.

Sat 30th April VIP footie day out to Barrow AFC against Wrexham is sold out and has a reserve list, so to confirm your place I need payment on or before the April meeting. These are great days out with lots of laughs, drink and football

Sun 12th June will be joint services social to celebrate the Queen making 90 years of age. The committee for this will be meeting very soon to agree the programme, but in essence we are looking at an afternoon gathering similar to St George's day with free entry, light entertainment, bring a plate.

Sat 25th June is the DTS at the Prince of Wales following the committee gathering for a pie and pint afternoon. Same as last year with the committee meeting up at 12 and getting a quick meeting in before we have a pastie and pint courtesy of the branch. Then from 2pm the social fund will be thanking those who support the social calendar with one or two free pints (depending on turnout). So if you have nothing better to do then please come along – this is a men only turnout and you have to make your own way there and home again.

Sat 16th Jul is the annual trip to Cartmel races, the coach is nearly three quarters full now so please if you want to guarantee a seat then get your name to me soonest. At £12:50 a seat it is the best way to get there and back. It is a great day out with lots of fun and alcohol and racing.

Sat 23rd Jul is our annual BBQ at the Crofters, again with lots of fun and games. The food will be a lovely BBQ with the added chance to just laze around in the sun and have a good chin wag. I have made moves to eliminate the queuing and delay in getting food this year. I will be calling tables up one by one and the chef will be on the ball with the food, at a cost £5 per ticket this will be a great afternoon.

The rest of the social programme is as laid out on the calendar. With the exception of the children's Christmas party which, due to the end of term date change, has been moved to Saturday 17th December.

#### **Other items:**

HMS Resolution visit in September has changed dates again and now conflicts with our canal trip so we won't now be involved. However, if you do want to meet for a beer with them they will be in the Fairways on Friday 16th Sept for a meet and greet. Members draw was not won last month so stands at £25 in April and don't forget to get your birthday boy beer at the meeting.

And finally - Thank you.

**Alex Webb**

**Social Secretary**

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#### **APRIL BRANCH CALENDAR**

Branch AGM	Tuesday 5 <sup>th</sup> April
SA Reunion	22 <sup>nd</sup> /24 <sup>th</sup> April
AE1/AE2 Memorial	Sunday 24 <sup>th</sup> April
St Georges Day Parade	Sunday 24 <sup>th</sup> April
Corporate Footie	Saturday 30 <sup>th</sup> April
Committee Meeting	As Required

#### **MAY BRANCH CALENDAR**

Branch Meeting	Tuesday 5 <sup>th</sup> May
Quiz Night	Tuesday 5 <sup>th</sup> May
K2B	Saturday 7 <sup>th</sup> May
Committee Meeting	As required

#### **JUNE BRANCH MEETING**

Branch Meeting	Tuesday 7 <sup>th</sup> June
Freedom of Barrow	Saturday 11 <sup>th</sup> June
Band Concert	Saturday 11 <sup>th</sup> June

Tri Service Social	Sunday 12 <sup>th</sup> June
Civic Sunday	Sunday 19 <sup>th</sup> June
Veterans Flag Raising	Monday 20 <sup>th</sup> June
Foxfield DTS	Saturday 25 <sup>th</sup> June
Committee Meeting	As Required

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### **BRANCH BIRTHDAYS APRIL 2016**

J. (John) Dalton	01/04/1924
T.A. (Tom) Rawbone	02/04/1958
R (Joe) Cornelius	04/04/1947
S.R. (Steven) Taylor	08/04/1955
D. (Derek) Lowe	09/04/1940
R.W (Edward) Anderson	10/04/1956
J.V. (John) Hart	18/04/1934
S.N. (Steve) May	18/04/1963
D.G. (Dave) Baker	23/04/1952
I. (Ian) Winstanley	28/04/1950

**Happy Birthday to you all!**

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### **SUBMARINE LOSSES OF WWI**

One Submarine was lost in April 1916. In addition five other submariners were also reported to have died in the month.

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**Submarine E30.** Four members of the crew of died on 7th Apr 1916. The deaths resulted from an accident in which there were explosions in Nos. 1, 2 & 3 batteries. Those who died were:

**L/Sea** Ernest Arthur Bonnamy 234265. He was returned to his family and was buried in the Paddington Cemetery in Willesden Lane, Kilburn, London

**AB** Edward Albert Howard 230663

**PO Tel** Robert Larcombe 309324

**Sto 1** J Smith K9252

The other three ratings were buried in the Blyth Cemetery in Links Road, Blyth, Northumberland

NOTE: The Ships Log for HMS TITANIA for Tuesday 11th Apr 1916 reads:

0800a.m. Funeral Party landed to convey Leading Seaman Bonnamy's body to Railway Station.

p.m. Landed Funeral Party (Lieutenant Laidlaw in Charge) to bury three Ratings. Funeral Party returned on board o/c.

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One rating from **HMS DOLPHIN** died on Saturday 8th April 1916. He was taken ill and died in the Royal Naval Hospital at Haslar. He was:

**SPO** James Hatchard 277869

Forty four year old James Hatchard was born in Corfe Castle in Dorset on 25th Mar 1872. His Next of Kin was his sister, Mrs A Curtis, who lived in Blandford, Dorset. James was buried in the Royal Naval Cemetery in Clayhall, Alverstoke in Grave No. E.25.6.

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The Submarine lost was **Submarine E22.**

On Tuesday 25th April 1916 E22 was on patrol in the North Sea. The submarine was hit and badly damaged by a single torpedo. This had been fired from the German U-Boat UB-18 (Lieutenant Commander Otto

Steinbrink). E24 sank immediately. There were two survivors out of the crew of thirty-three. The survivors were:

Sig William Thomas George Harrod J10833 (who was the lookout) and ERA Frederick Samuel Buckingham M3549 who had gone onto the bridge to examine the air whistle just before the torpedo hit. Finding himself in the water he attempted (unsuccessfully) to assist Stoker 1st Class Patrick Flynn. He then assisted (also unsuccessfully) Lieutenant Carles. Thomas Harrod and Frederick Buckingham were rescued by UB-18 and became a Prisoners of War for the duration in the Prison Camp at Dulmen in Westphalia. Those who were lost were:

#### **Officers:**

Lt Commander Reginald Thomas Dimsdale, RN

Lt Alan James Carles, RN

Lt Edward des Forges Collier, RRN

#### **Ratings:**

PO Charles Albert Frost 183901

PO Ernest William Hunt 193302

PO Herbert Albert Victor Puckhaber, DSM 233222

L/Sea Harry Sabin Bacon 238739

L/Sea Ernest Samuel Jelf 224881

AB Charles Robert Hood J406

AB George Webster Jecock J6004

AB Harold Frank Norton 239583

AB Edward Felix Owen Regan J7543

AB Henry Thomas Skoyles 239694

AB John Trebble SS3243

Boy Tel Harold Hazelton J38792

CERA Class Wilfred Elliott 270779

ERA2 William Robert Woodland M321

ERA3 Class Frederick John Organ M1694

ERA4 Class Fred Carter M7328

Ch Sto William John Cornelius Bewers 280241

SPO John Cleave Hoskin 300765

L/Sto Arthur Rayer K4046

L/Sto William Rook K7179

L/Sto William Henry Skinner K3851

Sto 1 James William Brewer K16024

Sto 1 Charles Herbert Dadford K8711

Sto 1 William Henry Dumelow K7807

Sto 1 James Dwyer K22241

Sto 1 Patrick Flynn K21302

Sto 1 George John Hayward K16817

Sto 1 Richard Henry Bassett Hingston K11199

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### **Rear Admiral Niall S R Kilgour, CB**

Rear Admiral Niall Kilgour has agreed to take on the role of Submariners Association President in succession to Admiral Sir James Perowne. The handover will take place at this year's Reunion and National Council Conference in Blackpool. For those of you who don't know him here is his biography.





Rear Admiral Niall Kilgour joined the Royal Navy in 1968. He qualified as a submariner in 1972, subsequently serving in HMS ORPHEUS and twice in HMS REPULSE (Port) prior to the Submarine Command Course; he commanded the submarines HMS PORPOISE from 1980 to 1982 and HMS COURAGEOUS from 1986 to 1988. Early shore appointments include the Naval Staff Course at Greenwich, the staff of Britannia Royal Naval College, Dartmouth and Commander SM of the Third Submarine Squadron in Faslane. In 1990 he was appointed the Operations Officer for the Submarine Flotilla thus starting a subsequent career profile alternating between operational posts and further command at sea.

From submarine operations and the direction of operational patrols in the final stages of the cold War, he served with COMNAVSOUTH in Naples with responsibility for the day to day NATO sanctions operations in the Adriatic at the start of the Bosnia Crisis. He returned to sea in 1994 as Captain of the Sixth Frigate Squadron and Commanding Officer of HMS NORFOLK and thence HMS MONTROSE. Back in the operational fold in 1996, he became the Assistant Chief of Staff (Operations) to the Commander-in-Chief Fleet and also dual hatted as Assistant Chief of Staff for Maritime Operations within the then newly formed Permanent Joint headquarters. In an exhilarating period of activity he was involved in a wide variety of operations worldwide. In 1998 he returned to sea again as Commander Amphibious Task Group/Commander United Kingdom/Netherlands Amphibious Group. Highlights included disaster relief operations in Central America post Hurricane Mitch (for which the Group was awarded the Wilkinson Sword of Peace), several major deployments and Component Command for UK operations in Sierra Leone. Admiral Kilgour was awarded the Queen's Commendation for Valuable Service for his command of maritime forces in Operation Palliser (Sierra Leone) in May/June 2000. Promoted to Flag Rank in September 2001, Admiral Kilgour returned to the Fleet Headquarters at Northwood for the third time as Commander Operations for the Fleet, Flag Officer Submarines (subsequently Rear Admiral Submarines) and as the NATO Submarine Commander responsible for all submarine activity in the Eastern Atlantic and Northern

waters. He was appointed Companion of the Bath in the 2004 New Year's honours list.

On his retirement from the Royal Navy at the end of 2004, he secured the position of Secretary and Chief Executive of the Hurlingham Club in West London, commencing in mid-2005 and retiring finally in 2015. He is a Vice President of Navy boxing and former President of the London Flotilla.

Niall Kilgour is married with a home in Somerset and he and his wife Jane have three grown up children all vaguely on the straight and narrow! His principal interests include country activities, history, sport and enjoying life to the full.

### **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](mailto: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 April for the May 2016 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!

### **HMS ARTFUL COMMISSIONED**





**Lady Zambellas, who named HMS Artful at Barrow in Furness in 2014, at the Commissioning ceremony in Faslane.**

#### **PRESS ASSOCIATION Photos**

THE "world's most advanced" nuclear submarine has officially joined the Royal Navy fleet.

The 7,400-tonne Submarine HMS ARTFUL has been Commissioned at Faslane. The Ceremony was attended by the ARTFUL's 150 crew, their families and senior navy officials.

Built at BAE Systems' shipyard in Barrow ARTFUL arrived at HM Naval Base Clyde in 2015 to undergo sea trials off the west coast of Scotland.

It is the third Astute-class attack submarine to join the fleet following HMS ASTUTE and HMS AMBUSH, and is said to be the most powerful Submarine ever operated by the Royal Navy.

Commodore Mike Walliker, commander of the Faslane flotilla, said: "For 50 years we've been operating nuclear submarines in this country and today we commissioned the most advanced nuclear submarine we have ever put to sea, and as of today bar-none in the world.

"She is fitted with the most advanced weapons system, a very good propulsion system and is capable of operating undetected all over the world for months at a time."

Armed with Tomahawk cruise missiles, HMS ARTFUL will be able to strike targets up to 1,200 miles from the coast while stealth technology allows it to remain undetected despite being 50 per cent larger than the Trafalgar-class subs.

Commander Stuart Armstrong, the Commanding Officer of HMS ARTFUL, said: "From the bow to stern, she contains the most advanced technology that the Royal Navy has ever put to sea in a submarine.

"She is alive and has a beating heart in the crew that serve on board. It's us who decide where she goes and decide when she can unleash her awesome potential."

Despite being the most advanced sub to join the fleet, space inside remains as limited as traditional navy boats.

Warrant Officer Russell Garner said: "I served on Vanguard-class previously and it's still the same tight spaces, but you learn to live with it.

"Obviously, this is the most technologically-advanced submarine in the fleet and that's the most important thing. Hopefully it will stand us in good stead for the future."

HMS ASTUTE and AMBUSH have already completed deployments in the Mediterranean and Middle East.

The navy said the submarines have been involved in anti-smuggling operations and provided Tomahawk Land Attack Missile capability in support of anti-terrorism operations in the region.

All seven of the navy's Astute Class Submarines will eventually be based on the Clyde.

The next two submarines in the class, AUDACIOUS and ANSON, are being built in Barrow, with AGAMEMNON and the as yet unnamed seventh to follow.

(Article from the North West Evening Mail)

### **North Korean Submarine 'Missing' Amid Tensions**

Saturday 12<sup>th</sup> March 2016

The North warns of a "blitzkrieg" in the Korean peninsula as thousands of US and South Korean troops take part in military drills.

A North Korean submarine has apparently gone missing, according to reports. The vessel is believed to have suffered a failure during an exercise and is presumed to have sunk.

The US military is said to have been observing the submarine off North Korea's eastern coast earlier this week and American spy satellites were also later watching the navy search for it.

"The speculation is that it sank," an unidentified US official told the US Naval Institute's news website.

"The North Koreans have not made an attempt to indicate there is something wrong or that they require help or some type of assistance."

The reports emerged as Pyongyang threatened retaliation against US and South Korean forces taking part in annual joint military drills. The drills are part of eight weeks of joint military exercises

The North has warned it would launch a "blitzkrieg" in the Korean peninsula amid a simulated amphibious landing by Washington and Seoul involving thousands of troops.

About 55 U.S. Marine aircraft and 30 U.S. and South Korean ships, including ones which carry attack jets, took part in the assault on beaches near Pohang city in the South.

The North has reportedly warned of a "pre-emptive retaliatory strike at the enemy groups" involved in the exercise which it sees as preparations for an invasion.

Pyongyang said it would respond with an "operation to liberate the whole of South Korea including Seoul" with an "ultra-precision blitzkrieg". North Korean state media boasted of the nation's right to launch a "pre-emptive nuclear attack" and issued a final warning to Washington.

"A nuclear war against the DPRK would bring a final ruin to the US," said an article in the North's Rodong Sinmun newspaper. "This is the last warning of the DPRK to Obama and his cronies in the White House."

The US and South Korea have defended the drills, saying they are defensive and routine, and are part of eight weeks of joint exercises.



## **US NAVY TO REVIEW SIZE OF SSN FLEET**

By Dave Majumdar March 16, 2016

The United States Navy is re-examining how many nuclear attack submarines it will need in the coming decades in light of a resurgent Russia and an increasingly hostile China. Both of those nations are rapidly building undersea fleets that are challenging the U.S. Navy's ability to control the undersea domain.

Right now, the Navy has a standing requirement for forty-eight nuclear attack submarines — however, that number was set in 2006 when the international security situation was very different. Faced with a Russia that is fielding advanced submarines and a China that is building a larger, but qualitatively inferior undersea fleet, forty-eight American attack submarines will not be enough.



“The security environment has changed a great deal since then, so I’ve commissioned a study to reassess that level this year,” Adm. John Richardson, Chief of Naval Operations, told the Senate Armed Services Committee on March 15.

Richardson points out, however, that during the 2020s the number of attack boats in the fleet will dip below even the current requirement — leaving the Navy with only forty-one attack submarines by 2029. “That’s got us very concerned,” Richardson said. “We’re about able to meet about 50 to 60 percent of combatant command demands right now — so it’s a very high demand asset.” Secretary of the Navy, Ray Mabus, added that the problem has been long in the making because the service had not built submarines in adequate numbers in previous years. If the Navy fails to build submarines in adequate numbers in the coming years, the attack submarine shortage will continue to get worse. “You just don’t make that up,” Mabus said.

Going forward, Mabus said the Navy is committed to building two Virginia-class submarines per year. However, the Ohio Replacement Program (ORP) — as it is currently structured — will force the Navy to build only one Virginia-class boat per year starting in 2021. The Navy is currently working on a plan to continue building two Virginia-class boats while also building ORP ballistic missile submarines.

The question is whether Electric Boat and Newport News — the two shipyards that build nuclear submarines — have the capability and capacity to build three boats per year. Mabus said that he thinks that shipyards can handle the workload — but funding is the key. “We’re working on how to get the capability and capacity to do two Virginias and the Ohio-class replacement at the same time and I’m confident that’ll be part of the 2018 budget,” Mabus said. “We clearly have the need for the two Virginia-classes.”

However, the ORP program threatens to completely derail the Navy’s shipbuilding budget unless the service gets more funding. “We have to have additional funds for the Ohio-class replacement because it’s a once in a generation thing,” Mabus said. “The two times we’ve done this before we have added additional funds because it is a national level program.”

Richardson’s plan to re-evaluate the attack submarine requirement was met warmly not only by the Senate, but also the House Armed Services Committee.

“I strongly support Adm. Richardson’s effort to re-evaluate the minimum requirement for attack submarines. The current forty-eight-boat requirement dates from the mid-2000s, and given the growth and activity of China and Russia’s submarine fleets, that requirement is clearly overdue for fresh look,” Rep. Randy Forbes (R-VA), chairman of the House Armed Services Seapower and Projection Forces Subcommittee said in a statement. “We are already on a trajectory that will take us below the old requirement, and I strongly suspect the real requirement is higher still. That’s why I am actively working to find the funding and industrial capacity to build more submarines and sustain out undersea dominance in the years ahead.”

(Dave Majumdar is the defense editor for the National Interest)

## **Australia to Massively Increase Defence Spending**



Amid concern over military expansion by countries such as China the Australian government has announced that it is to spend an additional £15 billion on Defence over the next decade. The biggest spend will be on a fleet of 12 new submarines to replace the country's ageing fleet of six Collins class boats.

The Defence White Paper notes China's Navy and Air Force are now the largest in Asia - and along with its

new aircraft carrier, the communist country will have 70 submarines at sea by 2020.

“As China grows, it will continue to seek greater influence within the region. As a major power, it will be important for regional stability that China provides reassurance to its neighbours by being more transparent about its defence policies.”

By 2035 half of the world's warplanes and submarines will be operating in the Indo-Pacific.

But setting out the plans Australia's Prime Minister Malcolm Turnbull said the threats Australia faces are not limited to foreign conflicts and terrorism, but also include cyber-warfare and climate change. The latter noted as a "major challenge" with the country's armed forces likely to be increasingly called upon to help its Pacific neighbours.

“We can expect greater uncertainty in Australia's strategic environment over the next two decades as a consequence of: the changes in the distribution of power in the Indo-Pacific and globally; the continuing threat of terrorism from groups like Daesh and from foreign terrorist fighters; the modernisation of regional military capabilities; the introduction of new military technologies such as cyber systems; and the proliferation of weapons of mass destruction and ballistic missile technology.”

Along with the submarines, which will be designed to have a high interoperability with US forces, nine new frigates, three Hobart class destroyers, twelve offshore patrol vessels are to be built - complemented by the purchase of seven additional P-8 Poseidon maritime patrol aircraft. All aimed at giving the Royal Australian Navy the biggest regeneration since World War Two.

The Royal Australian Air Force will also be boosted with the purchase of unmanned drones along with confirmation of earlier plans to buy seventy-two F-35A Lightning II Joint Strike Fighters and twelve E/A-18G Growler electronic warfare aircraft. An additional 2,500 troops will also be added to the Australian Defence Force taking the headcount to 62,400.

By 2021 Australia's Defence spending will equate to approximately 2% of its GDP - an equivalent percentage spend to that of the UK

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### **Rolls-Royce could power Britain's nuclear future with mini reactors**

By Alan Tovey, Industry Editor

From the Sunday Telegraph 19<sup>th</sup> March 2016

Rolls-Royce is positioning itself as a “white knight” that could rescue Britain's faltering nuclear power strategy and stop the UK's lights going out.

The company, best known for its jet engines, has met with Government to put forward plans for a fleet of small reactors built around Rolls's expertise gained producing nuclear power plants for the Royal Navy's submarines.

The UK's current plans for a new wave of huge nuclear power stations is spinning out of control. The first, Hinkley Point in Somerset, was set to start generating in 2017 but questions over design and financing of the

£18bn, 3,200 megawatt plant have put it years behind schedule.

The scheme was thrown into further doubt earlier this month when the finance director of EDF, the French company which will build Hinkley Point, quit over fears the company's balance sheet could not withstand the huge costs.

Rolls believes a series of mini reactors – known as “small modular reactors” (SMRs) – are a more viable medium-term solution to Britain's looming energy crisis, although the first crop of new large reactors will still need to be deployed.

Rolls argues its decades of manufacturing experience mean it could bring the SMRs into service faster and cheaper.

Paul Stein, Rolls's director of research and technology, said: “Traditional plants are bespoke projects and aren't getting cheaper. SMRs could be made in factories and assembled on site, speeding up work.

“I'd be disappointed if using SMRs we couldn't generate power at least a fifth cheaper.”

Rolls has submitted detailed designs to the Government for SMRs capable of generating 220MW, that could be doubled up to 440 megawatts on plants covering 10 football fields, a 10th of the size of a traditional nuclear power station.

Rolls says its production experience from making jet engines can be applied to reactors

Mr Stein said with financial backing from Government to seed development and political and regulatory support, the company could have the first SMR generating power in 10 years for £1.25bn. Costs would fall as more were produced.

Britain is “ideally placed” to take a global lead in the SMR market which could be worth £400bn, according to Mr Stein.

“We have no significant indigenous large reactor nuclear power industry to stand in the way but we have skills in place to develop the technology.”

Last week's Budget gave a nod towards the developing SMRs, with the Chancellor pledging £30m for a competition to find the best value designs.

A spokesman for the Department of Energy and Climate Change said: “The SMR competition announced in the Budget has the potential to create an exciting opportunity for UK manufacturing. SMRs could offer potential for both economic growth and energy security, providing reliable, low carbon energy as the UK seeks to cost-effectively decarbonise while ensuring security of supply.”

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### **MARITIME BOOKS LTD**

Some books now available at Maritime Books Ltd are advertised at the end of this News Letter on Page 14. All orders will be satisfied, as usual, within one working day.

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### **Chance to see behind closed doors of Devonport Royal Navy base**

A nuclear submarine which once patrolled the depths during the Cold War is the star attraction when Plymouth's Devonport Royal Navy base throws open its doors next week.

The first of this year's Open Days is planned for Sunday, April 3, with gates open at 10am and attractions include tours of a submarine and boat trip.

Warrant Officer Ray Crockett said it was a great chance to see inside one of the city's most famous places.

"We look forward to welcoming families and others interested in a behind-the-scenes experience of an operational naval base and the fascinating history," he said.

"This is an exciting time for the Naval Heritage Centre, reinforcing relationships with the city museum and the National Museum of the Royal Navy in Portsmouth."

The opening event is themed around the history of the centre and how it has evolved over the decades since its inception.



Of particular note is the reopening of the decommissioned Cold War nuclear submarine Courageous - one of the few in the world open to the public.

The submarine has been closed to public tours since last September after an external facelift.

Visitors can have a taste of life beneath the waves during the dark days of the submarine patrols in response to USSR submarine activities.

Back on the surface, the centre is offering the rare chance to see the naval base and her ships from the water on specially organised river boat trips.

The boat trips are narrated by a specialist dedicated volunteer explaining the evolution of the naval base since the late 17th century and operational ships based in Devonport and serving worldwide.

The naval museum is also open, crammed packed with over 100,000 artefacts spread over eight galleries.

Special guests Devon and Somerset Fire and Rescue Service will be showing off a fire engine to visitors.

A touring exhibition by the Maritime Archaeology Trust Forgotten Wrecks of the First World War is a Heritage

Lottery-funded four-year project coinciding with the centenary of the Great War ([www.forgottenwrecks.org](http://www.forgottenwrecks.org)). The exhibition will travel around counties covered by our project area - Cornwall, Devon, Dorset, Hampshire, Isle of Wight, Sussex and Kent.

Article from the Plymouth Herald.

### **SOCIAL EVENTS IN FEBRUARY & MARCH**

The photos below have been supplied by Alex Webb (our Social Secretary).

The first two show Branch Members and Friends at the Branch Dinner at the Chetwynd in February where a good time was had by all. It was the first Social event for the Branch at that Venue and it proved to be a good choice.

The other three photos are of the St Patrick's Social Evening at the Royal British Legion on Saturday 19<sup>th</sup> March. The evening was well supported by Branch Members and their guests and we enjoyed the Irish themed entertainment provided by Denis Horan and the Irish Stew supplied by Alex.





### CROSSED THE BAR MARCH 2016

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Portsmouth Branch	8 <sup>th</sup> August 2015	M Leo Charles Davenport	Chief Comms Yeoman	P/JX 161510	92	Submarine Service from November 1942 to March 1963 in O19, SANGUINE, ALDERNEY, THULE, SPRINGER, ALCIDE, TRENCHANT, ORPHEUS & NARWHAL
Submarine Officers Association	5 <sup>th</sup> January 2016	Laurence G Turner	Lieutenant Commander	N/K	TBA	Submarine Service in TIRELESS & TRUSTY
Portsmouth Branch	21 <sup>st</sup> January 2016	C (Cyril) Platt	Chief Petty Officer ME	P/KX 730136	89	Submarine Service from 1944 to 1968 in UPSHOT, TALLY HO, TRUNCHEON, SEASCOOT, THERMOPYAE, SCYTHIAN, ALDERNEY, THULE, TURPIN & ACHERON
Dolphin Branch	24 <sup>th</sup> February 2016	E R (Eddie) Temple	Chief Petty Officer Cook	M981801Q	73	Submarine Service from May 1962 to May 1982 in ARTEMIS, ALLIANCE, GRAMPUS, NARWHAL, FINWHALE (2), CACHALOT, RENOWN & REVENGE
SAOC West	13 <sup>th</sup> March 2016	G Bryan Ormsby	Leading Electricians Mate	RCN	73	Submarine Service in OJIBWA 'on commissioning at Chatham on 23rd September 1965', GRILSE & RAINBOW Died 13th March 2016 aged 73
SAOC West	19 <sup>th</sup> March 2016	Gilbert Lucier	TBA	RCN	TBA	Submarine Service in OJIBWA 'on commissioning at Chatham on 23rd September 1965'
West of Scotland Branch	23rd March 2016	G (George) Barras, BEM	Warrant Officer MEM	TBA	TBA	Submarine Service in CACHALOT, REVENGE & SOVEREIGN
West Riding Branch	March 2016	J (Jim) Murdock	Able Seaman (ST)	P/JX 183467	96	Submarine Service from August 1940 to September 1945 in UTMOST, THORN, OTUS, SEAROVER & TIRELESS
Ex Gatwick Branch	March 2016	D J (Denis) Jelley	Leading Seaman (TD2)	CJX661928	85	Submarine Service from 1950 to 1956 in AMBUSH, SIDON, TELEMACHUS & TRESPASSER
SAOC	March 2016	Les Brown	TBA	RCN	TBA	Submarine Service in 'O' Boats
Former London Branch	March 2016	P (Pete) Hindley	Leading Seaman (GL)	C/JX 180533	91	Submarine Service from February 1945 to March 1954 in VULPINE, STOIC, SPITEFUL, SCOTSMAN, TALLY HO, TUDOR, TIRELESS, TELEMACHUS & SEADEVIL
Submarine Officers Association	March 2016	Richard Allen	Commander	C035630Q	TBA	Submarine Service in ORACLE, SPARTAN, TALENT, VANGUARD (P) (XO), VANGUARD (S) (CO)

## **K26 – THE STEAM SUBMARINE (Part 9)**

By Jack Phillip (Nick) Nichols O/N J98553

### **HELMETS, SUN – OR – SUN HELMET SAGA (Part I)**

It has been said that no civil servant after Pepys understood the Navy. I go along with that up as far as ten to four today as I write that is. The Navy is; always has been since King Alfred a complex thing, and only understood by those right inside it. You could not expect a Civil Lord of Admiralty to understand a 'west country whipp' not even if his grandson had made one with a piece of sailmakers, and the mystery of the 'straight-rush' has to be learned over the years. The sun shines, the wind blows, the sea is rough or smooth by turns, and can be rough in one place and smooth in another and even rougher in a third. This, even yet, is not fully understood by the Board of Admiralty. Some say also that the number of beans that make five is totally unknown to them. Be that as it may, it was early realized by the Admiralty that a sailor has a head, and a standing committee was no doubt formed to examine and report back on this object. They had been aware of most of the other parts of the sailor's body, that is the lower paid, (if at all) ranks, for they had found him in the middle-ages wearing a frock of blue watchet cloth. They had noted it on expensive parchment, and before a few centuries had passed, they had caused him to wear trousers of a peculiar shape and to continue to wear a frock. It was still a frock that I put on to go to divisions in K.26, it said so in the Manual of Seamanship, which was published, never more than seventy years out of date by the Admiralty. Up to about the time of John Jervis the common sailor had cared little about his head, if it got wet, he shook it, after all he was a sea dog. If it got hot he doused it; if he got mutinous he lost it. My point is, he seldom covered it. Several months of eager debate, without any sailors present produced an order that sailors would in future wear hats. Officers wore hats, Beaver hats, three cornered hats, cocked hats, billycock hats, and it is said Bosun's and Gunners, and to a lesser degree Carpenters even wore top hats, but only when walking on shore, or at inspections made by the Royal Family. Unfortunately, there existed no provisions in the Navy estimates for money for hats for sailors. The order existed however; the hapless hatless had it pointed out that they were offending against Admiralty Fleet Order, eighty three thousand and one, which said "Sailors are to be covered i.e. Wear Hats."

You can see by the number of the Order that the Admiralty had not by that time got into their stride as regards orders. It only needed the laughter produced by a few floggings at the gangway to convince the sailors that the Admiralty was in earnest. It is said in newspapers of the time that every Jew in the country took to selling hats to sailors, the Admiralty in their usual wisdom had omitted to specify what sort of hat would be considered right and proper stuck on top of Jack's skull. A very bold few sported bonnets for a few days, and long weals across the shoulders for several months, but at last the Captains and Officers decided that a straw hat very much like a 1810 boater, and woven by natives of the Azores from a light straw, would be suitable and large numbers were woven, bought and transported to Deptford, from which central depot they were sent out, my Historian says in meat barrels, to the ships on the high seas, including those patrolling the waters adjacent to the Azores.

However, the payment for hats was still a bit awkward, so putting the onus on Jack it was charged for as 'slops' which means to the personal account of the tar wearing it. As this entailed no expense to the Board of Admiralty a further order empowered Jack to have at one and the same time, two hats, one so the order stated for clement weather, and one for inclement weather. The one designated for clement weather was to be preserved "white in appearance", and the hat for inclement weather "might be rendered weather-proof by the application of tar or black paint only," mentioning also with great solicitude that "Hats for clement weather, might with profit be, when a little worn, coated with tar and a new white hat acquired". I wonder the Admiralty did not go further and specify that hats half-tarred might be worn when some doubt existed as to the present and future state of the weather. However, the regulations regarding hats remained steady for a hundred or two years. There are I believe several considerable haciendas in the Azores once owned by now deceased hat weavers.

When I came in in 1920, the Admiralty under the prevailing wind of change, a breeze that sweeps the Admiralty every third century, had just decided on a wider hat to copy a hat popular with fond mammas for male children, this was an orientated hat, only to be worn in summer east of the Pillars of Hercules, Gibraltar to you. This hat was presented gratis; if it took off up the Tigris, or it was gusted from your head near the Ganges, you had a free replacement at the taxpayer's expense and as no sailor got enough money then to enable him to pay tax, it mean many missing hats, more tax for Bishops, Stockbrokers, Flour Millers, etc.

At the same time as this "ot wevver 'at" as I am told it was listed in the books at Deptford, the sailor was given, yes straight up, given two blue hats like well you know, like the top of a piano stool. Two identical blue hats with a little paper tab which sometimes said the actual diameter give or take an inch and a half or so. No, completely free in addition to this magnificent gift or two hats, blue serge were two duck hat, cover, white. An Admiralty Board had decided that as winter followed summer some note should be taken of it, some slight ceremony, and as summer usually not always, followed winter, another little ceremony might come about. My Historian tells me that there was a small clique on the Admiralty Board that wanted a proper half hour thing, you know pipe and tabor striking up, the lads running round the capstan and all that yo, ho, ho mullarky, until with a blast on the Bosn's call or a "G" on the bugle; if not bunged up with fluff; everybody stripped their white covers, if it was October, or fiddled the festering things on to their blue caps if it was

May. This was turned down. One or two of the older members on the Board were truly disappointed, especially a Sir Robert Garboad, who was not only a wealthy man but a very accomplished Morris dancer, to boot. So in my early time we just woke up and change cap covers and fell in properly dressed, and looked like proper Charlies as these hats were awful, being about one inch thick at the edges.

About the sun helmets, oh yes I'm coming to them, evolution is the Navy way, not revolution. Well believe it or not, us sailor chaps did not like these music stool cover type hats one little bit, we disliked them in summer, we disliked them in winter, we disliked them in or out of the special hat box supplied with them. We disliked the label or cap ribbon that we wore round them, our sympathies were with the long-dead medieval seamen who had been forced into trousers and frocks. The Admiralty was, in our opinion, out of touch, we feared that if a stand was not made soon we would find ourselves in red-white-and-blue trilbies with the name of the ship on an electrically illuminated panel. We made representations to their Lordships on long pieces of paper, all words quite respectable and inspected thrice for spelling. "We were", we said, "conscious of the untidy and slovenly appearance the head-gear worn by men of His Majesty's Navy, dressed as Seamen". We had to keep references to "Fred Karno's Army" and "The Peruvian nautical militia" out, but at our meeting it was a near thing. We felt that something better could be dreamed up.

First class Petty Officers, and indeed Cook's Mates, had a snazzy peaked cap each, and could on foggy nights be mistaken for members of much wealthier organizations. I remember an Officer's Steward telling me once how an old lady had mistaken him for the Station Master at Guildford. How pleased he was, genuine mistake, only slightly foggy, two carpet bags and a cassock or was it a hassock. What I do know, it was a florin in his pocket and a nice "thank you so much", which is a lot better than you get in the normal way as an Officer's Steward. The Admiralty turned our request for a hat "more in keeping with our dignity" down, down, down. The music stool cover was to cover our heads with shame for many years yet.

We held another meeting and brother Savins, a well-spoken seaman from Devonport, put it to the meeting that we the free seamen of Great Britain should act. There was some confusion about this, it had to be explained to some of the delegates that had not had the benefit of Harrow or Eton, or in fact any other school where they had the hat at heart as you might say, that it didn't mean footlights, grease paint et but that we would design, make, and what was more wear, a cap of our own. Savins took a piece of chalk from his jumper pocket and drew what was to be the plan for the revolutionary "Sailor's Cap", translated immediately to the other members as 'the Matelot's Gibby Mark One'. It was a good picture, it looked like a pork pie with a thin overlapping crust. Coppers and even a few sixpences fell into the collecting box and Sam Wigzell a man from Chatham who was by way of being a sewing firm i.e. he made sailor's suits for money, promised the prototype for us in three short weeks. Wigzell was as good as his word, in three weeks we had each a Wigzell's wonder, and a faint feeling that we were not going to get away with it. The Sailor's cap was a light cap with a duck top, scrubbable, took blanco well, sat on the head like a duck sat on a pond. It had two ventilation holes, it held the standard cap ribbon and a chin stay of blue cotton braid. A little name tab was daringly sewn inside. I know, I know, the sun helmet is coming! The magnificent thing about this duck cap was, its edge was sewn down by machine, Wigzell's machine, beside the music stool cover it looked like the Taj Mahal alongside a Manchester Municipal privy. It looked, yes I'll say it, it looked chic, and remember seven of our twenty five delegates wore beards and four were over thirty-one; which is elder statesman age for a sailor. We donned our Wigzell's wonders on the first of May, the day of change of white cap covers on blue hats. No political significance. None whatever. That evening fifteen of our members were in trouble for, "Attempting to go ashore out of the rig of the day, to wit, wearing non-service caps." Next day four more members were sent back to, "Put a proper sarvice cep on." The third day we put our Wigzell wonders back into our cap boxes.

But Wigzell was a hero, he went along to the shore tailors who competed with him at making sailors suits. He took his Savin's type hat with him, he pulled down his blue hat with its duck cover down to his ear-tops. He said "Look tailor friend; I give you the design of the future this is the hat sailors will be wearing soon, say next year, and it don't cost much to make. I could make these hats to sell at two shillings a time with a good profit." The tailors all said, "What's in it for you Wigzell?" "Fellow Jews I have my messmates at heart - look what is on my head, this a hat, like a matza, more, you know fashion: what happens when it sweeps in?" They knew. Gradually, on a stand in the tailors in Queen Street, in Devonport too, the Wigzell special was to be seen. "New, what the 1922 Sailor will be wearing, light, smart, and not expensive." "Price four shillings with free cap ribbon." The rest is history. No-one built a monument to Wigzell, but when you see a Sailor with a hat edge like a razor give a thought to the 1921 committee. If you saw my picture in my hat of 1921 you would laugh too. I seem to have a custard pie on my head.

**To be continued in May 2016 with: HELMETS, SUN – OR – SUN HELMET SAGA (Part II)**



## BOOKS



The Submarine Heritage Centre (SHC) and the Submariners Association (SA) of Barrow in Furness commissioned a series of Paintings, by the noted Barrow-in-Furness based Marine Artist – Tom Murphy - of all the Classes of Submarine built in the Barrow Shipyard over the last 120 years. The Barrow Shipyard has been involved with the design and built over 72% of all UK Submarines plus many Submarines for overseas Navies. This Paintings Series represents the development of the Submarine over that period and reflects how the Submarine evolved from the first basic vessel in the 1880's to the sophisticated Nuclear powered Submarine of the 21<sup>st</sup> Century.

This Book showcases these Paintings with supporting data. The Book contains plates covering the forty four Classes of Submarine built in Barrow together with a number of Submarines built for other countries. It also includes twelve 'Decade' paintings reflecting the products, other than the Submarine, produced by the Barrow Shipyard over that same period and a further ten plates of 'Miscellaneous' paintings of Ships, Submarines and topics related to Barrow in Furness and the Barrow Shipyard. The Book is a "Coffee Table" hard back product with the Painting Plates on the right hand pages with associated information on the facing pages.

The Book was 'launched' by Rear Admiral Paddy O'Riordan – the 6<sup>th</sup> Commanding Officer of HMS DREADNOUGHT - during the 50<sup>th</sup> Anniversary of Nuclear Submarines celebrations in the Dock Museum in Barrow in 2011. Copies of the Book are still available, now at £15.00 per copy plus £5.00 P & P. Cheques should be made out to 'SA Barrow'. In addition limited edition prints are available of all the paintings in the Big Book at £45.00 each plus £3.95 P & P.

To obtain your own copy of '**Dive – Barrow Built Submarines..... the Best**' and/or a '**Limited Edition**' print contact Barrie Downer at [barrie@downer55.freemove.co.uk](mailto:barrie@downer55.freemove.co.uk)

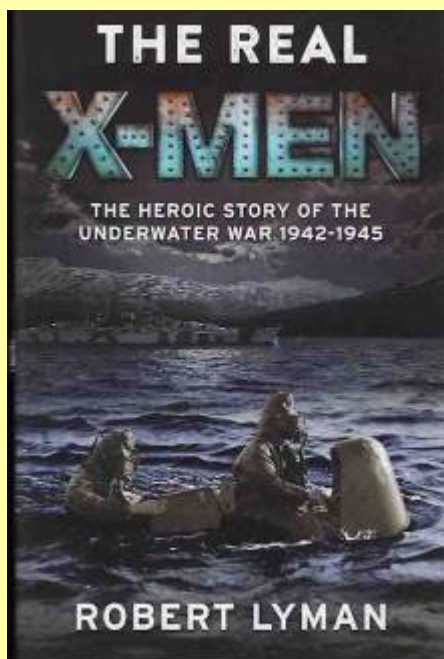
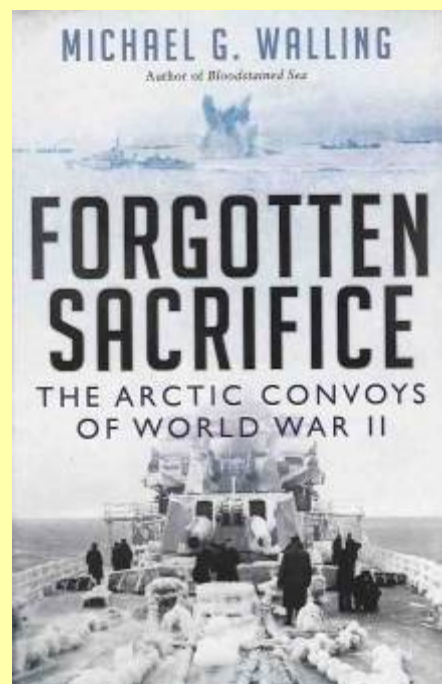
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