



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

Issue No: 206

www.submarinersassociation.co.uk

August 2017



Editorial	Pages 2 & 3
Chairman's Report	Page 3
Social Secretary's Report	Page 4
WWI Submarine Losses	Page 5
Cartmel & BBQ Photos	Pages 5 & 6
Articles	Pages 7 to 12
The Wartime Diaries of Coxswain Oscar Moth	Page 13 to 16
Crossed the Bar	Page 16

BRANCH OFFICERS

Hon President:

Alan Hoskins
01229 588792
Abhoskins@btinternet.com

BARROW BRANCH COMMITTEE

Chairman:

Dave Barlow 01229 831196
dave@davebarlow.plus.com

Vice Chairman:

Barrie Downer 01229 820963
frozensnorth55@gmail.com

Secretary:

Barrie Downer 01229 820963
frozensnorth55@gmail.com

Social Secretary:

Alex Webb 01229 839551
alexjan1516@hotmail.com

Treasurer & Membership

Secretary:

Mick Mailey 01229 821290
Michael.mailey@btinternet.com

Newsletter Editor:

Barrie Downer 01229 820963
frozensnorth55@gmail.com

Chaplaincy:

Brian Jones 01229 480380
bmj.retired@btopenworld.com

Standard Bearer:

Gordon Walker 01229 472613
gordonwalker77@talktalk.net

Committee Members:

Mick Dack 01229 823202
Mark Butchart 07965 272933
m.butchart@hotmail.co.uk
Jeff Thomas 01229 464943
jeffbrendathomas@tiscali.co.uk
Bob Faragher 01229 474284
robert.faragher@btinternet.com

Slops:

Malcolm Hogg 07768 170325
bloke52@hotmail.co.uk

Website Manager:

Dave Oakes 01229 475140
Dave.oakes@btinternet.com

Cover Picture: Steve May waiting to do his Part 3

Hello Everybody

Welcome to the August Issue of the Branch Newsletter. This year seems to be slipping past pretty quickly doesn't it! I hope everyone enjoyed the Barbecue and the Cartmel Race trip. There are some pictures from both events in this issue.

One event that some of you may have missed was the 150th Anniversary celebrations for the Port of Barrow. The Town Quay was taken over for the event as was part of the Morrison's Car Park with stands for ABP, the Wind Farm businesses and James Fisher amongst others. The URNU Patrol vessel HMS EXPLORER was alongside the Quay and the RN & RM Recruiters were there as well. The weather was brilliant as well, the attendance was well up to expectations and a good crowd saw the Mayor unveil a Commemorative plaque.

Just over a week ago I was given access to the old Signwriter's Store under the Astute Store in the Ship Yard to assess how much material is still there from the Submarine Heritage Centre collection. There was more material there than I had expected – some of which (mainly papers and documents) are now temporarily in my shed while I catalogue what is there and work out what to do with it. As soon as I know what we have and have found homes for it another visit (or visits) to the Yard will be needed to see what else is there. Likely recipients of some of the material are the Barrow Library (Local Studies Section), the Dock Museum and the Sea Cadets. If anyone has suggestions on what we do with a large

quantity of paper 'O' Class Submarine drawings and an outfit of 'O' Boat microfiche please let me know! Dave Barlow would also be pleased to get rid of a number of Submarine Escape Suits – currently in his loft!

This month there is a new Serialisation for you to read – this is 'The Wartime Diaries of Coxswain Oscar Moth' who, you may recall, was the Coxswain of Submarine K13 when it sank in the Gareloch in January 1917. The story starts with him serving in HMS ATTENTIVE at Dover and his efforts to get back to Submarines.

Dave Oakes has asked me to remind you all that full details of the Branch Social Diary and the various Social Events arranged by Alex Webb can now be found on the Branch Website at

<http://rnsb.co.uk/association/branch-history/branch-events.html>. Brief details are also in this News Letter (in Alex's Social Dit) and in the Branch Calendar.

Dave Oakes has also arranged a party to be held for Dudley Davenport at the Swarthdale Nursing Home; Rake Lane; Ulverston LA12 9NQ from 1200 on Saturday 12th August. If you plan to attend please contact Dave Oakes as soon as possible as numbers are required for catering purposes. Members of the HMS SCEPTRE Association will also be attending.

The Branch has received a letter from the new Mayor of Barrow (Councillor Tony Callister)

thanking the Branch for supporting him and the Town at the recent Civic Sunday Parade.

Talking about the Town Hall the Mayor has also invited the Branch to attend this year's Merchant Navy Day Service in the Town Hall on Friday 1st September. A buffet will be provided after the Service so, if you can attend please let me know soonest as numbers are required for catering purposes

That's about it for this month – please enjoy this Newsletter. Don't forget the August Branch Meeting next Tuesday 1st August! See you all there – don't be late!

Regards
Barrie

CHAIRMAN'S DIT

Hello All

It has been quite an eventful month.

At the July meeting it was proposed and carried that we support the Brisbane Primary School in its fund raising to replace the outside 'Pirate Boat' reading area which had been vandalised by the local youths. The sum of £100 was agreed.

The Committee has also met since the meeting to discuss the following.

It is proposed that the traditional widows Xmas hamper be replaced by taking the widows out for a Xmas lunch. This was agreed subject to you, the members' agreement. Since then the various suggested venues have been researched and the Town House is what has been decided. The cost is expected to be in the region of £20 - £25 per head which is considerably cheaper than the hampers. It was also proposed by the committee that those ladies who are regular supporters of the branch albeit not branch widows are included. We will vote on this proposal on Tuesday.

It was proposed in principle that the Branch provides an Annual Trophy to the Sea Cadets for the best Cadet in some category to be agreed with the Sea Cadet Commanding Officer. One idea put forward is that the trophy could be in the form of the Able Seaman Read Submariners Statue with a smaller one for the individual to keep. The cost of this is being researched. Again, the proposal will be put to a vote on Tuesday.

Dave Oakes raised the subject of how best the branch can carry out its welfare commitments and proposed that it was done along similar lines to the Sceptre Association fund. This was debated in full with the conclusion, which was to Dave's satisfaction, that we utilise the existing Charity Chest but that we impress on the members to flag up any members that might require some welfare type assistance which might not necessarily be financial. Where necessary this could be pursued through SSAFA if it fell outside the jurisdiction or

capability of the branch. There are three local SSAFA volunteers within the branch. We are therefore putting the onus on branch members to be more proactive in ensuring that our needier members are looked after.

The BBQ at Crofters was well attended possibly because of the excellent sunny weather or maybe because you knew my son was doing the cooking. Whatever, I thought it was yet another successful event and I for one thoroughly enjoyed myself. The icing on the cake was that Alex donated £250 from his Social Fund towards the Brisbane Primary School fund meaning we will be able to donate £350 to the School.

This will be presented at the beginning of the September branch meeting. Cheryl Hagen (Bob's daughter) is intending to bring along some of the children and is also arranging for the Evening Mail to attend. In addition, the Morecambe Bay branch will be visiting us. I ask, therefore, that as many as possible scrub up well and wear their Association Blazers and Tie.

Finally, the Cartmel day out was another success although on arrival we had to almost swim from the car park to our preferred viewing spots due to the earlier heavy rain in the morning. I personally was up on picking the winners but because I subsidised Fiona I was slightly down on the day but only by about a tenner or so. A brilliant day out for a tenner is not to be sneezed at. My only comment which Alex has already addressed was that we leave earlier to ensure we arrive in good time to get a good spot. After all there is plenty to see and do before the racing starts. My gang have already got their names in for next year.

That's all for now.

See you all on Tuesday.

Best Regards

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

July was a helluva month for us social type people, firstly we had the barbecue at Crofters and that was attended by 80 people, the sun shone, the food was excellent (many thanks to Stephen Barlow) and everyone got into the spirit of the day and dug deep so that we raised an astonishing £250 pounds to give towards the Brisbane school charity for their new play area – many thanks to all who supported and helped me throughout that day.

Then we had the annual beano to Cartmel, again very well supported, after reports of doom and gloom from the weatherman we got there and it was a lovely afternoon. Not sure if many of the coach took me up on my tip of Don Franco for one of the races – but win it did. Next year I am thinking of departing earlier on this trip because we only just made the first race, it will allow us more time to relax and settle in before the first race. We may even think bigger and maybe take gazebos and disposable BBQs – just a thought.

Diary Check:

No events for August, except for my need to take the family on holiday – so apologies I will not be at the August Meeting but the birthday boys for August and the Members Draw will roll over automatically to the September meeting.

September 16th is the Canal Trip. Cost £32:50 per person and is now full. The cost includes the coach as normal, a 4-hour canal trip, a buffet, absent friends cocktail and of course lots of fun and laughs. I am looking to depart the Ferry just before 3pm with the normal pick up points en-route to Barton Grange. Please can I have payment at the earliest opportunity and no later than the end of August. Remember I won't be at the August meeting. If paying by cheque then make it out to Mr A Webb and not the branch – thank you.

October 13th is the race night, so clear your diaries. It will be a pay to enter night and for your ticket cost of £5 you will get free entry, free race card, free Kath Brown's pie and peas (the best in the country) and 1 free race. I have the jockeys and owners up for sale so please come along and buy yours before they all get sold to my family (again).

November 10th is the dinner dance at the Chequers in Dalton, tickets will go on sale from September so get your oppos together and make up a table for what will be a great night. I will not be including alcohol in the cost so it will be cheaper than last year making it even better value for money.

Other items:

Members draw was not won in July so stands at £20 in September – remember you have to be a member and be there to win it.

The Morecambe branch are attending the September meeting, so it will be a very brief meeting followed by lots of rum and a buffet/food of some sort. So please come along and say hi to the lads who venture down the longest cul-de-sac in Europe to be with us.

Have a great August and we I hope to see lots of you at the September meeting.

Alex

AUGUST BRANCH CALENDAR

August Branch Meeting	Tues 1 st Aug
Dudley's Party	Sat 12 th Aug
Committee Meeting	As required

SEPTEMBER BRANCH CALENDAR

Merchant Navy Day	Fri 1 st Sept
September Branch Meeting	Tues 5 th Sept
Dundee Memorial W/E	8th - 10th Sept
Canal Trip	Sat 16 th Sept
Committee Meeting	As required

OCTOBER CALENDAR

October Branch Meeting	Tues 3 rd Oct
Race Night	Fri 13 th Oct
Sea Cadets Trafalgar Ball	Fri 20 th Oct
Committee Meeting	As Required

AUGUST BRANCH BIRTHDAYS

W. (William) McLaughlin	03/08/1946
A. (Alan) West	09/08/1931
R.H. (Robert) Hagen	10/08/1944
G. (Whisky) Walker	11/08/1948
N (Nick) Hopkinson	14/08/1962
D.J. (Dave) Parsons	18/08/1946
D.B. (Dave) Harwood	21/08/195
D. (Dave) Sales	29/08/1953

Happy Birthday All!

As Alex is away for the August Meeting your Birthday Boy Beer ticket will be carried over to the September Branch Meeting!

SUBMARINE LOSSES OF WWI

One Submarine was lost with all hands in August 1917.

Submarine E47 (Lieutenant Carre) was on patrol in the North Sea when she was lost, cause unknown, on 20th August 1917. Those lost were as follows:

Officers

Lieutenant Edward Cambridge Carre

Lieutenant Colin Fraser Creswell

Colin Creswell was the son of Rear Admiral Sir William Rooke Creswell – the First Member of the Naval Board, Royal Australian Navy

Lieutenant Kenneth Edward Elder, RNR

Ratings:

PO Harold Bell J457

PO Frank Johnson 235231

PO George William Roper 226588

Leading Seaman Albert Moss, DSM 201982

AB Henry Bentley J21845 (Po)

AB William Arthur Bridge J29416

AB Walter Bertie Buckingham 219507

AB David Roberts J5818

AB Frederick Vallance 240105

AB Stanley Robert Warden J14875

AB Frederick Charles Webster J6758

Sig Charles Henry Nash J8441

L/Tel Thomas Michael Hawes Smith J13685

Ord Tel Cyril Joseph Jeffery J39221

Chief ERA Albert Samuel Coward 269238

ERA4 George Whittle Bennett M16899

ERA John Curwen Tomlinson RNR/Dev/1813.EA

John Tomlinson was the son of Mr. J C and Mrs A E Tomlinson of Barrow in Furness and the 30 year old husband of Mary Ann Tomlinson of 11, Seaview, Haverigg, Millom, Cumberland.

ERA3 Lewis Hallam Wilkinson M4474

SPO Matthew Rosevere Davey Burnard K1894

L/Stoker William Thomas Kelsey K10196

Sto1 Charles George Kekewich Cuff K14084

Sto1 Martin Dwyer K22432

Sto1 Frank Fellowes K18636

Sto1 John William Harper K21430

Sto1 Charles Richard Howell K22147

Sto1 Thomas William Istead K26074

Sto1 Edward Albert Lindsey K30064

Sto1 Frederick John Pitman K20826

Sto1 James Hall Rae K14203

REMEMBERING FORMER BRANCH

MEMBERS

AUGUST

C H Green	1976
John Ogden	1977
Jerry Jackson	1994
Bob Buchanan	1994
Hugh Anderson	2004
David Tull	2006
Roger Fry	2015

RESURGAM

MEMBERS & FRIENDS

AT THE CARTMEL RACES

Photos from Alex Webb



On the Way!



DISCLAIMER

This Newsletter is published by the Submariners Association (Barrow in Furness) and is © 2017. The opinions expressed in these pages are not necessarily the opinion of the Editor, The

Submariners Association, the MoD or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest. Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or if you wish to send me an article my postal address is listed above under Committee Members? You may also send your contribution by e-mail to me frozennorth55@gmail.com. Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e. the last week in August for the September 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!

BRANCH BARBEQUE

Photos from Barrie Downer



SUBMARINE COMMISSIONING CREW LISTS

Still looking for First Commission Submarine Crew Lists as follows:

Diesel Boats:

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

Nuclear Boats:

ASTUTE & AMBUSH

Also required are copies of any Crew Lists for subsequent Commissions of any conventional 'A', 'S', 'T', 'O' & 'P' Class and any Nuclear 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

"BARROW BUILT SUBMARINES"

This book (a revised and updated version of the 'Dive, Dive, Dive' book) is now available and can be ordered via the NavyBooks Website – go to Navybooks.com.

BARROW BUILT SUBMARINES



ISBN 9 781094 459736

The full price is £25 however, if you want to buy a copy of the book at the discounted price of £12.50 for SA Barrow Members, I still have some books available.

Note that 7.5 % of the Royalties from sales of the book will be paid to the Barrow Branch and a further 2.5% to the National Submariners Association

Barrie Downer

CENTENARY OF HMS VANGUARD SINKING

Events have taken place this month to mark the 100th anniversary of the tragic loss of the St. Vincent class battleship HMS VANGUARD.

Built in 1909, VANGUARD was the eighth ship to bear the name and was one of the new generation of Dreadnought battleships. On 9th July 1917, she had been conducting exercises in Scapa Flow and had proceeded to anchor for the evening. At 11.20

pm there were a series of catastrophic internal explosions and the ship sank almost immediately. Of the 845 men aboard, 843 were lost.

Royal Navy clearance divers from HM Naval Base Clyde's Northern Diving Group (NDG) travelled to Orkney to carry out the poignant duty of changing the White Ensign on the wreck of VANGUARD. Leading Diver James Brown said: "The waters of Scapa have always held a special place in NDG's heart; whenever an opportunity arises for us to work in Orkney there is a competition within the team to secure a place."

During the week leading up to the anniversary, the NDG carried out a site survey and replaced the White Ensign, laid in by the Royal Navy in 2009, with a new flag. In a rare collaboration, the NDG worked alongside a team of volunteer civilian divers, who conducted a survey of the site earlier this year from the diving vessel MV Huskyn.

Able Seaman Diver Ahmet Demirezen said: "Working alongside the team from MV Huskyn has been a pleasure. Diving and honoring HMS VANGUARD has been a humbling moment in my career."

During the winter of 2016/17 a dedicated team of volunteer divers were granted a licence to conduct an underwater photography, videography and 3D photogrammetry model of the wreck site. Emily Turton, the licensee and organiser of the civilian survey team said: "The data gathered by the team has allowed a greater understanding of the layout of the site, and also allows the wider community a chance to see HMS VANGUARD after 100 years underwater."

An evening event in Kirkwall on 6th July entitled, HMS VANGUARD – 100 Years Underwater, offered the opportunity to find out about the survey and the collaboration between the RN and civilian team. Photographs and 3D imagery of the remains of HMS VANGUARD was on show and there was the chance to talk to members of the survey team.

On Saturday 8th July, there was a concert at St Magnus Cathedral, performed by the Music Ensemble and Corps of Drums from the band of HM Royal Marines.

The 100th anniversary on Sunday 9th July was marked by a number of services and commemoration events. These events were attended by 40 descents of the men who died. During the morning, a number of vessels, including two RN P2000 fast patrol boats, took part in a wreath laying service over the wreck site of HMS VANGUARD and was followed during the afternoon by a service of commemoration at the Lyness Royal Naval Cemetery where 41 of the

ship's crew are buried. The day culminated with a special night watch service at St. Magnus Cathedral in Kirkwall. Starting at 11pm, marking the moment when the ship was destroyed by the explosions on board. During the service, the White Ensign that was recovered by the Royal Navy's NDG was presented to the people of Orkney. Naval Regional Commander Scotland and Northern Ireland, Captain Chris Smith said: "The history of the Royal Navy and Scapa Flow are tightly entwined. Last year we recognised the huge sacrifice made by our sailors at the Battle of Jutland and commemorated the loss of HMS Hampshire.

"Next month we will recognise the achievement of Squadron Commander Edwin Dunning with his first ever landing of an aircraft on a ship at sea and his subsequent death a few days later, but this weekend we are firmly committed to commemorating the tragedy that was the loss of HMS VANGUARD.

"The devastating explosion, completely accidental rather than a result of enemy action, was a shock when it happened and the tragic loss of more than 840 lives is still felt through their descendants and those in Orkney who feel passionately that we should mark the centenary in appropriate fashion.

"Royal Navy divers who visited the wreck, closely liaising with the Survey Team who did such an excellent job recently and the Ensign that has flown on that wreck was recovered and presented to the people of Orkney at a ceremony in St. Magnus Cathedral in recognition of their continued role as guardians of so many of the Royal Navy's lost ships and sailors.

"I am very happy to be joined by the ship's companies of HMS DASHER and HMS PERSUER as well as the Northern Diving Group and personnel from the current HMS VANGUARD as we support the welcome efforts of Orcadians in commemorating the loss of this great battleship and all but two of her crew in suitable fashion."



Ensign laid by RN in 2009.

Note by Editor. HMS VANGUARD was built in the Vickers Shipyard and was launched in Barrow on 22nd February 1909. The Ships Bell of HMS VANGUARD was recovered by Divers some years ago and is currently on display in the Dock Museum.

SUBMARINERS CELEBRATE HMS TORBAY's PROUD SERVICE

18th July 2017

The ship's company of the Royal Navy submarine HMS TORBAY celebrated her proud history at a decommissioning service in HM Naval Base Devonport.

After 32 years of service the Plymouth-based nuclear-powered submarine was alongside a jetty in Devonport for the last time as she decommissioned via a ceremony at which a few tears were shed.

Her 614,000 mile journey around the world, through war zones, diplomatic missions and covert operations was marked with a parade and traditional ceremony attended by current and past crews and commanding officers.

The Commanding Officer of HMS TORBAY paid an emotional tribute to his assembled ship's company, the last for the submarine. He also addressed assembled families, affiliate organisations (including the Torbay area) and a Royal Marines Band. Taking the salute at the decommissioning parade was the Deputy Lord Lieutenant of Devon, Vice Admiral Sir Richard Ibbotson.

Commander Dan Knight said, "I have had the privilege of serving in TORBAY on a number of occasions; at the start of her second commission as first casing officer then navigating officer and now at the end of that commission as her commanding officer.

"It has been a huge honour to be her final commanding officer and to have had the opportunity to lead the exemplary men who have made her the 'Good Boat' that she has always been recognised as. It is with immense sadness, but significant pride, that all of us say goodbye to her."

It is with immense sadness, but significant pride, that all of us say goodbye to her

He said the submarine had been very busy in last years of her service, spending more time on operations than average and this was largely possible and successful because of the support of families back home who bore more of the burden of regular separation for months at time than their partners.

Sailors stood proud on parade for one last time as a unit before the submarine takes up her place in Royal Naval history. Since HMS TORBAY was

commissioned on 8 March 1985 the world has seen a lot of changes.

Throughout these changing times TORBAY has maintained a silent vigil on the forefront of the UK commitment to worldwide defence. Her motto is 'Je maintiendrai', (I Maintain), and that she has.

Long-serving submariner Warrant Officer 1 Engineer Ian Stace, shed a few tears as he said farewell to his 'favourite submarine'. He joined HMS TORBAY when it was being built and in between serving on other submarines he built up more than eight years on her.

He said, "It's a fitting and emotional ceremony. I feel sad because of all the memories. I was at her birth and now I'm here at her last. She's my favourite submarine and I leave at the peak of my career."

"The ship's company will now break up and go their separate ways, which is a shame because we are an elite brand of brothers. We spend a lot of time qualifying as submariners and are proud of our jobs. It's different from serving on ships because most of our time is spent on covert operations, which is exciting."

Ian, who is married with two sons, served on HM Submarines COURAGEOUS (now a museum attraction), OCELOT, TRAFALGAR, TRENCHANT, TIRELESS and DREADNOUGHT. He said the most exciting part of his career was the Cold War – 'real James Bond stuff'.

Engineering Technician Peter Kelly said, "It was weird coming up river back home to Plymouth after a long time at sea and also feeling sad that we'd not see each other again as a ship's company. But there's a lot to be proud of, especially of what we achieved doing real meaningful covert operations."

The boat's legacy will live on in the memories of the 2,500 men that have served on board over the years, including 21 previous naval commanding officers and one admiral.

One of the most versatile vessels in the naval arsenal, HMS TORBAY has been involved in promoting stability, gathering intelligence and supporting NATO operations worldwide.

She is capable of silently gathering intelligence or delivering force via her complement of Tomahawk missiles and Spearfish Torpedoes.

HMS TORBAY has been on the forefront of submarine development during her life, proving the Trafalgar Class submarine is capable of adapting to the changing threats around the world.

HMS TORBAY career facts:

Total distance travelled in 32 years: 705,600 miles

Dived distance travelled: 544,760 miles

Time at sea: 3,162.5 days

Time under water: 2,415 days

Port visits: Approximately 70 (not including base port visits)

Number of crew who have served on board: ~ 2,500

Basic submarine qualifications completed: ~ 1,850

Meals eaten at sea: ~ 379,440

Number of Perisher (submarine command) courses hosted: 7

Length overall: 85.4 m

Beam: 9.83m

Draught: 9.5m

Displacement: 4,730t surfaced, 5,208t dived

Armament: 5 x 21-inch torpedo tubes

Complement: 96



Commanding Officer, Commander Dan Knight



HMS TORBAY's decommissioning ceremony at
Devonport Naval Base



HMS TORBAY 's sailors at the decommissioning ceremony



A blessing is conducted at the decommissioning ceremony



Vice Admiral Sir Richard Ibbotson talks to sailors from HMS TORBAY

CLYDE BASED JUNIOR SAILORS COMPLETE SUBMARINE QUALIFYING COURSE

Thursday, 6 July 17

Thirty-nine junior submariners have recently passed-out from one of the most technically challenging military training courses in the world.

On Thursday, June 22, the trainees marked their completion of the Submarine Qualifying Course (SMQ) at HM Naval Base Clyde.

There to witness the occasion was Rear Admiral John Weale, Rear Admiral Submarines (RASM), and

Gillian and Jamie Molyneux, the wife and son of submariner and George Medal recipient Lieutenant Commander Ian Molyneux.

The Submarine Qualifying Course provides future submariners with the knowledge essential for joining their first Royal Navy submarine. The course instils the absolute professionalism demanded by the Submarine Service with trainees required to demonstrate an intimate understanding of more than 30 complex engineering systems which operate the nuclear submarine and keep the crew safe.

The event also featured the presentation of the Molyneux Prize, the annual award presented to the best trainee in SMQ across three classes of submarine – Vanguard class, Astute class and Trafalgar class vessels.

Engineer Technician (Weapon Engineer Submarines) (ET (WESM)) Davies was given this year's prize by Gillian Molyneux. A worthy winner, ET Davies quickly settled into the submarine training environment, achieving the highest overall results in his entry as well as a superior final exam mark.

He also excelled in his oral exam, demonstrating a level of knowledge far in advance of the information contained in his training course – the result of many extra hours of work to master the knowledge. ET Davies fiancée, Laura, was also there to witness the presentation of the prize.

"ET Davies has been my top student during training and it has been my pleasure to instruct him," said Chief Petty Officer (CPO) O'Neill, SMQ (North) Chief Instructor.

"I can see a very bright future for him within the Royal Navy Submarine Service and he has my strongest recommendation for the annual Molyneux Prize."

Prospective submariners join SMQ (North) at HM Naval Base Clyde for the "dry phase" of their training – the part conducted on shore in both classroom teaching and instruction on board vessels alongside.

Before passing-out, the students have to complete a final exam, oral board and walk-rounds. If successful, the "wet phase" of their training begins where the students complete their SMQ training at sea on board a Royal Navy submarine.

It is only after completing both phases that students become fully fledged submariners entitled to wear the coveted dolphins badge.

In addition to the presentations to the students, Rear Admiral Weale was delighted to present watches to Gillian and Jamie Molyneux on behalf of Elliot and Brown.

Sent by: Gavin Carr, Royal Navy Media & Comms



L-R- Commodore Perks, Jamie Molyneux, Gill Molyneux, Rear Admiral Weale, Warrant Officer 1 Knox and the class of 39 students.



Gillian Molyneux presents the Molyneux Prize to ET (WESM) Davies.



ET (WESM) Davies pictured with his fiancée, Laura.

HMS OLYMPUS MEMORIAL

Monday, 3 July 2017

Submariners from HM Naval Base Clyde recently travelled to Malta to commemorate HMS OLYMPUS which was sunk during World War Two.

The submariners from HMS VENGEANCE and HMS ARTFUL visited Ta' Xbiex in May to remember the 'Odin' class submarine and the 89 men who perished when she was struck by a mine soon after leaving Valletta Grand Harbour on May 8, 1942.

Marine archaeologist Dr Tim Gambin and his team discovered the vessel in 2011 and as they were confirming the exact submarine they had found, they learned the unfortunate story behind the events which led to the sinking of HMS OLYMPUS.

HMS OLYMPUS was an 'Odin' Class submarine and had been protecting shipping convoys through the Mediterranean Sea during WW2. On this occasion, she was transporting surviving crew members of stricken submarines back to the UK, in order for them to crew the replacement submarines being built back in the UK. HMS OLYMPUS had a crew of 55 men plus an additional 43 submariners being returned to the UK.

The evening before she set sail there was a suspicion of some German activity outside of Valletta Grand Harbour but no threatening issues were reported to the submarine's commanding officer Lt Cdr Herbert G. Dymott.

As she set sail on the morning of the 8th May 1942, shortly after leaving the harbour she struck a mine and began to sink, the men who managed to escape the submarine still had a seven-mile swim to shore ahead of them. The blazing fires of the German bombings on the main land provided a light to guide them. Unfortunately, only nine men made it back to land - the remaining 89 men perished at sea in what turned out to be the single biggest submarine tragedy of WW2.

Dr Tim Gambin, who led the team who discovered the HMS OLYMPUS said: "After learning of the tragedy I felt it only right that a memorial be erected in memory of the ultimate sacrifice these men made in serving the people of Great Britain and Malta.

Crew members of HMS VENGEANCE and HMS ARTFUL as well as members of Armed Forces Malta (AFM) took part in an at sea remembrance service. This included a wreath laying over the wreck site by the British High Commissioner, Commander S Johnson (SubFlot), HMS VENGEANCE, HMS ARTFUL, AFM, and We Remember Submariners.

This was followed by a ceremonial volley of cannon fire from the wall of Valetta's Grand Harbour, much to the delight of the many visitors in the area.

The ceremonial unveiling of the monument capped a memorable week for the submariners. The AFM band and guard were impeccable and the evening

service provided a poignant memory of those lost in the HMS OLYMPUS tragedy.

“From the discovery of HMS OLYMPUS right up to the ceremonial unveiling of the monument the passion, pride and enthusiasm of Dr Gambin and his team and the AFM has been humbling, admirable and infectious,” said Lt Waddington, a crew member of HMS VENGEANCE who attended the memorial.

“In order that the memorial could be designed, constructed and erected without undue delay Dr Timmy Gambin has financed this project. We would like to thank him for the work he has done and continues to undertake.”

Sent by: Kim Hardie, Royal Navy Media & Comms,



The ceremonial unveiling of the monument in Valletta Grand Harbour in Ta' Xbiex, Malta.



Members of Armed Forces Malta pay their respects to HMS Olympus and her crew.



Royal Navy Submariners pay their respects to HMS Olympus and her crew.



Wreaths are laid at the 'At Sea' Remembrance Service

MEMOIRS OF A SUBMARINER

By Henry Muller*

O deary, deary me,
What a sodding life it be,
I'm now retired and stuck at home,
Listening to the missus moan.
Up and down the blooming stairs,
Making beds and cleaning chairs
Washing dishes, scrubbing floors,
And all the other household chores.

Oh, gone are the days when life was serene
Under the ocean, sailing unseen,
Drinking our tots and telling jokes,
Weren't we just the lucky blokes.
Those were the days, when a good run ashore,
Gladdened our hearts, with the longing for more.
Then was back to the briney, with heads to clear,
Of the aching effect of Brickwood's fine beer.

The klaxon sounds and we dive the boat,
There's no more pitching and rolling guts out,
As the roar of the diesels finally cease,
We wait in the mess for our midday feast,
And in the main motors gentle hum,
Hurrah! Alleluia! Up comes the rum.
Quietness and peace then reigns supreme,
As we lay in our bunks and of the ladies we dream!

* Chief Electrician Henry Muller O/N P/MX 745961 served in Submarines HMS AMBUSH, SIRDAR, SELENE, SCOTSMAN, ACHERON and AFFRAY. He was a member of the Medway Towns Branch of the Submarine Old Comrades Association until 2001

WARTIME MEMOIRS OF COXSWAIN OSCAR MOTH (SURVIVOR FROM K13)

(TO MY FRIENDS WHO LOST THEIR LIVES IN K13 THIS EFFORT IS RESPECTFULLY DEDICATED)

Transcribed from a copy provided by Dave Palmer – Sussex Branch

PROLOGUE

It must "be clearly understood, by all those who read my War Experiences, that, they were only written under pressure from my relatives and also the Friends I made during the Great War. They all tell me that my experiences are so varied that they deem it my duty that I should try and write them in Book Form. I think myself that my effort should prove very interesting to everyone and instructive to the younger generation.

Before I commence my experiences, and so that everyone will understand what they are reading, it will be necessary for me to point out that at the outbreak of war, I had over twelve years' service in HM Navy. Over five years of this I had spent in the Submarine Service, in which I had served from an Able Seaman in "A5", rising to a Petty Officer and serving as Coxswain of "A12" and latterly as Coxswain of "C24".

In those days, five years was the limit of service allowed in the Submarine Service and accordingly after five years of peace time experience I went back to 'Sea', that is, the Navy proper. At the outbreak of war I was serving in HMS ATTENTIVE, that ship being stationed at "Dover", and it is from this Ship that my story must start. I may not be able to make a great deal of HMS ATTENTIVE but I ask my readers to bear with me until I re-enter the Submarine Service, when I know they will be interested to read how our brave boys fought in those Ships who really went out and under in more senses than one.

HMS ATTENTIVE & REJOINING THE SUBMARINE SERVICE

August the fourth was the fateful date and the sixth Flotilla of Destroyers were anchored in 'Dover Harbour'. The Navy had just finished playing at war and had demobilized, only to mobilize again, and prepare for War in earnest.

Germany had declared war on France, and had over run Belgium in their eagerness to get to Paris, and the whole world was watching Britain, and we in the Navy were only too eager to get the chance of a bump at Germany.

There was a great deal of activity in the Light Cruisers and also the Torpedo Boat Destroyers which were attached to the sixth Flotilla.

I was serving in HMS ATTENTIVE and we were the senior officer at Dover, as we carried the Captain "D" of the Flotilla. We were preparing for War. Many a time had I done this before, but then only for drill, but now this was in earnest. From time to time you could hear the Question, "Do you think we shall go to war?" but nobody cared to chance their arm with a 'Yes' or 'No'. At four o'clock we made the signal for the fleet to get underway, and we all put to sea to await the Government's decision whether we should, or should not, go to War.

Out through the breakwater at half speed, and into the Straits of Dover. On our way we were cheered by the Forts on either side and it could easily be seen that the army was just as enthusiastic as we were. And now we made straight for the French Squadron which was patrolling the Straits, and there was a great deal more cheering.

We straight away took on this Patrol, and transferred one of our Officers to the French Flag Ship, who transferred one of her officers to us. We then steamed round the French Squadron and cheered to our hearts' content, after which we officially took on the Patrol, the French Squadron going further west.

It will now be seen that we had taken over the Straits of Dover, some hours before the declaration of War, but we were there all ready and waiting for the fateful signal "Commence Hostilities".

At eleven pm the signal was received and we were at war with Germany. We were very much on the alert for we all knew well that our patrol was very important, in fact was really "the Key" to the situation.

Day after day, we were searching merchant ships of all nations and quite several prizes were sent into Dover or the Downs to anchor.

Watch keeping in two watches is very monotonous and especially as we had a very young Ships Company, so that as the days wore on it was jolly hard to keep some of the younger ones awake. You can guess we wore fed up with this waiting business and everyone was wishing that the Germans would come out and give us a chance to get it over.

Every third day we went into Dover to "Coal Ship" but there was no leave. It was simply "Coal Ship", "Clean Ship" and really before we had a chance to clean ship we were out again on our Patrol.

We weren't being cheered up with news, for things were looking rather black in France, and we were getting bad news from everywhere.

At last we got something to look for, for we received the news that the PATHFINDER had been torpedoed by a German submarine, so we knew we had at last got something to get on with. Special submarine "Look Outs" were posted and everyone was backing our chances of seeing a German submarine off. We didn't have long to wait for the chance, but in any case, I think his chance was a better one than ours.

It was the Sunday after the PATHFINDER was sunk that we nearly "got it". It was in the afternoon and the watch below were sleeping. I myself was sleeping in my mess, when I heard a hell of a scuffle and a tremendous amount of rushing about. I rushed on deck just as the bugle sounded "Action". I could hear men saying "Didn't you see her?" I went to my station which was in the Conning Tower, at the helm, and then I found out that we had been attacked by a German submarine who had come up on our port bow, and had fired a torpedo at us but had missed by mere inches.

There is no doubt whatever that the torpedo must have hit us, but for the sharp look out which was kept, for as the torpedo was fired, it was sighted, and our helm was put hard over and we managed to just evade the deadly missile by going "Full Speed Ahead" on our engines.

I now had a very dizzy two hours at the helm for the submarine was sighted many times and the helm was swung from one side to the other, so as always to keep the submarine on our stern, and then we would be a small target as well as a running target. I supposed by now that we had at least a dozen T. B. D.s in the Straits and they were all steaming at full speed and darting all over the place, in the off chance of ramming the submarine.

During the whole of the two hours I was at the helm I saw nothing, and I even went so far as to say that I didn't believe we had been attacked although I had heard continually the cry "There she is".

At last, as she had not been seen for some time, we dispersed from Action Stations and the pipe called the watch to Defence Station, so now I got a chance to speak to someone who knew as much as I did about submarines. This was our Torpedo Gunner's Mate and he had served with me for a good many years in the Submarine Service, and after this incident served again with me in L6.

After leaving the helm I strolled aft to where he was and greeted him in this fashion, "Well Buck, (all Taylor's are called Buck in the Navy and this man's name was Taylor) what do you think about it? Have you seen her?" "No, and I don't believe for one minute that there is a submarine anywhere near us", was his answer. Just at that, time both of us Disbelievers were very quickly converted to Believers, for up she came out of the water about 200 yards off our Port Beam and clearly showed 2 feet of periscope.

"Hard a Port" came the order from the Bridge to the Conning Tower, and we swung round very quickly to Starboard and once again put the Submarine on our stern. I am fully convinced that we missed a splendid opportunity, as I consider we were in a good position to have turned to Port and rammed her, as I am sure she only came up to see for her own safety. That was the last we saw of her, but by this time we had about 20 T. B. D.s and four cruisers belting about the Straits of Dover in the hope of ramming the submarine.

We had attached to us 12 submarines of the B and C class but we had ordered them into harbour, and they had to remain in until the next day. This spasm caused us to do much more harbour time and I am inclined to think that, that German submarine did us a good turn, anyhow the patrol was now kept up by T. B. D.s and submarines who were considered to stand a better chance if attacked by enemy submarines.

THE BOMBARDMENT OF THE BELGIAN COAST

Our next bit of real excitement came on a Saturday afternoon near the end of the month of October. We had had a very busy week - our Ships Company being employed in loading the Mine Layers with mines - and as things had slackened down we were looking forward to an afternoon off or what in termed "A Make and Mend". Our luck was certainly out for at 1.15 the pipe went, "Out Pipes", "Hands Fall In". Soon the "Buss" went round that there was something doing, for we were employed in getting the Ship ready for sea, and you could see that the remainder of the Flotilla was doing the same.

At four o'clock we slipped our mooring and proceeded to sea with the whole of the sixth Destroyer Flotilla, and we were also accompanied by the Monitors "SEVERN", "HUMBER" and "MERSEY". These Monitors had recently been commandeered as they were built in England for a foreign state, and they proved to be very useful indeed.

No one seemed to know what our mission was but after a bit we found out that our destination was the Belgium coast, where at that time we were getting a lot of bad news. We put into Dunkirk and there we saw a ship which had on board the remnants of the Marines who had so gallantly defended Antwerp. We steamed quite near to

her and there was a good deal of shouting, "Are we downhearted?" and the answer which was shouted back was always "No".

While we were at Dunkirk we received a wireless message from the Admiralty to the effect that all the cruisers were to go back to Dover, as hostile submarines were out, and it was not considered advisable to use the cruisers for bombarding.

This was bad news for us, for we wished to be in it, and it came as "Good News" to us when Admiral Hood who was flying his Flag on board, the ATTENTIVE, said he would keep us and send the remainder back.

An Officer and two Signalmen were landed from the Flotilla and they were to go up into the lines and give us information by signal when and how to conduct the bombardment.

We now steamed up the coast and waited for the signals. We were due to start the bombardment at 2.0 am but we had received no signal, so could not start, as we had no knowledge which were our men and which were the enemies. It was nine o'clock when we "commenced firing" into vast masses of German troops. This was the signal for the whole of the Flotilla to start, and we simply played havoc with them.

I would like here to pass a few remarks concerning the first shot that was fired on the Belgium coast. I have heard a good many arguments concerning this, and quite a few ships claim this distinction, but I have no hesitation in saying that the first round was fired from the forecastle 4" Gun Starboard, of HMS ATTENTIVE and the Gun layer who fired the first round was Petty Officer F Kelly. Things now began to get a bit hot, as our bombardment was being answered from the shore by big guns, but the only ammunition that was fired was shrapnel. This of course was no good for fighting ships, although it caused quite a number of casualties in the Flotilla.

The ship who was hardest hit by casualties was the T. B. D. VIKING. She had got in rather close and received, a direct hit on the muzzle of the forecastle 4" gun just as it was in the act of being fired. This caused a very big explosion, which laid out the whole of the gun's crew as well as all the Officers and men who were on the Navigating Bridge, as well as the men who were "handing up ammunition".

At noon the "Cease Fire" was sounded and the "ATTENTIVE" steamed back to Dunkirk. We had no idea what was going to happen but on arrival at Dunkirk a boat was lowered and sent into shore. Two military officers came off in this boat with plans of the district, and we steamed back along the coast again. One of these officers was "Colonel Bridges" but I have forgotten who the other was but anyhow he was an Artillery Officer and under their guidance, the bombardment was re-opened. This was carried on until darkness set in, and we then withdrew. That evening, the Admiral transferred his Flag to one of the T. B. D.s and we had orders to collect the casualties from all the Flotilla and return to Dover.

The effect of this bombardment - which was only a prelude to many others - had the desired objective and checked the German advance along the coast line and for a good many miles in land. The advance had begun to be very serious, and a good many of us are of the opinion that our Flotilla saved Calais, for at the rate the advance was going it would have only meant another day before they would have been before Calais. We in England all know what that would have meant, so this is one of the things that all Britishers should warmly thank the Navy for having accomplished successfully.

We arrived back in Dover at midnight and there was quite a stir there when we arrived for the news that we had arrived with casualties spread like wild fire. These we soon landed, and now we found out that we were not to go back, as the Admiral had asked for old ships who were of no material consequence and yet could do the bombarding more effectively.

Another period of monotony followed and I was just about fed up when I found that they were asking for volunteers with submarine experience to re-enter the Submarine Service. Thinking that this would prove a far more exciting job than the one I already had, I immediately offered my services, which were straight away accepted.

I now had to await a relief and it was some weeks before this arrived. We were employed as "Working Parties" loading up ships with ammunition for the ships who were carrying on the bombardment of the Belgium coast. This didn't at all suit me and I renewed my application for further service in submarines, but my Captain told me I would have to wait until my relief arrived, in fact he tried hard to keep me, but at last my perseverance was rewarded.

On December the 23rd we left Dover, all in a hurry not knowing what was happening, but the next day (Christmas Eve) we found ourselves in Southampton. We arrived at noon and by two o'clock we had half of our Ships Company on seven days leave. We were to be refitted by the firm of Harland and Wolfe and as this was going to take two months you will understand it didn't exactly fall in with my views.

I went to Portsmouth for my leave, and I visited Fort Blockhouse (the submarine depot) where I saw the Drafting Officer, and as we had served together before, he told me he would do what he could for me. Accordingly, on January the 10th a relief arrived for me, and on the 11th of January I proceeded to Portsmouth and joined the submarine depot. I will here point out that the Petty Officer who relieved me was killed some two months afterwards in the "ATTENTIVE" by a bomb dropped by a Taube.

To be continued in September 2017 with 'SUBMARINES AND H1.'

SUBMARINERS 'CROSSED THE BAR' REPORTED IN JULY 2017

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	March 2017	Colin 'Jake' Wade	Petty Officer (S) (SM)	TBA	TBA	Submarine Service not given
Dolphin Branch	18 th July 2017	Peter Trevalion	Lieutenant Commander RNR	N/A	88	Submarine Service from 1952 to 1962 in ASTUTE, ANCHORITE, AENEAS & ALARIC
Dolphin Branch	19 th July 2017	William C (Bill) Stampton	Leading Telegraphist	P/SSX 26948	97	Submarine Service from September 1940 to February 1946 in H43, TUNA, SEADOG, O15 & ZWAARDVISCH
Derbyshire Branch	20 th July 2017	Ken Holtham	Leading Telegraphist	D/JX 245587	93	Submarine Service from January 1941 to 1953 SAHIB, STOIC, SPITEFUL, ACHERON, TRENCHANT, TABARD, STURDY & TALENT. POW from SAHIB 4 th May 1943 to 12 th August 1944
Welsh Branch	July 2017	Alan Michael Jones	Petty Officer Electrician	D087308Y	70	Submarine Service from 1971 to 1975 in REVENGE (71-75)
East Kent Branch	July 2017	James D (Jim) Thomsett	Able Seaman (LTO)	C/JX 150058	96	Submarine Service from 1941 to 1950 in H50, P36, SEA NYMPH, KIX (RAN), THULE, STURDY & SEA DEVIL

For those of you concerned about the current and planned size of the RN Submarine Force the following Table may be of interest. Note that it doesn't include the VANGUARD Class SSBNs.

In the mid 1960's I seem to recall that there were 21 A's and 'T's, 8 'P' Class and 13 'O' Class with DREADNOUGHT in Commission and the Valiant Class 'in build'. How times change!

