



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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CHEQUE PRESENTATION TO BRISBANE ROAD SCHOOL

EDITORIAL

Hello Everybody

Welcome to the October Issue of the Periscope View. Quite a lot to report on this month. Dave Barlow mentions the September Branch Meeting, the Social Evening and the Cheque Presentation in his Chairman's Dit but a copy of the report on the Cheque Presentation - which was sent to the Evening Mail, the Navy News and the Faslane PR machine - is included (with photos) in this issue. I'm pleased to say that it was published in the Evening Mail but has not yet appeared in the Navy News - perhaps next month!

Talking about the September Meeting it was one of the best attended for a while with 40 members and 23 visitors including Morecambe Bay visitors, AUDACIOUS Crew Members, visitors from Brisbane Park School and our Ladies. During the evening another three AUDACIOUS crew decided to join the Branch - so welcome to Julian Bond, Darren Chamberlain and Niall Hutchinson. To these new members we can also add Stephen Breckons and John Flowers who both applied to join our Branch using the 'on line' facility. Welcome to you all and we hope to see you at many of our Meetings and Social.

Did you join us on the Canal Trip? A different canal boat (or is it a barge) this time but every-one seemed to enjoy themselves and there is a report with photos in this issue - hopefully everyone who was on the cruise is in one or other of the photos! Hopefully we can do the same Canal Cruise again next year.

Thank you to those members who supported our RAFA colleagues at their Battle of Britain Sunday Parade and

afterwards at the Royal British Legion. I know it was the morning after the Canal Cruise but we had very nice day for the Parade - but it was a bit hard work following behind the Pipe Band who seemed to change step each time they started a new tune. A pint and a tot at the Legion afterward soon refreshed everybody.

I am still sorting out the books, documents and artefacts from the Submarine Heritage Centre and have just taken custody of a quantity of books from Terry Spurling's own collection. I need to catalogue these and then find homes for them.

As I mentioned previously there is still a quantity of SHC items in the Shipyard which need to be removed in the not too distant future. If anyone has an empty garage or a store where we can move these items so they can be reviewed & catalogued in slow time without the difficulty of accessing the shipyard (with all the security implications) please let me know as soon as possible.

Now we are looking for another volunteer - this time we need someone willing to train up as Branch Standard Bearer. Gordon Walker has been the Standard Bearer for quite a while now and has found some of the Parades a bit difficult. If this is for you let me know as soon as possible.

Also, it's time again to put your thinking caps on and see if you have any proposals for the 2018 Annual Conference or perhaps you want to put yourself forward for a place on the National Committee. Let any Member of the Branch Committee know as soon as possible!

See you all at the October Branch Meeting next Tuesday - don't be late! Regards Barrie.

CHAIRMAN'S DIT

Although the Branch had a busy month, nationally there has been a big upheaval due to the unexpected and very sudden passing of Keith Bishop the National Membership Secretary. You may be aware that Ian Atkinson was standing down from the position of Treasurer due to ill health and Keith was to take over at Christmas, relinquishing his post as Dolphin Branch Secretary. His position as Membership secretary was to be taken by David Woolterton who had also been previously appointed as Webmaster. It is worth going onto the website as there have been a lot of changes and it is more user friendly.

After a couple of video conferences, it was decided that Nigel Mellor (the current secretary) would understudy Ian Atkinson and take over the role of Treasurer in the New Year after the annual audit. This is in the absence of any other member coming forward. Jim McMaster would take on the role as Secretary alongside his Chairman function in the short term. It should be noted that the positions of Secretary, Treasurer, Membership Secretary and Webmaster are all appointments and not elected positions. However, that does not stop anybody from volunteering for any of these posts. There is usually a queue round the block for these positions so get your name in quick if you fancy any of them. We have had one member asking to be considered for the position of National Secretary and another has expressed interest in Membership Secretary. They have been sent the T&Cs and we await a response

The September meeting was quite special. Some of the lads from the Morecambe Bay Branch came to visit and were given a warm welcome. It is always good to see them and I am sure they enjoyed themselves in our company. Shame that one had to drive. Many of our ladies and friends also joined us for what was essentially a social evening and it was great to be able to thank them for their continuing support. The main event of the evening, however, was to present a cheque for £700 to Cheryl Hagen on behalf of Brisbane Park School in Barrow to assist in replacing the outdoor reading area which had been wrecked by vandals. The branch had donated £350 and I was over the moon to learn that the lads from AUDACIOUS had matched that sum. On top of that they offered their help to carry out the work which saved a lot on potential labour costs. Well done AUDACIOUS. For the 'n'th month in a row more of the AUDACIOUS crew have joined the branch so our average age has probably dipped below 70. Alex put on Chilli and Hotdogs which were to his usual high standard, so BZ Alex.

One of the highlights of the social calendar was our Annual Lancaster Canal Heritage Boat Excursion or more commonly known as the 'booze cruise'. Looking at the state of the faces on the return bus I would say that the second description was probably nearer the mark. I am sure Alex will have more to say on it in his report so I will not steal his thunder. The committee met a week or so ago to discuss various issues. One was to discuss the Widows and Friends Afternoon Tea which will replace the Xmas Hamper. It will be held on Friday 15th December at the Townhouse in Barrow. The widows will be picked up at their homes, the lunch will be hosted by some of the wives and they will be returned home again on completion. The Invitations with more information are in course of being sent out. It was also agreed that this year we can afford to give a Xmas Bottle of Cheer to our over 75s and not just the over 80s. Of course, this would have to be re-assessed in future years in line with the cost and the state of our funds. We also discussed the proposed Submariners Association Trophy to be presented to the local Sea Cadets and in addition to the main trophy it was felt and agreed that the recipient each year should get his own memento. Having discovered that a trophy shop in Barrow was shutting down I hot footed it there the next day and was able to purchase some suitable plaques, enough for the next four years.

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

Dave

SOCIAL SECRETARY REPORT

T
Hi Shipmates

September saw us have our canal trip, it was the first time on the Jungle Queen and for me the service and attitude of the staff was excellent. The cocktail went down well again and I felt everyone had a good time and indeed the feedback was positive. If we do this again next year I will ensure that we have the smokers' corner aft of the barge and instead of a buffet I will come up with an alternative so that we can utilise the space by the bar for the entertainer.

Diary Check:

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; so please come along and support this function as I need 50 people to break even and make it a good night. Tickets are available from me and behind the bar at the Legion.

We are fast approaching our dinner dance which is on Friday 10th November this year; I have reduced the costs by not including drink in the price. The cost is £32:50 per person (same as in 2013) and will give you a great evening including a three-course meal with tea or coffee, live entertainment from Radio KFK, a disco, some short speeches, a lot of laughs and a great evening. The menu is below, so put your name down where you want to sit, bring along your family and

friends and let's have a great evening. It will be themed loosely around country and western and is limited to 85 people. Please ensure I have your food and order and payment before the end of October – the November meeting isn't until the 7th so that will be too late to pay up.

| STARTERS | | |
|----------|--|--|
| A | Cream of Vegetable Soup with Warm Bread Roll | |
| B | Classic Chicken Parfait with Cumberland Jelly & Toasted Sour Dough | |
| C | Prawn Cocktail with Gem Lettuce, Pickled Cucumber, Cherry Tomatoes & Brown Bread | |
| D | Creamy Garlic Mushrooms with Toasted Sour Dough & Parmesan Shards | |
| MAINS | | |
| A | Roast Topside of Local Beef & Yorkshire Pudding with Traditional Veg & Gravy | |
| B | Wild Mushroom & Wilted Spinach Risotto | |
| C | Pan Roasted Chicken Breast with Mushroom & Madeira Sauce | |
| D | Baked Fillet of Herb Crusted Haddock on New Potatoes with an Asparagus & Prawn Sauce | |
| SWEETS | | |
| A | Homemade Sticky Toffee Pudding with Butterscotch Sauce & Vanilla Ice Cream | |
| B | Lemon & Lime Cheesecake with Fruits of the Forest Compote | |
| C | Vanilla Crème Brulee with Homemade Shortbread | |
| D | Warm Chocolate Brownie with Chocolate Sauce & Chocolate Ice Cream | |

I will be doing a quiz at the December meeting so bring along your partners for a quick meeting (courtesy of our Vice Chairman Barrie Downer) and I will provide some brain food to keep everyone's focus at its peak.

The Children's Christmas party is on Saturday 16th of December 1 – 4 and is strictly limited to 50 so buy your tickets from me soonest. The adults party is on Saturday 23rd December and is £5 per ticket (available now), food is bring a plate, £100 give away, Denis Horan singing and a damned fine party just two days before Father Christmas visits us – only if you have been good and supported your social secretary at the functions!!!

Other items:

Members draw was won last month by Blood Reid so stands at £5 for October.

Don't forget your birthday beer if you were born in the month of October.

I am currently putting together the social calendar for 2018 so if you have any ideas please bring them to my notice.

Alex

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 |

NOVEMBER BRANCH CALENDAR

| | |
|-------------------------|--------------------------|
| November Branch Meeting | Tues 7 th Nov |
| Embankment Parade | Sun 5 th Nov |
| Branch Dinner Dance | Fri 10 th Nov |
| Remembrance Parade | Sun 12 th Nov |
| Committee Meeting | As Required |

DECEMBER MEETING

| | |
|-----------------------------|--------------------------|
| Branch Meeting & Quiz Night | Tues 5 th Dec |
| Childrens Xmas Party | Sat 16 th Dec |
| Branch Xmas Social | Sat 23 rd Dec |

SEPTEMBER BRANCH BIRTHDAYS

| | |
|--------------------|------------|
| M.C. (Mick) Mailey | 02/10/1942 |
|--------------------|------------|

| | |
|-------------------------|------------|
| W.R. (Bill) Russan | 03/10/1947 |
| D. (Dave) Young | 14/10/1949 |
| Eddie Munro | 14/10/1971 |
| C. (Colin) Taylor | 17/10/1956 |
| G (Digger) Gardner | 18/10/1971 |
| D. (Darren) Chamberlain | 21/10/1976 |
| L. (Lawrence) Carr | 25/10/1937 |
| R E. (Red) Skelton | 30/10/1930 |
| A (Andy) Roberts | 30/10/1965 |

Happy Birthday All!

SUBMARINE LOSSES OF WWI

Three Submariners are reported to have died in October 1917 and one Submarine was lost but, luckily without casualties. Those who died were:

- (1) One member of the crew of Submarine E45 died on Saturday 20th October 1917. It is understood

that he was taken ill and died from peritonitis in Shotley Sick Quarters. He was:

Stoker 1st Class Alfred George Gould O/N K16522 (Ch). No Next of Kin or other family detail has yet been established for Alfred Gould who is buried in the Shotley (St Mary) Churchyard in Suffolk in the Submarine Enclosure.

(2) An Engine Room Artificer on the books of HMS DOLPHIN died on 21st October 1917. It is understood that he collapsed and died suddenly after rushing to catch a boat. He was:

Engine Room Artificer 4th Class James Douglas Forster O/N M25803 (Po)

Twenty-three-year-old James Douglas Douglass Forster was the son of James William Forster and Isabella Forster of Salwell, Co. Durham.

(3) One member of the crew of Submarine E35 died on Monday 29th October 1917. It is reported that he was lost overboard. He was:

Leading Telegraphist Frank Hall O/N J20872 who was the twenty-one-year-old son of Annie Hall of 42, Star Road, West Kensington, London. He is commemorated on the Chatham Naval War Memorial on Panel No. 22.

The submarine lost was Submarine C32 (Lieutenant Christopher Paul Satow, Royal Navy) which was blown up by her crew on 22nd October 1917 after running aground in Vaist Bay in the Gulf of Riga. As the submarine could not be refloated the decision to destroy the Submarine was taken to prevent it from falling into the hands of advancing German forces. There were no injuries or losses and the survivors made it safely back overland to the Depot Ship of the Baltic Flotilla.

REMEMBERING FORMER BRANCH MEMBERS OCTOBER

| | |
|-----------------|------|
| Michael Kiely | 1996 |
| George Crane | 2001 |
| William Walker | 2006 |
| Bill Butters | 2008 |
| George Meadows | 2008 |
| Michael Bycroft | 2011 |
| Alex Hustwayte | 2012 |

RESURGAM

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 frozensnorth55@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 October for the November 2017 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

SUBMARINE COMMISSIONING CREW LISTS

Still looking for First Commission Submarine Crew Lists as follows:

Diesel Boats:

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

Nuclear Boats:

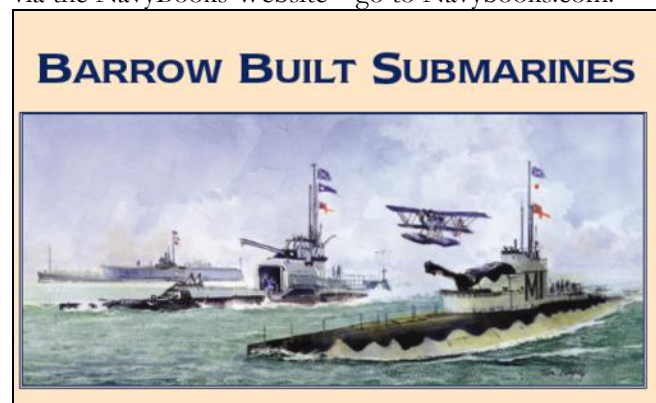
ASTUTE & AMBUSH

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 – see Page 2. Thanks,

Barrie Downer

"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.



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.

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

DUNDEE 2017

A Bob Faragher Dit

I was picked up by Micky Dack. and we proceeded to the station. To our surprise the train was on time. We boarded the train and did the usual tour of the numerous stations to Lancaster.

Again, our train was on time. We had a short wait, during which time we ran into our MP John Woodcock. He explained he was on his way to Edinburgh to play bowls. We resisted the temptation to ask him if the Furness rate payers were funding his trip.

Our train duly arrived and we were on our way in the right direction, time for a short Kip. The ticket inspector advised us to change at Haymarket rather than go on to Edinburgh. This seemed like a good idea, since last time we had to change at Edinburgh, we became confused due to the size of the station. This we did and, as it turned out it was not a great idea. When we left Haymarket, it turned out that a couple of trains ahead of us had been delayed so we had to take an alternative route. This meant that we didn't pass Micky's daughters house and so he couldn't wave to her.

Eventually we arrived at Dundee, the weather was kind to us and the taxi driver - unlike the Barrow taxi drivers - helped us with our luggage in to the Hotel. As always, the hotel was excellent. Thankfully I passed the Standard over to the receptionist to look after for us. We then went up to our room to sort ourselves out, and then went to the bar as one does.

The bar was fine but we had to register a complaint as there were no bar maids, only blokes. By this time, we needed feeding and went across the road to a 'chinese' we knew about. This also was excellent and good value. We could go round as often as we liked and the bill remained the same. After this we returned to the bar.

After a moderate session, we went upstairs for a stand easy. Our room overlooked the harbour and we notice a couple of zip wires were in operation towing people up and down the dock, most of them finished up in the drink, however it was good entertainment for us. After a wee kip we returned to the bar, still no barmaids. Last year the barmaids bought Mick and I a pint each, bar blokes don't do this even though we explained to them that it was a tradition. There were nowhere near as many people there this year, we were hoping that tomorrow more would appear. There was also a distinct lack of females; those we did see seemed to all be wearing miniskirts. This wasn't doing Micks pace-maker the world of good.

The following morning, we were up bright and early, dressed in our best rig and were in plenty of time for breakfast. We collected the Standard and were about to make our way to the memorial when I was interrupted by a Northern Ireland female voice shouting very loudly "Bob". It turned out to be Tracey, the NI Branch follower. She said she could give us a lift in her transport. To be fair it wasn't really her transport - it was Faslane transport. Tracy was the only one from NI in attendance. We took up the offer as it saved me from carrying the Standard all the way to the memorial.

We attended the memorial service, which as always was very moving. It was not as well attended as in previous years but there were two French officers in attendance. There was also a contingent from Faslane and a number of local dignitaries.



Mick Dack (Centre) with the Barrow Branch Wreath



Bob Faragher (Right) with the Barrow Branch Standard
On completion of the ceremony we attached ourselves to Tracy's transport expecting to be dropped off at our hotel. This was a big mistake; they drove passed our hotel and deposited us up in Dundee. We were faced with having to find our way back to the hotel, with me carrying the Standard. To do this in one go was out of the question, so we asked a local native if he could recommend a decent pub fairly close. This he did, so Mick and I and the Standard dived into the pub for medication. At least this pub had bar maids, although they looked at us as though we were aliens. We had a couple of pints and proceeded on our way. All we knew was that it was down-hill, which was just as well because Mick isn't great at walking and I was lugging the Standard. Mick observed that even the penguin guarding the entrance to the Discovery museum looked depressed.

Eventually, we arrived somewhat exhausted at our hotel. It was mutually decided that we needed more liquid refreshment. This was to take all afternoon. Mick's daughter Fiona came and joined us for a while. I pointed out to Mick that I didn't believe she was his daughter as she is an attractive young lady, unlike Mick. We both enjoyed her visit, but eventually she had to go and we continued with our medication. This went on

for some time when I noticed a very attractive lady with an old guy I took to be her dad, they also had with them a young teenage girl. Being well dosed up on medication I fancied my chances. I managed to get a hug off the lady, and the old guy as it turned out was her husband. Before anything else could happen, Mick was cuddling the teenage daughter. When I asked him what he was doing he said he only followed me to stop me from being filled in. However, we apologised and went back to our perches.

By this time, we should have got something to eat but we decided to go topside and have a stand easy. Needless to say, on surfacing we felt the need for more medication. This continued into the night, and we didn't get into any more trouble.

The following morning, we made breakfast, and this brought us round a bit. Our train wasn't until 1320 so we decided to prepare ourselves with some forenoon medication. The hotel staff organised us a taxi to the station. The taxi driver helped us with our gear, but he came out with a strange question, as he was putting the standard in to the taxi, he asked us if it was a gun. We explained that had it been a weapon, since we are submariners it would have been a torpedo and he could not have got one of those in his taxi.

The train was on time, and the journey home was uneventful. I personally slept for most of the journey. It was just as well as I had to go down the Ferry that night. It was an interesting weekend although not as well attended as in the past. It also gave me a two-day hangover!

CHEQUE PRESENTATION TO BRISBANE PARK SCHOOL

Earlier this year vandals broke into the Brisbane Park School and destroyed the school's outside reading area which was in the form of a Pirate Ship. The children in the area predominantly come from homes which have no garden so this area is a huge advantage to them and were very upset that their reading area had been destroyed.

One of the teachers, Cheryl Hagen is the daughter of Branch Member and, when he heard of the incident he came to the Branch to see if they could help.

Help was promised from the "Charity Chest" later supplemented by the proceeds from the Annual BBQ which totalled the sum of £350.

Many Crew Members from HMS AUDACIOUS are also members of the Branch and they went back to the submarine and agreed to match the funding raised by the Branch such that, combined, we could present a cheque for £700 to the Brisbane Park School.

In addition, the crew of AUDACIOUS have also offered their services to assist in rebuilding the outside reading area, an offer that was gratefully accepted by the school.

The presentation was held at the Social Evening in the Royal British Legion in Barrow on Tuesday 5th September and Branch Chairman Dave Barlow and Crew Member 'Patches' O'Callaghan handed over the cheque. Cheryl Hagen (who brought along a couple of

the school children even though it was well past their bedtime) and school governor Sue Hosker thanked both the Branch and the AUDACIOUS crew for their very generous donation.



The Presentation Party with the Barrow Branch Members



With the AUDACIOUS Crew Members



The Presentation Party with the Branch Members & the AUDACIOUS Crew Members

THE CANAL CRUISE 2017

As instructed Margaret and I arrived at the RBL in plenty of time to catch the Coach which was booked for 1515. In fact, there was more than enough time for a pint before we left and a chat to other 'Canal Cruisers' as they arrived. On boarding the coach, we joined the 'Walney Crew' who were already on board. Then it was off via Abbey Road, the Crofters and The Red Rose at Ulverston to collect the rest of the crew. Then it was off on the way south to join the Jungle Queen (a different Canal Barge this year) just a little way down the Lancaster Canal from Barton Grange. The trip down in nice sunny weather was aided by can/bottle of wine or two distributed by our ever efficient 'wine waiter' – Steve May - and some lively conversation. When we arrived the Jungle Queen had just got back from an afternoon

cruise so there was a bit of a wait for the crew to get the barge ready for us before we could board. Time enough for us to repair to The Roebuck Pub for a Pint.



The Roebuck

On boarding we saw that the seating layout was different with seats along either side rather than side to side - like a railway carriage. However, the Bar was in the same place and there were two 'loos' which reduced the queuing. Before we started off there was time for our 'Absent Friends' Cocktail and 'toast'. The first half of the cruise was in daylight so we could watch the countryside slipping past and was just beginning to fade as we reached the farthest point of the cruise. But on the return journey it got gradually darker and darker and was almost pitch black by time we got back to the Marina.



The Jungle Queen





The coach trip back home slipped by quite quickly but dropping off the various members and friends on the way took us on a bit of a mystery tour of some of the more rural areas of South Cumbria. Anyway, the driver eventually managed to deliver everyone to their requested destinations although I think there were a few more stops (and miles) than he had anticipated. All in all, a very nice day out which I hope we will repeat again next year.

THE PLAN

(I expect everyone will recognise the following sequence of events!)

In the beginning was 'The Plan'.
 And then came The Assumptions.
 And 'The Plan' was without substance.
 And The Assumptions were without form.
 And darkness was upon the face of the Workers.
 And they spoke among themselves, saying, "It is a crock of !!!t, it stinks."
 And the workers went unto their Supervisors, and said,
 "It is a pail of dung, and none may abide the odour thereof!"
 And the Supervisors went unto their Managers, saying
 "It is a container of excrement, and it is very strong, such that none may abide it!"
 And the Managers went unto their Directors, saying, "It is a vessel of fertiliser, and none may abide its strength!"
 And the Directors spoke among themselves saying one to another, "It contains that which aids plant growth, and it is very strong!"
 And the Directors went to the Vice-Presidents, saying unto them, "It promotes growth, and it is very powerful!"
 And the Vice-Presidents went to the President, saying unto him, "This new plan will actively promote the growth and vigour of the company, with powerful effects!!!"
 And the President looked upon 'The Plan', and saw that it was good.
 And 'The Plan' became policy.
 And that is how !!!t happens.

Russians Caught 'Lurking' near Faslane Naval Base to Eavesdrop on Nuclear Submarines

(11th July 2017 Mark McLaughlin)

A rising number of Russian naval vessels have been detected in UK waters including submarines caught

"lurking" near the Faslane nuclear-armed submarine base, a foreign affairs think tank has found.

The Russian subs are thought to be attempting to identify the "acoustic signature" of Britain's Vanguard submarines in order to track and potentially sink them before they can launch their nuclear missiles, according to the Henry Jackson Society.

Experts say the "alarmingly regular" contacts paint "a worrying picture of the revival of Cold War Russian habits of probing our defences by sea and, especially, by air".

In one incident in August 2010, a Russian Akula-class Typhoon submarine stood off Faslane "waiting for a Trident-capable Vanguard-class submarine to leave the port for its three-month patrol."

On two occasions in 2015, the UK was unable to deal with the threat posed by suspected Russian submarines positioned off the Scottish coast and had to seek assistance from Canada, France, and the United States, the society said.

Dr. Andrew Foxall, director of the society's Russian Studies Centre, pieced together official air intercept statistics and media reports of naval contacts - which are not recorded by the MoD - and found a rise in Russian intrusions in UK territory.

There were 12 reported Russian naval approaches in UK seas between 2013 and 2016 - and just two in the previous seven years.

Over half of the 43 reported contacts by air and sea occurred between 2005 and 2016 occurred in the most recent three years.

The report said: "Russia's submarines, which lurk off naval bases in Scotland, seek even...sensitive information: the 'acoustic signature' made by the UK submarine fleet, including the Vanguard submarines that carry Trident nuclear missiles.

"If Russia were able to obtain a recording of the 'signature', it would have serious implications for the UK's nuclear deterrent: Russia would be able to track Vanguards and potentially sink them before they could launch their missiles."

Scottish air bases were by far the busiest in the UK with nine launches from RAF Lossiemouth and seven from RAF Leuchars, which became an army base in 2014, compared with just two each from RAF Coningsby and RAF Leeming in England.

While the large number of North Sea contacts are largely down to geography, with routine Russian and UK routes straddling each other, some are thought to be deliberate shows of strength at times of international tension.

The murder of Alexander Litvinenko in November 2006 saw airspace incidents rise from four in 2005 to 19 in 2007, while an airspace incident in January 2008 coincided with a dispute over British Council's operations in Russia which saw the closure of two of its three offices.

Two Russian bombers buzzed the Cornish coast the day after Ben Emmerson, QC characterised Russia as a "mafia state" during the inquiry into Litvinenko's death in 2015.

“In this sense, the incursions serve as a saber-rattling sign of the Kremlin’s displeasure.”

Dr Foxall said: “There is a troubling picture of close encounters and emergency scrambles perpetuated by an aggressive Russian government...these Russian activities are best understood not in isolation, but rather as a part of the Kremlin’s increasingly assertive foreign policy toward the West.”

Dr. Julian Lewis, former chair of the House of Commons Defence Select Committee, said: “Dr Foxall paints a worrying picture of the revival of Cold War Russian habits of probing our defences by sea and, especially, by air.”

An MoD spokesman said: “We keep all threats under constant review and have robust security measures in place to combat them.

“This includes RAF Quick Reaction Alert Typhoon aircraft, a Royal Navy warship held at continuous high readiness and the ultimate guarantee of our security, the nuclear deterrent.”

The Russian Embassy in the UK declined to comment

By Editor

The above story will come as no surprise to our ‘Cold War Warriors’ – probably nothing has changed over the last sixty years – just that we were all supposed to believe in the ‘Peace Dividend’ which saw us lose the bulk of our submarine forces. If nothing changes everything remains the same!

SCOTLAND SET TO HOST LARGEST MILITARY EXERCISE IN EUROPE

Thursday, 21 September 2017

A MAJOR UK-led multinational exercise is set to begin this week when Exercise Joint Warrior gets underway.

One of the largest military exercises of its kind in Europe, Joint Warrior will run from October 1-12, providing NATO allies and partners with an opportunity to improve the tactics and procedures vital in today’s complex battlefield.

Fourteen nations will participate, bringing ships, aircraft and troops to military ranges across the country and to maritime exercise areas off the west and north coast of Scotland.

Activity will feature:

- Thirty-five naval units from Belgium, Canada, Denmark, Estonia, France, Germany, Italy, Latvia, Lithuania, the Netherlands, Spain, the UK and the US, supported by 11 rotary-wing aircraft.
- RAF LOSSIEMOUTH in Moray and HMS GANNET in Prestwick hosting international aircraft from Canada, France, Norway, the UK and US.
- Cape Wrath Weapons Range in the North of Scotland being used for joint fires activity.

Exercise Joint Warrior will also incorporate elements of another major exercise known as Formidable Shield, running from September 21 to October 18.

Waters off the West Coast of Scotland will welcome 13 ships from eight countries, the majority of which are also taking part in Joint Warrior, as they conduct the air and

missile defence exercise on the Hebrides Range west of Benbecula.

Exercise Joint Warrior is linked directly with the NATO Military Training Exercise Programme, enabling the Organisation to exploit the training opportunities provided by the exercise and to practice the skills needed for collective defence.

The biannual exercise is designed, planned and delivered by the Joint Tactical Exercise Planning Staff (JTEPS) based at Northwood in London who deploy to HM Naval Base Clyde to coordinate events.

Made up of Royal Navy, RAF and Army personnel, JTEPS will augment its core staff of 22 with around 140 additional personnel – many of them Reservists – and with support from other NATO organisations and partner nations.

The scenario of the exercise will mirror a broad range of crisis and conflict situations which could realistically be experienced in real-world operations.

Over the fortnight participants will be faced with a period of increasing political and military tensions, along with a huge range of realistic military tasks such as: intelligence gathering and reconnaissance; anti-smuggling and counter-terrorism operations; humanitarian assistance and evacuation operations.

Exercise planning staff have liaised with a wide variety of communities and organisations ahead of Joint Warrior in order to minimise the impact of military activity. Organisations consulted include:

the Civil Aviation Authority (CAA), National Air Traffic Services (NATS), The Highlands and Islands Airports Authority, Scottish and Northern Irish fishery organisations & environmental agencies and groups.



Royal Navy mine hunter HMS Brocklesby at HM Naval Base Clyde



Type 23 Frigate HMS Argyll which will take part in the upcoming Exercise Joint Warrior.



Vessels gather on the Clyde during a previous Joint Warrior exercise.

New Head of Alliance delivering Navy's Carriers amongst Appointments welcomed by Defence Secretary
31 August 2017



HMS QUEEN ELIZABETH enters Portsmouth Harbour for the first time

Defence Secretary Sir Michael Fallon has welcomed the appointment of Vice Admiral Sir Simon Lister as Managing Director of the Aircraft Carrier Alliance.

Admiral Lister will take a sabbatical from his Royal Navy career to lead the Aircraft Carrier Alliance's (ACA) continued delivery of the most powerful warships ever built for the Royal Navy.

The two 65,000 tonne aircraft carriers, HMS QUEEN ELIZABETH and HMS PRINCE OF WALES, will lead the UK's maritime forces for the next fifty years. With the former having now sailed into her home port of Portsmouth and the latter now officially named, Admiral Lister will continue to drive the programme forward and guide the second Carrier through to delivery.

Defence Secretary Sir Michael Fallon said:

Following HMS QUEEN ELIZABETH's historic entry into Portsmouth, our focus is now on her final preparations for commissioning and the delivery of our second mighty carrier, HMS PRINCE OF WALES. With his substantial experience, Admiral Lister is the logical choice to keep up that momentum.

Our two new aircraft carriers and F-35 Lightning jets are an investment in British security, prosperity and our global role. They will transform the UK's ability to project power around the world whether independently or working closely with our allies.

Sir Simon brings his knowledge of complex engineering projects and leadership of major programmes. During his career, he has served as the Royal Navy's Chief Naval Engineer Officer and will leave Defence Equipment & Support (DE&S) where he led the delivery of the maritime equipment programme and fleet support.

Announcing Sir Simon's appointment, Sir Peter Gershon, Chairman of the ACA said:

Simon has extensive knowledge of the Aircraft Carrier programme having been our Vice Chairman since 2013. I'm delighted that he'll take this full-time role and wish him every success.

An alliance between the Ministry of Defence and industry, the ACA has brought together the best of British industry, with construction across six cities and involving more than 10,000 people. This includes 700 businesses and suppliers, 800 apprentices and nearly 8,000 jobs at shipyards around the UK.

The role became vacant following the appointment of Ian Booth as the first Chief Executive of the new Submarine Delivery Agency (SDA), which the Secretary of State also confirmed today. Following the successful completion of the first phase of sea trials for HMS QUEEN ELIZABETH and her arrival in her home port of Portsmouth, Ian Booth has been appointed into this critical role, reflecting his proven track record in delivering complex defence programmes.

He brings a wealth of public and private sector experience to a key programme for the UK's defence and security. In addition to his previous leadership of the ACA, Booth also previously ran the 'Typhoon' airframe programme and was Managing Director of both the 'Astute' Submarine programme at BAE Systems and the joint venture Fleet Support Ltd.

A key commitment of the 2015 Strategic Defence and Security Review, the SDA was created in April 2017 to focus on building and supporting the UK's nuclear submarines.

Booth will now turn his proven skills to that task of replacing the UK's four 'Vanguard' Class submarines with the new 'Dreadnought' Class – a £31 billion project equivalent in scale to Crossrail – which will provide the UK with its continuous at sea nuclear deterrent for the next 30 years. Booth will also oversee the delivery of the remainder of the powerful 'Astute' Class attack submarines and lead day-to-day support of the existing fleet of 'Trafalgar', 'Astute' and 'Vanguard' Class submarines.

WARTIME MEMOIRS OF COXSWAIN OSCAR MOTH
(SURVIVOR FROM K13)

Transcribed by Barrie Downer from a copy provided by Dave Palmer – Sussex Branch

‘THE DARDANELLES & THE SEA OF MARMARA’

On the 29th we proceeded to sea, our destination being "Kephala", which is very near the mouth of Dardanelles, and at 2 pm, we secured to HMS Cornwall, there to await a favourable opportunity to force the Dardanelles.

I would here like to point out that our crew were simply elated to think we were going to be given a chance and if we had asked for volunteers to man the boat, every man jack of the crew would have willingly volunteered.

Our Captain had to report to the Commander in Chief, who ordered that he was to go to one of the destroyers who were patrolling the mouth of the Dardanelles, and she was given an order to go up as far as she could so that our Captain would have a fair chance of seeing where we were to start our dive.

On Thursday, the 30th September, we cast off from the Cornwall and had a short dive, getting a good trim. I might say our final trim before making the dash. We then secured again to the Cornwall and waited for our time to make the final effort.

A Month in the Sea of Marmora

Now commences the story of the most exciting time of my life. A whole month, and our nerves on edge the whole of the time. A whole month with nothing but excitement and something doing all the time. I don't want to make too much of it, as I have a long way to go yet, so I will be as brief as I can and stick to the facts which were outlined in the official report which our Captain sent to the Admiralty.

At 2.45 am on the 2nd of October we cast off from the "Cornwall" after receiving the best wishes of the whole of her ships company. We ran on our engines until we got Cape Helles abeam which was at 4.35 am.

We now stopped our engines and ran on our electric motors keeping a good look out. At 4.50 we observed a collision between one of our T. B. Ds and a collier, but as we were working on time we could not stop to see the amount of damage done.

At 5.15 we commenced our dive and shaped our course up the Dardanelles, our speed being six knots. At 6.10 we altered our course to pass "Kilid Bahr", and found our compass was showing a difference of six degrees to the adjustments that were made the day before.

This was very bad for us as we were absolutely dependant on our magnetic compass and I might here point out that we were the only boat who had tackled this job, without having a gyro compass fitted. These compasses are electrically driven and it is impossible for them to be affected by electricity or metals as ours had been. This in a great measure was responsible for us grounding which nearly proved our undoing.

We now dived to eighty feet, this was to enable us to pass the mine fields and also so that no trace of us could be seen. We remained at this depth until 7.20 when we came up for an observation. We found that we had "Kilid Bahr" abeam, so we altered course and dived again to eighty feet.

Soon after altering course we grounded very heavily, and we were thrown up right out of the water our depth gauge only reading 15 feet. This meant that the top of our Conning Tower was out of water, and that we were really in a very serious plight. There was a great deal of excitement, but our Captain grasped the situation very coolly and calmly. "Hard a Port", "Stop Port" and "Full Speed Starboard" were his orders, and luck being on our side, we gradually slipped off into deep water.

This was certainly a very bad start, for we had absolutely given ourselves away. Why the Turks didn't fire at us while we were aground I don't know, my opinion is that they thought they had captured us, anyhow they now knew we were there, and we were continually harassed by a motor boat, who followed us until long after we were in the "Sea of Marmora".

We now dived to eighty feet again but we could distinctly hear the swish of the motor boats propeller and we knew we were being followed,

At 8.30 we came up to see if we could get an observation of the Net, and we found we were in a very good position. A Lighter was moored over the Net and men could be seen distinctly, working about the Net. Our Captain decided to dive under the lighter, so we set our course and then dived to eighty feet. When we reached eighty feet, our motors were put Full Speed Ahead, and we crashed into the net at a speed of about eleven knots.

It was at 8.44 we struck the Net and it certainly did seem to hold us for a bit, but we pushed through it and we heard a terrible grating noise as we tore it. Eventually it dropped clear of our stern and we knew we had got through the worst part of our journey up.

We remained down at eighty feet until 9.0 am when we had to come up for an observation, but as soon as our periscope broke surface we were fired at. We could plainly hear the noise of bursting shell, so after getting a very quick observation, we dived to fifty feet and as we could hear the propeller of the motor boat and also the noise of bursting shell we deemed it advisable to remain at fifty feet for some time.

At 9.30 we stopped and turned out our forward hydroplane, as up to the present we had been diving with our after rudders only. This was to enable us to make as small resistance as possible and it will be easily seen, it was far easier to tear

our way through the net, only having to make a small hole at first. Of course, it is far more difficult to dive a boat with only one set of rudders, but as I had experience in A class of submarines who only have the "after rudders", I managed quite well.

I suppose the motor boat could follow our trail for sometimes we could hear her quite plainly, at other times only faintly. Anyhow she made things very awkward for us, for it was impossible for us to come up to get a decent observation.

At last we knew we must be somewhere near Gallipoli, so we eased down and listened. We could not hear the boat, so we came up rapidly to get a look. We immediately heard the boat again but we got a rough observation before we dived again to fifty feet. In this short look we found out that Gallipoli was abeam and it only remained for us to shake off this boat and we should be able to come to the surface.

At 4.20 pm having not heard the boat for some time we came up, but this time we found an enemies T. B. D. waiting for us. This was worse than ever and we quickly got down to eighty feet. Our Captain then decided to dive on and we set our course to pass Marmora Island.

At 5.0 pm we came up and found everything clear, so we decided to charge our batteries. We blew our tanks to enable us to get on the upper deck and then we mounted our gun. We also put our clocks on 1 ½ hours so it will be seen that we started "Daylight Savings" a long while before the country decided to have "Summer Time".

We also made a signal by wireless to our Flag Ship to let her know we had got through. This signal was never received and in our parent ship, the "Adamant", they gave us up for lost. They got no news of us until a week or so later and then E12 communicated by wireless in a code we had taken up with us so then they presumed we were safe. The signal put on the notice board was "As a signal has been received from E12 in a code taken to "The Sea of Marmora" by H1, it is presumed that the latter boat is safe".

It will be seen by comparing our time of diving and our time of coming to the surface that our trip had lasted nearly twelve hours. It was a very strenuous time for us, for our nerves were strained to the utmost the whole of the time, knowing full well that we were "Forcing the Dardanelles" which was one of the most, if not the most difficult task ever undertaken by a submarine of any nation. This will easily be verified if we remember that this task was undertaken by as many French submarines as English submarines, and yet only one of them "the Turquoise" was successful in getting up and even then she was captured on the way back.

Our batteries were nearly run down on the voyage up, so it took us nearly four hours to charge them up. At 9 pm we dived and set our course up the Sea of Marmora and we did not break surface again until 7.0 am the next day.

We already had one boat ("E12") up here, and we had orders to find her out and work in conjunction with her. We knew she was doing good work up here and we were very eager to meet her, for we had decided ourselves that she was to be our "Chummy Boat". Accordingly, we set our course for the rendezvous and when we arrived there we waited on the surface for her.

We remained on the surface until 9.15 pm and then as there was no sign of E12 we decided to dive for the night. I want here to explain that the "Sea of Marmora" was a very convenient place for diving, for as we all know the "Black Sea" runs through the "Bosphorus" into it. This gives us what we call in the submarine service a Patch. It is the salt water floating on the fresh water before it has got time to mix. What we used to do was simply trim our boat a trifle heavy and just let her sink very gradually. Of course, according to the state of the weather and the chance of mixing the water had, so we stopped at different depths. Of course, the boat continues to sink until she picks up this patch and then she would gradually stop. Our depth gauge generally told us we were somewhere near sixty feet, although once I remember we went down to over a hundred feet and couldn't find the patch, this of course was after some very rough weather, and that night we simply kept underway on one motor, diving in a circle, but to get on with my story.

We remained submerged until 7.0 am the next morning but still there was no sign of E12, so sooner than waste time our Captain decided to dive into Pandermo Harbour. This we did and we sighted a small steamer but she took jolly good care to hug the coast and keep under the cover of the guns, so of course we could not get a pop at her. We dived right into the harbour but as there was nothing there we dived out and came to the surface at 3.30 pm.

Soon after we sighted a small Dhow, and made her "heave to". She was a very small thing and carried no boat, so after examining her, our Captain decided to let her go. She had two Turks aboard her and I can picture them now calling down blessings on us for letting them go.

At 7.30 we sighted a submarine which proved to be E12, and she told us afterwards that she had a round in her gun, all ready for us, as she thought we were an enemy. She told us that she had been expecting us for days, and had given us up for lost. Anyhow we were very pleased to see each other and at 8.0 pm we dived for the night.

We came to the surface at 7.00 the next morning and parted company with E12. At about 8.0 am we sighted two lots of smoke so dived and went toward it. The smoke proved to be two enemies T. B. D.s but they were too far away for us to get a shot at them, and I believe they went into "Pandermo". That afternoon we chased two Dhows and drove them ashore and afterward we destroyed two more by gunfire. At 8.0 pm we dived for the night.

We were up early the next morning at about 6.0 am which really was 4.30 am and we ran on the surface for some time charging our batteries. In the forenoon we decided to try a dive into Mudania just to see if there was any luck. We dived right up the river and at 1.30 pm we sighted a steamer moored to a jetty. We got a torpedo ready, and got a good attack in, although when our periscope came out of the water we were fired at. This happened continually until 2.5 when we fired our first torpedo.

The torpedo ran straight for the target and registered a Hit. There was a loud explosion but it was not near so loud as I thought the explosion of a torpedo would have been. Anyhow this was very satisfactory, as this was the first torpedo fired by us and we had got a "Bullseye".

We now decided to dive on and see if there was anything in "Glenilik" but although we dived right up we saw nothing but small boats, so we turned and dived out. On our way back, we had to pass Mudania again and we could see the steamers sunk by the Stern. We were fired at again, so we decided to dive deep and get away out of it. At 6.30 we came up, and saw a T. B. She saw us as well and started to zig zag. She was an impossible shot so we dived deep and came up an hour later. . After charging our batteries we dived for the night.

The next day we broke surface at 7.0 am and went toward the rendezvous to meet E12. We destroyed two Dhows during the forenoon and at noon we met E12. We decided now to steam in company toward the east and when we got in the centre of the "Sea" we stopped, and the hands were allowed to bathe over the side. Of course, a good "look out" was kept while we were bathing. Afterwards we parted company with E12 and remained on the surface charging our batteries, at 9.0 pm we dived for the night.

We did not come up until 8.0 am the next morning, and then we decided to have a go at "San Stephano". We ran on the surface until 2.30 pm when we dived and ran in toward the shore. About 3.0 pm we sighted smoke and altered our course to see what it was. It proved to be a T. B. and we tried very hard to get an attack in on her. She was steaming very fast and she passed us at a range of about 1,200 yards and as she was so small we considered her too bad a target, in fact she was what we call an "impossible shot".

We now altered course again and ran in toward "San Stephano" and when we got in close, we could discern what appeared to us to be a big new factory or perhaps a munition shop, and it was about two miles west of San Stephano. Soon after this we saw a "Steam Tug" towing two Lighters and as we thought they must be ammunition lighters, we altered course to try and head them off. We certainly thought we would be able to do this but soon after altering our course, we grounded very heavily at thirty feet. This of course made us turn and come out a bit, but we examined our charts and we found that at the spot where we grounded, it was marked 15 fathoms. This of course made our task all the more difficult, for we knew we couldn't trust to our charts.

Soon after this in the failing light we sighted a steamer and tried hard to attack her. In this we were again unsuccessful for the light became so bad that we couldn't see through the periscope and we had to give her up. At 4.30 pm we came to the surface and charged our batteries.

The examination of this place was with a view to a future bombardment of the railway bridges, but we didn't consider it was worth risking, as we only had a six pounder and we didn't think we could get in close enough to do any real material damage. At 9.0 o'clock our batteries being fully charged we dived for the night.

The next day we broke surface at 7.0 am and immediately saw a Dhow. We gave chase on our engines and when close enough, put a shot across her bows. She immediately "Hove to" and we ran up along with her. She had a crew of eight men but she carried no boat. On examination we found her to be empty, so as we dare not risk having so many prisoners as eight we decided to let her go. At 8.20 we met E12, she had had no luck since we last met, so she told us she was going- to dive into "Mudania". We waited outside on the surface and at 3.30 pm she returned but told us that there was nothing at all inside. Soon after this we sighted a sail so we set a course to head her off. She appeared to be a very large yacht, so we dived and thought we would approach her without being seen. Then we at last got close enough to make her out we found she was flying the "Red Cross", so not wishing to put ourselves away, we dived away from her. Soon after we came up to charge our batteries and at 8.0 pm we dived for the night.

The next morning, we came up at 8.0 am but found, the weather very rough indeed. At 11 .0 am it was so bad that we dived to dodge the weather. There was a good motion at thirty feet so we set a course for "Chekmedyah" .and dived to fifty feet where we found it quite comfortable. It was 4.30 pm. before we got very near and then we found several Dhows. At 70 pm we sighted a big sail and we came to the surface quite close to her. She was a two master and she also carried two boats, so we put a shot across her bow and made her "heave to". We now made them take to their boats and to make certain there was no one left we put a round into her. The weather was too bad for us to go alongside without damaging ourselves so we rammed her on both sides. She was nearly cut in half and then we gave her four rounds from the six pounder to polish her off. We then ran out a bit and charged our batteries and at 9.0 pm we dived for the night.

The next day was a day of "Ill Luck", for on coming to the surface at 6.0 am, we heard water moving in the Forward Battery Tank. We immediately got busy to find out what this was and on examination we found about three feet of salt water in our Battery Tank which must have leaked from No 2 Main Ballast Tank. This was very bad news for it meant continual work or we should get salt water in our batteries which would mean disaster to us as chlorine gas is caused by salt water meeting electrolyte. We decided to run out into the centre of the "Sea" and make a thorough examination. We opened up No 2 M.B.T. and our Chief ERA got inside and found that one of the seams was leaking badly. This he managed to overcome to a certain extent but the leak continued so we had to have the pump on this tank each day. This of course had been caused by a pressure being on the tank so long as we dived with our Kingston valves open - -we now always closed them as soon as our tanks were full.

Our next misfortune was our Main Fresh Water Tank, for our Captain gave me order to try the water in it. On examination we found out that the Kingston valve had leaked and the water in the tank was as salt as the water over the side. This was a very serious blow to us for we had only half a ton of water in our ready use tank and we yet had another

twenty-day trip to do. Our Captain was very disappointed and he worked out the amount of water per man he could allow us. He told us that we could have three cups of water a day but that must be for cooking as well as drinking, and we could have no water at all to wash with. He asked us if we would stick this as he wanted to make our trip successful and every man Jack readily assented. Three cups of water a day may seem a good allowance, but when you take cooking water out of it, it doesn't leave over much and I can assure you there was a good many times when I felt down right thirsty as well as filthy. This happened on the 11th of October and we came back on the 31st so you can guess we were all in a decent pickle when we did get back. The weather now came on very bad so at 7.0 pm we dived for the night.

The next morning, we wore up at 7.0 and as the weather was still very bad we decided to run into the Gulf of Ismud. We saw several Dhows but they all took pretty good care to keep near the shore and under the guns. In the afternoon we sighted a large steamer and got a very good attack in on her. We were standing by to fire a torpedo when it came on to rain a perfect deluge. It was impossible to see through the periscope and this proved her salvation. It's a good job for her but the rain lasted an half hour and when it did clear off she was nowhere to be seen. We saw her afterwards but she was under cover of the guns and it was impossible to get at her. We came up soon afterwards to charge and then as it was still very rough we decided to dive until the next morning.

The next morning, we broke surface at 7.0 am but we found the weather very bad indeed. In fact, the sea was (as sailors term it) running mountains high and we thought it only a waste of time to stay on the surface as it would have been impossible for us to do anything, so we decided to dive and dodge the weather. We picked the patch up at sixty-three feet but we had a distinct motion so we knew it must have been very bad on the surface. We stayed down all that day and did not come up until 8.0 am the next morning.

We found a decided improvement in the weather so we ran along on our engines charging our batteries as we were doing so. At 10.0 am we destroyed a Dhow which was on the beach by gunfire, but soon after the weather came on worse than ever, and at 1.0 pm we decided to dive again. This time there was a decided motion at eighty feet so you can bet it must have been very rough indeed up top.

During the night the weather eased right down and we came up at 7.30 the next morning, we ran on our engines toward the rendezvous, and at 10.0 am we met the E12. We told her the bad news about our fresh water and being "Chummy" she gave us about sixty gallons. This was a "God send" and that day we managed an extra, cup of water each. We ran out into the centre of the "Sea" and that afternoon we bathed, one boat looking out all the time the other was bathing. At 7.15 - after making arrangements for the next day we separated and dived.

The next day was Sunday, the 17th of October, and it -proved a real exciting Sunday. At 7.0 am we signalled E12 on the submarine sounder and we both came to the surface. Our Captains had a short conference and decided to steam toward Constantinople. At 9.0 am smoke was reported on the horizon and soon we could discern two distinct lots of smoke, so we steamed towards them. Soon we could make out two ships and, after a few minutes we could see through our glasses a large steamer being escorted by a gunboat. We immediately dived and cut the gunboat off but the steamer was too swift for us and she turned and ran for Constant. E12 was now on the surface but we were trying hard to get an attack in so that we might be able to fire a torpedo at the gunboat. She was zig sagging a great deal, but at 9.20 we got within range and fired a torpedo at her. She must have seen the torpedo fired for she altered her course immediately and it missed. E12 was now on her engines and started to chase her on the surface, she had a four-inch gun and of course was more of a match for the gunboat, than we were with our little six pounder. Anyhow, not to be outdone, we came to the surface and joined in the chase. At about 10.0 of clock E12 opened fire and those of us who were on our bridge saw her get a couple of good hits. This of course made the gunboat turn and she made direct for us, so thinking that "Discretion was the better part of valour", we immediately made ourselves scarce and dived to thirty feet. We heard the swish of her propellers, and knew she had gone nearly over the top of us, so soon after we came up to look through our periscope. Now our Captain could see E12 in action with her and soon he told us that she was badly on fire and was running toward Mudania. He ran in on one side of the "Island of Kalamino" but we came up and ran in the other side to try and cut her off. As soon as we sighted her again we altered in close to the land, but immediately two guns opened fire from the shore. This caused us to open out again, but for all that we were successful in cutting her off, for she turned again and started to run for "Pandermo". We had not seen E12 for some time now so thought she must be diving and decided to signal the gunboats position on the submarine sounder. We were quite right for E12 received our signal and started to fire as soon as she was in range. The gunboat was now burning very badly and both E12 and our-selves tried hard to cut her off from Pandermo but in this we were unsuccessful for she got inside and ran herself high and dry on the beach. E12 remained outside but we dived right into Pandermo but we couldn't get anywhere near the gunboat. We now decided to run further in and soon we saw a very large steamer that we found was moored on the inside of a stone jetty and it was almost an impossibility to get at her, anyhow the light was getting very bad so we dived out. We could not see E12 and at 9.30 we dived for the night.

We were on the surface the next morning at 7.0 o'clock but there was no sign of E12. Our Captain said she must have gone into Pandermo, so we didn't signal as we thought it would give her away, so we decided to wait outside for her. At half past nine we sighted a large sail, so we got underway on our engines immediately, and gave chase. As soon as we were within range we put a round, across her bow, so she lowered her sails and "Hove to". She proved to be a pretty large Dhow with two masts, and as she carried a boat we told her crew to lower it and get in it. We then ran alongside her and searched her. She carried a general cargo, so acting on orders we destroyed her. We made a fire in her forecandle and also

in her after cabin and soon she was a blaze of fire fore and aft. It was rather a cheeky thing to do as we were well in sight of Panderno but I think everyone must have had the "wind up" for no one came after us. We took some photos of the burning Dhow and then left her, and we could see her crew well inside the mouth of Panderno Harbour. At 11.0 am we met E12 but she said she had been to the rendezvous and not inside Panderno. Soon after this we saw two T. B. Ds coming out of Panderno, but I think they sighted us, anyhow we didn't get a chance to attack them, for they ran in again. We now arranged with E12 that she should dive into Panderno and try to torpedo the steamer we had seen secured to the jetty the night before. We were to run in on the surface as far as was deemed, safe and we were to watch and wait to see the effect of the explosion if their torpedo hit. Accordingly, we both ran in and I consider we were very cheeky indeed to go in as far as we did on the surface. We watched and waited but no explosion happened and soon we saw E12 dive out, as she told us afterward she could not get a shot in. We ran out on the surface and although we were quite close to the shore, and must have been seen, no one interfered, with us, so I am certain that everyone in Panderno that day must have been on the "All is Lost" side. At 9.15 we signalled our position to E12 and then we dived for the night. These last two days had been very exciting but we were beginning to get fed up for we really hadn't done anything great yet, and we were howling for the lack of targets, but we had better times to come.

To be continued in November 2017 with: 'Operations in the Marmara'

SUBMARINERS 'CROSSED THE BAR' REPORTED IN SEPTEMBER 2017

| Branch | Date | Name | Rank/Rate | O/N | Age | Submarine Service |
|--------------------------------|---------------------------|----------------------|---------------------------------------|-------------|-----|---|
| Australia Branch | 2 nd Sep 2017 | William Henry Lee | Able Seaman (ST) | D/JX 419539 | 92 | Submarine Service from September 1943 to February 1947 in TRENCHANT (on Commissioning at Chatham) on 26th February 1944, TRUMP & SATYR |
| Dolphin Branch | 6 th Sep 2017 | C (Charles) Jones | Telegraphist & Leading Stoker | D/KX 802622 | 93 | Submarine Service from August 1943 to June 1949 in H33, SPITEFUL, SUPREME & Reserve Group 'L' |
| Blyth & Wansbeck Branch | 19 th Sep 2017 | Alexander Smith | Chief Marine Engineering Mechanic (L) | M982991A | 74 | Submarine Service from 1970 to 1979 in REVENGE & REPULSE |
| Submarine Officers Association | 13 th Sep 2017 | Robert (Bob) Chitham | Lieutenant | N/A | 82 | Submarine Service from 1956 in TEREDO (1958), CACHALOT (1960), SOLENT (3rd August 1960), TRUNCHEON (1962) |
| Non-member | Sep 2017 | John Graham Wheeler | Marine Engineering Artificer (P) | TBA | 80 | Submarine Service from 19**to 19** in REVENGE, SOVEREIGN & SCEPTRE |
| Gosport Branch | Sep 2017 | Kevin Watts-Tucker | Warrant Officer (Ops) (TS) (SM) | D094053Q | 68 | Submarine Service from August 1969 to November 1999 in SEALION (1970), RORQUAL, CONQUEROR, VALIANT, WARSPITE, SPLENDID & CHURCHILL (1983) |
| Non-member | Sep 2017 | Joseph W Sharpe | Chief MEA (P) | TBA | TBA | Submarine Service from 7th November 1956 to 25th July 1966 in ANDREW, ANCHORITE & PORPOISE |
| Non-member | Sep 2017 | David Howe | TBA | TBA | 51 | Submarine Service in OSIRIS |
| Essex Branch | Sep 2017 | H (Harry) Hilton | Leading Stoker | TBA | 92 | Submarine Service from 1942 to 1944 in ULTOR, TAPIR, TRUNCHEON |
| Submarine Officers Association | Sep 2017 | Alec Dennis Barlow | Captain (E) | N/A | TBA | Submarine Service in MEDWAY, ARTE Dounreay, MAIDSTONE, DOLPHIN, NEPTUNE & Chairman, Naval Nuclear Reactors Technical Safety Board |
| Medway Towns Branch | Sep 2017 | Charles Hollands | LEM | P/JX 818017 | 86 | Submarine Service in ANCHORITE, SIRDAR, STURDY & TRESPASSER |