



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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Cover Picture: DUDLEY DAVENPORT'S WREATH AFTER HIS ASHES WERE SCATTERED IN MORECAMBE BAY

EDITORIAL

Hello Everybody

Welcome to the November Issue of Periscope View. Hopefully you all remembered to put your clocks back one-hour last weekend, got your extra hour in bed and are now getting used to lighter mornings and darker evenings.

I had a look in my November Navy News this Month and am pleased to report that our Article about the joint Barrow Branch and HMS AUDACIOUS donation of £700 to the Brisbane Park School for their outside reading area rebuild has been printed. AUDACIOUS also gets a mention for their team of seven runners which participated in the Great North Run and raised £2,700 for the Sick Children's Trust – well done to them! One other item in the Navy News is a report that the wreck of the Barrow built World War II Submarine HMS NARWHAL (a Minelaying Submarine) – lost in August 1940 - has apparently been located off the coast of Norway bringing some closure at last to the descendant families. Coincidentally I have only this week been corresponding with a member of one of the descendant families who was trying to find out about those who served with his relative in NARWHAL and several other Submarines. The Navy News report includes a side scan sonar reconstruction. The wreck was located by a Polish team searching for the wreck of their WWII Submarine ORP ORZEL (also lost in 1940) – but their search still goes on.

Dudley Davenport was given a final send off when his ashes were scattered in Morecambe Bay recently. Bob

Farager has provided a report which is included in this Newsletter and Dave Oakes provided some photos. I have also included some relevant correspondence about Dudley from Sceptre Association.

The 'We Remember Submariners' team have also been in contact to tell me that they sent a cheque (in lieu of a wreath) for the late Commander Ted White to the Funeral Directors and 'Pins' to the family. I know Ted was not a Branch Member, but many knew him and attended his funeral.

The Figgard Association have been in touch to enquire if Ted White was an ERA before he was selected for SD and then GL Transfer. I understand he was a Chief of the Watch in RENOWN in build but didn't take the boat to sea and if he was an ERA he should be included on the Figgard Website 'in Memoriam Page.

We now start the lead in to the Remembrance Season. Already the Poppy Boxes have been distributed and, as Dave Barlow tells us the Submariners Remembrance Ceremonies take place in London this coming Weekend and the following Weekend sees the local Parades and Services. On Saturday 11th there is a service at Barrow Railway Station at 1100. On Sunday 12th we will have our short Service and Wreath Laying at 0945 the AE1/AE2 Memorial in Ramsden Square prior to the main Remembrance Parade from the Town Hall Square (March Off at 1030) to the Cenotaph for the traditional Service and return to the RBL after. On the Sunday afternoon there will be the Remembrance Parade in Ulverston. Hopefully you will be able to support some or all of these Parades and Services. I have been told

that AUDACIOUS is providing a Platoon for the Barrow Parade and will also be sending representation to the Ulverston Parade.

The National Membership Secretary tells me that the Association Membership records are still being sorted out slowly after the loss of the late Keith Bishop – some of our Branch Members details are queried – can you all make sure your Bank Standing Orders for the current Year have been paid – also check that your Standing Orders are for the correct amount – i.e. £20 (£5 Branch and £15 National). If your Membership Card has a 2017 sticker you are paid up – if it's still 2016 you are in

danger of being lapsed! Contact Mick Mailey if you have any problems.

If you haven't already booked your place for the Ladies Night you better be quick about it. Details are in the Social Secretary's Dit and the Menu Choices are included below – it's nearly too late but you can always ask Alex very nicely

See you all at the November Branch Meeting next Tuesday – don't be late!

Regards,
Barrie.

CHAIRMAN'S DIT

Overall it has been a relatively quiet couple of months apart from our social programme which as always is great fun. The latest was the Race Night which for a change I came home from reasonably unscathed. I actually won a couple of races, was the owner for one and I think a jockey for another. Didn't win overall but was not bankrupted either. Well done to Alex for another good night. Could have done with a few more members though. I was unable to attend the Battle of Britain parade but by all accounts we were well represented and a good time was had at the RBL on completion.

We are now coming into a busy period. This weekend, prior to the monthly meeting, I and other Branch Members will be going down to London to attend the Submariners Association Memorial Parade. Can't really call it the Embankment Parade any more as it is held in the Middle Temple Gardens just across the road from the Submarine Memorial itself. Meetings have been held with the NMC, London Council and the police about the feasibility of having the service at the memorial itself but unfortunately it is a non starter and one of the reasons is because of the terrorist threat which is very real these days. Just think of the carnage if a vehicle careered into dozens of serving and retired submariners. Doesn't bear thinking about. We do get to have several of the younger serving submariners march across the road under police supervision after our service to re-lay the wreaths at the Memorial itself. One of our Branch Members has once again been asked to read out the names of the Submarines lost whilst the wreaths are being laid. BZ Butch

The following Sunday is Remembrance Sunday and I would like to see a good turnout at the Townhall to march to the Cenotaph in the Park. Those less able can meet us at the park and fall in with the marching platoon. Once again, I have arranged a limousine to take those who wish to attend but simply are unable to march. The car holds seven and I already have 3 takers so I have 4 seats left. First come first served, names to me please. It will pick you up at you home, take you to the Cenotaph and on completion of the service take you either home or to the RBL as is your wish.

On the Friday preceding Remembrance Sunday we have our Ladies Night. It is our chance to really scrub up well and for the ladies to enhance the evening with their lovely evening gowns. I will leave the details to Alex Webb except to tell you that we are lucky in having for our principal guest the Association President Rear Admiral Niall Kilgour and his wife. I am looking forward to it anyway.

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

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

October saw 40 hard and fast social animals attend the Race Night. Don't ever let Mr. Barlow say he doesn't ever win at the races again. What a great night with great atmosphere and lots of new faces. The pie and peas as expected were awesome; same time next year and thanks for supporting this evening.

Diary Check:

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 – unless of course you are a good mate of the organiser!!

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 pm to 4 pm) and is now full. The Adult's 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 Glyn Stevens so stands at £5 for November.

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

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

Alex

NOVEMBER BRANCH CALENDAR

November Branch Meeting	Tues 7 th Nov
Embankment Parade	Sun 5 th Nov
Branch Dinner Dance	Fri 10 th Nov
Barrow Station Remembrance	Sat 11 th Nov am
Barrow Remembrance Parade	Sun 12 th Nov am
Ulverston Remembrance Parade	Sun 12 th Nov pm
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
Committee Meeting	As Required

JANUARY BRANCH CALENDAR

January Branch Meeting	Tues 2 nd Jan
K13 Weekend	Fri 26 th to Sun 28 th Jan
Committee Meeting	As Required

NOVEMBER BRANCH BIRTHDAYS

J. (Julian) Bond	02/11/1971
J.E. (John) Smith	08/11/1943
P. (Pete) Schofield	09/11/1946
G J (Gavin) Clelland	10/11/1963
A.R. (Vernon) Miles	17/11/1953

R (Bob) Pointer	18/11/1948
I.A. (Ian) Clark	18/11/1945
M.S. (Mike) Lacey	22/11/1946
N. (Neil) Lambert	27/11/1957
T.J. (Trevor) Janes	29/11/1948
J. (Jeffrey) Thomas	30/11/1943

Happy Birthday All!

SUBMARINE LOSSES OF WWI

Two Submariners are reported to have died in November 1917 and one Submarine was lost following an accident but, luckily without casualties. The two who died were:

A member of the crew of **Submarine E46** who died on Monday 5th November 1917. It is reported that he fell down the fore hatch but was believed to have suffered heart failure. He was:

Able Seaman Albert William Holmes O/N 236548

He was twenty-nine years old when he died and he is buried in the Haslar Naval Cemetery in Gosport, Hants in Grave E.27.30.

A Leading Stoker on the books of **HMS DOLPHIN** is reported to have died in the 3rd London General

Hospital on 9th November 1917 after being taken ill. He was:

Leading Stoker William Wright O/N 312036

He was twenty-seven years old and he is buried in the Brookwood Military Cemetery in Surrey in Grave No. XIII.E.1B

The Submarine lost was **Submarine K1**

Submarine K1 was sunk, deliberately, by gunfire from the Cruiser HMS BLONDE on 18th November 1917. K1 was sunk after being damaged in a collision with K4 off the Danish Coast. The collision occurred when K1 lost power after sea water instead of oil fuel was accidentally sprayed into the boilers after changing over fuel tanks. All of the crew-members were transferred to HMS BLONDE before the submarine was sunk by gunfire. There were no casualties.

REMEMBERING FORMER BRANCH MEMBERS OCTOBER

Christopher Crossman	2002
John Graham	2003
Fred Scheunig	2006
Bill Cole	2006
John Byrth	2007
Tony Evans	2016

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 frozzennorth55@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 November for the December 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.

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.

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

Dudley's Last Trip

(by Bob Faragher)



We arranged with Gordon Hall and his son, Geoffrey, to take Dudley's ashes out into Morecambe Bay for a formal disposal. This was to occur on Wednesday

September 27th. However, as it turned out Gordon told me that the weather forecast was unsuitable, and so it was rearranged for the Saturday.

On the Saturday we all met outside the Ferry hotel for 1300. It had been decided that five of us would go so as not to overload the boat. Those going were, Micky Dack, Dave Oakes, Steve Breckons, Bob Faragher, and Kate. We all mustered as arranged, Geoffrey Hall came ashore in his Dad's boarding dinghy and got everyone on board in two trips - without dropping anyone in the Channel. When you consider the average age and condition of his passengers, that was quite something. We set sail on time, and the weather improved into an excellent day. Geoff took the helm and Gordon made a wonderful job of looking after the rest of us. To our amazement, in the saloon, Gordon had set the table, and furnished it with sandwiches Pork pies etc. He also gave us all a brew.

As we proceeded down the Channel the weather got better and better, visibility improved to the point we could see the hills up the Lakes, and eventually across the bay to Blackpool and Fleetwood. It was also quite warm. We discussed quite a few things amongst us, including, we wondered what Dudley would have made of all this. He had sailed this way many times before.

Just after we passed Piel Island, we found ourselves in the middle of a yacht race. Our helmsman skilfully managed not to sink any of them, so we proceeded out into the Bay. Gordon, our Captain, selected a suitable spot to carry out the procedure and we stopped engines. The boat rolled about a wee bit but was not a problem to us diesel boat men, and Kate was fine.

Gordon Hall then took over proceedings, and read out two wonderful poems. None of us are particularly emotional, but I would defy anyone under these circumstances not to feel a considerable amount of emotion, I know I did. At the end of the reading, Dudley was committed to the deep. The wreath was laid and flowers laid. In addition, Micky Dack poured a Tot over the side as Dudley's last Tot. We had a brief silence, and then set off back down the Channel.

The run back down the Channel was pleasant, we all thanked Gordon for his efforts which went way beyond what we expected. Gordon and his son Geoff certainly looked after us well, so much so that Geoff managed to get us all ashore, again without dropping anyone into the channel. Once ashore, we repaired to the Ferry for a pint, where we met Butch and Louise, also Brigham. It was an incredibly emotional experience, but we were all glad we did it.

THE POEMS

WHAT IS DYING?

"What is dying?"
A ship sails and I stand watching,
till she fades on the horizon
and someone by my side says,
"She is gone."
"Gone where?"

Gone from my sight that is all.
She is just as large as when I saw her....
the diminished size and total loss of sight
is in me, not in her.

And just at the moment when somebody
at my side says
"She is gone;"

There are others who are watching her coming
and other voices take up the glad shout,
"Here she comes"
And that is dying.

MISS ME BUT LET ME GO

When I come to the end of the road
And the sun has set for me,
I want no tears in a gloom filled room,
Why cry for a soul set free?
Miss me a little - but not for long
And not with you head bowed low,
Remember the love that we once shared,
Miss me - but let me go
For this is a journey we all must take,
And each must go alone,
It's all a part of the Master's plan
A step on the road to home.
When you are lonely and sick of heart
Go to your friends that we know,
And bury your sorrows in doing good works,
Miss me - but let me go

A LETTER FROM THE SCEPTRE WELFARE FUND

Mark Roberts <ro66y@btinternet.com>

11th October 2017

Dear Kate, Dickie and Others,

Please let me introduce myself, I am the Treasurer/Admin for the Sceptre Wel-Fund set up by a few old HMS Sceptre-ites at last year's re-union in Crewe.

I have recently sent a card to Mavis Smith, the sister of the late Dudley Davenport, for information the text of the letter is below.

Dear Mavis,

Firstly, I would like to pass on mine and my fellow Sceptre Wel-Funders heartfelt condolences on the passing of 'Duds' -a much-loved shipmate.

Duds was an inspiration, teacher and friend to many of HMS Sceptre's crew. I was fortunate enough to be one of them, and his training and values have stayed with me throughout my naval career and recently on into 'civvy street'.

At the Sceptre re-union, held annually in Crewe, there is always a mention of Duds in a 'dit' sometime during the day, as he was a person who left a lasting memory with most of the people who were fortunate to have met him in those early years of HMS Sceptre's 1st commission.

On behalf of the Sceptre Wel-Fund, I would like to thank you for the donation of £353:40 raised in memory of Duds at the Thorncliffe Crematorium and afterwards

at the Hope and Anchor pub, Ulverston. This financial support helps us continue in our mission to assist those that served on HMS Sceptre and now need a little support from their fellow shipmates.

Kind regards
Mark Roberts
(Robby)

Treasurer Sceptre Wel-Fund,

+++++

Kate and Dickie (and others),

From all members of the Sceptre Wel-Fund, may I pass on their thanks for your assistance and help in looking after Duds during the sunset of his time.

Yours sincerely
Robby

Two Contributions from Bob Pointer

SPEEDING

Waiting in Doncaster, to catch speeding drivers, a Police Officer sees a car pottering along at 22 mph

Says he to himself, "This driver is just as dangerous as a speeder!" So, he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies, two in the front seats and three in the back - Four of them wide-eyed and white as ghosts.

The driver, obviously confused, says to him, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

"Ma'am," the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger, to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly. Twenty-two miles an hour!" the old woman says a bit proudly.

The Police officer, trying to contain a chuckle, explains to her that A22 is the road number, not the speed limit.

A bit embarrassed, the woman grins and thanks the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask - Is everyone in this car OK? These women seem awfully shaken, and they haven't made a sound this whole time," the officer asks.

"Oh, they'll be all right in a minute, officer. We've just come off the A120.

The Best Lawyer Story of the Year

This actually took place in Charlotte, North Carolina. A lawyer purchased a box of very rare and expensive cigars, then insured them against, among other things, fire. Within a month, having smoked his entire stockpile of these great cigars, the lawyer filed a claim against the insurance company. In his claim, the lawyer stated the cigars were lost 'in a series of small fires'. The insurance company refused to pay, citing the obvious reason, that the man had consumed the cigars in the normal fashion. The lawyer sued and WON! Delivering the ruling, the judge agreed with the insurance company that the claim was frivolous. The judge stated nevertheless, that the lawyer held a policy from the company, in which it had

warranted that the cigars were insurable and, also, guaranteed that it would insure them against fire, without defining what is considered to be unacceptable 'fire' and was obligated to pay the claim.

Rather than endure lengthy and costly appeal process, the insurance company accepted the ruling and paid \$15,000 to the lawyer for his loss of the cigars that perished in the 'fires'.

NOW FOR THE BEST PART...

After the lawyer cashed the check, the insurance company had him arrested on 24 counts of ARSON! With his own insurance claim and testimony from the previous case being used against him, the lawyer was convicted of intentionally burning his insured property and was sentenced to 24 months in jail and a \$24,000 fine. This true story won First Place in last year's Criminal Lawyers Award contest.

ONLY IN AMERICA - NO WONDER THE REST OF THE WORLD THINKS THEY'RE NUTS!

German Submarine U-35 damages X-Rudder off Norway



U35 conducting dive tests in Kiel in 2013. Photo: German Navy

The German Navy's fifth Type 212A submarine 'U-35' has damaged one of the blades on her X-shaped rudder during deep-water tests off the coast of Norway.

The 'U-35' is now at the ThyssenKrupp Marine Systems (TKMS) shipyard in Kiel where it is being assessed for damages.

According to the German Navy, the accident happened on October 15 while the 'U-35' was conducting tests in the challenging waters off the coast of Kristiansand.

With the 'U-35' out of the water for assessments, the German Navy now has no fully operational submarines at its disposal. Four out of six submarines in the fleet are at the Kiel shipyard for various repairs and overhauls.

The German Navy expects to have three to four operational submarines from mid-2018.

The limited availability of submarines was caused by a lack of spare parts due to budget constraints, the navy said.

The 'U-35' was commissioned into the German Navy on March 23, 2015, as the first improved Type 212A submarine specifically optimized for deployments

around the world. The boat has a bigger reservoir, improved air-conditioning and a new combat system.

VORSPRUNG DURCH TECHNIK??

UK marks 350th UK deterrent patrol

29 September 2017

Defence Secretary Sir Michael Fallon has marked the UK's 350th nuclear deterrence submarine patrol by hosting talks on collective global security with NATO's Secretary General Jens Stoltenberg and the North Atlantic Council.

The UK Defence Secretary welcomed Jens Stoltenberg and all 29 NATO ambassadors to the home of the UK's independent strategic nuclear deterrent, Her Majesty's Naval Base (HMNB) Clyde.

Sir Michael also took the opportunity to confirm that the UK will continue to play a leading role in NATO's deterrence missions and will modernise and upgrade the Clyde Naval Base through £1.3 billion investment over the next ten years.

Defence Secretary Sir Michael Fallon said: "From our nuclear submarines that stand ready to defend the most extreme threats to our way of life, to nearly a thousand UK troops based in Eastern Europe, our commitment to the NATO Alliance, the cornerstone of European security, is clear and unwavering.

"NATO is a nuclear alliance. Only by having a deterrent of our own are we able to help guarantee our nation's security and that of all our NATO allies."

NATO Secretary General Jens Stoltenberg said: "I welcome the UK's strong contribution to NATO, from its commitment to defence investment to its operational deployments.

"The nuclear forces of the Alliance, including those at Clyde Naval Base, are the supreme guarantee of the security of allied countries and populations."



From our nuclear submarines that stand ready to defend the most extreme threats to our way of life, to nearly a thousand UK troops based in Eastern Europe, our commitment to the NATO Alliance, the cornerstone of European security, is clear and unwavering.

HMNB Clyde has been home to the submarine based nuclear deterrent for five decades. The UK Government is investing £1.3 billion over the next 10 years to update and upgrade its engineering and training facilities.

The Base will be home to the entire UK submarine service by 2020, and supports 6,800 jobs today, which will to 8,500 in the 2030s.



Sir Michael Fallon and NATO Secretary General Jens Stoltenberg



The NAC's visit included a tour of a UK Vanguard class deterrent submarine and the Base's extensive Trident Training Facility.

Designing and building the new Dreadnought class of four ballistic missile submarines is one of the largest and most complex programmes that the MOD and UK industry has undertaken.

The UK has shown its commitment to the nuclear Non-Proliferation Treaty having reduced the number of deployed warheads on each submarine from 48 to 40, the number of operationally available warheads to no more than 120 and remains committed to reducing its stockpile of nuclear warheads to no more than 180 by mid-2020s.

The NAC also toured a Royal Navy frigate taking part in Exercise Joint Warrior, the UK-led multinational exercise that will began days after the visit, on Sunday 1st October.

It is one of the largest military exercises of its kind in Europe, bringing together 35 naval units from Belgium, Canada, Denmark, Estonia, France, Germany, Italy, Latvia, Lithuania, the Netherlands, Spain and the US, as well as aircraft from Canada, France, Norway, the UK and US. As Scotland's largest military establishment, HMNB Clyde is also the operational headquarters for Joint Warrior

HM NAVAL BASE CLYDE HOSTS A NIGHT AT THE OSCARS

HM Naval Base Clyde rolled-out the red carpet recently for the first ever Submarine Oscars.



Rear Admiral John Weale, OBE with Warrant Officer 1 Andy Knox hosting the award ceremony.

Serving Submariners, their families, friends, and affiliates donned their glad rags on the evening of October 5 for a glitzy celebration of the best in the service.

The award ceremony – which has been dubbed “the Submarine Oscars” – saw twelve trophies being presented, including the prestigious “Conqueror” trophy which is given to the submarine crews which has best demonstrated operational excellence.

The evening was sponsored by the British Forces Foundation, Babcock, Rolls Royce and the Gosling Foundation.

Master of Ceremonies for the occasion was Command Warrant Officer Andy Knox and Rear Admiral John Weale OBE, who welcomed some 250 audience members to the Naval Base’s Senior Rates’ Mess.

Prizes presented during the awards ceremony included:

The Conqueror Trophy for operational excellence. Sponsored by Thales, along with the trophy comes a contribution to the winning unit’s welfare fund. The crew of a Vanguard Class Submarine picked-up the award this year, in recognition of outstanding efforts made by the crew to maintain Continuous at Sea Deterrence against a backdrop of significant material challenges.

The Safe Guardian Unit Award. This award was given to the crew of a Fleet Class Submarine for the outstanding planning and execution of a complex engineering task at sea. The crew’s handling of the repair set a future precedent for what is achievable if Health and Safety policies are applied intelligently.

The Safe Guardian Individual Award. Leading Engineering Technician (LET) Weapon Engineering Submarine (WESM) Yeats was the worthy recipient of the Safe Guardian Individual Award. LET Yeats’ research and analysis into equipment failure will result in a number of improvements.

Family Awards. Two people received Family Awards during the night, in recognition of the valuable contribution they have made to supporting the families of serving Submariners. Nicola Trollope and Selina Thompson were each given a trophy, Nicola for her work with families in the Dinky Dolphins Crèche, where she is always there to lend a helping hand. Described as an “unsung hero in the Helensburgh community”, Nicola often goes above and beyond in supporting others, using her own experience of being a naval wife and mother to help understand their difficulties. Selina was presented with her award for her work in helping to organise Forces Family Friday and her voluntary work with Forces Families Events for Royal Navy and Royal Marine Welfare (RNRMW). A credit to the team of volunteers, Selina is always there to help and support events during the year and was also instrumental in helping families to understand the community better, allowing those moving to the area to better access information on schools, housing and other essentials.

The RNRMW Award. Coxswain Iain Mackenzie received this award in recognition of his valuable contribution to the welfare of naval personnel and families, not only during a 27-year career in the Submarine Service, but also afterwards when he joined the RNRMW team in 2011. Iain’s dedication to the community extends into his own time where he is active in a number of Service charities and Chair of the local SSAFA In-Service Volunteer Committee. He will also be fondly remembered by many children as Santa’s helper, who gave up his own Christmas morning to visit the children of deployed Submariners to deliver messages from their parent.

Special Recognition Award. Leading Medical Assistant (LMA) Matthew Greening-Jackson was part of the Edinburgh Tattoo Support Group at this year’s Edinburgh Tattoo. On August 19 he sprang into action when a civilian caterer at Redford Barracks suddenly collapsed. While waiting for an ambulance, it was discovered that the patient had stopped breathing and LMA Greening-Jackson administered CPR for several minutes ultimately restoring his breathing. The patient recovered sufficiently to eventually be released from hospital, with Paramedics in attendance acknowledging that it was the LMA’s quick actions which had saved the man’s life.

Submariners Association Trophy. Able Seaman Peacock currently serving on a Vanguard Class Submarine was awarded the trophy by Rear Admiral Niall Kilgour CB for his outstanding efforts during his time in training at the Submarine School, HMS Raleigh.

Industrial Partners Awards. Three members of Babcock Marine Clyde received Industrial Partner Awards for their support to the Submarine Service. Thomas Walsh and Charles Milton were commended for their integral part in the delivery of submarines to operations, and Fraser Macintosh was recognised for his ongoing support to Rear Admiral Submarines and his efforts in ensuring that the Royal Edinburgh Military

Tattoo ran as smoothly as possible from a Head Chefs perspective.

Rear Admiral John Weale, the Head of the UK Submarine Service, said: "It was a magnificent evening. We may be known as the silent service, but the achievements of the award winners were something to shout about.

"Each, in their own way, has contributed significantly to supporting our operations, vessels, personnel and families and I would like to thank them all for their tireless work and dedication."

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.



Some of the winners of the awards, the sponsors and the organisers of the event

New figures from the Office of National Statistics have revealed the contribution veterans make to the economy and society

The stats show that, contrary to common misconceptions, veterans are as likely to be in employment as the general population, with 78% of veterans in employment, compared to 79% in the general population. The stats come on the day of the inaugural meeting of a new Ministerial Board, co-chaired by Defence Secretary Sir Michael Fallon and First Secretary of State Damien Green, which discussed the Government's support to the Armed Forces, their families and veterans.

The new Armed Forces Covenant and Veterans Board will drive forward and coordinate better Government support to the Armed Forces, their families and veterans. Defence Secretary Sir Michael Fallon said:

"Veterans and their families have given so much to this country to help keep us safe. We need all of Government working together to deliver a better deal for Veterans during and after their move to civilian life. We will examine new ways to repay our armed forces for the bravery, honour and sacrifice they demonstrate when defending this country."

A number of other statistics released today by the Office of National Statistics also outline how prevalent myths around the employment, education and health of veterans are untrue. The statistics found that:

- There were no differences between veterans' and non-veterans' self-reported general health and health conditions. 35% of veterans aged between 16-64 reported their general health as very good, compared to 36% of non-veterans. 18% of over 65 veterans also reported very good general health, compared to 19% of non-veterans.

- Working age veterans were as likely to have a qualification as non-veterans, (92% and 89% respectively) and more likely to have gained qualifications through work (63%) and leisure (17%) than non-veterans (45% and 10% respectively). This is likely a result of the training opportunities offered by the MOD to support service personnel in their military career and during transition out of the services.

- Veterans were as likely to have bought their own home (outright or with a mortgage) (75%) as non-veterans (77%). The MOD's Armed Forces Help to Buy scheme recently revealed that over 11,000 service personnel had been assisted in buying or renovating their own home through the scheme. Forces Help to Buy is just one of the initiatives under the Armed Forces Covenant to support Armed Forces personnel and veterans.

On Tuesday the Defence Secretary called on businesses to do more to promote the positive role veterans play in the workplace. Speaking at an Armed Forces charity dinner he said that veterans play an important part in the nation's economy, contrary to prevalent misconceptions surrounding those who have served.

Research published last week by Lord Ashcroft, the Prime Minister's Special Representative for Veterans' Transition, found that while people on the whole were positive about veterans, some 54% of the general public estimated that service leavers had some kind of physical, emotional or mental health problem as a result of their time in the military

Lord Ashcroft's report highlighted the pervasive nature of myths surrounding public perception of veterans, pointing towards research which debunks a number of these:

- The employment rate for veterans six months after leaving the military is higher than in the UK workforce as a whole

- The vast majority of former service personnel go on to lead normal, healthy, productive lives

- Suicide is less common among the military population than the general public

- Veterans are less likely to go to prison, not more.

The new Ministerial Board which met for the first time today will have a specific focus on the priority area of healthcare, including mental health, but will also look at housing, education, and employment opportunities.

The new Board comes just weeks after the MOD established a new partnership with the Royal Foundation, the Duke and Duchess of Cambridge and Prince Harry's charity, on improving mental fitness. The partnership delivers on a commitment made in the MOD's recently launched Mental Health and Wellbeing Strategy

WARTIME MEMOIRS OF COXSWAIN OSCAR MOTH (SURVIVOR FROM K13)

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

‘Operations in the Marmara’

The next morning, we broke surface at 7.0 and went to meet E12. We met her and decided to separate and go to each end of the sea and give Panderno a spell. We accordingly parted company, she going toward Constantinople and us toward the Marmora Channel. At noon smoke was reported and we ran towards it. It proved to be an enemy's gun boat, no we dived immediately and got a torpedo ready. We got a beautiful attack in and we certainly weren't seen. When we got within eight hundred yards we fired a torpedo and our Captain watched its course through the periscope. It ran straight for her and appeared to hit her amidships but there was no explosion, so we knew she must have been a very shallow draught vessel for our torpedo must have run under her. This was very disappointing for us, but I suppose they were entitled to as much luck as we were. Anyhow they carried on and as far as we know they never knew they had been attacked. To use our own Captain's words in his official report "It was a good attack and with a little luck we should have hit her". Nothing more of importance happened that day, so at 7.0 pm we dived for the night. Our crew were very disappointed for up to the present we had fired three torpedoes and had only got one hit but the next day was to prove a great day for us and were given a chance to retrieve our fortunes.

We broke surface at 7.0 am and found that the weather was rather rough, and we decided to run into San Kioi to see if there was anything worth having a pop at. We dived well inside and found a glorious chance waiting for us for there were three steamers lying at anchor close into the shore and near the town. We only had one torpedo ready, so our Captain selected the biggest of the three ships for our first shot. She was a pretty big ship of about three thousand tons and she was quite a good target. She had three masts and from each there flew a Turkish flag, so we concluded that she must have had someone belonging to the Staff aboard her. Anyhow we took it that the flags meant she was carrying someone "pretty big". We get in a splendid attack on her and as we were not fired at until we had fired our first torpedo I should say that we weren't seen. At 11.40 we fired the torpedo and it ran straight and registered a "Hit amidships". Then followed a tremendous explosion, which blew us right up out of the water, and shook the boat from stern to stern. As I have already said we had already had a hit when we fired a torpedo in Mudania, but the explosion was nothing to compare with this. What made it worse was that we were not prepared for this tremendous upheaval, but anyhow we soon got the boat down to thirty feet and commenced to dive out. Our Captain's idea was that the ship must have been full up with explosives and that they were detonated by our torpedo. Anyhow she settled straight down and we were very busy getting another torpedo ready.

At 12.40 we returned, all ready for another splash and this time our Captain selected the next biggest ship. This ship was about two thousand tons and was quite a good target, but this attack was much more difficult for every time our periscope came out of the water for the Captain to get a look, we were fired at from the shore. At 1.30 being in a good position we fired another torpedo, and this also registered a "Hit". This time we were more prepared for the shock of the explosion, but although this was a very heavy shock it was nothing to compare with the first one. We believe that this ship as well must have had a tremendous amount of explosive aboard, as the explosion was also very much heavier than the "Mudania" explosion. The shore batteries were continually firing at us now, but our Captain gave everyone a chance to see through the periscope, the amount of damage we had done. We could see the second ship settling down very rapidly, but all we could see of the first one was the tops of her mast from which still flew the Turkish flag.

We now dived out and got another torpedo ready after which we came in to look for more blood. The third ship was a much smaller ship than either of the others and our Captain said he thought she was a very doubtful shot. He said she must be very shallow draughted and he hardly thought her worth a torpedo. I don't think he would have fired only for the prompting of our second officer who said that three hits in one day would be worth blowing about. Anyhow we got a good attack in and fired from about six hundred yards range. Again, the torpedo ran straight, but this time there was no explosion, so we knew it was as the Captain had said she was very shallow draughted and our torpedo had run underneath her. Things were getting very hot now and we were continually fired at so we now decided to let "Well be" so we dived right out clear of "San Kioi". We then came to the surface and charged our batteries and at 7.30 we dived for the night. It was a far different crew that dived this boat that night than that which dived her the night before. Everyone seemed contented and we really were on jolly good terms with ourselves for our percentage of hits had gone up with a bang. We had a bit of a sing song that night and we came to the surface at 7.30 the next morning.

We were now out for more blood and we decided to dive into Karabuga Bay to see if there was anything worth looking at here. We dived right inside but we saw absolutely nothing, so we turned and ran out again. We came to the surface soon after noon and we could discern several Dhows but they all kept well into the land, and well under the guns, so we could riot possibly get at them. We now ran on our engines toward Marmora Island, charging our batteries as we went, and at 3.30 we dived and remained submerged until we were well through the Marmora Channel. We came up to charge at 6.30 and at 9.0 our batteries being right up we dived for the night. The next morning, we came up at 8.0 but we found the weather very rough again, so thinking it much more comfortable, we dived and shaped our course for the rendezvous. At

11.0 we signalled E12 on the submarine sounder, and we learnt afterwards that she read us very easily. At noon we broke surface and after being on the surface for some time we sighted a submarine. At first, we thought this would be E12 but after a bit we could see she was a foreign looking boat and we dived in case she might be a "Fritz". Presently as we got nearer to her we could make her out to be a "Frenchman" and that she was one of the "Gem Class" so we rapidly came to the surface and made ourselves known.

This submarine turned out to be the "Turquoise" and she was the first, and I might say, the only French boat who successfully attempted the Dardanelles, and even then she was unfortunate enough to get caught in the Net on the way back on the day after we successfully passed down. We were very surprised to see her, and we gave her our hearty congratulations for we were really very pleased to, at last see a French boat, for they had paid very dearly up to the present, with no success at all. At 4.0 pm we met E12 she was also very surprised to see the "Turquoise". Soon after it began to blow up, so all three of us dived for the night.

The next morning, we were up at 8.0 am and met E12 but we saw nothing of the "Turquoise". Our Captain now decided that we should go to the "Gallipoli" end of the Sea of Marmora and try to communicate with our Fleet. Accordingly, we got underway on our engines and ran in company, but at 10.0 am we sighted two submarines on the horizon. This appeared very strange and thinking they may be enemies we both dived and ran toward them. Soon we could distinguish that the first of these strangers was an E boat and then we could see that the other was the "Turquoise". Not knowing whether E12 had also recognised these two boats and thinking that perhaps she would fire a torpedo at one of them we decided to signal on the submarine sounder and the signal we made was "H1 coming to the surface". We then came to the surface very rapidly, and E12 having received our signal also came up. The E boat proved to be E20 and she had been sent up to relieve E12 who had already been in the "Sea of Marmora" considerably over a month. I would like to point out that, both of the new comers were very unlucky for they were both captured or rather sunk by the enemy. E20 in the "Sea of Marmora" and the "Turquoise" on her return down the Dardanelles. Both E12 and ourselves proved successful although E12 had about the worst trip any boat had who did not get captured.

E12 went alongside E20 and after that she got ready to go back. We ran with her to the Gallipoli end and there she got in communication with our Fleet. Here was a chance for us to send letters so we all got busy and we passed our letters to E12 by means of a bottle made fast to an heaving line. Anyhow although our letters had a rotten trip E12 had the satisfaction of delivering them alright. We were well in the centre of a signal from the Fleet when we saw smoke approaching very rapidly, and not wanting to give E12 away we both dived and as it was getting dark we decided to remain down until the next morning.

We came up at 7.30 and E12 again got into communication, and we received a signal to say that we were at war with Bulgaria, and that our Fleet had played up havoc, and had bombarded Dedeagach. Soon after this we said "Good bye" to our "Chummy Boat" and left her to make the dash. As I have already mentioned this proved an awful time for her, for although she eventually did get through it was only "just". What really happened to her was, she fouled one of the upright wires of the net which dragged her to over two hundred feet. The wire was jammed between her forward hydroplane and the hull of the boat, which made it impossible for the hydro-planes to be used. She at last broke away by blowing water from her tanks and going full speed ahead but she simply dragged one of the mooring anchors with her until she reached shallower water. The anchor took on the bottom again and once more she was dragged down, and they thought she had fouled another net. Eventually she got away again and arrived at Cape Helles, but when she came to the surface she had used all her compressed air and the electric batteries were run down so low that her lights only just flickered.

After leaving E12 our Captain decided to find a quiet spot where we could open up our hatches and ventilate the boat, so we ran into "Artaki". There was nothing in there and after placing good "Look Outs" we opened our hatches and started both engines. This of course dragged fresh air down as the engine sucked the foul air out. We carried on this for about an hour and the boat now being quite fresh we decided to have a long night. As we were in shallow water we went to the bottom and this was the only occasion we rested on the bottom during the trip.

We came on the surface at 7.30 the next morning and had a good look round "Artaki" but there was nothing there, so we decided to dive into "San Kioi" again to see if there was any more luck. We dived in about 10.0 o'clock but there was nothing fresh. We could see the ships we had sunk on the 20th, the second ship having her funnels and superstructure showing, but the first ship only had three masts. As there was nothing to do here we dived out at noon and came to the surface when we were well clear of the land. At 1.30 smoke was reported so we dived again and steered towards it. Soon we could make out a large steamer, but as she got closer we could distinguish by her markings that she was a hospital ship. She was a fine big ship, but we remained submerged until she was out of sight for we thought she might give us away. At 2.30 we sighted a fine Dhow and we came to the surface very close to her. Her only occupants proved to be a grey headed old Turk and a small boy of about seven years. The old man was in a terrible panic and the boy cried pitifully. I can assure you I had a big lump in my throat when I saw the boy's tears and we did our best to quiet his fears. Of course, we let them go, and the youngster soon dried his tears. The old man called down blessings on us and, hoisting his sail he waved his hand to us, as he sailed away. We talked a good deal about this incident, for the best part of us were married and the youngster's tears had touched our hearts. We now ran on the surface toward the rendezvous but as there was no sign of E20 we dived for the night.

We came up at 7.30 the next morning and at about 10.0 we sighted a sail. There was a good breeze and he was going very fast, and we had to go "all out" on both engines to get onshore near her. As soon as we were within range we fired a

round across her bow and she "Hove to". When we got close to her we could see there was a great deal of panic going on, and presently we were close enough to see that she carried a whole crowd of women. The only male aboard was an old man who was at the helm. We hailed her but the women absolutely got in a state of terror and our Captain decided not to go too close to her for he thought they would have jumped overboard. We did our best to quiet them and told the old man that he could get underway again. We took photos of her and. I can picture those women blessing us now. They were a bit too previous with the blessings for just as they were getting underway up bobbed the "Turquoise". All the yelling and crying was now renewed, I think that they just have thought that the sea was infested with submarines. We told the "Turquoise" to let her go and they once more started to bless us. I believe that these women were refugees running from Constant and, I believe at the time the Turks wore nearly down and out. We now closed on the Turquoise, who told us in broken English that E20 had been shelled by a sailing ship, who was armed, with two guns. We knew now we must be very careful of these Dhows and we always gave them a round before we went alongside then. We left the Turquoise soon after, and dived inside of the "Island of Kalamino. We saw nothing, so we dived out, and. came to charge. When our batteries were fully charged we dived for the night.

We broke surface at 7.0 am the next day which was the 27th, but soon after dived and set our course to pass through the "Marmora Channel". At 8.0 am we sighted smoke and presently we could distinguish a large steamer being escorted by a gunboat. The gunboat was zig zagging and. covering the steamer, but we could see that they were both making for Panderno.

We were a long way away from them and it was going to be a difficult job to intercept them, so we dived to fifty feet and increased our speed to "Full" which would be just over eleven knots. We carried on this speed until 9.0 am and then we came up for a look we found the gunboat only three hundred yards away and she was making straight for us. We dived very quickly to forty feet and heard her pass over us and then we came up for another look. We found the steamer very close into shore and the gunboat about six hundred yards away. She altered course just then and as she passed our bow we fired a torpedo. We could not get a look to see how the torpedo ran but we listened to hear if there was an explosion and, as there wasn't, we knew it must have missed. We kept on with the off chance of cutting either of them off, and also with the hope of getting another shot. In this we were unsuccessful for they both managed to get into Panderno. Our Captain said in his report that the gunboat was doing a "Splendid zig zag" and that it was a very difficult attack. We dived into "Panderno", but we found the steamer had gone inside the Mole and it was nearly impossible to get at her. We now tried another attack on the gunboat, but she kept up this "Splendid zig zag" and as we had the sun in our eyes we had to give her up. Our Captain was very disappointed as he said the steamer was a very large one and would probably be about 5,000 tons. We now proceeded to the rendezvous and met E20, we told her what had happened since we last met and then dived for the night.

We came up at 7.0 in the morning and as the weather was very fine, we went alongside E20. They told us that they had taken in a signal which we had made on the submarine sounder to E12 before she went down, although E20 must have been at least forty-five miles away. We hardly believed this but sometime after she read a signal distinctly thirty miles away.

We suggested to E20 that she should dive into Panderno to see if it was possible for her to have a shot at the steamer with her beam tubes. We were not fitted with beam tubes, or we should have had another go ourselves. She dived in about 9.0 am but at 11.30 she came out again and told us it was impossible to get close enough in, and there was no earthly chance of torpedoing her.

The Captain was not to be put off though, and he decided to hang around until she did come out. She certainly had outwitted us and had got in alright, but we were still after her blood. We parted company with E20 and after she was gone, our Captain thought we would go into Panderno. Accordingly, we dived in, and we could, easily see the steamer who was being loaded alongside the Mole. The Turks had made a very effective screen for her, for they had moored an Hospital Ship to her, and we could see them unloading wounded from her. Our Captain said it was of no use trying to get her unless they shifted the Hospital Ship so we dived out again. After charging our batteries we dived for the night.

That night the Captain told me that he had worked a scheme out by which we should be able to dive in, and torpedo the steamer, but he said there was a possible chance that it would fail. He said if it did fail he didn't intend to fire, because we had only one torpedo left and he meant to get a hit with this. He said if the plan failed, he meant to come out and go in on the surface at night, and then torpedo her and chance being able to dive out. I am pleased to say the first scheme worked and we didn't have to go in on the surface. I am afraid we would have had a jolly rough time if we had.

We came up at 7.30 in the morning and soon after we dived into "Panderno". We saw the Hospital Ship coming out and we kept well clear of her. We found our charts very incorrect and we touched bottom several times when we oughtn't but by skirting the seven-fathom line we managed to get in a. very good position. We touched bottom at thirty feet and at once came up. We fired our last torpedo and it ran straight for the mark, hitting the steamer on the starboard bow. We immediately altered course and dived into deep water, but only just in time for with thirty-five feet showing on the depth gauge we heard a T. B. D pass over the top of us. There proved to be the two of them and they were certainly after our blood for they continually passed backwards and forwards over the top of us. It was some time before we could get rid of them, but at last we managed it, and feeling very pleased with ourselves we dived out. In the Captain's report he said we were continually harassed by smaller boats, and it was a very difficult attack. The steamer was: a large one, probably five thousand tons but we did not get the chance to find out the exact amount of damage done as she was lying in shallow

water. We had now got rid of all of our torpedoes and we thought we hadn't done badly by getting half of them to hit. Now we set to work to get our boat ready for the trip back. Before we dived that night, we signalled E20 on the submarine sounder and told her our good luck in Pandermo. She was over thirty miles away but she read quite easily and the next day when we met her, she gave it to us by semaphore, so we could no longer doubt that it was possible to signal so many miles with the submarine sounder. In each case when long distance signals were read both boats were at sixty feet, so that proved a good conductor for sound.

We came to the surface at 7.45 the next morning and ran on our engines toward the rendezvous to meet E20. At about 9.0 we sighted a sail and had to put on to Full Speed to intercept her. When we got her within range we fired a shot across her bow, but we were very surprised to see her crew lower a boat and abandon their ship without taking in sail. You can easily guess that we had some job to get alongside her, and she repeatedly ran off on different tacks as though there was someone at her helm. Eventually we managed to get our bow very near her and a couple of our crew jumped aboard her. These men cut the halyards which kept the sails up and down the sails came with a run. She now of course "Hove to" and we ran alongside her. She was a pretty large Dhow and she was loaded with a general cargo of merchandise. Her crew, as I have already said, had abandoned her so we set fire to her, both ends and she made a good bonfire. We were now employed in getting ready for the trip back, and at about 11.0 we met E20. We told her that we had expended all our "Tin fish" and that we proposed to go back so she came with us to the Gallipoli end of the sea, so that she could, communicate with the Fleet and let them know we were coming down. On our run down the Sea of Marmora we saw nothing, so we stopped off San Kioi and E20 got up her wireless mast and got through to our guard ship. She told, our Admiral that we proposed coming down the next day, and we got an answer to say that E12 had had a great deal of trouble - which I have already outlined - and our best way back was fifty yards from the shore. This didn't appear to be right at all, so our Captain consulted his charts and said he would, use his own discretion, as to the course he would go down on.

Soon after this we sighted an aeroplane coming straight for us, so not knowing whether she was a friend or an enemy we decided to dive. E20 didn't dive, but perhaps it was a good job that either she was not sighted, which wouldn't have been very probably, or else the plane was one of our own.

Anyhow as there was a good setting sun, our Captain decided to swing our compass on the courses which we would, be steering the next day on our passage through the Dardanelles.

While we were doing this, we got about a couple of miles away from E20, so that when we came to the surface we didn't think it worthwhile to close her. Now we were very surprised to see E20 flashing to us by means of her cruiser arc lamp, and she made a signal to us which read "Good bye and God Luck". Our Captain was very angry about this for we were very near the shore, and he said that he gave the Turks enough "Common Sense" to have been able to read, the signal as well as us. He also said, that he wouldn't have gone down the next day only for the fact that, the Fleet had been informed and an escort would, be bound to have been told off to meet us. That night we dived, at 8.0 pm.

We only came up for an half hour or so the next morning, and, then started our return dive shortly after 6.0. This trip did not prove quite so exciting as our trip up, but for all that, it proved exciting enough.

At 7.20 we could see the day breaking and it looked as though it was going to be an ideal day for our trip, as there was just a slight ripple on the water, and this is just what is required when coming up for a look through the periscope.

Soon after this we sighted the Eski Tamar Burmi light and we eased our speed to four knots. At 8.0 pm we sighted a gunboat, but being that we were not out for blood this time, we avoided her, and at 8.30 we sighted Gallipoli. Lying close into the shore we could see another gunboat and also some small sailing ships but still we were not seen.

At 8.44 we got a good bearing of the Chardap Burmi Light and saw three more sailing ships which we successfully avoided.

Things now went on very nicely until 10.20 when we had trouble with our port motor, so we decided to stop it until we reached the net, when we would use it if required. Accordingly, we continued the run on our Starboard motor, but this made a lot of difference to our steering, and sometimes we had to have our helm "Hard Over" to keep the boat on her course.

At 11.9 we came up for an observation and saw a large Hospital Steamer so we dived very quickly to forty feet.

At 11.23 we came up to fix our position and also to try and get an observation of the net, but as soon as our periscope came out of the water, I received the order to dive as quickly as possible to forty feet. What was the matter, was that a T. B. D. had been waiting for us in a position where she knew we would have to come up for an observation, and it has always been in my mind, that the reason she was there was because E20's Good Bye signal had been read ashore. As soon as I received the order to dive quickly, I gave the boat "Hard to Dive" helm and we simply shot down, but only just in time for the T. B. D. passed, over us with only twenty-five feet showing on our depth gauge, so it is a "dead cert" that if she had passed directly over our "Conning Tower" that she would have hit us.

This was a very bad stroke of luck for us for we didn't get the necessary observation and we had to chance to luck, when and how, we were going to hit the net. Luck must have been with us this time for at 11.36 we struck the net at eighty feet and easily went through it. Our First Lieutenant was in the Conning Tower looking through the port holes, and he said he could see the net quite easily. His account of the net was that it was made of steel hawsers (wire), those running up and down being six inches, and those running across three inches. This you will see was a very formidable obstruction and being that we had only one motor and our speed was only seven knots, I think we did very well to make such a light job of it. As soon as we were through we came up for a look knowing that the T. B. D. would be on the other side of the net.

We fixed our position and dived to eight feet again. We now dived at various depths, coming up occasionally to have a look, at other times diving deep to avoid the minefields, and also say other obstruction that may have been placed for us. At 2.30 we came up and found Siddul Bahr on our starboard bow and we could easily make out our destroyer patrol, which was kept at the mouth of the Dardanelles.

Soon after this we came to the surface very rapidly, blowing all our tanks and coming right up out of the water. We quickly hoisted the "White Ensign" and turned to round Cape Helles. We were immediately sighted, by a French T. B. D. who thinking we were an enemy come straight for us. She soon saw the "White Ensign" and we could hear orders being given on board her, and soon after the whole crew came on deck and cheered lustily.

We stopped quite close to the wreck of the "Majestic", but we were fired at by the enemy from the Asiatic side, so we shifted our position another half a mile away.

We got tons of congratulations from our T. B. D.s on patrol, who were very curious to know what our "Bag" was. One of them lowered a boat and sent us some fresh bread and also a ham, which you can easily guess was very acceptable.

At 3.30 the destroyer "Basilisk" arrived to escort us to "Kephalo", and it was about 4.0 o'clock when we arrived there. We had a very hearty welcome, and every ship from the largest battleship to the smallest T. B.s and Monitors gave us three (I think it must have been thirty-three) cheers.

We now went alongside the "Triad" who was flying the flag of the Commander in Chief, Admiral de Robeck.

I believe every ship in the harbour sent signals of congratulations and also asked if they could in any possible way do anything for the comfort of our Crew. To these signals we replied, thanking them but telling them also that the "Triad" was doing all the feeding and also the washing. As soon as our boat was secured, we went on board the "Triad." and enjoyed a hot bath and when it is remembered that we hadn't even washed for about three weeks, you will easily see it was a luxury. I must say when we went into the ship we looked an awful mob, but in a couple of hours, after the water and razors had been to work, there was a. real transformation.

We now sat down to a square meal and enjoyed it, for we had been on tinned food for over a north, and it was a real treat to get our teeth into something fresh, and you can bet it was even better to be able to drink as much as you wanted, and only think of the three cupful's we had been having.

Out of all the congratulations we received I think the crew appreciated the Admiral's most, for it was accompanied by a. bottle of beer for each man.

To be continued in December 2017 with: 'Back to Malta and the Return to UK'

SUBMARINERS 'CROSSED THE BAR' REPORTED IN OCTOBER 2017

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Northern Ireland Branch	Oct 2017	John R Hunter	Able Seaman (UC3)	D067333	71	Submarine Service from 1966 to 1968 in TOTEM, SEALION & OBERON
New Zealand Branch	Oct 2017	D W (Des) Price	Stoker Petty Officer	NZD 1640	97	Submarine Service from 1944 to 1946 in OTWAY, TRIBUNE & TOTEM
Non-member	8th Oct 2017	Edward (Ted) White OBE	Commander (E) (MESM)	Not reported	79	Submarine Service from 19** to 19** in RENOWN (Build), SWIFTSURE (on commissioning on 17th April 1973), REPULSE (P) (SEO on recommissioning on 20th February 1979), SPLENDID (MEO on commissioning on 21st March 1981)
Non-member	1st Oct 2017	Michael Murphy	Chief Petty Officer Coxswain	TBA	TBA	Submarine Service from 1972 to 20** in OBERON (1972), OPPORTUNE (1976), COURAGEOUS (1980-1983), SPLENDID (1986), SWIFTSURE (1989), SPARTAN (1991), SPARTAN (1995-1996), SPLENDID (2000-2001), TALENT (2001) & TRENCHANT (2001-2002)
Submarine Officers Association	Oct 2017	Nigel Arthur Hoskin	Commander	TBA	TBA	Submarine Service in WALRUS (1968), ACHERON (IL 13th November 1968) & NARWHAL (1970)
Non-member	Oct 2017	David Hopkins	TBA	D174587F	TBA	Submarine Service from 1978 to 1989

Australian S.O.C.A. 'Submerger' News

(extract from the February 1953 Issue of the Submarine Old Comrades Association (London Branch) News Letter)

By W. Briggs, President S.O.C.A.

The Submarine Old Comrades' Association held their Annual Re-union incorporating the Jubilee of the British Submarine Service at the Gallipoli Legion of Anzac's Club 12, Loftus Street., Sydney, on 19th June 1952, commencing at 7.45 p.m. The first toast of the evening was the Loyal Toast, Her Gracious Majesty Queen Elizabeth II.

The President expressed appreciation to the members who -attended the Anzac Day march on 25th April. 1952; although a very wet day the "submarines" completed the route.

The President then informed the large gathering present that Chief Petty Officer Alf Backers, D.S.M., had been nominated as the representative and Liaison Officer to 4th Submarine Squadron based at Sydney, N.S.W., for the Submarine Old Comrades' Association, Australia. (Applause.)

The President: "It is my pleasing duty tonight to extend to our guests a very hearty welcome to be present on this occasion of our Celebration of the 50th Anniversary of the Advent of Submarines in the British Empire, 1902-1952. We trust that you will spend a very happy evening with both old and new submariners of the very silent branch of the Navy."

For the most important toast of the evening, the President called upon Commander W. C. Meeke, M.B.E., D.S.C., R.N., 4th S/M. Squadron, to propose the toast, 'Submarines, 50 Glorious Years. 1902-1952'.

Commander Meeke received great applause on rising to propose this special toast. He said that his predecessor, Commander I. L. McK. McGoech, R.N., had told him about the Submarine Old Comrades' Association and how fine it was that the submarine spirit was being carried on in civil life, and was surprised to see so many present; now he felt it a very great honour to be present and to propose this very important toast of the submarine service. "I think the fact that so many of you get together here does show how much there is to submarine life, how much it does leave an impression upon us and affects us for ever.

"The Submarine Service has had to endure, for long periods, discomfort, tedium and danger, which leave an impression upon you which always lasts, and I think always affect your character, I think you will agree that no one in the submarine service can be a shirker and no one can sulk; there is no room for those two things, you cannot compete with things like that." In conclusion Cdr Meeke referred to the conditions of modern submarine. "We have air conditioning, refrigeration, including cool drinks, we have a bunk per person and we have chrome plated wash basins. Submarines are being filled up kinds of new gadgets. I think new submarines are as crowded and cramped as ever they were. Gentlemen, I give toast "The Submarine Service."

The President then asked if any member would like to say a few words. Mr. McGregor* rose and claimed that he had served in the first British Submarine Holland No. 1, "A" Class Submarines and the Australian S/M's A.E.1 and A.E.2. He was given rousing applause. The President, Wally Briggs, was then asked to say a few words. He said that he made his first "Dive" in Submarine C6 in 1910, commanded by Lieutenant Cooper, R.N. (who later commanded Submarine J2 handed over to the Australian Navy in 1919) and also served in 'B', 'G', 'R' and 'L' Class submarines.

At 9.0 p.m. a silent toast for departed Submarine comrades was observed. The President recited Laurence Binyon's "They shall not grow old. etc."

Our Roll of Honour since the inception of the Association is: J. McGuffie. H Abbott, V. C. Meridith, W. K. Sloan, T. Lee, T. Lockwood, Frank Edmund Getting, R.A.N. Killed in action 9th August 1942, F. Ashenden. W. Townley. H. Watson. Admiral Sir Claude B. Barry, K.B.E., CD., D.S.O, R.N. (patron of the S.O.C.A.), George Smith, George Hutchings. "Lest We Forget"

Note: Mr McGregor* was John Thomas McGregor O/N 190691 & RAN 7532 who served as an Able Seaman (ST) to Leading Seaman (ST) from 12th July 1903 to 30th September 1908 in HMS LATONA (joined from DUKE OF WELLINGTON), HMS THAMES, HMS MERCURY and in Holland No.1 & 'A' Class & from 23rd January 1913 to 11th May 1916 in HMA Submarines AE1, AE2 & as Spare Crew. He was a survivor of the sinking of the pinnacle allocated to Submariners AE1 & AE2 in an accident in Sydney Harbour on 9th June 1914.