



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: The Vanguard Class Submarine completing the 350th Deterrent Patrol

EDITORIAL

Hello Everybody

Welcome to the January Issue of Periscope View. Can I start by wishing you all a Happy and Prosperous New Year in 2018?

December was very busy – as it always is - and I hope you all had a very Merry Christmas. It was a busier month for one of our Committee and our thanks must go to our very busy Social Secretary – Alex - for organising the Dinner Dance in November, a very successful Quiz Night after the December Branch Meeting, the Ladies Afternoon Tea, the Children's Christmas Party followed by the Branch Christmas Party on Saturday 23rd December. I hope that you all had a chance to help out with or attend one or more of these events. I have included a selection of photos from all these events in this Newsletter. After all the excitement of December this January looks to be a bit quieter on the social front – I expect Alex could do with a bit of a rest anyway!

One piece of unexpected news from 'Down Under' is that after one hundred and three years the Australians have finally found the wreck of their first submarine - HMAS AE1. At last the descendant families have the answer to what happened to their menfolk. I have included a newspaper article from Australia about this on

Pages 12 to 14 and a photomosaic of the wreck on Page 15. You will recall that AE1 is commemorated on our Memorial in Ramsden Square which was unveiled four years ago.

Our Chairman – Dave Barlow – is still on his Antipodean winter break – watching some of the Ashes Cricket and visiting family. He is due back in a few weeks' time and has been invited to present an Award at the Barrow Sea Cadets Awards Evening on the 19th January. This Award will be the Barrow Branch Trophy which I showed everyone at the December Branch Meeting

At the December Branch Meeting John Hart reported that there is to be a Lecture at the Forum on Thursday 30th January by the author of the book – 'The Silent Deep' – a ticket only event. John has the tickets now so if you asked for one please see John at the January Meeting.

I hope you are all keeping well despite the cold, windy and wet weather – don't forget to check up on your 'oppo's' if you haven't seen them since the last meeting. See you all at the January Branch Meeting next Tuesday 2nd January – usual time – usual place – don't be late!

Regards,
Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

November was a busy month for me, what with organising the dinner dance and getting all my ducks in a row for Another year done and dusted – that makes five for me now; got a way to go to catch up with Mick and Barrie!!

December saw us have a quiz after the meeting, thirty-seven took part which is a personal best; must do better next time and, to top it off, the winners were not Odds & Sods – well done to everyone who took part and I promise the next one will be a lot easier. Also, we had our Ladies Afternoon Tea which seemed to go very well and everyone I talked to had nice things to say about it. Special thanks go to my helpers the Hagen family, Phyllis, Jan, Micky Dack, Barrie and last, but definitely the ones who gave the most that day, Jeff and Brenda Thomas – I owe Brenda lots of drink now - it was Brenda's car!! Then it was the turn of the children for their party, again a maximum turnout and fun had by all. Finally, the Christmas party proper was hoping for a personal best of one hundred attendees but fell short of that by fifteen; still an excellent turn out and a great way to end the season.

As we are now into January 2018 I would like to wish you all a happy new year. I have put together a plan for this year and will provide cards as previously with all the details being on our website and circulated at the meetings.

Every year I try to introduce something new to make our lives a little bit richer and to make our meetings more enjoyable and in keeping with the branch's objective of getting together and supporting each other. So, from January I will be providing food at all meetings (more of drinking accompaniments really). This is in addition to the birthday drinks, the Members Draw and the Raffle and is fully funded by the social pot and is for those of you who stay behind to blow the froth off a couple.

Diary Check:

Friday February 2nd is our first event and will be the annual pilgrimage to Morecambe – also known as 'First Footing'. This is predominantly paid for by the Branch, but I will ask for a donation of £5 per person to reduce the costs. The list for this will close at the meeting in January.

Sat 17th March looking at a St Patricks Day bash at the Legion.

Sat 31st March will be the Branch Dinner.

Other items:

Members draw was not won in December so stands at £15 for January.

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

Come along and feel the love – see you all there to start the year off as we mean to carry on.

Alex

JANUARY BRANCH CALENDAR

January Branch Meeting	Tues 2 nd Jan
K13 Weekend	Fri 26 th to Sun 28 th Jan
'Silent Deep' Lecture at the Forum	Tues 30 th Jan
Committee Meeting	As Required

FEBRUARY BRANCH CALENDAR

Morecambe First Footing	Fri 2 nd Feb
February Branch Meeting	Tues 6 th Feb
Committee Meeting	As Required

MARCH BRANCH CALENDAR

March Branch Meeting	Tues 6 th Mar
St Patricks Day Bash	Sat 17 th Mar
Branch Dinner	Sat 31 st March
Committee Meeting	As Required

JANUARY BRANCH BIRTHDAYS

L.A.M. (Andy) Cundell	08/01/1971
E (Eric) Hamer	12/01/1942
P.C. (Peter) Hearn	22/01/1957
B. (Brian) Reed	27/01/1944
I.W. (Ian) Moore	29/01/1948

Happy Birthday All!

SUBMARINE LOSSES OF WWI

January 1918 was probably the worst month of WWI for losses in the Submarine Service. Five submarines were lost – three with all hands - G8, H10 & K4. The other two were E14 & K17 – both with high casualty lists. Additionally, one submariner was lost overboard from E2, the Engineer of K9 died while on leave and two submariners from K14 died when she was hit by K22. Three submarines – K22, K14 & K6 - were badly damaged and needed to be docked down at Rosyth for

urgent repairs. In all one hundred and ninety (190) Submariners died in January 1918. There were fifteen survivors from the various sinkings of whom six became Prisoners of War in Turkey

Submarine E2

One member of the crew of Submarine E2 died on 5th January 1918 when he was washed overboard and drowned in the Comino Channel at Malta. He was **SPO Robert Daniel Hensley 221686** who was the son of Harriett Hensley of 175, Beaumont Street, Leyton, London

Submarine K9

One member of the crew of Submarine K9 is reported to have died on 7th January 1918. He was taken ill whilst on leave at home in Southsea, Hants. He was:

Lieutenant (E) Arthur Gordon Pedrick, RN who was the twenty-four-year old son of Engineer Commander M J Pedrick, Royal Navy and the husband of Gladys Elizabeth Pedrick (nee Westaway)

Submarine G8

Submarine G8 sailed on a North Sea patrol in January 1918 and failed to return. It is believed that she was lost in a German minefield on or about 14th January 1918. Those lost were as follows:

Officers:

Lieutenant John Francis Tryon, RN
Sub Lieutenant Phillip Furlong Armstrong, RN
Midshipman Phillip Armstrong, RN
Lieutenant John Galloway Watson, RNR

Ratings:

PO Joseph Henry Darton J7947
PO Officer William Charles Goldsmith 216889

PO Percy John Kempster, DSM 202865 RAN 8252
 L/Sea William Kendall, DSM J8926
 L/Sea Richard Hugh Whistler Sadler 225079
 L/Sea James Arthur Uings J1496
 AB William Henry Chick 235114
 AB Thomas George Harris J15715
 AB Alfred Sydney Harris J15031
 AB Arthur James Shaw J7836
 AB John Short J24384
 AB Frank Simpson J31130
 L/Sig William Charles Bones J14924
 L/Tel Henry Lowe J21234
 Boy Tel Henry John Knapp J49604
 CERA Percy William Dewsbury RNR/Ch/1089/EA
 ERA2 Edward Frederick Cowley Sutton, DSM 346054
 ERA3 Henry Samuel Brown M5743
 ERA3 Charles William Young M3109
 SPO Henry Watts, DSM K301
 L/Sto Thomas Pollard Jacobs K6499
 L/Sto Daniel McCartney K3632
 Sto1 William Albert Belcham K24749
 Sto1 George Neate K19355
 Sto1 Arthur Percy Orchard K15239
 Sto1 William George Rook K12650
 Sto1 Joseph Henry Stennett K22930
 Sto1 Frederick John Winchcomb K14708
 Sto1 William John Wise K7130

Submarine H10

Submarine H10 sailed on a North Sea patrol in January 1918 and failed to return. It is believed that she was lost in a German minefield on or about 20th January 1918. Those lost were as follows

Officers:

Lieutenant Martin Huntley Collier, RN
 Sub Lieutenant Derrick Ives, RN
 Gunner (I) Ernest John Hunt, RN
 Lieutenant Alfred Godfrey Crummack, RNR

Ratings:

PO Robert Douglas Branch J1978
 PO Albert Watters 213782
 L/Sea William James Sheppard Hooper 226751
 AB John William Blondel J17347
 AB William John Cross J14591
 AB Albert Edward Smith J15231
 AB Robert William Sparks J18658
 AB Herbert Bradley Sargent J7783
 AB William Henry Francis Strachan J16462
 AB John Williams J20573
 L/Sig George Andrews Howell J6074
 Tel John George Hill Roberts J40804
 CERA James Anderson Dow 270564
 ERA 3rd Class Frank Keys M5105
 ERA Harry Pearson RNR/Ch/1511/EA
 Stoker Petty Officer James Edward Bailey 284867
 Leading Stoker Harry Hinks K16567
 Stoker 1st Class George Henry Allen K16956
 Stoker 1st Class Alfred Ling K26036
 Stoker 1st Class Patrick Murphy K25868
 Stoker 1st Class David Morton Platt K23745

Stoker 1st Class Stephen Sutton K6539

Submarine E14

In January 1918 Submarine E14 was transferred from its Base at Corfu to the Dardanelles in an attempt to locate and sink the Turkish Battleship GOEBEN which had been damaged by mines and then run aground in the Dardanelles. The Submarine failed to find the target which had been re-floated and towed away to safety. On 28th January 1918 Submarine E14 was badly damaged when one of her torpedoes exploded shortly after firing and was further damaged by shore based artillery after running aground at Kum Kale before finally sinking. The Commanding Officer, Lieutenant Commander Geoffrey Saxton White, was killed by shell fire, both of his officers were killed and many of his crew were killed and injured. The survivors** were made Prisoner of War. Lieutenant Commander White was awarded the Victoria Cross – the fourth submarine Victoria Cross of the First World War in the Dardanelles area and the second Victoria Cross for Commanding Officers of E14. The crew of E14 was as follows:

Officers:

Lieutenant Commander Geoffrey Saxton White VC, RN
 Sub Lieutenant Jack Patrick Murray Blissett, RN
 Lieutenant George Montford Drew, RNR

Ratings:

PO Robert Andree Perkins, DSM J4078**
 PO Frederick George Waters 234980
 L/Sea Henry Pither J13967
 L/Sea Stanley Richardson J6087
 L/Sea John Turner J17008
 AB Stanley Walter Emeney J19244
 AB Patrick Kirwan J11213
 AB Richard William White J22423
 AB Edwin Arthur New J22094
 AB Cecil Needham J11160
 AB Reuben Joseph Edwin Mitchell, DSM 7476**
 Sig Charles Miles Trimbell, DSM M4196 **
 Tel William Henry Prichard DSM J36101 **
 CERA John Benjamin Baldwin Randall 271216
 ERA Robert M Milburn DSM M4196 **
 ERA3 Martin Robert Bond M4677
 ERA4 Harry Crannage M12239
 ERA4 John Le Boutillier M22714
 L/Sto Albert Crosbie DSM K10069
 L/Sto William Bernard Fletcher, DSM K2073
 Sto1 William Ephraim Reed, DSM K17465 **
 Sto1 Percy Richard Adams K516
 Sto1 George L Laccohee K15990
 Sto1 Bertram Henry Polden K12599
 Sto1 Samuel Henry Ball K18809
 Sto1 Harry Pinnock K28154

Submarine K17

Submarine K17 was lost on the night of 31st January/1st February 1918. The submarine, which had been steaming on the surface in formation during a 'Night Exercise', was hit by HMS FEARLESS. K17 had altered course to avoid a collision with two trawlers that had been sighted. HMS FEARLESS, which was following

K17, hit the submarine at 21 knots. Many of the crew managed to abandon ship before the submarine sank but were run down whilst in the water by escorting Destroyers which were unaware that any accident had taken place. The incident in which K17 was lost came to be referred to as the 'Battle of May Island'. The names marked below with asterisk ** are those who survived the sinking of K17.

Officers:

Lieutenant Commander Henry John Hearn, RN
 Lieutenant Cecil Warde, RN
 Lieutenant Gerald Edward Armitage Jackson, RN **
 Lieutenant Herbert Wilkins Antram, RNR
 Lieutenant (E) Hugo William Lewis Tyrrell, RN
 Midshipman Ernest Semple Cunningham, RAN

Ratings:

CPO Charles Case, DSM 186086
 PO William Clark Cooley 227154
 L/Sea William Finch J1069
 L/Sea Robert Gill 211672
 L/Sea Cecil James Hosking J16056
 L/Sea Edward James Meadmore, DSM 223356
 L/Sea Albert Edward Simpson J1181
 L/Sea Anthony Westbrook J11905**
 L/Sea Frederick Bown 219867**
 AB William Agnew SS2844 (RFR/Dev/B/5860)
 AB Thomas Henry Berriman 213863 RFR/Dev/B/5832
 AB Henry Havelock Wheble 225581
 AB Arthur Rayment Drake 238786
 AB Henry George Lightbody J24810
 AB Joseph Robert Montgomery J12871
 AB John Gibbs J10934
 AB Harold Nettleton J20766
 AB Frederick Samuel J10440
 AB Francis Hammond J9547
 AB Alfred White J6137
 AB (SG) Joseph Clark J6745 **
 L/Sig William Wilcox Cooper 239571
 Sig George Thomas William Kimbell J8709**
 L/Tel George Alexander Knight J8438
 Tel Frederick Edwin Lord J5520
 CERA Isaac Gibson 270632
 ERA3 Albert Victor Adams M1632
 ERA4 Jack Glenfield Brown M8692
 ERA4 Harold Louis Herring M13296
 ERA3 Dominick Myott M7565
 SPO Ernest Morris 309458
 SPO Charles Kettridge Savage 311292
 SPO Patrick Nolan 284013
 SPO James Stewart 288545 RAN 9263**
 L/Sto William James Cook K6363
 L/Sto William John Gale K11623
 L/Sto Edmund Tilley K1060
 Sto1 Charles Edward Binnington K18963
 Sto1 James Blackman K13078
 Sto1 Henry Alfred Caress SS115673
 Sto1 Henry Fulcher K23296 **
 Sto1 William James Frederick Carter K17477
 Sto1 Albert Dowding K17759 **
 Sto1 Arthur George David de Bank K22444

Sto1 Edward Jones K20796
 Sto1 Kenneth Vass K22875 **
 Sto1 James Edward Knowles SS 115292
 Sto1 John Riddell McDonald SS 114477
 Sto1 Henry Leonard Ricketts K127466
 Sto1 Leo Frederick Murray Sangster K22599
 Steward 2nd Class Charles Henry Savage L2005

Submarine K4

Submarine K4 was sunk in the Firth of Clyde on the night of 31st January/1st February 1918 following a collision with Submarine K6 during Operation E.C.1. This was another incident in what became known as the 'Battle of May Island'. There were no survivors from Submarine K4. Those lost in the accident were as follows:

Officers:

Lt Commander David de Beauvoir Stocks DSO, RN
 Lt Commander Athelstan Alfred Lennox Fenner, RN
 Lieutenant Thomas Arthur Watterson, DSC, RNR
 Lieutenant (E) Claude Michael Ashmore Wellesley, RN
 Commissioned Gunner John William Hammond, RN

Ratings:

PO Alfred Abe Benjamin Corfield 232856
 PO William Rowley, DSM 215872
 L/Sea Albert Edward Hogg J9082
 L/Sea Alfred Edward Pearson, DSM 206490
 RFR/Ch/B.10623
 AB James Armstrong J32585
 AB Stanley Harold Blake 211925 RFR/Po/B/5018
 AB Ernest Samuel Burt J9569
 AB William George Dangerfield J17629
 AB Alan Montgomerie Duggan J16974
 AB Charles William Henry Goddard J2150
 AB Thomas William Jackson, DSM 215915
 AB Edward Barber Leeder SS5311
 AB Fred Mockford J9223
 AB Ernest James Puddefoot 146875
 AB Leonard William Rivett J18186
 AB Albert Spice 239765
 AB John Spice 219424
 AB Albert Charles Windibank J18037
 AB Thomas Sidney Young J16770
 L/Sig Charles Carter, DSM 236423
 Sig Malcolm Poynter Watkins J19411
 PO Tel George Harold Baldwin J10360
 L/Tel Frederick Walker J25725
 CERA2 Leonard Adams, DSM M324
 CERA Ralph Reuben Hill 270525
 ERA1 John Frederick Apps, DSM RNVR/Clyde/3/192
 ERA2 George Oliver Charles Woods M2250
 ERA4 Henry Thorpe Goddard M11218
 ERA4 Alan Varey M21630
 Chief Stoker Frank John Beer 298980
 SPO Percy Walter Adams, DSM 306739
 SPO Harry Sheath, DSM 355913
 SPO William Thomas Wyatt, DSM 308247
 L/Sto William Church, DSM K9438
 L/Sto John Henry Goodsall K12209
 L/Sto William Henry Hayman 305390

L/Sto James Thomas Iron, DSM K11011
 L/Sto Thomas Stewart Wood K12229
 Sto1 Horace Bounds, DSM K14491
 Sto1 Charles Edward Brown K22591
 Sto1 Albert Charles Burgess K9375
 Sto1 Percival Cockerill K21001
 Sto1 Harry Wakelin Crawforth SS115298
 Sto1 Patrick Joseph Grant K20768
 Sto1 Frank Francis Hanks K16885
 Sto1 Joseph Charles Hayes K19004
 Sto1 Herbert Ernest Martin K1087
 Sto1 Sydney John Sellick K12966
 Sto1 James Henry Tredgett K22822
 Officers Steward Harold William Youdale L3820

Submarine K14

During Operation E.C.1, which took place in the Firth of Forth overnight 31st January 1918, Submarine K22 (Lieutenant Commander Charles de Burgh RN) collided with Submarine K14 (Lieutenant Commander Thomas C B Harbottle RN). The bow of Submarine K22 cut into the port side of the crew space of K14 flooding the compartment and drowning two members of the crew. They were:

L/Sea Alexander Scott O/N 232696
 AB W J Bowell O/N J15186

REMEMBERING FORMER BRANCH MEMBERS JANUARY

Morris Voce	1982
James Tiffney	1993
George Green	2007
Peter Bell	2007
Brian Kerr	2008
Leslie Willcox	2012
Colin Lee	2015
Ted Budgen	2016
Norman Hart	2017

RESURGAM

DISCLAIMER

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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 January for the February 2018 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:

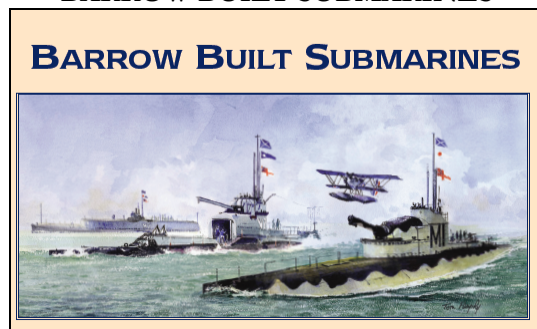
OBERON, ONYX, ORPHEUS, ODIN, OTTER, OTUS, UNSEEN & UNICORN

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.

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

LADIES AFTERNOON TEA PHOTOS





DINNER DANCE PHOTOS



BRANCH CHRISTMAS PARTY PHOTOS



CHILDRENS XMAS PARTY PHOTOS





SUBMARINE SERVICE BREAKS RADIO SILENCE TO REVEAL MISSION MILESTONE

ROYAL Navy Submariners at HM Naval Base Clyde marked a major milestone recently with the successful completion of the 350th deterrent patrol.

As the country's ultimate weapon, submarine operations and movements are kept a closely guarded secret, but the Silent Service has temporarily broken its silence to reveal the significant achievement.

"Our nuclear submarines are among the most complex machines ever built and ensuring that one is at sea continuously is a huge challenge," said Rear Admiral John Weale OBE, Head of the UK Submarine Service.

"That the Royal Navy has completed 350 deterrent patrols without once breaking the chain is simply a momentous achievement.

"Everyone knows that a chain is only as strong as its weakest link. Whether it is the dedication of our submariners, the expertise of our engineers and support staff, or the love of our families— each link remained strong throughout."

He continued: "I would like to thank the many thousands of people, past and present, who have contributed to this milestone. It is a testament to their hard work and commitment in helping to keep the UK safe."

Continuous submarine patrolling began in April 1969 with the Royal Navy's submarines taking primary responsibility for the UK's national strategic deterrent. Since then at least one Royal Navy ballistic submarine

has been on patrol in the world's oceans, ensuring a continuous at sea deterrent.

Today the four Vanguard class submarines uphold the mission and between them have never missed a single day on patrol.

Although the name of the submarine and the date it completed the 350th patrol have not been revealed, the impressive achievement was formally recognised back in September when NATO's North Atlantic Council visited HM Naval Base Clyde along with the UK Defence Secretary.

Speaking during the visit, NATO Secretary General Jens Stoltenberg said: "The nuclear forces of the Alliance, including those at Clyde Naval Base, are the supreme guarantee of the security of allied countries and populations."

As well as marking the considerable achievements of the past, the Submarine Service is also focussed on the future. HM Naval Base Clyde has been home to the submarine based nuclear deterrent for five decades and will be the home to the entire UK Submarine Service by 2020.

The UK Government is investing £1.3B over the next 10 years to update and upgrade its engineering and training facilities in preparation for the new Dreadnought class of submarines.

The design and construction of the Dreadnought class of four ballistic missile submarines is one of the largest and most complex programmes that the MOD and UK industry has undertaken.

Sent by: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205

SUBMARINERS ASSOCIATION SUBS - A GENTLE REMINDER

As it is now January 2018 – and another New Year can I remind everyone that Submariners Association Subs are now due. You will remember that the Subs are now £20.00 per year of which £15.00 is the National Share and £5.00 is the Branch Share.

If you are still paying by cash, then Mick Mailey will be pleased to take your money at the January Branch Meeting – or you can send it to him!

If you are paying by Standing Order check your Bank Statement to make sure your Bank has paid out on time and make sure that it is in the correct amount of £20.00 and not the old rate of £12.50. If you are still paying the old amount can you please update your Standing Order as soon as possible – remember that only you can alter a Standing Order – we can't do it for you!

Mick Mailey and the National Membership Secretary have been working very hard recently to sort out the Membership Records and to make sure that all our New Joiners are properly recorded.

We had a good year last year for New Joiners. If you know any Submariners who are not yet Members you can encourage them to join us!

WARTIME MEMOIRS OF COXSWAIN OSCAR MOTH (SURVIVOR FROM K13)

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

‘Back in England’

In October, I was drafted to "HMS VERNON" the torpedo school at Portsmouth, where I underwent a course of instructions for the rank of "Torpedo Coxswain". The reason I had to do this course was, because I had been selected as a suitable man for a 'K' Class of submarine. As these boats were to be "Self-Contained" it was necessary to have a Torpedo Coxswain, who being qualified in Ship's Steward's work, would be able to victual his crew without assistance from a parent ship.

The Loss of K13

I joined K13 in December, and she was being completed at the Fairfield Shipbuilding Company, Govan, Glasgow. She was a fine big boat, being 340 feet long and 26 feet in the beam. Her gun armament was two four-inch guns, and one three-inch anti-aircraft gun. Her torpedo armament was four bow tubes and four beam tubes, all submerged, and two upper deck beam tubes. These tubes were all for eighteen-inch torpedo of which we would carry twenty.

She was a departure from any boat I had already been in, for she was driven by steam when on the surface. This of course has its disadvantages as well as its advantages, as it is necessary to have large air intakes to the boiler room and, also funnels. These have to be shut and as it is a pretty big job. It takes some time, and the quickest time I have known a 'K' boat to dive in is four minutes.

On the surface her turbines would be used and they were capable of driving her at twenty-five knots, while submerged she would be driven by electric motors, which were capable of propelling her at ten knots. Her submerged displacement was over two thousand tons, so you will see by this description that she was a very powerful boat. Her crew consisted of fifty-seven and she was commanded by one of our most distinguished and experienced officers, Lieutenant Commander Godfrey Herbert D. S. O.

The end of December saw the crew all up, and we were on trials and the whole of the month of January, we were employed doing trials of some sort. All our trials so far went off splendidly and we were very pleased with our boat.

January the 29th was the day selected for us to leave the Fairfield Yard to do our Acceptance Trials, and it proved a fatal one. We started very badly for just after leaving the Yard, our steering gear gave out and we ran high and dry on the banks of the Clyde. We soon had two powerful tugs alongside us, and with their assistance, we managed to get off although we had to be towed stern first until we got to a wider spot where it was possible to turn round. We now continued our journey down the Clyde and at 10.0 am we entered the "Gareloch".

The "Gareloch" had been selected as a suitable spot for submarines to do their trials, and it really was a good place, for there -was no traffic of any sort and yet there was plenty of water to dive in.

On our arrival we "Shut off for Diving", and we now did our Acceptance Trials. Things went off very well indeed, so at 12.0 o'clock we came up for dinner.

Our captain being quite satisfied with the boat now took her over and the Fairfield Manager was put ashore at "Shandon". We now had our dinner in a small steamer called the "Comet" and while we were at dinner our captain decided to have another dive during the afternoon. As the boilers had been lit up by the firm's people, our captain sent orders that everything was to be shut off, and everything was to be got ready for diving as soon as the dinner hour was over.

Now comes the darkest hours of my life, for although the incident has been written about, by a good many writers, I have never read a good description. Nobody really understands, what happened, and I consider it impossible to write a real account of a thing unless you were there, and being that I was unfortunate enough to be there, I am to my best ability going to describe it. I am going to give my opinion and my own version of the affair and, in no way am I going to exaggerate so if you can picture something worse than you are reading, you may in some way understand what the poor fellows who came out of K13 suffered.

As near as I can remember it was about 2.0 o'clock on the afternoon of Monday, the 29th of January 1919, when we did the fatal dive. Quite in the ordinary way the order had been passed, "Hands to diving stations", and everyone had been at their allotted stations. I should say at least ten minutes before any orders were given for flooding tanks or working the electric motors.

Before the "Comet" had cast off she had taken on board every one of the firm's people who had nothing special to do, and so that afternoon we dived with a great many less than we did in the forenoon.

Everything had been reported "Shut Off". All the hatches had been reported closed, and the electric indicator in the Control Room, which is switched on from the Engine Room was illuminated, and the words "Engine Room Shut Off" could be read distinctly.

At last came the fatal orders for diving. They were simply "Half speed, ahead both" and "Flood all externals". The motors were started and the vents for the ballast tanks were opened and then the order was given "Take her down". The necessary helm was given on the hydroplane and the after diving rudders and she started to go very slowly.

I was watching the bubble which tells the inclination of the boat, so I can hardly be certain what the gauge read, but I believe it was eleven feet when we got a terrible pressure on our ears.

From experience we know that something very large had been left open, and that water must be coming in very quickly. Our captain realised this instantly, and gave the orders, "Blow all external tanks", "Close water tight doors", "Hard to rise", "Try to fetch her to the surface".

These orders were carried, out as quickly as possible. Air from our High-Pressure System was put on the Ballast Tanks. The water tight doors were closed, and our helms were put over to rise, but all to no avail, instead of coming to the surface K13 sank to the bottom of the Gareloch like a stone and the pointers of our depth gauges were pointing to seventy-eight feet.

In the corner of the Control Room, near the Switchboard, is a group of voice pipes running to all the compartments aft, and water simply rushed through these as though from a fire hydrant, so we know that she must be flooded from the beam tube room to the stern, which would be roughly two thirds of the boat.

We worked the telegraphs which led from the control room to the motor room and also the engine room, but we got no answer, and we knew that everybody abaft the beam tube room must be drowned.

What made things a great deal worse, was the water pouring over the switchboard. As the switchboard was alive with electricity, the salt water caused fire, gas and smoke and we were nearly choked before we could stop the water and put the fire out.

The scene is very hard to describe, and nobody can imagine what it really was like. My description is that it was like an inferno, with men fighting for their lives, battling with the water, and trying to beat out the flames with pieces of sacking which had been torn up from the battery boards. At last success attended our efforts and the water was stopped and the fire put out, but you can guess what the air was like. We had the full pressure of air from the flooded compartments, which of course had come in before we could get the water tight doors closed, and besides this the air was very foul with smoke and gas which had come from the switch-board.

The excitement had now died down, and it can easily be seen that we were in a very sorry plight indeed. There was not a bit of panic, and everyone was taking things as coolly as the circumstances could warrant, but for all that, I am afraid there was some very heavy hearts among us, for it certainly did look like death.

Everything was now as quiet as the grave and we simply looked at one another, and then we began to look around to see if there was any chance or any possible means to escape from this "Death Trap". There certainly seemed to be very little cause for hope, and in our own hearts each man knew, in all probability, that "K13" would be our tomb.

I will now leave K13 on the bottom of the Gareloch and relate what I have since found out, happened on the surface. There were two other submarines of the E class, "E50" and "E51", doing trials on the Gareloch and the captain of one of these, "Lieutenant Michell", was watching us dive. He knew by the way we went down, and also by the way the volumes of air came out of us, that something very wrong had happened. He waited a few minutes to see if we should come to the surface, and then as we didn't he anchored his submarine and decided to look for us. Accordingly, he got a small pulling boat and went to the spot where he saw us disappear, and with the help of a "Lead and Line", he sounded for us and found us.

The next thing to do was to get help, so he immediately went back to his boat, and by wireless sent messages to the Senior Naval Officers of the Clyde district for help. It so happened that a salvage steamer was at Greenock and she was despatched with two hoppers to the spot to render assistance.

Captain Barttelot was the S.N.O. of the Clyde and he was very quickly on the spot to take charge. As soon as possible divers were sent down, and on Tuesday morning we in the boat knew help was at hand, for we could hear a diver walking about on the hull of the boat. You can guess we were very much relieved to know that we had been found, and we were now wondering what they would do. We knew what a big job they would have especially as they didn't know under what circumstances we were, neither did they know how much of the boat was flooded. Our only chance was to get into some kind of communication with them and this we tried to do by making signals in the "Morse" code, which we did by tapping the hull of the boat. We got no answers and afterwards I found out that although the diver could easily hear the tapping he had no knowledge of the "Morse" code and could not receive our signals. Anyhow, those who were working on us knew that there were men alive inside the boat and this of course made them put every ounce of energy into their task.

Eventually the difficulty in getting signals through was overcome, to a certain extent. The method now employed was, a signalman with a lead line in a small boat. He simply made the signals by raising and lowering the lead, and a diver was employed below just guiding it. The way our signals were received was by means of a hydro-phone. Of course, this was a very crude method, but although it took hours to get a signal through it certainly relieved the situation a bit.

It will be seen that the task of raising K13 was going to be a very difficult one, and Captain Barttelot decided that the first thing to try and do, was to save the crew, or rather those of the crew who were still alive in K13.

He therefore decided to give us air. Not air to breathe but to blow our ballast tanks with. He gave orders for one of the E boats to be moored, very close to us, and she was to be employed running her air compressor, and give us air into our H.P. system. A flexible pipe was taken from her compressor, and the diver connected this to our forward four-inch Gun connection, which was already connected to our High-Pressure System. It was some time before the diver succeeded, but at last it was finished, and the E Boat started to pump air into us.

I expect a good many of my readers will be asking why the air wasn't pumped, into the boat to breathe? Well the reason is this, inside the boat we already had a tremendous amount of pressure, but there was no means of telling the amount, as we had no barometer to measure it. We ran our low-pressure compressor from time to time to take air out of the boat, but

after a bit we considered it unwise, for the simple reason we didn't know whether we had taken the pressure down to normal or not. Of course, we found afterwards that there was still a tremendous pressure, but we thought it wise to leave things as they were, for the present at any rate*

Another reason we didn't use the L.P. compressor is, that it is run by the same motor which runs the Ballast pump, and we needed the pump very badly. This motor can either be clutched into the compressor or the pump, but only one thing can be run at a time, and as the pump was most needed, we kept it clutched in, the best part of the time.

Our biggest trouble was the watertight bulkhead between the boiler room and the beam tube room. This was leaking very badly, and it will easily be seen why it did leak. This was only a collision bulkhead and was tested to a pressure of fifteen pounds and as we were below seventy feet, the pressure on the bulkhead would be thirty-five pounds, so we must think ourselves very lucky it held as well as it did.

We knew this water must be kept down, and the only way to do this was by keeping the pump running continually. If this water could not be kept down it meant flooding the control room, where our electric batteries were, and if salt water reached these batteries, it would immediately cause chlorine gas, and this would have suffocated us all in a few minutes.

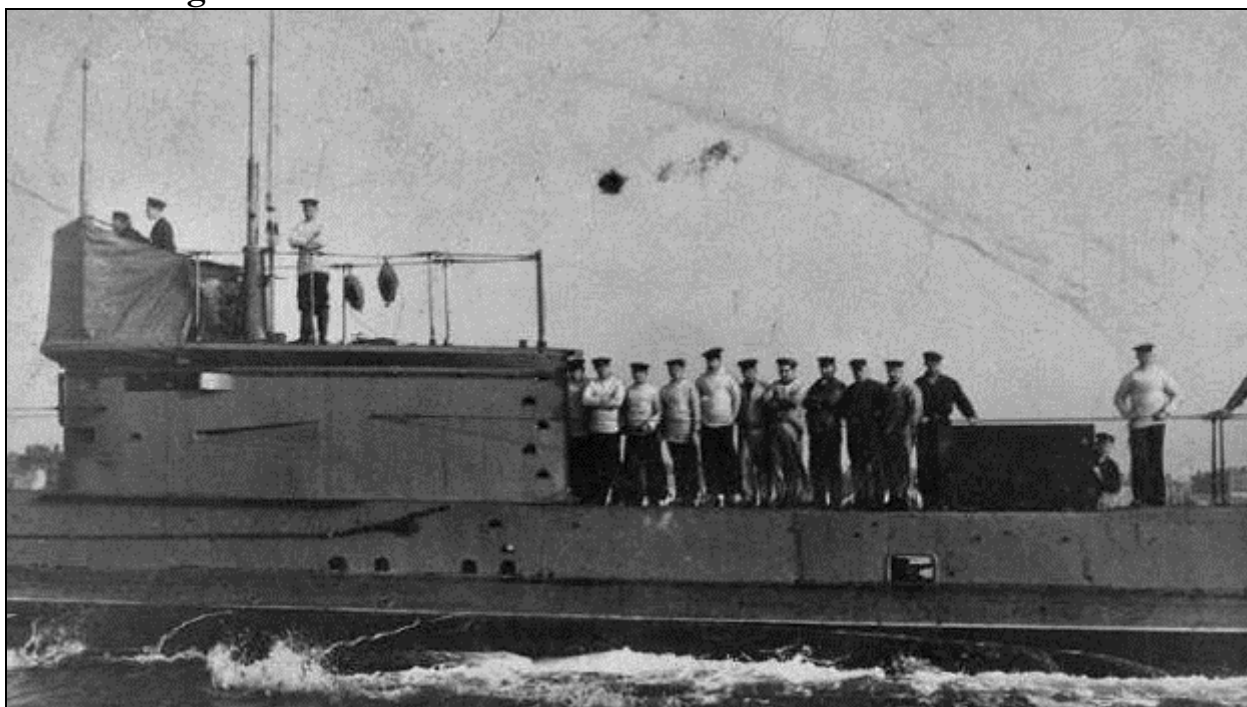
It was on Tuesday morning that our Captain - after a discussion with Commander Goodhart, the Captain of "K14" - decided that if we were to be saved it was necessary for someone to get out of the boat, and let those who were working on the surface, know exactly how things were inside the boat and, also, to let them know exactly what we wanted them to do.

To make myself more clear I had better point out the reason that Commander Goodhart, was on board of K13. He was the captain of K14 and that boat was under construction at Fairfield's Yard, where K13 had been built, and he, with his engineer, had decided to do a run in K13 to pick up anything in the way of information, which would afterward be of use to them in their own boat. K14 was to be exactly the same as K13 so you will see that these two officers, did a wise thing in having a run in a sister boat. Commander Goodhart had very recently come home from the Baltic where he had been in command of an E Boat and had done particularly good work, for which he had been decorated with the Distinguished Service Order, he had also received The Order of St George from the Russian government.

To be continued in February 2018 with:

K13 – The Rescue

Missing WW1 submarine HMAS AE1 found with Underwater Camera



The Submarine AE1 and Crew

[Stephen Fitzpatrick](#)

The Australian

December 21, 2017

A bold bid to locate the wreck of Australia's first submarine has been successful, with the final resting place of 35 World War One servicemen off Papua New Guinea captured on underwater camera.

The fate of AE1 has long been a mystery, with a three-day search after it disappeared on patrol in waters between New Ireland and New Britain on September 14, 1914, just seven months into service, proving fruitless.

It can now be revealed the boat suffered a catastrophic failure, probably during a practice dive, and struck a hard, rocky bottom southeast of the Duke of York islands group.

Rear Admiral Peter Briggs told *The Australian* this morning that “the most likely cause of the submarine remains a diving accident” with the fin guardrails stowed and the upper conning tower hatch apparently shut.

“The submarine appears to have struck the bottom with sufficient force to dislodge the fin from its footing, forcing it to hinge forward on its leading edge, impacting the casing,” Rear Admiral Briggs said.



Vera Ryan of Lilyfield, Sydney, whose uncle Jack Messenger was lost when the submarine vanished in 1914.

Picture: Giles Park.

He said it appeared to have suffered a “post sinking, high energy event” that would have caused “rapid flooding of the submarine, probably near the surface”, in order to cause the rate of acceleration likely required to produce such damage. This could have been caused by any one of the vessel’s eight torpedoes, each fitted with guncotton warheads and high-pressure air flask, or by its various high-pressure air cylinders.

As a result, he said, “when the end came for the men of AE1 it would have been very fast, they may well have not known what hit them”.

The crew was comprised of British and ANZAC servicemen.

“Bottom line (is), we have found our lost submariners, but understanding exactly what befell them is a work in progress and will require further detailed examination of the wreck with a different array of instruments and technology,” Rear Admiral Briggs said.

The \$1 million search, which began on Sunday, was jointly funded by the federal government and by a private enterprise consortium put together by Telstra chairman John Mullen.

Rear Admiral Briggs, who is president of the Submarine Institute of Australia, led the mission aboard search vessel Fugro Equator.

The precise location of the wreck, and even details of the time it was discovered, are being kept secret to protect it from unauthorised salvage attempts.

It can be revealed, however, that it was resting at a depth of more than 300 metres.

It was found using a drop camera equipped with colour video and stills capacity as well as lighting, with Rear Admiral Briggs praising the crew’s “great skill to position it over the wreck and manoeuvre the ship to in turn, move the camera, swinging in the current on the cable over 300m below, in the right direction to locate the wreck”.

He said there was “probably little sedimentation to cushion the impact (and) the wreck is on a hard, flat bottom scoured by strong, seasonal currents”.

Rear Admiral Briggs said further investigation would “almost certainly require further, forensic examination of the wreck using different technology”.

It is understood there is no intention of attempting to retrieve the submarine, which is regarded as a war grave.

The initial survey provided visuals only “down the starboard side and up the port side as far as the fin”, Rear Admiral Briggs said.

However, he was adamant that the results showed that “beyond a shadow of a doubt this is AE1”, meaning Australia’s oldest naval mystery was one step closer to being solved.

There have been several previous attempts over the years to locate the vessel



The last known position of HMAS AE1.

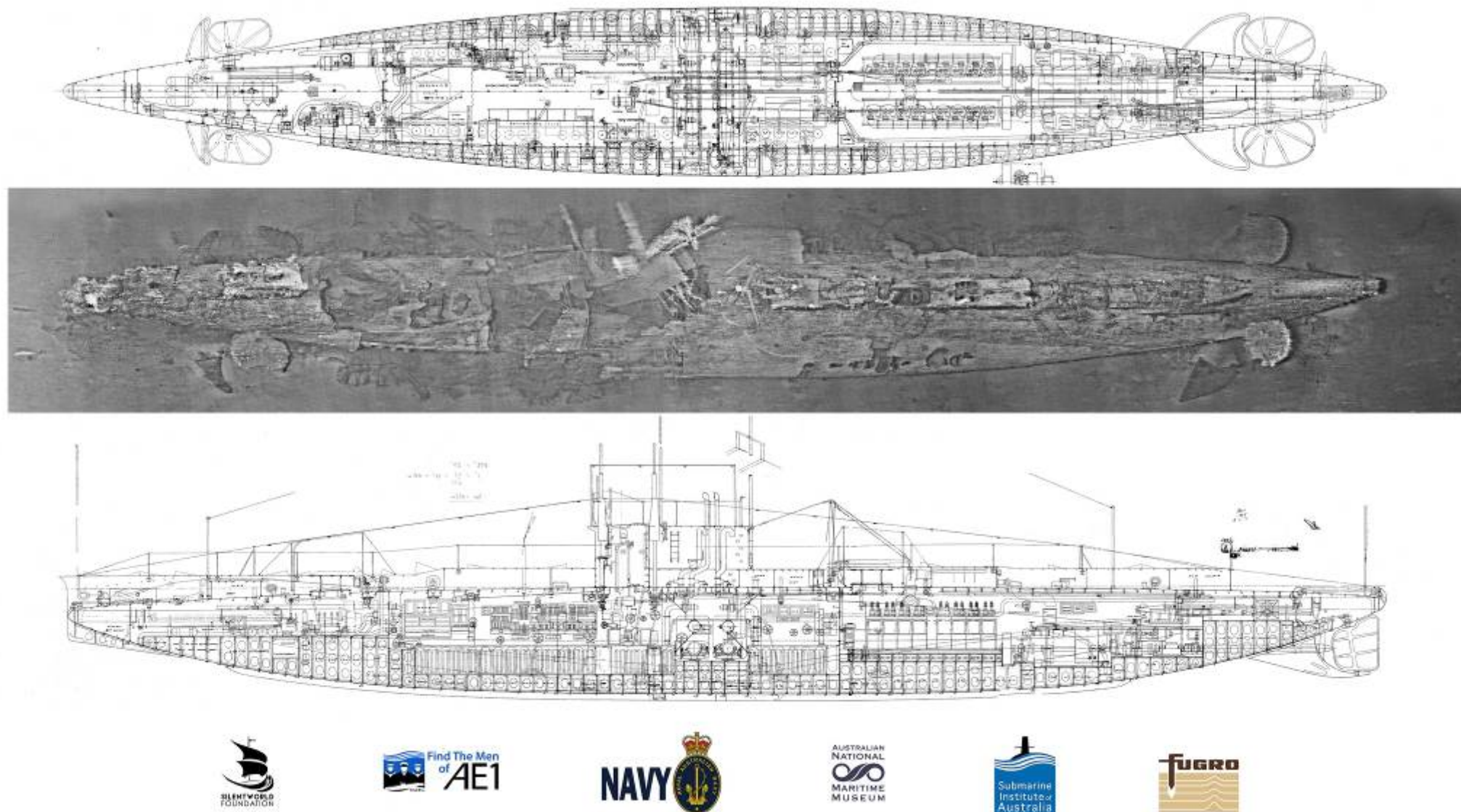
THE TRADE

They bear, in place of classic names,
letters and numbers on their skin.
They play their grisly blindfold games
in little boxes made of tin.
Sometimes they stalk the Zeppelin,
sometimes they learn where mines are laid
or where the Baltic ice is thin.
That is the custom of 'The Trade'.

Few Prize-Courts sit upon their claims.
They seldom tow their targets in
They follow certain secret aims
Down under, far from strife or din.
When they are ready to begin
No flag is flown, no fuss is made
More than the shearing of a pin.
That is the custom of the “Trade”.

The Scout’s quadruple funnel flames
A mark from Sweden to the Swin,
The Cruiser’s thund’rous screw proclaims
Her comings out and goings in:
But only whiffs of paraffin
Or creamy rings which fizz and fade
Show where the one-eyed Death has been.
That is the custom of the “Trade”.

Their feats, their fortunes and their fames
are hidden from their nearest kin;
no eager public backs or blames,
no journal prints the yarns they spin
(the Censor will not let them in!)
when they return from run or raid.
That is the custom of 'The Trade'.
Unseen they work, unseen they win



A PHOTO MOSAIC OF HMAS AE1 & COMPARATIVE GENERAL ARRANGEMENT DRAWINGS

SUBMARINERS 'CROSSED THE BAR' REPORTED IN DECEMBER 2017						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	19 th Nov 2017	Lawrence James Nicholas (Larry) Mather	TBA	TBA	69	Submarine Service including SOVEREIGN
Non-member	29 th Nov 2017	A (Tony) Bowers	Chief Petty Officer SA	TBA	61	Submarine Service including TURBULENT (1st Commission Crew) on 28th April 1986
Liskeard Royal Naval Association	1 st Dec 2017	John Bartlett	Lieutenant Commander (MESM)	N/A	TBA	Submarine Service in ONYX, CHURCHILL & 'V' Class
North Staffs Branch	4 th Dec 2017	Ronald Mellor	Able Seaman	C/SSX 628003	92	Submarine Service from January 1948 to October 1951 in SENTINEL, SELENE, TIRELESS, THOROUGH, ALDERNEY & AMPHION
Non-member	18th Dec 2017	Andrew Moden	Leading Seaman (SSM)	TBA	TBA	Submarine Service in REVENGE, RESOLUTION, VICTORIOUS (P) (1st Commission Crew) on 7th January 1995, VENGEANCE (1st Commission Crew) on 27th November 1999 & VIGILANT
Blackpool Branch	19th Dec 2017	Sydney Raynes	LME	P/KX 920845	81	Submarine Service November 1956 to June 1963 in TOKEN, TELEMACHUS, TRESPASSER & ONSLAUGHT
Dolphin Branch (lapsed)	19 th Dec 2017	Alan (Ben) Beeney	Stoker Mechanic	P/SKX 894339	85	Submarine Service from July 1953 to August 1957 in TRUMP, UNTIRING (1954), X-Craft (1954 to 1957 in SHRIMP, MINNOW & SPRAT)
Gosport Branch	20 th Dec 2017	B G J (Bas) Middleton	Chief Mechanician	P/K 934890	81	Submarine Service from 1964 to 19** in ARTFUL, ACHERON, RORQUAL, GRAMPUS & OPOSSUM
Medway Towns	29 th Dec 2017	S R (Stan) Powley	LMEM	P/KX 979376	74	Submarine Service from May 1962 to July 1968 in WALRUS & WARSPITE