



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 First Winners of the Alliance Trophy

EDITORIAL

Hello Everybody

Welcome to the February Issue of Periscope View.

Well, it's been a very busy month for me and the good lady – we have finally managed to move house! It's been about five years since we first decided it was necessary. Just so everyone knows – we didn't go back to Scotland as originally planned but are still here on Barrow Island - but now in a bungalow rather than being on three floors. Just need to work out now how to get everything in the right place!

On 30th January a good number of members attended the Lecture at the Forum by Peter Hennessy and James Jinks - the authors of the book – 'The Silent Deep'. It was a ticket only event and so well attended that it was held in the Main Theatre which was packed! It was well worth attending. A good part of the lecture was related to the build-up of the Submarine Service post WWII and Operations including 'Continuous At Sea Deterrence Patrols' and 'Trips up North'. The 'End of the Cold War', the 'Peace Dividend' and the effect on the Submarine Service was covered - much of which most of you will be very familiar with. Of course, classified details were not available but what was interesting was some of the background information on discussions in the Government and the Ministry of Defence leading to

decisions to replace Polaris with Trident, to introduce the Upholders - and then pay them off and, more recently, to introduce the Astute Class and replace the Vanguard Boats with the Dreadnought Class in light of a more aggressive Russian stance. For those who couldn't attend the lecture I recommend you either buy (or borrow) a copy of the book – it's well worth a read.

Our Chairman is back from his 'Trip down south' as you will see from his dit – and we have been keeping him busy.

You may recognise one of the names on the 'Crossed the Bar' List – that of Commander Roger Godfrey who was the CO of HMS ARTEMIS – sunk in an accident alongside at HMS DOLPHIN. His passing has just been announced.

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 – several members and their loved ones have not been too well recently.

Thanks to everyone who has contributed to this Issue. See you all at the February Branch Meeting next Tuesday 6th February – usual time – usual place – don't be late!

Regards, Barrie.

CHAIRMAN'S REPORT

Hello again.

Back from Oz, freezing cold but now just over my jet lag. On arrival home, I discovered that I was to present the Alliance Trophy to the Sea Cadets just three days later. Although Barrie had emailed me the date I had

misread the email and had thought that it was in February. On top of that, the Trophy was locked away in the RBL and when recovered found it was still in bits. This, on top of all the domestic things one has to do when being away from home for two months.

A panic phone call to the CO of the Sea Cadets to get the itinerary, who the recipient was, what the Trophy was being awarded for, and then being given a request that I give a talk on the background of the Trophy and in particular the statuette, trying to keep awake but that's life in a blue suit I guess. By this time, it was mid-afternoon Friday just 3 hours before the awards ceremony. I was ready, but it was a close-run thing

On arrival, I was made very welcome, with a welcoming cuppa and time for a chat with the other VIPs, the Deputy Mayor, Mr Hudson CEO of BAE, Ian Lofthouse, John Woodcock and a few others. I was a bit disappointed that nobody else from the branch was there to support me. The Sea Cadets were resplendent in their best bib and tucker along with a full array of parents waiting to see if their offspring would get an award.

The CO of the unit, Jason Zaccarini, was the MC and started by giving a resume of the activities over the past year. You might remember they won the Canada Trophy last year for being the best unit in UK. Whilst they couldn't repeat that in 2017 they did come second in the UK which is a tremendous achievement, not just for the cadets themselves but for everyone associated with the unit, from the officers, instructors, parents and the many friends who help out.

Due to the high standard, many of the awards were so close to call that commendation certificates were given to those who just missed out on a specific award. It had been decided that our Alliance Trophy would be awarded to the cadet who had shown the best leadership qualities over the year. Our Trophy was no different and it was decided that it be awarded to two recipients, PO Cadet Catherine Bell and Leading Cadet Jay Zaccarini. In fact, Catherine had recently been promoted to Petty Officer and was awarded her crossed hooks the same evening. The is the talk I gave:

The Alliance Trophy

The Barrow Branch of the Submariners Association have supported the TS Sovereign Sea Cadets Unit for many years. We decided to do something a little different this time by having a Submariner related Trophy, which this year will be awarded to two cadets who have shown the best leadership qualities. All submariners, from the Commanding Officer down to the most junior rating are expected to show elements of leadership in all that they do and an example that all you cadets should follow.

We have called this Trophy "The Alliance Trophy" as HMS/M ALLIANCE is the 'A' Class Submarine at the Submarine Museum in Gosport, and is very apt as it was built at Vickers Armstrong here in Barrow - being launched in July 1945 and completed in 1947.

The Trophy is a replica of 'The Submariner' which forms part of the Memorial in Westminster Abbey to the men of the Commandos, Royal Naval Submarine Service, Airborne and the Special Air Service who fell in World War II. It was designed by Gilbert Ledward and was completed in 1946. The Memorial was unveiled by Winston Churchill in May 1948 and is situated in the West Cloister of Westminster Abbey. The Submariners

Association and the Submarine Service have a short Service and lay a Wreath there each year on the weekend before Remembrance Sunday.

Leading Seaman Reginald Lawrence Read, who was a war time Submariner, was the original model for the statue, which has since become the unofficial representative of the Submarine Service.

A silver copy of the statue was presented to Her Majesty the Queen on the 8th of June 1958, to mark the presentation of the first Queen's Colour to the Royal Navy Submarine Service. So, your Trophy has an excellent precedent, and is a fine example to follow.

It is being awarded tonight to the cadets who have shown the best leadership qualities in the unit during the past year, and I trust that, following the Queen, and the leadership she has shown over the last 65 years or so, it will be in good hands.

It now gives me great pleasure to present "The Alliance Trophy" to Leading Cadet Jay Zaccarini and Petty Officer Cadet Catherine Bell and I sincerely hope that you will both continue to show the leadership you have demonstrated this year in whatever career you choose to follow.

Well Done.



Dave Barlow with PO Cadet Catherine Bell

Whilst in Oz I was able to attend the December and January meetings of the Australian Branch in Fremantle. Again, I was very warmly welcomed, partly I suspect because they could see a bottle of Navy Rum under my arm. It was great to meet up with my old mate Pete Treen who is still going strong and celebrated his 87th birthday at the January meeting. Obviously, the climate is doing him good.

Fiona and I also attend the Christmas Social lunch at which I was sat next to the President of the Australian Submarine Association. We had a lovely time and I was asked to bring back the best regards of both the Australian Branch of the SA and the Australian Submarine Association.

Well that's all for now, finished with main engines.

Regards Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

Hope everyone is fully rested and recovered from the flu or other ailments which may make you less likely to join in the social events coming up.

I have just got back from the K13 weekend and that was a full assault against our stamina and ability to drink with the best the submarine world can throw at us. Also, it was a bit of an eye opener and will make for good reading when Bob Faragher produces his post patrol report.

Diary Check:

Friday February 2nd is our first event and will be the annual pilgrimage to Morecambe – also known as ‘First Footing’.

The report of this will be in the next issue of the magazine but we have a full bus and it promises to be as much fun as normal.

Sat 17th March is the St Patricks day bash at the Legion. Tickets are on sale at £5 each and for this you get Denis Horan singing his little heart out in an Irish accent (for a little bit anyway) some authentic Irish nose bag and a disco into the night. Ticket only entry and will be a great evening so get the gang together and let’s have a party.

Sat 31st March is the Branch Dinner. Breaking from normal tradition this will be set in the newly refurbished and very popular restaurant at the Dunes hotel (formerly Fairways – amongst other names). It will be strictly limited to 35 and for the princely sum of £25 pounds per person you get a three-course meal which is a mixture of Mediterranean food – principally from Italy.

It will be a massive sharing platter for the starter

Choice of 5 main dishes:

Pancetta – Rigatoni, chicken, bacon, onions in a white wine sauce

Spicy Sausage – Rigatoni, Cumberland sausage, salami, pepperoni, tomato, chilli & garlic in a Napoli sauce.

Fegatini – Spaghetti, chicken, liver, bacon, onions, white wine, garlic & cream sauce.

Lasagne.

Spaghetti Bolognese.

Choice of dessert:

Tiramisu

Sticky Toffee Pudding

English Lakes Ice Cream

Tea & Coffee and a port toast are also included in the price – I have 14 places left.

Sat 28th April is the corporate football day against Chester. Same as before except hopefully we will win this year. Cost is £45 per person which will be subsidised by the social fund by £5 per person down to £40. It includes lunch, souvenir programme, talk from the manager, 5 free drinks (more can be purchased at £2 each), VIP seating in the stand, half time snacks and full time sandwiches. Limited to 20 on a first come first served basis.

Other items:

Members draw was not won in December and I was not present in January so stands at £20 for February.

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

Also, from February I will be providing a little snack to help the alcohol go down for those who remain after the meeting.

February will be hot pork buns with apple sauce and stuffing. I will provide this from the social funds but there will be a cash box on hand for those who wish to make a small non-compulsory donation towards the cost of the ingredients.

So let’s get the party started and I look forward to seeing you all at the meeting.

Alex

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 Patrick’s Day Bash	Sat 17 th Mar
Reunion & Conference	23 rd -25 th Mar
Branch Dinner	Sat 31 st Mar
Committee Meeting	As Required

APRIL BRANCH CALENDAR

April Branch Meeting (AGM)	Tues 4 th Apr
St George’s Day Parade	Sun 22 nd Apr
AE1/AE2 Memorial	Sun 22 nd Apr
Corporate Footie	Sat 28 th Apr

Committee Meeting

As Required

FEBRUARY BRANCH BIRTHDAYS

J (Jimmy) Rimmer	04/02/1974
M Roseveare	10/02/1973
M (Michael) Bengé	14/02/1948
D. (Yorky) Thornton	20/02/1948
W.P. (Billy) Daniels	24/02/1940
J.N. (Nick) Marshall	28/02/1958
R O’Callaghan	21/02/1974
A. (Alex) Webb	16/02/1960

Happy Birthday All!

SUBMARINE LOSSES OF WWI

One Submarine was lost in February 1918 and this was Submarine E50.

Submarine E50 was lost in the North Sea on, or about, 1st February 1918. The Submarine is believed to have struck a mine near the South Dogger Light Vessel. There were no survivors. Those lost were as follows:

Officers:

Lieutenant Ralph Edgar Snook, Royal Navy
Lieutenant William Burton Metcalfe, Royal Navy
Lieutenant George Walter Elliott, RNR

Ratings:

PO Archibald Evelyn Brown, DSM O/N 226250
PO Alfred Henry Jewell O/N 236249
PO Jonathan Thomas Roberts O/N 234598
L/Sea Thomas James Bigsby O/N 237417
L/Sea Frank St Clair Holtham O/N 232264
AB Austin Wilfred Cutting O/N J13934
AB John Raymond Gibson O/N J26864
AB Frederick Charles Haines O/N J20808
AB Farrar Hill O/N J20092
AB Norman George Hounscome O/N J19873
AB William Farquhar Young O/N J12191
Sig John Joseph Mulhall O/N J21302
L/Tel Albert Joseph Miller O/N J19598
Tel Joseph Pover O/N J35826
CERA Walter Henry Meek O/N 271695
ERA4 Archibald Freebairn Dunn O/N M19524
ERA Arthur Swinnerton Lee O/N RNR/Dev/1571/EA
ERA Norman Tordoff O/N RNR/Dev/2036/EA
SPO Frank Brett O/N 307261
L/Sto Albert Gill O/N K11648
L/Sto William Walter Jordan Hards O/N K11357
L/Sto John William Hutchinson O/N K13161
Sto 1 Thomas Batiste Caudeville O/N K20787
Sto 1 William Fairhall Curd O/N K17857
Sto 1 Stanley Emery O/N K19954
Sto 1 Cecil Gent O/N K19924
Sto 1 Wilford Ire Rogers O/N K17348
Sto 1 Herbert White O/N K17774

REMEMBERING FORMER BRANCH

MEMBERS

FEBRUARY

Frederick Ralph Pillifent	1982
Geoffrey Bond	2000
Robert Moody	2002
Ronald Cooper	2007
Kenneth Williams	2014
David Crossland	2014
Anthony Sainty	2015

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 now The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ You may also send your contribution by e-mail to me on 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 February for the March 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 & UNICORN

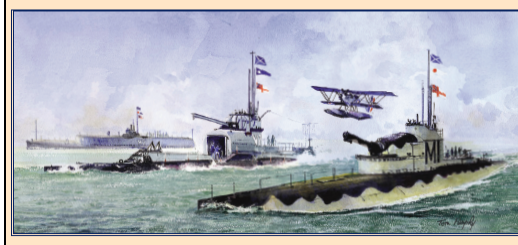
Nuclear Boats:

VIGILANT, ASTUTE & AMBUSH

Also required are copies of any Crew Lists for Commissioning and Rededications of any conventional 'A', 'S', 'T', 'O' & 'P' Class and any refitting 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 above. Thanks, Barrie Downer

"BARROW BUILT SUBMARINES"

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

THE K13 WEEKEND 2018

(A Bob Faragher Dit)

It's that time of year again, and three of us were off to Faslane. Dave Oakes was driving Alex and myself. Dave had instructed us to be ready to be picked up at 0930. However, Dave had forgotten he had to take his dog out for a walk before we could set off. Consequently, we didn't get away until after 1015. God only knows how far he needed to take his dog. Eventually we managed to collect Alex, and I started worrying in case we didn't get to the Royal in Helensburgh in time for a Pint.

Everything went quite well - the weather was excellent - and we were hoping this was a sign of things to come however, we were in for a shock on the Saturday & Sunday.

I wasn't used to Dave as the driver as Barrie usually drives but he wasn't on the trip this time. We eventually arrived at our normal stop for a break and had a dose of that horrible Costa Coffee. At least I managed a fag break while we were stopped.

After our break, we proceeded off up the M74, traffic wasn't too bad but it's a good job Alex knew the way when we got to Glasgow because I was completely confused. Once across the Erskine Bridge I felt much better. Eventually we arrived at the car park opposite the Royal. Brilliant, a pint was much needed. Once inside we found one or two people we knew and swapped a few dits. However, there were nowhere near as many people as there had been in previous years.

We finished our beer and proceeded to the South Gate. We were not delayed by security lectures and were able to proceed to the mess. Usual routine - we were allocated our accommodation - ours was Nasmith Block, named after Commander Nasmith VC of E11 - famous for his attacks in the Sea of Marmara. Then off we went to park the car and dump our gear. We ignored the rule that said we couldn't park outside our accommodation as we were advised to take no notice of that rule - which was fine by us.



The Three Musketeers!

Having sorted ourselves out, we proceeded to the Mess for a quick nose bag and more ale. Again, the turnout was pretty poor. The Irish lads were noted by their

absence, but their camp follower Tracy was there and gave us the usual welcome. During the afternoon we checked out the bar as per usual, and then went for a stand easy.



Mine's a Pint

Evening finally arrived and we again went for a pint and attended the West of Scotland branch meeting and Jim McMaster gave us the usual security advice and what to do and what not to do. We already knew most of this but stayed awake throughout the meeting. After this we went back to the bar. Whilst in the bar, we met an attractive young lady called Karen; she was a Medic in Submarines. This was amazing; she didn't look old enough to be in the Sea Cadets - never mind in a submarine. When I asked her what it was like being an SBA she corrected me and said she was a Medic. I didn't ask her what the difference was, but I enjoyed her company. Eventually, it was obvious that we had consumed enough beer and knew we had to be up in the morning so we went off to Kip.



Bob's new friend – Karen the Medic

Morning arrived early, after a quick breakfast we joined the coach taking us to Elder Park. I remembered to collect the Standard. The weather had turned very Scottish; we had rain and a gale force wind. Just what you don't need in Elder Park. Once we got fell in and started the Memorial Service, the wind made carrying the standard almost impossible. However, the Rev Jupp read out the service faster than usual and we were soon off to the model boat club where the old ladies had kindly prepared hot drinks and refreshments for us. This was very welcome. The weather was so bad even the ducks and swans had deserted the lake. Finally, we boarded the coach back to Base.

On arrival back at Base, we congregated in the bar as usual. I went looking for Karen to have yarn with as she was the best-looking Submariner in the place. It turned out she was the only female member of the Submariners Association there. Anyway, we mixed about a bit but again the turnout was the poorest I have ever experienced at the K13 weekend, which is rather sad. Eventually we went for a stand easy because we had to prepare ourselves for the mess dinner.

We eventually congregated in the bar until we were called to the punch reception before dinner. Unfortunately, they had not taken account of the small numbers and there was an awful lot of punch. We of course were required to drink the lot. Later on, I was to pay for this. We eventually repaired to the dining room for an excellent dinner, and as always passed the port. I was trying to talk to my new friend Karen, but got tangled up in my chair and fell over. Very embarrassing! We listened to the speeches and followed all the formalities. By the end of dinner I was feeling a bit brahms and list.

We, of course, returned to the bar. I went out for a smoke with a few other guys. Whilst out I got talking to an American Officer who had been trying to understand a couple of other guys and asked me what they all were talking about and if they were English. I had to try and explain to him what a Geordie was. Needless to say I had to give up. Eventually Alex and Dave dragged me off to our billet, good job too, I for one had had enough. The following morning arrived early. We packed our gear and went to breakfast. The weather was awful, so it was decided that we would hold the Ceremony in the base Chapel. We were all glad to hear this - especially us Standard bearers. The whole thing went off well and we eventually returned to the Mess. We didn't hang about and got our gear together loaded the car. Just before we left I got a nice hug off my new friend Karen.

We took off back home. It was obvious that Dave was going to have his work cut out driving in the atrocious weather. Alex directed us over the top to go down the side of Loch Lomond. This all went relatively well until we got on to the M74. The road was like a river and Dave was having trouble seeing. I did my usual trick and went to sleep. When I awoke, we were in Cumbria. We dropped Alex off at home and Dave kindly took me to collect my car, which believe it or not, had passed its MOT!!

THE K13 WEEKEND – THE ‘OFFICIAL’ VERSION!

HMNBC 05/18 Monday, 29 January 2018.

SUBMARINERS GATHER TO REMEMBER GARELOCH TRAGEDY

Royal Navy submariners past and present gathered on Sunday, January 28, to remember those who had died during the tragic sinking of WWI Submarine K13.

The ceremony, which was held at The Church of St John the Evangelist in Faslane, was attended by serving submariners from HM Naval Base Clyde and by veterans from the Submariners Association, including President Rear Admiral Niall Kilgour CB.

Association Members from as far afield as Barrow-in-Furness, Manchester and Nottingham came to pay their respects with members of the West of Scotland Branch proud to take the lead in the memorial.

Also in attendance were members of the local Royal British Legion, Scotland, local Sea Cadets and members of Argyll and Bute Council.

Submarine K13 sank in the Gareloch on January 29, 1917, while conducting sea trials. On board were 53 Royal Navy submariners, 14 employees from Govan Shipbuilder Fairfields, five Admiralty officials, a pilot, and the captain and engineer from sister submarine K14. The crew of K13 were trapped beneath the freezing waters of the Gareloch for 57 hours before rescue finally arrived.

The Captain of K13, Lieutenant Commander Godfrey Herbert, and K14's Captain, Commander Francis Goodhart, made a desperate attempt to escape the stricken submarine and get help.

The brave pair planned to use the space between the inner and outer hatches as an airlock, but only Herbert made it to the surface alive. Goodhart sadly died after striking his head whilst escaping. He was later found trapped in the superstructure of the submarine.

Using Herbert's expert knowledge of the submarine, an air-line was eventually attached to the vessel allowing the submarine to raise her bow to the surface where a hole was cut enabling the survivors to be rescued. Tragically, by that time 32 people had already perished.

K13 was later raised from the Gareloch and returned to service as submarine HMS K22.

During the poignant service at Faslane the memorial bell was rung 32 times to remember those who lost their lives in 1917.



Rev Paul Jupp and Flag Bearers during the K13 Memorial Service



Royal Marine buglers play at the service



Rev Paul Jupp, Rev Mark Manders and Submariners Association veterans in the Chapel

Royal Navy Award for World First in Submarine Repair

(Article supplied by Carl Haythorhwaite)

The Royal Navy Submarine Mechanical Specialists team has won a prestigious Industry Medal for their innovative adaptation of freeze seal isolation, which has been used in a worldwide first for a technically challenging repair of a submarine nuclear reactor.

A technique using liquid nitrogen to freeze and isolate sections of pipework was adapted by the team in order to meet the challenging engineering environment presented by submarines, due to restrictive space and geometry.

The work resulted in the first ever deployment of a 'triple freeze seal' to repair a nuclear reactor, giving the Submarine Enterprise increased flexibility in its operations, with applications across the entire global nuclear industry.

The Joint Professional Engineering Institutions (PEI) Churchill Medal Award ceremony and lunch was held at IET London: Savoy Place on 23 November.

VIP guest The RT Hon Sir Nicholas Soames MB - grandson of Sir Winston Churchill - gave a keynote speech alongside Air Marshal Julian Young and Major General Carew Wilks from BAE Systems, who generously sponsored the event.

Commander Philip Parvin from the Royal Navy Submarine Mechanical Specialists team, said: "We are really stunned and honoured to win this prestigious Industry Medal, particularly when we were up against teams who are dealing with very complex areas of

engineering, such as cyber. It is testament to the hard work and efforts of the whole team."

The medal is awarded jointly by the Institution of Engineering and Technology (IET), Institute of Marine Engineering, Science and Technology (IMarEST), the Royal Aeronautical Society (RAeS), the Institution of Mechanical Engineers IMechE), the Institution of Royal Engineers (InstRE), the Institution of Civil Engineers (ICE), the Society of Operations Engineers (SOE) and the British Computer Society (BCS).

CUTTING-EDGE SONAR SUITE ENSURES THAT SUBMARINER TRAINING REMAINS WORLD-CLASS

Royal Navy submariners at HM Naval Base Clyde have taken delivery of a new sonar suite which will help ensure that their training remains world-class far into the future. The Rapidly Reconfigurable Training Technology – or "RRTT" for short – is produced by Thales and has pride of place within Flag Officer Sea Training (North) at HM Naval Base Clyde.

On January 25 the facility – dubbed "VENTURER" – was officially opened by Rear Admiral John Clink, Flag Officer Sea Training. The new facility will bring highly-realistic sonar training for submariners which operate Thales' market leading Sonar 2076 system.

The opening also builds on the success of a similar facility opened at HMS RALEIGH in 2015. These two facilities give submariners an operational edge over their adversaries as it allows sonar operators to train on the exact sonar system they will be working on in their individual submarines. RRIT will bring together Royal Navy tactical expertise, delivered by Royal Navy instructors, with industry expert Thales' delivery of the state of the art system operational knowledge.

Sean Perry-Evans, Director Services Development UK for Thales, said: "I am delighted to see this world-class facility opening today at Faslane. It brings a flexible and highly innovative approach to sonar training that brings real operational benefits to the Royal Navy."

Sonar, or Sound Navigation and Ranging, is the eyes – or rather ears – of the submerged submarine.

There are two types – active and passive – and Royal Navy submarines have the ability to exploit both when on patrol.

Active sonar uses a sound transmitter and receiver to create the classic submarine "pings" – a pulse of sound which travels through the water and echoes back to be detected and interpreted to help build a picture of objects in the water.

The downside for submarines is that the ping can be detected by other vessels, so the main tool in the arsenal is usually passive sonar where operators do not transmit, but rather listen for the sound in order to detect a ship or other submarine and determine trajectory.

Sonar Operator Able Seaman Griffith explained the role: "While the boat is submerged at sea I work as part of the larger command team to ensure that the vessel remains safe. "We use the advanced sonar equipment to detect,

classify and track contacts ranging from inshore fishing vessels and merchant ships to warships and other submarines. "No matter what part of the world our submarine is operating in, the sound room is always a hive of activity. At times it can be intense, as your screen quickly fills up with contacts - quite often you find yourself on the edge of your seat tracking a warship. "The job is really rewarding though. I know that my contribution is vital to the submarine's tactical advantage as well as keeping my shipmates safe."

He continued: "In order to carry out my role, I am constantly training to achieve excellence at sea. During phase 2 training I began to understand what it means to be a sonar operator and gained the key skills and confidence. "We use the same sophisticated sonar equipment which we would use on board the submarine. The equipment mimics being at sea in multiple different operational environments and this enables us to practice for all possible outcomes and scenarios."

Phil Jones, head of Thales' maritime business in the UK, said: "2076 has been the key sonar on Royal Navy submarines for many years and we have invested heavily in its technological development to ensure it remains the most powerful and effective system at the cutting edge of submarine operations. "So, it is only fitting that we have worked immensely hard with our Royal Navy partner to deliver such innovative and flexible training to train UK sonar operators in such a realistic environment. Together, we've delivered a system that is reconfigurable for a variety of scenarios, ensuring the operators train on the right software configuration to support their future missions."



Royal Navy trainees try out the new Sonar Equipment at HM Naval Base Clyde.

SUBMARINERS ASSOCIATION SUBS - A GENTLE REMINDER

As it is now February 2018 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 February 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! If you are not paid up you may be liable to being lapsed!

WARTIME MEMOIRS OF COXSWAIN OSCAR MOTH (SURVIVOR FROM K13)

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

'K13 – The Rescue Part 1'

Now to get on with my story. These two brave officers (Godfrey & Goodhart) decided that one of them must get out of the boat and they also decided that no one should risk themselves in any way for themselves. They worked, out their own scheme, which was to go out through the Conning Tower, and they did the bulk of the work themselves also.

Inside the Conning Tower is the magnetic compass and this is inside a large metal dome. This is what they proposed to use as an airlock as it was plenty big enough for two men to get under. The magnetic compass was taken down and all the electric leads running through the conning tower were taken down also. When the holes through which these leads had been taken were plugged with small wooden plugs so that the tower was again made water tight.

The next thing to do was to run a length of copper pipe from the "Whistle Pipe", which came off the H.P. system - and fit valves to it. These were taken down from another part of the boat, and the reason they were fitted was so that they could control their own air.

It took me hours to complete the work but, at last, it was finished to their own satisfaction and now I will relate as far as possible what this scheme was.

They were both to go into the conning tower, which is fitted with a hatch at the bottom as well as the top. We were then to close the lower lid and await four taps. Herbert was then to open the top lid of the Conning Tower, sufficient to allow water to come in slowly. He was then to go under the airlock with Goodhart and wait until the tower was flooded. He was then to go out into the water and throw back the lid, and then get back into the airlock. They were to mutually arrange a time, when Herbert would open the air valve and allow a volume to come out, and Goodhart was to try and go out in the bubble. This, of course, would be a far more difficult task in a 'K' boat than any other submarine, as they have

wheelhouses built over the Conning Tower and it would mean that he would have to get out of one of the doors, which were not direct above the conning tower but in the after end of the wheelhouse. After Goodhart had gone, Herbert was then to close the top lid and get back under the airlock, he would then give us the four taps which I have already spoken about, and we would drain the conning tower down into the bilges. When the tower was dry we would open the lower lid and Herbert would come back into the boat again.

This, of course, was what was really meant to happen, but what did happen I will try to explain, using the Captain's own version of the trying ordeal as well as what I saw happen myself.

Both men were ready, and I can picture now as I am writing this, these two brave officers. Two of the bravest men it is possible to meet. What a picture, Goodhart was dressed, in his shirt, pants and sea boots and Herbert was dressed in his shirt, cap and sea boots. The sea boots were worn on my advice, knowing that he was to come back into the boat and also knowing how difficult it is for one to keep his feet when standing in water, unless he is weighted, at the feet.

Goodhart carried in his hand a sealed tin tube, in which was a message, saying how we were placed, and also saying what we wanted. The last thing we heard Goodhart say was, "If I don't get up this tin tube ought to".

Herbert now said, "I think everything is ready now", "I think we will try". He then took off his wrist watch which he handed to the second coxswain, at the same time making this remark, "I might ask you for that later on".

These two brave officers now went into the conning tower and we closed the lower lid.

That was the last I ever saw of Goodhart. Poor fellow he was killed while doing his very utmost to save our lives. Herbert, I am pleased to say, was more fortunate, although he must have had a terrible time, anyhow, I am of the opinion that he saved my life and also the lives of everyone who came out of K13. My reason for saying this is, the knowledge that he had of the interior as well as the exterior of the boat, made it possible for the salvage people to get to work in the proper way and they were successful in raising the boat sufficient for us to get out.

I will now relate what happened after the lower lid was closed. They were both in the airlock, and after satisfying themselves that all was ready, and according to scheme, Herbert stepped out and knocked the clips off the upper hatch. He then opened it sufficient to allow water to come in very slowly, and then stepped back in the air lock. Soon they could tell the tower was full although they were only up to their waist in water the tower had finished venting.

Of course, you will understand now, that although the upper parts of their bodies were not in water they were subject to a big pressure, I should say they must have had thirty-five pounds pressure on their bodies, whether they were in the water or not.

Now came the time for the final attempt and Goodhart's last words were "Good bye, Herbert, I'll try now". He then stooped out of the airlock into the tower, and at the same time, Herbert turned on the air from the high-pressure system. What happened now is very hard to tell, for Herbert does not know exactly himself, and this he told me himself, when he was speaking to me on the Thursday morning.

What he does know is this, when he turned the air on, the force caused him to lose grip of the valve and he did a complete double somersault, and found himself out of the airlock, but in an enclosed place. This must have been the wheelhouse for he groped about, and it was some time before he got out. He felt the tremendous pressure on his body and he thought he would lose consciousness when he found a hole (which I think was the side door) and got through it. He then found himself rapidly coming to the surface and, just as he was losing consciousness, he broke surface and was immediately dragged by willing hands into a boat.

Herbert now wanted to explain, but they made him wrap up in a blanket for an hour before they would listen to him, and then he jolly soon got them busy. He worked himself from this time onward until the last man came out of the boat.

What happened to Goodhart is, that he was blown out by the volume of air at a terrific rate, and stuck to the roof of the wheelhouse. He must have been killed instantly, for the divers found him in the wheelhouse with his neck broken. Poor fellow he was killed, whilst endeavouring to get to the surface, and had given his life to try and save ours while Herbert who had meant to come back in the boat was now safely on the surface.

I have always been of the opinion that the sea boots which Herbert wore, must have been of great assistance to him when he was groping about in the wheelhouse, for they certainly would help him to keep his feet. Besides that, being weighted at the feet, he would not have come out of the tower with nearly the force that Goodhart did.

Anyhow, it was a jolly good job for us that one of them got safely up, for I am led to believe, by the men who were working; there, that Herbert after having the hours rest which they forced him to have, took on (not exactly the salving of the boat) the salving of the crew, and he carried on until the last man came out of her. There were plenty of voluntary helpers and I know quite a few of the Gareloch side people who were there, and they are loud in Herbert's praise. They say he worked like a Trojan, and they also say that it was entirely due to his untiring efforts, that at last the job of getting us out was accomplished. He was then so completely dead beat that he had to turn the job over to somebody else. I must now leave them working on the surface and return to the inside of K13 and I will explain how things were going on there.

After we had closed the lower lid we simply listened and waited very anxiously. At last we heard the noise of the clips being knocked off the upper hatch and then we heard a rush of water and knew the tower was being flooded. Minutes seemed hours to us, but at last the rush of water stopped, and we knew the tower must be full. There was a dead silence now and we looked at one another not daring to speak and then we heard the noise of the upper lid being thrown right back, and from this we knew everything had gone off according to plan.

It was some minutes before we heard anymore. I suppose this was the time when Goodhart said his last farewell. At last we heard a tremendous rush of air and by looking at our high-pressure gauge we could see two thousand pounds of air disappear very rapidly. We knew in our own mind that this shouldn't have happened, but knowing that they had a valve in the conning tower, we didn't think it was right for us to interfere with the air from below.

As soon as the rush of air had finished, it was all still again, and we were beginning to wonder if success had crowned their efforts. We now waited to hear the noise of the upper lid closing, and the signal to drain the conning tower, but none came. A dead silence reigned every-where and we simply looked at one another not daring to voice an opinion, although I am sure we all had aching hearts for we thought the whole enterprise had failed and that both of these brave men had lost their lives.

I think myself that at this time things absolutely looked their blackest, for we had lost what I consider the brains of the boat, and I was wondering who we would have to take their places.

I am very pleased to say there were more brains left in the boat. I consider that the Admiralty Overseer, also the Boat Manager and his Assistant, ably assisted by members of the crew came up to scratch in a most remarkable manner. We simply worked together with these civilians as I have never seen Service men and civilians ever work together before. He were all brothers in distress and we all did our very best to help those up top who were trying to save us. I have only mentioned three civilians because they were the outstanding ones, but the whole of the civilians worked the same as the Service men did.

We will now return to the surface of the Loch and see what was happening there. With the news that Herbert had brought with him, it was decided that they really must find some means to supply air, food and water to the men imprisoned below, as at present there was no water to drink, the food was of course a very secondary consideration.

It was also decided that some kind of communication must be rigged, and being guided by Herbert the four-inch ammunition uptake was chosen as the place where this should be rigged. This uptake was a seven-inch hole and its real use was to supply the forward four-inch gun with ammunition, it was just big enough to hand a four-inch shell from below to the gun.

Accordingly, the Fairfield Shipbuilding Yard, were expending every ounce of energy and skill in the making of a flexible pipe, which was to be used for this purpose. They were also making at "Full Speed" a large tube which was to be the life-saving tube. The idea, this tube was being made for, was to fix it over the beam torpedo hatch, this was to be pumped out and then we would be able to raise the hatch from inside and be pulled up through the tube.

I don't think this tube would have been any good, but still it was never completed for Herbert told Captain Barttelot that the imprisoned men would never be able to fight the water inside the boat, long enough for them to be saved- in this manner.

Herbert's idea was that the boat must be lifted and dragged toward the shore until her bow could be got out of water. To do this it was necessary to give K13 air to blow her ballast tanks and she must help herself to lift her bow, so that the salvage lighter could do the rest and get the bow out of the water.

His advice was taken, and now every ounce of human strength and skill was devoted to the one task, that of raising her bow and towing her toward the shore. Divers set to work to pass steel hawsers round her bow and when at last this was completed, the task and lifting and towing was begun.

Inside the boat were exhausted men - some working in spells and some working all the time. They were fighting the water which was pouring through the bulkhead, and which threatened to reach our batteries, which if it had done would soon have suffocated us.

How some of these men worked, and how exhausted they got. I can picture them now, as they packed up work and lay on the deck, gasping for breath, struggling for air, and knowing they must work again for the water must be kept down or their chance of salvation was gone.

With the air which was being put into our high-pressure system, we commenced to blow our ballast tanks, and also our oil fuel tanks. We started forward and we worked on tank after tank, until at last we had blown every tank dry, it was possible to get at, and we now had a rather unpleasant angle on the boat.

The salvage craft now also started to lift and tow us nearer the shore, and the angle got so bad that we had "Lost the bubble" - that is the bubble had gone so far forward, that we could, not tell what our angle was. I know this that it was like climbing a steep hill to try and walk from aft to forward, but we didn't mind this so much because we knew we must be nearer the surface because the depth gauge only read fifty-four feet.

Now we had another very anxious time for our pump lost its suction and refused to pump water from the beam tube room. This was very serious indeed, for the water began to gain rapidly. Our hearts began to sink once more, and we had to pass water in buckets forward to a place where the angle of the boat helped the pump and, at last we got it to suck again. I can picture the exhausted men passing these buckets of water, for what in normal times would have been, an easy task, now was a very heavy one, and it was as much as a man could do to lift a small bucket of water.

Outside the boat the workers were having an anxious time as well, and it's a good job that us inside of K13 didn't know the difficulties that they were experiencing outside. They had lifted and towed, but she had slipped back from her hawsers until her stern brought up in the mud at the bottom of the Gareloch.

At last the flexible tube arrived and the divers were taken off the other jobs and were given the task of rigging it. This proved a very difficult job and, although they worked their hardest, it was a very long time before the tube was secured and the joint made watertight.

At last the tube was secured and signals were made in "Morse" for us to unscrew the watertight cap at the bottom of the intake. Of course, we in the boat didn't know what the divers were doing, and when we got this signal we could not understand it, and were very loath to open it, for we thought the signal must have been taken in incorrectly.

Anyhow the signal was repeated, and we thought that we had better do as we were asked, so we started to unscrew the cap. We all looked at this very anxiously, and quite a few have since told me they expected to get water in when the cap was taken off. Very gradually we unscrewed the clips that held the cap and very gradually we opened it.

We soon found out that no water would come in, in fact just the opposite happened, and we could now tell what a tremendous pressure we must have had in the boat. The air simply rushed out through the tube end and we had an awful drag on our ears. This continued for some time, and I can tell you, we were all jolly glad, when the air inside levelled off to the atmospheric pressure outside the boat.

Of course, you will understand it is impossible for me to remember the time of all these incidents but to the best of my belief, the tube was opened at about 8.0 am on Wednesday the 31st of January and at that time we had been imprisoned for about forty-two hours.

The pressure being now out of the boat we could breathe more freely, although, Herbert told me afterwards that there was an awful smell coming up and he said it was a marvel how men could live in the air that was coming up.

Herbert was the first man to speak down the tube and McLean, the Boat's Manager and one of the Fairfield firm was the first man to speak up the tube. What a load was taken off our minds when we heard Herbert's voice, for we had long since given him up for dead, and you can guess our hearts leapt with joy to hear his voice. He told us to keep our peckers up for he meant to get us out.

We now all expected to hear Goodhart speak and as we heard nothing we began to ask one another questions, but nobody seemed to have the courage to ask anything about him through the tube.

After a time I thought I would ask, so I went to the bottom of the tube end spoke up. Herbert answered, and I asked if Goodhart was safe". His answer was, "I am afraid not for we have seen nothing of him". He then outlined the scheme he had underway and he told us to keep our heads, and keep the water down, as he thought it would be hours yet before we could be got out. He told us how hard everyone was working outside the boat, and he also told us that we must do the same inside.

To be continued in March 2018 with: **The Rescue Part II**

Asbestos related Mesothelioma - acquired in Service – Financial Options

The Ministry of Defence announced on 16 December 2015 that legislative provision would be made to enable veterans who had been diagnosed on or after that date with diffuse mesothelioma, as a result of exposure to asbestos that is attributable or due to their military service prior to 6 April 2005, to have the option of receiving a lump sum of £140,000 under the War Pensions Scheme, to be paid on or from 11 April 2016. At that time, officials were also directed to review the options to support those diagnosed before 16 December 2015.

Following this review, Mark Lancaster MP, Minister for Defence Personnel and Veterans, confirmed on 29 February 2016 that the option of receiving a lump sum of £140,000 will be extended to existing War Pensions Scheme recipients and those who have yet to have a claim accepted, both having been diagnosed with diffuse mesothelioma as a result of exposure to asbestos that is attributable or due to their military service prior to 6 April 2005. Subject to the approval of the necessary legislative changes, lump sums of £140,000 will be able to be paid on or from 11 April 2016.

For those who elect to take it, the lump sum option replaces the War Disablement Pension and Supplementary Allowances, and War Widow(er)'s Pension and associated allowances. Payments made to that point would be deducted from the lump sum, which also may be reduced to take into account other compensation already received for the same condition. For those with mobility needs, arrangements can be made for the Ministry of Defence to make payments to Motability on their behalf, which will be deducted from the lump sum.

Those whose claim is accepted before 11 April 2016 will be paid the War Disablement Pension and Supplementary Allowances until the lump sum can be paid. Claimants who would prefer the current arrangements can receive the War Disablement Pension and Supplementary Allowances, to be followed by a War Widow(er)'s Pension if applicable.

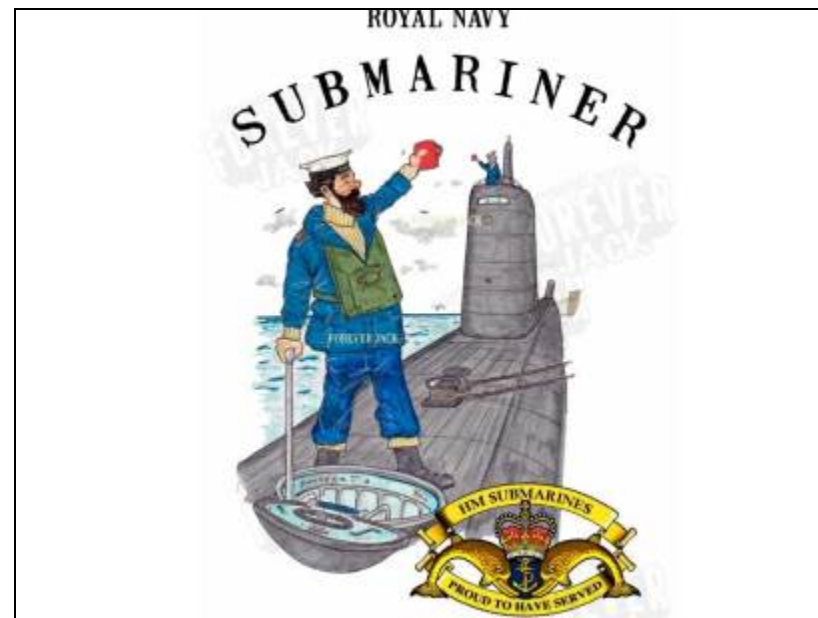
Defence Business Service Veterans UK will write to all existing War Pensions Scheme claimants diagnosed with diffuse mesothelioma to explain that they have the option of the current payment arrangements or the new lump sum. The Veterans Welfare Service will be on hand to help claimants understand the lump sum option.

New claims can be made under the War Pensions Scheme by applying at http://www.veterans-uk.info/pensions/wdp_new_index.html, which includes advice on 'How can I make a claim?'. The claim form can be completed electronically, printed and signed and then sent to Veterans UK. The Veterans UK helpline number is 0808 1914 2 18.

Produced by Service Personnel Support, Ministry of Defence, London SW1A 2HB, 29 February 2016



Devonshire Dock - pre DDH – is that you fishing?



Flooding at Walney – New Route to the DDH?



AUDACIOUS Trim Dive

SUBMARINERS 'CROSSED THE BAR' - REPORTED IN JANUARY 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	11 th Nov 2017	Leslie William John Bird	Chief Petty Officer	N/A	TBA	Submarine Service from 1952 to 1960
Non-member	9 th Dec 2017	C E (Ellis) Uttley	Chief Mech (E)	TBA	71	Submarine Service from 1964 to 1978 in ALLIANCE, SUPERB & CHURCHILL
Vectis Branch	13 th Dec 2017	Keith Hookey	Petty Officer Electrician	D077099A	70	Submarine Service from 1965 to 1979 in THERMOPYLAE, ALDERNEY, AMBUSH, RORQUAL, OSIRIS & OTUS (2nd Commission Crew from November 1970 to 2nd January 1972)
Non-member	20 th Dec 2017	D (Derrick) Pearson	Able Seaman TD3	P/SSX 781249	89	Submarine Service from 1946 to 1953 in SIRDAR, TACTICIAN, THOROUGH, TUDOR & ALLIANCE
Indalo in Spain	Dec 2017	John Patrick	Leading Seaman (UC1)	P/SSX 871305	83	Submarine Service from 1953 to 1959 on SUBTLE (1953 to 1955), ARTEMIS (1956 to 1957) & TOKEN (1957)
Non-member	2 nd Jan 2018	John G Jackson	LMEM	TBA	TBA	Submarine Service including OTTER (2 nd Commission)
Submarine Officers Association	3 rd Jan 2018	Jeffrey David Picken	Lieutenant Commander MESM	N/A	TBA	Submarine Service in SPARTAN (1976) & REPULSE (1989) & SM2
Norfolk Branch	9 th Jan 2018	Trevor Townend	Chief Marine Engineering Mechanic	P/K 903378	84	Submarine Service from 1953 to 1978 in TUDOR (52-53), ANCHORITE (54), SENTINEL (54-55), TRENCHANT (56-57), TUDOR (57-58), TAPIR (58-59), SEA DEVIL (59-60), WALRUS (61-62), RESOLUTION (S) (66-67 1st Commission Crew) on 3rd October 1967), REVENGE (71-73) & COURAGEOUS (76-77)
Australia Branch	19 th Jan 2018	Peter J Shield	Lieutenant Commander (E)	N/A	85	Submarine Service from June 1958 to August 1971 in TURPIN, TALENT, EXCALIBUR & WALRUS
Medway Towns Branch	19 th Jan 2018	Brian Oakley	ME1	P/K 939823	81	Submarine Service from 1960 to 1963 in TRUMP (July 1960 to July 1963 & TAPIR (July 1963 to September 1963)
West of Scotland Branch (ex Scottish)	19 th Jan 2018	Frederick Ronald (Ron) Raymond	Acting LTO	P/JX 908868	81	Submarine Service from 1957 to 1962 in SLEUTH (1957), SERAPH (1958), ASTUTE (1958 to 1960), RORQUAL (1960), SCOTSMAN (1961) & ASTUTE (1961 to 1962)
Non-member	Jan 2018	Ralph Norman Whitney	TBA	TBA	59	Submarine Service in SWIFTSURE & SOVEREIGN
Non-member	Jan 2018	Bruce Graham Clark	Sub Lieutenant, RNVR	N/A	TBA	Submarine Service in WWII in XE-5
Submarine Officers Association	Jan 2018	Allan Roger Godfrey	Commander	N/A	TBA	Submariner Service in ARTEMIS, VALIANT (TASO), RORQUAL (IL) & ARTEMIS (CO)