



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

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

Issue No: 213

www.submarinersassociation.co.uk

March 2018



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Cover Picture: HMS ASTUTE off Gibraltar

EDITORIAL

Hello Everybody

Here is your March Issue of Periscope View – compiled in my new office - which is still not arranged as I need it to be. I still need to get all my books and files into some semblance of order but it's getting there slowly.

I have been tidying up the Branch Membership Records recently – getting all the newer Applications into order and trying to organise the Records into new Applicants, Current Members, Former and Lapsed Members and Members 'Crossed the Bar'. I was surprised to find that, since the Branch started in May 1963 with eighteen Founder Members, we have now clocked up over 500 Members. Of those for whom information is available we have over 100 Current Members, 111 known to have have 'Crossed the Bar', 20 who have resigned over the years, at least 20 who have transferred to other Branches and 150 known to have Lapsed their Membership – that still leaves about 100 whose status needs to be established although it is likely that they have Lapsed themselves and/or moved away and possibly 'Crossed the Bar'. It is an interesting exercise!

As Dave explains in his Chairman's Dit at the March meeting we will be deciding how the Branch will be voting on the Proposals and Recommendations at this

year's National Council Conference. We have a volunteer to be our Branch Delegate to represent our views and register our votes.

The April Meeting will be our Annual General Meeting – the Branch is 55 years old this year! So far no-one has come forward with any Proposals for discussion at the AGM so if you have any thought on how the Branch could be run better or if you think there are other things the Branch should be doing. You might even put yourself forward for the Committee. Also, I am the Acting Secretary and could do with someone to take over on a permanent basis. Dave is standing down this year as the Chairman and needs a replacement – we have one volunteer, but it would be good to have at least one other candidate, so we can have a vote. Think about all this and let the Committee know as soon as possible if you have time to help out on Committee or have any proposals to put forward.

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

Regards,

Barrie.

CHAIRMAN'S REPORT

Hello Fellow Qualified Submariners.

You should all by now have received the agenda for the forthcoming National Conference. If you haven't already perused it then please do, as that will be discussed at the March meeting and agree on how we are

going to advise our delegate on how to vote. You will note how I started this dit. The National Committee are recommending that Trainees on the Submarine Course can be accepted as FULL Members into the Association. Now I feel rather strongly on this issue but unfortunately

although I sent my concerns to the National Chairman I could not attend the meeting at which it was subsequently agreed and my concerns fell on deaf ears. As far as I am concerned we are an Association of Qualified Submariners and I am proud to be able to be part of what is a very exclusive Association. There is another recommendation regarding the subscriptions which really just clarifies what we already do apart from one very important point. This is that any member who is lapsed has to re-apply to re-join the Association. Most of the lapsed members are those members who have simply forgotten, or haven't been able to attend a meeting to pay up for whatever reason, e.g. illness, on holiday, don't like going out in the dark winter nights etc. If this has happened to you the best thing to prevent it happening in the future is to pay your annual subscriptions by Standing Order and I am sure that Mick our treasurer will be happy to help you on that score. The branch committee held a meeting to go through the agenda and we will make our recommendation to you but this does not stop you airing your views especially if you do not agree with the committee's recommendation. If you want your vote to count then you must be at the March meeting as we don't have postal votes.

We also have to vote on the two candidates up for grabs, for the one spot on the NMC this year.

I received an email from Janice Cumming the Clerk to Askam and Ireleth Parish Council. This is a summary of what she said, "Our history group are very pleased to be welcoming Stuart Eastwood of the Border Regimental Museum in Carlisle to our first meeting of this year. Stuart will be speaking to us about the role of the Regiment during WWI. We thought it would be a fitting tribute for the 100th year commemoration of the end of the First World War in Europe. The meeting is on Thursday 15 March 2018 at 7.30 pm in the Methodist Church, Duddon Road, Askam."

Although it is more relevant to the Army veterans some of you may be interested.

The April meeting is the Branch AGM at which you have the opportunity to put yourself forward to be part of the Branch committee. It is your chance to be able to influence how the Branch is run. I will be standing down as Chairman so my position is also up for grabs.

Well, that's all for now. It is b****y freezing so I think I will crawl under the bed covers and dream of sunny summer days.

That's all fer noo.

Dave

SOCIAL SECRETARY REPORT

Hi Shipmates

February was a great month for me; being among other things my birthday month. We started off with our annual trip to visit the Morecambe Bay lads better known as the 'First Footing'. Once again it was a bumper turnout and we were joined this year from some of the lads off the Audacious. Jim Halliwell and the Morecambe branch members made us feel very welcome and laid on a good spread and lots of rum. Hopefully the branch can reciprocate the hospitality received sometime during the next 12 months.

Diary Check:

Next event is **Friday 16th March** and 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. Please support this event not only because it will be fun but also these nights cost a lot to put together and without your support it will become increasingly difficult to organise.

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 is strictly limited to 35 (and is now full) and for £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 starter, with a 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 Bolognaise.

Choice of dessert: Tiramisu, Sticky Toffee Pudding, English lakes Ice Cream.

Tea & Coffee and a port toast are also included in the price. If you have put your names down then let me have your food order and payment at the March meeting.

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 February so stands at £25 for March.

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

March's drinking food will be burgers – with or without cheese; your call, so please come along and have a couple scoops with the other branch members or your old ship mates.

Alex

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

MAY BRANCH CALENDAR

May Branch Meeting	Tues 1 st May
Committee Meeting	As required

MARCH BRANCH BIRTHDAYS

T.R. (Terry) Henshaw	05/03/1946
R. (Bob) Arthur	07/03/1948
John Duffy	13/03/1959
J A M Millward	14/03/1992
J W (Jeff) Bennett	18/03/1964
P. (Jimmy) Green	22/03/1958
J (George) Hughes	30/03/1943
A.B. (Alan) Hoskins	31/03/1949

Happy Birthday All!

SUBMARINE LOSSES OF WWI

Two Submarines were lost in March 1918 – both with all hands. Two other Submariners died – one in an accident and the other in hospital.

The first Boat lost was **Submarine H5**:

Submarine H5 had sailed for a patrol in the Irish Sea. In the morning of Saturday, 2nd March 1918 the Submarine was sighted after it had crossed the bows of a steamer, the SS RUTHERGLEN. The Captain of the RUTHERGLEN believed that he had come across a U-Boat and he rammed the submarine resulting in the loss of all the crew. SS RUTHERGLEN was herself sunk on 24th April 1918 after being torpedoed by a U-Boat between whilst on passage between Gibraltar and Genoa. Those lost in Submarine H5 were as follows:

Officers:

Lieut Arthur Walter Forbes DSO, RN
Lieut Sir John Henry Algernon Anson, Bt, RN
Lieut Nathaniel Gordon Burgess, RNR
Ensign Earle Wayne Freed Childs, USN
Earl Childs is understood to be the only United States Navy submariner casualty of the First World War.

Ratings:

PO Charles John Colbran, DSM O/N 208778
PO Frederick Albert Darvill, DSM O/N 236159
PO John Higman Rowe O/N J4348
PO Frederick Daniel Wall, DSM O/N 218336
AB Richard Charles Elliott O/N 218687

AB Stephen Charles Hurst O/N J20084
AB James Kelly O/N J19569
AB Frederick Alfred Layzell O/N J14692
AB John Lewis O/N 218282 (Dev)
Sig Percy Ernest Edward Payne O/N J15471
WTO Harry Snowden O/N J71551 RNR
Boy Tel James Gerald Matthias Thompson O/N J54924
CERA1 Alfred Smith, DSM O/N 268518
ERA3 Sydney Frances Bluett O/N M2161
ERA4 George Daikers Heath O/N M14291
ERA3 Percy James Newman O/N M11997
SPO Thomas Lloyd O/N 309612
SPO George Smith O/N 307246 (Po)
L/Sto Herbert Heath, DSM O/N K946
Sto1 Ernest Thomas Ashmore O/N 301367
Sto1 Henry Robert Alford O/N K7595
Sto1 Frederick Charles Hibbert O/N K17577
Sto1 Harold Barday Roberts O/N K15332

The second Boat lost was **Submarine D3**

Submarine D3 had sailed from Gosport on 7th March 1918 for an anti-submarine patrol in the English Channel. On 12th March the submarine was sighted by a patrolling French airship. Owing to mis-identification of the submarine and the mistaking of recognition signals from the submarine for attacking gunfire the submarine was bombed by the airship. The submarine sank as a result of the bombing. All of the crew were lost. Those lost were Submarine D3 as follows:

Officers:

Lieut William McKinstry Maitland-Dougall, RCN
Sub Lieut Esme John Richard Wingfield-Stratford, RN
Lieut Alfred Atkinson Hall, RNR

Ratings:

PO Albert Samuel Lister O/N J3573
PO William Charles Osborn O/N 163372
L/S Daniel Coombs O/N 232480
L/Sea Ebenezer Whorton O/N 237619
AB Robert Henry Hinds Walcott O/N SS6939
AB Arthur Dawes O/N J71067
AB John Conde Evans O/N J27873
AB Charles Ernest Larby O/N J17309
AB Walter John Mitchell O/N 236832
AB Henry William Powell O/N J9374
L/Sig Paul John Aspinall O/N J11940
Ord Tel George James Thomas Sanger O/N J42592 (C)
CERA Richard Turbett O/N 270690
ERA4 Harry Raymond Gardner O/N M2600
ERA4 Robert Johnson O/N M1024
ERA2 Ernest Pilkington O/N M12624
ERA3 Arnold Robert Ward O/N M10906
SPO John Powell O/N 307881
L/Sto Edwin Harold Marshall O/N K5747
L/Sto Arthur George Willett O/N K15935
Sto1 Thomas William Benham O/N K18225
Sto1 Charles Thomas Harrington O/N K22388

Sto1 Albert Edward Stringer O/N K4251
Sto1 James Cozens O/N K13367
Sto1 Frederick William Yeates O/N K23427

One Submariner serving in **Submarine V2** died on 22nd March 1918. It is reported that he was killed when the Diving Compass exploded when he was pressure testing it. He was:

ERA4 Richard Fowler O/N M16742

One member of the crew of the Submarine Tender **HMS HEBE** died on 26th March 1918. He was reported to have died in the Grimsby Hospital – possibly from influenza. He was:

AB Alfred Fieldhouse O/N J16932

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR' MARCH

Arthur Roberts	1990
William Farrell	1990
George Layden	2004
Hughie Short	2017

RESURGAM

DISCLAIMER

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or if you wish to send me an article my postal address is 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 March for the April 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

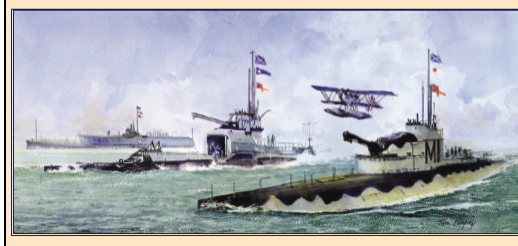
Nuclear Boats:

TRIUMPH, 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

A Golfing Accident

(Supplied by Bob Pointer)

While golfing, a senior gentleman accidentally overturned his golf cart late one afternoon. A very attractive, young, female golfer, who lives in a villa on the golf course, heard the noise and called out, "Are you OK?" "I'm OK, thanks," he replied, as he pulled himself out of the twisted cart.

She said, "Come up to my villa, rest a while, and I'll help you get the cart up later."

The old guy noticed her silky bathrobe was partially open, revealing what appeared to be a very nice figure.

"That's mighty nice of you," he answered, "but I don't think my wife would like it."

"Oh, come on now!" she insisted. She was so pretty, and very, very persuasive. He was weak.

"Well, OK," he finally agreed.

After a couple of Scotch and Sodas, he thanked her and said, "I feel a lot better now. But I know my wife is going to be really upset. So, I'd better go now."

"Don't be silly!" she said with a smile, letting her robe fall slightly more open. "Stay for a while. Your wife won't know anything. By the way, where is she?"

He replied, "Still under the cart, I think."

Submarines and the Electrical Officer

From 'The Naval Radio & Electrical Review' January 1956
(Vol.9 No. 3)

By Lieutenant-Commander P. G. Fortescue, Staff of Flag Officer, Submarines

In 1950 in view of the fitting of high voltage propulsion machinery of advanced design and various newly designed A/S, Radio and Torpedo Control systems of a complex nature, responsibility previously of which was shared by the First Lieutenant, Navigating and Torpedo Officers, it was decided to complement the projected PORPOISE Class Submarines with an Electrical Officer. As some of the equipment was to be fitted in "T" Class Conversion Submarines for trial etc., it was decided that on completion of the Submarine Training Course, Electrical Officers would be appointed to "T" Class Conversion Submarines for experience, and would then be available for subsequent appointment to the PORPOISE Class on first commissioning, this Officer to replace the fifth Executive Officer, so that the submarine would have four Executive Officers, one Engineer Officer and one Electrical Officer.

FIRST ELECTRICAL OFFICER IN SUBMARINES:

For the first time in the history of submarines Admiralty Fleet Order 3723/50 provided opportunities for Electrical Officers to serve in submarines, by calling for volunteers. These were at first limited to Lieutenants with less than five years seniority but later raised to Lieutenants with less than seven years seniority and now is open to Sub-Lieutenants.

Subject to medical fitness, Officers selected are appointed to H.M.S. DOLPHIN for submarine training, joining the Submarine Officers' Training Class before appointment as Electrical Officer of a submarine. After three year's service in submarines, Officers normally revert to General Service for a period, and depending upon seniority etc., are then available for certain General Service appointments required to be filled by Electrical Officers with submarine experience, e.g., Submarine Depot Ships.

COURSES:

Officers selected undergo a fifteen-week course, the majority of which runs concurrently with the Executive Officers' Training Class, with additional advanced Electrical training of a submarine nature. The course includes lectures on the constructional details of all classes of submarines, Electrical, H.P. Air, L.P. Air, Ballast, Fuel Oil, Lubrication Oil, Fresh Water, Distilled Water, Telemotor and Propulsion systems, including the equipment associated with the systems.

During the basic electrical training a visit is paid to the battery manufacturers, Messrs. Chloride in Manchester, this being one of the highlights of the course, the hospitality of the firm, which has long been closely connected with the Submarine Service, is of a high order. Every aspect of Submarine life is covered in the course and practical experience obtained by trips to sea in a submarine, where equipment and ship handling on the surface and dived is carried out.

Escape training is taught and escapes via the 100 ft. Escape Training Tank are carried out by each officer at an early stage in his course.

Towards the latter part of the course, the Electrical Officer undergoes an advanced Electrical Course consisting of detailed instructions in the Electrical layout and construction of all submarines, particular emphasis being laid on "T" Class Conversion Submarines, including Radar, W/T, T.A.S. and Coding equipments.

Finally, examinations, both written and a practical oral in a submarine, are given, and the course rounded off with a suitable celebration coincident with the commencement of Submarine Pay. There are at present some twenty-four Submarine Trained Electrical Officers, all of whom have at some time passed through the training area of H.M.S. DOLPHIN.

AT SEA:

On joining a Submarine, he will find, as in any ship, that his prime responsibility is the supervision of the maintenance of the electrical and electronic equipment and of course the divisional problems. However, in a Submarine his responsibilities extend to those of the Officer of the Watch, at Watch Diving or Snorting, possible operation of the Torpedo Computer in the Attack Team and in some instances a surface watch on the bridge. The latter duty can provide a pleasant break when long uneventful surface passages are undertaken. Briefly, Officer of the Watch at watch diving or snorting includes the intricacies of catching and holding the somewhat elusive stable trim, position fixing and safe navigation by periscope, chart, echo sounder, radar, log etc., control of the Asdic equipment for detection purposes, and the responsibility of the general safety of the submarine throughout his watch, to most Electrical Officers a fascinating experience, far removed from the drudgery so often associated with maintenance.

Submarine Electrical and Electronic equipment is, in the main, of the types met in general Service, but the maintenance presents rather large problems, due partly to the damp conditions under which it must function, particularly when snorting, but mainly due to accessibility, or rather the lack of it. The complexity of surrounding services, pipes etc., quite often means several hours of work and possibly unshipping a motor to even change the brushes. It is, to this end that a great deal of the Electrical Officers time and ingenuity can be adapted.

ELECTRICAL COMPLEMENT ONBOARD:

The Electrical Department to cope with this task is small but in the main highly trained, many having spent a considerable time in submarines acquiring the "know-how" which is often more valuable than the necessary technical knowledge.

The complement for say a "T" Class Conversion Submarine would include an Electrical Artificer, who is primarily the High and Low Power technical adviser, and maintainer of the Low Power, Gyro Compass, Plotter, Log, Torpedo Computer and firing gear, Intercommunication and Asdic equipment, in which he would be assisted by an L.E.M. The Electrical Artificer

also keeps watches as the Petty Officer of the Watch on the surface or hydroplanes when dived or snorting. The Electrician is the High-Power Maintainer including Main Battery, Motor Propulsion, Auxiliary Machinery, Battery Ventilation, Ring Main Lighting and Emergency systems etc., in which he would be assisted by 2 L.E.Ms and 3 E.Ms.

The L.E.Ms, and E.Ms, also operate the main switchboards in the motor-room, responsibilities here include those of obeying telegraph orders whilst under motor propulsion and also main battery charging, keeping watches accordingly.

The Radio Electrician of course covers the wireless, radar and certain electronic aspects of the Inter-communication and Asdic systems, he keeps watches similar to those kept by the Electrical Artificer.

Fleet requirements for Submarines are rising due to the continual increase in the number of international exercises, and this, coupled with the normal work of Submarine Depot Ships and bases in Canada, Malta and Australia, apart from those in Home Waters, provides a variety of interesting exercises, cruises and visits to Home and Foreign ports.



POTHOLES! WHAT POTHOLES?

SUBMARINERS ASSOCIATION SUBS IMPORTANT – PLEASE READ CAREFULLY

As it is now March 2018 you are reminded that if your Submariners Association Subs are still outstanding you will have been lapsed by the National Membership Secretary!!

If you wish to continue your Association Membership you will need to pay your Subs to the Treasurer as soon as possible. Subs are now £20.00 per year of which £15.00 is the National Share and £5.00 is the Branch Share.

Also, you will need to complete a new Membership Application Form (see attached at Page 13 and return it to either the Secretary (me!) or the Membership Secretary (Mick Mailey!) for forwarding on to the National Membership Secretary. To avoid the possibility being lapsed again next year, you should, ideally complete a Standing Order Form (also attached at Page 14) and send it to your Bank.

You can still pay by cash, Mick Mailey will be pleased to take your money at the March Branch Meeting – or you can send it to him! But you will still need to complete a new Application Form.

In case you are wondering these are not new requirements – it's just that the new National Membership Secretary is now doing everything by the book!

Another one from Bob Pointer

For those who do not listen to the 'Today' program on Radio 4, this is English humour at its best.

Right at the end of a program recently, there was a discussion about the obscene cost of entry into Premiership football games, the cheapest price of between £60 and £100 per game is not uncommon. An older chap being interviewed said he could recall many years ago arriving at the turnstiles (it was probably Everton or Man United) and being told: - "That will be ten quid, mate".

"What?!" the old chap said, "I could get a woman for that!"

The guy on the turnstile retorted, "Not for 45 minutes each way with a brass band and a meat pie in the interval, you couldn't!"

Court martial Sub captain didn't check Periscope before collision

Commander stripped of seniority after crash caused £2m damage to nuclear vessel

Report from the Daily Telegraph. By Patrick Sawyer

A senior Royal Navy commander who literally wrote the book on the use of periscopes crashed one of Britain's 11 nuclear submarines after relying on his students' observations of surrounding vessels. Commander Justin Codd pleaded guilty at a court martial over the accident involving the £1 billion HMS AMBUSH during a training exercise off the coast of Spain. The 45-year-old was said to have taken "his eye off the ball", resulting in the vessel crashing into a merchant ship. He was yesterday stripped of a year of seniority by a panel of senior officers at Portsmouth Naval Base.

HMS AMBUSH suffered damage to its conning tower after hitting the ship as it surfaced near the Gibraltar coast on July 20, 2016. Repairs cost the Navy £2.1 million. The court martial heard Cdr Codd failed to prioritise the safety of the vessel, which was being operated by two sailors on the final day of their 23-week course. Capt John Atwill, prosecuting,

said Cdr Codd did not utilise a second periscope to examine his surroundings so as to reduce the risk of detection and relied on the information gathered by the students in the first periscope.



HMS AMBUSH showing the damage to her Fin

Picture Credit: DM Parody

Cdr Codd “wrongly assumed” MV Andreas, which was “loitering” in the area and clearly visible, was not a threat. When students turned to avoid a small yacht, the submarine was put on course to collide with the merchant vessel. Portsmouth Military Court heard despite this there would still have been enough time to avoid the collision by diving, but Cdr Codd failed to take action.

Capt Atwill said: “His decision to focus on teaching and not safety compounded the errors made by the students. He believed his understanding was enough to keep the submarine safe – the very fact of the collision disproves this case.” The court heard that it is not necessarily dangerous for instructors not to use a second periscope. Capt Sean Moore, defending, said that Codd was highly respected by senior commanders and had been involved in learning lessons from the accident. He said: “Not only did he remain as teacher but he revised the training procedures. Having written the book on optronic periscopes, having learnt from this incident, he’s taken the lead in rewriting the book.” The court heard that the punishment would impact on Cdr Codd’s career progression and his salary of £78,000 a year. He had been in charge of teaching the Royal Navy’s “Perisher” programme – so named because of its high failure rate.

HMS AMBUSH, one of the Royal Navy’s 7,400-ton Astute-class vessels, carries what are described as “world-leading sensors to detect other submarines and surface ships”. Despite this it still managed to hit the merchant vessel, which escaped undamaged. Photographs showed submariners with their heads bowed next to its badly dented Fin as it limped into Gibraltar following the collision. Its heavily gashed Fin was later covered by tarpaulin and surrounded by armed guards. The Navy tried to allay fears, saying there were “no safety concerns” as the collision had not damaged HMS Ambush’s nuclear plant.

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 II’

Soon after this they told us to close down the intake again, as they were going to start towing again and they didn't care to risk getting water down the tube. We closed this up end once more we were out off from the outside world, although we were nowhere near as bad as we were before as we had got the pressure off our lungs.

At last after what seemed ages we discerned a flicker on the eyepiece of the forward periscope. This periscope dips at thirty-one feet so we knew that our bow must be out for we had a terrible angle on. I jumped to see if I could see anything and I could easily see the bow of K13 sticking up between the stems of two hoppers.

We could now see what was going on but nobody inside the boat would believe me when I said her bows were out, so they all came along, one at a time and convinced themselves by looking through the periscope.

Soon after this we saw a small boat come toward the periscope, and one of the men in her held a small card with some writing to the window of the periscope. It was very difficult to read but at last we managed to pick out the words "Open the flap at the bottom of tube". You can guess we weren't very long doing this, and once more we were in communication with those working on us.

We could easily see through the periscope (the) men working on the salvage lighters. They were a great many of them - volunteers who did exactly as they were told. They knew not what they were doing, but I am told, that if they were asked to pull on a rope they did it and did it with all their might. At last the darkness came on and we could no longer see through the periscope, except a light here and there.

We now had an accident with our switchboard and we were put in total darkness, until at last one of the electricians managed to rig one light direct to the battery. This was taken forward where the exhausted men now lay huddled together trying to keep warm.

Stone bottles filled with soups and milk, were now lowered through the tube, and afterwards' chocolates were dropped down. These were a real "God Send" for it must be remembered that we had been considerably over forty hours without food and water, besides living in such a rotten atmosphere, and having no sleep. Eventually one of these bottles broke in the tube, so that it was decided to send no more down in case the tube should get choked.

It was now decided, by the people at the top of the tube, that we must have our air refreshed, for the smell that was coming up was awful. Accordingly, one of the 'E' Boats rigged an air lead which was passed down the tube. The compressor was then started, and we simply took the air lead and squirted fresh air all over the boat. This was very beneficial to everyone and we felt a great deal better and our hopes of escape looked better each hour.

Hour after hour passed and we knew that outside they were experiencing some difficulties which they hadn't expected, and to make matters worse we got a very big set back inside as well. Our ballast pump gave out, and try as we would, we couldn't get it to heave. This was very serious indeed for it simply meant that the water would gain on us and reach the batteries. We could all then be suffocated, and the good work which had already been done, would have all been done in vain. I think the reason the pump would not heave, was because of the extra pull it would require to overcome the tremendous angle which the boat had now developed. Anyhow she had absolutely "Chucked her hand in" and we couldn't get her to heave, but some other method would have to be found to keep the water down.

At last a happy thought struck one of the company - I believe it was Mr Bullen the Second Manager. Anyhow I believe the credit belongs to him and Searle - the Admiralty Overseer – and, of course, those members of the crew who were only too willing to help the scheme to work.

The scheme was this. Underneath the beam tube room, that is the room where the water was gaining so rapidly, were our oil fuel tanks. These tanks had already been blown empty and we were to get the water into these. To do this we should require (to get) a man hole door off the top of one of the tanks and then of course the water would run in. When these tanks were full, we simply would have to put back the door and blow the tank empty, with air from our high-pressure system. We would then be able to take the door off and repeat the operation. The scheme certainly sounded alright, but it entailed a great deal of -work, as the manhole door was covered by about three feet of water. You can easily see it was no easy job to work in three-foot of water - especially as we were stone cold already and working in water up to the waist on the 31st of January is anything but pleasant. Anyhow it had to be done and willing hands started the job which, although it proved very difficult, was eventually done. As soon as the door was got off, the water simply rushed into the tanks in tons, and we soon had the beam tube room clearer of water than at any time during our imprisonment. What a load was taken off our minds for we know now that the greatest danger was over for we had found a method, whereby we could get rid of the water as fast (or even faster) than it came in.

With very little work to do now, you can guess a period of very anxious waiting followed. We were continually asking one another the question "I wonder when they are going to start to cut the hole?" At last, after what seemed ages, we got a message to say they had started, and our hopes were raised high for we knew, if things went alright, that we should very soon be out of our prison.

From time to time we received messages down the tube, and invariably these messages were to say that things were going on alright. Somehow, I seemed to think that there was a certain amount of "Spruce" in them, and they were keeping

something away from us, and then the message came to say that they had cut a hole into the outside lining of the boat that is into the external tanks which surround a K boat.

Here they were hung up for they found the tank into which they had cut, full up with water. They could not proceed until they had got a salvage pump but that was soon forthcoming. When this pump was rigged it was started and it hove water alright, but as quick as the water was pumped out, it ran in again and the pump had no effect.

Herbert then spoke down the tube and told us to make certain that the flooding valves of those tanks were closed. The order was passed, forward and soon the answer came back "they were closed" tight. This answer was sent up and Herbert told us he was very disappointed as he was sure that water was; coming in through these valves, but he would have to send divers down to cover them, this he said would take some time.

Time was now beginning to play havoc with our nerves for we thought that we would have been rescued long before this. I went forward, and everyone was asking, "Have they started the other hole?" I told them how we were placed, but I told them exactly what Herbert had said. There was no grumbling, everyone seemed resigned, and they huddled up to try and keep warm.

Whilst I was forward I heard someone shouting up the tube to say there was chlorine gas in the boat, as I didn't think this was right, I rushed aft, and I found out that someone had passed a message to say salt water was getting to the battery, and that we were getting chlorine gas. I immediately asked one of the firm's representatives to come with me into the control room. All was pitch black, but luckily this man had a small electric torch, and with this we made a thorough examination. I climbed under the switchboards and looked into all the "bottle wells" and also all the bilges, which were in the vicinity of the battery, but found, no salt water, in fact they were quite dry. This told me for certain that we were not getting chlorine gas, and I hurried back to the tube to inform those who were working up top.

I shouted up and asked that Herbert might speak to me, and when he came he asked who was speaking. I said, "The Coxswain" and then I told, him that I had had a thorough examination and that the boat was absolutely free from gases of any kind.

His answer was a simple "Thank God" but I have since found out why he said this. On the Thursday when he was talking to me he told me that when the message about chlorine came up, they were in an awful stew. They knew that something must be done, for we would all have to be out of the boat within half an hour or we should be suffocated. Knowing this it was decided that they should again try and lift the boat, this time until the top bow torpedo tubes came out of water. They immediately got underway with this.

Their idea was that we would come out through the torpedo tube, and to do this she would have to be raised at least another dozen feet. It was a forlorn hope and Herbert said he thought the hawsers wouldn't stick it and that she would, again slip back, and all the work would have been in vain. You can easily see now, why Herbert said "Thank God" for he knew that they could continue to work on the water and cut the hole into the boat as was originally suggested.

The divers now reported that the "valves" on the tank were not closed but were wide open, so I went forward to have a look. I found this to be correct for all the valves to A1 and B1 were jammed wide open, although they had the appearance of being jammed closed. I immediately got them closed and went to the tube and told them what had happened and soon we had the good news passed down to say that the water was being pumped out.

The pump was now making great strides and the messages we were getting now were very cheery indeed. At last came the message to say that the water was clear of the hull of the boat and that they had started to cut the hole.

Cutting the hole was not a hard job but it took some little time, which to us seemed hours but at last it was done and a lump of plate big enough for a man to get through was removed. I was standing near the tube when I heard a tremendous cheer, how my heart leaped with joy for I know the first man must be out of the boat.

How those outside who had been working on us cheered. Cheered because they knew their untiring efforts had been rewarded. As each man came out so there was a fresh cheer and us near the tube could easily tell when another man got out.

There was no panic and not a great deal of hurry. Each man irrespective of rank, whether civilian or service man all waited their turn. I have been led to believe, but I do not know for certain, that the pilot whose name was Duncan, was the first man out of the boat, but I do know for certain that the First Lieutenant was the last man and myself the last but one.

You can guess that everyone was in a very weak and exhausted condition and had to be helped into the boats who were to take us ashore. What a feeling of satisfaction Herbert must have had, for he stood at the top hole and helped every man out - those men whose lives he had assuredly saved.

What a beautiful night it was, and what a treat it was to breathe the fresh air once more. There was not a breath of wind and the water was as calm as a mill pond. Everywhere there was a blaze of electric light and we could see the small rowing boats taking the men ashore.

I am sure there was an extra cheer for me as I came out of the hole, for I was very well known to the whole of the crews of E50 and E51, in fact quite a few of these men I had put through their course of submarine training. The Coxswain of E51 was one time my Second Coxswain when I was Coxswain of C24, so you can guess he was especially pleased to see me. He told me he thought I must have been one of the unlucky ones, when so many come out and yet I hadn't made my appearance.

I was now helped into a boat and was taken ashore, and then we were all helped to walk to Shandon Hydro where we spent the night and best part of the next day. Everything that was possible for human hands to do, was done for us, and after having a bath and a cup of beef tea, I went to bed and slept.

I think everyone slept the sleep of the just that night, I myself can remember nothing from the time my head touched the pillow until I was awakened by a pleasant faced maid. The sun was streaming in on me and I had to shake my scattered brains together before I could remember what had happened. She told me that there was hot water for my use, but they were waiting below for breakfast.

I hurriedly dressed and went below where I found the best part of the survivors having breakfast, and they didn't look much the worse for their trying experience, except that our clothes which we had worn in the boat were all we had, and you can guess it was in a pretty pickle.

The staff at the Hydro did their best for us and borrowed clothes, and we didn't look much like "Navy Men" after they had finished with us. I had some very pleasant memories of kindnesses which I received from time to time from the staff at "Shandon Hydro", as well as from the good folk who live on the Gareloch side. I did the trials of two boats in the Gareloch at later dates, so you can guess I became a well-known figure there.

There is not a great deal more to relate about the sinking of K13 and the saving of those who come out of her, but later on in my story I shall have a great deal to say, for she was eventually salvaged, and I commissioned her as "K22" only to meet more trouble. The morning after we came out of her the ill-fated vessel slipped back out of the hawsers which were holding her, and once more she went to the bottom of the Gareloch. This time she filled right up, for there was no one inside her to fight the water, so the job was made more difficult, and it was some five weeks before she was eventually salvaged.

Commander Goodhart's body was found by the divers and buried at "Faslane Cemetery" - a pretty spot on the Gareloch side. The remainder were not got out until she was raised and then they were also buried there.

After breakfast was over I was employed, with the Captain, and we were very busy letting the Admiralty and also our Depot know, who were lost, and who were saved. I had quite a long yarn with the Captain and he told me, that we would all have to go south to Fort Blockhouse. It was decided that I should take the crew back to Glasgow that afternoon and get things squared up there so that we could go on leave on the Friday night.

We left Shandon by train, and there was a great many of the staff of the Hydro to see us off. When we got to Helensburgh there was some very distressing scenes for the news had spread like wildfire and some of the relatives of the deceased men met us. I was very pleased to get in the train again, and I must say I heaved a sigh of relief when I got to my lodgings at Govan.

The next morning, we were employed in getting the effects of the unfortunate men together, as well as our own, and this was then despatched to the Submarine Depot at Gosport. That night we were sent on ten days leave, at the expiration of which we were to return to our Depot.

Before going on leave, Herbert (our Captain), had the whole of the survivors of the crew mustered, and he read a telegram of congratulations from the King, who had also sent a telegram of thanks and congratulations to the men who had worked so hard and had helped to save our lives.

A Court of Inquiry was held a fortnight after and I had to attend as a witness. The finding of the court was never published, as it was war time, but I don't think any blame could possibly be put on anyone, as in all our evidences, there wasn't a shadow of doubt but that the Indicator was showing Engine Room Shut Off.

When the boat was raised the four air intakes to the boiler room were all open, and the boiler room door burst open, so this was the cause of the whole of the boat from the beam tube to the stern being flooded.

The bodies were found in different parts of the boat, but there is no doubt, but that these poor fellows were drowned very quickly. When they were taken out for burial, it was found that two were missing, and these proved to be Engineer Lieutenant Lane - the boat's Engineer and Mr Steele - the Firm's Engineer. One of the after hatches were found open, and it is presumed that they tried to escape from the boat through this hatch. Lane's body was found floating on the Gareloch about four months afterward, but up to the time of my writing this, Steele's body has never been found, and I daresay it lies at the bottom of the Gareloch until the present day.

This finishes my narrative of K13, but my readers must bear in mind that I didn't write this until years after the incident, and the times may not be absolutely correct, but the incidents outlined in my story are true.

I would like to pass a few comments on the recognition which Commander Goodhart and Lieutenant Commander Herbert got over this affair. Nothing was heard of the affair until eighteen months after and then the posthumous award of the Gold Albert Medal was made to Goodhart. It took all this time for Goodhart's brave action to receive recognition, but nothing at all was done for Herbert. I am voicing the opinion of all my Boat's crew - who volunteered to serve with Herbert again - when I say, that the highest award possible should have been made to both of these brave officers. I suppose that this is only one case, of which there must be many, where a brave deed has counted for nothing, and must be turned down, because the public must not know. This deed was not done on the spur of the moment with red in their eyes, it was done after reviewing the aspect of things for hours. Both of these brave men knew, they were risking their lives, in what I should say at least a hundred to one chance, and they were doing this to try and save the lives of others - a good many of them practically strangers.

To be continued in April 2018 with: **Submarine K22**

Submariners Association
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Eric Thompson was born in Scotland during the Second World War. He won a scholarship to Britannia Royal Naval College Dartmouth at sixteen, was streamed as an Engineer Officer, volunteered for submarines and thirty-seven years later retired as Commodore of Britain's principal nuclear submarine base at Faslane. He served in five submarines, two squadrons, the staff of Submarine HQ and the Ministry of Defence. His MBE was awarded for leadership during a submarine emergency on patrol.

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SUBMARINERS 'CROSSED THE BAR' REPORTED IN FEBRUARY 2018

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Submarine Officers Association	17 th December 2017	Nigel Alan Burnet	Lieutenant	TBA	51	Submarine Service in UNSEEN & SUPERB
Medway Towns Branch	21 st December 2017	A (Alwyn) Parker	Petty Officer Telegraphist	C/JX 763359	88	Submarine Service from July 1952 to July 1960 in SCOTSMAN, ALARIC, AURIGA, SENTINEL, TOTEM & TIRELESS
Submarine Officers Association	22 nd January 1918	Bruce C Robertson	Lieutenant Commander	N/A	TBA	Submarine Service in AMBUSH, SEASCOUT & AMPHION
Non-member	24 th January 2018	Michael James Cribley	Chief Petty Officer	TBA	TBA	Submarine Service from 1972 to 1981 including ONSLAUGHT
Non-member	2 nd February 2018	Stephen Smith	LWEM(O)	TBA	TBA	Submarine Service in 1970s & 1980s in 'O' Class
West of Scotland Branch	11th February 2018	Francis M (Doc) Kinsey	Chief REL	P/MX 915870	84	Submarine Service from February 1961 to 19** in SEALION ALCIDE, ARTEMIS, RESOLUTION (S) (1st Commission Crew) on 3rd October 1967 & REVENGE
Cheltenham & West Midlands Branch	13th February 2018	John T Scarrott	Leading Seaman (UC)	D/J928121	79	Submarine Service from April 1959 to March 1963 in THULE (1959 to 1961) & AMBUSH (1961 to 1963)
Non-member	21st February 2018	David Hobbs	Chief Marine Engineering Mechanic	TBA	TBA	Submarine Service including RESOLUTION (S) (2nd Commission Crew) on 10th July 1971)
Non-member	25 th February	Peter (Kid) Currie	TBA	TBA	TBA	Submarine Service to be advised
Non-member	26th January 2018	Neville Matthews	Leading Seaman (S) (SM)	D176078B	TBA	Submarine Service from 1979 to 1993 in REPULSE (P) (1979 to 1981), RENOWN (P) (1982 to 1986) & REVENGE (1990 to 1992)
Cheltenham & West Midlands Branch	February 2018	Ron H Slade	Petty Officer Radio Electrician	C/MX 745914	95	Submarine Service from 1941 to 1953 in TRUSTY, CLYDE, TRUCULENT & TRUANT
Dolphin Branch	February 2018	D.W.J. (Dennis) Cripps	Able Seaman	P/JX 909616	84	Submarine Service from May 1954 to September 1963 in AMPHION, TOTEM, TRENCHANT, TALENT & TRUMP