



# 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: HMS TRENCHANT – WREATH LAYING IN THE ARCTIC**

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## EDITORIAL

Hello Everybody

Spring is here and it's Easter already – Winter Olympics over and done and now it's the Commonwealth Games and the World Cup still to come! I hope you're not overloaded with sport. At least the Submariners got on to the medals podium in Korea with Brett Wild acting as the guide for his partly sighted partner Millie Knight. Not sure if there are any Submariners at the Commonwealth Games!

The National Council Conference and Reunion has been held and several Branch Members were there at Kegworth and Steve May was our Delegate at the Conference. Full details of what was discussed and agreed at the Conference will be reported at the April Branch Meeting - which is also the Branch 55<sup>th</sup> Annual General Meeting - and will also be covered in the AGM Meeting Minutes. The National Chairman – Jim McMaster - will also report on the Conference in the next Edition of In Depth - due out next week.

Quite a lot of Submarine News this month. There are reports of the Canadian Submarines CHICOUTIMI and WINDSOR deploying respectively to the Asia Pacific region and to the Mediterranean. HMAS RANKIN is in the news for conducting a service of Committal at Sea of the ashes of three ex RN Submariners. RN and USN Submarines (TRENCHANT, CONNECTICUT & HAMPTON) are conducting joint exercises under the ice of the North Polar Ice Cap. The MoD have announced that the seventh ASTUTE order will go

ahead, and more money has been released for the DREADNOUGHT Programme. The American SSBN USS MARYLAND recently visited Faslane and there are plans for the US Navy SSNs to be able to fire nuclear tipped cruise missiles.

Last year the Branch and the crew of AUDACIOUS donated £700 to the Brisbane Park School – this issue includes some photos of what they spent the money on.

Last year both the Town Hall and the Deputy Mayor - Bill McEwan – suggested that the Armed Forces Day Flag Raising Ceremony in June should be made into more of an event for the people of Barrow to see. We have re-instated the Tri-Service Committee with the RBL, RAF and the Duke of Lancaster's Association to see how this can be achieved – there have been two preliminary meetings so far – the next should be with the Deputy Mayor and the Town Hall. I expect to report progress and plans next month.

This issue includes the last part of Coxswain Oscar Moths story of Submarine K13/K22. There will be another serialisation starting in May – not sure what it will be but watch this space.

Don't forget the next Branch Meeting – the Annual General Meeting – however as it's the AGM it starts early at 1900. It's still in the Concert Room at the Legion – there will be a lot to get through so don't be late!

Regards,

Barrie.

## CHAIRMAN'S REPORT

Hi Fellow Submariners (Qualified and Trainee).

I began my article in the March issue by saying "Hi fellow qualified submariners". I now have to say, "Hi all fellow qualified and trainee submariners". Why?, because at the annual conference last weekend it was agreed by a large majority that trainees can now join the Association as Full Members. Our branch was only one of three that voted against it. Not a happy bunny but I do believe in democracy so I will accept it, move on and say no more, apart from, we are not that exclusive club anymore, are we? Having said that both RASM and the Squadron WOSM gave very good accounts on the plusses of allowing trainees.

At the last meeting, I was very pleased to admit into our throng a young lady who is a qualified submariner having earned her Dolphins in a 'V' boat, also served in AMBUSH before coming to Barrow to join AUDACIOUS. A very warm welcome Stacey Phan. I hope you have many good times with us before you sail on AUDACIOUS.

I was at the conference/ reunion in Kegworth at the last weekend and thoroughly enjoyed myself. Steve May was our delegate and I have to say he did a great job. He got really involved in the various debates and brought out all

the points we had discussed at the March meeting. Alex Webb was the official observer so I won't steal any of his thunder by saying more. I am sure he will give a good account of the weekend.

This is my last Chairmans dit for the newsletter as I stand down as Chairman at the AGM. I have thoroughly enjoyed my time as your chairman. I was reflecting as I go to the back benches as it were on my SOCA/SA life. I joined SOCA as a founder member of the Scottish Branch in Nov 1979. I was made the Scottish Branch secretary in 1986 and since then have been an office bearer in a branch or at national ever since. It will be good to stand down.

Having said that I am not going anywhere and will do my best to support the new Chairman, the Committee and Branch as well as I can.

I am sure that Barrie will have already told you but if you have actually read as far as this I remind you that the meeting this coming Tuesday is the AGM and therefore starts 30 minutes earlier than normal at 19.00. See you there.

Finished with Main Engines.

Dave

## SOCIAL SECRETARY REPORT

Hi Shipmates

March saw us have our meeting accompanied by the best burgers money can buy. It also saw the St Patrick's night party at the legion, we had about 70 there and I for one enjoyed myself immensely. We seem to be attracting more of the Legion members to our events now and it makes it more challenging to control; better luck next time Isobel with your wish to turn our live entertainment into a karaoke. Thanks to all who made the effort to come along to this, it is really appreciated and makes them possible.

In addition, several of us went down to Derby, Kegworth to be exact for the annual conference and dinner. The full debrief of the conference will be detailed separately but the hotel was good, the company was better, and the alcohol made the simplest of tasks seem impossible. On top of this Frank Paz got Jan indoctrinated into the art of "Zapping" and now the Best Western Hotel in Kegworth has some of the finest Dolphins adorned to their doors. Finally, before this goes to print we will have the branch dinner at the Dunes; I will debrief this at the next meeting.

### Diary Check:

**Saturday 28th April** is the annual corporate football day. I have pre-booked 20 places for this and the tickets are £45 each, however, if I can get 20 persons I may be able to negotiate a discount from the club to £40, on top of that the social fund will subsidise this event by £5 bringing it down to £35 pounds. Bottom line is the maximum payable will be £40. For this you get VIP seating in the club hospitality suite, a hot meal, 5 drinks (more can be purchased at a discounted price), match programme, brief from the manager, half time crisps, full time sandwiches and get to see the man of the match presentation. Start for this is 11 and it will finish around 5. Please support this if you can because Barrow AFC does need everyone's support to be able to continue. I will need full payment by the April meeting. If I cannot get 12 then sadly I will need to cancel this event.

**10th June Cabaret Night** – this is still a work in progress.

**July 7<sup>th</sup> Branch BBQ**

**July 14<sup>th</sup> Foxfield Members' only soiree.**

**July 21<sup>st</sup> Cartmel Races Trip** – this is now full, and I am running a reserve list. Please confirm your places and full payment of £13:50 required at the July meeting - at the latest.

**September 1<sup>st</sup>** Further down the road is the **Canal Trip**. Be advised I have reduced the number on this trip to 40 to make more room on the canal boat. I have already got 20 names so again if you want to come on this trip (it will be my last one of this type for a while) get your names to me soonest – when it's full it's full.

### Other items:

Members draw was not won in March so stands at £30 for April.

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

April's drinking food will be (given it's Easter) hot cross buns- buttered or not is your choice; so please come along and have a couple scoops with the other branch members or your old ship mates.

Alex

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#### APRIL BRANCH CALENDAR

April Branch Meeting (AGM)	Tues 3rd Apr
St George's Day Parade	Sun 22nd Apr
AE1/AE2 Memorial	Sun 22nd Apr
Corporate Footie	Sat 28th Apr
Committee Meeting	As Required

#### MAY BRANCH CALENDAR

May Branch Meeting	Tues 1st May
Committee Meeting	As required

#### JUNE BRANCH CALENDAR

June Branch Meeting	Tues 5th Jun
Cabaret Night	Sat 10th June
Armed Forces Day Flag Raising	Sat 23rd June
Committee Meeting	As required

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#### APRIL BRANCH BIRTHDAYS

J. (John) Dalton	01/04/1924
T.A. (Tom) Rawbone	02/04/1958
R. (Joe) Cornelius	04/04/1947
R.W (Edward) Anderson	10/04/1956
K. (Karl) Allerton	17/04/1971
J.V. (John) Hart	18/04/1934
S.N. (Steve) May	18/04/1963

Happy Birthday All!

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#### SUBMARINE LOSSES OF WWI

Eight Submarines were destroyed in April 1918. However, all were destroyed deliberately and without loss of life. Two other Submariners died – one in an accident and the other in hospital.

##### BALTIC Flotilla

Seven submarines of the Baltic Flotilla were all deliberately scuttled in the Baltic off Helsingfors on 3rd and 4th April 1918 to prevent their capture by the German Army. There were no casualties in the sinkings. The Care and Maintenance Party (under Lieutenant Downie) who carried out the scuttling also destroyed all of the stores and torpedoes of the Flotilla before returning home safely via Petrograd & Archangel.

The submarines destroyed were Submarine E1, Submarine E9, Submarine E19, Submarine E8, Submarine C26, Submarine C27 & Submarine C35

One member of the crew of the Submarine Depot Ship **HMS MAIDSTONE** died on 11th April 1918. It is reported that he died from the effects of anaemia. He was:

Able Seaman Isaac Veal O/N 164953 (Po)

One member of the crew of the Submarine Depot Ship **HMS TITANIA** at Blyth is reported to have died on 17th April 1918. It is understood that he committed suicide by jumping overboard whilst temporarily lost his mind. He was:

Sto1 Class Robert Clint O/N K24229

The 8<sup>th</sup> Submarine was **Submarine C3** which was deliberately run into the support structure of the viaduct linking the 'detached' Mole at Zeebrugge to the mainland during the St George's Day Raid on Zeebrugge on 23rd April 1918. The Submarine (manned by a volunteer skeleton crew) and which had been packed with explosives was then blown successfully destroying the viaduct. The skeleton crew succeeded in evacuating the boat before the explosion. There were no fatal casualties but several of the crew were wounded whilst escaping, all were rescued and returned home safely and were decorated for their bravery. They were:

Lieutenant Richard Douglas Sandford, RN who was awarded the Victoria Cross

Lieutenant John Howell-Price, RNR who was awarded the Distinguished Service Order and

PO Coxswain Walter Harner, O/N 228795

L/Sea William Gladstone Cleaver, O/N 221196

ERA3 Allan Gordon Roxburgh O/N 272242

Sto1 Henry Cullis Bendall O/N K5343

who were all awarded the Conspicuous Gallantry Medal

Note that **Submarine C1** – also with a volunteer crew – had been intended to conduct a joint attack with Submarine C3 but was delayed by defects and returned home.

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#### REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR'

##### APRIL

Joe Burlison	1984
Leonard Ingram	1984
Harold Carter	1984
Norman Cloke	1985
Mick Terry	1992
James Vince	1997
Tony Mitchell-Knight	2001
Frederick Jordan	2001
Graham Harries	2003
John Dixon	2009
Donald Wade	2017

##### RESURGAM

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#### 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 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](mailto: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 April for the May 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

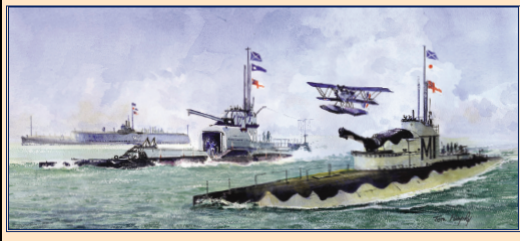
Nuclear Boats:

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](http://Navybooks.com). ISBN 9 781094 459736.

### An Advert

(as seen by Bob Pointer)

**England versus Ireland - March 17<sup>th</sup>, 2018, St Patrick's Day at Twickenham.**

A friend of mine has 2 tickets in a Corporate Box for England versus Ireland on 17th March. He paid £300

each but he didn't realise when he bought them months ago that it would coincide with his wedding day.

If you are interested, he is looking for someone to take his place.

It's at Mary Street Registry Office at 4.30 PM. The bride's name is Nicola; she's 5ft 4", about 8 stone, quite pretty, has her own income and is a really good cook.

### BRISBANE PARK SCHOOL

Photos from Cheryl Hagen

Last year the Branch donated £370 to the Brisbane Park School after their outside reading area had been vandalised. The crew of HMS AUDACIOUS very generously matched the Branch donation and the two pictures below show that the money was well spent, and the new facilities are being well used by the children



### CANADIAN SUBMARINES

HMCS CHICOUTIMI returns from historical six-month deployment to the Asia Pacific





Photo: Royal Canadian Navy

Royal Canadian Navy's Victoria-class submarine HMCS CHICOUTIMI returned to her homeport in Esquimalt March 21<sup>st</sup> after a 197-day deployment in the Asia-Pacific region. Her deployment was a historic one in that it marked the first time in nearly 50 years that a Canadian submarine operated in the region.

HMCS CHICOUTIMI worked with partner navies such as the United States Navy, the Japan Maritime Self Defence Force, the Royal Australian Navy and the French Navy during her time in the Asia Pacific. As part of her deployment, HMCS CHICOUTIMI visited Yokosuka, Japan, further strengthening the relationship between our two countries.

"I am incredibly proud of the work done by the submariners on board HMCS CHICOUTIMI. Their consistent dedication and professionalism is an inspiration," said Vice-Admiral Ron Lloyd, Commander Royal Canadian Navy. "The advantage that submarines can bring to a battlespace cannot be underestimated. They are stealthy, lethal, and persistent. They are an important strategic asset that the Canadian Armed Forces brings to the table when working with our partners and allies around the world."

HMCS CHICOUTIMI's deployment is the longest Victoria-class deployment to date. Before this, the longest Victoria-class single deployment was a 101-day North Atlantic patrol by HMCS WINDSOR in 2015. HMCS WINDSOR is once again deployed, currently supporting NATO operations in the Mediterranean Sea. One of the highlights of CHICOUTIMI's deployment is participation in the annual USN-JMSDF Annuaalex—a three week bi-lateral exercise which was made tri-lateral for the first time with the inclusion of Canada in 2017.

CHICOUTIMI visited Hawaii, Guam, and Japan during the deployment. The visit to Yokosuka, Japan was the first by a Canadian submarine since the visit by HMCS GRILSE in May 1968.

The submarine and crew conducted two rest and maintenance periods, in Japan and the US territory of Guam, supported by deployed maintenance teams from the RCN Fleet Maintenance Facility based in Esquimalt. These periods further refined processes for deployed maintenance and support activities.

HMCS CHICOUTIMI is one of four Victoria-class submarines in the RCN. CHICOUTIMI along with HMCS VICTORIA and HMCS CORNER BROOK is

based out of CFB Esquimalt, while HMCS WINDSOR is based at CFB Halifax in Nova Scotia

### HMCS WINDSOR takes part in Exercise Dynamic Manta in Mediterranean



The Royal Canadian Navy announced on February 24<sup>th</sup> that submarine HMCS WINDSOR had sailed for the Mediterranean to take part in NATO Exercise Dynamic Manta-L 18.

NATO describes it: "To exercise submarine warfare and ASW (antisubmarine warfare) warfighting capabilities for submarines, ASW surface units and maritime aircraft in order to conduct sea control and sea denial related naval tasks in preparation for future collective defense and crisis response operations."

Twenty years after acquisition, it is good to see two Canadian submarines deployed in ASW target duties, with HMCS CHICOUTIMI currently on operating in Asian waters. Canada can now truly assist allied combatants in training for this vital component of naval warfare. The multinational training ran from 5<sup>th</sup> to 16<sup>th</sup> March 2018.

### US Navy kicks off ICEX 2018 in the Arctic Ocean

The US Navy has officially started Ice Exercise (ICEX) 2018 in the Arctic Ocean. The exercise was kicked off with the construction of temporary Ice Camp Skate and the arrival of two US Navy fast-attack submarines and one UK Royal Navy submarine on March 7.

ICEX 2018 is a five-week biennial exercise that allows the US Navy to assess its operational readiness in the Arctic, increasing experience in the region, advance understanding of the Arctic environment and continue to develop relationships with other services, allies and partner organizations.

The Seawolf-class fast attack submarine USS CONNECTICUT (SSN 22) from Bangor, Washington, the Los Angeles-class fast attack submarine USS HARTFORD (SSN 768) from Groton, Connecticut, and the Royal Navy Trafalgar-class submarine HMS TRENCHANT (S91) will conduct multiple arctic transits, a North Pole surfacing, scientific data collection and other training evolutions during their time in the region.

"With every ICEX we can build upon our existing experience and continue to learn the best way to operate in this unique and harsh environment," Rear Adm. James

Pitts, commander, Undersea Warfare Development Center (UWDC), commented.

“We are constantly testing new tactics, techniques, and procedures (TTP) under the ice, and this exercise allows us to do so on a larger scale and alongside our UK, joint and academic partners,” Pitts added.

The Navy's Arctic Submarine Laboratory (ASL), based in San Diego, serves as the lead organization for coordinating, planning and executing the exercise involving three nations services, three submarines and over 100 participants over the five weeks of operations.

Ice Camp Skate is a temporary ice camp that was established on a sheet of ice in the Arctic Ocean, known as an ice floe. Skate will serve as a temporary command center for conducting submarine operations, including under-ice navigation and torpedo exercises.

“Our Arctic Submarine Laboratory team has been working for over a year to ensure our Submarine Force can conduct dynamic torpedo and under-ice operations in this unique environment. This year's camp is prepared to support the force with communication and weapons recovery,” Larry Estrada, director of ASL, said.

The camp gets its namesake from USS SKATE (SSN 578), the first submarine to surface through open-water surrounded by ice in 1958 and the first submarine to surface through the arctic ice at the North Pole in March 1959. Since the success of SKATE's surfacing, arctic operations have been a crucial part of the missions conducted by nuclear submarines, according to the US Navy.

### RN SUBMARINES IN THE ARCTIC

The cover photo this month shows HMS TRENCHANT surfaced through the ice and the wreath laid in memory of the two sailors (Paul McCann & Anthony Huntrod) who died in an accident in HMS TIRELESS when under the ice cap in 2007.



**DREADNOUGHT at the Pole in March 1971**

RN Submarines have been venturing under the ice since HMS DREADNOUGHT surfaced at the North Pole on 3<sup>rd</sup> March 1971. HMS SOVEREIGN followed in

October 1976 and then there was an eleven-year gap before SUPERB and TURBULENT followed in 1987. Two years later SUPERB returned in company with HMS TIRELESS for weapons trials. TIRELESS went under the ice again in 1991 this time for joint exercises with USS PARGO. In 1996 it was the turn of HMS TRAFALGAR but it was another eight years to 2004 before HMS TIRELESS returned to the Arctic – this time with USS HAMPTON.

It was TIRELESS again in 2007 for her fourth venture under the ice – this time in company with USS ALEXANDRIA but the exercise was marred by the accident mentioned above.

This time in 2018, it's a 'T' Boat returning to the Polar regions, after a break of eleven years again for joint exercises with US Navy Submarines CONNECTICUT and HARTFORD for ICEX 18. Perhaps it won't be too long before we see an Astute Class submarine venturing north?

### Contract for seventh Astute submarine in the Works, UK MoD confirms



**BAE Systems photo of Astute-class submarine HMS AUDACIOUS**

UK's Defence Procurement Minister Guto Bebb on March 6 informed MPs that the UK Defence Ministry received the Treasury approval to award a construction contract for the Royal Navy's seventh Astute-class submarine.

Negotiations are still ongoing, it was noted, and the new contingent liabilities associated with the Astute boat 7 “whole boat” contract will come into force on signature of the contract.

“The departmental minute describes the contingent liability that the MOD will hold as a result of placing the Astute boat 7 “whole boat” contract, which will provide for the production and testing of the vessel,” Guto Bebb said in a written statement.

“Within the boat 7 contract, BAE Systems Marine Ltd limit their exposure to product liability to £1 billion per incident and £300 million in any 12-month period. This limits the contractor's exposure for claims by the MOD for losses associated with the product being defective or deficient and creates an exposure for MOD to third party claims against the contractor for losses associated with the product being defective or deficient. It is the view of the Department that the likelihood of any claim is remote.”

The news was welcomed by the Barrow and Furness MP John Woodcock who expressed relief after reports of pressures to scrap construction of boat 7 altogether. A Sunday Express report on the possible cancellation of the seventh boat in the Class was based on a confidential document leaked earlier this year.

### **Australian Submarine holds burial at sea ceremony for Royal Navy submariners**



**HMAS RANKIN's crew on the submarine's casing for the committal at sea ceremony.**

Photo: Royal Australian Navy

Sailors aboard the Royal Australian Navy's Collins-class submarine HMAS RANKIN held a burial at sea ceremony recently, scattering the ashes of three former Royal Navy submariners off the coast of Western Australia.

The ceremony is known as a Committal of Ashes to the Sea (COATS) in the Royal Australian Navy and was carried out under a reciprocal arrangement that the Royal Australian Navy has with the UK's Royal Navy.

"Submariners are a very close-knit community, and it is regarded as an honor for current serving members to oversee such a solemn occasion as a COATS ceremony," the Royal Australian Navy said.

Presided over by Chaplain Franco Siani, the ceremonies were conducted during RANKIN's transit of Cockburn Sound, Western Australia. HMAS RANKIN is currently training in the Western Australian exercise area in preparation for an upcoming extended deployment which will include exercise RIMPAC in Hawaii.

The three former Royal Navy submariners remembered were Chief Petty Officer Patrick Toogood, Leading Seaman Alfred Meek and Able Seaman Patrick Heffernan.

Chief Petty Officer Toogood served as an Engine Room Artificer in some RN submarines, including HMS SCORCHER and GRAMPUS, while Leading Seaman Meek, an Auxiliary Technician, served in HMS CYCLOPS. Able Seaman Heffernan, who was best friends with CPO Toogood, served in HMS TALENT, ADAMANT, and AMBUSH.

All three men immigrated to Australia on completion of their naval careers.

### **US Navy VIRGINIA Attack Subs Will Fire Nuclear Warhead**

March 23<sup>rd</sup>, 2018

Firing nuclear weapons from a Virginia-class marks a shift from its current role as a conventional platform

By Kris Osborn - Warrior Maven

The Navy's Director of Undersea Warfare told Congress that a new nuclear-armed submarine launched cruise missile would be fired from Virginia-class attack submarines, marking a shift for the conventionally-armed attack submarine into a nuclear deterrence role.

"While Virginia-class submarines can use conventional deterrence to keep adversaries in check, a sub-launched cruise missile with a nuclear warhead would be incorporated into Virginia's and give national command authority additional escalation control," Rear Adm. John Tammen, Director, Undersea Warfare Division, told lawmakers at a March 20 hearing before the Seapower and Projection Forces Subcommittee of the House Armed Services Committee.

The emerging weapon, called for in the current administration's recent Nuclear Posture Review, is intended to bring new elements to the Pentagon's current nuclear weapons deterrence posture. "With the current status quo, only larger ballistic missile submarines, such as the Ohio class and emerging Columbia-class, are equipped to fire nuclear weapons, such as the Trident II D5.

Virginia-class attack submarines are currently armed with Tomahawk missiles and torpedoes; adding a nuclear weapons capability would expand its mission set and give combatant commanders new options, Tammen added.

"Because of its stealth, the submarine provides unique intelligence and warning as well as ISR type data. "Without this, the crew is less informed moving forward which provides additional strategic risk," he said.

Small, agile high-tech attack submarines are able to approach high threat areas due to on-board sonar and other quieting technologies. "These undersea platforms are, in many cases, able to access high-risk areas and coastal regions not typically reachable by surface ships. "This enables Navy forces to assess enemy defenses, conduct reconnaissance and even launch attacks while less detectable to enemy forces.

Given this scenario, bringing a nuclear deterrence option to these submarines could enable commanders to hold more areas at risk of nuclear strike from closer-in proximity, thereby strengthening the threat posture.

### **USS MARYLAND VISIT TO HM NAVAL BASE CLYDE**

The US Navy Submarine USS MARYLAND, a Ballistic Missile submarine, arrives at HM Naval Base Clyde, Scotland (Faslane) on March 16, 2018. The Port Visit strengthens cooperation between the US & UK Navies, and demonstrates US capability, flexibility, and continuing commitment to NATO allies.



### **Mesothelioma Lump Sum**

Some time ago, the Ministry of Defence announced (on 16th 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 was 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](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.

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### **NEW BENEFITS ADVISOR FOR ARMED FORCES**

#### **Mesothelioma CAMPAIGN**

Mesothelioma UK is now providing a specialist military information, advice and support service. This Government-funded campaign will deliver a specialist, UK-wide service for military personnel and veterans who have been affected by mesothelioma.

As part of this new service, Lisa Booth from HASAG has been appointed as a benefits advisor to deal specifically with military personnel and veterans. Lisa will act as a support group contact, will liaise with welfare units across country, take referrals and help to get payment claims resolved. Lisa will work with the support groups to identify patients, source their service records and discuss their cases with the appropriate welfare officers.

Lisa will be joined on the Armed Forces campaign by a new Clinical Nurse Specialist, Helen Wilkes in January 2018. Helen will be based in Southampton.

Lisa can be contacted on 02380 010016.

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### **Submariners Association Diary Orders 2019 New Arrangements**

Branch Secretaries (only) will now be able to order their 2019 Submariners Association Diaries ONLY via the Association webpage using the 'BRANCHES' tab and selecting 2019 Diaries from the drop-down menu. The Closing date for Placing Orders will be the 30th June 2018.

This system will not allow orders to be placed from individuals in which case you should contact your Branch Secretary.

Branches will be able to place as many orders as they like until the deadline. The total number of Diaries ordered for each branch will be shown in the list on the left, when you have logged on.

You will need to login with a Username and Password to check and / or placing your order, which will be sent to all Branch Secretaries in March.

Diaries will be dispatched in October to Branch Secretaries along with invoices using the address held on the National Database.

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By Barrie Downer

If you want to order a Submariners Association Diary for 2019 get your order into me as soon as possible – to avoid disappointment!

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Contact:  
Promoter –Military vs Cancer 2018  
WO1 David Bathgate  
david.bathgate-tmo387@mod.uk  
In conjunction with Lt Cdr Jon Taylor RN

## **WARTIME MEMOIRS OF COXSWAIN OSCAR MOTH (SURVIVOR FROM K13)**

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

### **‘K22’**

On my return from leave to Fort Blockhouse, I was again put on the staff as an Instructor for new ratings joining the submarines, but I afterwards found out that this was only something for me to do, while K13 was being salvaged, and afterwards overhauled. Of course, I didn't think for one minute that I should commission her again, and when I was "told off" I was greatly surprised as well as were a good many more.

Anyhow one evening; after tea I was sent for by the Drafting Officer, who I might remark was my captain in H1 Lt Wilfrid Pirie). He asked if I would go to K22 as a volunteer. At first my answer was "No" and I said I didn't think it was right to expect me to go back to a boat in which I had seen such awful sights. Anyhow after a bit I decided I would go; I think it was so that no-one could accuse me of having cold feet. Accordingly, I once more left the Depot and travelled to Govan where the boat was being refitted, and soon I was installed as Coxswain of K22.

It was a surprise packet for the men at Fairfield's Yard to see me come up again for this boat, and I soon had the civilians who were down in her with me, around to see me. They one and all told me I was a fool to tempt providence in her again and one of them told me he wouldn't go to her if he was dragged.

I simply laughed at them and told them I had just as well be at sea in this boat as any other, and I also told them I considered she was a jolly fine boat. I also told them that they would soon hear about her, as I felt sure she would do something. I was quite right about this, but they heard of her in a far different way to that which I meant them to. Our crew came up in September and in October we were once more on the Gareloch doing trials. I shan't forget the day we first went inside the Gareloch for we anchored off Shandon in the exact spot where our accident had happened. Neither shall I forget the first dive I had in her as K22. I can assure you I had a jolly good look round myself this time, but it was next to impossible for the same accident to happen.

Whereas in K13 we had only had electric indicators in K22 we had both electrical and mechanical indicators, and it was a dead cert that the intakes - which were the cause of the disaster - must be closed before the indicators showed it. Our trials went off very well but when we dived there was no firm's people aboard. I can honestly say I was the only one who had been down in her that dived in her this time.

Well, as I said before, the trials went off alright, and we commissioned the boat as K22 during the last week in October 1917. We remained in the Gareloch for about a fortnight and each day we were exercising, the idea of this was, so that the boat and the boat's crew could be worked up to an efficient state. During this time, I spent my evenings ashore, and renewed, my acquaintance with the staff of Shandon Hydro as well as the people on the Gareloch side, who were all very pleased to see me, I also had an opportunity to see the graves of my late boat mates as well as the civilians who lost their lives in K13.

One of the Sundays we laid off Shandon, we decorated the boat, and threw her open for the people on the Gareloch side. We had a very big crowd aboard and they marvelled to think so large a boat could be so easily handled. There were two other boats on the Gareloch also exercising, they were K17 and N1 so before we left to join up with the grand fleet, the staff at the Hydro gave us a farewell dinner and dance. It was a really good show and I think everyone enjoyed themselves immensely. I am very sorry to say that a good many of the brave lads who were enjoying themselves, were "Down Under" within four months for "K17" was lost with nearly all hands. We continued exercising until our Captain was satisfied with his boat and crew, and then he reported fit for sea. We left the Clyde soon after and proceeded to Scapa Flow and joined the Grand Fleet.

We were now employed with the fleet and although we did a good deal of running it was far different work to what I had been used to, for in this case we did all surface work, early in December we shifted our base south to Rosyth. Our "stunts" now consisted of work with the mine layers, and mine sweepers. We used to go to sea with them and, after they had done their work over the "other side", we were used to cover their retreat. We saw nothing during these escapades, but we were always on the "Top Line" in case we were wanted to dive and attack anything. There was not a great deal of work to do, and, I would have far sooner been in a boat to do submarine patrols, but still we were kept with the fleet and had to put up with it. Christmas came with the usual jollifications, and by this time we had settled down, and I prided myself on having one of the best, and I am sure the happiest boat, in the Flotilla.

We went to sea with the mine layers and sweepers on the 29th of December and we returned on New Year's Eve. We secured to "K5" in the pens at Rosyth at about 11.40 pm so we were in for the usual sixteen bells at midnight. My crew were very lively, and we sang the old year out and the New Year in and our greatest wish was that this year would see the trouble all over. January passed along with nothing of unusual interest until the night of the 31st. I must here say that I had watched the anniversary of K13's fatal dive, and I was very pleased we were in harbour for the 20th and 30th. On the evening of the 31st we had orders for sea and as we were leaving the "pens" we could see that the whole of the fleet were preparing for sea. Both the K Boat flotillas with their leaders "HMS ITHURIEL" and HMS FEARLESS" were anchored off the Inland of Inchkeith and awaited the hours of darkness.

At 5 pm we weighed anchor and proceed to sea. It was very dark, but it was a fine night. We had no idea what we were going to sea for, but we could easily see it was to do with the whole of the fleet. Everyone was asking the

question "I wonder what is doing?" is it one of Beatty's stunts, or is there really something doing? I never found out what really was doing that night but one thing I do know, and that was it was a very unfortunate "stunt" for our boats, for we lost two K boats with practically all hands, and beside;" that we had three other "Ks" put out of action as well as the light cruiser "Fearless". As near as I can remember it would be about 7pm and as it was the last day of the month, I was very busy with my Paymaster's accounts. I thought being that we were at sea on the last day of the month that I should be able to finish the accounts and have them all ready to send to our parent ship on our return to harbour. I was sitting in my mess and only one other Petty Officer was there with me, when I suddenly thought this was the anniversary of the night I came out of "K13". I looked up from my work one remarked this fact to this Petty Officer, and his answer was, I hope we shan't have to come out of her the same way. I said "No. I hope we shan't and then I went on to outline what had happened on that night. All of a sudden, we got a terrible crash and it was like running bang into a stone wall, and I knew in a minute that we were in collision with something, and whatever that something was we had run into her, and not her into us'

I threw my books across the table and yelled "Close Watertight Door" and I rushed into the control room. I was going farther forward but I met a Leading Seaman who was rushing aft. "What's the damage I said?" and he told me that we were holed very badly, but that he had closed the forward bulkhead door. He said water was rushing in very quickly and he was only just in time. I went forward and found the bulkhead was standing alright, so I got the crew underway to shore the bulkhead with beams of wood. Our Navigator who was in charge of the bridge, had sent below for our captain, but he didn't want sending for, for he was up there like a shot. He found out that we had rammed another submarine, but we didn't know for some time which it was. We soon found out that we were very badly damaged forward, but there was no danger of sinking. The boat we had rammed was damaged a great deal more than we were, and she lay on the surface in a very dangerous predicament with her stern sticking out of the water and her nose well down into it.

The boat we had been in collision with proved to be K14 our sister boat, and now made a signal to us, asking us to stand by her as she was in danger of sinking. In fact, it was a miracle that she didn't sink for she had two compartments flooded forward, and she had a very big angle on, and looked though she would make the fatal dive at any minute. As she had asked us to stand by her, our Captain decided to send a wireless signal to say what had happened'. This we did and our two leaders the "FEARLESS" and the "TITHURIEL" - who of course were always listening on our wireless wave, received the signal and immediately gave orders for the flotilla to turn. I consider this was only making things worse, as the whole of the fleet were leaving the Firth of Forth, at frequent intervals.

I will now try and explain what was happening in "K22", we had already shored up the bulkhead between the forward torpedo room which was flooded and the wardroom, and we found this to be holding alright. We were a good bit down by the bows, so we blew the water out of the forward ballast tanks and also the fuel from the forward group of fuel tanks and this brought us right up out of the water and we could see that there was no danger at all of us sinking. I now thought I would go on deck to look at the damage, and when I got up there I found our bows had been pushed back and squashed in just like a concertina. We could do nothing now but sit and see what was to happen to K14. She still had a very big angle on, but we could do nothing, unless they decided to abandon her, in which case we could have taken her crew on board us

Now occurred another collision, far worse than the one we already had had, and this time we thought that we were doomed. I was still on the upper deck, when I heard a cry from someone who was aft. Everyone on the bridge turned and we could easily see the hull of a very big ship looming out of the darkness. She was making straight for our Conning Tower at a great speed, but I think she must have seen us about the same time as we saw her, for we could see she was altering course. I am sure everyone must have held their breath for although she was altering her course, we could all see that it would be impossible for her to avoid us. We put our telegraphs to full speed astern, but all to no use, for she crashed into us at a terrific rate, the blow simply heeled us over to a very bad angle and tore away our bow and pushed it around to port, for we had been struck on the starboard side. I think myself the ship must have been carrying extreme helm, for as she passed her stern swung in on top of us. Her port propeller or her rudder tore our external tanks all along the starboard side and she also shoved us down in the water until the water was only a few inches from our conning tower, and the boiler room intakes, which were of course wide open. I really thought it was all up this time for I thought it would be impossible for the boat to float after being so severely damaged.

But no! Up she came again, and she put me in the mind of a living thing; who did not intend to give up so easily. As the stern of the ship swung by us, it was possible for us to make out part of her name and we found her to be H.M.S. INFLEXIBLE. We immediately signalled her, told her we were in a sinking condition, and asked her to stand by us, but she didn't even answer us. I don't suppose she dared to risk turning back for she would most probably have had more trouble with the other ships who were now leaving the Firth of Forth. As we could see that we were going to get no help from anyone else, we set to work to do our utmost to keep the boat afloat. We blew all the fuel from the tanks leaving sufficient only to get us back. This brought us up in the water, and we could see now, that we weren't going to sink.

Now followed a period of anxious waiting, for we still had to stand by K14. We could see how badly we were damaged, in fact the whole of the fore-end of the boat looked like a scrap heap, and the whole of the externals on the starboard side were very much damaged as well. We were lying on an even keel for our bows being pushed round to port, compensated for the water we had taken into our starboard externals. We had some very narrow escapes from more



collisions that night, for ships of all kinds were continually passing us. At one time I thought it was all up, for a battleship passed us going full speed and I am sure could only have missed us by inches.

At last a trawler arrived on the scene to help K14 and our captain decided to get underway on our own power and try to get back to Rosyth. Accordingly, this was done and our engines were worked up until we were doing revolutions for eighteen knots but, owing to the tremendous amount of resistance which our damaged bow got, we only made about two and a half knots through the water. This was jolly slow work, but at any rate we knew we were not going to sink, so we didn't mind taking a long time to get in. I can remember well taking the boat under the Forth Bridge. Many a time I had been under this bridge, but it was always about twenty knots but this time it was two, in fact it seemed to me that we were never going to get under it. We arrived in Rosyth at 7.0 am on the 1st of February, and we were immediately put inside the Basin. Later on in the forenoon K14 arrived, she had been towed in stern first. It was absolutely a marvel how this boat had been floated, as she was flooded internally a great deal more than we were. She was berthed alongside of us, and that evening we were both put in dry dock. "Didn't we look a lovely pair" two sister boats and what had been two good boats now looked like two heaps of scrap iron.

Now came the worse part of the lot, for we got the news to say that other boats of our flotilla had been in trouble and they weren't as fortunate as us. At first the news came in what is called "busses" but at last we got the official news to say that K4 and K17 had been sunk: K4 with all hands and K17 all hands except six. This was awful news to us, and soon we came to find out how it had happened. K4 had been sunk by K6 and K17 had been sunk by HMS Fearless. What a pot mess this had left our flotillas in. The complete list of damage was K4 and K17 sunk, K6, K14 and K22 damaged and HMS FEARLESS, one of our parent ships also damaged and put out of action. K6 and the "FEARLESS" were ready for sea again in about a month, but K14 and K22 were so badly damaged that they were put out of commission, and it took nine months to repair the damage.

What a gloom this cast over our flotilla. It is bad enough to know that a boat has been sunk by the enemy, but to know our own ships had done this was terrible. I lost a great many friends in those boats, and as I have already said, the boys who were dancing with us a few months before at Shandon had now made the supreme sacrifice. Of course, this had to be kept quiet as it was War Time but in the K boat flotillas I have often heard this incident spoken of as "The Battle of May Island". I think it is a very good name for it, anyhow I expect if the Germans had heard of it, they would have had a good chuckle. We now waited for the Admiralty to decide what was to happen to us, and when the news came, it was to say that K22 and K14 were to be paid off and put out of commission until they were thoroughly overhauled, and the damage made good. My captain was now appointed to K16, which boat was completing at Beardmores' Shipbuilding Yard, Dalmuir. The reason he was appointed here was because the Captain who had been standing by her, was unfortunate enough to be out in K4 and so lost his life. I don't think my captain was very pleased when he got his appointment, for he told me he had hoped to get an L boat, as there were a good many of this class of boat building.

He sent for me and asked me if I would serve with him again, but when I found out he was going to a K, I thanked him very much, but said I considered I had had quite enough of Ks. I don't think any of my readers will accuse me of having cold feet, but my experiences in "K13/K22" had certainly made me think, -and I didn't intend to tempt providence for a third time in a K. I was also asked to stand by K22 and this meant a quiet time for nine months, but knowing if I stood by her, I should be expected to commission her, I refused. Accordingly, I paid off K22 on February 20th and proceeded on leave and again joined Fort Blockhouse on the 6th of March. Here I was again asked to go to K16 in fact my rating of torpedo coxswain was pointed out to me. The Drafting Officer said I was only allowed in the complement of K boats, but he said he could ask the Commodore of the submarine service, if he could send me to an L boat. I told him that I would revert to the General Service if I was again told off for a "K" so at last consent was given for me to go to an L boat commissioning.

The month of March saw me doing my old job as instructor, but early in April I once more found myself on the move. I was told off as Coxswain of "L6" and this boat was building at Beardmore's, Dalmuir. She was commanded by Lieutenant Commander C O Regnart, who was a very experienced and capable submarine officer, and I spent the remainder of my war time in this boat. I again made my acquaintance with the Gareloch, for after we were completed, we went there to do trials, I went ashore and visited the friends I had made on the Gareloch side, and once more I visited the graves of my late boat mates in "K13". "L6" proved to be a good boat and to use a navy slang term "I would sooner have served in an L boat on one meal a day than go to a K boat on full rations." Our trials prove successful but one afternoon when diving across the loch, we hit the bottom very badly. We immediately blew our ballast tanks and came to the surface to see what was the extent of damage done.

We found the bow shutters of the torpedo tubes were badly buckled and it would be necessary to go into dry dock for repairs. Our captain informed "Commodore (S)" and we received instructions to go to Govan and wait for a vacancy for docking. This only hindered us for a few days; and we then went back to the Gareloch to complete our trials. Everything proved successful and our captain reported. "Ready for Sea." A destroyer was told off to escort us and we left the Clyde, the last week of April. This escort took us as far as Milford Haven and then another escort took us to Plymouth. Here we picked up a Destroyer who escorted us to Portsmouth. We were now attached to HMS AMBROSE, and this ship was lying in Portsmouth. She had a flotilla of eight L boats attached, to her and their job was to clear the channel of German U Boats.

Captain Nasmith VC of E11 fame was Captain of our parent ship and he organised a system of patrols, which proved very successful. Our patrols were kept continually going, and I think every one of our flotilla at some time had a scrap with a U boat. Up till the arrival of the "AMBROSE" and her flotilla of L boats, the patrols in the Channel had been kept up by some of our older class of submarines. These were no good where the U boat war concerned. And, consequently, the English Channel was the "Happy Hunting Ground" of the U boats. Ships were being sunk quite near to Portsmouth and it was on this account our flotilla was based there. We had a very strenuous time, for three patrols had to be kept going and our sea time proved to be much longer than our time in harbour. Our Eastern patrol extended as far as Dover and our Western as far as the Scilly Inlands while our Middle Patrol was centred about the Isle of Wight.

I think every boat at some time fired torpedoes at U boats, but they were all unlucky and missed. We ourselves, came up and had a bump at one on the surface with our gun but she dived and got away. We had heard her all day on our hydroplanes and I don't doubt but that she heard us as well, but we saw nothing. We came to the surface that night to charge our batteries and we weren't up very long before the order was passed down "Surface Action Stations". The guns crew immediately manned their gun and a couple of rounds were fired. I think she must have thought of the old proverb "He who fights and runs away lives to fight another day", anyhow; as I said before, she dived and got away and we got no more trouble from her. I think that the U boat Commander now began to find out that they were up against something quite as good as themselves, and they wisely cleared out of the Channel. No ships were being sunk at all and this caused us to shift our base farther west.

Before leaving Portsmouth, the Commander-in-Chief issued a memorandum to each L boat attached to the "AMBROSE" and in it he acknowledged the good work which the flotilla had done and in fact gave us the credit of clearing the Channel. He asked the Admiralty to allow us to keep the same patrols going, but the powers that be said there was no more work for us to do. Early in October we left Portsmouth and made our headquarters at Plymouth. Our patrol was the northern end of the Bay of Biscay and you can guess we got some awful weather there. I had often crossed the Bay in a Ship, but I never thought it would come to my lot to patrol the Bay in a submarine. L2 and L3 were the first boats on this patrol and they experienced very heavy weather indeed. It was so rough that they had to do their patrol on the surface, for it was impossible to dive. When they returned to Plymouth they were so badly damaged that they had to spend a month in dock being repaired. Rough weather or no, we had to keep this patrol up. Day after day we sighted convoys and our hardest job was to keep out of the way of our own ships who were acting as escorts for these convoys.

One day we dropped across four Yankee destroyers escorting one of our large merchant men and it was hours before we could get away from them. Eventually we dived very deep and remained down for a couple of hours, and when we came up again the coast was clear. I don't think that any of us were a little bit sorry when we were recalled from patrol, pending the armistice being signed. I can picture my crew that night, hanging round the wireless cabinet, for good news followed good news, and then we were ordered to return to Plymouth. It was a very happy boats crew that brought L6 back from her last "War Patrol". I can picture the lads now, having a sing song on the mess deck. They sang and sang, nobody wanted to sleep, and all was excitement.

We arrived back in Plymouth two days prior to the signing of the armistice, and we had the distinction of being last boat of our flotilla to do a "War Stunt". I think the morning the Armistice was signed was a day of all days for our flotilla. Our First Lieutenant made out a "Noise Station" bill, and in it every man was allocated to some job which made a noise. The "siren", "ships bell", "telegraphs" and "whistles" were the chief things and those who had no job simply yelled themselves hoarse. 11.0 am was the official time and there is no mistake we "let her go". How elated we all were for we knew that the terrible War was over and that we were the victors. We also knew that the very large sacrifice our Submarine Service had made had not been made for nothing. I think my boats crew were the noisiest of the flotilla. Long after the others had packed up, my crew grouped around the gun, and sang the "Boats Crew's War Cry! (The Governor of Malaya) and finished up with cheers for the boats officers and officers of our parent ship.

I think my story is practically finished, for after giving leave to our crews, the flotilla soon settled down to peace routine. "For a few months we carried out exercises outside of Plymouth, and then we learnt that the "Ambrose" and her flotilla was booked for China. They were all put into dockyard hands to have cooling apparatus put in them and they left for China in June 1919. Myself I didn't go for I left L6 in April and once more came back to Fort Blockhouse where I was lucky enough to be when peace was signed. This concludes my little effort and if it is only read by a few, and they appreciate the acts of the brave men of Submarine Service, I shall feel this effort was not made in vain.

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Robert Oscar Moth, DSM O/N 220366 (Po) – Submarine Career

Able Seaman to Chief Petty Officer Coxswain from 31st January 1909 to 26th March 1914 in A5, A12 (Coxswain), C24 (Coxswain) and from 12th January 1915 to 30th January 1921 in H1 (Coxswain 8th April 1915 to 10th April 1916 at the Dardanelles), K13 (Coxswain 14th April 1916 to 30th January 1917), K22 (Coxswain 20th October 1917 to 11th February 1918) and L6 (Coxswain 11th July 1918 to 9th May 1919)

A new serialisation will start in May 2018

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PRESS RELEASE  
FEBRUARY 2018



# ON HER MAJESTY'S NUCLEAR SERVICE

THE TOP SECRET WORLD OF NUCLEAR SUBMARINES IS  
FINALLY REVEALED

Written by Eric Thompson MBE, a former Commodore  
at Faslane whose career spanned most of the Cold  
War, this is the first ever memoir written by a Royal  
Navy nuclear submarine officer

## WHAT WAS IT LIKE TO BE WORKING BESIDE A NUCLEAR WARHEAD?

- Thompson explains the training required to become a nuclear engineer on a submarine and how he managed to learn on the job
- Emergencies would sometimes occur on submarines with potentially catastrophic consequences, and Thompson explains how these were brought under control
- Thompson reveals some of the quirks of nuclear war, such as the letter from the Prime Minister kept inside a safe, which can only be opened in the event of a nuclear attack, and which will tell the crew to either retaliate or stand down

## WHAT WAS LIFE LIKE ON A SUBMARINE?

- Thompson recalls what it was like to go on a 10 week nuclear deterrence patrol with no contact from the outside world
- He goes into detail about the great problems in dealing with submarine sewage, from broken flushing systems to chronic toilet paper shortage to deciding when to release the sewage into the sea without alerting the enemy
- Sailors would often play practical jokes on each other to pass the time, for example when Eric inserted exploding tips into the onboard cigars

## DOES ERIC THOMPSON THINK THE NUCLEAR WEAPONS ARE WORTH IT?

- Thompson argues that nuclear weapons were directly responsible for the avoidance of a Third World War
- He thinks the dangers of keeping nuclear weapons have been wildly exaggerated by the anti-nuclear lobby

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 MARCH 2018						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	1 <sup>st</sup> March 2018	Kevin Gould	LWEM (O)	TBA	TBA	Submarine Service not given
Non-member	4 <sup>th</sup> March 2018	Keith Holliday	Radio Operator	TBA	74	Submarine Service not given
Basingstoke Branch	4 <sup>th</sup> March 2018	Francis Smith	Cook (S)	C/MX 785381	89	Submarine Service from March 1947 to April 1951 in TACTICIAN, SPRINGER & SCORCHER
North East Branch	6 <sup>th</sup> March 2018	James H (Jim) Laing	MEM1	P061449	73	Submarine Service from 1965 to 1969 in PORPOISE & TRUMP
Dolphin Branch	7 <sup>th</sup> March 2018	Anthony J Brown	Petty Officer (REL)	P/MX 908188	86	Submarine Service from 1954 to 1962 in ALLIANCE (1955 to 1956), THOROUGH (1956) TELEMACHUS (1957), AUROCHS (1958) & TIRELESS (1960 to 1967)
Submarine Officers Association	10 <sup>th</sup> March 2018	Christopher James Ward	Captain	TBA	82	Submarine Service from June 1956 to September 1974 in TUDOR, TIPTOE, NARWHAL (1959), ANCHORITE (4th Hand on re-commissioning on 11th October 1962), ACHERON (IL 2nd March 1964), ANCHORITE (CO on re-commissioning 3rd January 1967), CHURCHILL (IL 9th July 1968 & on commissioning at Barrow on 15th July 1970), CONQUEROR (CO), NA Moscow (1982)
Submarine Officers Association	17 <sup>th</sup> March 2018	John Robert Harrison	Surgeon Captain	TBA	77	Submarine Service from 1968 in DOLPHIN, HMS REPULSE (S) (1 <sup>st</sup> Commission), NEPTUNE & INM
Non-member	20 <sup>th</sup> March 2018	Neil Barnes	Petty Officer MEM	TBA	TBA	Submarine Service not given
Submarine Officers Association	March 2018	Kenneth David Frewer, OBE	Commander	TBA	87	Submarine Service in ALARIC (July 1954), SENTINEL (IL June 1955), ADAMANT (1958), SEA EAGLE (SO S/M August 1959), ANDREW (CO April 1961), ARTEMIS (CO), FINWHALE (CO 27th January 1964), DG Ships, RESOLUTION (S) (CO 3rd September 1966), DNOT & DIS
Non-member	24 <sup>th</sup> March 2018	Christopher J Peacey	Chief Petty Officer (TASI)	P/JX 171795	93	Submarine Service from 1947 to 1956 in TRESPASSER, ARTEMIS on 1st June 1950, TACTICIAN, TELEMACHUS, TIPTOE & TIRELESS
Ex Dolphin Branch	25 <sup>th</sup> March 2018	Roger G Law	Chief Petty Officer (Ops) (Sonar)	D067473	TBA	Submarine Service from September 1966 to March 1984 in OPOSSUM, NARWHAL, ASTUTE, COURAGEOUS (1st Commission), REVENGE (S 1982) & REVENGE (P)
Submarine Officers Association	29 <sup>th</sup> March 2018	Michael John Large	Lieutenant Commander MESM	N/A	TBA	Submarine Service in PORPOISE (1965), ALLIANCE (1970), WALRUS, OPPORTUNE, ONSLAUGHT & OBERON (RGD)