



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:

SA Honorary Vice President Commander Bob Seaward lays the West of Scotland Branch Wreath

EDITORIAL

Hello Everybody,

Well, what did we do in January? The Branch Meeting was delayed by one whole week, so we didn't clash with New Years Day! As far as I am aware no one turned up on the wrong day and ended up sitting by themselves.

As it happens the January Branch Meeting was very well attended, partly because 'Subs' were due, but also because we had quite a few visitors to make sure the arrangements for the funeral of our late member John Houlding were all in place for the following day and to raise a glass in remembrance of John. Thanks to all who attended at Thorncliffe on the 9th January to support Shona and her family and afterwards at the Royal British Legion.

There was even more sad news in January in that our former Member, Frank Pretty, also Crossed the Bar at the early age of 61. Frank was a Member from 2000 to 2013. For those that knew Frank his funeral will be at the Worcester Crematorium, 10, Tintern Ave, Worcester, WR3 8EJ on 8th February at 1345, followed by a Wake at Worcester Rugby and Football Club, Hindlip.

Lots of pictures this month. The Cover Picture and four other pictures are from the K13 Weekend which seven Branch Members attended in our biggest attendance for some time. Two pictures are from before and after the Saturday evening dinner in the Mess at Faslane and two are at the Elder Park Memorial – two to make sure everyone is pictured as we had to take our own pictures.

Two other pictures show the Tri Service Cadets at the Forum for their first annual Formal Dinner on 30th

November – which the Barrow Veteran's Associations contributed some funding. Three pictures show the Branch Chairman and Secretary presenting Awards at the recent Sea Cadets Awards Evening. Dickie Cambridge presented the Barrow Branch Alliance Award to a worthy winner!

In Alex Webb's report there is a photo of all those who attended the First Footing to the Morecambe Bay Branch. Although three Branch Members were not able to attend we still had full Minibus and a very enjoyable evening!

Apparently a 'Cumbria Veterans Breakfast Club' has been operating for about a year – but no where nearer than Kendal at the moment – I have been in contact with the Organisers who are planning to extend into South Cumbria soon – I'll pass on any further details I hear about.

I have also, asked the Veterans Agency about how to order the new Veterans ID Card which was announced by the Minister last November – they were supposed to reply to me within 48 hours – but quick as a flash – I'm still waiting. Again, I'll pass on details when I get them.

Don't forget to get your applications in soon if you are attending the National Council Conference & Reunion in Leicester in March – if you have lost the details on how to book I sent out earlier let me know and I'll send them again.

Don't forget that the April Branch Meeting is the Branch AGM and if there is any thing you wish to raise or if you have any proposals about how the Branch should be run

you should let me, or any Branch Committee Member, know as soon as possible.

In the mean-time - make sure you look after yourselves, your family and friends at this time of the year – wrap up warm and stay indoors if it's too cold. Several Members have not been too well recently and the weather – cold, wind, frost and snow – is not helpful. If you hear about anyone who is not too well at the moment make sure our

Welfare team – Mick Mailey and Ben Britten (or any other Committee Member) knows about it as soon as possible.

See you all at the Branch Meeting on Tuesday 5th February!

Regards, Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

Hope that you are all keeping fit and keeping yourselves warm and snug and revving those engines for a very sociable 2019.

Not a lot occurred in January socially speaking with the exception of a lot of wheeling and dealing on your behalf for the best possible charges for the forthcoming events. This weekend we had the K13 gathering up at Faslane and debrief (as per usual) will probably come from one of the other participants. Great weekend and dirt cheap, it is always nice to visit Faslane just in case I ever feel the need to re-enlist.

Also, by the time you read this we will already have been on the 'First Footing' to Morecambe. The bus is full, and we will provide photographic evidence of all that occurred on this, one of the more sociable and liquid events we have.

Diary Check:

Branch Dinner is on Saturday 2nd of March at the Chetwynde hotel and costing just £25 per person for a 3 course meal, port toast and excellent company. This is limited to 50 so I only have a few seats left. If you want to come along then I need your payment and menu choices no later than Thursday 14th February. The rig for this is Branch Blazers negative medals or Jacket and tie. The Guest Speaker this year is Ian Lofthouse.



Saturday 16th March is the only RBL party this year (except of course the Christmas party) and will be £5 per person – we have the one and only Denis Horan singing the Irish classics and getting us all partying down. Great value and included in the price will be a little bit of food to help the Guinness go down. If you can support this then please come along for a couple; the more that come - the better the evening.

Annual conference is over the weekend of 22 – 24th March at Leicester.

The Spanish weekend is due to take place over the 25 to 27th April and hopefully after the K13 weekend I can update you all on the routine for this party.

Other items: At present the Canal Trip in June and the Cartmel Trip in July are full, however, until people have paid up then there is still the chance of getting a seat so, get your names down on a reserve list. Payment for these trips will be required; canal trip by the May meeting (£37.50) and Cartmel by the June meeting (£13.50).

Also, once you have paid for an event it will be up to you to sell on your tickets if you can't make it. However, if the reason is a genuine crisis then I will do all I can to fill the place and get your as much of your money back as possible. As mentioned at the last meeting, due to the Christmas function being so well supported, the Foxfield free beer to members is back on the calendar. Saturday 22nd June will be the Committee Meeting from 12 and the free beer will be available from 2pm. The fewer the members that turn up the more beer there is for the rest of us – I can genuinely say this is the only time I don't care if you don't support the branch at a function!!.

The Members Draw was not won in January so stands at £25 for February. Don't forget your birthday beer if you were born in the month of February (as I was - yippee).

Alex

FEBRUARY BRANCH CALENDAR

Morecambe First Footing	Fri 1 st Feb
Branch Meeting	Tues 5th Feb
Committee Meeting	As required

MARCH BRANCH CALENDAR

Branch Dinner	Sat 2nd Mar
Branch Meeting	Tues 5 th Mar
Buddies in Boats Visit	W/E 8 th -10 th Mar
St Patrick's Night Party	Sat 16 th Mar
SA Reunion & Conference	W/E 22-24 th Mar
Committee Meeting	As required

APRIL BRANCH CALENDAR

Branch Meeting (AGM)	Tues 2 nd Apr
ANZAC Day Wreath Laying	Sun 28 th Apr
St Georges Day Parade	Sun 28 th Apr
Committee Meeting	As required

FEBRUARY BRANCH BIRTHDAYS

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

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR'

FEBRUARY

Frederick Pillifent	1982
Wallace King	1999
Geoffrey Bond	2000
Robert Moody	2002
Ronald Cooper	2007
Kenneth Williams	2014
David Crossland	2014
Anthony Sainty	2015

RESURGAM

DISCLAIMER

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NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is 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 December for the January 2019 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!

A Message from Sylvia Bowen

Dear Mike and Barry,

I am writing to you and all Submariners at Base in Barrow, firstly to thank you for your support when my husband Frank Bowen passed on. By connecting with Esquimalt here on the Island - who contributed greatly at the Memorial Service by conducting the Poppy Service, with the Klaxon sounding 'to the Deep' at end. It was such an honour so I hope Frank was looking down to appreciate it all.

The Funeral Home had asked if I would like a video made. Well, after a long wait it came through. The video was taken across quite a large room and speeches were on other side. The video is quite blurred and speeches indistinct. Maybe down the road I will find someone who can improve it but am advised by many it's pretty well impossible.

Nevertheless, we all have our memories and I treasure them deeply. Wishes for a Happy Christmas and Healthy New Year

Sylvia Bowen (Mrs.)

By Editor. The Message from Sylvia arrived in a package posted from British Colombia, which was addressed to Mick Mailey, and was delivered to the wrong house at the wrong end and wrong side of James Watt Terrace

where I used to live. Luckily – thanks to lots of social media messages and phone calls the package was delivered to me, by hand, later the same day. A very big thank you to everyone who helped out.

SUBMARINE COMMISSIONING CREW LISTS

Two more lists have been sent to me – one for TIRELESS in 1955 - thanks very much but, still looking for more 'First Commission' Submarine Crew Lists as follows: Diesel Boats: PORPOISE, RORQUAL, GRAMPUS, NARWHAL, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS & UNICORN. Nuclear Boats: ASTUTE

Also, any Crew Lists for any Re-commissioning and Re-dedications of any Conventional 'A', 'S', 'T', 'O' & 'P' Class and any refitting Nuclear Boat - SSN or SSBN. 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

The TS SOVEREIGN Sea Cadets Awards Evening



The Chairman – Dickie Cambridge - Presents the Alliance Trophy donated by the Barrow Branch



Two more Proud Award Winners



Was it Something I Said?



Above and below - At the Tri-Service Cadets Dinners in November



ROLL WITH IT

Allowing Navy submariners to 'wear their white woolly roll necks' on shore would cut quitters leaving the service, says report

By David Willetts, Sun Defence Editor 18th January 2019

An unofficial study by a senior Naval officer outlined a raft of gripes behind scores leaving the Silent Service – which carries the UK Trident nuclear weapon.

Current rules dictate the iconic white woolly roll neck can only be worn on nuclear subs. The three-month study submitted to Naval Top Brass suggested a host of ingenious solutions from cash bonuses, tax free pay for secret missions to buying a fleet of new diesel submarines. One of the more bonkers ideas – which came from sailors – was dropping dress regulations which mean their iconic white woolly roll necks can only be worn on nuclear subs.

It comes as the 5,000 strong submarine force – dubbed the Silent Service – battles a recruitment crisis. The report – written by Cdr Grey after chatting to sailors and released yesterday under a Freedom of Information request, read: “In terms of appearance, the traditional wearing of white jumpers is perhaps seen as more popular for the Submariner and its wider use is encouraged.”

The report suggested: “Amend regulations to permit the regular wearing of white Submariner jumpers within Naval Bases. “Every Submariner should be given a jumper on completion of their Basic Submarine Qualification, along with their Dolphins.”

Submariners relish their feral reputation within the Royal Navy, spawned when they were dubbed “pirates” by an admiral 120 years ago. One insider, said: “We look a bit scruffy, there’s a swagger that probably irritates the rest of the Navy and we’re rubbish at marching, but we’ll sink a ship for you.”

Cdr Grey was drafted in to sort out the mess on nuclear armed HMS Vigilant after the boat was caught up in a sex and drugs scandal in 2017. Then Commander Stuart Armstrong was relieved of duty after allegations of an affair with a female subordinate, while nine of the crew were caught doing cocaine. After the scandal Cdr Grey was asked to investigate why so many were quitting the force and what could be done to stop the rot.

His report is an eye-popping insight into the lives of the shadowy force. Other suggestions – none of which have yet been taken up by the Royal Navy – included handing out more medals, improved meals on board ships and hiring cleaners to take out rubbish after long underwater missions. Sailors also made a point of griping their pay was capped while politician’s income kept getting upped. The report noted: “The standard one per cent pay rise is always accompanied by an increase in accommodation or meal costs. “Placed alongside the higher pay rises of politicians, the negative impact on morale is clear.”

They also pleaded for more medals and requested new accommodation – which has been repeatedly delayed – should be “tribalised” so each ship’s crew gets their own block.

The report also said Top Brass were “burying its head in the sand and hoping for the best” on the threat of Scottish Independence. Insiders said crew and officers were unsure about relocating to Scotland where subs are docked at Faslane if the SNP force the nuclear deterrent out of an independent Scotland.

One of the more far-fetched ideas was introducing non-nuclear-powered subs which could carry out more mundane tasks and conduct port visits.

Despite the long list of gripes, the report notes: “Morale is high onboard and many of the Ship’s Company are exceptionally proud to be Submariners.” A Royal Navy Spokesperson said: “This is part of an unofficial and unauthorised study conducted into life in the submarine service.

LAUNCH OF NEW ASBESTOS SUPPORT GROUP FOR CUMBRIA

By Bob Pointer

The Cumbria & Lancashire Asbestos Support Advice Group (CLASAG) was launched Monday 21st January 2019, at the Barrow & District Disability Association, School Street, Barrow in Furness as the successor group to CARDS.

This has now enabled me to step aside from the day to day involvement which has kept me occupied for a number of years and, especially since the summer of 2016, in the reorganisation after what has been only a few weeks short of fifteen years – originally thinking that it would only be for the short term - I have reached the final days, however there may be a few final tasks to complete and I will have to consider all the options available to me to remain in touch with the current issues, of which there are many.

Monday 21st January would be an early start, tuning in to Radio Cumbria for their news items and Neil Smith’s interviews with two of CARDS attendees (one being known by the branch) including Lorraine Creech of Mesothelioma UK & Alan Reid of Disability First. Whilst I was aware of Barrow being the worst affected town in the country I did not know until that morning that women in Barrow are the fifth worst affected in UK from washing their husband’s work clothes etc.

I met Micky Dack in the Market so a few dits were exchanged before making my way to the BDDA to meet with others who would arrive early to set up the presentation equipment. We realised that attendance would be greater than anticipated which led to us exchanging rooms with the Art group. It was a well-attended event and that was appreciated.

Speakers at the launch included Lorraine Creech, Mesothelioma Clinical Nurse, Specialist Team Leader, Mesothelioma UK and she included the Armed Forces project in her talk. I followed for CARDS, next was Graham Dring of Asbestos Victims Support Groups Forum UK and then Rachel Minshul of Barrow & Furness Cancer Care. Last to speak was Alan Reid - CEO of Disability First.

In reaching today’s launch, the time taken to establish Barrow Asbestos Disease Support & the reorganisation of CARDS was two years plus a few months. The important milestones of those early years were the Asbestos seminar held at the Abbey House Hotel in January 2005 and the two public meetings held in the Forum 28 during that summer. Both entailed steep learning curves with team work enabling progress to be made. Networking at this time would prove to be invaluable.

Later the relevant milestones would be realisation that decisions had to be made - that would be at the November 2016 meeting with the Asbestos Forum - to assist and advise on the way forward. My giving two years notice would allow for breathing space to plan ahead and know our options before seeking the views of attendees for the future. Not an easy time.

The action plan would entail seeking the opinions of the legal panel, as the main source of income, to enable the proposals to be viable. The next milestone would be the decision to have a 'Plan B' - the logic of this would soon be apparent as the relevant trustees declined the earlier proposal. 'Plan B' seemed lost at one point, but during the summer - the meeting date & venue having been agreed with Disability First - progress was made. Months later after trustees had agreed matters - another milestone - but time would be required to complete the financial arrangements along with the legal panel members. It was not an easy task.

Now is the time to thank all those who have advised or supported me over the years. I have said that I could liken it to an actor giving his acceptance speech at the Oscars. There are many, and some are no longer here. Finally, I have to thank my wife Veronica for her support over these years which enabled me to ensure viable Asbestos related support is available in Barrow & Furness.

ANOTHER REQUEST FOR INFORMATION

I have recently been re-reading and digitising all those 'Gus' Britton 'Fore-Ends Newsletters' and other dits which used to appear 'SOCA NEWS' (later 'SUBMARINERS NEWS') - both forerunners of our current 'IN DEPTH' News Letter. As well as reminding me what a wealth of information was contained in them about Submarines and Submariners - many of whom are no longer with us - the exercise of reading the Gus's very quirky and often very outspoken stories also reminded me about how important it is to capture memories and information before it is lost forever. The following request appeared in Gus's 'Fore-Ends Newsletter' dated 25th December 1995:

'The Director (of the Submarine Museum) is very keen to have written and taped accounts of your life in submarines during any period but especially the last war sailors who are getting a bit thin on the ground. Take your time and write down the date of writing, your date of birth, where born, family life, joining the Andrew, joining submarines and then as much detail as possible about your life in boats. Take your time over it and you'll find that the memories start coming back once you start. If you record your story start off with the date. Names, places, people etc. with as much detail as possible. What chefs thought of cooking, what they cooked, what they cooked on, gunlayers - what they had in the magazine, colour coding of ammunition, coxswains - victualling and medical problems, engine room staff - all that technical stuff. What

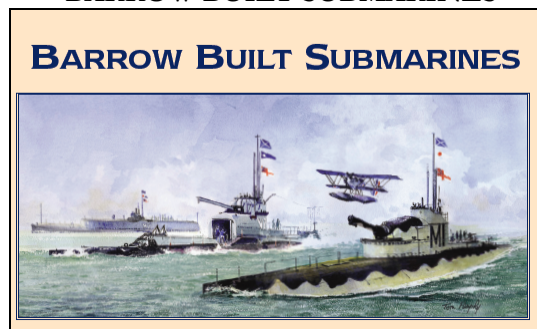
you thought of submarine life, officers and crew, every little facet of life undersea. Any Submariner - officers or rating reading this are welcome to contribute. I know that there was life aft of the forward torpedo compartment water tight door so let's hear about it. Names are very important. Also add what ships you were on before and after submarine service.'

Today the request should probably be slightly reworded - there might possibly be a few gunlayers left, but there are now a lot less Diesel submariners around than there used to be, some of our early Nuclear submariners are slipping away, Coxswains no longer look after medical issues and perhaps we should substitute 'Aft of the Missile Compartment' Bulkhead or the 'Reactor Compartment' bulkhead for the 'Forward Torpedo Compartment Water Tight Door' but the general intention is still the same - get the information recorded - although I wouldn't want anyone to compromise their signature on the Official Secrets Act declaration!

If you can spare the time to record your details, thoughts, memories and any anecdotes of your time in Submarines - do it now! Send your stories to me and I will pass them on to the Submarine Museum - now part of the National Museums of the Royal Navy.

Barrie Downer

"BARROW BUILT SUBMARINES"



This book (a revised and updated version of the 'Dive, Dive, Dive' book) is now available and can be ordered via the NavyBooks Website - go to Navybooks.com. ISBN 9 781094 459736.

K13 MEMORIAL WEEKEND 2019 SUBMARINERS REMEMBER MARITIME TRAGEDY

HMNBC 05/19 Monday, 28 January 2019

VETERANS and serving submariners gathered recently to remember those lost during an early maritime disaster. Submarine K13 sank during sea trials on the Gareloch on January 29, 1917, leading to the tragic death of 32 people on board.

Over the weekend January 25th to 27th, members of the Submariners Association from around the country headed to HM Naval Base Clyde for annual commemoration events. They were joined by serving Royal Navy submariners from the Home of the UK Submarine Service both at Elder Park in Govan on the Saturday and at Faslane Cemetery on Sunday morning.

The Submariners Association Chairman, Jim McMaster, said: "At the time of the disaster there were 14 shipyard employees on board from Fairfield's in Govan, seven of whom died in the tragedy.

"Each year we make sure we remember them at the memorial in Elder Park before heading the next day to Faslane Cemetery where we commemorate the service and civilian personnel who perished."

He continued: "Those early submariners and builders were pioneers and it is right that we remember their courage in pursuit of progress."

The steam-propelled submarine sank on the Gareloch after seawater entered her engine room.

There was a total of 80 people on board at the time – 53 Royal Navy personnel, 14 Fairfield's employees, five sub-contractors, five Admiralty officials, river Clyde pilot Joseph Duncan, and two crew from sister-submarine K14.

A frantic 57-hour rescue mission followed with Captain of K13, Lieutenant Commander Godfrey Herbert, and Captain of K14, Commander Francis Goodhart, attempting to escape the vessel to aid the surface rescue attempt.

Sadly, Commander Goodhart died after hitting his head on the vessel's superstructure and drowning.

Eventually an airline was attached allowing the bow of the submarine to rise to the surface and a hole to be cut in the pressure hull to evacuate the 48 survivors.

The memorial service at Faslane Cemetery on January 27th was also attended by Senior Naval Officers, local Sea Cadet units, members of the public and local dignitaries.

During the service the ship's bell from K13 was rung 32 times, once for each of the people who died.

As well as the memorials in Glasgow and Faslane, there is also a K13 memorial in Carlingford in New South Wales. The Australian Memorial was financed by the widow of a submariner on board K13, Charles Freestone, who survived the disaster and later emigrated to Australia.

THE K13 WEEKEND

For a change this year the weather was kind to those who arranged the K13 Weekend. Although it rained on Saturday afternoon it remained dry, but cold, for all the outdoor part of the weekend arrangements.

As usual we attended the West of Scotland Branch Meeting on the Friday Evening. Saturday morning was the Parade and Wreath Laying at the Elder Park Memorial to those civilian workers from the Fairfield's Shipyard who died in K13 followed by welcome tea, coffee and refreshments at the Elder Park Model Boat Clubhouse.

On Saturday afternoon several Branch Members went on a tour of the Faslane Ship Lift and visited the boat which was in the facility. Saturday evening was the now usual 'pre-dinner reception' with the West of Scotland Branches version of punch – not sure what was in that – followed by the formal dinner and speeches.

Sunday morning saw the service in the Faslane Base Church led by the Association Padre – the Rev Paul Jupp

– who many of you will remember from his Submariner Service. Afterwards was the parade, service and Wreath Laying at the Faslane Cemetery where Branch Chairman Dickie Cambridge laid the Barrow Branch Wreath.

After the formal part of the morning arrangements poppy crosses were available to be placed on various graves.

One was placed on the grave of the Australian ERA John Arthur Roberts – lost in K13 and one on the grave of AB Seamus O'Reilly - who was a member of the crew of HMS VALIANT (first Commission) who was killed in a car accident in January 1968 along with his friend L/Sea John (Mac) McDonald who is buried in Peterhead. Three of us – Dickie Cambridge, Bob Hagen and Barrie Downer were shipmates of Seamus and 'Mac'.



Before Dinner on Saturday



After Dinner on Saturday



At the Elder Park Memorial



DO YOU REMEMBER THIS PICTURE?



What Boat is on the Shiplift and when was it? I know it is a winter scene but which year?

THE UNDERWATER ANZACS

© Barrie Downer 1985

'CAPTIVITY'

The story continued from Issue 223:

In spite of the shellfire, a shell hit in the engine room, the avoided torpedo attacks, the violent manoeuvring of the submarine in course and in depth and general difficulties of being under severe pressure all of the crew escaped successfully from AE2. The crew was rescued as described above and, initially taken by the Torpedo Boat to Gallipoli where the Officers and Ratings were separated. Once at Gallipoli the Torpedo Boat made fast alongside a Hospital Ship. Here Able Seaman Knaggs reported that the crew was interviewed by the German General - Liman von Sanders - who was in overall command of Turkish forces in the Dardanelles area. Later, at eight o'clock in the evening the Torpedo Boat proceeded to Constantinople (now Istanbul) where they arrived the following morning.

The crew were marched through the streets to a prison the next day. The Officers were taken to their prison in a carriage. The next day (2nd May) Stoker was interviewed by the City Commandant but, presumably sticking to the routine of 'name, rank and number' Stoker felt unable to answer most of the questions put to him. He was, later returned to a less than salubrious cell that he was sharing with his other Officers. The Ratings were billeted elsewhere in the city.

On the following day Stoker was again interviewed but, this time by Turkish Naval officers. The questions this time were of a more technical nature which, of course, he was unwilling to answer. Stoker reported that, instead of being returned to his former accommodation he was put in another cell with six or seven apparently 'common' prisoners. Surprisingly one of these 'common' prisoners spoke good French and seemed to Stoker to be remarkably well informed about Stoker's recent exploits and the numbers and capabilities of submarines in the Marmora. Not unnaturally Stoker was more than a little suspicious about the 'stool pigeon'. To keep him happy Stoker apparently decided to embellish his account and to exaggerate both the numbers of submarines in the Marmora and their capabilities.

Stoker's little joke does not appear to have gone down too well with the authorities as he reported that, when he was interviewed by Enver Pasha some twenty four hours later, there were threats to 'make him see sense'. Following this interview, he was placed in solitary confinement for a week. After a week he, with Haggard and Pitt-Cary, were transferred to a Prisoner of War camp in central Asia Minor in a town called Afion Kara Hissar. Stoker's rendering of the translation of this is the 'Black Castle of Opium'. Apparently the town took its name from a nearby ruined castle.

The rest of the crew members of AE2 were only detained a few days in Constantinople after their capture before, on 5th May 1915 being sent by train to Afion Kara Hissar. They stopped overnight at Eski-Chelier and eventually arrived at Afion at 11 am on 6th May. At Afion Kara Hissar the Officers were confined in a large house on the west side of the town which they shared with several other Officer prisoners including nine British, nine Russians and six French. Stoker believed that the British Officers were confined in what had previously been the 'Harem' quarters of the house.

After several months confinement there were reports from Egypt that Turkish Prisoners of War were being poorly treated and threats were made that, unless the conditions of the Turkish prisoners were improved the British Prisoners of War in Turkey would be similarly treated. Stoker and another officer made representations to the prison Commandant that these stories could not possibly be true, and both were sent under escort to Constantinople to put their representations directly to Enver Pasha. Stoker refers to this fellow prisoner as 'Fitz' and it is assumed that this is Lieutenant Geoffrey Joseph Frederick Fitzgerald, Royal Naval Reserve who had been the Third Hand in Submarine E15 which had been destroyed on 16th April 1915 in an earlier attempt to force the Dardanelles. It was intended that the United States Ambassador (Mr Henry Morgenthau) would be present at the interview. Stoker and Fitzgerald were accommodated in Constantinople for about a week in what were reasonable conditions. After a week they were allowed to have baths and during their ablutions their room was ransacked by the authorities and their few possessions searched. Following this the two men were placed in solitary confinement. Stoker reported that his cell was about ten feet square.

A visit to the Commandant the following day revealed that the reason for their reduced circumstances resulted directly from the alleged continued poor treatment of Turkish Prisoners of War by the British authorities. There was, they were told no doubt about the mis-treatment of Turkish prisoners as the report came directly from the Turkish Foreign Minister. Stoker's confinement in reduced circumstances would continue for as long as the ill treatment of Turkish prisoners continued. When returned to their respective cells both officers wrote letters of protest and Stoker also wrote a letter to the American Ambassador. At this time, it seems that Stoker decided to keep a diary of events to keep himself occupied and to be a record of his time as a prisoner.

In this diary, which Stoker seems to have used as the basis of his book 'Straws in the Wind' he reports that his cell was shared with a large rat that he nicknamed 'Archibald'. Whether this name was chosen because it was the name of a submariner compatriot of his (Archibald Cochrane) is a matter of conjecture. After some time on his own he was given some of his books and letters which had been confiscated at the start of his solitary confinement. After a fortnight he received an unexpected parcel containing rugs, toilet articles, socks, slippers and pyjamas. He was also allowed another bath and was taken to see the Commandant.

The purpose of this interview was to advise that discussions between the British and Turkish authorities, conducted via an unnamed third party, were expected to resolve the difficulties concerning prisoner treatment. Presumably the confinement of Stoker and his compatriot had been used as a lever by the Turks to generate discussion. Stoker was also presented with a new overcoat and it seems that the overcoat and the other gifts of clothing came from the American Ambassador. After the interview Stoker was, again returned to his cell.

Thirty two days after arriving in Turkey and after twenty five days in solitary confinement the Commandant visited Stoker in his cell to enquire how he was. Later he was allowed out of his cell to talk to his fellow prisoner for about an hour before being returned to his cell. It seems that, about an hour later, the door of his cell was thrown open and his fellow captive burst in to tell Stoker that they were to be freed. Shortly after 'Fitz's' precipitate arrival in his cell both men were moved to what Stoker described as a 'large, airy room with windows'. At midday on the following day, Friday 5th November 1915 the two officers were given parole, by the Commandant and they were transferred to an hotel in the city. After a relaxing afternoon and evening and a good, comfortable night's sleep both men visited the American Embassy to personally thank Mr Morgenthau for his efforts on their behalf and to obtain details of how and why they had been allowed parole. Both men were sent to the American Red Cross Hospital for thorough check ups and any necessary medical treatment. Over the next few days they both saw a counsellor from the American Embassy, a Scottish born

Church Minister and the Apostolic Delegate who, particularly wanted to see Fitzgerald. It seems that Fitzgerald was a Roman Catholic by upbringing and apparently the Pope himself had taken a personal interest in the situation of Fitzgerald. On the following Sunday, 7th November, both prisoners visited the American Girl's College on the shores of the Bosphorus with Mr Morgenthau for divine service. The high life came to an end all too soon after only five days as their parole was withdrawn and they were both returned to Afion Kara Hissar to resume their former existence. About a month later two Catholic priests arrived from Constantinople to announce that, owing to the intervention of the Pope, Fitzgerald was to be released and allowed to return home. This was confirmed on 16th January 1916. On 30th January 1916 Vice Admiral de Robeck wrote a report on Stoker as follows:

'(Stoker) is a capable and determined submarine captain. His submarine was in a very efficient condition when she joined the Eastern Mediterranean Squadron. AE2 was the first submarine to make the passage of the Dardanelles into the Sea of Marmara and her career up to the time of her loss – the circumstances of which are not known - reflects the greatest credit on Lt Cdr Stoker, his Chief ERA and crew.'

Not surprisingly Stoker seems to have, initially, taken the news of Fitzgerald's release quite badly but after some reflection he seems to have accepted the situation. There were a few difficulties as to whether Fitzgerald should give his word never to be involved, in the future in the War on any Front. After consideration Stoker told Fitzgerald that it was his duty as an Officer to give his word in order that he could return home to brief the authorities on the poor conditions in which the Prisoners of War in Turkey were being kept. Fitzgerald kept his word and was not further involved in the War in a fighting capacity but, apparently, returned to his former employment as a Merchant Navy officer.

After the release of Fitzgerald and the end of the Dardanelles Campaign many of the prisoners were thrown into despair as there was no longer any immediate hope of a Turkish collapse on the War Front or any possibility of early release. Stoker then turned his thoughts to the possibility of escape. He formed the view that it would be fairly easy to get out of Afion Kara Hissar but that the main difficulties would arise in covering the one hundred and thirty miles or so to the nearest coast. If that could be achieved then it would then be necessary to find (and steal) a boat in order to be able to sail to friendly territory. It was considered that the best hope would be to try to reach Cyprus.

To achieve a successful escape, he would require assistance and other potential escapees needed to be identified. By this time there were several more Prisoners of War at Afion Kara Hissar including the Officers from the Submarine E7. This submarine had been trapped in anti-submarine nets in the Narrows on 4th September 1915 whilst trying to force a way into the Marmora. The Captain of this submarine was Lieutenant Commander Archibald Douglas Cochrane, Royal Navy. Plans were made for an escape by Stoker, Cochrane and Lieutenant Edward John Price, Royal Navy. The latter officer had been the 1st Lieutenant of Submarine E15, mentioned previously, on which Fitzgerald had been the Third Hand. Cochrane hoped to make the escape on 17th March 1916 which it seemed to Stoker, being Irish to be an auspicious date – it being St Patrick's Day. However not everything was in place by that date and the attempt started on 23rd March 1916 instead.

Stoker left his journal behind in the care of an Army Officer - Lieutenant Arthur Irwin Dawes of the 9th Battalion, Somerset Light Infantry (attached to the 10th Gurkha Rifles). It was intended that journal entries would be continued (by Dawes) after Stoker's escape. It later transpired that all entries made by Dawes were destroyed on the orders of the Senior British Officer at Afion Kara Hissar to avoid any compromise. Dawes died on Friday 22nd June 1917, whilst still in captivity and was buried in the Haidar Pasha Cemetery in a suburb of Constantinople (now Istanbul) on the Asiatic side of the Bosphorus.

The escaping trio remained at large for eighteen days and managed to get within ten miles of the Mediterranean coast. Here they were recaptured and returned to Constantinople where they were lodged in the Stamboul Prison. In his book Stoker relates that, at times during the escape attempt he believed that his companions were his friends Lieutenant Commander Besant and Lieutenant Moore both of whom had been killed when their submarine, AE1 was lost in the Pacific in September 1914. He also states that, at times he believed that there were four of them in the escape party. There are accounts of escaping prisoners in both the First World War and the Second when the escapees all, individually thought that there was an extra person with them, but all were reluctant to discuss the mystery person with their other companions.

Cochrane, Stoker and Price were held separately in captivity for three weeks before being re-united in a large, single cell at the Stamboul Prison. It was some months before the Turkish authorities convened Courts-Martial to try them for attempting to escape. The Courts-Martial were presided over by a Turkish Army General. After a long trial it was a further six months before they were advised of the verdict and the sentences. Stoker's sentence was twenty-five days in prison! Stoker was obviously considered to be the ring leader as the other two were only awarded twenty days.

The sentences were irrelevant as they, all three, remained in the Stamboul Prison for another five months although there was a short break at Christmas 1916 when, by request, they were allowed to go to church. The Minister was the same Scottish Minister that Stoker had met before. Stoker was recognised and the Minister extended his sermon long enough to dispatch a boy to collect a large basket of Christmas fare for the three prisoners to take back to prison with them. The three prisoners were released from the Stamboul Prison in February 1917 and were then taken to another Prisoner of War camp in Asia Minor. This prison was at a place called Yozgad and it seems that this was a camp for 'difficult prisoners' and re-captured escapees. However, Stoker had not given up his intention to escape. Whilst he was in the Stamboul Prison he had grown a beard. After he had been at Yozgad for a while he shaved off the beard and started using a pair of 'pince nez' spectacles. This disguise allowed him to pass himself off as a recently captured aviator. His disguise

apparently worked - but for a short while only - as he had to give himself away when the questions about the newer types of aircraft in service started to get a little too technical.

Stoker remained at Yozgad until the Autumn of 1917 while his time away in amateur dramatics. Then, with a small group of Officers he was returned to Afion Kara Hissar. On arrival he found that much had changed and the camp was much larger. The amateur dramatics continued at Afion Kara Hissar. It seems that Mother Nature also joined in the dramatics that winter with the contribution of a series of frightening earth-quakes which started on 16th January 1918 and continued with after-shocks over the following days.

Several escape attempts were made by various groups of Officers during Spring and Summer 1918, but none succeeded until there was a mass break out by twenty six Officers in August. One group from this large party made it to the coast. This group was led by Cochrane and between them they managed to steal a motorboat and reach the safety of Cyprus. Stoker appears to have kept out of these escape attempts but, when mail deliveries resumed after the mass escape attempts, he was surprised to receive an unusual post card from home. This post card could be split open to reveal part of a map and instructions on how to escape. The complete map could be made up from several post cards addressed to Officers whose names began with either 'C' or 'S'. Stoker managed to commandeer sufficient post cards to complete the overall map. It showed the routes from Yozgad to the coast and gave details of times and places where supplies and assistance could be found. The postcard scheme had been devised by a Colonel Keeling who had made a successful escape attempt from another camp at Kastamouni. He was, obviously hoping to make escapes easier for others. It is assumed that the limited distribution of these postcards was designed to maintain some level of security.

As soon as he had collected all the details of the escape routes Stoker made his plans. He enlisted the aid of two other prisoners (Hickman and Marsh) and, when they had obtained all the necessary equipment they made their attempt - on Friday the 13th. The escape failed due to the attentions of a suspicious guard but, luckily all three managed to return to their rooms undetected.

A week after the escape attempt almost the entire camp was laid low by the Spanish Influenza which was sweeping the world at that time. Stoker was also laid low but recovered but both Edward Price - who had made earlier escape attempts with Stoker - and Marsh died from the 'flu'. Shortly afterwards the news of the Armistice with Turkey, which had been signed on 30th October 1918, arrived and, for Stoker and the other surviving Officers the long years of imprisonment were over - for Stoker three and a half long years.

Although not a crew member from AE2 George Bentle Dacre - a Royal Naval Air Service pilot - captured after a crash in Palestine in August 1916 and who had been a Prisoner of War in Afion Kara Hissar - reported in a memoir that a telegram was received in Afion on 2nd November 1918 advising that the Armistice with Turkey had been signed. The former Prisoners were then allowed a certain amount of freedom of movement but needed armed escorts if they left the confines of the camp. On 4th November they were told that they would be leaving Afion on 5th November and heading to the port of Smyrna. Transport in the form of horses and carts was provided for them - nine officers and their baggage per cart. He does not say when they arrived at Smyrna but the Monitor HMS M29 was there and Naval Officers were able to report their arrival. George Dacre was advised by Commander Dixon (the Commanding Officer of M29) that he could be sent off to Mudros on the following day, but it was suggested that he wait for a transport for Alexandria in Egypt due a few days later. Some former Prisoners appear to have been accommodated firstly in the Egypt Hotel but, later, in the Smyrna Palace Hotel.

Two steamers embarked the former Prisoners of War at 0900 on 18th November and, in the early afternoon of the same day, they were transferred to the Indian Navy Hospital Ship EMPIRE where two hundred Officers were accommodated in one hold for the two and a half day passage to Alexandria where they arrived on 21st November. George Dacre does not mention any former Rating Prisoners of War, but it can be assumed that many were on the same transport noting that, not only AE2 Officers Haggard and Pitt Cary arrived in Alexandria on 21st November, so did AE2 Ratings Cullen, Brown, Suckling, Holderness & Vaughan.

To be continued in Periscope View Issue No. 225

Didn't we have a wonderful time the day we went to Charleston?

From SOCA NEWS December 1996

Over the last few years, the Barrow Branch have devised a comprehensive social programme in addition to our normal SOCA official functions. This programme has included Dinner/Dances, Games Nights, Charity Nights, Bowling Trips to Blackpool and Valentines Week-Ends, also in Blackpool. These social occasions have resulted in an increase in active membership and have made the Branch Members and their families into an 'extended family' type of relationship.

A few years ago, Bill Cole and Jimmy Tiffney, the latter sadly no longer with us, came up with an even more ambitious idea. Why not organise a trip to the United States, partly as a holiday and partly to meet up with some of our American equivalents, e.g. the Sub. Vets. Association. In spite of a certain amount of scepticism, the project was initiated. A committee was formed, and the wheels set in motion, thanks mainly to our Chairman Ken Collins and his wife Lillian, who already had friends in the Charleston area. A deal was set up with US Airtours/Delta Airlines and eventually a contingent of nineteen set off for Orlando, via Atlanta, on the 14th. May 1996, including Jimmy Tiffney's widow, Diane. After a good trip, which included half the party getting lost between the airport and the hotel, we all arrived in Kissimmee.

For the next week we proceeded to 'do our own thing' during the day, visiting the usual Florida attractions, Magic Kingdom, Sea-World, Epcot Centre, MGM Studios etc., while meeting up in the evenings for a get together round the pool, or going off 'en-masse' to one of the local night spots. Two members of the party even managed to get up at some ridiculous hour to drive down to Cape Canaveral to see the launch of a Space Shuttle, bringing back some very impressive photographs.

On the 21st May, we all drove up through Georgia to Charleston in South Carolina, about 400 miles away, to carry out the second part of our itinerary. Once again some of us got lost but all eventually arrived safely and set about seeing the sights of Charleston, which is steeped in American Civil War history. We attended a marvellous B-B-Q put on by our Chairman's friends in a woodland setting on the outskirts of Charleston. This was such a good night that we all had to leave our cars behind and hire a 10-seater taxi to get us back to the hotel.

This, however, was not the main reason for our visit to Charleston. It was no accident that the following weekend was American Memorial Weekend, which roughly equates to our Remembrance Day, when all American ex-Servicemen are remembered whether they died in action or not. Our hosts for this weekend and all its ceremonies, was the Patriot's Point Post of the Veterans of Foreign Wars (VFW) headed by their Commander, Steve Henderson.

Festivities started on the Friday evening with a Social Evening at the Post including a Comedy Duo (both members), Karaoke and Marvellous Buffet. On Saturday we first attended an Act of Remembrance at their local military memorial and then assisted them in 'planting' an American Flag on the graves of all ex-servicemen and servicewomen. This is a very fine gesture which impressed the Barrow Members very much. Then it was back to the Post for yet more hospitality. Saturday evening saw yet another Social Evening and the inevitable taxis back to the hotel.

The highlight of the trip came on the Sunday morning when we were invited to join up with the Post members for a wreath laying ceremony from the Flight Deck of the USS Yorktown, a WWII Aircraft Carrier. This is part of a Maritime Museum sited at Patriots Point. The Museum also contains a frigate, submarine, coast-guard cutter and the nuclear powered merchant ship, Savannah.



We were welcomed on board USS Yorktown by an Admiral, a famous naval aviator, who had served on her during the War out in the Far East. We proceeded to fall-in with our American friends for a short ceremony and wreath laying, which consisted of casting the wreaths into Charleston Harbour not all that far away from where the first American submarine, the Hunley, still lies on the bottom. One of the wreaths was laid by the Admiral, the other one jointly by the Post Commander, Steve Henderson and our Chairman, Ken Collins.

The ceremony was attended by both national and local press and the following morning, we were also greeted on early morning television by the sight of the Barrow representatives appearing on nationwide CBS Television. After the ceremony it was back to the Post again for yet another round of hospitality and final goodbyes to our genial hosts who, incidentally, made us all honorary members of their Post. Many on-going friendships were made, and I wouldn't be surprised if the visit was not repeated in the not too distant future.

Monday saw us all back on our way again, dodging the tortoises and armadillos on the road back to Kissimmee, where we spent the last couple of days before flying home, but not before having to endure a tropical storm at Orlando Airport.

The trip to the US was considered a great success. We had seen a lot, made a lot of new friends, put Barrow SOCA and indeed SOCA generally on the map. Last, but not least and as a result of local publicity in Charleston, we believe that a new ex-submariner organisation is being formed in Charleston based on SOCA.

This is not really the end of the story. Plans are already being formulated to organise a trip to meet one or more of the

The WWII Barrow built 'T' Class HMS TETRARCH may have been found!

----Original message----

From : missonjp@hotmail.com

Date : 19/01/2019 - 16:47 (GMTST)

Subject : TABARKA WRECK 2F HAS BEEN IDENTIFIED AS HMS TETRARCH

As previously reported in some earlier messages, several wrecks in a limited perimeter, off Tabarka, Tunisia, have been sonar located and identified as "Submarine" from their sonar image alone. Out of a total of five British submarines there, three have been identified as being "T Class"

These are Tabarka Wrecks 2F, 4M'a, 4M'b

Wreck 2F (previously believed to be HMS TIGRIS) has been conclusively identified today as being HMS TETRARCH.

A renewed analysis of the image has allowed the identification of MINE WELLS on the Starboard Ballast Tank of this wreck - although only the mine well nearest to the muzzle of Torpedo Tube No. 9 is clearly visible.

There was some distortion on one of the Sonar Scans due to the need to adjust the Range and pivot the picture so as to see the Mine Well and its Shutter - both being physically "near-flat" on the ballast tank)

Out of all the T Class units that are candidates to being found off Tabarka:

HMS TETRARCH	Lost Oct. Nov. 1941 (the only vintage picture of HMS TETRARCH is poor)
HMS TALISMAN	Lost Sept. 1942
HMS TIGRIS	Lost Feb. 1943
HMS TURBULENT	Lost Mar 1943
HMS THUNDERBOLT	Lost Mar 1943

only HMS TETRARCH had the additional capability of Ballast Tank Mine Laying. Thus, it can now be said that HMS TETRARCH has been conclusively identified off Tabarka, in Position: 37° 04' 32"N 8° 52' 34"E and at a depth of circa 70 to 75 metres.

The result of this identification is information that the minefield that caused so many submarine foundering must have been laid earlier than the date when HMS TETRARCH was lost. That is in late 1941.

Therefore, an earlier assumption that the minefield might have been planted by the German 3S. Flotilla, can be totally dismissed. This minefield was installed by the Italian Navy because the 3S. Flotilla didn't start the laying mines off the Tunisian coast until late 1942, at the earliest. So far, no record has been found about an Italian minefield planted off Tabarka in late 1941 but this can be explained by the fact that many Italian records did not survive the war.

The overall sonar scan picture of the forward section of the submarine clearly shows that a portion of the bow is missing as a result of hitting a mine.

At this point in time it is sufficient to say that we now know where the Crew Members of HMS TETRARCH are resting. There were no survivors Tabarka Wreck 2F is their tomb.

SUBMARINERS 'CROSSED THE BAR' REPORTED IN JANUARY 2019

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Ex New Zealand Branch	2 nd Dec 2018	William James Lanyon Smith, DSO, OBE	Commander RNZN	N/A	96	Submarine Service in WWII in XE-6 (IL) & XE-3 (IL)
Dolphin Branch	2 nd January 2019	James Ralph Pardoe, OBE	Commander	N/A	94	Submarine Service from September 1943 to December 1969 in URSULA (NO), VULPINE (NO), TURPIN (NO), TURPIN (IL), AUROCHS (IL), XE-9 (CO), TELEMACHUS (IL December 1949 to March 1950), SEA DEVIL (CO), THERMOPYLAE (CO) & ARTEMIS (C
Submarine Officers Association	8 th January 2019	Roger James Garratt	Lieutenant Commander (SD) (MESM)	N/A	TBR	Submarine Service in DOLPHIN (1981), OSIRIS (1982 to 1983), NELSON (1984 to 1985), OTTER (1986 to 1987) & SM2 (1988 to 1989)
Barrow in Furness Branch	15 th January 2019	Frank Charles Pretty	Chief Petty Officer WEA	NBA	61	Submarine Service from 1975 to 1990 and in Submarines HMS COURAGEOUS, CHURCHILL and REPULSE (Port Crew)
Submarine Officers Association	18 th January 2018	'Jock' Campbell	Lieutenant Commander	N/A	84	Submarine Service from 1950s to 1960s in SANGUINE, EXPLORER & AENEAS
Scottish Branch	19 th January 2019	Keith Milner	Chief Petty Officer ME	TBA	84	Submariner Service from 1953 to 1979 in SENESCHAL (1953 to 1954), SEA SCOUT (1954 to 1956), AENEAS (1956), SEA DEVIL (1956 to 1957), SENTINEL (1957), TOTEM (1957 to 1958), TRENCHANT (1958), TUDOR (1958 to 1961), AENEAS (1961 to 1965), OLYMPUS (1968 to 1972 on recommissioning at Devonport on 6th March 1972) & OPOSSUM (1975 to 1977)
Non-member	21st January 2019	William M James	Chief Marine Engineering Mechanic	TBA	TBA	Submarine Service from 196* to 1978 in ALLIANCE & RESOLUTION (S) (1st Commission Crew) on 3rd October 1967, RESOLUTION (P) (2nd Commission Crew) on 10th July 1971 & RESOLUTION (P) on recommissioning at Rosyth on 27th November 1976
West of Scotland	January 2019	Richard S (Dick) Bell	Stoker Mechanic	P/KX 792794	91	Submarine Service from September 1946 to January 1948 in TABARD, SCOTSMAN & SCYTHIAN

Gosport Branch	January 2019	Peter C Runham	Warrant Officer 2 Marine Engineering Artificer	D100113 W	70	Submarine Service from 1971 to 2007 in REVENGE (1971 to 1976), RENOWN (1977 to 1978), REPULSE (1978 to 1983), RESOLUTION (1984 to 1988), RENOWN (1994 to 2000), VALIANT (2000 to 2002), SPLENDID (2003 to 2006) & SPARTAN (2006 to 2007)
South Kent Branch	January 2019	Clifford (Rab) Butler	Petty Officer (Sonar)	D092682X	68	Submarine Service from 1968 to 1969 in CACHALOT
Exeter Branch (ex Taunton)	January 2019	Leonard G Reeks	Able Seaman	D/JX 783911	91	Submarine Service from May 1946 to March 1948 in SATYR, SENESCHAL, SPRINGER & Reserve GP 'L' (SANGUINE, SLEUTH & SELENE)