

**Faslane Cemetery,
Dunbartonshire, Scotland**

War Grave



Lest We Forget

World War 1



J. A. ROBERTS

E.R.A. RNR 1629 EA

H.M. SUBMARINE "K13"

29TH JANUARY, 1917

John Arthur ROBERTS

Arthur Roberts' birth was registered in 1889 in Perth, Western Australia to parents George and Sarah Ann Roberts (nee Harrison (Listed on BDM's as Harris). (However, his date of birth as per WW1 Naval Casualties & his Naval Service Record file is listed as 15th December, 1887).

George Roberts, father of John Arthur Roberts, died on 10th June, 1909 in Perth, Western Australia.

Sarah Ann Harrison, mother of John Arthur Roberts, died on 3rd August, 1912, in Perth, Western Australia.

John Arthur Roberts enrolled in the Royal Naval Reserve on 8th January, 1915. His address was listed as 47 Bryaston Road, Liverpool

Royal Naval Reserve

The Royal Naval Reserve (R.N.R.) is the volunteer reserve force of the Royal Navy in the United Kingdom. The present R.N.R. was formed by merging the original Royal Naval Reserve, created in 1859, and the Royal Naval Volunteer Reserve (R.N.V.R.), created 1903. On mobilisation in 1914, the R.N.R. consisted of 30,000 officers and men. Officers of the permanent R.N.R. on general service quickly took up seagoing appointments in the fleet, many in command, in destroyers, submarines, auxiliary cruisers and Q-ships. Others served in larger units of the battle fleet including a large number with the West Indies Squadron who became casualties at the Battle of Coronel and later at Jutland. Fishermen of the R.N.R. (T) section served with distinction on board trawlers fitted out as minesweepers for mine clearance operations at home and abroad throughout the war where they suffered heavy casualties and losses.

(Information on R.N.R. from Wikipedia)

John Arthur Roberts was posted to H.M.S. *Vivid* as E.R.A. (Engine Room Artificer) on 1st February, 1915. He was transferred to H.M.S. *Fisgard* (was a shore establishment used to train artificers and engineers for the Navy) on 10th February, 1915 then back to H.M.S. *Vivid* on 14th February, 1915. He was transferred to H.M.S. Essex on 31st December, 1915.

Engine Room Artificer

An Engine Room Artificer (ERA) was a fitter, turner or boilermaker in the early days of steam-powered warships. Usually working under an Engineer Officer, they were able to read and write, competent in the workings of engines and boilers, and trained in the maintenance and operation and uses of all parts of marine engines. ERAs were the senior maintainers and operators of all warship mechanical plant.

(Information from Wikipedia)

Engine Room Artificer John Arthur Roberts was posted to H.M.S. *Vivid II* per *Carmania* on 17th May, 1916 & was selected for Submarine Service.

John Arthur Roberts renewed his engagement with the Royal Navy Reserve on 16th October, 1916.

Engine Room Artificer John Arthur Roberts was written up on 10th November, 1916 – “*did not obey the orders of E.R.A. Frank Crable to finish a job in H.U. submarine “E38” 30 days.*”

John Arthur Roberts was granted a 1st Class Certificate as E.R.A., R.N.R. on 13th November, 1916.

Engine Room Artificer John Arthur Roberts was transferred to H.M.S. *Maidstone* (a submarine depot ship of the Royal Navy) on 30th November, 1916.

Engine Room Artificer John Arthur Roberts was transferred to H.M.S. *Dolphin* (Royal Naval shore establishment at Fort Blockhouse at Gosport. It was the home of the Royal Navy Submarine Service from 1904 to 1999 & location of the Royal Navy Submarine School) on 15th February, 1917.

Engine Room Artificer John Arthur Roberts was one of 80 (numbers vary) people on board (53 crew, 14 employees of the shipbuilders, five sub-contractors, five Admiralty officials, "Captain" Joseph Duncan, a River Clyde pilot, Commander Francis Goodhart and engineering officer, Lieutenant Leslie Rideal both from her sister ship K14 which

was still under construction.) the Submarine *K13* on 29th January, 1917 during sea trials at Gareloch, Scotland. *H.M.S. K13* was a steam propelled First World War K class submarine of the Royal Navy.

K13 had set out at 0800 hrs on 29th January, 1917 the order was given to cast off and tugs towed the giant submarine *K13* out of the basin of Fairfield's yard to move slowly down the Clyde. She was 339 feet long and displaced on the surface 1,800 tons, figures greater than those of the largest destroyers at that time. Her submerged displacement was 2,600 tons. The day before she had dived and remained satisfactorily submerged in Gareloch for an hour.

As *K13* dived, seawater entered her engine room through openings which failed to close properly and flooded it along with the after torpedo room. As the submarine sank, the 10-ton forward keel weight was dropped, but this did not arrest the descent. Two men were seen on the surface by Annie MacIntyre, a maid in a hotel a mile or so away, but her report was ignored. The crew of *E50* became concerned when the submarine did not surface again, and found traces of oil on the surface as well as streams of bubbles where *K13* went down.

The first rescue vessel, *Gossamer*, arrived at around 22:00 and divers were sent down at daybreak. The divers were delayed, since *Gossamer* had a diving-suit but no diver, and the diver's assistant was nearly drowned, when the suit which had not been used for years, burst.

Morse code signals were exchanged between them and the trapped crew of the submarine. Despite the lack of proper escape apparatus, the captain, Lieutenant-Commander Godfrey Herbert, and the captain of *K14*, Commander Goodhart, attempted an escape to the surface by using the space between the inner and outer hatches of the conning tower as an airlock. Herbert reached the surface alive, but Goodhart's body was later found trapped in the wheelhouse.

Later that afternoon an airline was connected, which allowed the ballast tanks to be blown and with the aid of a hawser, and by midday on 29th January the bows had been brought to just above the surface and supported by a barge on each side. A hole was cut through her pressure hull, and at 22:00 the final survivor was rescued from the submarine, 57 hours after the accident. 32 crew died in the accident and 48 were rescued. 31 were expected to be still on the submarine, but only 29 were found, and it was concluded that the maid had indeed seen two people escaping from the engine room. They were later identified as Engineer-Lieutenant Arthur Lane and Fairfield foreman John Steel. Lane's body was recovered from the Clyde two months later, Steel's body was never found.

At 6 p.m. the following day, *K13* tore the bollards out of the barges and sank again, flooding through the hole. The submarine was finally salvaged on 15 March, repaired and recommissioned as *H.M.S. K22*.

The court of enquiry found that four of the 37 inch (940 mm) diameter ventilators had been left open during the dive, and that indicator lights in the control room had actually showed them as open. The engine room hatch was also found to be open. (*Information on K13 accident from Wikipedia*)



K13 resalvaged & recommissioned as K22

Engine Room Artificer John Arthur Roberts died on 29th / 30th January, 1917 at Gareloch, Argyll, Scotland as a result of a submarine accident. He was killed or died by means other than disease, accident or enemy action. The UK British Army and Navy Birth, Marriage & Death Records – ADM 104 Service Registers and Registers of Deaths and Injuries records John Arthur Roberts, E.R.A. (RNR), 1629 EA, died on 29th January, 1917 from Ship – Dolphin – “Lost on Duty”. The UK British Army and Navy Birth, Marriage & Death Records – ADM 242 Naval Casualties, Indexes, War Grave Rolls and Statistics Book & the Service Record file records John Arthur Roberts, 1629EA, of Liverpool district R.N.R. “drowned on duty on 30th January, 1917.”

Newspaper Item - Liverpool Echo – 21 November, 1918:

Entombed in a Submarine

One of the most thrilling stories of naval heroism during the war relates to the rescue of forty-two men out of seventy-three (including naval contractors and men from the yard where she was built) on a British submarine which went down in Gareloch, near the Clyde, during her trials. The episode has been partly told in connection with the posthumous award of the V.C. to Captain Goodhart, who volunteered to be projected to the surface through the conning tower and was killed. With marvellous ingenuity the rescuers were able to insert through a water flap, which was opened from the inside, a flexible hose through which air and sustaining beverages were passed in. The entombed men never lost heart, and at their request playing cards were sent down “to beguile the tedium of waiting,” as one of them said. Strong wires were put round the vessel, and, with the aid of air from above, the vessel after a time drove upwards, until her bow was well above water. Immediately a big hole was made in her by acetylene burners, and the forty-two men were brought out. The last man had not been long rescued before the vessel slid again to the depths of the loch. Altogether, the party were down fifty-seven hours.

Engine Room Artificer John Arthur Roberts was buried in Faslane Cemetery, Dunbartonshire, Scotland – Plot number Sec. B. Grave 4 and has a Commonwealth War Graves Commission headstone.

Newspaper Item Daily Examiner, Grafton, NSW, Australia – 30 March, 1921:

WHEN K13 SANK

WAR TRAGEDY RELATED

COMMANDER'S GALLANT FEAT

The K class submarines have had more than their share of accidents. Four have gone down in deep water with heavy loss of life; one other went down and was brought up again in circumstances that were full of drama.

The story of the salvage of K13 during the war is hardly known outside submarine circles, and I will tell you the story as it was told to me by the man who got her up, Commodore Sir Frederick Young, the head of the Naval Salvage Section.

K13 went down when she was running her trials in the Firth of Clyde. There were more than 70 people on board, for many of the contractor's leading experts went out to see how she behaved. She got into the quiet waters of the Gairloch to submerge, but (says H. C. Ferraby, the Daily Express" naval correspondent; when she went down some of the engine-room ventilating valves failed to close.

THIRTY DROWNED

The engine-room and the whole of the after end of the ship filled with water. Thirty of the engine-room staff and engineering experts were drowned. The watertight bulkhead between the two ends of the ship held. And forward there were 72 people imprisoned nearly 70 feet below the surface.

It was 4 o'clock in the afternoon. There was air in the high-pressure bottles, carried to empty the ballast tanks, but it was limited in quantity and very precious. There was a steady trickle of water into the forward compartment from the flooded after-end, but it was kept under by a small electric pump.

And suddenly, after many hours, a gleam of light, flashing again and again, was noticed at the periscope. Divers had come down and had fixed an electric lamp to the top end of the periscope, and were Morsing messages to the imprisoned men. There was, however, no reliable means of reply. To give the salvage people information someone

© Cathy Sedgwick 2018

must get to the surface. It was then that Commander Goodheart made his great attempt to save his companions. He was a supernumerary in the ship, and he volunteered to be blown out of the conning tower by compressed air.

GALLANT GOODHEART.

He and Commander Herbert, the captain of K13, went into, the conning tower together. Goodheart was lightly clothed. Herbert was wearing all the heaviest clothes he could find, so that he should not be carried up. There were no air-pressure gauges in the conning tower, however, so the two men had to guess what the pressure was. In the result they got more pressure than was needed.

Goodheart, lightly clothed, was swept upwards with such force that his skull was cracked against the top of the conning tower. Herbert, more heavily clothed, involuntarily followed him, but safe, and reached the surface. As it happened his escape was lucky, for he was able to give the salvage people exact information about the position of K13, which helped enormously in the salvage operations.

Close to the forward gun there was an ammunition "hand-up," "a tube about nine inches in diameter passing through both hulls. There was a screwed brass cap on the outside. Divers fitted a three-inch copper flexible hose through that cap, and the flash lamp signalled through the periscope to the men inside to open the inside flap and draw the tube down to them. Thus was communication with the surface established.

"PRETTY DULL."

The salvage ship on the surface sent down fresh air to clean up the interior and then doctors sent down beef tea and chocolate. Through the tube it was possible to talk to the imprisoned men, and they were told they would be rescued as soon as possible. Meantime was there anything they wanted?

"Yes," came the unexpected reply. "It's pretty dull 'down here. You might send down some packs of cards!" That was the indomitable spirit of the seafarers.

When the time came the air remaining in the bottles was used to blow out the fuel stowed forward, and lines passed from two Clyde hopper barges, a salvage ship, and a trawler enabled the bows of K13 to be hoisted above water. A hole was cut with oxy-acetylene apparatus through both hulls, the outer and the inner, and at midnight, beneath the glare of arc lamps of the salvage craft, one by one the imprisoned men crawled to safety after 56 hours beneath the surface.

After they had been taken out the pumps stopped, and the hull of K13 fell back into the ooze. Many weeks later, however, it was lifted, and the ship was repaired. She was renumbered as K22.

Engine Room Artificer John Arthur Roberts was entitled to British War Medal & the Victory Medal. His final payout was sent to Captain F. W. Roberts, (Brother), A.I.F., c/o Thomas Hayward & Sons, Bunbury, Western Australia.

The Commonwealth War Graves Commission lists Engine Room Artificer John Arthur Roberts – service number 1629/EA, aged 28, of H.M. Submarine K. 13, Royal Naval Reserve. He was the son of George and Sarah Ann (nee Harrison) Roberts, of Perth, Western Australia. Brother of Frederick William Roberts, of Bunbury, Western Australia. Nephew of Elizabeth Openshaw, of Harphurey, Manchester, England. Born Perth, Australia.

J. Roberts is remembered on the K13 Submarine Memorial located at Elder Park, Govan Road, Govan, Glasgow, Scotland.

Newspaper Item – *The Scotsman*, Scotland – 27 November, 1922:

GARLOCH SUBMARINE DISASTER

A memorial to the men who lost their lives in the Gareloch disaster in January 1917 when the Submarine K 13 sank and became embedded in the mud, was unveiled on Saturday afternoon by Lady Kennedy, wife of Sir Alexander Kennedy, managing director of the Fairfield Shipbuilding and Engineering Company. The memorial, which has been erected near the gateway in Elder Park, Govan, is in the form of a grey granite drinking fountain. During the ceremony, which was attended by a large gathering of citizens, Prof. Percy A. Hillhouse, D.Sc., who was one of the survivors, delivered a short address. On behalf of the Corporation, Bailie Izett, Senior Magistrate, accepted custody of the memorial, which was formally handed over by Sir Alexander Kennedy.



K13 Submarine Memorial at Govan (Photos from War Memorials Online)



Newspaper Item – Dundee Courier, Scotland – 17 November, 1922:

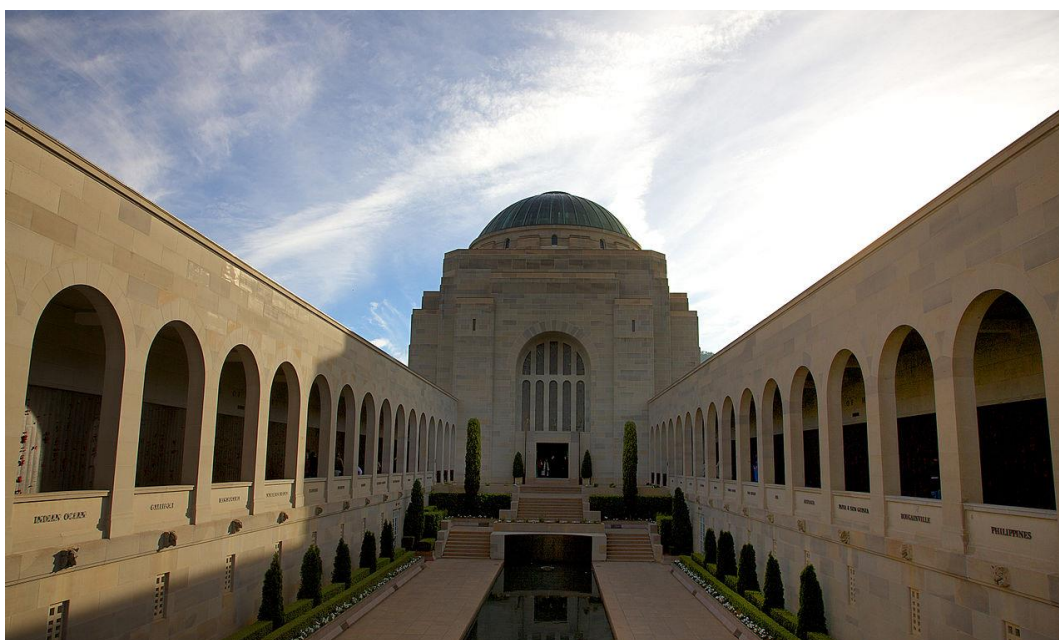
ECHO OF GARELOCH DISASTER

A fountain erected in Elder Park, Govan, by the workmen in the Fairfield Shipbuilding and Engineering Company's works to the memory of those who lost their lives in the disaster which overtook submarine K13 in the Gareloch on January 29, 1917, will be unveiled shortly.

The vessel, it will be remembered, submerged during testing operations, but failed to rise again to the surface. Out of 73 members of Fairfield staff on board at the time, 29 were drowned.

Lady Kennedy, wife of Sir Alexander M. Kennedy, managing director of the Fairfield Company, will unveil the memorial, which Sir Alexander will thereafter hand over to the care and custody of the Lord Provost on behalf of the workmen.

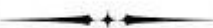
Engine Room Artificer John Arthur Roberts is remembered on the Commemorative Roll Book, located in the Commemorative Area at the Australian War Memorial, Canberra. The Commemorative Roll records the names of those Australians who died during or as a result of wars in which Australians served, but who were not serving in the Australian Armed Forces and therefore not eligible for inclusion on the Roll of Honour.



Commemorative Area of the Australian War Memorial (*Capital Photographer*)

(2 pages of Engine Room Artificer John Arthur Roberts' Service records are available for purchase at National Archives UK).

Information obtained from the CWGC, Australian War Memorial & National Archives





John Arthur Roberts “Jack”

(Photo kindly supplied by Kim Roberts - Great Niece)

E'en Do Bait Spare Nocht = In What You Do Spare Nothing





Enhanced photo of John Arthur Roberts “Jack”

(Photo kindly supplied by Kim Roberts - Great Niece)



Newspaper Notices

DEATHS

ROBERTS – On January 30, 1917, drowned on active service, Chief Petty Officer John Arthur Roberts, sixth son of the late George and S. A. Roberts, beloved brother of Tom, Fred, Jim and Harold, on active service; George, Percy, Mrs T. P. Bennett and Ciss Roberts.

(The West Australian, Perth, Western Australia – 25 June, 1917)

WAR CASUALTIES

News has been received of the death of Chief Petty Officer John Arthur Roberts, who was drowned while on active service on January 30, 1917. He was the sixth son of the late Geo. and S. A. Roberts, and was amongst the first to enlist. He enlisted in England with the navy, and afterwards volunteered for submarine work.

(The West Australian, Perth, Western Australia – 26 June, 1917)

PERSONAL

General sympathy will be felt for Mrs Fred Roberts concerning the death of her brother-in-law, Chief Petty Officer John Arthur Roberts, who joined the navy and was drowned on active service.

(South Western Times, Bunbury, Western Australia – 26 June, 1917)

Faslane Cemetery, Dunbartonshire, Scotland

Faslane Cemetery contains 43 Commonwealth War Graves – 34 from World War 1 & 9 from World War 2. The graves of 25 crew members from H.M. Submarine K. 13 of Royal Navy who died on 29th January, 1917 are included together in the K 13 plot along with Commander Goodhart who died on 30th January, 1917.



K13 Memorial in Faslane Cemetery (Photos courtesy of Martin Briscoe)



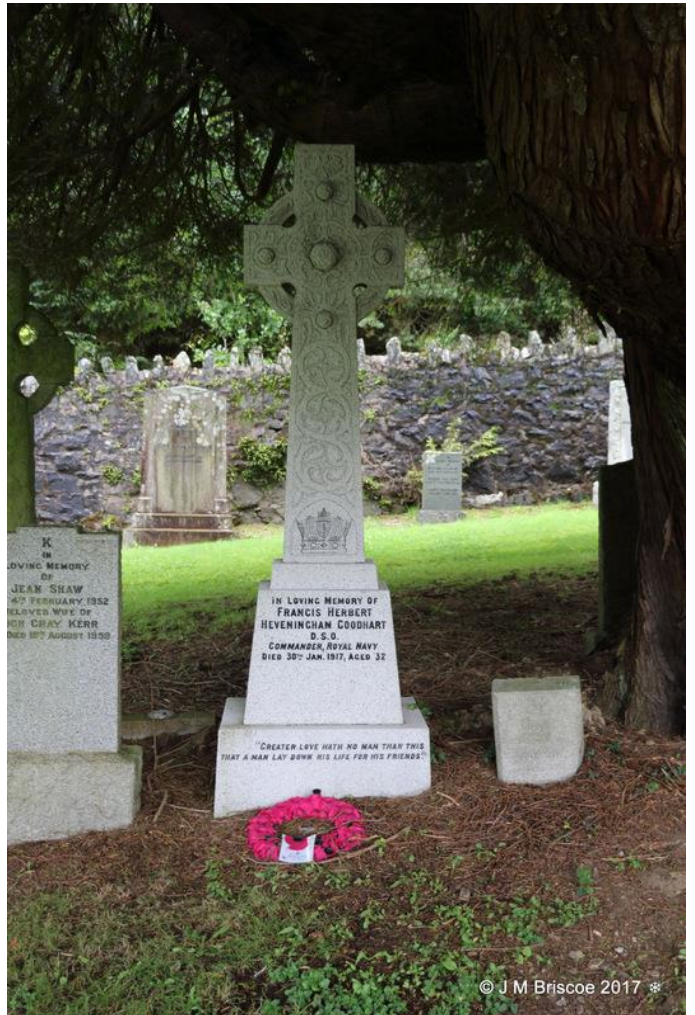
Faslane Cemetery (Photos courtesy of Martin Briscoe)

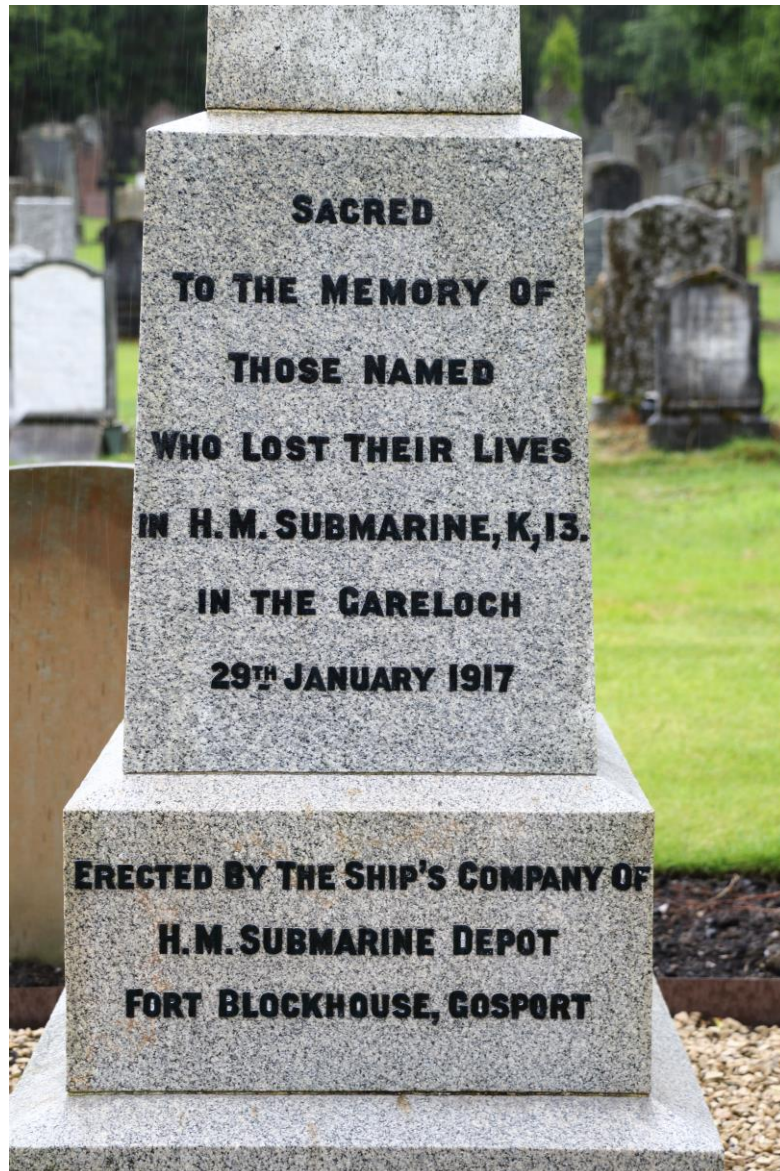


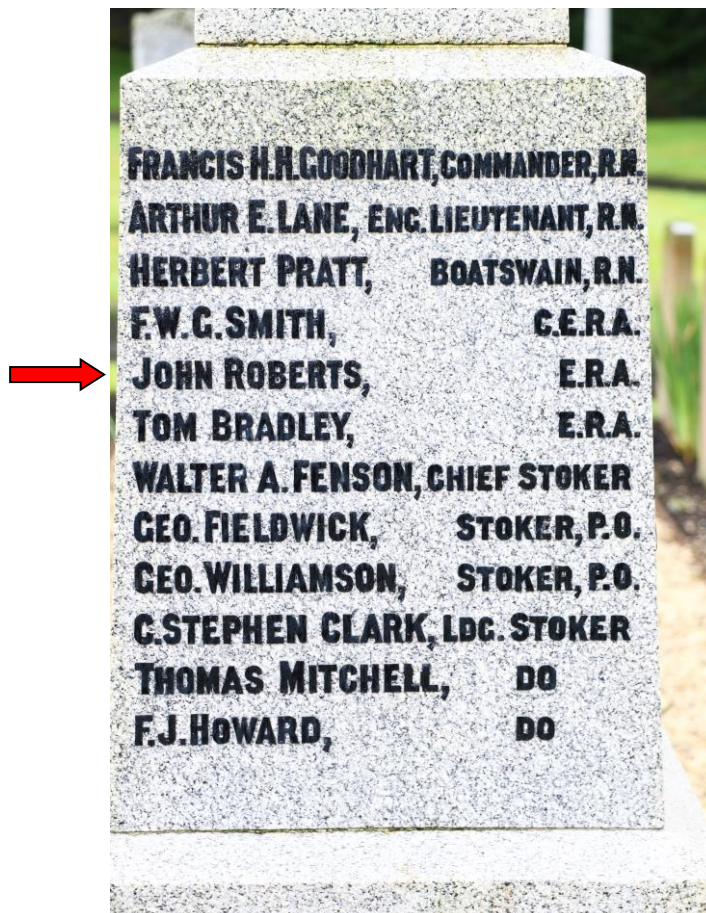
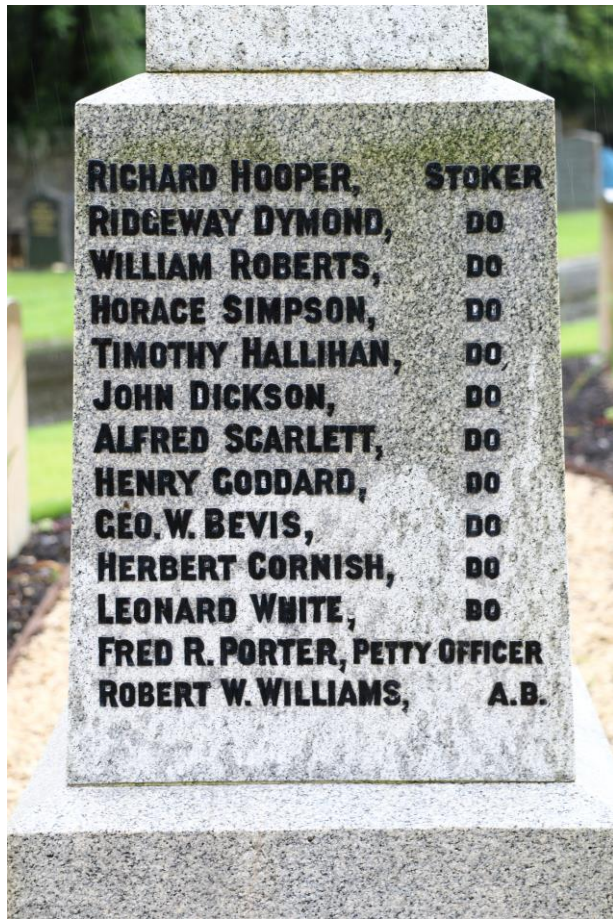


Faslane Cemetery (Photos courtesy of Martin Briscoe)









Submarine K13

Officer Casualties:

Commander Francis Herbert Heavingingham Goodhart

Lieutenant (E) Arthur Ernest Lane

Bosun Herbert Pratt

Rating Casualties:

PO Frederick Raymond Porter, DSM 171745

AB Robert William Williams J3706

CERA Frederick William George Smith 270355

ERA 3rd Class Tom Bradley 272472

ERA 2nd Class John Arthur Roberts 1629/EA

Chief Stoker Walter Abraham Fensom 297570 (Ch)

SPO George William Fieldwick 301111

SPO George Jenkins Williamson 229331

L/Sto Thomas Mitchell 302275

AL/Sto Stephen Clutson Clark K5824

L/Sto Frederick James Howard K9207

Sto George William Bevis K8719

Sto Herbert Cornish K9219

Sto John Dickinson K11895 (Po)

Sto Ridgeway Dymond K14330

Sto Henry Charles Goddard K20432

Sto Timothy Hallihan K12408

Sto Richard Hooper O/N K9871

Sto William Lovell Roberts K1715 (Dev)

Sto Alfred Scarlett O/N K/12902

Sto Horace Simpson O/N K4303 (Dev)

Sto Leonard White O/N K15229

Civilian Casualties:

Frederick Stephen Hole Admiralty Overseers Assistant

John P Steel Fairfield, Engine Department

William Chalmers Smith Fairfield, Engine Department

William John Lewis Fairfield, Engine Department

William Alfred Strachan Fairfield, Engine Department

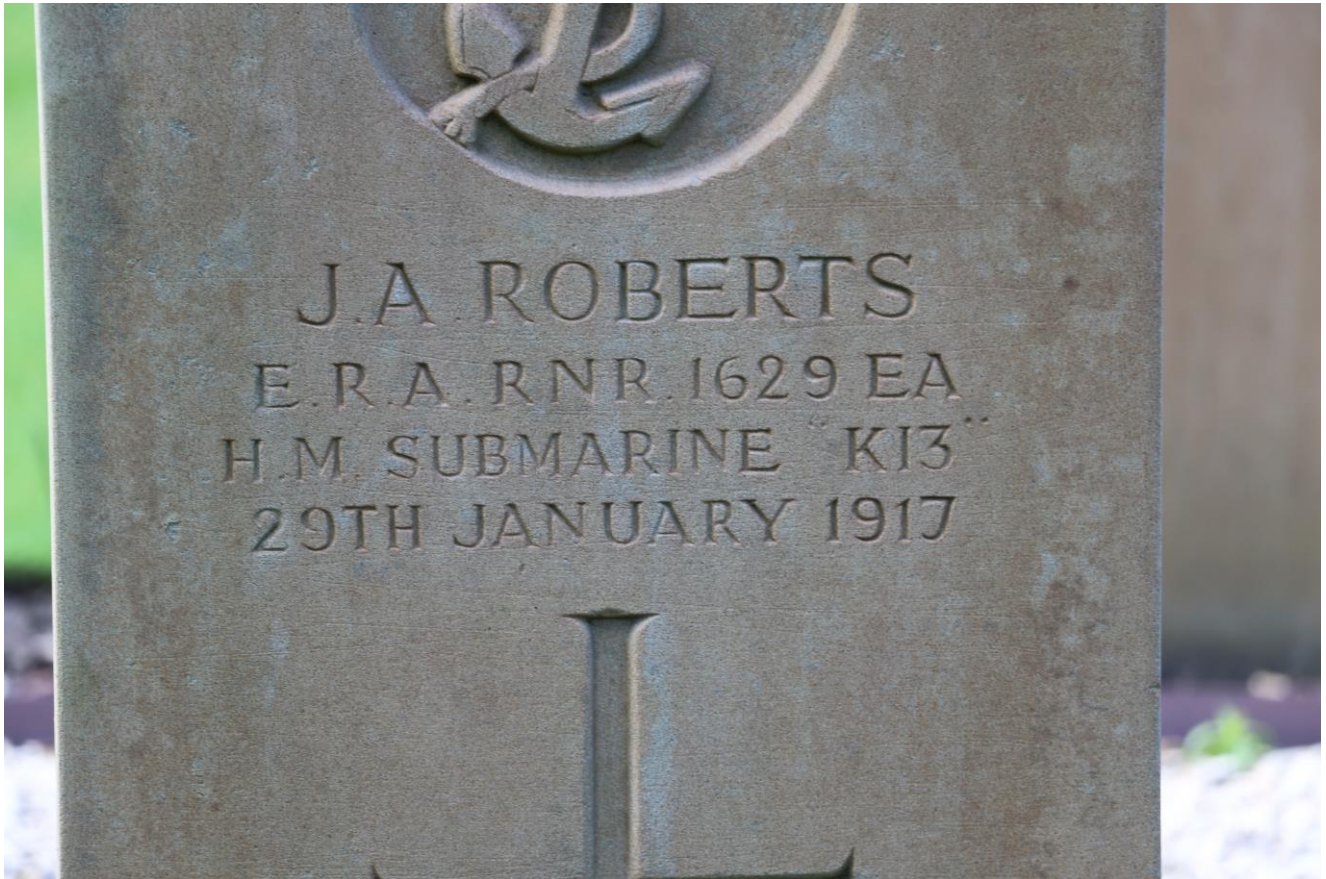
James Kirk Fairfield, Engine Department

Frank Thomas Neate Fairfield, Foreman Electrician

Photo of Engine Room Artificer J. A. Roberts' Commonwealth War Graves Commission Headstone in Faslane Cemetery, Dunbartonshire, Scotland.



(Photos courtesy of Martin Briscoe)



K 13 Memorial, Carlingford, Sydney, NSW, Australia

A memorial to the *K13* disaster was erected in Carlingford, New South Wales, Australia, paid for by the widow of Charles Freestone, a leading telegraphist on *K13* who survived the accident to later emigrate and prosper in Australia. The memorial was unveiled on 10 September 1961 and has the inscription "This memorial has been created in memory of those officers and men of the Commonwealth who gave their lives in submarines while serving the cause of freedom." Set inside a pool of water surrounded by stone, it is composed of large white letters saying "*K13*". It is called the "*K13*" Memorial in particular memory of those lost in HM Submarine *K13*.



K 13 Memorial, Carlingford, Sydney (Photo from Register of War Memorials in NSW)



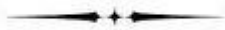
K13 Memorial, Carlingford, NSW, Australia (Photo by Mobasser Ahsan)



During 1961, Mrs. M Freestone the widow of Charles, survivor of HMS *K13*, paid for the building of a memorial in commemoration of those who have lost their lives in *K13* and other submarines. Born in Chelmsford, Essex in 1896, he volunteered for Submarine service in the Royal Navy during the First World War and was a Leading Telegraphist on *K13*. Subsequently he was transferred at his own request to HMA Submarines *J3* and, later, *J4* and at the end of his service in the RAN he remained in Australia. He was greatly attached to the Parramatta district where he achieved outstanding success as a manufacturer, employer and investor. This district reminded him of Chelmsford; both located on a river with large industrial zones and pleasant rural areas surrounding them. He set aside part of his subdivision in Pennant Hills Road, Carlingford in 1956 to be named the "*K13 Memorial Park*". Without seeing the Memorial commenced Charles died in May 1958. His health was impaired by pneumonia and by long drawn out and exhausting battle with the authorities to have his "Greenacres" property released from the Green Belt and recognised as residential area. His wife then courageously took up her husband's dream. An architect was employed and while keeping in mind Charles' idea of using "good solid Australian stone as used by the pioneers" to embody a seascape motif with the letters "*K13*" prominently displayed, a plan was finally submitted to the council which was adopted in March 1961.

Rear Admiral H.A. Showers CBE RAN (Rtd) conducted the service commemorating the unveiling and dedication of the K13 Memorial to all Commonwealth submariners on Sunday, 10 September 1961, in the presence of Mrs. M. F. Freestone. Subsequently the Fourth Submarine Squadron of the Royal Navy and later RAN held Squadron Divisions at the Memorial each year, which included presentations of awards and wreath laying ceremony. The inscription on the memorial reads: "*This memorial has been created in memory of those officers and men of the Commonwealth who gave their lives in submarines while serving the cause of freedom. It is called the "K13" memorial in particular memory of those lost in HM Submarine K13.*"

(Cited from: <http://www.militarian.com/threads/k13.6960/>)



Ceremony remembers 32 deaths in WW1 Faslane sub sinking

By Reevel Alderson (BBC Scotland's social affairs correspondent)

A ceremony has been held at Faslane on the Gareloch to mark the centenary of a tragedy in which 32 men died when the engine room was flooded during a dive.



Colours lowered at the Faslane Cemetery Commemoration

The incident was one of the first successful submarine rescues - after a further 48 men onboard were saved.

The vessel, *K13*, was taking part in its final sea trials when seawater entered its engine room, causing an explosion.

Among those who died were workers from Fairfields shipyard in Govan, which had built the vessel.

A total of 80 men were onboard *K13* as it prepared for a final dive.

Although the manoeuvre began well, the captain, Lt Cmdr Godfrey Herbert was unable to settle the vessel on an even trim, and at a depth of 20ft (6m) the boiler room reported that the compartment was flooding.

K13 eventually settled on the bottom of the loch, 50ft (16m) below the surface.

The torpedo room was completely flooded and 31 men in the engine room were drowned.

An Admiralty Inquiry later heard from divers who reported finding four 37in (94cm) ventilators over the boiler room open, indicators in the boiler room set open and the engine-room hatch undone.



Cdr Francis Goodhart, who was an observer on the vessel in preparation for his own submarine's completion, volunteered to attempt to escape to the surface to organise a rescue.

But as he left the conning tower, he was blown by high-pressure air against the super-structure, and killed, leaving Lt Cdr Herbert to raise the alarm.

Cdr Goodhart was posthumously awarded the Albert Medal in Gold For Gallantry in Saving Life at Sea.

But it took a total of 57 hours before an airline could be attached to the sunken vessel, giving the survivors vital oxygen, and allowing the submarine's bow to be raised.

Rescuers then cut a hole in the hull to allow the remaining 48 men onboard to be freed.

Sunday's ceremony was organised by the Submariners' Association (SA). It is held every year at Faslane Cemetery which is maintained by the Commonwealth War Graves Commission (CWGC).

'Major achievement'

SA chairman Jim McMaster said it was important to remember both the dead and the skill of those who carried out a successful rescue.

He said: "It is right and proper that we remember those who have gone before us, the brave men who earned the reputation we enjoy today.

"It is natural that we commemorate those 32 unfortunate men who died in this accident but we should not lose sight of the fact that this was also a very successful submarine rescue for 48 men.

"Even by today's standard, this is a major achievement."

K13 was raised from the Gareloch in March 1917 and returned to service seven months later as HMS *K22*.

Since the tragedy, no Royal Navy vessel has borne the number 13.

Colin Kerr, director of external relations for CWGC, said: "CWGC has looked after the graves of the men of the *K13* for a hundred years. This is what we do.

"It is very important to us that attention is still paid to these men and that their graves are visited and their lives remembered."

March to grave

During the ceremony, submariners past and present paid their respects, along with relatives of some of those who died.

It ended with a march to the grave of Cdr Goodhart.

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Rear Adm John Weale, head of the UK's Submarine Service, said: "The men who perished in *K13* were, in many respects, pioneers who pushed the boundaries to gain an operational advantage over potential adversaries.

"Today's submariners recognise that the submarines they operate are not only safer, but also more effective, because we have learned from the experience of our predecessors.

"In this respect, the special bravery, ethos and comradeship of submariners and the submarine service endures."

Although, following the *K13* disaster, there was pressure on the Royal Navy not to give any further vessel the 'unlucky' number at least one more submarine did go to sea bearing number 13.

Retired submariner Mo Morrison told BBC News: "HMS submarine *Osiris* had the pennant number *S13* and we had a tradition of diving on Friday the 13th at 1313 down to 130 ft where we would remain for 13 minutes before surfacing."

(BBC News – 29 January, 2017)

***Feb 2020 - I do a daily "Died on this date" on my Facebook page [WW1 Australian War Graves in England/UK](#) & also on Twitter [Australian WW1 Wargraves in UK](#).

My "Died on this date" for 29th January was the story of Engine Room Artificer John Arthur Roberts which I had also shared to the [CWGC Volunteers and Supporters of Scotland](#) Facebook page.

One of the members of that Facebook page – John Bradley offered to travel to Faslane Cemetery, Scotland to clean the headstone & here is the result of his hard work – thank you John a job well done & appreciated by Australia !!





Newly cleaned headstone by John Bradley of Engine Room Artificer John Arthur Roberts
(February, 2020 – photos courtesy of John Bradley)

