



SUBMARINERS ASSOCIATION BARROW-IN-FURNESS BRANCH NEWS LETTER



THE SEPTEMBER WORD



It is Bank Holiday Monday and it looks like rain (well that's nothing unusual, ordinary I hear you say) having spent the

last couple of hours sitting at my computer terminal attempting to find inspiration for my combined Chairman and Chaplains Dit for the September Newsletter. Try as I may nothing seemed to gel, so in desperation I typed into Google "Submarine Poetry", and to my surprise, discovered a whole raft of submarine verse. An American Submariner by the of John Chaffery who served out his career on SSN 639: SSN687: and a Lafayette Class SSBN 619 has penned quite a few interesting submarine related poems, if nothing else I felt that all submariners will have empathy with some or all of his poem "Soul of a Submariner" so I have included it as part of my contribution.

Due to the combination of a communication breakdown and my family commitments getting my head around reflective thoughts for August was most certainly not top of my agenda. As a result I was too late to meet the deadline and for that I can only apologize. August reports are always difficult to write no matter what organisation you are working with; members are either away on holiday or planning their next trip on a white man's silver bird, and their thoughts are naturally in other places. It does give me pleasure to report that our membership is continuing to grow, that the Bar-Be-Que was another good evening: so may I say well done to all of the members who contributed to making the evening such a success. I personally felt that the volume control on the entertainer's microphone was a

little on the heavy side, that I felt made conversation difficult. (It could of course be a symptom of me being Grumpy Old Man). I want to congratulate our two members Colin Hutchinson and Bob Palmer who now have new Grandchildren to visit and buy presents for. Writing about grandchildren reminds me of a humorous tale of a young lad who was given two separate ten pence coins, to take to Sunday school. One to buy sweets on the way home and the other to put on the collection plate. Skipping along the road he tripped and dropped the coins and one rolled down a nearby drain. The boy looked up to heaven and said sorry God there goes your ten pence. Regards until the next time Jonsey

Soul of a Submariner!!!

He cast his soul to the wind, and let his spirit free.
And his life was set on course, with a submarine decree.
Society had many rules, no way he would live by.
No commuting to an office, no wearing suit and tie.
No time to conform, no time for kids and wife.
The sea was to be his home, the service was his life.
If only he could tell, of the sights that he had seen.
Of the seas that he had sailed, on that fine old submarine.
But his tales will go untold, because of history past.
Of lessons paid in blood, the "Silent Service" it was cast.
Though the days drift into years, the memories do not fade.
Of good boats and tough missions, and the sacrifices made.
Of Silver Dolphins and great shipmates, and moonless dark sea nights.
Of travel to exotic lands, and many bewildering sites.
O' to hear the claxon sound, his friends they do not know.
He prays to once again, go where Submariners go.
Each year he grows more restless,

the salt flows through his veins.
But the depths are for the young, not the old with many pains.
His heart beats with a fever, his mind drifts to the sea.
He knows the taste of liberty, and what it costs to be free.
He will hear the vents no longer, he will go to sea no more.
For his final set of orders, has cast his soul ashore.

By John Chaffey
SSN639, SSN687, SSBN619

A Superb target

THE image is a bit blurry but the lines are unmistakable. This is the



Navy's newest weapon... as seen from her oldest.

As destroyer HMS Daring merrily ploughed through Scottish waters on sea trials, she passed through the sights of HMS Superb, the 'grande dame' of the Silent Service at 31 years of age. After seven months out of action undergoing an overhaul, Superb was keen to prove herself to the team from the Flag Officer Sea Training. And so it was that she 'came across' the Type 45 destroyer on her maiden voyage. Daring may be the centre of attention in the maritime world presently, but that doesn't mean a venerable lady cannot teach her a thing or two. "It just goes to show that Superb still has what it takes," said Commanding Officer Cdr Steve Drysdale. "She's got plenty of life in her yet and the crew really pulled together to ensure the success of our operational sea training.

"I am proud of the professionalism, team spirit and camaraderie displayed during the rigours of work-up, which obviously concluded with this very satisfactory outcome." The hunter killer, based at HMNB Clyde, received improved weapons systems and communications kit while out of action.

Social Scene



Firstly I have a couple of apologies to make, I had to cancel the quiz night on 14th August due to something coming up with the family which was unavoidable and secondly I am the guilty party who had the Rum barrel for the last meeting, in all the excitement of being a Grandad I forgot to take it back to the Harbour, I will add a bottle of Rum to the others for the passing of the Tot to wet the babies head, at the September meeting!! John Houlding has informed me of some up coming invitations that we have received firstly:

Sods Opera

The Morecambe branch has invited us to join them at a "sods opera" on Friday 21st September. A social evening at the Borough Pub Dalton Square Morecambe. Includes a 3 course meal, a special re-enactment of a naval incident followed by a lot of singing of old and memorable songs. Ladies welcome. Interested contact John Houlding: See Attached Menu.

Social Evening Central Lancashire branch

An evening of Dit Spinning, Lamp Swinging and General Enjoyment at the RAFA Club Leyland on Friday 6th October 2007 from 2000. The evening will include a buffet, Raffle and Quiz. A list will be passed round at the September meeting but if you are interested please contact Colin or one of the Committee ASAP as we have an invitation for seven couples initially.

Manchester for the German Christmas Market

The Manchester branch has extended an invitation to join them during the Christmas Market a social programme will be provided soon, I will be in touch with Derek Jacobs and I will keep you all informed so watch this space.

I will try to re organize the Quiz night for October 9th at the Harbour. No news yet on Trafalgar

night, which is organized by the SCC when I get details I will pass them on.

Ladies night

Friday 9th November Lisdoonie Hotel, Ticket request form and proposed menu attached, the cost will be £26.00 per head, please complete early and definitely before 1st November when the list will close. If you have preferences on table places and any special dietary requirements please let me know.

One small request if you do put your name down for tickets and find out that you cannot make it please let me know as soon as possible, it can play havoc with ordering catering if people are expected and then don't show. I will be away on holiday for the September meeting; if you have any queries please contact one of the committee.

Colin Hutchinson
Social Secretary

Submarine Ahoy

We were as the saying goes, ambling along (in the car of course) a country road in the west of Ireland on a warm summers day, when all of a sudden, around the corner there was a bloke in what seemed to be a tin helmet trying to get out of the upper lid of a submarine. By now we were some fifty yards past, so emergency stop and hard astern followed by a Williamson turn brought us back to the apparition.



We were touring the west of Ireland and had arrived in the fishing village of Liscannor, County Clare, just a few miles south of the mighty Cliffs of Moher (Mohr) where the wild Atlantic Ocean comes face to face with the first point of Europe. The most pertinent question now was "what the hell is a bronze monument of a bloke climbing in/out of a submarine doing here?"

Quite clearly it related to the accredited designer of the modern submarine J.P. Holland.

We were unfortunately unable to pursue further information at the time but research on arriving back

in UK shows the following:

J.P Holland was the second son of the widowed J Holland, Senior who was the local coastguard in Liscannor Co Clare in the mid 19th century. JP Holland was academic and graduated through the Christian Brothers as a teacher in 1858 (age 17), whilst teaching in his first post in Co Cork he met Brother Dominic Burke a noted science teacher and became interested in what we today call fluid dynamics and started to experiment with small models of submarine boats on a pond in the school grounds.

Some four years later the American Civil War was well under way and Holland noted the use of iron-clad ships in the battles, he also noted the use of submarine type vessels in the battles.

This spurred him on to greater experiments. By 1874 Holland's family had emigrated to America and he forwent the taking of his final vows in the Christian Brotherhood. He followed the family to America and once again became a parochial teacher and immersed himself in the serious work of submarine design. By 1881 the launch took place of the first working submarine "Holland II" (don't know what happened to Holland I) he had produced a submersible craft which could propel itself through water under the surface and be under the full control of the crew. This submarine was also known as the "Fenian Ram" as it was financed by the Irish Fenian Brotherhood.

The Bronze sculpture in the village of Liscannor (outside the Cliffs of Moher Hotel) shows John P Holland emerging from the first fully commissioned submarine of the United States Navy, it was called Holland VI. The bronze sculpture was crafted and designed by local Clare sculptor Shane Gilmore (Dysart) and the piece was cast in the Connolly family foundry works Co Clare.

Within the Cliffs of Moher Hotel there is a specially themed Submarine bar, depicting drawings and photographs of John P Holland and his submarine vessel. If you are ever over in that direction make a point of going in for a wet you're bound to be sure of a warm Irish welcome.

(by Rick Rothwell)

Secretary's Dit



Have you had your Summer Holiday yet. If you have I hope you had a good time you never know you might have the makings of a story for the Newsletter particularly if you have some good photographs! If you're still waiting to go on holiday have a good time and then come back and 'spin the dits' or 'bore us rigid' on how good it was or how it all went wrong you know lost the bags at Heathrow again got caught up in the hurricane at Jamaica or Cancun couldn't get into the States as your name was the same as a terrorist like the little boy last week

Anyway I'm sure you will all come back fully refreshed and ready to battle through another year!

It's been a bit of a quiet month so far I'm glad to say. Apart from the Branch Meeting and the cancelled Quiz Night there hasn't been a lot to do.

We did have our Committee Meeting on the 21st but even that was a bit quiet with several Committee Members not able to make it. One unexpected bit was that after the Meeting the Committee members were asked to contribute some stories of what its like to be a submariner, why or how we joined the Navy, why we live in Barrow and the history of Barrow and the Shipyard etc. for a team making a documentary for a Project run by the National Youth Theatre. That was a bit of a turn up for the books but I think we managed to get a few plugs in for the Branch, the Association, Submariners and Barrow. Whether any of it sees the light of day (or the Cinema or the TV Screen) is another matter I expect we'll all end up on the cutting room floor.

Well at least we didn't have to go through the ordeal of the producer's casting couch! Jim McMaster the National Secretary has been sent a load of submarine or submarine related poems which, it is hoped, can be collated into a small book and published by the National Association.

The poems are very good some very serious and some amusing

and some a bit rude but a good selection overall. If you have any poems about submarines which you think would fit in maybe even one which you have written pass it on to me or Jim McMaster and we'll get it included.

Well what is on the horizon in the way of Branch Functions? Colin will give you all a run down of the Social Calendar in his Report and you will see that there is quite a selection of things to do and places to go. Lists will be going around at the Branch Meeting on the 4th September so get in quick and get your name down. Some events are for restricted numbers and you'll only kick yourself if you miss out!

Membership remains at a high level of 157 (the latest figure from Mick Mailey) and there are indications of a few more in the pipeline. One snag is that several members (well twenty!) are behind in paying their Membership for this year and three (!) haven't paid for last year! Mick has already had to send off your contributions of £5.00 (or £10.00 in some cases) to the National Treasurer so that's a bit of a hole in Branch Funds. I expect you all know who you are so dig down into the back pocket and get your £10.00 (or £20.00) to Mick as soon as possible.

You can pay up via any of the Committee Members or send it by post or bring it along to the next Branch Meeting! You could even make out a Bankers Standing Order then you wouldn't have to remember each year!

September brings the start of the season of Parades with the Battle of Britain Parade being the first. This year it's on Sunday 16th September and muster for the parade is in the Town Hall Square at 11.30 a.m. best be there about 10 to 15 minutes early if you can. There will also be the Parade at the Embankment Memorial in London on the Sunday before Remembrance Sunday (4th November) and then there will be the Remembrance Parade in Barrow on Sunday 11th November. Get these dates down in your Submariners Association diaries, brush down your blazers, polish up your shoes and your medals and we'll see you there!

We need replacements for Bill Cole and Alan Hoskins on the Committee and now Jeff Thomas has had to stand down for personal reasons at least for the present. So now we are looking for three Members to step forward so that

we don't overload the rest of the Committee

As I said before it's not an overly onerous job - your commitments are one Committee Meeting per month and the Branch Meeting and, of course it would be helpful if you could assist with organising some the various Branch functions. So come on step forward and volunteer for one of these Posts you'll be quite surprised how much you'll enjoy it especially the Monthly Committee Meeting when you can get out of the house and perhaps get a pint or two whilst doing the Branch business. Alan West is now 'Slops Representative' taking over the reins from Alan Hoskins but that is in addition to his other committee contributions.

Well that's my lot for this month over to the rest of the Committee for their contributions. See you all at the next Branch Meeting on Tuesday 4th September at the Harbour at the usual time of 2000.

House Keeping

Three men were sitting together bragging about how they had given their new wives duties to perform.

Terry had married a woman from America, and bragged that he had told his new wife to do all the dishes and house cleaning in the house. He said it took a couple of days but on the third day he came home to a clean house and all the dishes were cleaned and put away.

James had married a woman from Australia and he bragged that he had given his new wife orders to do all the cleaning, dishes and the cooking. He told them the first day he didn't see any results, but the next day it was better and by the third day his house was clean, the dishes done and there was a huge meal on the table.

The third man said the he had married a Yorkshire girl. He boasted that the duties he had ordered her to do were to keep the house cleaned, dishes washed, lawn mowed, laundry washed and hot meals on the table every day.

He said the first day he didn't see anything, the second day he didn't see anything, but by the third day most of the swelling had gone down and he could see a little bit out of his left eye. Enough to fix himself a bite to eat, load the dishwasher and call a landscaper.

HMS M2

ILL-FATED submarine HMS M2 will be remembered this autumn with a series of events marking the 75th anniversary of her loss.

The undersea leviathan was unique in the annals of the Silent Service: a seaplane-carrying submersible as the RN dabbled with different variants of submarines between the wars. M2 was originally built, like her sister M1, with a 12in gun; Washington Treaty limitations and the loss of M1 in the Channel caused the Admiralty to re-design the boat, replacing the gun with a small hangar to carry a seaplane.

It is the seaplane which caused M2's downfall in January 1932 during exercises in Lyme Bay.

Other vessels watched M2 dive, but the submarine never reappeared. Eight days later, divers found the wreck, with the hangar doors open.

The bodies of two crew, Leslie Gregory and Albert Jacobs, were recovered; 58 other men remain entombed in the wreck.

To mark the loss, the Nautical Archaeology Society, Silent Service and Fleet Air Arm are all planning events.

The NAS, which promotes the respectful, scientific study of wrecks around our coast, plans three days of dives on M2 with a mix of Service and civilian divers returning to the submarine to lay a White Ensign.

On November 22 there will be a talk on the boat and her aircraft at the Fleet Air Arm Museum in Yeovilton followed by an exhibition in January, and St Andrew's Church on Portland will host a commemorative service on December 9.

"For years, the M2 has been iconic dive – but we should never forget that the crew are still inside the boat. That means we should treat her with respect," explained Jane Maddocks, wreck protection officer for the British Sub-Aqua Club.

"I know that this boat is special and that submariners who dive her still feel an affinity with those inside the hull." M2 enjoys protected status – something the NAS team hope to reinforce through their commemorations. The society will also produce a Christmas card based on one sent 75 years ago by HMS M2 crew member Jack Lewis.

More details are available from Nautical Archaeology Society

Submarine H29

Part II

He also noticed No. 3 main ballast Kingston levers open.

Witness said to Aske, "You have not flooded three," and went off when Kemp came stumbling with the water through the bulkhead through the bulk-head door between the after crew space and the control room. He had just previously noticed water coming down the fore-hatch, and gave the order "Shut the fore-hatch." That could not be done. He remembered nothing clearly afterwards, except that he was carried forward by the rush of water to a position beneath the fore-hatch. His left foot, however, was held fast by something on the starboard side, and he subsequently became unconscious, and did not know how he got clear of the boat. When he regained consciousness, he found himself floating in the water.

The Coroner, Mr J Pearce, asked witness if, when he told Aske he was going to put in a drop of water, he intended to convey to Aske that that was an order for him to put water into No. 2 and No. 3 main ballasts. Witness replied in the negative.

The Coroner So that it really comes to this. The statement which you made to the Stoker Petty Officer was misconstrued by him to be an order? Yes. A Juror Who gave the order to open the valves? Nobody

Why did you not take action to have the hatches closed? – Owing to the draught being much less than normal, and also owing to the fact that engine trials were taking place.

Another Juror – But for the Chief Stoker misinterpreting your order this accident would not have

happened? – No.

Stoker Petty Officer George William Aske stated that, in the control room, the First Lieutenant said to him, "I want to trim down the boat a little. Put some water in 2 and 3 tanks."

The Officer then went on deck, and witness, taking that to be an order, started on No. 2 tank by first seeing that the vent was closed. He then opened the Kingston Valves, and proceeded to the vent and opened it.

The next order he got was from the First Lieutenant, which was to "Shut off," but witness was in the act of shutting off at the time, as he knew the tank was full. He then proceeded to put some water into No. 3 tank. He slightly opened the vent valve of No. 3, and stood by for two or three seconds, when he saw a splash of water come over the engine room hatch. He immediately shut the vent, ran back to the control room, and put on the "blow" to No. 3, and stood by it until the majority of the men below had got up, either through the conning tower hatch or the fore-hatch.

The water was coming in from both fore and aft from the control room, and witness got up through the conning tower, being the last to leave the bridge. It all happened in about two minutes. The First Lieutenant generally told him why they were trimming, but, on this occasion he did not do so.

The Coroner – Were you surprised at having to submerge without being told the reason? – No. If you had been told you were to submerge for the purpose of firing torpedo tubes only, how much water would you have let into the tanks? – Not a great deal. Not as much as was let in? – No.

Was what was said to you by the First Lieutenant taken by you to be an order? – Yes.

Lieut. Commander J H McNair, senior submarine officer in the Devonport Flotilla, said there was nothing wrong in the order being given for the hatches to open while the boat was being put into normal trim. He knew of no Admiralty regulation ordering the hatches to be closed if any water were being put in the tanks. The accident, he said, in reply to a Juror, was undoubtedly caused through the flooding of the ballast to such an extent to bring the hatch under the water. He did not know how that happened, however.

A Juror – In other words, someone has blundered, and we have to find out who.

Witness – Either blundered or misunderstood.

There was a mistake somewhere.

The Coroner – It all tends to show that an order should be

definitely and clearly given, and definitely and clearly understood. Witness – It should, of course.

Medical evidence having been given, the Coroner, in summing up, said it was a question as to whether or not a definite order was given to submerge the ship by filling the tanks. He was convinced the Stoker Petty Officer thought the Lieutenant said, "Put water in the tanks." If the order had been more definitely clear, and more clearly understood, that accident would not have happened. He did not see how they could attribute particular blame to anyone. It was a mistake to which all were liable – to misconstrue what had been said. In future all orders should be very definitely given and understood, especially on board a submarine.

The jury returned the above stated verdict

THE COURT'S MARTIAL

SUBMARINE RISKS

OFFICER CENSURED

THE SINKING OF H29

(From 'The Scotsman', 15th September 1926)

The circumstances attending the sinking of Submarine H29 at Devonport Dockyard on August 9th, when six lives were lost, were given in evidence yesterday at Courts-martial held in the RN Barracks. Captain Neil O'Neill, of the IMPREGNABLE, presided over the Court, at which Lieut. Malcolm Wevell, second in command of the submarine, was charged with hazarding the vessel. He pleaded not guilty.

The circumstantial letter read by the Deputy Judge Advocate stated that it was the intention of Lieut. F H E Skryme, the Commanding Officer of H29, to fire water shots from the torpedo tubes on completion of the refit, and, on Lieut. Wevell's application, Lieut. Skryme verbally approved these water shots being carried out. In order to carry out the tests, it was necessary to trim the vessel down by the bow about nine inches.

Lieut. Skryme, in evidence, said that water shots consisted of dummy shots being fired through the tubes full of water, instead of with torpedoes in them. Lieut. Wevell said that he was going to fire the water shots and was going to trim the vessel.

The Witness approved the trials. The upper deck hatches should have been closed during the operation. The accused said nothing about what tanks he proposed to flood before the operation. The cause of the sinking was the trim of the vessel becoming so low that water entered through the after hatch. This filled the boat until the after hatch went under, and then water entered through the foremost hatch.

Replying to the Court, Lieut. Skryme said that if Lieut. Wevell had reported that he intended to use the main tanks instead of the auxiliary tanks, he would have made sure that there was a good reason for it, and if there was one, he would have taken proper precautions.

Engine Room Artificer Pearson stated that when water came down the engine room hatch he went forward and saw Lieut. Wevell coming down. "I realised the boat was sinking, and I went into the control room and found two or three men going up the control room ladder and I went up with them" said witness.

TOO LOW IN THE WATER

Stoker Petty Officer George William Aske stated that he was in charge of the tanks, as regards trimming operations. On August 9th trimming operations started about two o'clock.

The hatches were open. The accused said to him: "I want to trim down the boat a little. Put some water in 2 and 3 main," and then went on deck.

The witness described how he began to flood No. 2 main ballast and continued to carry out the order to put water into the two tanks. He stated that while standing by No. 3 tank he saw a

splash of water coming over the combing of the engine hatch. He immediately knew that they were too low in the water and shut off the vent in the tank and ran back to the control room, and, putting the blow to No. 3 tank, he stood by it until quite a few people came forward. Several went through the conning tower hatch and he afterwards followed.

Asked for the defence if he heard an order by Lieut. Wevell to stop flooding, the witness said he had an order to shut off while he was in the act of doing so at No. 2 tank. The witness did not remember Lieut. Wevell asking if the vent was shut. He received no further order after the order to shut off. Lieut. Wevell said to him afterwards, "You have not flooded No. 3," and the witness replied, "Yes, I was carrying out your order."

Lieut.-Commander Claude Barrington Barry, HMS MAIDSTONE, expressed the opinion that in the operation of trimming a submarine the main tanks could not be safely used with the hatches open.

In reply to the Court, the witness said that to the best of his knowledge there were no definite written orders prohibiting the flooding of main tanks with the hatches open.

The President – Is there no official book of any sort giving the procedure for flooding? – I know of none.

The prosecutions case was closed.

Continued next Month



Late Social Scene News

I have received details of the Trafalgar ball at the Lisdoonie on Friday 19th October, cost £25 per head, this is organized by the Sea Cadets and bookings can be made on 473554 or 838533 or contact me after 17th September.

Colin

In Living memory

BBC TELEVISION TELLS THE STORIES BEHIND THE ARMED FORCES MEMORIAL

October 2007 will see the inauguration of the first national memorial to members of our Armed Forces killed on duty since the end of the Second World War. Currently under construction at the National Memorial Arboretum in Staffordshire, this striking monument, designed by architect Liam O'Connor, will be engraved with the names of more than 15,000 Servicemen and women. Traditional 'war memorials' only remember those killed in conflict. The Armed Forces Memorial will reflect the wide range of circumstances in which troops have lost their lives while serving their country in the last 60 years whether in action, during training at home and overseas, while supporting peacekeeping and aid missions, or as a result of terrorist action. To commemorate the creation of this historic monument, BBC ONE will be airing an hour-long documentary in November, charting the construction process and exploring some of the personal stories of the individuals it remembers.

Ladies and Gentlemen

I am pleased to be able to tell you that the Sidon story is one of those selected to be included in the planned BBC1 programme.

Filming at Portland has been completed I am informed by the TV Crew and it is planned that the programme will be transmitted on

the 4th November 2007.

Reef TV (the programmes makers) have asked me to include their thanks to all of those who have come forward with their stories and ideas. Included in that is Portland Port for giving access to the Port at very short notice.

I believe that Jill Dash (Surg.Lt Rhodes Daughter) and Brian Simpson (Sidon crew) were among those interviewed.

For those who haven't yet seen details of the Memorial they can be found here:-

www.forcesmemorial.org.uk/

A long overdue recognition for those who made the ultimate sacrifice

Brian Hodder

HMS Tireless Reunion

I am (with Budgie Burgess) arranging the 2nd Tireless Build Crew re-union this year, many of whom are living and working in the Barrow area, Ben Britten, Dusty Millar, Pete Dismore etc, still looking for more to join us, so if you know of any Ex Tireless Build Crew - 1982 - 1985 get them to contact me by email:

roly@lock114.fsnet.co.uk

or by phone on 01179133168.

The re-union will take place over the weekend of the 19 - 21 Oct 07 at The Royal Hotel, Crewe.

Regards

Jan Lock

German Sub U-534

Dear Friends

You all know how interested in submarines I am - and I know that most of you are, too!!! Here in England we have a WW2 German U-Boat, U-534. She was raised from the sea-bed, and until 2005 you could visit her at Birkenhead

I think some of you have. The Museum at Birkenhead has closed, and U-534 is going to be moved to Birmingham. There, she is going to be exhibited in three pieces.

This is vandalism. If you have visited this submarine, you will know what an amazing experience it is. U-534 must be kept intact. Please will you sign a petition to stop the U-boat being cut up?

If you are British, you are allowed to sign both petitions. If you are not, please sign the second petition. And please pass this information to any friends who are interested in submarines or, like many of you, served in them.

1) Petition to British Government (this can only be signed if you are British)

<http://petitions.pm.gov.uk/u534saveoursub/>

2) Global petition: anyone can sign it:

<http://www.gopetition.com/petitions/save-and-preserve-the-historic-ww2-u-534-u-boat.html>

You can read more about this on the link on the home page of www.uboat.net

Many thanks
Best wishes

Jean Hood

Golf Balls

A man entered the bus with both of his front pockets full of golf balls and sat down next to a beautiful (you guessed it) blond.

The puzzled blond kept looking at him and his bulging pockets. Finally, after many such glances from her, he said, "Its golf balls.."

Nevertheless, the blond continued to look at him for a very long time deeply thinking about what he had said. After several minutes, not being able to contain her curiosity any longer, she asked, "Does it hurt as much as tennis elbow?"

**NIGHT LIFE ON P63
H.M.S/M UNSWERVING**

Miles at sea, beneath the deep
We immerse our weary way
A constant watch, we have to
keep
Throughout the Night and Day
A periscope breaks through the
foam
To scan the silvery sea
In case a ship should chance to
roam
Manned by the enemy
Dived all day, the air gets thin
And breathing is so cruel
Some thirty men encased within
Awaiting its renewal

The welcome night descends at
last
And Spreads its protective cloak
The weary hours of Day are past
Without a single smoke
We break the surface with a rush
The hatch is opened wide
All is quiet, the night is hush
But for the lapping tide
Oh! what a change - this air so
sweet -
A chance to smoke at will
The rhythm that the engines beat
Throughout the night - so still
The stars shine bright far up
above

A refreshing breeze doth blow
The sort of night that we all love
When Natures - beauties show
But very soon the sun will rise
And set the Heavens aglow
Another dawn breaks through the
skies
So it's time to go below
Bows down she slides beneath
the foam
To start another day
But soon those bows she'll turn
HOME
"UNSWERVING" - on her way
BY BILL PRYOTHERDS
["BOATS" 1941-1952]

The names of those members reported in August to have 'Crossed the Bar'

Northants Branch

August 2007

**R J Woodfield
Leading Cook
P/MX 793775**

Aged 79

**Submarine service 1945-1948
Telemachus, Sceptre(1)
and Solent**

Lord These Departed shipmates
with Dolphins on their chest are
part of an outfit known as the
best. Make them welcome and
take them by the hand you'll find
without doubt they are the best in
the land. So heavenly father add
their names to the roll of our
departed shipmates still on patrol
let them know that we who
survive will always keep there
memories alive

Hull Branch

August 2007

**J A L McEwan
Able Seaman (ST)
Aged 83**

**Submarine service 1943-1946
Trasher
Trenchant**



Past President Essex Branch

12th August 2007

**Sir Iain L M McGeoch
KCB,DSC,DSO
Vice Admiral**

Aged 93

**Submarine Service 1937-1967
Clyde, H43(twice),Triumph
Urge,Ursula,Splendid,(P228)
Fosm 1965 to 1967**



Former Member MerseySide

August 2007

**James (Jimmy) Evans
Leading Seaman**

Submarine Service

In

Tiptoe & Talent



West Sussex Branch

August 2007

**R W S (Ron) Stonelake
Able Seaman (UW)
P/JX 330633**

Aged 83

**Submarine Service 1941-1946
Syrtris
&
Tantivy**



Scotland North East Branch

August 2007

**E J (Eric) Taylor
Able Seaman (HSD)
C/JX180566**

Aged 82

**Submarine Service 1948-1949
Sirdar, Seneschal & Trump**



Non Member

May 2007

Robert "Rob" Kirk

Electrical Artificer

**Submarine Service in Valiant
(1967) and other Boats**



Non Member

August 2007

**Robin "Lester or Piglet"
Piggot**

Petty Officer (UC2)

**Submarine Service in Otter
1981 to 1983
&
Other Boats**



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& Hon. Chaplain

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DISCLAIMER

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News Letter Contact Information

Do you have a story to tell or have information you feel should appear in the news letter then ring Ben Britten on 01229 820265 (evenings) or if you wish to send me an article please ring for postal address. or send your contribution by e-mail to:

Rwbritten1@msn.com

Constructive suggestions about the news letter are very welcome. The news letter will be published in the last week of each month IE last week of September for the October 2007 issue please try and have any information with me by the **15th of each month**. Thank you to everyone who contributed to this edition.



www.rnsubmus.co.uk



Members Birthdays September 2007

R. Watling	05/09
P. Dismore	06/09
R. Hayes	09/09
D. Oakes	09/09
G. Stevens	10/09
K. Myers	17/09
T. Wilson	23/09
F. Pretty	24/09
R. Fry	28/09



Pictures

The son of one of the Merseyside branch members is a professional photographer and he attended the Embankment Parade last November. He has provided a CD of the photo's he took and has waived the copy write providing they are used only by and for the Submariners Association.

They consist of about 260 photographs in 2 folders. They vary from photo's of the parade itself along with a lot taken prior to and after the parade itself. I have copied these onto a CD with a case and am selling for £3 each including P&P which is really just to recover costs. It works out at just over 1p per photo and even if there are only say 3 photo's of interest to you they are still only £1 each. Got to be a bargain. If you want one (or more) send a cheque made out to the "Submariners Association" to Dave Barlow, 84 Holbeck Park Ave, Barrow-in-Furness, Cumbria, LA13 0SB. Don't forget to include your own name and address

. Yes, it has happened before.

The Summer Get Together
This will be at the Borough Pub in Lancaster (Dalton Square)
21st Sept. 1900 for 1930.
Dinner Menu

Homemade soup of the day made with fresh locally sourced seasonal vegetables and served with a delicious chunk of freshly baked bread

~

Bruschetta - Marinated red onion, garlic, fresh basil & chilli served with mixed leaves and balsamic drizzle

~

Leek & Goats Cheese tart served with beetroot dressing

~

Homemade Chicken Liver pate served with melba toast and locally grown fruit chutney

~

Chargrilled Vegetables with rocket & sun blush tomatoes served with Mrs Kirkhams Lancashire Cheese toasts

~

Homemade Salmon Fishcakes served with Tartar Sauce and a Mixed Leaf Salad

~

Cumberland Sausage Ring or Vegetarian Sausages served on creamy mash with a rich thyme gravy & crispy onions

~

Free Range Chicken Breast with sautéed potatoes & a wild mushroom, spinach and red wine sauce

A selection of homemade desserts
£17 per person or £22 with ½ bottle of wine