



SUBMARINERS ASSOCIATION BARROW-IN-FURNESS BRANCH NEWS LETTER



THE MARCH WORD



IT was my intention to meet the 15th of February deadline for newsletter articles to be sent to Ben Britten our ever patient Editor. Having had the opportunity to get away for a few days that date came and went, so my aim today Friday 22nd is to get something to Ben before the end of the working day, unfortunately that moment has come and gone, and it is now Monday morning of the 25th and I am still grappling to find appropriate words. Reflecting on last Tuesday when our last Committee Meeting was a little rushed because the Harbour was frenetic, our meeting was in the poolroom, there was a major football match on the television in the other bar so it was full and noisy, and would you believe it or not, unbeknown to us there was a scheduled Pool Match at 2015hrs, so Barrie did very well to truncate the meeting to suit the time constraints. However it does underpin the problems we are now encountering. What with The Harbour enjoying a good following, and our membership ever growing we have reached that point, excuse the obvious pun, that we are now trying "to squeeze a quart into a pint pot", so a move to the British Legion begins to look favourable. This is why it has been decided to hold our Annual General Meeting at the Holker Street Legion; this will allow our members to check out the legion's facilities for themselves. If such a move were to take place, not only do we need a

mandate from the membership, but also there are still a few i's to cross and t's to dot, that the Committee are currently engaged with. Ever since getting involved with the Submarine Heritage Centre I find myself routing through charity shops and flea markets for any submarine memorabilia and books that may be of use. Whilst in Hebden Bridge a couple of weekend ago I came across the following book. It is a fascinating eight hundred-page book that charter's the ascendancy of the U-Boats during the period 1939 – 1942; it is reputed to be the definitive account of those years. Should any member wish read the book then you are more than welcome to borrow it.



Came across this joke when I went looking for a light hearted Chaplain's contribution for the newsletter. After you have read it you will probably tell me not to give up my day job! but here goes anyway.

A panda walks into a restaurant, sits down and orders a sandwich. He eats the sandwich, pulls out a gun and shoots the waiter. As the panda stands up to go, the manager shouts, "Hey! Where are you going? You just shot my waiter and you didn't pay for your sandwich!" The panda yells back at the manager, "Hey man, I'm a PANDA! Look it up in the dictionary!" The manager opens his dictionary and sees the following definition for panda: "A tree dwelling marsupial of Asian origin, characterized by distinct black and white coloring. Eats shoots and leaves."

Regards Jonsey



BRITAIN'S ultimate weapon is receiving beefed-up protection when it is most vulnerable.

Royal Marine Commandos now escort each strategic missile submarine in and out of its home base by day and night.

The new mission has been introduced to shepherd Vanguard class boats when they are on the surface chiefly in the Firth of Clyde and Gareloch.

Historically, police launches and boats have escorted the 'bombers' in and out of Faslane.

But Whitehall deemed additional protection for Britain's most important military assets was appropriate.

Now, Royal Marines of the Fleet Protection Group in heavily-armed ORC fast raiding craft draw a cordon around the submarines, aided by the police in their launches, and tugs from Faslane to help the 16,000-ton leviathans manoeuvre.

"We are there specifically to ward off an armed attack not to ward off a protest," explained Lt Col Mark Maddick, FPGRM's Second-in-Command.

"With the police escort, police RIBs, tugs and our ORCs, people tend to stay way.

Social Scene



The list has now been issued for the 45th Anniversary dinner to be held at the Lisdoonie hotel on 26th April 2008. Due to a cancellation of the first entertainers I booked, I have now booked Midnight Express who normally entertain us at the Ladies night dinner. To date I have only 43 names on the list, I know it fills up closer to the date but I really would like numbers early this time, it makes the planning so much easier. Cost is £26:00 per head and will be partly subsidised by the branch to keep the cost down. Menu is a five course meal with roast beef or Chicken in a white wine and Mushroom cream sauce, with wine and Port. This is an important event in the branch social calendar and celebrates 45 years of our organization. I have attached an application form for tickets to this newsletter, please fill it in and return to me by 1st April if you would like to be on a table with your friends please let me know.

A few of us are looking forward to visiting Ray Bruchez in Crewe for a get together in April with Shep Wooley entertaining us, no doubt there will be a full report after the event!!

I attended a Brewery trip to Jennings with my work in Cocker mouth the other week and it was a cracking afternoon / evening and cost around £9.00 per head including food and what you can sample in about an hour and half. If there is interest I will try and arrange a trip for the branch but it will be limited numbers, watch this space.

I was going to organize a quiz night for sometime in March but because we are busy socially with the National conference I will move it to May or June in between the Annual dinner and BBQ on the 5th July.

I have commissioned some 45th Anniversary commemorative lapel badges which will be given to each paid up member, these

should be ready in a couple of weeks time.

Well that's it on the social scene for now, don't forget the 45th annual dinner I don't want you to be disappointed if all the places are taken.

Colin Hutchinson

Social Secretary

Hugh Richard Marrack

Hugh Marrack was born on 5th Jul 1888 and he joined the Royal Navy as a Cadet on 15th Jan 1903. He was promoted to Midshipman on 15th Jul 1904 and to Sub Lieutenant on 15th Oct 1907. Sub Lieutenant Hugh Marrack was appointed to HMS MERCURY at Portsmouth 'for Instruction in Submarine Boats' on 15th Aug 1908. He was appointed to HMS MERCURY 'for Submarines' on 1st Jan 1909. In August 1909 he was appointed to HMS BONAVENTURE at Queenstown 'for Submarines'.

He was promoted to Lieutenant on 30th Jun 1910. His first Submarine Command came on 26th Oct 1911 when he was appointed to HMS ONYX at Devonport 'for Submarine A9 in Command'. This was followed by an appointment to HMS VULCAN at Dundee 'for Submarine C19 in Command' to date 15th Aug 1912. He was still in command of Submarine C19 in December 1914 but now based on HMS FORTH at Devonport to date 1st Dec 1914. Submarine C19 was next transferred to HMS VULCAN at Leith to date 4th Feb 1915 (Nominal List).

Whilst based at Leith he took part in 'Q' Ship type operations whereby 'C' Class Submarines were towed by trawlers whilst dived to try and trap 'U-Boats'. On one occasion Hugh Marrack was in the Trawler TARANAKI - towing a dived Submarine - C27 (Lt Claude C Dobson). A 'U-Boat' was encountered but the Submarine was unable to get into a position to make a successful attack.

Submarine C19 was transferred with HMS VULCAN to a new base at Immingham on 10th Feb

1916 and was then further transferred to the Submarine Depot Ship HMS ARROGANT at Dover on 1st Jul 1916 (Nominal List). On 1st Dec 1916 (Nominal List) Hugh Marrack was appointed to HMS MAIDSTONE at Harwich 'for Submarine E51 in Command'. Hugh Marrack was married to Christine Banbury Pilkington (nee Hallett) at the Old Parish Church in Upper Dovercourt on 7th Jul 1917. Christine Pilkington was the widow of Lieutenant George Pilkington who died when Submarine C31 was lost on 7th Jan 1915.

Hugh Marrack was awarded the DSC - see the London Gazette of 17th Apr 1918 and he was promoted to Lieutenant Commander on 30th Jun 1918. In December 1918 he was still serving in HMS MAIDSTONE 'For Submarine E51 in Command'. On 11th Feb 1919 he was appointed to Fort Blockhouse 'for Command of Submarines' and, on 9th Aug 1920 he was appointed to HMS INCONSTANT at Rosyth 'for Submarine Duties' and, on 4th Jul 1921 he was appointed to HMS CONQUEST at Rosyth 'for Submarine M3 in Command' the third of the submarines fitted with a 12 inch gun! Submarine M3 and HMS CONQUEST were transferred to the 1st Submarine Flotilla at Chatham on 17th Feb 1922.

On 14th Apr 1923 he was appointed to HMS FERMOY (the Depot Ship of the Periscope School at Portland 'in Command'). He was promoted Commander on 30th Jun 1923. On 1st April 1927 he was loaned to the Royal Australian Navy 'for Submarine HMAS OXLEY in Command'. He had left HMAS OXLEY by 5th Sep 1928 and, on 26th Mar 1929 he was appointed to the Submarine Depot Ship HMS VULCAN at Portsmouth 'in Command and as Commander (S) Sixth Submarine Flotilla'. He was further promoted to Captain on 31st Dec 1930 and, on 1st Oct 1930 the Sixth Submarine Flotilla was transferred to the Submarine Depot Ship HMS TITANIA at Portsmouth. In July 1931 he was serving in the Submarine Depot Ship HMS MEDWAY 'in Command and as Captain (S) IV Submarine Flotilla' on the China

Station to which he had been appointed on 2nd Feb 1931. He was later appointed to HMS CARLISLE (6th Cruiser Squadron, Africa) 'in Command' to date 5th Sep 1934. It is understood that he served in HMS CARLISLE until 1937 returning home with the ship to 'pay off' into refit. He then served as the Commodore at Sheerness Dockyard until 1943 and is then understood to have been appointed to the Dockyard at Gibraltar serving there until the end of WWII.

Hugh Marrack died in the Royal Naval Hospital at Haslar on 12th Feb 1972.

Secretary's Dit



This Month sees the first of our Special Events for the 45th Anniversary Year in the 'National Council Conference' Weekend which we are hosting on the last weekend in March. Planning by John Houlding and his Sub Committee is progressing well and there has been a steady trickle of Branches letting us know about their Delegates and Observers and which events they wish to attend apart from the actual Conference that is!

There have been a number of late entries and a few changes in the Delegates and Observers and what their accommodation arrangements are over the weekend!

There are three Proposals and two Recommendations for the Branches to vote on this year which we will need to discuss and agree the Barrow Branch voting intentions at the March Branch Meeting.

There are also four Candidates for two posts on the National Committee we need to decide who we (as a Branch) wish to support. Details of the three Proposals, Recommendations and Candidates have been circulated with the February Branch Minutes but we will remind you at the March Meeting before you vote. The CVs of the Candidates will also be available to assist you in making your choice.

Some of you may find yourselves recorded for posterity at the Conference as the Team producing the DVD of the Submariners Association will be doing some filming at the Conference in the Town Hall and at other occasions during the weekend. This will be the last of the filming for the DVD then follows the editing and hopefully it (the DVD) will be available later in the year in time for the reunion.

Planning is also continuing for the other events arranged to celebrate the 45th Anniversary of the Barrow in Furness Branch on which falls on 14th May 2008. This seems to have come round very quickly and time is getting short to complete all the arrangements.

The '45th Anniversary Dinner Dance' is on the 26th April the nearest weekend we could arrange to the actual Anniversary Weekend without getting mixed up with Bank Holidays etc. As usual it's at the Lisdoonie. The Mayor has confirmed that he will be attending as a Guest and I am awaiting confirmation of our 'Special Guest of Honour'. Peter Lorking is also a guest as he is one of the Founder Members of the Branch. If you haven't bought your tickets yet for yourself, your good lady, your partner and your friends - then get in touch with Colin or any Committee Member as soon as possible.

We have the 'National Draw' which we are hosting and combining with our Annual Barbeque on the 7th of July. This will be at our usual Venue at the Vickerstown Institute and is being arranged by Colin, Brigham and a small Sub Committee. Details of the National Draw Tickets and Prizes will be available from the National Committee at the National Conference.

The Tickets will be distributed to the Branches via the National Committee (I will get the Barrow Branch Allocation at the Conference) and the Stubs will be returned to the Barrow Branch Committee to hold until the Draw takes place.

Then we will have the 'not so small task' of folding all the Tickets some assistance might be needed here!

As far as our share of the Tickets for the draw is concerned (as I announced at the February Branch Meeting) I intend to follow the

practice of the last few years in allocating £10.00 worth to each Member to sell and return the cash and the stubs to the Committee. Don't forget that one third of the proceeds of the Branch Ticket sales comes back to the Branch Funds - if we are allocated £1,600 worth to sell that means that funds can benefit by up to £533.00 if we sell all our Allocation!

Ron Hiseman and his 'Website' afficianodos have also arranging their Annual Reunion - the '08 08 08 Reunion' in Barrow on 8th August but Ron will let us know the full details and how many are coming later.

These events are our chance to show the National Committee and the Association as a whole what we can do at the Barrow Branch and the assistance of any Branch Member in giving us a hand will be welcomed just let any Member of the Committee know which event you can help out with. Various other events are coming soon- in the usual round of the year don't forget the St. George's Day Parade on Sunday 27th April usual routine meet up at the Harbour, nip down to the Town Hall Square to start the Parade, march up to St. Georges, Church Service and then back to the Engineers! All are welcome let's have a good turn out again! I will remind you all at both the March and the April Branch Meetings.

June will see the Festival of the Sea again no details as yet but watch this space as they say! Also in June Blackpool has been awarded the National Veterans Day Ceremonies for this year a whole host of events between 21st and 29th June for you to choose from.

We will be contacting the Blackpool SA to see what they are doing for it! More details to follow.

Now to the Branch business the Branch AGM this year is on Tuesday 1st April. Prior to the AGM you have the opportunity to raise and discuss issues that you think are important to the running of the Branch and to elect or re-elect various Members of the Committee but time is running out for you to let us know any proposals that you have for the better running of the Branch. Committee Members due for election this year are the Chairman, the extra Committee Members and our National Delegate for the 2009 National Council Conference John Hart is

of course our Delegate for 2008. Fancy yourself as the Chairman or as an extra Committee Member? Then put your name forward and don't forget to get yourself some one to 'Nominate' you and 'Second' you as well!

As we expect a larger than average meeting attendance for the Annual General Meeting we have booked the Concert Room at the RBL in Holker Street for the Annual General Meeting.

We know that the Harbour gets a bit crowded and noisy at times so to make sure that you all can hear all the Branch business and vote as necessary for any proposals and elections the Committee have decided on a change of venue for this occasion.

It is possible that we have some more new Members on the way John Oldfield from Little Urswick applied last month and I gave out a Form to a Mr W C Carr at the last meeting he only served briefly in submarines at the end of the last war and has wanted to join for some time but thought he wasn't entitled hopefully both of them can make it to the next Branch Meeting to catch up with every one.

As ever all new Members are very welcome is there anyone that you know who is entitled to join the SA but is not yet a Branch member? Remember that with 160 Members we have 160 recruiting sergeants! In our 45th Anniversary Year we should all be trying to increase Branch numbers so get out there spreading the word!

My usual reminder that if we are still sending you your Branch and National SA information (Meeting Minutes, Branch News Letters and the 'In Depth' quarterly News Letter) via the BAE system we would prefer to be able to send the stuff via your home PC.

We have given an undertaking to BAE that we will only send out data using their system prepared outside 'working hours' and that we should remind anyone still receiving information via a BAE Address that they should not download it during working hours. I have received more updates to your E Mail Addresses but, in sending out various items I still have a number of E Mail addresses which either don't work or which will not allow me to attach Newsletters, minutes etc. Please check your computer settings to make sure you can receive multiple address E Mails and large attachments. For Members who

have only given me your work 'E' Mail addresses (mainly people from the Yard) you are requested to advise me of your home 'E' Mail Addresses so we can continue to keep you all fully informed and if you give me your Work E Mail address also make sure your employers rules allow you to receive personal E Mails. Have you changed your 'E' Mail Provider recently please let me know how to get hold of you! If you think you are not getting all the information you should check the address with me all those 'DOTs' and '@'s' and 'Underscores' are so easy to get wrong!

Also as I always say - don't forget that we also need your up to date Postal Addresses and Phone numbers. These will only be held by the Secretary, Treasurer and Welfare Member and will not be released to anyone else without your permission!

That's all from me for now! Sorry it's a long dit this time but at this time of year there is a lot of business to get through! See you all at the March 2008 Branch Meeting on Tuesday 4th March at the usual time at 2000 - at the Harbour of course!

Brian Kerr Dits from 2002

Memories of Harris (buckwheat)

While reading the December edition of the Submariners News I noticed a name in the xmas greetings column that brought back a few memories of my time in the 4th squadron based at Huntersbay in Sydney. That name was Buckwheat harris or to give him his proper name Donald John Nathaniel Harris (according to buckwheat)

There were about 60 of us on the draft and we took passage aboard the R.M.S Otranto in June 1955 on Orient line Ship that had seen better days. On arrival in Australia I joined the Telemachus and Harris took up his duties as Capt S/M steward. Now Harris is the steward who is known as the steward who fell out with the Wardroom of a boat he served on and on one morning when it was kippers for breakfast he kept one back and pinned it under the wardroom table. A few days later he went on leave, and whilst at

home received a telegram saying "Harris we know what it is but were the hell is it" true or false I dont know as I was not there.

As Capt S/Ms steward one of Harris's duties was to baby sit. One evening Harris was left with one in a cot and one in a bed and a very nice cocktail cabinet. On return Capt S/M found one child crying in bed and one child crawling around the floor, and Harris XXXX as a newt asleep in the cot. Harris had a swift transfer from S/Ms steward to steward on the Telemachus (this is Fact)

Brian (George) Kerr ex sto/mech
Telemachus 55-56

Memories of Harris

The Entertainer

Blank weeks in Singapore tended to be a sods opera in then the lower canteen in Terror Barracks.

So with tables pushed together and 30 or 40 matelot's around them the chants began, Sing sing or show us your ring starting with the person next to Harris and working around the tables leaving Harris until the end. Now Harris's most famous turn of course was the very theatrical "death of Nelson". The roles of Nelson & Hardy both played by Harris. Upon completion he would then ask for two volunteers to assist him with "as he put it with a song written and composed by him self" where upon the assistants would return with two fire buckets full of water which they poured over Harris's head. He would then give his rendition of "singing in the rain"

I suppose my most abiding memory of "Harris" is of a rather wild looking character stepping through the engine room door (not long after the rum issue) wearing a sarong a no 8's shirt and flip flops usually on the wrong fee. He would have a short chat with everyone normally saying hello old ships have you got a ciggy for Buckwheat. Then on into the stoker's mess, after perhaps half an hour he would re-emerge and head for the pantry to dish out the wardroom lunch. People have often said to me that he must have been a bit crazy or not right in the head but believe me the only word that describes Harris is "OUTRAGEOUS"

Brian (George) Kerr



Problems Found With Sub Welds



Inspections begin of all Virginia class vessels

Published on 12/11/2007

Northrop Grumman's Newport News shipyard and the U.S. Navy are inspecting welds on all Virginia-class submarines after finding problems with welds in those vessels.

"Electric Boat discovered this problem with Northrop Grumman Newport News welds, and has been working with the Navy and NGNN on a resolution," said John Holmader, the vice president for the Virginia program for Electric Boat, in a statement released late Monday. "Electric Boat has a strong, well-controlled process that assures proper use of its weld materials and weld engineering oversight."

Katie Dunnigan, a spokeswoman for Naval Sea Systems Command spokeswoman, said Monday that the Navy, EB and its shipbuilding partner, Northrop Grumman, started assessing completed welds through records reviews, additional inspections and testing.

The assessment is thought to have delayed the sea trials and delivery of the USS NORTH CAROLINA, which Northrop Grumman planned to hand over to the Navy at the end of the month.

A Newport News shipyard spokeswoman said last week that delivery has been pushed at least into January.

The Virginia class of submarines is being constructed modularly, with sections built separately and then attached to other sections. The original plan called for building the Virginia-class boats in 10 sections, but the New Hampshire, currently being under construction at Electric Boat's

Quonset Point, R.I., facility and scheduled to launch next year, will be completed in just four sections.

In the modular construction process, EB employees build components such as piping packages on the shop floor. The components are then fitted into the larger modules, with the goal of doing as much construction as possible on the ground.

The incident is not the first time EB has dealt with submarine-welding problems. In 1991, serious cracks in the hull welds of the lead ship in the Seawolf class forced the company to redo all the joints at a cost to the Navy of \$59 million. Construction of the USS SEAWOLF was delayed by a year.

At the time, the Navy blamed the cracks on what was then an approved procedure that allowed metal to cool too quickly after it was welded, given the high carbon content of the weld wire being used. New procedures were developed that heated the wire to a higher temperature before it was welded and sped up the rate at which the welder's arc passed over the surface.

But in July of 2000, EB inspections using new diagnostic techniques confirmed the results of the 1992 inspections and found more cracking in the SEAWOLF's hull.

A Sense of Smell

An American Nose

The sensations of entering the submarine were overwhelming. The sinister shape, the black and dark gray colors of the deck and the sail, the general silence of the deck of a submarine tied to a pier, all these signals told me very clearly that I was entering a strikingly different world. But the most striking sensation of this new home of mine was the fragrance, the peculiar, pungent aroma that clearly, uniquely identified this as a conventional submarine.

Everyone who knew anything about these old fleet submarines, in any of their variations of their later years, knew about the smell. The odor was not something that

we were proud of, but we made no apologies for it. We just accepted that it was our lot to endure an intensity of fragrances that was not acceptable in any other environment.

Over the years many writers, both knowledgeable and otherwise, have written of the mystique of submarines. But they have said relatively little about the quality of life aboard the pigboats. And almost nothing has been said about hygiene.

A Diesel-electric submarine lacks one important feature of a steamship, whether that steamship is a submarine or a skimmer, nuclear or fossil-fueled, oil or coal. (Oh, yeah, "skimmer" is the term that submariners use to describe surface ships, and surface sailors. You know, the people who skim around on the surface of the ocean and never really get down into it.)

What all those ships have, and what conventional submarines lack, is the ability to distill sea water into (reasonably) fresh water. Almost all surface ships, and all nuclear powered submarines, use large stills, euphemistically known as evaporators, to "make water" for use in the steam plant. A side benefit of these stills is the ability to make water for showers for those lucky crews.

All of our hundreds of conventional submarines, on the other hand, used electric powered stills to make fresh water for the needs of the boat and its crew. But the boat itself had first priority on the water that was available. Some of the fresh water was used in the water seals on some of our pumps, centrifuges, and other equipment. And sometimes we took fresh water and we ran it through the stills again, to get the water pure enough that we could add it to our huge lead-acid battery, just as you probably used to do for your car battery.

Even the water that was left over for use of the crew was first used for cooking and drinking, for washing dishes, and for providing showers for the cooks and the mess cooks.

So hygiene on the part of the rest of the crew was the lowest priority for any use of fresh water aboard the boat. The officers were no different from the enlisted submariners in this regard.

And our electric stills were very small. We did not have enough energy stored in the main batteries to operate the stills for very long. The stills also required a full-time attendant, and we did not have enough extra staff to run them as much as we might want, even if the power was available for making water.

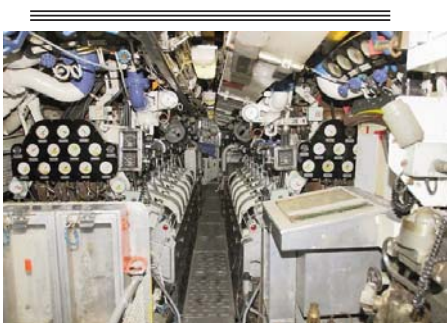
These old boats had originally put to sea with a crew of sixty good men. By the time I got aboard thirty years later, there were eighty people in the crew, because so many additional specialists were required to operate and repair the modern electronics and other equipment that had been added to the boat over the years.

We developed many techniques to help us tolerate the environment. After a month or so at sea, most of these civilizing touches had lost their effectiveness. But we tried to maintain a sense of dignity. It was not uncommon to smell someone enter the compartment, before hearing them or seeing them. We did not comment on such things.

Did I mention that, of course, we did not have a boat's laundry?

Eventually I survived an experience that had been joked about for years on the old sewer-pipes. It was trite but true. I was reviewing a checklist in the control room in the middle of the night, while we were running on the surface. I got way back in the corner behind the air manifold. I smelled someone behind me, so I turned around to see who it was.

I was alone



Part of a letter sent home by Signalman Gus Britton of HMS Uproar – Med 1943.

‘We have lockers about the size of coffins and also two smaller ones and a small table in the fore-ends. Hanging from the “ceiling” there are about 15 hammocks so if you want to move around you have to do so in a crouched position. In one corner there is a washbasin and to use it you have to squeeze behind the tail of a torpedo and put a hand either side of the Coxswains hammock. Potatoes and cabbages are piled in one corner and, as it is as damp as Eastney beach, after 6 days there is a horrible smell of rotting vegetables and refuse is only ditched at night; on top of that there is the smell of unwashed bodies. At the moment we are doing about 18 hours dived every day so you can guess it is pretty thick at night. Before I go don't think that I am complaining because I really love submarines and this sort of life and I wouldn't swap it for anything’.

What a blessed relief when, at night, comes the order “Diving stations” and about 10 minutes later the order “blow 1 and 6”. The boat shudders as the air goes into the ballast tanks and then up she goes! I am at the bottom of the ladder in the darkened control room and sing out the depth which I can see on the submarines depth gauge – 25 ft – 20 – 15 – 10 – 5; and then the captain opens the hatch and up rushes all the foul air just like a London fog and if I don't hang on I would go up with it as well. Beautiful, marvellous air... we are provided with some top-notch waterproof gear but the water always seems to find a weak spot to trickle into. Up on the swaying bridge, with a pair of binoculars which you try to keep dry to have a look round between deluges of water, soaked and frozen and saying to yourself “why the **** did I join!”

Then you are relieved, you clamber down the ladder, discard all the wet gear and go into the fore-ends, have a cup of cocoa, turn in and, as you fall asleep, you think “well its not such a bad life after all”.



A summary by Admiral Sir Max Horton summarising his ruthless insistence on high standards to his Officers and men in harbour at Malta – Sep 1941.

‘... It is not a kindness to overlook slackness or mistakes. It is really great cruelty to do so – cruelty to wives and relatives of the man you let off and his shipmates and to yourself.

There is no margin for mistakes in submarines: you are either alive or dead’

A Tall Tale.

Black humour prevailed in all countries submarines; it was typified by the tale of an American submarine captain whose idiosyncrasy was to demand, with threats, that every cup of coffee delivered to him on the bridge must be completely full. Only one (coloured) steward was able on every occasion to meet his requirements: the rest invariably spilling the contents during the long and difficult journey up the conning tower ladders. At the end of the commission the Executive officer at last persuaded the steward to reveal his secret. The huge ebony face split into a grin. “Well, ah guess ah can tell you now”, he beamed, “ah always takes a good mouthful at the bottom of the tower and spits it right back where it belongs when ah gets to the top sah!” Discipline and morale had been properly preserved to the last by a simple expedient, which any submariner would have thought entirely sensible a good example of sound submarine common sense!



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

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



**Non Member
February 2008
John Martin
Cheif Petty Officer
Coxswain
Submarine Service 1949-1957
Artemis & Ambus**



**Plymouth Branch
5th February 2008
Donald J "Buckheat"
Harris
P/LX 849028
Aged 80
Submarine Service 1947-1961
Sirdar, Totem, Thorough,
Telemachus, Tactician,
Trespasser, Seneschal,
Sea Scout, Anchorite,
Narwhal**



**Non Member
February 2008
Kenneth Alfred Bromback
Lieutenant Commander
Aged 79
Submarine Service from 31st
May 1950 in Acheron,
Anchorite, Sleuth, Thule,
Artemis, Seneschal (CO)
1957, Tapir (CO) 1960, Alcide
(CO) 1962, Auriga (CO) 1963
& Token (CO) 1964**



Canadian Subs



CANADA has rejected proposals to buy new submarines and scrap the four it bought from Britain and had reactivated at Barrow.

The claim is made in the country's Globe and Mail newspaper.

Vice-Admiral Drew Robertson of the Canadian Navy said at least three of the subs should be fully operational within the next 18 months.

He said he expected HMCS Victoria, HMCS Cornerbrook and HMCS Windsor to be in service "over the coming year, year and a half ... sailing simultaneously".

Currently only Cornerbrook is operational.

Victoria and Windsor are in maintenance and Chicoutimi (formerly HMS Upholder) is still awaiting repair of fire damage from the 2004 blaze on its voyage from the UK to Canada.

It is almost ten years since Canada signed the deal to buy the subs.

Senior federal officials in Canada have looked into the possibility of buying new subs and scrapping the four old boats.

But Admiral Robertson said there are no plans to buy new submarines.

He said the government, and defence minister Peter MacKay, are "very supportive of moving the current subs to full operational capacity".

The 2007 Darwin Awards

An American teenager was in the hospital recovering from serious head wounds received from an oncoming train. When asked how he received the injuries, the lad told police that he was simply trying to see how close he could get his head to a moving train before he was hit.

The chef at a hotel in Switzerland lost a finger in a meat-cutting machine and, after a little shopping around, submitted a claim to his insurance company. The company expecting negligence sent out one of its men to have a look for himself. He tried the machine and he also lost a finger. The chef's claim was approved.

Seems an Arkansas guy wanted some beer pretty badly. He decided that he'd just throw a cinder block through a liquor store window, grab some booze, and run. So he lifted the cinder block and heaved it over his head at the window. The cinder block bounced back and hit the would-be thief on the head, knocking him unconscious. The liquor store window was made of Plexiglas. The whole event was caught on videotape.

A man who shovelled snow for an hour to clear a space for his car during a blizzard in Chicago returned with his vehicle to find a woman had taken the space. Understandably, he shot her.

As a female shopper exited a New York convenience store, a man grabbed her purse and ran. The clerk called 911 immediately, and the woman was able to give them a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the store. The thief was then taken out of the car and told to stand there for a positive ID. To which he replied, 'Yes, officer, that's her. That's the lady I stole the purse from.'



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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 March for the April 2008 issue please try and have any information with me by the **15th of each month.** Thank you to everyone who contributed to this edition.



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Members Birthdays

March 2008

F.Bowen	01/03
T.Henshaw	05/03
I.Wylie	13/03
C.Oswald	14/03
A.Donaghy	14/03
B.Palmer	17/03
B.Butters	17/03
H.Short	17/03
A.Hoskins	31/03



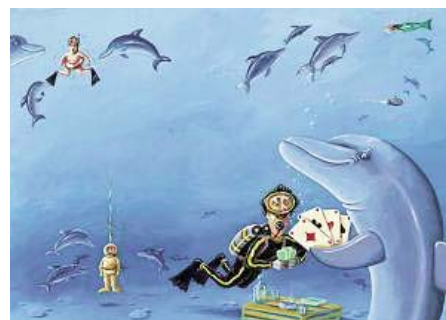
The Editor

As I mentioned in the February edition I would include a couple of Dits sent in to me by Brian Kerr, those dits refer to his time in the 4th Squadron based in Sydney and to a character called Buckwheat Harris, Sadley Buckwheat passed away in February.

I would if possible appreciate some dits / stories and pictures for publication, your can send them to the e-mail address indicated in the column on the left.

Regards

Ben



ANNUAL REUNION 2008

VENUE – BRITANNIA HOTEL NOTTINGHAM

DATE: FRI 3rd – SUN 5th OCTOBER

Although it was mooted that HMS Drake may be able to take us this year; after having had discussions with them, it was apparent that they could not guarantee enough accommodation, so, as for the last few years, the Annual Reunion will be held in a hotel. The Committee have taken on board your comments from last year and have elected to go to the Britannia, Nottingham. The Britannia is a good quality hotel slap bang in the middle of Nottingham. The Castle and shops, for those requiring retail therapy, are all within easy walking distance.

As the Britannia cannot take the expected attendance of 400 (with a max of 320 beds) additional accommodation has been booked on a Bed and Breakfast only basis at the Travel Lodge less than 100 yards away. This is very new, has a bar and a full English breakfast. All other meals and Reunion activities will take place in the Britannia. 40 double rooms have been booked in the Travel Lodge. As we are expected to fill the hotel, if last years numbers are a gauge, it will be exclusive to the Submariners Association with the exception of the Jenny's Restaurant.

The packages are as follows:

Fri, Sat & Sun nights - Dinner, B&B	£140 per person
Fri & Sat - Dinner & B&B	£110 per person
Sat – Reunion Dinner & B&B	£ 95 per person
Entry + Reunion Dinner	£ 30 per person
Entry Only	£ 5 per person
Single Supplement	£ 15 per person per night
Additional Thursday B&B	£ 60 per room based on double occupancy and can only be used as part of the 2 or 3 day package.

The Reunion Dinner (Saturday) will be inclusive of wine (1/2 bottle per person) and Port courtesy of one of our sponsors.

There will be the usual 'Tot Time' inclusive in the package costs.

There is an NCP Car Park adjacent to the hotel and reached by an adjoining entrance directly into the main bar area. There is a 30% reduction for hotel guests.

The hotel features a large bar area with the 'Jenny's Restaurant just off. We will have an almost continuous bar with a weekend long 'happy hour'. The cost of drink cannot be finalised as price rises are expected, but they will be competitive. The hotel is fully aware of the bar problems in Coventry and assurances have been given that lessons have been learned.

The rooms are all of a good standard and the Chairman has personally visited a selection of all types and was happy with the standard.

There is a room available for a Church, and an enclosed area for the museum shop.

The Dining Room can be split with a divider something similar to the Adelphi but going into the wall so if we have to have a split dinner this can be accommodated.

The Chairman and Secretary spent a day and overnight in the hotel to meet the hotel management, view the facilities and we came away with a warm feeling with the management and the set up as a whole.

A 53 seat coach has been booked on the Saturday to visit the Arboretum at Alrewas between Derby and Burton leaving at 11.00 or on completion of the 'Laying up of the Standards' whichever is the later from the hotel and then leaving the Arboretum to return at 15.00. This will be heavily subsidised and will cost just £2.50 per head. The money for the trip must be paid in full 'up front' because if there aren't enough takers guaranteed then it will be cancel. If the coach goes and you don't there will be no refund.

If, for some reason the numbers requesting single accommodation need to be limited, the allocation will be initially on disability and medical grounds then by date of application. If a single room request is refused you will be advised well enough in advance to cancel if a twin room is not suitable.

Note that the requirement to specify whether you wish to attend the stag or mixed dinner is fully dependent on the decision made by the members at the forthcoming conference.

Branch Applications will be sent to the National Chairman using a special Application Form. Applications must be made via the Branch Secretary (Barrie Downer) and a list will be circulated at the next Branch Meeting. Individual applications to the National Chairman will not be accepted. A £25 deposit (plus coach trip if required) is to be forwarded with all applications by 10th May. The balance of the payment is to be with the National Chairman by the 31st July. Please make cheques payable to "Submariners Association".