



SUBMARINERS ASSOCIATION BARROW-IN-FURNESS BRANCH NEWS LETTER



THE MAY WORD



It's that time of the month, and in the light of all that has happened around me I am at this moment attempting to gather my thoughts to write a coherent contribution for our May Newsletter. Reflecting on how events seems to have molded into a single continuum, then I think I will take the bullet point approach but confess that it has not been written in any chronological order. Hopefully the bullet points will recall personal and SA Branch activities during this past month. However if I have a senior moment and repeat something previously covered, then I apologize.

• Pat and I would like to thank all of the membership who has given us their tacit support for these past nineteen months as our youngest daughter Nicola battled against cancer. And the unbelievable depth of condolences and sympathy received when Nicola died. For that we thank you all

• Our Annual Dinner was a success and I must reiterate my thanks to Colin for his masterful juggling of events that covered last minute cancellations of Guest Speakers and members unable to attend through illness. Colin was disappointed that the 45th Anniversary Lapel Badges were unavailable for presentation on the night, but it

did not distract from the overall event. A thought has just occurred to me, that perhaps we should have a special presentation plus a Tot as an additional item to one of our Monthly Meetings.

• Holding the AGM at the Royal British Legion, justified the thoughts of the Committee that a move to the larger premises will be good for the long-term sustainability of the branch. I take this opportunity to thank all members for electing me as Chairman's that gives me the honour to serve you for a further term of office.

• The Submariners Association National Conference held in the Banqueting Hall of Barrow Town Hall as part of our special 45th Anniversary Special Events was a resounding success, the social side of the weekend even better. And it reminded me of the old adage "He who hoots with the owls at night cannot soar with the eagles by day" I was one of the very late owls, and boy did I know it the next day, its either an age thing or I am well out of practice.

• There were fewer numbers attending the St Georges Parade this last weekend. According to Dudley the branch had the honour of being "Last Man Standing" when he found himself one of the last men to leave the afternoon session at the Engineers Club.

Regards Jonsey



SUBMARINE MUSEUM

The Trustees of the Royal Navy Submarine Museum are pleased to announce that Mrs Marion Budgett AMA will take over as Director of the Museum on the retirement of the present Director, Commander Jeff Tall, OBE, Royal Navy, on 1st April 2008. Marion Budgett, until recently Director of the National Motor Museum at Beaulieu, is extremely well qualified for this position and is currently Curator (Operations and Corporate Development) of the West Berkshire Museum and has extensive previous Museum and Heritage experience with South Somerset District Council and as Deputy Keeper of the Royal Air Force Museum at Hendon. Chairman of Trustees Rear Admiral Roger Lane-Nott explained that "the Trustees had an open mind when they started to search for a successor to Jeff Tall and we wanted an experienced and innovative manager who could take the Submarine Museum forward and build on what Jeff Tall had achieved.

We consider that Marion meets all our criteria and welcome her into the submarine family." Marion Budgett said, "I am delighted to have been selected as the new Director of the Royal Navy Submarine Museum and really look forward to the challenge ahead. I may not have served in submarines myself but understand the unique place they and those who served in them over the last 106 years have in the history of the Royal Navy and the country. Museums have never been more vibrant than they are at present but there are always issues that need to be addressed."

Social Secretary's Dit



Hopefully by the time you read this newsletter the 45th Annual dinner would have taken place and hopefully it was a success, I will report on the dinner for the next issue.

Royal Hotel Crew

A party of 10 members set out from Barrow on Saturday 12th April for a social get together at the Royal Hotel in Crewe run by our old mate Ray "The Brush" Bruchez, and what a great night out it was! John Houlding drove the mini bus and delivered us (fortified on the bus by a couple of tinnies and Ginges hip flask) safely to the hotel where we checked in and were soon scuppering a few wets. The temptation of a chip shop across the road was too much for some of our boys so they had a sit down fish supper. Throughout the afternoon shipmates from Morecambe, Liverpool, Derby and Manchester and Dougie Poynton from Central Lancs, Bob Sherrif from Perth arrived and also our entertainment for the evening the one and only Shep Wooley. Plenty of dits were spun and the ale flowed smoothly all afternoon, feeling a bit weary, those that were switched on grabbed an hour before the evening session, others of us who haven't progressed beyond the OD stage found a pub a few doors down that served bitter for £1.45 a pint where we proceeded to entertain the locals with an impromptu sing song. We wobbled back to the hotel, showered and changed into Blazer and tie and were ready for the evening. The Brush put on a lovely spread and Shep Wooley was as good as ever, there was then an auction of items and memorabilia for a branch member from Liverpool which raised a considerable amount of money. It was a great get together and some of us carried on to the early hours (nice to know you can still do it).

We were all up for breakfast a few hours later and what a good full English it was! Good byes were said and we left about 11 O Clock, leaving Dudley behind to stay another night before going down to Lincoln the next day. John got us back safely but tired into Barrow around 13:15 and I for one collapsed on the sofa for the rest of Sunday.

A few thank you's are due, John Houlding for driving the mini bus, Terry Spurling for procuring said Bus, The Brush for the hotel, the spread and entertainment and Ginge Cundell for the photography (The moneys in the post you can destroy the photos now Ginge). Let's have more of these days out! A day at the races maybe or a good old Chara trip to with beer on the bus and knotted hankies on head etc... let me know your ideas.

BBQ 5th July

The next big social in this our anniversary year is the hosting of the National draw combined with our own annual BBQ at the Vickerstown Institute on Walney Island July 5th 19:30 till late. The list starts now (attached) this is going to be a very popular event with visitors from all parts of the country arriving in Barrow, please get your names to me as early as possible so that you won't be disappointed. There will not only be the National draw, but also our own raffle, Rum barrel, crazy shirt competition, superb catering by Brigham and his team of helpers and entertainment by Shindig, all for the cost of £7.50 a ticket. This will be the biggest entertainment event in Barrow on this weekend don't miss it.

Quiz Night

Quiz night in the Harbour is going to be in June date to be confirmed and organization for a brewery visit are well under way, so watch this space.

Well that's about it from the social scene for another month, don't forget to sell your national tickets and get the money and stubs back to the committee ASAP.

Colin Hutchinson
Social Secretary

Humour

An old couple are sitting in church. During the service the wife whispers: "I've just done a silent fart, what shall I do?" Hubby says "Put a new battery in your hearing aid!."

My wife stood naked in front of the bedroom mirror. She said "Look at me. My boobs are sagging, my stomach's fat my bum is huge. Can you compliment me on something?" I said "There's nothing wrong with your eyesight."

A family is on holiday in an activity camp when the little boy spots two dogs having sex on the grass. He asks his dad: "What's happening there?" The father lamely explains: "One dog doesn't want to go home and the other is pushing it." "I see," says the boy. "It's a bit like Mum yesterday. It's a good thing she was holding on to the sink or the fitness instructor would have forced he to go to the gym."

Why did the squirrel swim on his back? To keep his nuts dry.

I was driving to work yesterday when I didn't notice the car in front and ended up in the back of it. I went to speak to the driver and a dwarf got out. I said to him: "You all right, mate?" "I'm not happy," he said. "Which one are you then?" I asked.



Secretary's Dit



After all the planning for the 45th Anniversary Year all of a sudden two of our three Special Events have been and gone! We've already done the 'National Council Conference' Weekend (a great success from all that I've been told) and now the 45th Anniversary Dinner is behind us as well.

The Dinner (and the entertainment) seems to have been well received by everyone and our thanks go to our Guests the Mayor of Barrow Ken Williams and the Mayoress and our Founder Member Peter Lorking and his lady wife and also to everyone who joined us.

The Branch 45th Anniversary AGM was on Tuesday 1st April in the Concert Room at the RBL in Holker Street. The Minutes were discussed at the Committee Meeting on 15th April and have already been issued by 'E Mail' to all those whose addresses we have so, in addition to those who attended the AGM, many more of you now know how the business of the evening went.

Alan Jones was re-elected for a second 'three year' Term as our Chairman and we offer Alan our congratulations. We also thank Ron Hiseman for standing for Chairman and making a contest of it.

Our National Delegate for the 2009 National Council Conference will be John Hart who was of course our Delegate for 2008. John will have the agreeable opportunity to visit Northern Ireland for that Conference as it is to be hosted in Bangor by our Northern Ireland colleagues. Our four Committee Member posts which were due for re-election will be filled by Alan West, Ted Budgen and Dave Jenkins only three I hear you say! Quite correct but YOU can fill that vacant position as we still need at least one more to fill the vacancy.

Planning is continuing for our third Special Event for the 45th Anniversary Year the 'National Draw' which we are hosting and combining with our Annual Barbeque on Saturday 5th 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. The Tickets for the Draw were distributed to the Branches at the National Council Conference. Our share of the Tickets for the draw was £1,610 worth for our 163 Members. Following the practice of the last few years I have allocated £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 sell all of ours it means that funds can benefit by up to £536.00!

You should all have received your tickets by now if you haven't give me a call and I'll make sure you get yours in plenty of time. If you need some more tickets I still have some left just let me know! Some of the stubs and money is making its way back to me a bit slow at present but I'm sure you all have sold your share and will rush to return your Stubs and Cash at the next Branch Meeting on the 6th May at the Harbour.

The Draw Ticket 'Stubs' from all the other Branches of the Association 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 from you all might be needed here perhaps a few evenings over a few pints of beer might get the job done without too much pain!

The assistance of any Branch Member in giving us a hand will be welcomed just let any Member of the Committee know if you can help out with.

Thanks to all those who took part in the St. George's Day Parade on Sunday 27th April. Several Members met up at the Harbour at lunchtime, nipped down to the Town Hall Square to join the marchers, the Standard Bearer and the Standard to start the Parade and marched up to St. George's Church for the Service and then

got transport back to the Engineers for a few wets and 'Pie and Peas'! Nearly one little hiccup the Standard Bearer had the Standard ready to go but not the carrying straps and the gauntlets which were accidentally left at the Lisdoonie from the 45th Dinner. Still a couple of phone calls and a quick dash up to the Lisdoonie and back and the panic was all over and all was back on track!

Other Events upcoming as they say are on 10th May the Keswick to Barrow (K2B) Walk in aid of the various charities.

The K2B Committee are looking for Stewards again so we are looking for volunteers to man the entrance to the Vickers Sports and Social (or whatever it is now called) again! Give your names to John Hart if you haven't already done so!

The first weekend in June will see the 'Festival of the Sea' again Terry Spurling is going to keep us in the picture so watch this space as they say!

There will be some Naval Ships in again and a Parade as per last year.

Alan Hoskins will be out with his SSAFA Stall this year and would like some volunteer to help man the Stall.

The SHC will be selling 'gizzits' again and that's another Stall to be manned up and efforts are being made to open ONYX to visitors as well so some Tour Guides will be needed. All these things will require manpower (and woman power) so we are collecting names please try to give as much time as you can that weekend for worthy causes

I hear that the hoped for Walney Air Show/Display is off again this year not sure of the reasons but hopefully they will get off the ground again next year. Blackpool and the 'National Veterans Week' Ceremonies for this year are planning a whole host of events between 21st and 29th June for you to choose from. More details to follow.



Now back to Branch business again.

We are still on the look out for new Members who are all 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 163 Members we have 163 recruiting sergeants!

There are lots of Submariners in the various departments in the Ship Yard and lots of others in and around Barrow and District so get out there spreading the word invite them to a Branch Meeting to see what we do they may decide to join us and it all helps to boost the funds!!

That's another long dit from me again but, as you can see from the above, there's a lot on this year! See you all at the May Branch Meeting on Tuesday 6th May at the Harbour Hotel at 2000 don't be late and bring a friend bring your National Draw tickets Stubs (and the money) and also bring your booking forms and deposits (more money) for the Annual Reunion!

Barrie

Bombers Lament No. 3

One way of knowing what day of the week it was when on a Polaris patrol, was when cheezie, hammy, eggie appeared for breakfast. Then you knew it was Sunday and 'Horse Racing!! But that could only commence after church service. Our captain being an avid racer couldn't wait to get his bets down and therefore we had the quickest service this side of Nagasaki!!

It was Hymn No. 41 first last verse only, amen and horses out!! Big "G" upstairs got his own back. He needed one shake to win the pot when off went the alarms and off went the Captain to the Control Room muttering some very un-Sunday sayings!!!!!!

On another patrol a crew member went down with appendicitis, but

he thought no problem, we had a two and half Doctor on board and the Senior Rates Mess doubled as an Operating Theatre. So he would soon be sorted wrong!!.

The Doc turned out to be a Gynaecologist, (always thought those in the 'Nav Centre' needed a little help) and the power points in the mess for the arc lights had been adapted to run the chiller and tropical fish tank!!

So it had to be Plan "B" put patient in ice to reduce inflammation and prolong life.

That done he still thought it wasn't too bad as many friends kept coming to see him as he lay prone in the ice. Until later when he could sit up and look down he then realised the reason for his popularity!! Packed in amongst the ice were rows of cans of beer and coke nicely chilling!!

Then there was the time the "Outside Wrecker" was tracking down an elusive knocking sound under the J.R s bunk space, which turned out to be the Mutrator bearing in the Effluent Tank.... young jack who was trying to sleep over it asked " What the noise was" and was told:- "Remember before we sailed and I emptied a jar of microbes into the tank to breakdown the waste that went into it?" "Yes". Well, after 8 weeks of constant eating, the microbes are about 2 foot long by now and are banging their heads on the tank wanting out!!!!!!

It transpired that this certain young submariner didn't get much sleep for the rest of the patrol even though the clever chief had quietened down the microbes!!

On a more serious note we did carry a number of young 'fresh out of training' crew members on patrol and these were involved in a few self harming incidents namely:

One putting his arm in the can crusher and using a length of string to operate it.

Another banging his head constantly against the bulk head until he drew blood and the one

found up the AMS Access Hatch knocking clips off in his No 1's saying he was going home!!!

The Naming of Her Majesty's Ships

The practice of conferring names on warships dates back to reign of King Henry III (1207-1272) when that King's particular "great ship" was christened the Queen. King Henry V's fleet in which he was conveyed to Harfleur in 1415, from which port he went on to win his great victory at Agincourt, numbered some 1600 vessels, but of those only three "great ships" had been specifically built as fighting vessels. They were named Jesu, Trinity and Holighost.

King Charles 11 introduced the "Royal" system of nomenclature with such names as Royal Charles, Royal James and Royal Oak. In 1655 the Loyal London was built for him with money donated by the City of London. Unfortunately the Loyal London was burnt by the Dutch when De Ruyter raided the Medway in June 1667. She was subsequently repaired at the expence of the King who, because the City refused to provide further fund for this purpose, angrily cut off the prefix "Loyal". Thereafter her successors have been christened simply London.

Before the creation of the Ship's Names Committee, eighteenth century First Lords of the Admiralty frequently gave rein to their personal fancies. These included one gentleman with sporting proclivities who named a class of gun brigs after his pack of hounds-- Blazer, Boxer, Bruiser and so on (these names were revived during World War 11 for a number of tank landing ships). A class of bomb ketches were appropriately named Etna, Beelzebub, Fury and Sulphur. The names of insects and animals have also figured in the past. It would be intriguing to know what the crew of HMS Lacedaemonian made of the pronunciation of the name in 1820. Abstract names such as

Dreadnought, Fearless and Intrepid date back to Elizabethan times and live by tradition while influences over the naming of ships in the recent past have included British counties, cities, towns and rivers, Commonwealth tribes and names derived from classical mythology.

**Submarine Research Center
Bulletin 77 April, 2008 SuBooze**

Liquor aboard American submarines has been prohibited since the first dive of the Adder in 1904. In contrast, other nations' submarines, such as those of Great Britain, Canada and Australia have inherited a tradition of splicing the mainbrace. Fresh water aboard sailing ships tended to become rancid on long voyages and one way to curb the microbes was to spike the water with alcohol. Rum was used because of its inexpensive accessibility.

The potion was called grog and each sailor was allowed a daily allotment at the deck brace of the mainmast. When boatswains piped the mainbrace all came running regardless of age.

To a certain extent this tradition has been followed by navies in the form of wine, beer and hard liquor, all being served both in the wardroom and crew's mess. German sailors with their penchant for drinking beer seldom saw the liquid within their submarines.

The constraint was not a function moral determination, but rather stemmed from the practical problem of having so little space in a submarine. The trouble with beer was its bulk.

It should be safe to say that no beer, wine or liquor was ever to be found on American submarines, but the margin of safety was fuzzy. When Mark 8 and 14 torpedoes were the weapons of choice, they used alcohol as a combustible propellant. This two-hundred proof, clear liquid made remarkable inroads into the torpedomen's diet. It didn't take the War Department long to instruct its torpedo shops in Newport, Rhode Island and Keyport, Washington to add

enough chemicals to its torpedo alcohol to make it non potable. Thus, during the Second World War an end came to a fine old tradition.

Alcohol was to be found elsewhere in American submarines. The pharmacist's mate kept a small supply for medicinal purposes which could be tapped at the discretion of the commanding officer.

The Navy kept a watchful eye on this supply by requiring endless inventory records. In 1958 the USS Sirago (SS-485) moved from its submarine pier next to the tender Orion across the James River to Newport News. It was a foul night of freezing temperatures and driving sleet.

At midnight the degaussing drydock was drained and several men, including the hull officer, had to inspect the submarine's support chocks. By the time these men reached the control room they were thoroughly frozen.

The captain, in his capacity as overlord of the booze supply, determined that this was the time to splice the mainbrace. He announced this over the 1 MC general announcing system.

Two old chiefs showed up for their ration of whiskey. The rest of the crew had no idea what splicing the mainbrace meant.

During the early stages of the Cold War USS Tunny (AGSS-278) hauled the Regulus II missiles up north to harass the frozen Soviets. The captain liked Italian food. Spaghetti and meatballs, Lasagne, and ravioli and other packaged pasta were served every Thursday evening.

The cook/baker went to some effort to bake sour dough lengths of Italian bread. While the culinary artistry was admired, both the captain pondered the possibility of red wine as an appropriate accompaniment. Boxes wrapped in unmarked paper came aboard before departure from Pearl. No one pursued the matter. Each Thursday evening the wine appeared on schedule. It was properly served, properly consumed and properly hidden from the view of ComSubPac.

USS Wahoo (SS-565) was two days out of Pearl returning after a six month WesPac tour. The chief of the boat entered the wardroom and asked the skipper how he wanted to handle the 20 cases of San Miguel in the cool box. The captain looked startled and asked what the chief was talking about. An hour of finger-pointing failed to reveal just how the beer had found its way onto the boat. Furrowed wardroom brows contemplated the situation. Giving up, the captain applied simple arithmetic with the result that each man over 18 in the off-going watch section as well as those not going on watch received a ration of one beer per meal until the supply was exhausted. Any excess was to be tossed overboard. The kids drank milk and the salts drank beer. Somehow, to the surprise of the captain and XO, the numbers worked out to the bottle. Nothing was put into the garbage ejector except the soaked cartons.

As the diesel boats retired into history and the age of nuclear power took shape, the easy-going days were over. Well, almost. On a ballistic missile submarine in the 600 series the boat was to get underway with its gold crew for a routine deterrent patrol. It was November and the wives of the submarine took it upon themselves to prepare individual Christmas stockings for each crew member. While there is no fireside in a submarine from which to hang the stockings, the ladies knew that resourceful submariners would find a suitable substitute. A quantity of gym socks swirled in Rit number 5 red dye. When dried and decorated with cotton puffs they looked quite festive.

The actual contents to be used presented a problem until one of the imaginative ladies noticed the cute airline-size bottles of whiskey in a barrel at the Class Six store. Sandwiched between nuts, fruits and odd items were two small bottles of Jack Daniels in each stocking. It would have been unthinkable for a crew member to inspect the stockings before the holiday, but when December 25th rolled around and the stockings were emptied, each man was delightfully surprised. The captain looked at his two bottles of sour mash and determined that his best

course of action was to pretend it didn't exist. No crew member exhibited any signs of intoxication and exactly how the little bottles were consumed was never revealed.

Lay Chaplains Letter

I expressed in my Chairman's letter, my thanks, for all of the messages of sympathy and condolences received from our many friends and acquaintances both inside and outside the Submarines Association. The picture below shows one wall in our lounge that was covered with over 175 cards. We called it our initial support wall. We have only recently taken the cards down and put them away, their initial purpose having been served. What has happened to my family has happened to others before us and will happen to many other families who follow. That is the nature of being human, and mankind the world over has wrestled with the enormity of this problem since the beginning of time. Resulting in so many differing philosophies and theologies designed to bring understanding to the life and death conundrum. The Christian viewpoint is what I believe; it has brought both Pat and myself solace, within this nightmare. As parents we are naturally heartbroken, but as Christians unbowed. Now having defined my Chaplaincy *raison d'être* I will move to something a little lighter. I friend of ours told us that she was mowing her lawn (the first cut of the season) with tears in her eyes.

Why asked I? She said; I now have to cut the darn thing every two weeks until at least October and she has a very large garden.



There was this conversation between GOD and St Francis about Suburbanites

GOD: St Frances, you know all about gardens and nature. What in the world is going on down there in Great Britain? What has happened to the dandelions, violets, thistle and stuff I started eons ago? I had a perfect, no maintenance garden plan. Those plants grow in any type of soil, withstand drought and multiply with abandon. The nectar from the long lasting blossoms attracts butterflies, honeybees and flocks of songbird. I expected to see vast gardens of colour by now. But all I see are these green rectangles.

ST FRANCIS: It's the tribes that settled there, Lord. The Suburbanites. They started calling your flowers weeds and went to great lengths to kill them and replace them with grass.

GOD: Grass? But it's so boring. It's not colourful. It does not attract butterflies, birds and bees, only grubs and sod worms. It's temperamental with temperatures. Do these Suburbanites really want all that grass growing there?

ST FRANCIS: Apparently so, Lord. They go to great pains to grow it and keep it green. They begin each spring by fertilizing the grass and poisoning any other plant that crops up in the lawn.

GOD: The spring rain and warm weather probably makes grass grow really fast. That must make the Suburbanites happy.

ST FRANCIS: Apparently not, Lord. As soon as it grows a little, they cut it, sometimes twice a week.

GOD: They cut it? Do they then bale it like hay?

ST FRANCIS: Not exactly Lord. Most of them rake it up and put it into bags.

GOD: They bag it? Why? Is it a cash crop? Do they sell it?

ST FRANCIS: No sir ---- just the opposite. They pay to throw it away.

GOD: Now, let me get this straight. They fertilize the grass so it will grow. And when it does grow, they cut it off and pay to throw it away?

ST FRANCIS: Yes, sir.

GOD: These Suburbanites must be relieved in the summer when we cut back on the rain, and turn up the heat. That surely slows the growth and saves them a lot of work.

ST FRANCIS: You are not going to believe this, Lord. When the grass stops growing so fast, they drag out hoses and pay more money to water it so they can continue to mow and pay to get rid of it.

GOD: What nonsense. At least they kept some of the trees. That was a sheet stroke of genius, if do say it myself. The trees grow leaves in the spring to provide beauty and shade in the summer. In the autumn they fall to the ground and form a natural blanket to keep moisture in the soil and protect the trees and bushes. Plus as they rot, the leaves form compost to enhance the soil. It's a natural circle of life.

ST FRANCIS: You'd better sit down, Lord. The Suburbanites have drawn a new circle. As soon as the leaves fall, they rake them into great piles and pay to have them hauled away.

GOD: No. What do they do to protect the shrub and tree roots in the winter and to keep the soil moist and loose?

ST FRANCIS: After throwing away the leaves, they go out and buy something which they call mulch. They haul it home and spread it around in place of the leaves.

GOD: And where do they get this mulch?

ST FRANCIS: They cut down trees and grind them up to make mulch.

GOD: Enough! I don't want to think about this anymore. St Catherine, you're in charge of the arts. What movie have you scheduled for us tonight?

ST CATHERINE: Dumb and Dumber, Lord. It's a real stupid movie about

GOD: Never mind, I think I have just heard the whole story from St Francis.

Regard Jonesey



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 April to have 'Crossed the Bar'



Essex Branch
8th April 2008
H M (Bert) Cozens
Leading Seaman SG(C)
Aged 71
Submarine Service 1957-1961
Auriga



18th April 2008
F Anderson
PO (SM)
Aged 78
Submarine Service 1948-1954
Alcide , Acheron
& Artful



Scotland North East Branch
1st April 2008
W (Bill) Carnegie
Engine room Artificer
P/MX 79607
Aged 87
Submarine Service 1942-1945
Otway, Sybil, Saracen,
Sportsman & Ultor



Hull Branch
9th April 2008
T (Tom) Mulloy
Leading Cook
P/MX 65028
Aged 88
Submarine Service 1942-1946
Otway & Tantalus



Non Member
April 2008
Ronald Alexander Alane
Cambell Ward DSC
Submarine Service 1941-1954
L23, P43(Unison), Traveller,
P211 (Safari) (IL),
Umbra (CO)1943,
Uther (CO) 1944,
Storm (CO) 1945,
Tiptoe (CO) 1946,
Tally HO (CO) 1947
Sea Rover (CO) 1947
Springer (CO) 1948
Tudor (CO) 1948
Trump (CO) 1948
Templar (CO) 1949
Token (CO) 1949
Solent (CO) 1950



Dolphin Branch
April 2008
A (Art) Baldwin
Leading Stoker
D/KX 105380
87
Submarine Service 1942-1945
L26 & Tantalus



Gosport Branch
21st April 2008
C (Chris) Coombes
CPO(MEM)
Aged 62
Submarine Service 1965-1986
Opossum, Narwhal, Otus
Otter



Australia Branch
April 2008
M Carter
LRO (T)
Aged 73
Submarine Service
in
Upstart, Untiring, Sturdy,
Sanguine, Aurochs,
Telemachus & Andrew



ISA Member (Australia)
April 2008
Terry (Nobby) Clarke
Petty Officer (ME)
Aged 65
Submarine Service 1963-1969
Otus, Amphion & Alaric



PERISCOPES



Thales has been awarded contracts initially worth £35m from the UK Ministry of Defence to provide long-term in-service support for the Royal Navy's Trafalgar, Vanguard & Astute class periscope systems.

The contracts, which include the Contracting For Availability (CFA) programme, build on the existing support infrastructure in which the UK MoD has invested over many years.

The CFA programme is the result of Thales and the UK MoD adopting a partnering approach, with a joint In-Service Support Team (ISST) being established to ensure that CFA is managed and delivered successfully. The CFA contract will guarantee increased availability through an initial five-year support agreement for periscopes and optronics masts for the RN's fleet of nuclear-powered and strategic submarines.

Under the terms of the contracts, Thales' optronics facility in Glasgow will provide specialised skills and facilities to ensure optimal through-life capability management of these complex systems. The contracts include design authority services, spare equipment / spare parts, repairs / replacement parts, modifications, engineering changes, field changes, overhauls, refurbishments and engineering services.

Thales has been the sole supplier of periscopes and optronic masts to the RN since 1917 and is involved in providing other sensors to the Astute-submarine programme, including electronic warfare systems (developed and supplied from Crawley), sonar systems (designed and manufactured in Cheadle Heath and Templecombe) and the periscopes and optronic masts (designed and built in Glasgow). Together, these sensor systems provide the 'eyes and ears' of the submarine, making it a highly capable war fighting platform.

Alex Cresswell, Managing Director of the Thales' Land and Joint Systems business in the UK, says: "Thales has a unique heritage of providing enhanced capability and support to the Royal Navy, with whom we have invested substantially in a support capability for submarine visual systems. These contracts will make best use of both Thales' specialised skills and the navy's previous investment in infrastructure to ensure a cost-effective support solution."

The optronic mast replaces conventional hull-penetrating optical periscope systems with a non-hull penetrating, electronic imaging system. An electronic link from high-resolution cameras in the mast's head shows a picture of the above water area on screens in the submarine's operations centre. This improves the submarine's ability to remain stealthy and also improves navigational and operational safety.

The Bill Cole Trophy Constanta Romania

Our visit to constanta Romania this year was a successful trip. Eddie & Chris finished refurbishing the lights in the San Antonia orphanage.

The children thought it was wonderful switching the lights on and off, as some of the lights in the bedrooms had not worked for years. They also refurbished

the security lights on the outside of the orphanage they had not worked for the last eleven years that i'd been visiting there.

Joyce and I purchased many toiletries for the children, items we take for granted in the west a decent bar of soap, tooth brushes & paste, shampoo and the luxury of deodorant we also purchased educational and recreational items to give encouragement to the children.

One of the nicest events of the visit was a presentation at the High school of the Bill Cole Trophy to the student who made the most progress in english over the last 12 months. It was with great pleasure that I presented the trophy to the student who had been helping us all week. As Bill was a Scot and served in the Royal Navy they played "Sailing" then flower of Scotland to which I explained was the unofficial anthem of Scotland. I was very proud the way they honoured Bill. The High school is very pro Scottish they love Robbie Burns and even had a Burns night in his honour.

The Bill Cole Foundation is up and running and we are starting to fund raise for the Barrow Romania action group which supports the Bill Cole foundation for the betterment of children in Constanta Romania and we hope to return there next year to continue our work

Joan Cole



USS THRESHER (SSN 593)

45th Anniversary Of The Loss
Of USS Thresher

Uss Thresher pictured July
1961



Rear Admiral Thomas Eccles,
NAVSEA 07

Forty-five years ago today, on April 10, 1963, while engaged in a deep test dive, USS THRESHER (SSN 593) was lost at sea with 129 Officers and men on board. Based on the findings of a Court of Inquiry and the Joint Congressional Committee on Atomic Energy hearings into the loss, it was concluded that a flooding casualty in the engine room, resulting from a piping failure in one of the seawater systems, was the most probable cause of the loss.

From this tragic event, the Submarine Safety (SUBSAFE) Program was established on December 20, 1963 to ensure implementation of recommendations resulting from findings of the THRESHER Court of Inquiry and THRESHER Design Appraisal Board. Today, the technical and administrative requirements of the SUBSAFE Program continue to evolve, and the most current are contained in the Submarine Safety Requirements Manual, NAVSEA 0924-062-0010 Revision C.

Simply stated, the purpose of the SUBSAFE Program is to provide maximum reasonable assurance that seawater is kept out of the submarine and that the submarine and crew can recover if there is a seawater casualty.

Our challenge today, 45 years after the loss of USS THRESHER, is to maintain the standards established by the SUBSAFE Program and to avoid ignorance, arrogance, and complacency.

The culture of the SUBSAFE Program needs to be continually reinforced at all levels of our community. The rigorous compliance with SUBSAFE requirements and attention to detail begin with design and extend through every aspect of construction, maintenance, and operations. The ability of our submarines to continue to operate successfully and return home depends on the vigilance and integrity of each one of us who works in this community. The ability of USS NEWPORT NEWS (SSN 750) and USS SAN FRANCISCO (SSN 711) to survive collisions at sea and to return home is testimony to the success of the SUBSAFE Program and the training of the personnel who operate our ships.

Recent findings regarding weld wire problems at a new construction shipyard with a long-standing successful submarine construction history demonstrate the need to be forever vigilant, particularly on well-established programs. We must continually re-examine our established practices and processes to ensure that we are doing the right things the right way. Every aspect of everything that we do needs to be approached with an attitude of "trust but verify."

Our outstanding submarine safety record since THRESHER is a direct result of rigorous compliance with the technical and administrative require-

ments of the SUBSAFE Program. This success has not gone unnoticed. The Columbia Accident Investigation Board used the SUBSAFE Program as a model of an organization that successfully operates a high-risk program.

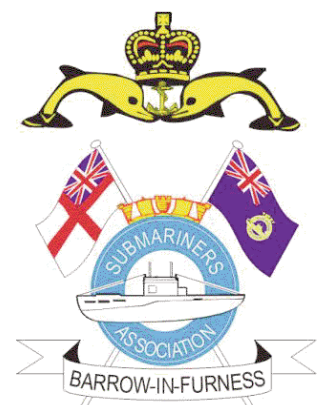
We must continue to maintain our vigilance, intensity, and integrity in all matters involving the SUBSAFE Program. The supreme sacrifice of those lost with USS THRESHER can best be remembered by never letting it happen again.

**REMEMBER, SUBSAFE IS A
REQUIREMENT AN
ATTITUDE AND A
RESPONSIBILITY.**



Picture from the 45th memorial
Service

USS THRESHER (SSN 593)...Let us pause today to remember.





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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 May for the June 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.



www.rnsubmus.co.uk



**Members Birthdays
May 2008**

Fell.T	04/05
Smith.D	06/05
Cooper.D	07/05
Evans.A	09/05
Barlow.D	09/05
Emms.S	10/05
Hildrew.N	12/05
Wadding.P	12/05
Craven.D	15/05
Brumby.K	15/05
Carter.G	16/05
Jackson.J	18/05
Winsland.P	19/05
Madin.C	21/05
Spurling.T	22/05
Chittenden.T	25/05
Pillifent.A	26/05
Britten.R	31/05
Lowden.N	31/05



**Social Calendar 2008
Look Ahead**

May		
2/3	Army Navy Rugby	
6th	Monthly Meeting	
15th	Branch committee Meeting	
April	June	June
3rd	Monthly Meeting	
17th	Branch Committee Meeting	
July	September	September
July		
1st	Monthly Meeting	
5th	National Draw & Barbeque	
17th	Branch Committee Meeting	

