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## JOHN'S WORD



The February Newsletter sees a small change in format in that our Chairman Alan has kindly agreed that I might have a go at producing the introduction while he concentrates on the Padre and Welfare aspects as well as any other articles of interest he may find or produce.

So here we go:

Firstly as I was absent from the January meeting and although you will all be fed up hearing the greeting of "Happy New Year" there it is again. I sincerely hope you all enjoy a healthy and happy 2010 and that the Barrow Branch continues to thrive and prosper as we move yet another year nearer to our 50th year.

The year has started with a small hitch when our planned "first footing" visit to the Morecambe Bay Branch had to be postponed due to the adverse weather. However we intend to regroup and try again on Friday 5th February. I will phone around those who put their names down for the January trip and if any others are now available and wish to join in please contact me ASAP to check if there is a seat on the mini-bus.

The first branch event of the year is of course the AGM in April and I hope you are all thinking about things we might do to ensure we maintain our already very high profile and level of respect in the submariners association. I for one am happy with the old adage "if it ain't broke don't fix it" but there may be things we can do to make our meetings and socials even more enjoyable and effective.

Continued on page 2





Any suggestion is welcome just see a member of the committee or discuss it at one of the meetings perhaps during the stand easy. That brings me to "feedback" and the committee asked to try the stand easy routine in the middle of a meeting and as far as we are concerned this has improved the team's ability to circulate social lists, sell raffle tickets etc before the end of the meeting when some depart all too quickly. But how do YOU think this has gone?

Colin will brief you on the socials each month as a reminder but by now you should have a copy of the social calendar and be considering which events you wish to attend

This Newsletter is an excellent communication method which we could make even better use of. If you can't get to meeting too often then why not write something to let us know you are well, share a joke, asked about the welfare of other members or shipmates. Our editor Ben has suggested the Newsletter be produced earlier in the month and circulated up to a week before the branch meeting night. This will allow you all to read the articles of interest and about forthcoming social and formal events 'before' the meeting which will enable us all to make our minds up about those socials and or have feedback or proposals related to any other article. Ideally as many as possible should be able to get



- 1 & 2 John's Word and Social Scene
- 3) HMS Valiant
- 4) Barrie Downer Secretary
- 5) Letter & Chaplains Dit
- 6 & 7 Submarine E13
- 8) Obits & Collisions
- 9) General info

Puzzle page no 17  
Branch 2010 Social  
Calendar

electronic distribution so please make sure we have your e-mail addresses to enable this. But please remember the cost of producing and mailing hard copies get more expensive year after year so we need to minimise the number of printed copies.

I am happy to advise that to date we have 37 names from the Barrow branch interested in travelling to Benidorm to visit the Espana Levante branch in April.

I hope that by now you have all received some information from me on itinerary, dates, times, travel costs. Hotels, etc. My early advice is that we all make our own arrangements to suit our individual needs i.e. to visit for a weekend; a week or a fortnight. If you book your own flight and arrange your holiday insurance you can be confident it is right. If enough are intending to travel to the airport on the same day we should be able to travel together in some way maybe by coach.

I propose to hold a get together for all those who intend to go to Spain on the Tuesday after the February meeting (9th February 2010) at the RBL when we can get a better idea of who is going and when they are travelling and who with etc over a few drinks of Sangria or a Cervesa perhaps. I intend to try and include topical branch matters in each edition of the Newsletter from now on responding to letters or comments sent in or discussed at the meetings either full branch or committee.

This is not just intended for the members but our ladies and friends of the branch as well so let's communicate.

Enough for now and I look forward to hearing from many of you in good time for the next issue.

Vice Chairman  
John Houlding

## Social Scene February 2010



Hope you are all well and coping with the weather that we are experiencing. As mentioned by Barrie in his Secretary's dit, we had to postpone the first footing visit to Morecambe due to icy and snowy roads, but the good news is it's on again for the 5th February, a list will be circulated at the February monthly meeting for those available and wishing to go.

I have re attached the Social programme for 2010 to this newsletter; as there was a slight mistake on the last one with the date of the Trafalgar ball.

John has been working hard on the Spring visit to Espana Levante and I presume he will be giving a dit on the progress at the February meeting so I don't want to steal his thunder but basically the logistics of coordinating 30 odd peoples travel and hotel requirements is almost impossible so folk are asked to organize their own individual travel and accommodations.

I will be circulating a list for our annual dinner at the Lisdoonie on 24th April 2010 cost will be £26 per head and entertainment is courtesy of Shindig. I would like to get all numbers and monies in for this event early as I will be attending the Spain visit the week before and if I can get firm numbers to the Lisdoonie before I go it will make organization much easier. I have attached a list to this newsletter if you would like seats just fill in and return to me.

Well that's me for this month  
See you all next month!!

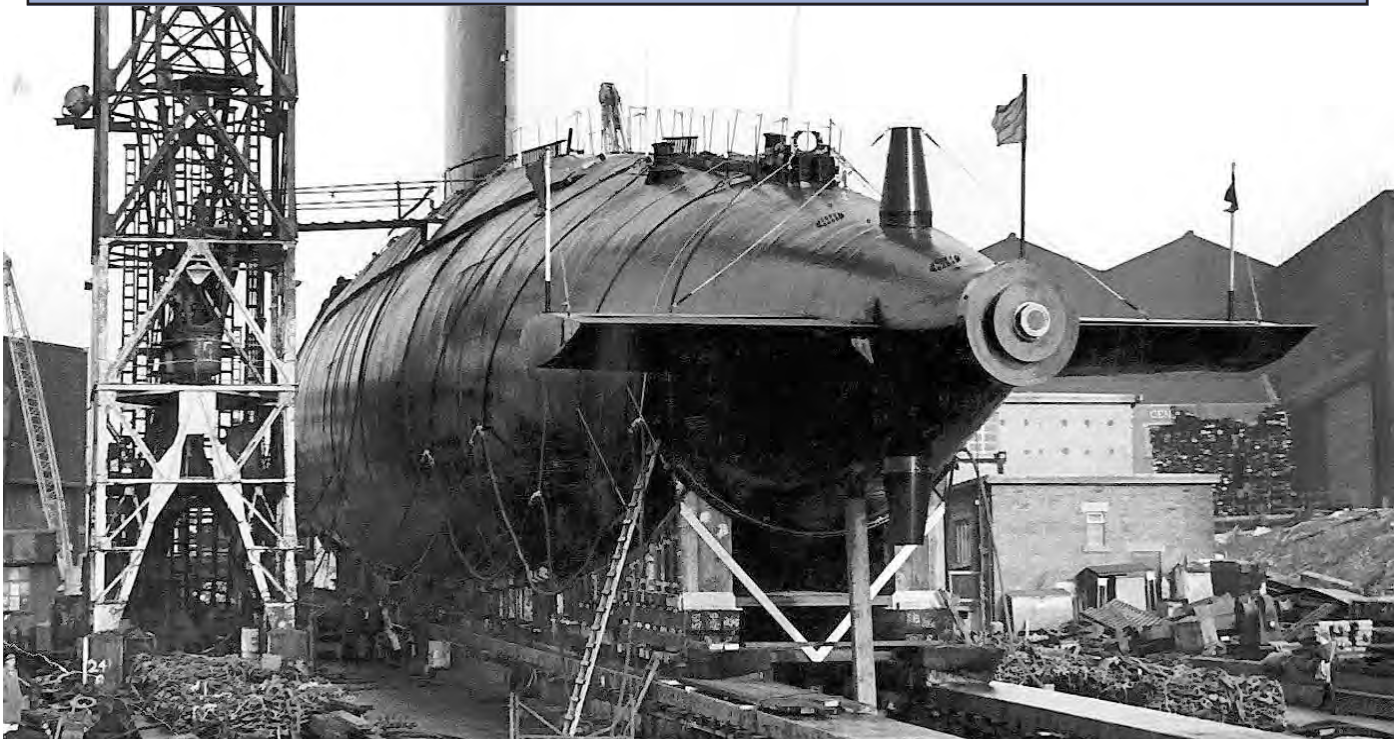
Colin Hutchinson  
Social Secretary





# Barrow Submarine Series: issue number 10

## *HMS Valiant*



**TAKING SHAPE:** *Valiant* seen on the shipyard stocks in 1963

*HMS Valiant* was affectionately known as the Skimmer Killer and was ordered from Vickers at Barrow on August 31 in 1960.

The boat was laid at the shipyard in January 1962 and was commissioned into Royal Navy service on July 18 in 1966 at an estimated cost of £25.3m.

The new boat made a promising start and in April 1967 set a record submerged passage for a British submarine on the 12 000-mile (19,312 km) homeward voyage from Singapore which took 28 days.

The *Valiant* class was the first fully British nuclear fleet submarine, as the first nuclear submarine, *HMS Dreadnought*, used an American nuclear reactor.

There were only two boats of the class, the first boat, *Valiant* (the nameship) and *Warspite*, commissioned in 1967. Both were built by Vickers.

The class were based on *Dreadnought*, but enlarged by 20ft (6 m) and with an increased dived displacement of 4,900 tons compared to 4,000 tons.

They were more polished than *Dreadnought* and ran significantly quieter under main power. The boats also had a Paxman diesel-electric generator which could be used for silent running in emergencies.

In most other respects the *Valiants* were identical to *Dreadnought*.

The *Valiants* were primarily used in the anti-submarine role, a role that was



**SPLASH DOWN:** *Valiant* is launched at Barrow on December 3 in 1963

prominent in the Royal Navy during the Cold War.

*HMS Valiant* received a number of refits, including the capability to use the Harpoon missile. *HMS Valiant* took part in the Falklands War.

*Valiant*, was decommissioned at Devonport in 1994 due to cracks being

discovered in the primary to secondary cooling system.

The boat's success had served as the template for the Resolution-class ballistic submarine and subsequent Churchill-class fleet submarines.

Former crew members of *Valiant* may be interested in a get-together planned for Saturday, April 3 at 12pm.

It is being held in the Burns Room, Union Jack Club, Sandell Street, Waterloo, London, SE1 8UJ (near Waterloo station). Check the website for details on <http://hmsvaliant.com>

### **STATS:**

Displacement: 4,400 long tons surfaced and 4,900 long tons submerged

Length: 285 ft (87 m)

Beam: 33 ft 3 in (10.13 m)

Draught: 27 ft (8.2 m)

Propulsion: one Rolls-Royce pressurised water reactor and two steam turbines

Speed: 20 knots (23 mph; 37 km/h) surfaced

29 knots (33 mph; 54 km/h) submerged

Range: Unlimited, except by food supplies

Complement: 103

Armament: Originally six × 21 in (533 mm) bow torpedo tubes, 32 × Mark VIII and Tigerfish torpedoes, or 64 × Mk.5 and Mk.6 mines

Later this was 26 torpedoes, six UGM-84B Harpoon Anti-ship missiles, or Stonefish and Sea Urchin mines.



## Barrie Downer Secretary



Well, for the 2nd year running we missed our First Footing to the Morecambe Bay Branch. Still this year we had a good excuse in that the weather was not on our side. Still there's always Friday 5th February for the re-arranged visit for which, hopefully, we will be able to fill a minibus after circulating a List at the February Branch Meeting.

Our January Branch Meeting went off quite well despite the weather! We had twenty six attendees, although a low turn out compared to recent meetings, was much better than I expected given the conditions. Our Members from Dalton and beyond were prevented from attending by the snow but a good number of them (twenty eight in all) took the opportunity to send in their apologies.

The monthly Committee Meeting is programmed for 19th January when we will review the Minutes of the January meeting which all of you on E Mail should have received before the next Branch Meeting on 5th February. If you have any comments on the Minutes when they arrive send them to me as soon as possible please but, as usual, you can always raise any points at the February Branch Meeting!

One change you should notice from this month is that the News Letter is to be produced by Ben Britten a week earlier which should ensure distribution by both E Mail and Snail Mail in advance of the Branch Meeting. This should allow you to have advance notice of upcoming events so you know which Function Lists should be circulated at the Branch Meeting and give you time to make up your minds in advance on whether you want to add your names to the List.

What have we been up to the last month? Well not a lot

really but arrangements for the K13 Weekend in Faslane have progressed and, by the time that you read this a party of us will have been to Scotland for the Annual Remembrance this year being the 93rd Anniversary of the accident. Planning is continuing for the visit to Spain in April to meet up with the Espana Levante Branch. John Houlding has covered this in his Article and it looks like there are a lot of Members and their wives who are looking forward to a Spring Break in Spain.

The National Council Conference this year is being hosted by the Dorset Branch and will take place in Weymouth on Saturday 27th March. Events are being arranged for the Weekend 26th to 28th March. If you haven't made your arrangements to travel to Weymouth yet details are included elsewhere in this News Letter. I'm still waiting for the Agenda and Proposals for discussion at the Conference which we will need to discuss locally in Committee and at a Branch Meeting to agree how we will instruct our Delegate (John Hart) to vote.

Not too long now before the Branch Annual General Meeting on Tuesday 6th April. This will be the 47th Annual General Meeting of the Barrow in Furness Branch and, to date there are no Proposals put forward for discussion at the Meeting. So, if there are any burning issues about the way the Branch is organised and run or if you think there are any ways of doing things better then now is your chance.

Don't forget that this year the post of the Secretary is up for re-election. So, if you would like to put yourself forward or if you think you should propose someone who you know would like the job then let us know as soon as possible.

The other job available is Branch Delegate for the 2011 National Council Conference.

Now back to the usual reminders! The Membership Cards for 2010 are now with

Mick Mailey. The 2010 Subs became due from 1st Jan 2010 so if you see Mick Mailey with your Subs (still only £10) at the next meeting on 2nd February you can get your new Membership Card. You can also send your Subs by post to me or Mick Mailey and we can then get your new Cards sent out.

I have recently updated the Members Contact List. It now includes quite a few recent E Mail changes and some updated addresses. If you have moved, changed your phone number or your E Mail provider please let us know as soon as possible so that we can keep in touch and make sure you get all your Branch information. I expect there are a few more changes I don't yet know about so don't be shy let me know!

We now have one hundred and fifty of our one hundred and eighty five members on E Mail which helps out considerably with distribution of Minutes, News Letters and general Branch information. For the remaining fifteen of you who have provided baesystems.com 'E Mail' addresses and who also have home 'E Mail' addresses please let me know the Home 'E Mail' as soon as possible.

As I have said previously BAe have been very kind up to now in allowing us to distribute Branch information via their system but not during working hours but we mustn't take too much advantage and distribution via your home 'E Mail' is the way ahead!

Also if you can't make it to a Branch Meeting(s) remember to send in your apologies partly so we still know you are alive and well. If you are not keeping too well yourself let us know and we will see if there is anything the Welfare team can help with. Remember to let us know if there are any Branch Members or former Members that you know (or their wives, girlfriends or partners) who are not too well sometimes they may be too busy or pre-occupied with events to let us know themselves. If we don't know we can't help!



That's about it for now hope fully I haven't missed out any events or anybody's names I think all the dates are right as well! See you all at the Branch Meeting Tuesday 2nd February usual time usual place!

And don't forget to bring the ladies along for a social evening after the Branch Meeting with a Quiz Night organised by Colin Hutchinson.

Regards

Barrie

## Letters

### HM S/M RESOLUTION ASSOCIATION REUNION 2010



We have received permission from DE & S to visit the submarine at Rosyth Dockyard. The committee have discussed the Reunion and set the date for, Friday 19th March 2010 to Sunday 21st March 2010 at Queensferry Hotel Rosyth.

The highlight of the Reunion will be a visit to the Submarine alongside at Rosyth Dockyard, an optional tour of the Aircraft Carrier HMS Queen Elizabeth and HMS Prince of Wales Integration Dock and the Evening Dinner in the Queensferry Hotel. Places will be limited so we can only accept requests from Full Members, so get your membership fee's sorted and add your name to the growing list on the forum.

This is a great boost to the Association and one I hope will propel us onward to a successful conclusion in our first year.

Regards,

The HMSm Resolution Team.  
www.hmsresolution.org.uk

Gentlemen

For those who missed the announcement in the papers, the Memorial Service for Rear Admiral JFTG 'Sam' Salt CB will take place at 1400 on Thursday 28 January 2010 in Chichester Cathedral.

In order to assist with arrangements would those attending please advise Commander Mike Sizeland OBE RN by e-mail at [sizelands@waitrose.com](mailto:sizelands@waitrose.com)

An update for those attending the event

(a) There will be a reception in the Cathedral grounds after the Service hosted by Penny Salt  
(b) Mike Sizeland advises that parking in Chichester is extremely tight and recommends that those who can should travel by train (station 5-10 minute walk from the Cathedral). For those who must drive the advice is to arrive early.

Best wishes

Jeff.



### Chaplain's Dit February 2010

To not mention the tragedy that is unfolding in Haiti would be not be honouring all those who have lost their lives; all those who have lost their homes; all those who have lost their families; all those who have lost their hope. We can only hold them in our thoughts and prayer. As the enormity of their situation made our problems and inconvenience caused by a week pale into insignificance. So the drama played out on our TV's that showed the anger of people because the grit for our roads was running out and people were beating their breasts about the incompetence of Local and National Governments. Coupled to an incidence I witnessed four separate occasions when people stopped alongside a gritting box on a steep incline in Askam and filled their containers and driving off. Perhaps they felt they were entitled to do so, because as ratepayers they had entitlement. It's a crazy world and I must be getting to be a grumpy old man to get worked

up over grit. Leaving that picture aside; I can say that my heart goes out to the people of Haiti especially if I try to imagine how would I deal with the subject if such devastation was to hit UK and my family. I promise to attempt to write some fuller thoughts next month. on the tricky subject of why does such tragedy happen.

An e-mail from Barrie telling of Rear Admiral Sam Salt's memorial service in Chichester Cathedral later this month reminded me he was my first submarine CO when I joined Finwhale in the far east as three badges gold part three Petty Officer Control Electrician. It was from him I received my Dolphins after I had sorted out the significant difference of closed and blows. His career course took him to become CO of Dreadnought and eventually to the Falklands and in charge of the fateful Barrow built ship the Shiny Sheff. A personal anecdote of the man took place at the Dockyard Swimming pool, it was the ships company bar-be-que and everyone was throwing everyone else into the pool including Sam himself. Sam espied Pat who was heavily pregnant with Nicola, and said that if the C.O was wet she should not get away, and promptly but gently led her by the hand into the shallow end and ensured she was well and truly dunked. And that was my first dealings with a CO who so different to all the other Skimmer (spit to the side) Captains that I had ever met. The true measure of the man can be found by in the many tributes on the Internet, below are two examples.

When Sam was succeeded as C.O of the submarine Dreadnought, his successor asked why the equipment carried up to the bridge at Harbour Stations invariably included an empty wooden box. He was shown the checklist of items required and found that there was indeed a "Salt Box" specified, but it was not until a little later that he realised the box's true purpose, namely for Sam to stand on so that he could see clearly out of the fin.

Tiny in stature yet huge in personality and grit a fitting tribute for any man.

Regards Jonsey



## DRUG CARTEL

A submarine designed to smuggle cocaine on to a Spanish beach was at the centre of a court case recently in which seven people face drug-trafficking charges. The nine-metre submarine, believed to be the first in Europe designed specifically to smuggle drugs, was discovered by police, empty of drugs but with its motor running. A Colombian drug cartel had paid €100,000 (£89,000) for the submarine to be built in the hope that it could imitate the success of similar semi-submersibles that are now used to smuggle cocaine into the US. Drug cartels in Latin America began using semi-submersible boats almost a decade ago. They are built of fibreglass to evade radar and sonar, and the latest designs can carry up to 10 tonnes of drugs and need a crew of four.

Police believe they capture only a fraction of those being used, as crews scuttle them when spotted. Galicia has been the main entry point of Colombian cocaine into Europe for more than a decade.

## NEW DELHI

India Prime Minister Manmohan Singh launched the country's first locally built nuclear-powered submarine on Sunday.

"Today, we join a select group of five nations who possess the capability to build a nuclear-powered submarine," Singh declared in his speech at the eastern naval base of Visakhapatnam. Although he billed the submarine as an outcome of a public-private partnership, the Indian leader did mention Russia in his address. "I would also like to express our appreciation to our Russian friends for their consistent and invaluable cooperation, which symbolizes the close strategic partnership that we enjoy with Russia," Singh remarked. Nonetheless, he called for leveraging the

strengths of India's private industry for defence goals. Singh insisted that the submarine launch reflected no aggressive plans by his country. "We do not have any aggressive designs, nor do we seek to threaten anyone. We seek an external environment in our region and beyond that is conducive to our peaceful development and the protection of our value systems," The launch came 11 years after internationally condemned tit-for-tat nuclear tests first by India and then by Pakistan in May 1998.

## SUBMARINE E13

13 has always been considered unlucky number for Submarines. Quite a few Submarines in the early days were only known by 'Class' Letter and a Number and these were A13, C13, E13, G13, H13 and K13.

When the 'L' Class Submarines were ordered L13 was not included in the order. Of these Submarines A13 was the first RN Submarine to be fitted with a diesel engine and after extensive trials and a very quiet war she was 'struck off' and scrapped from 1919. C13 was a busy submarine in both peace and war and was paid off in 1919 for scrapping. G13 had a busy war and was sold for scrap in January 1923. H13 (built in Canada) never saw service in the RN and was ceded to Chile as GUALCALDA in July 1917. The one Submarine we always remember is the K13 which sank in the Gareloch in January 1917 and which we remember every year at the K13 Memorial Weekend in Faslane.

This year, 2010, is the 93rd Anniversary of that sad event. The other 'Unlucky 13' was E13. E13 was 'Laid Down' in Chatham Dockyard in December 1912, was 'Launched' in September 1914 and 'Commissioned' into the 8th Submarine Flotilla in December 1914. In August 1915 Submarine E13 (Lieutenant Commander Geoffrey Layton) was detailed off to join the

Royal Navy Submarines operating with the Russian Navy in the Baltic. On 19th August 1915 as the Submarine was making its way into the Baltic there was a gyro failure and E13 accidentally grounded on the Danish Island of Saltholm. During WWI Denmark was a Neutral State and, in line with the Rules of War the Submarine had twenty four hours in which to free herself and leave Neutral Waters or else be interned for the duration of the War.

The First Lieutenant Lieutenant Paul Eddis was sent ashore to arrange things and to get some assistance sorted out whilst the Captain and the rest of the crew tried all that they could think of to work the Submarine free.

This they were doing under observation of ships of the Danish Navy which, again by the Rules of War, not allowed to help the efforts to re-float E13. Whilst all this was going on warships of the Imperial German Navy arrived and, after watching what was going on, suddenly (and without warning) opened fire on E13 despite the efforts of the Danish ships to place themselves between E13 and the German Ships. E13 was very badly damaged and the crew attempted to escape by swimming to shore but, as a result of the German attack, fifteen of the crew were killed on the Submarine or whilst swimming to the shore. After the attack Submarine E13 was completely wrecked and remained on the shore until after the war when she was sold and scrapped in Denmark.

The surviving Crew were interned in Denmark for the duration of the War. The Captain and the First Lieutenant both withdrew their Parole from the Danes and both made their way back to England before the end of the war but the other surviving crew members stayed in Internment Camps until 14th November 1918.

The remains of those killed were returned to England by the Danes and were buried at home.



**Those who died in the attack by the Germans were:**

Petty Officer William George Warren	Buried in Haslar Cemetery
Leading Seaman Henry Thomas Pedder	Buried in Haslar Cemetery
Able Seaman Harold Joiner	Buried in Haslar Cemetery
Able Seaman Alfred John Payne	Buried in the Lewisham (Ladywell) Cemetery
Able Seaman Robert Thomas Smart	Buried in Haslar Cemetery
Ordinary Signalman Herbert Goulden	Buried in Loughborough (Leicester Road) Cemetery
Ordinary Telegraphist Ernest Stuart Charles Holt	Buried in Haslar Cemetery
Engine Room Artificer Herbert Staples	Buried in Grimsby (Scarthe Road) Cemetery
Chief Stoker Benjamin Pink	Buried in Haslar Cemetery
Leading Stoker William Hayes Thomas	Buried in the Cosheston (St Michael) Churchyard
Stoker Thomas Charles Greenwood	Buried in Haslar Cemetery
Stoker Arthur Long	Buried in Wimborne Minster Cemetery in Dorset
Stoker Walter Thomas Wilcox	Buried in Woodlands (The Ascension) Churchyard, Dorset
Stoker Fred Wilson	Buried in York Cemetery
Stoker Walter Albert Yearsley	Buried in Haslar Cemetery

**Those who survived the attack were:**

Lieutenant Commander Geoffrey Layton	Retired as an Admiral. Died in 1964.
Lieutenant Paul Leathley Eddis	Lost as Commanding Officer of L24 in January 1924
Lieutenant William Garriock, RNR	Retired as Lieutenant Commander, RNR. Died in 1953.
Petty Officer Charles Bowden	Released to Pension in 1924.
Petty Officer Alfred Frederick French	Lost in K5 in January 1921
Leading Seaman Herbert Lincoln	Demobilised 1919
Able Seaman Walter Edwin Brewer	Died on 26th Mar 1920 – three weeks after ‘Demobilisation’.
Able Seaman Charles Frederick Rendolson Hunt	Released to Pension in 1929
Able Seaman Benjamin Nix Watson	‘Demobilised’ in May 1919
Engine Room Artificer Walter Augustus Varcoe	Released early (golden bowler) in August 1923
Engine Room Artificer Albert Thomas Henry Abrams	Released to Pension in 1924.
Engine Room Artificer Edgar Tennison Lukey	Free discharge in April 1920, ‘Signed On’ again in Oct 1921
Leading Stoker William Whatley	‘Invalided’ out in 1920
Stoker Frederick George Stubbington	Released to Pension in 1925
Stoker F W Smith	No further information currently available

Of those ratings who continued to serve post WWI Chief ERA Abrams, Able Seaman Hunt and Leading Stoker Stubbington were all drafted to Submarine L33 on 22nd January 1920 and served together on the China Station until December 1921. ERA Lukey and ERA Varcoe were both drafted to Submarine K15 on 4th Feb 1919 and then to Submarine K6 on 6th Jan 1920 and served together in those Submarine until 1st April 1920. It is not clear whether their serving together was a deliberate policy by the Drafting Authorities.



## WE WILL REMEMBER THEM

Submariners reported in  
December 2009 to have  
'Crossed the Bar'

J.T.F.G.(SAM).Salt  
Rear Admiral 69 Finwhale  
(CO) Dreadnought (CO)  
December 2009

C.P.H.Gibbon:  
Captain (E) 86  
Submarine Service from 1943  
Otus:P551: Vampire: Auriga:  
Taciturn.  
October 2009

J.R.(John) Hunt:  
Chief Mechanician 73  
Submarine Service from  
1955-1961  
Scotsman: Andrew: Thule.  
December 2009

J H (John) Venn  
Able Seaman (UW2) 73  
Submarine Service 1956-1965  
Tireless: Tabbard:  
Teredo: Oberon: Auriga.  
October 2009

B F (Frank) Brown  
Petty Officer Electrician 83  
Submarine Service 1944-1950  
Otway: Seraph: Sea Devil:  
Astute: Affray: Unbending.  
December 2009

Mark Jones Agar  
Chief Marine Artificer 76  
Submarine Service including  
Auriga: Porpoise:  
Cachalot: Sealion.  
December 2009

John Andrews RO2(G) 66  
Submarine Service including  
Amphion:  
November 2009

Jim Marsh Commander (E)  
Submarine Service including  
Valiant.  
September 2009

J.(Jean)Coron.  
L/Torpedoeman Age 89.  
S/M.Service:WW2  
Minerve Curie (Free French).

Former Member Sheffield  
Branch Died 17th Jan 2010  
LME John Conroy Aged 69  
Served in Submarines 1957 to  
1960 in Rorqual & Grampus

*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 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.*

## Collisions

Three British submarine officers, including the captain, plead guilty at their recent court martial. The three were accused of not doing their jobs properly, and allowing their boat, the HMS Superb, to collide, on May 26, 2006, with underwater rocks, that were clearly marked on charts. The sub suffered damage to the bow and sonar, and was not repaired, because the boat was scheduled to be decommissioned shortly anyway, after 32 years of service.

The Superb collision was one of many recently, that have occurred because the crew was not paying enough attention. Last year, for example, a Chinese sub collided with a sonar array being towed behind a U.S. destroyer. Around the same time, a U.S. sub collided

with an American amphibious ship in the Persian Gulf (where American subs have suffered two other such incidents in the last five years). Two years ago, an Indian sub, while surfacing near Mumbai, collided with a merchant ship. Five years ago, an American sub, travelling at high speed in the Pacific, collided with an underwater seamount. In one of the most unusual incidents, about a year ago, British and French SSBNs (missile carrying subs) collided with each other while submerged in the Atlantic.

Subs underwater are running blind, as most depend on passive sensors most of the time. Constant attention must be paid to charts and electronic location devices. Crews are intensively trained to stay sharp and be careful when travelling submerged. But it's difficult to keep everyone sharp all the time, and that's what leads to many of these collisions.

The Golden Age of submarine collisions was during the Cold War (1948-91). Once Russia began building nuclear subs in the 1960s, and putting them to sea often and for long periods, there were lots of collisions. Well, about one every two years. Most involved at least one Russian boat. Most of the collisions during this period involved Russian subs bumping into other Russian subs, or inanimate objects (icebergs, oil rigs). Western boats had far fewer collisions because they had better sonar, and better trained and more experienced crews.

There are few Russians subs at sea these days, so most of the collisions are by Western subs, which now dominate the ocean depths.







## Ooops

A U.S. Navy Admiral was attending a naval conference that included Admirals from the U.S., English, Canadian, Australian and French Navies. At a cocktail reception, he found himself standing with a large group of Officers that included personnel from most of those countries. Everyone was chatting away in English as they sipped their drinks but a French admiral suddenly complained that, whereas Europeans learn many languages, Americans learn only English. He then asked, 'Why is it that we always have to speak English in these conferences rather than speaking French?' Without hesitating, the American Admiral replied,

'Maybe it's because the Brit's, Canadians, Aussie's and Americans arranged it so you wouldn't have to speak German.'

You could have heard a pin drop.



## The Editor

Following on from the small changes to the news letter, if you have any suggestions on further improvements or items you would like to see included then please drop me a line. Hopefully every branch member will have received their copy of the newsletter either by e-mail or post before the monthly meeting on the 2nd of February I should add that the newsletter should also be available online at [www.submariners.co.uk](http://www.submariners.co.uk)


I hope to have the next edition available for publication on 25th March. Thanks to everyone who sent in items for the newsletter if its not in this edition I may be able to use it in the next.

Regards  
Ben



  
 February 2010  
**Members Birthdays**  


C. Breeze	02/02
M. Fleming	03/02
C. Buckenham	10/02
T. Gale	11/02
K. Osborne	11/02
D. Thornton	20/02
D. Beale	21/02
M. Moreland	23/02
W. Daniels	24/02
G. Chapman	26/02
J. Marshall	28/02



[www.hmsresolution.org.uk](http://www.hmsresolution.org.uk)

**To All Our Ladies and  
 Friends You are invited to a  
 Social and Quiz.  
 Royal British Legion  
 Holker Street  
 Tuesday 2nd February 2010  
 Time: 2000hrs**

### 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 February for the March 2010 issue please try and have any information with me by the **15th of each month.** Thank you to everyone who contributed to this edition.



## SOCIAL CALENDAR 2010

### February

Tuesday 2nd: Monthly meeting (Social Ladies) Quiz 2000 RBL

Tuesday 16th: Branch Committe meeting 1930 RBL

### March

Tuesday 2nd: Monthly meeting 2000 RBL

19/20th w/e Faslane Visit

Tuesday 23rd: Branch Committe meeting 1930 RBL

25/27th w/e SA Annual Conference



# Solve the monthly submarine quiz

We hope you enjoyed last month's submarine crossword

If any of it proved tricky, the solution is at the foot of the page. This month we have a wordsquare with clues based on pubs in Portsmouth – which many of you may have visited.

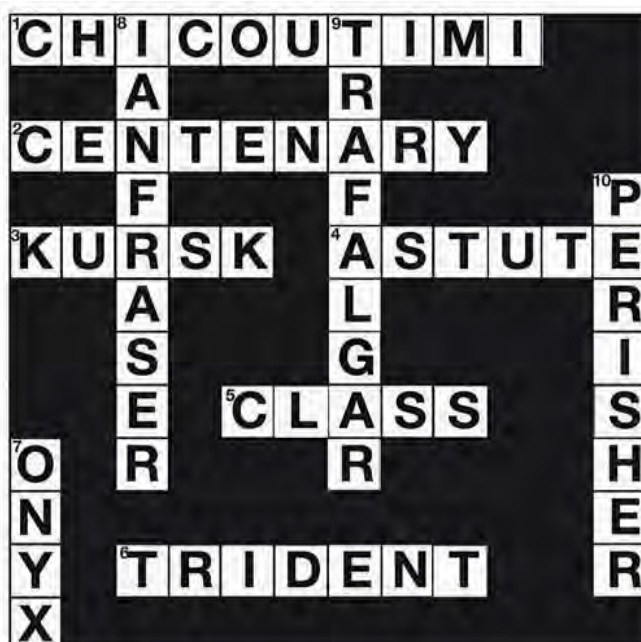
If you have any comments or suggestions on how our puzzles can be improved or developed, drop an email to Bill Myers at [bill.myers@nwemail.co.uk](mailto:bill.myers@nwemail.co.uk)

## PORTSMOUTH PUBS TO FIND

- |                  |                  |
|------------------|------------------|
| 1. Wonkey Donkey | 6. Alma Arms     |
| 2. One Eyed Dog  | 7. Albany        |
| 3. India Arms    | 8. Fleet         |
| 4. Hogshead      | 9. Grave Diggers |
| 5. Three Marines | 10. Fawcett Inn  |



Last month's crossword solution (below)



WELCOME SIGHT: Most submariners will have sampled the delights of Portsmouth at some point in their career



**Barrow - in - Furness**  
**Submariners Association**  
**Social Calendar 2010**



Jan	5	Tue	Monthly Meeting	2000	RBL
	8	Fri	First footing Morecambe branch		Morecambe
	19	Tue	Branch Committee Meeting	1930	RBL
	22/24	W/E	K13 memorial Weekend		HMNB Clyde
Feb	2	Tue	Monthly Meeting (Social Ladies) Quiz	2000	RBL
	16	Tue	Branch Committee Meeting	1930	RBL
Mar	2	Tue	Monthly Meeting	2000	RBL
	19/20	W/E	Faslane visit date available		HMNB Clyde
	23	Tue	Branch Committee Meeting	1930	RBL
	25/27	W/E	SA Annual Conference		Weymouth
Apr	6	Tue	Annual General Meeting	1930	RBL
	16/18	W/E	Espana Levanta AGM Weekend		Benidorm
	20	Tue	Branch Committee Meeting	1930	RBL
	24	Sat	Annual Dinner Dance	1900 for 1930	Lisdoonie
	25	Sun	St Georges day Parade		Barrow
May	4	Tue	Monthly Meeting	2000	RBL
	18	Tue	Branch Committee Meeting	1930	RBL
Jun	1	Tue	Monthly Meeting (Social Ladies) Quiz	2000	RBL
	18	Fri	Brewery Run		TBC
	22	Tue	Branch Committee Meeting	1930	RBL
Jul	6	Tue	Monthly Meeting (Social Ladies)	2000	RBL
	17	Sat	Branch Barbeque		RBL
	20	Tue	Branch Committee Meeting	1930	RBL
Aug	3	Tue	Monthly Meeting	2000	RBL
	17	Tue	Branch Committee Meeting	1930	RBL
Sep	7	Tue	Monthly Meeting (Social Ladies) Quiz	2000	RBL
	21	Tue	Branch Committee Meeting	1930	RBL
Oct	1/3	W/E	SA Reunion Britannia Hotel		Nottingham
	5	Tue	Monthly Meeting	2000	RBL
	19	Tue	Branch Committee Meeting	1930	RBL
	22	Fri	Trafalgar Ball	1930	Lisdoonie
	23/24	W/E	50 Years of Nuclear Submarines Celebration		TBC
Nov	2	Tue	Monthly Meeting	2000	RBL
	7	Sun	Embankment Parade		London
	12	Fri	Ladies Night D/D (Black Tie)	1900	Lisdoonie
	14	Sun	Remembrance Parade	1015	Barrow
	16	Tue	Branch Committee Meeting	1930	RBL
	19/20	W/E	Faslane visit date available		HMNB Clyde
Dec	2	Tue	Monthly Meeting	2000	RBL
	11	Sat	Christmas Social	1930	RBL
	15	Tue	Branch Committee Meeting	1930	RBL