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## VICE CHAIRMAN'S August Word



Well I'm back in circulation but only temporarily. My sincere thanks to all who sent their well wishes for me after my recent "Timpanomastoidec-tomy". That after having suffered with "malignant otitis externa" for about 9 months.

I won't go into detail, in case you are having your tea shortly, but they are not finished with me yet as I am waiting for a date for some "reconstruction surgery". So believe me when I wish every one of you the best of health.

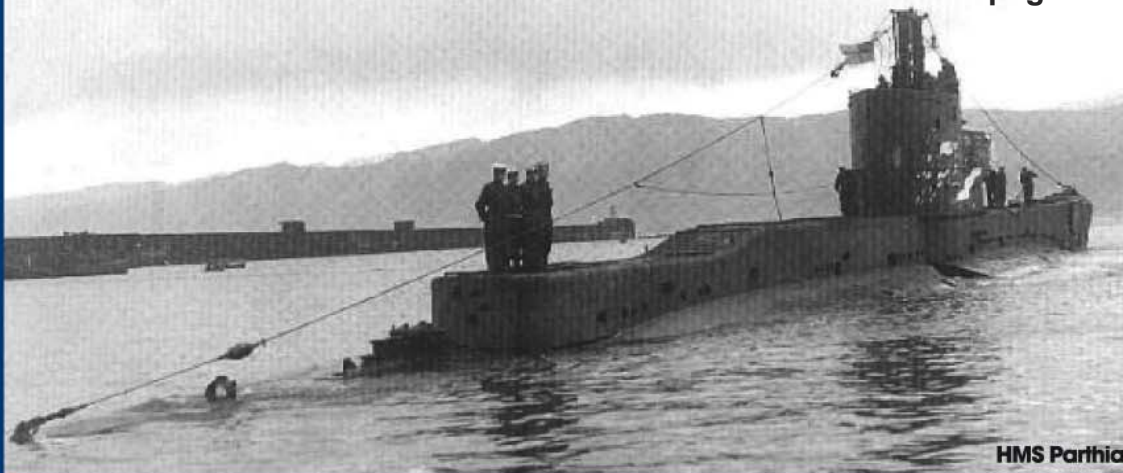
Thanks to Alan for producing the word while I was not available.

The first duty I must perform is to inform all members and readers of the sad loss of Chris (Windy) Breeze and new member Ben Skeats who transferred from the Australian Submariners Association.

Alan will undoubtedly give more details of these later but I feel I must on behalf of the branch pass on our sincere condolences to the families and friends of both members.

I must now continue with a similar plea as Alan included and that is to all you forgetful members who according to the treasurer's records have not as yet paid your subscriptions for 2010. If you feel you may be an unpaid member please make an effort to forward your subscriptions (£10 ONLY) to the treasurer as soon as possible.

Continued on page 2



HMS Parthian

## CONTENTS

2) Social Secretary

3) HMS Olympus

4) The Secretary

5 & 6 Loss of INS Dakar

7) RN Submarine Museum

8 & 9 HMS Utmost

10) Chaplains Dit

11) Operation Frankton  
Memorial Update

12) Obits

13) General info

14) Quiz page





Our secretary is sending out a letter to all who our records show as unpaid. If you get such a letter please respond in one of three ways:

- a) Send your subs as quickly as possible;
- b) If you believe you have paid and the record is incorrect contact the treasurer.
- c) If you agree you have not paid but for some reason do not wish to maintain your membership of the Submariners Association and/or the Barrow Branch please tell us so we can stop paying the £5 National membership on your behalf.

If you agree that you may, like me, be forgetful and would like the opportunity to pay your subscriptions regularly, from your bank to the branch bank directly, please contact the treasurer for details on how to do this. This opportunity is also available to all members should they prefer to pay in this manner.

Moving onto the social scene and the next planned event which will be the Ladies Night Dinner Dance. It is early days yet but we already have around 60 names for this do so we urge you all to contact Colin or any member of the committee to get your name on the list. If you can fill a table of 8 to 10 send all the names together - come on you deserve a good thrash.

Those of you with internet access may have noticed that the next meeting of the Espana Levante branch will be at the Hotel Pueblo, Benidorm on the weekend commencing Friday 19th November 2010. If you missed the last visit because of the volcanic ash why not make this a note in your diaries and start making plans with your pals for a visit. I can assure you of a really warm welcome and an excellent weekend.

We discussed Faslane visits at the last meeting and I have confirmed that the Barrow in Furness branch together with the Northern Ireland branch are now booked in for the weekend commencing the third Friday in July 2011. I know it is a year away but as for previous visits

numbers are limited so I will start a list and open a dialogue with our buddies in Belfast to ensure that between us we fill all available places. I will ask for a £20 deposit but this will be returnable up to end March 2011. Any cry-offs after that will unfortunately lose their deposit to protect the escalating costs of those remaining on the list. However should someone else wish to join us after this date either from Barrow OR NI they will release your deposit.

Anniversary "50 years of building Nuclear Submarines in Barrow in Furness" in October this year you will find details of this later in the news letter.

Talking about Socials, it really would be great to hear from as many of you as may wish to take up the challenge of forming a new social team. As you know Colin has decided to stand down at the end of the year and I fear that if we can't maintain some form of social programme of events through the years ahead the branch will suffer. So rally round; there must be some of you who would not mind having a go and the more of you who volunteer and share the work the easier and more enjoyable it would be.

While we are one of the strongest branches in the association "on paper" and have been regarded as very strong socially and been the envy of other branches, we are I believe in danger of letting it all go.

Enough now, I promise I will not include either 'subscriptions' or 'social secretary's position' in next months word. I hope you enjoy the rest of this news letter and submit articles and suggestions to us for publication in future editions.

Best Regards

John Houlding  
Vice Chairman



## Social Secretary August 2010



It was with great regret that we took the decision not to go ahead with the annual BBQ this year. I am afraid the numbers we received that showed an interest, just did not make the event viable and I am afraid that even we can not make large losses on social events. For me, it's not just the financial side of it but also the atmosphere that is lacking when numbers are small, that in turn leads to less enthusiasm for the next social because folk think the "do" will be the same as the last one. John at the Lisdoonie tells me that his bookings are well down and with many clubs closing I don't suppose we are immune to the present financial climate either. My apologies go to those that were looking forward to it.

For those that normally attend, the annual Trafalgar night dinner will be taking place in October, this event is organized by the Sea Cadets and no doubt it will be advertised at the next couple of meetings.

I really would like to make the Ladies night dinner dance on November 12th an event to be proud of. It is the normal format for Ladies night i.e. Black Tie with a splendid menu and entertainment the cost is £27:00 per head and includes wine. Why not treat your Ladies and bring friends and have a great night out?

The list is already in circulation and will be circulated at every meeting up to October so get your names down early, lets make this event a well attended success as it is the best social of the year.

Well that's all from me for this month.

See you all next month!!

Colin Hutchinson  
Social Secretary





# Barrow Submarine Series: issue number 16

## *HMS Olympus*



**SPLASH TIME:** The new Barrow-built submarine *Olympus* going down the slipway on June 14 in 1961

*HMS Olympus* (S12) was an Oberon-class submarine serving in the Royal Navy and later with the Canadians.

The boat was laid down on March 4 in 1960 at Vickers-Armstrongs and launched on June 14 in 1961.

The boat was the sixth of the Oberon-class and was named by Mrs R.H Wright, wife of Vice-Admiral R.H Wright CB, DSC Flag Officer, Scotland.

It was not the smoothest launch ever seen at Barrow.

For three minutes after she had been named the new boat refused to budge an inch on the slipway.

A mechanical fault in the launching gear was to blame, levers operating the gear had jammed.

It was thought to have been the first time this had happened at the Barrow yard.

The launch day saw Barrow shipyard playing host to three new boats with radically different means of propulsion.

*Olympus* was of the traditional diesel-electric form but was keeping company with the nuclear-powered *Dreadnought* and with *Excalibur* which made use of high speed hydrogen peroxide propulsion.

*Olympus* was sold to the Canadians in



**BIG MISSION:** In 2004 there were plans to bring *HMS Olympus* back to Barrow as a static exhibit. Her sister boat *HMS Onyx* did make the trip. Shown on the deck of *Olympus* are Alan West, Brum Tovey, Ken Collins, Bill Cole and John Houlding

1989 and was stationed as a non-operational training boat in Halifax.

The boat was never commissioned and was disposed of along with the other Canadian Oberon-class submarines in late 1990s.

Canadian naval officials looked for buyers and at one stage it was hoped *Olympus* might return to Barrow as a museum exhibit.

### STATISTICS:

Displacement: Surfaced: 2,030 t (2,000 long tons)

Submerged: 2,410 t (2,370 long tons)

Length: 295.2 ft (90.0 m)

Beam: 26.5 ft (8.1 m)

Draught: 18 ft (5.5 m)

Propulsion: 2 × 3,680 hp Admiralty Standard Range V16 diesels

2 × 3,000 hp electric motors, diesel-electric

2 shafts

Speed: Surfaced: 12 knots (22 km/h; 14 mph)

Submerged: 17 knots (31 km/h; 20 mph)

Range: 10,350 nautical miles (19,170 km; 11,910 mi) at surface cruising speed

Test depth: 650ft (200m)

Complement: Six or Seven officers and 62 other ratings

Sensors and processing systems: Type 1002 surface search and navigation radar

Type 187 Active-Passive attack sonar

Type 2007 long range passive sonar

Armament: 6 × 21 in (533.4 mm) bow tubes, 20 torpedoes

2 × 21 in (533.4 mm) short stern tubes, 2 torpedoes

Forward torpedo payload could be replaced with 50 × mines.



## Barrie Downer Secretary



I'm sure you all noticed summer is here, the kids are on their school holidays and the rainy season has started and we have a hosepipe ban in the Lake District! You couldn't make it up!

The July Branch Meeting wasn't as well attended as most of our meetings recently but I think we can put that down to holidays. For once we had more apologies received than we did members attending the Meeting! To avoid duplication I will leave Colin Hutchinson and the Vice Chairman to cover the Social Scene and Subscription issues. I will, however mention our recent sad loss of two of our Members 'Crossed the Bar' 'Ben' Skeates and 'Windy' Breeze and I thank all our Members and some from the Morecambe Bay Branch who took the time to attend both funerals – 'Windy's' at the Thorncliffe Crematorium and Ben's at St Mary's in Whalley and after at the Bury Crematorium. For 'Windy' we had enough Members to form a double Guard of Honour and, as a result there were not enough seats for everyone for the Service. Ben, although a very recent Member of the Branch, left a request that donations should be made in lieu of flowers and that any donations received be made to the Barrow Branch a very generous request. Both families have expressed their thanks to the Branch for honours at both funerals.

An article by Ben Skeates appears on pages 8 & 9 of this newsletter.

Following these sad losses we now have 188 Members new Member 'Ben' Rodgers a 'long distance' Member in Prince Edward Island in Canada has recently been enrolled welcome Ben but don't expect to see him at too many meetings!

Our recent efforts to catch up with Members and update the Branch Records has brought us

up to date with Tom Kennedy-Wilson who, his wife tells me, although not fit enough to attend meetings following a recent set back in his recovery from his previous illness, is remaining as a Branch Member and will be pleased to receive his minutes and Newsletters by snail mail in the future. I have also had news of one of our ex-ASTUTE members Jason Costello, who many will recall suffered a stroke at a very early age and, as a consequence has been recently 'invalided' out of the service. His mother tells me that he is recovering slowly but that, for the present, wishes to lapse his Membership although he may rejoin the Association at some point in the future. I have sent our best wishes to both Tom and to Jason and wished them both well in their recovery. We also send our best wishes to John Dalton who ended up in Furness General after a fall at home and hope that he will soon be back occupying his usual seat in the Legion.

The updated Branch List now includes all 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 know there are a few E Mail Addresses which are currently not responding and expect there are a few more changes I don't yet know about so don't be shy let me know! Can I also make yet another plea for those of you who have provided BAE 'E Mail' addresses up to now to let me know your home 'E Mail' address (if you have one) as soon as possible.

At the last Committee Meeting we decided that we would write to all Branch Members shortly to ask them to update their Contact records and to give everyone the option of paying their Subs by Standing Order direct to the Branch Account if they prefer. Paying by Standing Order takes away that old problem of trying to remember whether you have paid up or not and means that you get your

Membership Card as early as possible in the Year. It also makes the Membership Secretary's job a lot easier and will keep us on the right side of the National Membership Secretary and National Treasure! Letters should be going out to all Members some time in mid August after the next Branch Committee Meeting.

Elsewhere in the News Letter you will see updates about the Submarine Heritage 'Paintings Collection' which is almost complete all paintings are now 'sponsored' and 'commissioned' and Tom Murphy should be completing his work on the last few paintings in the next month. Plans to produce a 'Big Book' version of the whole collection (possible title 'Barrow Built Submarines the Best') to co-incide with the 50th Anniversary of Nuclear Submarines are also well advanced and Terry Spurling will update you on progress elsewhere in this Newsletter.

Another book which is due for publication shortly is the Submariners Association 'Anthology of Submarine Poetry' now given the title of 'Voices from the Deep'. Again, with luck, publication of this book will co-incide with the 50th Anniversary of Nuclear Submarines.

A report on the plans for the new Memorial in France to the 'Cockleshell' heroes and HMS TUNA are progressing well and again there is an update elsewhere in the Newsletter.

The Lord Provost of Dundee & the Dundee City Council have granted permission to hold an annual Memorial Service at the newly built Submarine Memorial in Dundee. This Memorial to commemorate those lost during WWII from the old 11th Submarine Flotilla was unveiled last September by the Duke of Gloucester. The first Annual Memorial Service will take place on Saturday 11th September 2010 at 1100. All are invited to participate, however it is important that Dundee Council know the numbers who intend being there.





Names of any Members and Standard Bearers attending are to be passed to Jim McMaster via the Secretary final numbers need to be known by August. Book now to avoid disappointment!

HMS ASTUTE will finally 'Commission' at Faslane in late August. Ex HMS ASTUTE (the first one) Members were advised some time ago of the details but none of our ex-ASTUTE Branch Members are able to attend.

Finally as you may have read in the Evening Mail on 27th July that we now have evidence that John Henry Curtis (who died in 1902) the occupant of the 'Unmarked Grave' in Thorncliffe Cemetery was a Submariner and that he served in Torpedo Boat No. 2 otherwise known as Holland No. 2.

We will now be progressing with our plans to place a suitable headstone on his grave to recognise him as the first Submariner Casualty and are continuing efforts to locate any descendants.

And now my usual monthly plea if you are unable to attend a Branch Meeting(s) remember to send us your apologies. If you are not keeping too well 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 again hopefully 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 August Branch Meeting Tuesday 3rd August usual time usual place.

Regards

Barrie

### BIG BOOK APPEAL.

The Submarine Heritage Centre and the Submariners Association of Barrow in Furness have commissioned a series of paintings, by a notable local Marine Artist, of all the Classes of Submarine built in the local Shipyard over the last 120 years.

It is worth noting that this Shipyard has been involved with the design and built over 72% of all UK Submarines and quite a few for foreign countries.

This series is intended to represent to all the development of the Submarine over that period. It reflects the development of the submarine, from a very basic vessel, to the sophisticated Nuclear Vessel of the 21st Century.

As part of that programme of Heritage we now are putting together a "Big Book" to show these paintings and the allied data to the world.

The Book will contain Plates of the 44 Classes of Submarine, together with a number of Submarines built for other countries. We shall also include twelve decade paintings reflecting the products, other than the Submarine, produced by the Shipyard over that same period. The Book will be a "Coffee Table" Hard Backed product with the Painting Plate on the right hand page with associated information on the left hand page. The collection is now complete. We now need to attract funding for the publication of this unique product.

We are planning on 1000 copies of the Book. For this we shall require sponsorship of £20,000. We are approaching those Companies involved in the overall Build and Supply of material for Submarines to ask if they wish to become involved as Sponsors of the Project. Clearly a simple sum suggests that if 25 persons, or organisations, offered £1K each we would be home and dry.

We intend that each Sponsor would have a few lines of script within the acknowledgement section of the Book defining their link with submarines or their support of submarines.

Our intention is to publish the Book in time for the 50th Anniversary of Nuclear Submarine Build, which occurs in October 2010.

We believe this project will highlight a major section of the UK Submarine History and is therefore really worthy of your support.

Please contact Submarine Heritage Ltd. On :-

tps@submarineheritage.com or 01229 820993 or 07900 920385

### THE LOSS OF INS DAKAR.

Dakar left Portsmouth on January 9th 1968. She was scheduled to carry out a surfaced transit to Gibraltar, call into Gibraltar for a few days after which she would transit, dived, to arrive in Haifa at end January 1968.

She carried out a routine communication with Haifa just after midnight on 25th January 1968. She was never heard from again. Dakar was the last of a number of ex RN Submarines sold to Israel. HMS Turpin and HMS Totem were two that became INS Leviathan and INS Dakar respectively. In earlier years HMS Springer and HMS Sanguine had similarly been sold and became INS Tanin and INS Rahav.

I was part of the Crew of Totem and we took her to Malta in 1956 having commissioned her at Devonport Dockyard after a two year refit. I served on her for 2 ½ happy years with my family often coming onboard when I was duty. By a strange coincidence I had served on both HMS Turpin (1953-1954) and HMS Sanguine in 1968.

The loss of Dakar was to be a total mystery for the next 31



years. Israel over all that time repeatedly found funds to search for their lost vessel and, of course, to locate the grave of their fallen comrades.

The reasons for much of the inability to locate the wreck is well documented in a book called *Never Forgotten* by David W Jourdan. Well worth reading for those interested in Submarine and the search problems and solutions when looking for a small object in a large and deep ocean.

This article can only mention a few.

One year after the loss one of the *Dakar Escape Buoy* was washed up on a beach in Gaza. During the initial search period it had been established that a listening station in Cyprus had picked up weak signals which might have come from *Dakar*. It was reasoned that it might have come from this buoy.

Israel was to spend a number of years analysing the condition of that buoy. It had clearly only ever been at a reasonable depth ie not deep as it had not been crushed. The assumption therefore was that it had broken away from *Dakar*. Therefore *Dakar* was in fairly shallow water?

Much chemical and many other analysis was carried out on the buoy to establish an area for the search. Subsequent events where to prove that the buoy was total distraction leading up the well known "garden path". Another distraction was questions about the state of mind set of the Captain of *Dakar* - Commander Yaacov Ra'anani. He was a very experienced Submariner but was known for being something of a rebel. Indeed the Israeli's themselves have often stated that he was typical of those in command in Israel. The distraction hinged around the fact that *Dakar* seemed to be breaking records for the transit of the Med. Why was he travelling so fast? Why had he asked for permission to arrive in Haifa

much earlier than planned? Permission was not granted.

There was much debate as to whether he had decided to depart from his planned route home and test his onboard intelligence listening devices in a number of areas east of Cyprus. If he had then he could be lost in a great many places. Most of the above would support the view that *Dakar* was in relatively shallow water. Israel spent many years looking in those possible sites.

In 1998 Israel agreed a package with an American Company *Nauticos Corporation*, with some support from the US Navy.

*Nauticos* was very experienced in wreck location. They had found the Japanese Submarine *I 52* in very deep water in the Atlantic. Some of their people had been involved in the location of the *Titanic*.

The process of how they eventually decided to look for *Dakar* in deep water is well covered in the book. The bottom line was to assume that the *Dakar* would be found along a route to Haifa from which the Captain had not strayed. They were very much assisted by the fact that, due to the years of work carried out by the earlier Israel searches they knew very well where *Dakar* was not.

After many months of reviewing all the previous years of work the *Dakar* was eventually found on Friday May 8th 1999. She was laying at 3000m with much of it scattered around the bottom.

After a great deal of inspection by ROV and after forensic analysis of the finds an eventual scenario could be proposed. There could be no clear decision regarding precisely how she was lost. Much can be assessed from the wreck. She lies on the bottom with the forward part almost completely unscathed ie forward of the Bridge Fin - Fore ends and Accom. Space - is in an uncrushed state. The rest - Control Room areas, ER and Aft end are completely twisted

and crushed. There is no evidence of mortal remains.

The scenario proposed -

She was probably snorting, or had just stopped snorting.

A massive flooding in the forward end of the vessel occurred. That flooding exceeded it's buoyancy reserve. Hence it would pitch forward in a steep and rapid dive. The flooding was such that no recovery action could be of use. It is possible that a second failure might have also occurred where hydraulic power to the Engine Clutch was not available - this giving no propulsion power available for the shaft. (Those who know T Conversion will understand that particular problem). For sure the ROV inspections showed the forward hull intact but the remaining hull was completely twisted and crushed. This is easily explained as being due to the forward end being filled by flooding and equalising the pressures on the way to the bottom. The remaining hull was subjected to all the pressures and damage once *Dakar* had passed it's crush depth.



Eventually part of the Bridge Fin was raised and is now the main attraction of the Submarine Memorial in Haifa. Also on show is the *Escape Buoy* that had led to such mis-information. Also raised was one of the crews dress shirt, still in it's wrapper with his name tag on the breast. He had been ready to dress for his arrival in Haifa. I met a number of the families of the *Dakar* crew. Indeed the wife of the 1st Lieut - "Boomy" Barkay has signed my copy of the book.





As did the Author David Jourdan who was one of the main guests at the International Submariners Meeting in Israel last May. The families of those who were lost have stated :

They had to have Dakar found to give them a final resolution to there loss. The final words of the official report into the tragedy also gave great solace to the families of those lost stated " For the crew of the Dakar those last seconds before the hull collapsed would have been very busy with them all working as a team to try to save the vessel. When the end came it was instantaneous as if someone had turned off the light. TO THE UNDYING MEMORY OF THE MEN OF DAKAR.

Post Script. Lying alongside the wreck of DAKAR is a plaque on which is engraved –

The men of INS Dakar



Never Forgotten

For those interested in buying a copy of the book it is

**NEVER FORGOTTEN**  
by David W. Jourdan



## RN Submarine Museum

**RN Submarine Museum Unveils Plans to Restore HMS Alliance**  
Ambitious plans to restore and conserve the iconic World War II submarine HMS Alliance were announced today by the Royal Navy Submarine Museum, where the vessel has been on display to the public since 1982.

The project is the First Sea Lord's top naval heritage priority, and for good reason. Exposed to sea water over cradles by the Museum quayside, her outer structure has corroded so badly that parts are literally in danger of falling into the sea below, a rusting process that has proved hard to arrest due to difficulties of access. Without urgent action, Alliance's future will be one of accelerating decay, which cannot be allowed to happen.

Vice Admiral Sir Tim McClement, Chairman of the Alliance Appeal said today 'The outer skin of Alliance is deteriorating at such a rate that we haven't a moment to loose, so funding for the work must be found as quickly as possible.'

The official memorial to the 5,300 men who fought and died in submarines, HMS Alliance is listed in the UK's historic ship's register, sitting alongside the Cutty Sark, the Mary Rose, and HMS Victory in the Core Collection list, and she is the only remaining WW II submarine in the UK that's open to the public. Designed during the war for service in the Middle East, she was launched in 1945, as victory was achieved. She then began a distinguished 28 year career until she retired as the centrepiece of the Submarine Museum.

HRH Prince William of Wales is the Royal Patron of the HMS Alliance Appeal that aims to raise the £6 million that the conservation work is budgeted to cost. Over £4.6 million in funds and pledges has already been achieved, including £3 million pledged by the Heritage

Lottery Fund. A further £1.5 million is required for a new Alliance gallery.

The preservation work has three main planks: repair, conservation, and a dry hard standing: the repair or replacement of rusted component parts, restoration to her pristine exterior condition, and facilities for a future maintenance regime.

To provide access for low cost maintenance, land underneath the submarine must be reclaimed. Using a cofferdam and backfill, a new, dry hard standing will allow access to the whole vessel for routine exterior maintenance and also give visitors the opportunity to view the underside of the hull.



Repair and presentation to HMS Alliance will be in a form as close as possible to when she entered active service, preserving some of her subsequent adaptations, while at the same time providing safe access for visitors. As much as possible of the original fabric of the boat will be preserved and like-for-like features and materials will be used.

Sir Tim McClement is calling on all sectors of the community to help raise the funds needed, from individuals to groups and societies, and from schools to businesses.

Please get in touch with the HMS Alliance Appeal Office on 023 9251 0354, or visit the Museum web site:

[www.submarine-museum.co.uk](http://www.submarine-museum.co.uk)



## HMS UTMOST AND A TARANTO PATROL

H.M.Submarine Utmost, of the 10th Submarine Flotilla, Malta.. She was built by Vickers Armstrong at Barrow-in-Furness Lancashire. She carried 4 loaded torpedo tubes, (in the tube compartment right for'd), and four spare torpedoes in special racks, two on each side of the 'fore-ends' (the next compartment aft).

The 'fore-ends' also served as the crew's messdeck and the coconut matting on the deck was their sleeping compartment.

After several successful patrols we had our first encounter with the Italians. It was May 1942, and our skipper was Commander Richard D (Harmonica Dick) Cayley, and we were preparing for our next patrol. Utmost was a small 32-man boat, capable of operating in both deep and shallow water.

It was during the period later to be known as the 'Siege of Malta'; just after a particularly bad air raid by JU88's, operating from Italy.

This particular raid was concentrated on 'Grand Harbour' and the Naval dockyards. Normally the missiles at first 500lb bombs, and then parachute mines were dropped indiscriminately. After we had completed maintenance routines; re-armed, re-fuelled, and provisioned we sailed for the usual 'unknown' destination.

Our destination turned out to be the Italian 'Bay of Taranto', and our first duty was to carry out a visual reconnaissance of the warships in the Italian Naval base at Taranto.

We arrived on on the 19th July and proceeded inside the harbour roads at periscope depth; with the Captain at the periscope taking bearings. The navigator noting the types and number of Naval ships alongside, any changes, such as ships boilers firing up and the like, making ready for sea.

From the radio room we received a routine signal from the Admiralty to say that the R A F reconnaissance had reported that a Naval force was due to leave Taranto within the next 48 hours. We were instructed to take up station in the centre of the instep which formed the bay south of Taranto.

The areas immediately to the south of Utmost would be covered by two more 10th Flotilla boats, H.M.Submarine Upright, and the last by H.M.Submarine Upholder. Suddenly the skipper who was still scanning the area with the periscope; remarked that there was a Catalina flying boat circling low over the Navy ships in the harbour.

At that same moment the bow of the 'Utmost' started to rise. The duty officer used the trim pumps to flood 'Z' and 'A' ballast tanks; but she still continued rising. Then the external ballast tanks were flooded.; the for'd hydroplanes were at full dive as were the rear, and the motors were at full astern both. This had no effect and we finally came gently to a dead stop. We had almost completely surfaced on the top or side of an uncharted sandbank.

During our attempt to get the boat off the sandbank we made one hell of a muddy swirl; with the saddle tanks emptied, and the port motor running full ahead and the starboard at full astern to swing her away from the bank. A running commentary from the Captain informed us that there were great columns of sand and water as we blasted the ballast tanks free of water to lighten her. He could even see people and cars moving along the sea front Esplanade, and several boats were also plying in the harbour. None of these took the slightest notice; even if they did see us they must have assumed that we were an Axis boat. Finally twisting free and sliding off the sandbank, and still apparently undetected; we dived to fifty feet for one hour, then continued to complete our reconnaissance of the Italian Naval activity.

The next day we received a further signal from Admiralty on a routine broadcast; that the R.A.F plane had also intercepted a cipher. It contained the sailing date; course and speed of a force of three 10,000 ton 'Trieste' class Italian Navy cruisers and escorting destroyers.

This was the squadron that we had been detailed to watch, and they were shortly leaving Taranto. We assumed station in what the Captain decided was the best position for an attack on the last of the three cruisers. The obvious reason for selecting the rear cruiser was; if we fired at the first cruiser the look-outs on the other two would undoubtedly have been alerted by the luminescent wake of the torpedoes at night.

They would then take evasive action, and the destroyer escorts would have a sure-fire track to where to look for us. Following the normal routine during action stations; the PO Tel took over from the asdic operator. At 23:43 he picked up the HE (hydrophone effect) of some of the escorting destroyers.

The Captain was absorbing not only the details for lining up the boat for torpedo firing; but also the numerous bearing and range reports that the asdic operator was continually updating him with. This gave him the positions of the three cruisers and the destroyer screens, their speed and course. By three minutes to midnight Asdic had identified the tail ender of the three Trieste class Cruisers, with range and bearings.

The Navigating Officer had calculated the speed from this information and we approached the moment of truth. At three minutes past midnight; having positioned the boat for firing the skipper gave the orders "Fire one", "Fire two", "Fire three" and "Fire four" at appropriate intervals. He received the four confirmations by telephone from the torpedo room "Torpedoes fired sir", and confirmed by the asdic. The noise of the torpedo motors as they left the boat, also





confirmed that each of the torpedoes were "running sir".

We waited with bated breath for what seemed an eternity; the time that had elapsed since the first 'fish' was fired indicated that it had missed. That meant that at least two of the other three should hit.

In fact all three remaining torpedoes hit the cruiser, and before giving the order to dive deep. Then the Captain called to the navigator to record that the first torpedo had apparently continued on its course, and hit an ammunition ship further afield on the same bearing. Both the cruiser and the ammunition ship were later confirmed destroyed by Royal Air Force reconnaissance aircraft before we arrived back in Malta. Commander Cayley entered the sinking of the cruiser on my service sheets together with a recommend for MID.

Almost at once, and certainly no later than we had dived to 90 feet; we commenced the cat and mouse game of evasive action. Five of the destroyers turned back towards the survivors; at least that was what we thought by the direction they were heading. Instead of first trying to save their men from the cruiser; they started at once dropping depth charges ad-lib all over the area with no concern for the hundreds of men in the water, who must have been desperately trying to attract their attention.

From the number of close depth charges in those first few minutes, it is certain that they killed more of their own men than we had with the torpedoes. Some of the charges were exploding uncomfortably close to us. When their initial panic died down; they started a bit more systematically to try to locate us with sonar, and then run in with depth charges.

One of the torpedo men in the fore ends chalked up eighty four close ones in the first eight hours. One sprung hull rivet, was plugged immediately by the damage control unit with one of the specially prepared wooden

pegs carried by all of our boats. Apart from a number of bulkhead fittings such as fuse boxes, high and low pressure airlines, and overhead lights breaking loose and blowing a few fuses - they were all secured to the bulkhead on welded brackets - we escaped serious damage.

The enemy counter attack lasted throughout the remainder of the night, and the following day. The Captain ordering continual changes of course; heading for the gaps between the attacking destroyers that appeared from the bearings the navigating officer received from the asdic. When all the enthusiasm seemed to have dissipated up top; the skipper suggested that the second operator should take over for a spell so that the PO Tel could take a break; but for him to stand by, just in case.

Back in the mess, with one of the junior operators manning the asdic, he sat down beside the Electrical artificer (EA) who was reading a book. He noticed that there was a wheezing noise like an old bellows, and so mentioned it. The EA replied that it was due to the lack of oxygen, and everyone was having difficulty breathing.

We had been submerged over 24 hours, and had no facility for replacing the oxygen. The lack of oxygen was slowly contracting our breathing ability. At last when everyone was near collapse, and wheezing as if they were being slowly strangled we surfaced, and just before we hit the surface the skipper gave the order to start main engines.

The diesels roared out, until the vacuum produced by the air intakes was almost high enough to burst our ear-drums. He then called up to the seaman waiting on the conning tower ladder; to open the hatch. In rushed a vast quantity of fresh air and salt water, it really smelt like nothing I have ever smelt before or since. It was disgusting enough to make one vomit, but it was because we had been without oxygen for so long that our sense of smell had grossly deteriorated. No sooner had the Duty Officer arrived on the bridge than

the asdic operator picked up HE from one of the destroyers.

The PO Tel was recalled for what was obviously a continuation of the counter attack. The destroyer was winding up her motors with a view to coming in with another depth charge attack. They must have been lying under quiet routine waiting for us to make a move.

We crash-dived again using the ten ton quick diving tank "Q tank"; 'Q' could be flooded and evacuated by a three ton per minute Drysdale centrifugal pump. This took on additional ballast to get down to ninety feet again as quickly as possible.

The surfacing operation was to us a complete success; as apart from the two or three minutes on the surface, which incidentally was a crucial factor in our escape, we had been dived for twenty odd hours. We had, by starting the diesels before opening the conning tower hatch, and using the resulting partial vacuum, replaced most of the oxygen starved air in the boat.

We were able to continue to dodge the enemy destroyers until eventually; after we had jettisoned a load of oil and clothing through one of the torpedo tubes -to give the illusion of having been hit-, we broke surface. To everyones' relief; at 23:00 hrs or eleven P M on the second night after the attack we were clear of the enemy.

We transmitted a signal to Malta via Admiralty in the UK, to inform Captain 'S' 10 Simpson (the Officer in Charge 10th Submarine flotilla), that we were leaving the patrol area to re-load torpedoes.

The Captain received a Bar to his DSO (Distinguished Service Order) and for his effort, and the PO Tel received the Oak Leaf (mentioned in despatches). The remainder of that patrol was uneventful as we proceeded to Malta at 90 feet.

by

Ben Skeates



## Chaplains Dit

I started writing my Chaplains Dit very early this morning fully aware that I had missed yesterday's deadline for the newsletter. As such I was very tempted because today is also my birthday, to send the above George Burns quote and call that my August contribution. When suddenly my laptop speaker kicked into life "You have E-mail" and the following message arrived. Dear Mr Jones. My husband, son and I made the sad journey north last week to attend the funeral of my ex-husband Chris Breeze and we just wanted to say how impressed we were with the guard of honour that the submariners association gave. I married Chris whilst I was a serving Wren and it was just after our marriage that he applied to join the submarine service after being drafted to Portsmouth Fleet Maintenance Group, which he found 'boring'. He felt he wanted something more from the Navy at that time, and I know that he loved being a submariner. You guys did him proud! Kind Regards Anne and Ron Miller, and Geoffrey Breeze.

I must admit that I have never seen so many people attending the crematorium service. The Minister Ron Wilson read the Submariners Prayer, and I am told by some of our members that attended the Wake in the Dalton Cricket that Windy had a traditional Submariner send off for his Last Patrol. The second funeral for Ben Skeates was a quieter and smaller family affair in the ancient parish church of St. Mary's & All Saints Whalley. Four of us were able to travel down to Blackburn and take the ensign and standard to support the family who provided the choir to honour their Grandfather. The family were very appreciative that we were able at short notice to muster a team and invited nay ordered us that we joined them at a local hostelry for eats. I received an E-mail over the weekend to say that Ben ashes

had been scattered at sea in according with his wishes. There is still a story to tell of our oldest and shortest serving Branch Member, that will have to come later. Thinking about birthday's can be quite scary when we realise how the years are stacking up. But I am taking solace from one of the cards I received that quoted -

Its not the years in your life that counts. It's the life in your years. As of this moment I am feeling fine.

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible. George Burns

Regards Jonsey

## World News

The American Defence News paper has reported that Germany has reconsidered the funding of a sixth submarine for the Israel Navy, even though it expressed willingness in the past to help finance the project. The publication said the Germans had told Israel that, despite expectations, Germany would not fund about one-third of a \$1.6 billion transaction that includes Israel's sixth Dolphin-class submarine and two warships made in Germany. Germany funded more than 80 percent of the cost of Israel's first three Dolphin submarines in the 1990s, and is currently accounting for a third of the cost of two more submarines being manufactured in Germany. Barbara Opall-Rome, the Defence News' Israel correspondent, reported that the Germans have responded negatively to a series of Israeli requests that included a direct appeal by Prime Minister Benjamin Netanyahu to German Chancellor Angela Merkel. It was reported that during a meeting in Berlin on July 7 involving an Israeli delegation headed by Defence Ministry Director General Ehud Shani and aides to Merkel and her defence minister. The Germans reportedly told Shani

they were suspending contacts over the aid package.

Shani reported that the Germans were facing a difficult economic situation, so it was understood they could not assist Israel with the deal, which will now have to be re-evaluated. Defence News said the collapse of the deal presents the Israel Navy with major difficulties in renovating its aging fleet of ships and submarines. The German retraction has also revived a difference of opinion in Israel between politicians who support the acquisition of a sixth submarine and planners in the Israel Defence Forces who prefer to buy ships.

## Ode to the TOT



In the days of Admiral Nelson Or it might have been before. The Navy got its heritage in customs and its law.

Now some of these were good things. And some of these were not. But they'll never find how to replace That little daily Tot.

It isn't served haphazard Like tea or even beer ut with pencil book and water. And other useless gear.

Jack dusty and his winger Perform the sacred rite They brew a swill called "Two and One" On which we have to fight.

With bottle jug and Fanny We muster at the shrine "Get into line you Sailors! That first Fanny's mine"

Then with murmured incantations. Such as "seven one and two". The high priest and his acolyte Dispense the Holy Brew.





When the seas are breaking over. And you feel you've had enough. When the chef has dropped his tatties. And his 'oppos' burnt the duff

When your locker's full of hogwash. And your hammocks gone to rot. There's nothing quite can touch it;

YOUR DAILY LITTLE TOT.



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## Operation Frankton Memorial Update

To remind everyone the Operation Frankton Memorial 'Frankton Souvenir' - to give it its French title is a joint Anglo-French project to establish a permanent Memorial to the 'Cockleshell Heroes' at the entrance to the River Gironde in the Aquitaine Department in France.

The Submarine interest in this is that the Royal Marine canoeists who took part in this 'Special Forces' Operation trained for the Operation, were transported to and launched on their way in their 'Cockles' in HMS TUNA a 'T' Class Submarine

The Project formally got underway with a public appeal following a Meeting at the Royal Marine Museum in March 2009 to raise the funds needed. Originally it was thought that some £100k would be revised but, following several revisions of design and costs this has been set at £80k of which almost £70k has been raised to date. Currently the Project is well on course to meet the target of establishing the Memorial in France in the Spring of 2011.

The National Committee, Branches and individual Members of the Submariners Association have contributed to this total but the bulk of the funds have been raised within the Royal Marines and Special Boat Service Associations.

More recently the Salisbury based artist John Lawrence has donated a painting of the launch of the 'Cockles' by HMS TUNA to assist in both the fund raising drive and to be the basis of a relief plaque on the Memorial in France.

This painting was 'Unveiled' as a small ceremony at the home in Dorset of Major Malcolm Cavan, Royal Marines (Retired) who is driving the British end of the Project. Malcolm previously was the Senior Officer of the Special Boat Squadron of the Royal Marines.

The 'Unveiling' was attended by the Artist, Malcolm Cavan, Ram Seeger (also a former commander of the SBS), Barrie Downer (representing the Submariners Association) and Francois

Boisnier and Erick Poineau (both representing the French End of 'Frankton Souvenir').

The Artist spoke of his difficult task of deciding how best to paint a camouflaged submarine on the surface on a dark moonless night launching camouflaged 'Cockles' with their crews in dark clothing and with their faces darkened a bit like trying 'to find a black cat in a coal cellar at night with the lights out'. In the end the result is very good showing a view on the port bow of HMS TUNA in the background with the five 'Cockles' in the foreground with the crews paddling away from the boat.

The result, as I think all will agree, is a success.

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## STEEL WON'T STOP IT

A British military technology firm (BAE) has developed a wireless communications system with a signal that can pass through several inches (over 7 cm) of steel. This is important for submarines, where current construction methods require over 200 extra expensive pressure hull penetrations for each boat. The new wireless system saves hundreds of millions of dollars, and makes the boats safer. The new wireless tech also helps in constructing surface ships, but not as much as for subs. The tech is also useful for armored vehicles, and in many civilian applications.



The painting was unveiled by Francois Boisnier (left) and Erick Poineau (right)



A Team player, who is the Branch member in HMS Excalibur's Football Team 1958



### WE WILL REMEMBER THEM

**Barrow Branch**

**July 2010**

**Christopher (Windy) Breeze**

**Chief Petty Officer**

**D069819C**

**Aged 63**

**Submarine Service 1972 - 1986**

**Repulse, Churchill, Cachalot,**

**Spartan & Renown**

**Barrow Branch**

**16th July 2010**

**B L (Ben) Skeates**

**Petty Office Telegraphist**

**P/JX145516**

**Aged 91**

**Submarine Service 1940 - 1947**

**Ursula, Upright, Upmost, P311**

**Strategem, Stygian, Tally Ho**

**Regent**

**Non Member**

**July 2010**

**John Malwa Reece Lutley**

**Lieutenant Commander**

**Submarine Service from 1942**

**Sibyl, Unbroken, (IL),**

**Shakespeare, Trump & Tapir**

**Non Member**

**2nd July 2010**

**T D A (Terry) Thompson CBE**

**Captain**

**Submarine Service from 1955**

**Sentinel, X-Craft, Auriga,**

**Walrus, Turpin(CO),**

**Grampus (CO)**

**Repulse (port) (CO)**

**Brierley Hill Branch**

**14th July 2010**

**P R (Phil) Poole**

**Able Seaman (RP3)**

**Aged 85**

**Submarine Service 1942-1945**

**in**

**Stoic**

**Non Member**

**3rd July 2010**

**Sir Lancelot Richard Bell**

**Davies KBE**

**Vice Admiral**

**Submarine Service 1945-1968**

**Tally Ho, Anchorite,**

**Tireless (IL), Subtle (CO),**

**Explorer(CO)**

**Captain SM 7**

**Non Member**

**20th July 2010**

**Ray Pallester**

**Charge Chief WEA**

**Submarine Service including**

**Resolution**

**Non Member**

**July 2010**

**John E Moore**

**Captain**

**Submarine Service from 1944**

**Trident, Rover, Vigorous,**

**U-994(IL), Trenchant(IL)**

**Tradewind (IL), Totem(CO)**

**Alaric(CO), Tactician (CO)**

**Telemachus(CO)**

**Non Member**

**9th July 2010**

**Gordon (Scouse) Birchall**

**Petty Office Chef**

**aged 66**

**Submarine Service including**

**Valiant and Sovereign**

**Portsmouth Branch**

**July 2010**

**J W (John) Wilson**

**CPO M (E)**

**P/KX 769568**

**Aged 81**

**Submarine Service 1947 - 1969**

**Tiptoe, Tradewind**

**Sanguine, Auriga, Solent**

**Acheron, Telemachus, Teredo**

**Andrew & Opossum**

**Non Member**

**25th July**

**James Barry Wallace**

**Captain**

**Submarine Service**

**Artemis (CO), Ocelot (CO)**

**including a Polaris boat.**

**and became SM 10**

*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.*

### FAMILY RESEARCH

The third part of the Family research article due to be included in this months edition (Researching Naval Officer Relations) is not available for publication at the time printing Hopefully I can include it in the September Edition.

### REMINDER

The National annual draw tickets and monies should be returned at the August branch meeting in time for returning to the National Committee by Saturday 11th September.

They may be returned to Mick or Barrie or any other committee member or sent to Micks postal address.

### THANKYOU

*To all the members and there wives that came to my surprise 60th birthday party at the legion. It was a great night for me and was made even more special because members turned up to help me celebrate.*

**Thanks for the Prezies**

**Cheers**

**Tony Griffiths**





## Chinese Food

Over the last few years, China has been sending its submarines on longer voyages. In the last two years, there have been enough long voyages by Chinese subs for the crews to discover that the food (lots of canned meat and rice, not many vegetables and no fruit) normally carried, did not survive voyages of more than a week or so. Most Chinese subs are hot, with high humidity. With so much of the food going bad, which was sometimes realized only after it was eaten, the crews were coming back sick and malnourished. So the navy came up with new rations, designed to survive shipboard conditions and keep the crew healthy.

Before 2008, this was not a problem. The 50-60 Chinese subs went out on only six patrols in 2007, versus two in 2006 and none in 2005. Before that, through the 1990s, Chinese subs averaged 1.2 patrols a year. The one Chinese ballistic missile sub (SSBN) has never, in its 25 years of existence, gone out on a patrol. But since 2008 there have been a lot more patrols, with some of these boats being spotted in the central Pacific.

This is not to say that the Chinese boats didn't go out at all before 2008. There were lots of day trips, moving off shore into the open water, in order to train and test the equipment. But this is no replacement for the long term (two months or more) tours American boats have been doing since World War II. While the Chinese are modernizing their submarine force, half their boats are still basically obsolete diesel-electric designs. The U.S. nuclear submarine fleet contains more than half the nuclear boats in service worldwide.



August 2010  
**Members Birthdays**

W. McLaughlin	03/08
P. Andrew	05/08
J. Rogers	05/08
A. West	09/08
R. Hagen	10/08
G. Walker	11/08
D. Jenkins	14/08
R. Church	16/08
M. McCormick	18/08
D. Parsons	18/08
E. Budgen	18/08
D. Harwood	21/08
K. Mullen	25/08
G. Skippings	27/08
D. Sales	29/08
K. harding	30/08

### DISCLAIMER

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### New Member

#### Joining in July

**F (Ben) Rodgers**  
From Prince Edward  
Island  
Canada

**A warm welcome to you**



## 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 August for the September 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

### August

Tuesday 3rd Monthly meeting  
2000 RBL

Tuesday 17th Branch  
Committee Meeting 1930 RBL

### September

Tuesday 7th Monthly meeting  
(Social Ladies) Quiz 2000 RBL

Tuesday 21st Branch  
Committee Meeting 1930 RBL



# Solve the monthly submarine quiz

We hope you enjoyed last month's wordsquare.

If any of it proved tricky, the solution is at the foot of the page. This month we have clues based on the Normandy D-Day Landings in June 1944.

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)

## Find the Normandy D-Day Landings clues

1. ARROMANCHES

2. JUNO

3. SWORD

4. GOLD

5. PEGASUS

6. MERVILLE

7. NORMANDY

8. CAEN

9. BAYEUX

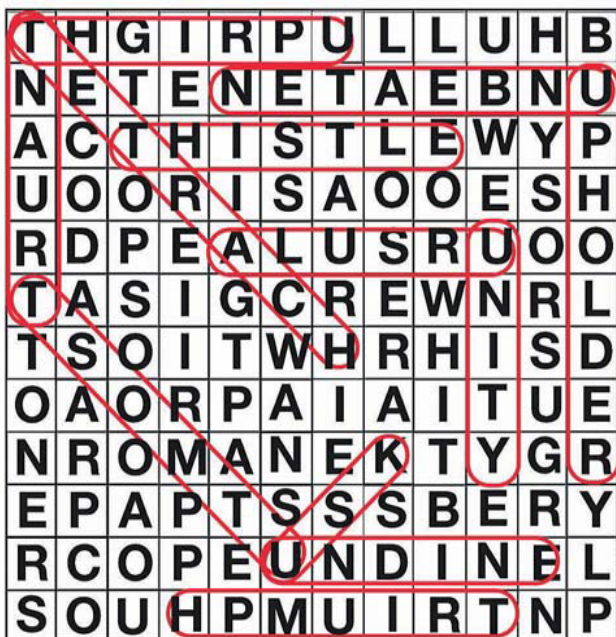
10. OUISTREHAM

11. OVERLORD

12. CHERBOURG



## Last month's wordsquare solution (below)



LIBERATED: Bayeux was the first major French town taken intact after the D-Day Landings in June 1944. This view of the cathedral is taken from in front of the Bayeux Military Cemetery