

Rear Admiral  
Paddy O'Riordan**50 YEARS  
ON**

It's a great honour as a humble member of the Northamptonshire Branch of the Submarine Old Comrades Association (haven't got used to the new name yet!) to be invited to write the Forward to this edition of your Newsletter.

We, not surprisingly, have spent some of our days in Barrow, and very happy ones they were too, when, as First Lieutenant, I was standing by Courageous. For a while we rented a farm cottage from Thomas and Laura Postlethwaite in Great Urswick.



It was also the only time that our very young children were at the same school; Urswick Grammar across the Tarn from us, and of course the Courageous team won the Keswick to Barrow walk! I guess though that is why Ben has asked me to do this because of the forthcoming Dreadnought event. For me it was something very special to be the sixth Captain of the ninth Dreadnought and that she had been launched by HM The Queen. That appointment came sort of midway through my seagoing career. Ten years without a bath or a shower, that was Diesel Boats, ten years of Nuclear (after all the reactor is just a great big kettle) so stacks of water, but not much space, so showers and then 'Funnels is fun' for I was driving a Guided Missile Destroyer and had my own bath,

My wife, Jane, and I are much looking forward to attending the Civic Reception at the Dock Museum on 23 October. It will be a chance to meet up with old mates and also to see what any of the original team look like 50 years on and hopefully meet some new folk including the BAE team and local dignitaries. To think that 312 submarines have been built in Barrow for the Royal Navy as well as some Brazilian, Chilean, Canadian, Australian, Soviet and a couple who at the time were referred to as being built for a Customer Government (Israel). Some of these I helped train when I was the Captain (SM) Submarine Sea Training. But, it's Dreadnought that we think of now.

I can imagine the mounting excitement, the mild panic at this time 50 years ago. Chaps trying to get her ready for the launch, others painting anything that didn't move including the heads which Her Majesty might have wished to visit. All went well as 50 years ago, 155 after the Battle of Trafalgar Dreadnought went down the slip as soon as the Queen had said: 'I name this ship Dreadnought. May God bless her and all who sail in her'....that includes many of us. Then the fitting out, Contractors Sea Trials, Commissioning, Work Up and then, under nuclear power the world was her oyster and there were not many parts that she did not go to.

I wonder if anyone knows how many miles she had on the clock when she ended up in Rosyth? Likewise how many of the likes of us served in her? Hope to meet as many of you as possible next month.

Paddy O'Riordan

Commander Sambourne  
1960 to 1964.**CONTENTS**

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# Nations unite to produce Dreadnought

THESE details about the construction of Britain's first nuclear-powered submarine are taken from a special brochure produced ahead of the October 1960 launch ceremony for *Dreadnought* at Barrow.

It was clearly a collaborative project between Britain and the United States with nuclear machinery brought in from across the Atlantic to cut the development time needed to build an all-British product from scratch.

That development work was pressing ahead even while *Dreadnought* was under construction – resulting in the first boat being effectively in a class of its own.

The brochure notes: “The major advance in submerged endurance has been demonstrated dramatically by the American nuclear submarine *USS Nautilus*, which travelled submerged under the Arctic ice-cap from near Alaska to near Iceland via the North Pole, and by *USS Triton*, which circumnavigated the globe in 84 days without fully surfacing.

“The increased submerged speed of the nuclear submarine, and the fact that it operates primarily submerged, have caused a change in the hull form.

“*Dreadnought* is similar in shape to *USS Skipjack*, one of the latest American boats, with a full, rounded bow and tapering stern.

“This shape is appropriate for submerged operation but is a departure from the conventional submarine shape, which has a sharp bow similar to that of a surface ship.

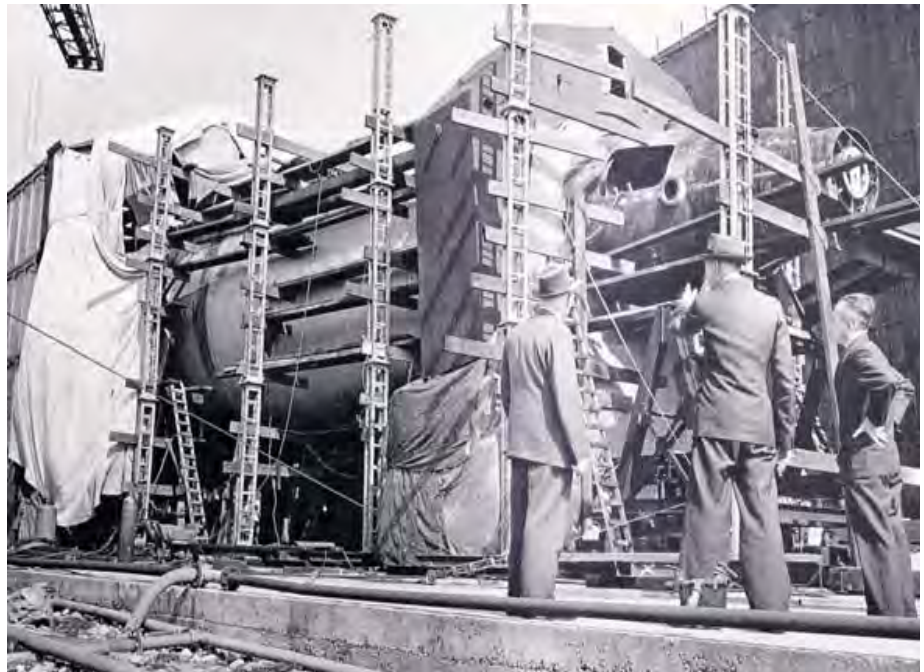
“*Dreadnought* is an attack submarine, her most important role being to hunt down and destroy enemy submarines.

“Although her machinery is American, the remainder of her equipment is British; the armament is torpedoes, and she is equipped with the latest devices for detection of the enemy, navigation and communication.

“Because of her long submerged endurance she has comprehensive air conditioning and purification equipment, and the accommodation for her officers and crew is of a much higher standard than in her predecessors.

“The nuclear machinery for *Dreadnought* is being purchased from the United States and personnel from the Admiralty, Vickers-Armstrongs and Rolls-Royce and Associates were trained in the United States in the design, installation and operation techniques for this machinery.

“The machinery and the training facilities have been provided by Westinghouse Electric Corporation and by Electric Boat Division of General Dynamics Corporation, and the excellent co-operation and



**UNDER COVER:** An after-building end unit being fitted on *Dreadnought*, Britain's first nuclear-powered submarine

assistance which has been, and is being, given by our friends in America deserves the highest praise.

“Here at Barrow we are particularly glad of the opportunity to renew with Electric Boat an association which goes back to the very early days of submarines.

“The United States Navy, as is well known, has pioneered nuclear ship propulsion, and the first nuclear vessel, *USS Nautilus* went into service in 1955.

“By the end of this year the United States Navy will have commissioned some 20 or more nuclear submarines.

“In Britain the first development work on nuclear reactors was directed towards the power station application, in order to meet the long-term requirements for electrical power for industrial and domestic use, which are expected to exceed the power available from coal and oil fuels in the foreseeable future.

“The power station reactors are not suitable for submarine application and therefore, when it was subsequently decided to build a British nuclear submarine, considerable development work was necessary, culminating in building a land-based prototype to prove the machinery, and finally building the submarine itself.

“This process is expensive and takes time.

“However, the purchase of the *Dreadnought* machinery from America, together with the know-how associated with it, will have two main effects.

“First, *Dreadnought* will be operational much sooner to give the



**GIANT JIGSAW:** Sections of the submarine *Dreadnought* at Barrow shipyard

Royal Navy valuable operating experience; second, the elimination of a great deal of development work will enable us to produce British nuclear machinery of advanced design more quickly.

“The land-based prototype of this is under construction at Dounreay in Scotland, and this type of machinery will be used in the second nuclear submarine for the Royal Navy, the construction of which will begin in the near future.”

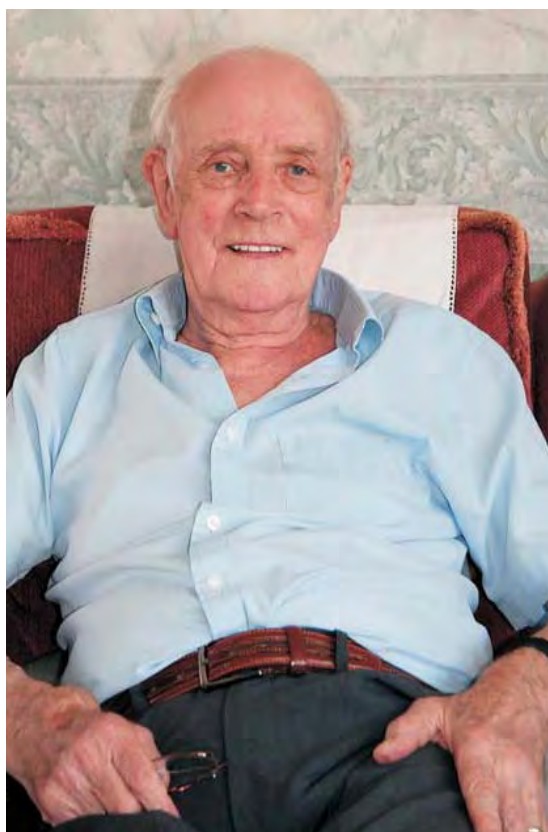




**LEFT:** Tom Newton, of Barrow, is a retired shipyard welder and worked on *HMS Dreadnought*. His dad was serving in the trenches of the First World War when the *Dreadnought* class of battleships ruled the waves



**RIGHT:** Joe Taylor, 85, who lives in Ulverston, had to come up with the new ways of working needed to construct Britain's first nuclear submarine



## Helping build Britain's first nuclear sub

AS part of our 50th anniversary tribute to the launch of *Dreadnought* we have been to have a chat to two of the hundreds of men who helped build Britain's first nuclear-powered submarine.

They are Tom Newton, a welder, now aged 83, of Hill Road, Barrow, and Joe Taylor, now 85, of Whinfield Road, Ulverston, who worked in the Admiralty Development Establishment Facility at the end of Cavendish Dock Road.

Mr Taylor was uniquely qualified at the time Vickers won the contract to build *Dreadnought* – he had worked for three years at Sellafield.

He said: "I was the only bloke in the yard who had nuclear experience and all I knew was to keep well away from it."

His work on *Dreadnought* brought him around £15 a week and he can remember security being very tight as he worked on reports and procedures to cope with the 1,001 new things which had to be done at the yard.

He said: "You have to work on a new way to do everything."

Among visitors to see progress on the submarine was Earl Mountbatten of Burma.

One worker at the Admiralty base claimed to have served with him on *HMS Kelly* in the Second World War

and to everyone's surprise was instantly recognised.

"*Dreadnought* might have been a whole new era in submarine technology but it was put together using traditional skills.

Mr Taylor said: "Everything was done by hand.

"There were full-size wooden mock-ups of the submarine sections.

"They were later stripped down and sold for firewood at 10 shillings (50p) a lorry load."

The nuclear boat did bring many changes.

He said: "A lot of special facilities had to be built for *Dreadnought*."

There were acid cleaning rooms and special stores for nuclear components with military guards on the doors.

Health physics was introduced to ensure workers were not exposed to dangerous levels of radioactivity.

Few people at the launch would have been aware that the new submarine was pretty much an empty shell.

He said: "When *Dreadnought* was launched there was very little inside.

"There was practically no machinery in it at all."

Tom Newton was already an experienced electric welder when work on the nuclear boat got underway.

He said: "When *Dreadnought* was

coming along we had to go through a test.

"It was slightly different to the normal welding."

Any kind of welding in a shipyard is tough, physical labour in confined spaces and in conditions of terrific heat.

He said: "I was very hot so water and salt tablets were available.

"You would come off the job for a little bit and have a towel or two handy to soak up the sweat.

"It was the job."

Despite the heat the welders had to wear plenty of protective clothing.

He said: "You still had to be wrapped up but it was just a boiler suit.

"Tooner and Dennison used to sell off reconditioned, ex-Navy overalls at quite a reasonable price."

It was often the case that welders would work in pairs – one small and one tall; one right and one left-handed – to get welding torches into all the awkward spaces.

Putting the giant submarine sections together was the key task. Gas jets and later electric elements were used to keep the metal warm while the butts were welded – a job taking several days.

The majority of the construction work was done in shifts of up to 12 hours.









## VICE CHAIRMAN'S October Word

Hearty greetings to one and all as we start the run down of yet another year. Yes it is October already and a busy month for many.

Our editor has very appropriately given priority space in this edition to the celebration of 50 years of the building of Nuclear Powered submarines in Barrow-in-Furness. I must congratulate Terry Spurling who has led the drive for some months now to make sure the building of HMS Dreadnought and her successors does not go without celebration. A tremendous achievement and rightly appropriate for the people of Barrow to celebrate along with the Shipyard and the many remaining submariners who proudly served in the first British Nuclear Submarine.

There are a number of Dreadnought crew member coming to Barrow to join the celebrations which happen to coincide with the memory of Trafalgar and the Trafalgar Ball. If the annals of history can be trusted only Terry Spurling served on/in both. Sorry Terry I could not resist.

The Barrow Branch will host a social at the RBL on the Saturday evening for all members and friends and of course all the submarine fraternity visitors to Barrow for the weekend. It will be FREE so there are no tickets to book just come along and enjoy some dits with our guests. Barry will I am sure give all the details in his section of this issue.

Most of you will be aware by now of the sad loss of Don Byrne who passed away on 12th September and whose funeral was held on Wednesday 22nd September. I must take this opportunity to pass our sincere condolences to Christine and all family and friends our thoughts are with you all.

Moving on November is the Ladies Night Dinner Dance, a chance for our ladies to dress us up in Dinner Jackets and allow us the privilege of spoiling them. Numbers are healthy at the moment but time is passing and if you have not booked a place for you and guests please do so quickly and don't be disappointed. It promises to be a really good do.

This is as usual followed by Barrow Remembrance Day parade and our own Submariners remembrance event in the RBL after the parade. A good turn out for this is encouraged and most welcome.

Then blow me chief it's nearly Christmas.

Then 2011.

I wish time would slow down I don't want get old so quickly. However after we party for Christmas and p[arty] to bring in the New Year I both look and feel like the ancient submariner. But I'm up for the challenge lets generate the enthusiasm and anticipation for the coming few months and party with passion.

All very best wishes to all readers and members I trust you all keep well and optimistic for today and every day it keeps us going.

Regards

John Houlding



## Social Secretary October 2010

I am writing this a bit early because of holiday deadlines for Ben and myself, so we have just had our September monthly meeting to which the Ladies were invited and we held a quiz, again it went down well and made the meeting a bit more sociable, In the absence of Taff and Jan we had new winners, Lofty and Ian, so well done to them, thank you to all those that took part.

Don't forget we have a weekend of celebrations and events organized to commemorate the 50th anniversary of Nuclear Submarines.

On the Social front there will be a social evening at the RBL on the Saturday 23rd October starting around 20:00, Shindig have agreed to provide the entertainment, there will be a Rum barrel and raffle to help subsidise the evening and the good news is we are not charging for it, all you need is your beer tokens!!, so you can all come along and join in the evening with all the guests who will be up for the weekend.

The Ladies night dinner dance on November 12th at the Lisdoonie is approaching fast, so if you would like to be at this event contact me as soon as possible. It will be the normal format for Ladies night i.e. Black Tie / lounge Suits and will include a splendid menu and the entertainment will be provided by Jim Morgan who plays dinner jazz, dance and swing and sings a bit (he is very good). The cost is £27:00 per head and includes wine and a complimentary drink on arrival. Why not treat your Ladies and bring friends and have a great night out?

I will close the list on 28th October, so let's make this event the well attended success that it usually is, as it really is the best social event of the year. Again I have attached the menu and will be contacting all those that are attending for your choices; I also need the money before I order the food. Well that's all from me for this month  
See you all next month!!

Colin Hutchinson  
Social Secretary





## Barrie Downer Secretary



My apologies for a very late and very short Secretary's Dit this month. Important family duties have taken my attention this month and as we all know family comes first!

The last month has seen, sadly, the funeral Service on 22nd September for our very good friend, fellow Member and colleague Don Byrne who very sadly passed away after a short illness on 13th September. Don served with me (and several more of our Branch Members) on VALIANT when I was a very junior REA2 quite a long time ago although it seems like only yesterday. Our condolences go to Don's Family and Friends and our thanks go to all Branch Members who made the effort to attend his Funeral Service at the Thorncliffe Crematorium.

What else has happened? The 11th Submarine Flotilla Memorial Parade took place at Dundee on 11th September and the Barrow 'Battle of Britain Parade' took place on Sunday 19th September. Next up as they say - is the Annual Reunion on Weekend 1st to 3rd October (at Nottingham - again), the Sea Cadets Trafalgar Night Dinner at the Lisdoonie on Friday 22nd October, the 50th Anniversary of Nuclear Submarines at Barrow on weekend 22nd to 24th October (programme of events elsewhere in this News letter), the Submariners Association Embankment Parade in London on Sunday 7th November, the Ladies Night Dinner/Dance at the Lisdoonie on Friday 12th November and the Remembrance Day Parade on Sunday 14th November (followed by the Barrow Branch Remembrance at the RBL) and the final event of the year will be the Christmas Social at the RBL on 11th December. I expect we will be asked to help with stewarding for the Christmas Lights again this year but the date has not yet been advised not sure if there will be reindeer or not this year. That's a pretty

busy programme and I think that there is something there for everyone.

The September Branch Meeting attracted thirty three Members. We had forty four apologies mostly our long distance Members but also some who were on holiday and some who are on the sick list. However we now have 187 Members.

The updated Branch List now includes all recent 'E' Mail changes and some updated addresses there have been two new e mail address advised in the last two weeks! At the July Committee Meeting the Committee decided to write to all Branch Members to ask them fill in a new Branch Application Form together with a Standing Order Form if required. Hopefully this has dropped through your letter box and to make things easier we will be including a 'Stamped Addressed Envelope' for the return of the forms. To date I have received just over forty replies and fourteen standing order forms. If you haven't filled yours in and returned it yet can you do so as soon as possible?

The Submarine Heritage 'Paintings Collection' has now completed all the paintings the end of a ten year effort! The last few pictures are now ready for scanning and the plan to produce a 'Big Book' version of the whole collection (provisional title 'Dive, Dive, Dive, Barrow Built Submarines the Best') to coincide with the 50th Anniversary of Nuclear Submarines is now well on course. Several sponsors for the printing and publishing of the book have come forward and sponsors now include the Branch which voted to contribute towards the Sponsorship at the last Branch Meeting. If you wish to contribute to the sponsorship of the Print Run please contact Terry Spurling or me and we'll tell you how to go about it.

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 by the Submariners Association will coincide with the 50th Anniversary of Nuclear Submarines and some of the profits will contribute to the ALLIANCE Restoration Fund.

Plans to provide a Headstone for John Henry Curtis (who died in 1902) the early Submariner occupant of the 'Unmarked Grave' in Thorncliffe Cemetery are progressing. John Hart has approached various stone masons and costed the headstone (with appropriate wording) for placing in position at Thorncliffe. This will be unveiled on Saturday 23rd October. Efforts are still continuing to locate any descendants who might be able to attend any unveiling ceremony.

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 October Branch Meeting Tuesday 5th October usual time usual place.

Regards  
Barrie



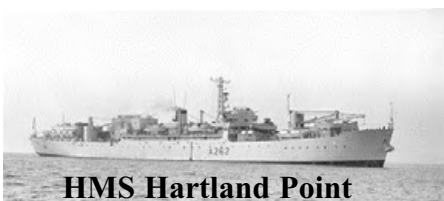


## CHAPLAINS DIT OCTOBER 2010

I seem fated to always being late getting my contribution to the newsletter at a date that would please either me and be in the best interest for Ben's deadline.

This month I thought I've cracked it all the preparation for Don Byrne's funeral was in place, I had got my head around the words for his eulogy, the pall bearers were organised the Standard was Organised, a suitable sized Ensign after much running around was purchased, and we now have access to a 5x7 ft. flag sufficient for most needs. The Order of Service was complete everything was in place to carry out Christine and her family wishes for Don's funeral service. So I had started to give my thoughts to the Chaplains Epistle when the phone rang and the Funeral Director was requesting if I could take a funeral at short notice namely today Friday the 24th of September. Having been explained the reasons for the short notice I willingly agreed; hence another chunk of time was swallowed up. In the mean time the Halogen Cooker went to Glory with a big bang and the toilet flushing siphon threw its hand in. Attempting some prose I think Two Funerals and a side plate of Hiccups should fit the bill.

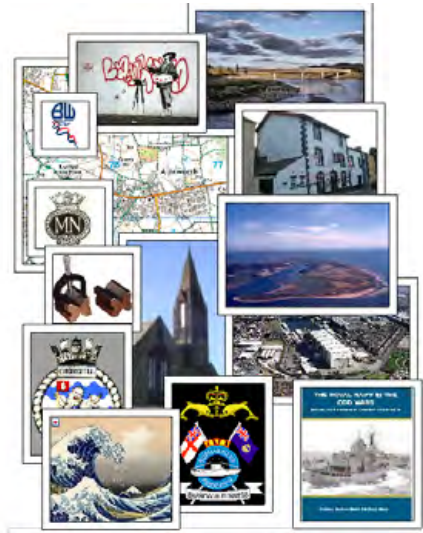
Rear Admiral Paddy O'Riordan's article; on the launch of HMS Dreadnought that took place fifty years ago. Made me wonder what was I doing at that time, I most certainly was not a submariner. So after looking through many old boxes of papers I discovered that; HMS Hartland Point (Depot Ship) was my home; Singapore Strait was the station; an LEM on High Power Distribution Systems was my Bread and Butter



HMS Hartland Point

So my Question is; where were you on Trafalgar Day the 21st October 1960? Answers on a piece of paper and it may be interesting to read them out at our November meeting.

The image below is the back page of Don Byrne's Order of Service and depicts some major points highlighted in his Eulogy



Regards Jonsey

Hon: Lay Chaplain



WE WILL REMEMBER THEM

Non Member  
17th May 2010  
Lawrence Edward Herrick  
Commander, RNZN  
Aged 92  
Submarine Service WWII in  
TIGRIS, H31, ULTIMATUM,  
H44 (CO), P556 (CO),  
UPROAR (CO), TRUSTY (CO)  
and TRESPASSER (CO)

Non Member  
15th September 2010  
Anthony McShane  
Petty Officer  
Submarine Service  
Colchester Branch  
17th September 2010  
G H (George) Badland  
Engine Room Artificer  
Submarine Service 1941-1945  
TAKU

Non Member  
22nd Sep 2010  
Trevor May, BEM  
CPO (OE) Mech1  
Submarine Service including  
CONQUEROR

Australia Branch  
12th Sep 2010

R C (Dick) Mason, OBE  
Lieutenant Commander  
Aged 86

Submarine Service 1943 to 1957

VARANGIAN (43-44), STATES-  
MAN (44-45), TRADEWIND  
(46), TRUCULENT (47-48),  
TURPIN (51), SIRDAR (51),  
SERAPH (CO)(52)  
and  
THOROUGH (CO)(55-57)

Australia Branch  
17th Sep 2010

D. (Derick) Ramsdale  
AB.RP  
Aged 77

Submarine Service 1953 to 56

TRUNCHEON, TOTEM  
and  
ACHERON

Barrow-in-Furness  
Branch  
13th Sep 2010

J D (Don) Byrne  
Aged 70

ME1  
P/073339

Submarine Service  
Aug 1964 to Jan 1972 in Spare  
Crew Portsmouth, VALIANT  
and  
CHURCHILL

Non Member  
September 2010  
K G Turner  
Able Seaman (SD)  
Aged 85

Submarine Service 1944 to 1946  
TAURUS

*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.*



## The Editor

In this months newsletter we celebrate 50 years of Nuclear subs by giving over the first 4 pages to HMS Dreadnought with Rear Admiral Paddy O'Riordan writing the forward to which we are very grateful. To achieve this I have moved a few things around hopefully we will be back to normal for the November issue.

You may have noticed the back end of a diesel sub in one of the pictures of Dreadnought, any idea's on the name of the sub. Pictures supplied by the Evening mail.

If you have any items for the November newsletter please can you get it to me by Tuesday 26th Oct. May I take the opportunity to thank Bill Myers for this months Book Review "Beneath the Waves"

Regards

Ben Britten

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LA13 9AW

[www.hmsdreadnought.co.uk](http://www.hmsdreadnought.co.uk)

	
W. Russan	01/10
W. Gentles	02/10
M. Mailey	02/10
J. Rogers	10/10
N. Hart	12/10
D. Young	14/10
M. Willey	16/10
C. Jones	17/10
C. Taylor	17/10
I. Aiston	18/10
C. Burgher	18/10
A. Stevens	18/10
M. Hughes	19/10
B. Russell	20/10
L. Car	25/10
D. Morris	26/10
E. Skelton	30/10

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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 October for the November 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

### October

1/3 w/e SA Reunion  
Brittania Hotel  
Nottingham

5th Monthly Meeting  
2000 RBL

19th Branch Committee  
Meeting 1930 RBL

22nd Trafalgar Ball  
1930 Lisdoonie

23/24th 50years of  
Nuclear Submarines  
celebrations





# Book reveals danger of a life at sea

BARROW has built its international reputation on the happy side of the submarine equation.

It builds them to the highest standards, breaks a bottle of bubbly on them and sends them off with a wave and a cheer.

Once on patrol, these near silent weapons face all manner of dangers and a worrying number of them – particularly in the two world wars – were lost or destroyed, often with no survivors to tell the tale.

The scale of the sacrifice made by Britain's Submarine Service is told in a new book by A.S Evans called *Beneath The Waves: A History of HM Submarine Losses 1904-1971*.

In March 1904 the Royal Navy's five *Hollands* and the latest *A1* submarine had their first big chance to impress the still unsure top brass in the annual Naval Manoeuvres off the South Coast.

*A1* was so intent on getting an accurate torpedo attack on the cruiser *HMS Juno* that its crew failed to see that the liner *Berwick Castle* was on an completely unintended collision course.

The *A1* crew of 11 were lost and it took a month to raise the damaged boat from the seabed.

Mr Evans writes: "Since that Friday in 1904, more than 5,000 submarines have given their lives in the service of their country."

The first Royal Navy submarine to be lost in the First World War was *E3* which left Harwich on October 16 in 1914 and her destruction was announced by the Germans two days later.

Gallipoli has become a byword for the futility of trench warfare but proved the worth of submarines as an aggressive weapon capable of operating successfully where traditional surface ships stood no chance of survival against mines and shore batteries.

## BOOK REVIEW

By Bill Myers

The Sea of Marmara and the Dardanelles Straits became the happy hunting ground of submarine legends such as Martin Dunbar-Nasmith VC – but there was still a price to pay by submarine crews.

*E7* was snarled by an anti-submarine net which wound round its starboard prop shaft.

As patrol craft closed in they struggled to get free and had what was then the novel experience of being depth-charged.

The commander noted: "1840. A mine was exploded a few feet from the hull. The explosion was very violent, electric lights and other fittings were broken."

*E7* surfaced to volleys of gunfire, the crew got clear and the boat was scuttled.

The captain, Lt-Comdr A.D Cochrane, later GCMG, KCSI and DSO, managed to escape Turkish captivity at the second attempt – a 38-day adventure involving a 400-mile march and a ride in a stolen boat!

Movies have been made with worse plots!

If the submarine was still a novelty in the First World War it played an essential role in bringing victory in the second global conflict.

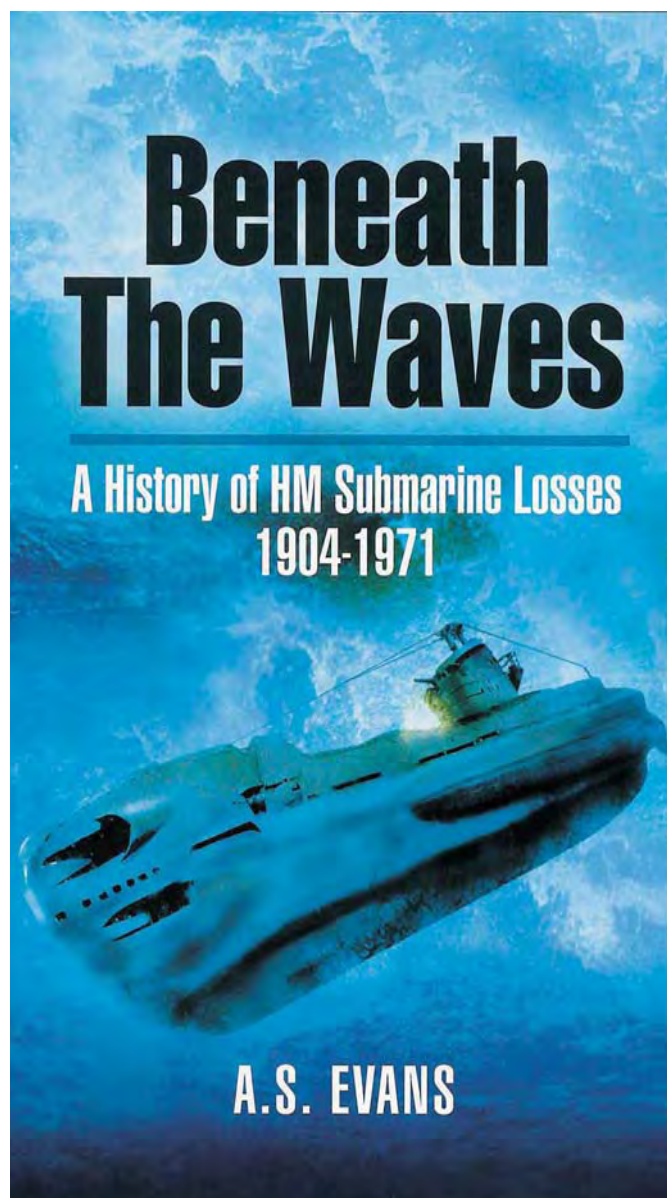
Over half the submarine losses were in or around the Mediterranean – looking after Gibraltar, Malta, Cyprus and Suez.

The first loss was *Odin*, a victim of a torpedo boat squadron from the Italian base of Taranto on June 13 in 1940.

The book is packed with detail for those keen to find out more about individual boats or crew members.

Among the many larger than life characters to emerge from the pages is George Salt, commanding officer of the Barrow-built *Triad* which was probably lost to a mine off the Libyan coast.

Towards the end of his



### NEW BOOK: *Beneath the Waves* by A.S Evans

service on the China Station he and four other officers had the *Tai Mo Shan*, a small ketch, built to their own design.

Mr Evans noted: "In 1933 they decided to sail *Tai Mo Shan* from Hong Kong to England.

"Noted for his cheerfulness in the grimmest of circumstances, George Salt was the ideal companion for such a long passage."

These pen pictures are backed up by an excellent range of photographs of boats, their crews and commanders.

The Second World War was eventually to cost the lives of 3,142 submariners with

another 360 becoming prisoners of war.

Losses continued after the conflict. The Barrow-built *Truculent*, *Affray* from *Cammell Laird*, *Sidon* and *Artemis*.

The book lists 173 submarines which never returned from patrol between 1904 and 1971 and stands as a tribute to them all – quite apart from being a very useful and handy guide for reference and further research.

● *Beneath The Waves: A History of HM Submarine Losses 1904-1971* by A.S Evans is published by Pen and Sword at £25.





# 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 a crossword based mostly on the Dreadnought submarine.

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)

## ACROSS

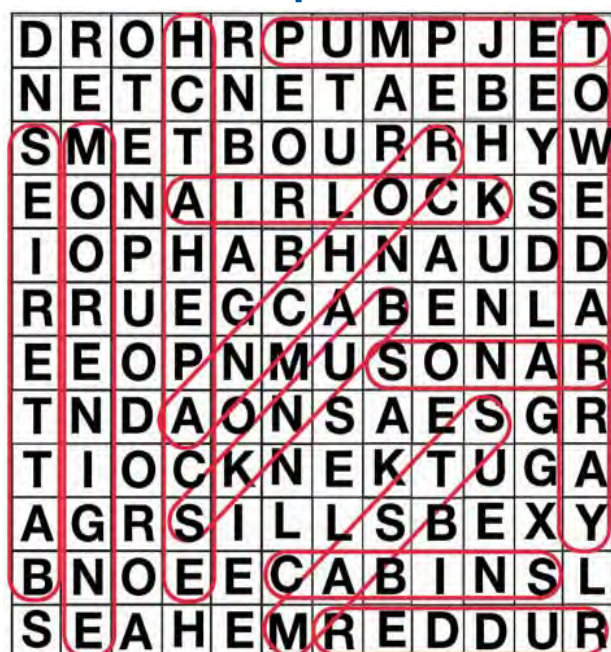
1. This duke laid the keel for Dreadnought
2. The submarine's first commander saw service on convoys to this George Cross island
3. Good to have in a card game
4. How low can you go?
5. Essential weapon
6. Dreadnought was similar in shape to US sub named after a type of tuna
7. Biggest part of the boat
8. This makes Dreadnought go places

## DOWN

7. An admiral is not dressed without one of these
9. Famous Elizabethan captain of the first Dreadnought
10. Prestige British motor firm involved in design of Dreadnought
11. Second Dreadnought sailed for a ruler who was never king
12. Initials for old style leads to petrol engine
13. Admiral who pushed for Dreadnought class battleships and shares name with Barrow shipping firm
14. You need some of these to deal with a spill



Last month's wordsquare solution (below)



PUZZLE TIME: Most of our crossword clues this month are linked to Barrow's pioneering nuclear-powered submarine *Dreadnought*, seen here in 1960



**Ladies Night Dinner Lisdoonie Hotel 2010**

**Menu**

To start choice of:

***Prawn Cocktail  
Garlic Mushrooms  
Melon, Kiwi and Grape Cocktail***

Main Course choice of:

***Poached Salmon fillet with a Creamy Prawn  
and Tomato sauce  
Roast Beef/ Turkey with all accompaniments  
and seconds***

***Full choice of Sweets***

***Cheese and Biscuits***

***Port***

***Tea or Coffee with Mints***

***Choice of Red or White wine***



**SUBMARINERS ASSOCIATION –**  
**BARROW BRANCH**



**For:** *Ladies Night Dinner Dance*

**Date:** *Friday 12<sup>th</sup> November 2010*

**Venue:** *LISDOONIE HOTEL – Black tie/ Lounge Suits/ Cocktail Dresses*

**Cost:** **£27 per person – Welcoming drink, 5 course meal, wine, live band and of course excellent company.**

Please help by completing this form to fill a round table of 10 people if possible.  
If you do not mind who you are seated with just add your name to any form with vacant seats.

<i>Name:</i>	<i>No:</i>	<i>Cost:</i>	<i>Beef (B) Turkey(T) Salmon(S)</i>	<i>WINE (R) or(W)</i>
1.		£27:00		
2.		£27:00		
3.		£27:00		
4.		£27:00		
5.		£27:00		
6.		£27:00		
7.		£27:00		
8.		£27:00		
9.		£27:00		
10.		£27:00		

**PLEASE RETURN TO COLIN HUTCHINSON AS SOON AS POSSIBLE:**

[colin.hutchinson@px.limited.com](mailto:colin.hutchinson@px.limited.com)

38 Moor Tarn Lane Barrow-in-Furness Cumbria LA14 3LP



## **THE RN DETERRENT PATROL PIN – INITIAL AWARDS**

1. It has been decided by the MoD (Navy) that there is to be a 'special badge' to recognise the commitment of those who served on the Polaris deterrent patrols. (See details of eligibility below)
2. After a recent meeting regarding the Inauguration of the "Patrol Pin" and the first awards it was decided that a group of 30 former SSBN crew members should be honoured along with the serving contingent. It was also decided the Submariners Association should be the lead organisation with respect to former serving personnel.
3. The venue for the Inaugural Presentation of the 'Pins' will be HM Naval Base, Clyde on the 28<sup>th</sup> October 2010.
4. Those who wish to be in that group of 30 should send their names to the Branch Secretary who will pass the names of volunteers on to the National Secretary. Names are required no later than 11<sup>th</sup> of October 2010. This message has been sent to all Branch Secretaries.
5. If this event is oversubscribed a ballot will be held and names drawn from a hat in the time honoured manner.
6. You will be required to organise your own transport and accommodation.

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## **INTRODUCTION OF THE ROYAL NAVY DETERRENT PATROL PIN**

1. HMS Resolution sailed on 15 June 1968 on the first United Kingdom Nuclear Deterrent Patrol, since that date she, her sister boats and successors have maintained a Continuous At Sea Deterrent (CASD). Throughout this time there has been a desire by the SSBN community for a visible recognition of their service in the provision of the national deterrent in ballistic missile submarines.
2. In May 2009 the Navy Board endorsed the introduction of a recognition badge, to be known as the "Patrol Pin". The Citation for the introduction of the Royal Navy Deterrent Patrol Pin is at Annex A.

### **CRITERIA**

3. There are many facets to achieving and maintaining CASD; from the build phase, through acceptance, index, DASO and maintenance periods, however; ultimately the measure of success is the ability of the submarine to undertake her patrols. The aim of the Patrol Pin is to provide a visual recognition of an individual's contribution to CASD in having undertaken at sea deterrent patrols. The criteria for the wearing of the Royal Navy Deterrent Patrol Pin is set out below:

Current and ex-SSBN qualified submariners:

- i. Has been awarded the Submarine Badge - "Dolphins"
    - ii. Has completed a Part III / SMQ or BSQ qualification for a SSBN submarine.
    - iii. Has been or is currently assigned to an establishment position in a SSBN submarine and has completed at least one 'At Sea' deterrent patrol in excess of 30 days.
  4. The Patrol Pin is a two level award, silver and gold. On completion of the initial qualifying patrol, the silver Patrol Pin is to be worn. The silver Patrol Pin recognises that an individual has undertaken between 1 and 19 deterrent patrols. On completion of a 20th patrol an individual will be eligible to be awarded and wear the gold Patrol Pin. Only patrols in excess of 30 days are to be counted as eligible patrols.
-

Saturday 23<sup>rd</sup> October 2010 – 50<sup>th</sup> Anniversary of Nuclear Submarines – Programme of Events.

1025 - Dreadnought Association Visitors Arrive Shipyard and commence Tour.

1215 - Tour Complete

1230 - Commence ceremony at Submariners Graveside in Thorncliffe Cemetery.

1300 - Complete Graveside Ceremony.

1315 - Commence ceremony at Dalton Road – Dedication of Dreadnought Bench.

1330 - Dreadnought Association visitors Walk to Town Hall for Tour and refreshments.

1430 - Transport for Visitors from Town Hall to Hotels as required.

1800 – Civic Reception at Dock Museum for Dreadnought Association Visitors and Invited Guests. SHC Book Launch – ‘Dive! The Best of Barrow Built Submarines’

1900 – Fireworks Start.

1945 – Transport Depart Dock Museum for Royal British Legion.

2000 - Barrow Submariners Association Social at RBL