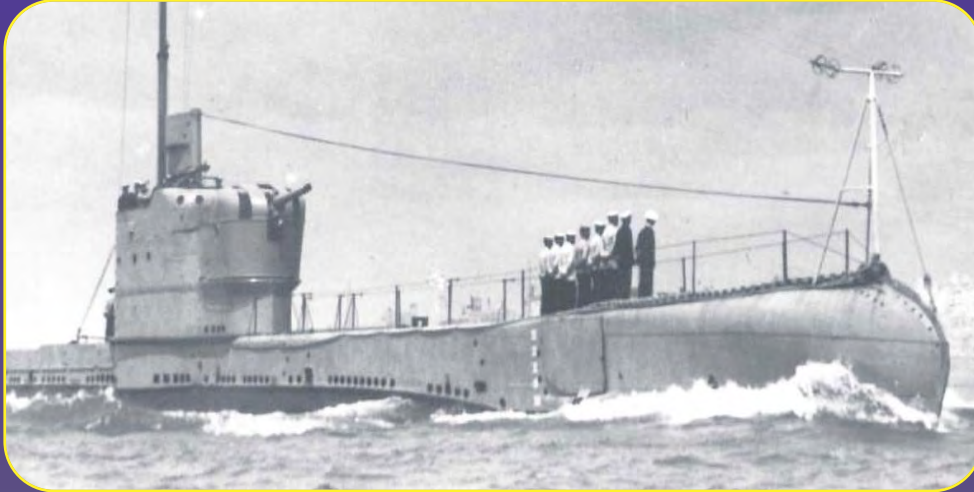


August 2012

newsletter

Submariners Association ▪ Barrow-in-Furness Branch Newsletter ▪ Issue 146



BarrowSAnews@gmail.com

HMS PERSEUS



The August Word

I promised myself that when I retired I would not watch day time telly, and jump to this week I had kept to that. Bring on the Olympics and it has all changed. It is becoming more addictive as each day goes by, even the more obscure sports I am enjoying. Just as well cos what with the weather there is not a lot going on.

Last Friday we had the VOCE concert at the RBL and it was another success even if it did have to compete with the Olympics opening ceremony.

A big thank you to all who turned up to support our fund raising for the 50th Anniversary Fund. I thought it was a great evening and the two girl singers bought a nice touch to VOCE who were down to three as one of them was with his wife who had just given birth. We wish them well. We made a nice profit of over £300 thanks to all the efforts that Jan Mead put in almost single handedly. He was helped by Jeff Thomas and of course their wives. Thanks to all of you. I would also like to thank Louise in the RBL who not only sold entry tickets on our behalf but also sold a good number of raffle tickets.



Barrow Submariner's Association Branch Officials



HON PRESIDENT John V. Hart 01229 821831	CHAIRMAN Dave Barlow 01229 831196	TREASURER Mick Mailey 01229 821290	SOCIAL TEAM Colin Hutchinson 01229 208604	STANDARD BEARERS Pedlar Palmer Ginge Cundall	WELFARE COMMITTEE Michael Mailey Alan Jones
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6) Turbs & Triumph 7) Obits & Stuff 8) HMS Dreadnought 9) General Info
10) Quiz Page



Now for the bad news. Unfortunately we have now lost our newsletter free printing source and with the postage and stationary costs ever rising we have been forced to re-think our newsletter distribution. Thanks to those of you who have advised their email address which is a big help but for those not on email I am afraid to tell you that your copy will now be in mono print only.

Mick Mailey, our treasurer also advises that seven months into the year there are still many of you who have not yet paid your 2012 subscriptions and some still outstanding for last year. It is only £12.50 per year. If you are one of those or even if you think you might be but are not sure then please contact Mick and ensure you are clear on the books. Do not be surprised if all of a sudden your newsletter does not arrive. We can only carry free Paper Editions for so long.

Although the deadline has officially passed if any of you still want to go to the Reunion then let me know ASAP. There are still rooms available but as I have declared our requirement they have been released so it will be on a suck it and see. Chances are though is that you will get in.

I have been advised that the Dundee Memorial will be held on Saturday 1st September. I think it is at 10.00 but if you are interested in attending I will get the exact timings. There will be a reception in the Council Offices on completion. That's about all for now so see you all on Tuesday at the monthly meeting.

Dave Barlow
Chairman

The Editor

With the Branch approaching its 50th Anniversary what would you like to see published in the newsletter in the coming Months. I am Planning a few changes for later this year and throughout the next. Please get in touch with your Ideas. Regards
Ben

Chaplains Dit



School has broken up until September, another month has passed and it's Newsletter Time, having no pearls of wisdom to contribute, I turned to Google and typed in Submarine News, and unearthed this story.

A civilian employee set a fire that caused \$400 million in damage to a nuclear-powered submarine because he had anxiety and wanted to get out of work early, Navy investigators said in a complaint filed Monday. Casey James Fury, 24, of Portsmouth N.H., faces up to life in prison if convicted of two counts of arson in the fire aboard the USS Miami attack submarine while it was in dry dock May 23 and a second blaze outside the sub on June 16. Fury was taking medications for anxiety and depression and told investigators he set the fires so he could get out of work, according to a seven-page affidavit filed Monday in U.S. District Court in Portland. If convicted of either charge, Fury could face life imprisonment and a fine of up to \$250,000 and be ordered to pay restitution, officials said. His federal public defender, David Beneman, declined to comment. A court appearance was set for Monday afternoon. The Miami was in dry dock at Portsmouth Naval Shipyard in Kittery, Maine, for an overhaul when the fire damaged the torpedo room and command area inside the forward compartment. It took more than 12 hours to extinguish. A second fire was reported June 16 on the dry dock cradle on which the Miami rests, but there was no damage and no injuries. Fury, who was working on the sub as a painter and sandblaster, initially denied starting the fires but eventually acknowledged his involvement, the affidavit states. He admitted setting the May 23 fire, which caused an estimated \$400 million in damage, while taking a lie-detector test and being told by the examiner he wasn't being truthful. Fury told Timothy Bailey, an agent for the

Naval Criminal Investigative Service, that "his anxiety started getting really bad," so he grabbed his cigarettes and a lighter, walked up to a bunk room and set fire to some rags on the top bunk. The Navy originally said the fire started when an industrial vacuum cleaner sucked up a heat source that ignited debris inside. Fury said he set the second fire after getting anxious over a text-message exchange with an ex-girlfriend about a man she had started seeing, according to the affidavit. He wanted to leave work early, so he took some alcohol wipes and set them on fire outside the submarine. Fury said he initially lied about setting the fires "because he was scared and because everything was blurry to him and his memory was impacted due to his anxiety and the medication he was taking at the time," according to the affidavit. Fury told NCIS agent Jeremy Gauthier that he was taking three medications for anxiety, depression and sleep, and a fourth for allergies. He checked himself into an inpatient mental health facility on June 21 and checked himself out two days later, to continue this sad saga go to:

<http://www.foxnews.com/us/2012/07/23/civilian-worker-charged-with-arson-in-maine-navy-sub-fire/#ixzz21iSIR29n>

After reading the whole story tried to find either a pithy or comic caption that best mirrored Mr Fury's predicament, but failed miserably. So I fell back to the old adage 'Act in Haste Repent in Leisure' and I indeed reflected on the years of imprisonment that faced him, and what words of encouragement could you give. Then I recalled the words of someone who became an inspiration after many years in a prison cell, Who wrote: "I learned that courage was not the absence of fear, but the triumph over it. The brave man is not he who does not feel afraid, but he who conquers that fear." Nelson Mandela. That's all from your Lay Chaplain this month.

Regards Jonsey





Barrow Submarine Series: issue number 25

HMS PERSEUS



ON PATROL: The Barrow-built *HMS Perseus* took supplies to Malta during the Second World War

THE Barrow-built *HMS Perseus* was a Parthian-class submarine launched in 1929 and lost in 1941 during the Second World War.

This class was the first to be fitted with Mark VIII torpedoes.

At the start of the war, *Perseus* was operating under the command of Cmdr Peter Bartlett on the China Station as part of the 4th Submarine Flotilla, along with all of the other members of the class.

This continued until August 1940 when the class was reassigned to the Mediterranean.

Part of their duties was the ferrying of supplies between Alexandria and the besieged island of Malta.

Perseus underwent a refit at Malta from October until April 1941.

The submarine was then attached to the 1st Submarine Flotilla, based in Alexandria and under the command of Lt-Cmdr Edward Christian Frederick Nicolay DSO.

It sank the 3,867-ton Italian tanker *Maya* five nautical miles (9km) south of Tenedos on 5 September 1941.

On October 2, the submarine also sank the 2,086-ton merchant ship *Castellon* west of Benghazi.

It was for these actions that Cmdr Nicolay received the Distinguished Service Order.

The submarine sailed from Malta for Alexandria on November 26 with instructions to patrol waters to the east of Greece during her passage.



TRIBUTE: The memorial to the crew of the *Perseus*, which can be found just outside of Poros, Kefalonia

Perseus is believed to have torpedoed a ship on December 3 but at 10 pm on December 6 struck an Italian mine off Cephalonia, seven miles (11km) north of Zakynthos in the Ionian Sea.

One man out of the 61 onboard survived.

He was Leading Stoker John Capes, 31, one of two non-crew members hitching a lift to Alexandria.

He and three others escaped from the submarine using the twill trunk escape hatch in the engine room and wearing Davis submerged escape apparatus.

Only he survived the journey to the surface and the five mile (8km) swim to the island of Cephalonia, where he

was hidden by islanders for 18 months before being smuggled to Turkey.

He was subsequently awarded a British Empire Medal.

The wreck, at 52m (171ft) below the surface, was discovered and surveyed in 1997 by a dive team led by Kostas Thoctarides.

There is a *HMS Perseus* memorial, just outside of Poros, Cephalonia – also known as Kefalonia.

STATS:

- Laid down: 2 July 1928
- Launched: 22 May 1929
- Commissioned: 15 April 1930
- Fate: Sunk by mine on December 6 in 1941
- Displacement: 1,475 long tons (1,499t) surfaced and 2,040 long tons (2,070t) submerged
- Length: 260ft (79m)
- Beam: 28ft (8.5m)
- Draught: 13ft 8in (4.17m)
- Propulsion: Diesel-electric with two Admiralty diesel engines of 4,400hp (3,300 kW) and two electric motors of 1,530 hp (1,140 kW)
- Speed: 17.5knots (20.1mph; 32.4 km/h) surfaced and 9kn (10mph; 17 km/h) submerged
- Range: 8,500 nmi (15,700km) at 10kn (12mph; 19km/h)
- Complement: 59
- Armament: 8 torpedo tubes, each of 21 inch (533 mm). There were six in the bow and two in the stern, plus a 4.7 inch (119mm) deck gun.



UK Sub Fires

There have been 266 fires on nuclear submarines in the past 25 years, the Ministry of Defence has revealed.

The incidents included 74 on ballistic missile submarines. Three happened while the vessels were in naval bases; one of these was on a ballistic missile submarine.

SNP defence spokesman Angus Robertson said the "apparent vulnerability" to fire raised "grave questions".

The MoD said no fire had ever had an impact on nuclear safety. Peter Luff, Minister for Defence Equipment, Support and Technology, gave the figures in response to a parliamentary question from Mr Robertso.

Of the 266 fires, 243 were classed as "small-scale" and categorised as a localised fire, such as a minor electrical fault creating smoke.

There were 20 medium-scale fires that were generally categorised as a localised fire, such as a failure of mechanical equipment creating smoke and flame, requiring the use of "significant onboard resources". 'Deeply troubling' Mr Robertson said: "Any one of these fires could have had catastrophic consequences and the frequency of these incidents raises the most serious safety concerns. "That so many of these incidents occurred on submarines that may have been nuclear armed is deeply troubling. "Reports of a fire on a ballistic missiles submarine, while in port, must be addressed by the MoD we need to know where this was. "Beyond the obvious risk to the crew, citizens on shore, and the environment, a significant fire could severely limit the UK's ability to maintain a continuous at-sea deterrent. "It makes a mockery of any UK claims to having a credible "independent" nuclear deterrent."

Information on whether ballistic missile submarines were armed with nuclear weapons when the fires occurred was not available, Mr Luff said.

Nuclear submarines are based at

Faslane on the Clyde but the location of the incidents was not specified.

An MoD spokesman said: "No fire on board any Royal Navy submarine has ever had an impact on nuclear safety or the ability to operate a continuous at-sea deterrent. "Due to the nature of submarine operations, meticulous records are kept of all incidents involving fire, however small. "Most of those recorded were minor electrical faults that were dealt with quickly, safely and effectively.

"The Royal Navy operates a stringent safety regime on board all its submarines and all personnel receive regular and extensive fire safety training."

The Secretary



My apologies for not being at the last meeting but we took the grand-daughter to Florida and met up with Lilian and Ken, our Vice Chairman. A hectic holiday but well worth it for the look on the grand daughters face.

The holiday was then followed by the Submarine Flotilla Golf Championship at St Mellion in Cornwall. The course was very demanding and tight, so well done to Dave Parsons for winning a nearest the pin completion to ensure that a prize came back to Barrow. The biggest prize is also coming to Barrow as next year we will host the competition as Neil Anderson from HMS Ambush took the flag for Barrow. The level we have to exceed is very high, as the course and prizes at St Mellion were brilliant. Well done to Spike for all the work he put in to achieve an excellent event. If you feel you can contribute to organising next year's event please let me know, we will need more than the golfers to assist on the day.

A message from Ian Winstanley was received at Branch is shown below:-
Just to let you know that the book dive dive dive was auctioned off last Saturday and raised £27.

Overall the auction on behalf of Alice's Escapes raised £903 and the total amount raised for the evening was £2,500.

On behalf of myself and the organisers of the evening, a big thank you to the Barrow branch of the Submariners association for the kind donation of the book.

Many Thanks
Ian

Friday night I was slightly surprised at the number who turned up to see Voce at the RBL, the place was packed. I thought it may have been a mistake to pick the opening of the Olympics for a fund raiser but I was wrong. Well done to Jan for organising the event and for an evening thoroughly enjoyed.

I began by apologising and will end in the same vein by tendering my apologies for not being at the August meeting by business requires me to be in London that week.

Ron Hoseman

Branch secretary

WHY SUBMARINES

Why did you choose to ride submarines? Was it because of a recruiting poster or perhaps a movie you once saw? Was it because you sought the adventure; were you a dare devil? What would cause you to turn in your dolphins and walk away? Could anything cause you to quit? These questions and many more like them were of great concern to the Navy following the loss of Thresher. Submarines were a major player in the country's defense strategy. Would the loss of Thresher produce an exodus from this vitally important branch of the service? To find out, the Navy commissioned Dr. Joyce Brothers to study the bubble-head. The following is her report:

The tragic loss of the submarine Thresher and 129 men had a special kind of an impact on our nation...a special kind of sadness, mixed with universal



admiration for the men who choose this type of work.

One could not mention the Thresher without observing, in the same breath how utterly final and alone the end is when a ship dies at the bottom of the sea...and what a remarkable specimen of man it must be who accepts such a risk. Most of us might be moved to conclude, too, that a tragedy of this kind would have a damaging effect on the morale of the other men in the submarine service and tend to discourage future enlistment. Actually, there is no evidence that this is so. What is it then, that lures men to careers in which they spend so much of their time in cramped quarters, under great psychological stress, with danger lurking all about them?

Togetherness is an overworked term, but in no other branch of our military service is it given such full meaning as in the "silent service". In an undersea craft, each man is totally dependent upon the skill of every other man in the crew, not only for top performance, but for actual survival. Each knows that his very life depends on the others and because this is so, there is a bond among them that both challenges and comforts them. All of this gives the submariner a special feeling of pride, because he is indeed a member of an elite corps. The risks, then, are an inspiration rather than a deterrent. The challenge of masculinity is another factor which attracts men to serve on submarines. It certainly is a test of a man's prowess and power to know he can qualify for this highly selective service. However, it should be emphasized that this desire to prove masculinity is not pathological, as it may be in certain daredevil pursuits, such as driving a motorcycle through a flaming hoop. There is nothing dare devilish about motivations of the man who decides to dedicate his life to the submarine service. He does, indeed, take pride in demonstrating that he is quite a man, but he does not do so to practice a form of foolhardy brinkmanship, to see how close he can get to failure and still snatch victory from the jaws of defeat. On the contrary, the aim of the submarine service is to battle danger, to minimize the

risk, to take every measure to make certain that safety, rather than danger, is maintained at all times. Are the men in the submarine service braver than those in other pursuits where the possibility of a sudden tragedy is constant? The glib answer would be to say they are. It is more accurate, from a psychological point of view, to say they are not necessarily braver, but that they are men who have a little more insight into themselves and their capabilities. They know themselves a little better than the next man. This has to be so with men who have a healthy reason to volunteer for a risk. They are generally a cut healthier emotionally than others of the similar age and background because of their willingness to push themselves a little bit farther and not settle for an easier kind of existence. We all have tremendous capabilities but are rarely straining at the upper level of what we can do, these men are.

This country can be proud and grateful that so many of its sound, young, eager men care enough about their own stature in life and the welfare of their country to pool their skills and match them collectively against the power of the sea.



HMS Alliance

The 2nd phase of Saving HMS Alliance is now fully underway. The first phase of works building the cofferdam was finally completed last week. Meanwhile contractor ML has been busy erecting the scaffolding around the boat and has started the gruelling task of removing the casing to get to the real heart of Alliance. (Bottom Picture)

Our curator Bob has now started his own monthly blog. Click here to find out what happened this week unveiling the free flood stern section and the snort induction system.

<http://www.submarine-museum.co.uk/home/blog>

Kind Regards

Bill Sainsbury
Marketing Manager



An Earlier picture (Above) was sent in by Blood (Brian) Reed, he was down that way early last month and sent in this picture saying TLC is required.





HMS Turbulent



A decommissioning ceremony has been held for a Plymouth-based submarine.

The service marked the end of the Royal Navy's Trafalgar Class submarine HMS Turbulent's service after nearly 30 years.

The Tomahawk-equipped submarine returned to its Devonport base in December after a 284-day deployment 190 of which were spent submerged. During the deployment HMS Turbulent fired its missiles to provide cover during Nato operations in Libya.

The Royal Navy said the submarine the second oldest of its class had had a distinguished service, but had come to the end of its natural operational life.

Titanic connection

Since being commissioned in 1984, HMS Turbulent has been deployed on patrols in the North Atlantic, the Far East and the Adriatic, where she saw service during the Balkans conflict.

Guest of honour at the decommissioning ceremony on Saturday was HMS Turbulent's first commanding officer, Capt Tim Lightoller (retired) whose grandfather Charles Lightoller was the most senior officer to survive the sinking of the Titanic after it hit an iceberg 100 years ago on its maiden voyage from Southampton to New York.

Charles Lightoller later joined the Royal Navy and was

decorated for his service in World War I and was part of the armada of small boats that evacuated soldiers from Dunkirk during World War II.

Other guests at the decommissioning ceremony included a total of 12 previous commanding officers, sponsor Lady Cassidi and family and friends of the submarine and crew over the years.

Capt Lightoller said it had been a day of "mixed emotions" for him

HMS TRIUMPH

HMS Triumph returns to Plymouth.



Ten months ago they waved goodbye to their husbands, sons and fathers.

Expecting to see them return six months later, the families finally stood at Plymouth's Devil's Point 323 days on, desperate to be reunited with the 120 men aboard HMS Triumph.

The Trafalgar-class hunter-killer submarine returned to Devonport Naval Base Monday.

Executive Officer of HMS Triumph, Lieutenant Commander David 'Bing' Crosby, was reunited with his wife Amanda and children Ben and Poppy. Mrs Crosby, 40, who had driven more than 300 miles to be on the quayside to greet her husband, said: "It's just amazing, "It's been 10 long months and it's just great to have him home. "The children

have been so excited and just couldn't wait to get daddy home."

Warrant Officer Steve Ward, from Torpoint, was reunited with his wife Beverly and stepdaughter Chloe Jones. He said: "I was last home for about three weeks around Christmas and apart from that I've been onboard for the whole deployment, it's great to be back." His wife, 44, added: "It's been horrible having him away for so long, I had a deployment chart counting down the days until he came home." Chloe, particularly missed her step father's handyman skills: "It's been horrible, especially as he hasn't been there to fix things and keep mum happy."

During the deployment the families had little contact with the crew. The only communication was through email and weekly 'familygrams' of just 40 words and when operations allowed, short calls from a satellite phone. Trish Dunn, wife of the submarine's captain, Commander Rob Dunn, who spent the entire 10-month deployment away, said: "It's absolutely fantastic to have him after a long time. It was hard but knowing they were doing a good job for the country made it that much easier."

Each and every time the 21-year-old sub sailed, she sailed on time which, the Tavistock-born Commander said, was a credit to his crew.





Stuff We Can't Talk About

This year marks the 60th anniversary of the construction of the first nuclear powered sub, the USS Nautilus. Completed in 1955, the Nautilus served until 1980, at which point it became a museum ship. Since the



Nautilus, over 400 nuclear subs have been built, most of them (254) Russian. As was their custom the Russians went for quantity rather than quality. As a result of this, some 80 percent of those Russian boats have since been retired. Not only did Russian subs wear out quickly but they were not able to get to sea as often as their Western counterparts. When they did get to sea they had more problems with radiation and reactor reliability.

Thus, the peak year for Russian nuclear sub patrols was 1984, when they had 230 patrols. That number rapidly declined until, in 2002, there were none. Since the late 1990s, the Russian navy has been hustling to try and reverse this decline. But the navy budget, despite recent increases, is not large enough to build new ships to replace the current Cold War era fleet that is falling apart. The rapid decline of Russia's nuclear submarine fleet needed international help to safely decommission over a hundred obsolete, worn out, defective or broken down nuclear subs. This effort has been going on for nearly a decade and was driven by the Russian threat to just sink their older nuclear subs in the Arctic Ocean. That might work with conventional ships but there was an international uproar over what would happen with all those nuclear reactors sitting on the ocean floor for ever. Russia generously offered to accept donations to fund a dismantling program that included safe disposal (of the nuclear reactors).

While Western nuclear subs can last for about thirty years, Russian models rarely get past twenty. That means two new

SSN or SSGN type subs has to be put into service each year to maintain a Russian force of forty boats. Unless the sub construction budget get billions more dollars a year, that is not going to happen. Right now, the priority is on producing a new class of SSBNs (11 more Boreis are planned or under construction). These Boreis are critical because they carry SLBM (Sea Launched Ballistic Missiles) that provide a critical (they are much harder to destroy in a first strike than land based missiles) portion of the nuclear deterrent. The rest of the Russian armed forces, like most of the navy, is in sad shape and unable to resist a major invasion. Only the ICBMs and SLBMs guarantee the safety of the state. So the way things are going now, in a decade or two, Russia will end up with a force consisting of a dozen SSNs and a dozen SSBNs.

The current Russian fleet of nuclear subs is tiny and the Russians would rather keep them tied up at dock most of the time. The crews can do a lot of training at dockside and only go to sea a few times a year, to check on their state of training. Given the number of accidents their subs have had in the past decade, the training the crews are getting now is not sufficient.

Only the U.S. and Britain were able to build nuclear subs that could stay at sea regularly and for long periods. French nukes were nearly as reliable but the Chinese built nuclear boats have, so far, been of lower quality than three decade old Russian designs. India is also in the midst of getting its first generation nuclear subs operational and it has been rough going.

While nuclear subs are a much feared weapon, they have gone sixty years with only one instance of combat. That was in 1982, when a British SSN sunk an Argentinian cruiser (the former World War II era USS Phoenix). Nuclear subs have been much more active in espionage work. While not as flashy as sinking other ships, it is dangerous, demanding, and rewarding work. Most of these

efforts during the Cold War are still secret.



WE WILL REMEMBER THEM

Medway Branch

4th July 2012

Alec Wingrave

Leading Cook

Aged 92

**Submarine Service in
Taku, Token, Seascout,
Thermopylae, Sidon, Tactician
and Thorough**

Manchester Branch

4th July 2012

Matthew (Tom) Blomeley

CMEM(M)

aged 72

**Submarine Service in
Andrew, Ambush, Tiptoe
Onslaught & Cachalot**

Royal Berkshire Branch

July 2012

S (Syd) Rudkin

Submarine Service in X Craft

Submarine Officers

Association

22nd July 2012

John Derek Molyneux

Lieutenant Commander

Aged 92

**Submarine Service in
Tireless & Artful**

Portsmouth Branch

July 2012

W H (Bill) Cook

Petty Officer Telegraphist

Aged 87

WWII Submarine Service

1944-1950

**H34, Venturer, Tantalus, Alaric
Springer, Tabard & Trump**

New Zealand Branch

July 2012

J F (John) Tait

Commander

Aged 94

WWII Submarine Service

1942-1945

Varangian & Virulent

*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 with-
out 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.*



HMS Dreadnought

Visit to HMS/m Dreadnought At Babcock's Rosyth Dockyard Facility 14/07/2012, sent in by Terry Spurling

The visit to the Dreadnought which was arranged through Ken Munro, a former Resolution backaftie who is now a Director of Babcock. Ken also managed to arrange very advantageous terms at the Queensferry Hotel for the 40 odd members who stayed at there. About 50 of us led by our President Rear Admiral Paddy 'O'Riordan, visited the boat on a surprisingly sunny day! Babcocks had arranged to have the boat inboard of the 3 boats on the trot and we were taken through the boat in party's of about 8 guided by about 6 Babcock employees who had Sacrificed their Saturday to accommodate our visit. We were also assisted by Leanne Muir and Helen Adamson of Ken Munro's staff who had also sacrificed their Saturday to help us oldies. They also supplied a Photo grapher who took any photographs that we wanted through-out the boat.

The boat was in much better condition than we had expected and appeared to be much as she

was apart from the Fin being removed, apparently it was removed to try and confuse the satellite cameras, which it didn't if you go to Google Earth and search for Rosyth Dockyard. You can clearly see the four bombers and three Hunter Killers very clearly.

A great deal of the instrumentation including the fruit machine is still in the control room, the airlock doors at 44 bulkhead to the tunnel are still in place although both now open allowing free access to the tunnel. The reactor space which is now partly empty had its inspection port blanked off so we were unable to see inside. The upper level AMS (known during our time as Idiots alley {which it was known on the USS Skipjack} and lower AMS is still much as was although the lathe has been removed, maybe it contained some secret part we didn't know about, Hammersleys folly on the port side has also been removed!

The upper level engine room is much as it was although a lot of the lagging has been removed to cut down on the Asbestos risk. The manoeuvring room instrumentation including the 2TU alarm panel on the Manoeuvring rear bulkead is still mainly in place with the exception of the watch keepers seats. Both evaporators opposite the Manoeu-

vring room are still in place minus the lagging, the whole boat was surprisingly clean for which we must thank Babcock and in particular Ken Munro. The Dreadnought has not been visited before by a large party and had been more or less left derelict so had to have a major clean up and lighting sorted out to make it suitable for visitors. The Resolution has been well maintained and is the boat normally used for visits.

Babcock had laid on a Lunch of fresh sandwiches, cakes and biscuits, so much that even Florrie couldn't finish it!

We were also shown round the newbuild skimmer aircraft carrier Queen Elizabeth which on completion will be the biggest ship (and Target) in the Royal Navy.

The photograph was sent by Leanne, who was one of Ken's young Ladies who helped with the logistics, the photograph above was not subject to MOD clearance, the rest of the photos will be sent to us after they have Had MOD clearance!

The visit went very well and all those who attended thought it was a very worthwhile visit. Our thanks are due to ken Munro of Babcocks and his staff for making it a memorable visit which we all appreciated.





LETTERS

Gould VC Division

I am an Initial Ratings Training (INT(R)) Divisional Instructor at HMS Raleigh and we have recently formed a new Division named Gould VC Division after PO Tommy Gould VC.

I am contacting you today as you may have more details of Tommy Gould and any remaining family or possibly contact details for them.

As Gould VC Division is the only Division within HMS Raleigh ever to be named after someone who was not an Admiral it is quite a big thing here and so we would like to form an Affiliation with his remaining family and possibly look into one of them opening up the Division.

Any factual information (dates, career, hobbies, interests, memberships etc) we could also get on Tommy Gould VC would also be beneficial as we are finding lots of varying information about him online.

If you could possibly help in any way it would be much appreciated.

Kind regards
Jan

POWS(AWT) Purdie JA, DTI
G Gould VC Division, INT(R),
HMS Raleigh, Torpoint,
PL11-2PD

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Civ: 01752811674
Email:
Raleigh-indti7@fleetfost.mod.uk



www.astuteclass.com

August 2012	
Members Birthdays	
w. McLaughlin	03/08
D. Morgan	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
M. McCormick	18/08
D. Parsons	18/08
E. Budgen	18/08
M. Speedie	20/08
D. Harwood	21/08
K. Mullen	25/08
G. Skippings	27/08
D. Sales	29/08
K. Harding	30/08
D. Morgan	31/08

DISCLAIMER

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News Letter

Contact Information

Do you have a story to tell or have information you feel should appear in the news letter then ring Ben Britten on 01229 820265 (evenings) or if you wish to send me an article please ring for postal address. or send your contribution by e-mail to:

BarrowSAnews@gmail.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 2012 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 2012

August

Tuesday 7th Monthly Meeting
2000 RBL

Tuesday 21st
Branch committee Meeting
1930 RBL

September

Tuesday 4th Monthly Meeting
2000 RBL

Tuesday 18th
Branch Committee Meeting
1930 RBL





Solve the submarine wordsquare

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's wordsquare is based on words related to submarines. See if you can find all 12.

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@cnmedia.co.uk

CLUES

- | | |
|------------------|------------------|
| 1. CONNING TOWER | 7. CASING |
| 2. WATCHKEEPER | 8. RUDDER |
| 3. GALLEY | 9. HATCH |
| 4. SCRUBBER | 10. NOTICE BOARD |
| 5. PLANESMAN | 11. GENERATOR |
| 6. PERISCOPE | 12. TORPEDO |

E	Y	L	F	I	N	A	M	S	E	G	R
P	R	E	B	B	U	R	C	S	A	E	E
O	U	M	L	A	S	B	S	I	W	N	P
C	D	C	A	L	U	H	T	O	I	E	E
S	D	K	R	C	A	P	T	U	R	R	E
I	E	N	S	T	A	G	A	G	O	A	K
R	R	O	C	E	N	R	N	L	C	T	H
E	E	H	P	I	X	I	R	R	O	O	C
P	L	A	N	E	S	M	A	N	I	R	T
T	S	N	R	A	P	P	W	R	G	D	A
L	O	I	C	O	D	E	P	R	O	T	W
C	D	R	A	O	B	E	C	I	T	O	N

Last month's wordsquare solution (below)

O	E	L	F	I	N	A	M	S	E	S	O
R	A	I	C	S	A	T	I	E	A	N	J
I	I	M	M	A	S	B	S	I	S	L	A
O	C	C	A	A	U	K	T	B	I	N	N
M	R	K	R	C	C	P	R	U	R	A	A
P	A	N	S	P	A	E	A	E	O	R	T
H	G	O	O	E	B	R	L	L	C	V	N
A	E	L	P	R	X	A	R	R	O	A	O
N	M	T	A	A	G	L	E	E	I	L	M
T	S	U	R	L	P	P	W	R	G	D	A
L	O	I	R	U	T	N	O	M	H	D	R
M	C	N	A	B	N	O	R	U	B	I	T



LOOKING OUT: The periscope in action on the Barrow-built *United*. Can you solve the 12 submarine-related clues in the wordsquare?

From: Captain Justin Hughes Royal Navy



Navy Command

Captain (Submarines) and Chief of Staff
Devonport Flotilla
Defiance Building
HM Naval Base Devonport
PLYMOUTH
Devon
PL2 2BG

24 Jul 2012

Ladies and Gentlemen,

HRH The Prince of Wales has launched the 2012 Sun Newspaper Military Awards. This is an opportunity to nominate the Devonport-based Attack Submarine HMS TRIUMPH as the UK's Best Unit.

There is no doubt that TRIUMPH would be a worthy winner – She is currently approaching the end of a gruelling 9 month deployment East of Suez maintaining high readiness as a Tomahawk Land Attack Missile shooter, among a wide range of other operations, for which she deployed on 11 Sep 2011 and is due to return on 30 Jul.

During this period she has spent most of her time at sea on operations and at high readiness. She's probably our hardest worked submarine over the last year and this deployment followed her huge and unique contribution to the UK's intervention in the Libyan campaign in the Spring of 2011 – She's been running hot ever since.

Periods alongside or ashore have been few and far between and we think that her crew and families deserve the public recognition that the 'Millies' offers and which our 'Silent Service' submariners rarely get for their considerable efforts on the nation's behalf.

You can nominate HMS TRIUMPH via the SUN at www.thesun.co.uk/millies, giving reasons why you think she is a worthy winner. In this case it would be worth mentioning:

- The length of the deployment – 9 months but even before a brief stop in her home base in Oct 2011 she had spent 6 weeks away doing the Submarine Commanding Officers Qualifying Course, the notorious 'Perisher'.
- She has been at constant readiness for a range of tasks, most significantly reflecting her Tomahawk Land Attack Missile load. Without an operational Carrier, this is the UK's only Maritime Strike capability. She has spent nearly 15 of the last 17 months deployed. Often spending months without the ability to communicate with home. **In the 10 and a half months away from home in the last year 80% of the time has been spent at sea.**



- TRIUMPH is not a new submarine – She is over 20 years old - and although she has many years life left in her, keeping a submarine running on the other side of the world is a significant technical and logistical challenge, particularly in the sweltering heat of the middle East. Her engineering department alone are worthy of the award.
- TRIUMPH conducted a wide range of operations and exercises which have contributed to keeping allied forces in this unstable and volatile region at a peak of efficiency and readiness.
- No rest for the wicked – She'll be back in UK later this month for maintenance but before long she'll be doing what she does best – Looking after the UK's interests without anybody knowing about it.

This is a golden opportunity to give HMS TRIUMPH and the Royal Navy's Submarine Service, of whom she is so typical, the recognition they deserve, but so rarely receive. I hope you can help by nominating her at www.thesun.co.uk/millies **no later than Monday 3 September 2012.**

Yours Sincerely,

Justin Hughes