

September 2012

# newsletter

Submariners Association ▪ Barrow-in-Furness Branch Newsletter ▪ Issue 147



BarrowSAnews@gmail.com

HMS Upholder



## The September Word

In the absence of our Illustrious leader Dave Barlow who is on Holiday (Lovely Weather for it), I have the honour of delivering the "Word" for September.

August didn't start too well with the Branch loosing Glen Sharp after a long battle with MND (Motor Neuron Disease), Glen and Ian have been avid supporters of our Branch functions for as long as I can remember and a good turnout from the Branch was welcomed,

Ian stated after the Church service and the Cremation that he was pleased to see so many Submariners in the congregation in uniform, although it was stressed that no black was to be worn. He has also stated that he will continue attending the functions as this is what Glen would have wanted.....very sad loss and at a young and tender age....God Bless Glen xx.

The next function is the Ladies night Dinner Dance in the Abbey House Hotel and Colin Hutchinson will hopefully ensure that the list will be available for the September meeting, so plan ahead and get



## Barrow Submariner's Association Branch Officials



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your names down, it was a great function last year and for those who did not attend it promises to be a good function again.

Mickey Dack has informed the Committee that the laid up SOCA Standard which was going to be used for the "Dundee Memorial Weekend" was in a state of ill repair. It had been stowed in the RBL without its cover and it is now showing signs of deterioration. The committee will consider its state and cost of repair, or framing, and report back to the Branch. Our new standard was being used for Dave Lever's Funeral on Friday the 31st of August, the reason for searching out the other one.

Well that's about it for this month, here's hoping that everyone is as fit as they can be, families included.

All the best

Ken Collins  
Vice Chairman

## Ron Hisemann Secretary

It might seem strange but at this moment in time I should make the next Branch meeting, having missed the last two. Following on from the last meeting where Dudley raised the question of when is the Canadian Submarine service 100th anniversary. Turns out that it is in 2014 and Ottawa is planning some celebrations and possible Halifax. This raises the question, does the Branch wish to arrange holidays around the events? We used to tour back in the late nineties and if there is enough interest we can get a committee together to look at costs and itinerary.

On a different point a Conference of Naval Associations recently held its first meeting. The initial idea for forming this group was the initiative of the Second Sea Lord Vice Admiral Montgomery who felt that there was no clear path for a person leaving the Royal Navy to follow.

There are innumerable Associations with a dazzling array of possible routes to follow but no clear organization to point a retiree in the direction of the Association which most suits his needs. There is also a desire to have the main groups working together for the common good with each hopefully helping the others where they can. It is obvious that many, in fact most, of the other groups are much bigger than the Submariners Association, but that doesn't mean we can't contribute.

Jim McMaster attends on behalf of the Submariners Association and hopefully it will bring in new members.

Next year's diaries are available order. Anybody interested please let me know and I will arrange collection.

It is approaching the time of year when we need to get our thinking caps on. Any resolutions for the National need to be in by end of December. If you have anything you wish to see changed then let the committee know as soon as possible so it can be discussed.

For those of you attending the mixed reunion your tickets should be with you. Please note the cost of the coach trip to the National Arboretum is £8 and not the £6 as indicated with the tickets.

Regards

Ron Hiseman  
Secretary,  
Web Master,  
Barrow-in-Furness  
Submariners Association



## Submariner Shortage

The British Royal Navy is the latest to admit that it is unable to recruit and retain a sufficient number of qualified sailors to man its submarines. Some smaller nations, like Australia and South Africa have one or more subs idle because there are literally no qualified sailors available to operate them. Even the United States, currently the nation with the largest submarine fleet, all of them nuclear, has been battling the manning problem for decades. The shortages keep getting worse.

During the Cold War Russia had the largest sub fleet, most of them diesel-electric boats. These required crews with less extensive training and could be manned with lots of conscripts (especially if these boats did not go to sea a lot). But since the end of the Cold War in 1991, no one puts conscripts on submarine crews anymore. Volunteers work much better, if only because it takes so much training to acquire the needed skills. But there is tremendous demand in the civilian economy for those skilled submarine crewmen, especially those with experience in running a nuclear power plant. Then there's the discipline factor. Submarine sailors not only have excellent technical skills but a proven track record of disciplined performance. All this, and the resulting shortages, is a major reason more and more navies are willing to allow women to join submarine crews.

Do You Remember

Midnight Leave  
Cheese Ush  
Submarine Clothing







# Barrow Submarine Series: issue number 26

## HMS UPHOLDER



**RETURNING HOME:** The Barrow-built *HMS Upholder* on the way back to Barrow to be sold in 1994

**M**ONEY and politics always play some part in the design, ordering and lifespan of submarines – but rarely to the extent seen by the Barrow-built *HMS Upholder*.

The boat only went into Royal Navy service at the end of 1990 and was back at Barrow just four years later as a result of the end of the Cold War and the cancellation of the Upholder Class building programme.

Despite this, the boat survived and became *HMCS Chicoutimi*, a Victoria Class long-range hunter-killer submarine of the Royal Canadian Navy.

This submarine was built for the Royal Navy as lead ship of the Upholder Class and was launched on December 2 in 1986.

*HMS Upholder* was commissioned on December 7 in 1990.

It should have been earlier but there were delays due to a problem with the operation of the torpedo tubes.

The boat nearly-new boat was officially decommissioned on April 29 in 1994 as a financial measure.

As early as April 1993 Commander Geoffrey Bryant, of the Institute for Strategic Studies, said: "They are quiet, stealthy, ideal for anti-ship roles and landing personnel but no longer required to perform the task they were designed for."

The British Government had hoped for overseas orders for Upholder boats which would have been built at Barrow and Birkenhead.



**TEAM EFFORT:** Crew members of *HMS Upholder* taking part in a sponsored truck pull in Furness in October 1989

That proved a pipe dream as world navies wanted all-nuclear fleets or much cheaper designs offered by Germany's Baltic yards.

German yards managed to sell 209 Class submarines to Argentina, Brazil, Chile, Columbia, Ecuador, Greece, Indonesia, India, Peru, South Korea, Taiwan, Turkey and Venezuela.

The Upholder project started at 12 boats, was trimmed to eight but only four were ever built: *Upholder*, *Unseen*, *Ursula* and *Unicorn*.

The British Government offered to sell *HMS Upholder* and her three sister submarines to Canada in 1993.

This offer was accepted in 1998.

The four boats were leased to the Canadians and were to be upgraded and altered to Canadian standards.

The lease would run for eight years

before the submarines would be sold to Canada for £1.

*HMS Upholder* was the last to be restored and was commissioned under its new name in honour of Chicoutimi, Quebec.

The boat was handed over to the Royal Canadian Navy on October 2 in 2004 at Faslane Naval Base.

Two days later, *Chicoutimi* set sail for a new home port at Halifax in Nova Scotia.

On 5 October, *Chicoutimi* was running through heavy seas 100 miles off County Mayo, Ireland.

Two hatches were left open and an estimated 2,000 litres of seawater entered the vessel.

It caused an electrical panel to short out and started a major fire leaving the submarine with no power.

Nine crewmembers were affected by smoke inhalation and the ship was left drifting without power in heavy seas.

Lieutenant Chris Saunders, 32, died.

### STATS:

- Laid down: February 1986
- Launched: December 2 in 1986
- Commissioned: December 7 in 1990
- Decommissioned by Royal Navy: April 29 in 1994

- Displacement: 2,260 long tons surfaced and 2,500 tons submerged
- Length: 230ft 7in (70.28m)
- Beam: 23ft 7in (7.19m)
- Speed: 12knots surfaced and 20knots submerged
- Crew: 48





## RN Submarine Museum



WW2 crew of HMS Saracen

A new season of Autumn fundraising talks at the Royal Navy Submarine Museum, Gosport, Hampshire have been announced. The Submarine Museum's Third Thursday Talk season explores four different Royal Navy conflicts all that presented different challenges. The programme includes published naval historians, Professor Andrew Lambert and Neil Oliver protégé Glyn Prysor. The season will culminate with a special masterclass on Submarine Cold War tactics led by former HMS Courageous Commander, Chris Munns.

Bill Sainsbury, Event Manager said, "This autumn, we are delighted to be sharing details on four naval battles that presented four very different challenges"

Four Royal Navy battles are explored throughout the Autumn. The season starts with the eminent Andrew Lambert, Professor of Naval History at King's College in London on Thursday 20 September. He will be exploring the Naval War of 1812. The Falklands Conflict of 1982 is covered from the Fleet Air Arm's perspective and the story of WW2 through the eyes of sailors and submariners is looked at with author Glyn Prysor. Former submarine commander of HMS Courageous, Chris Munns will hold a masterclass in submarine Cold War command tactics.

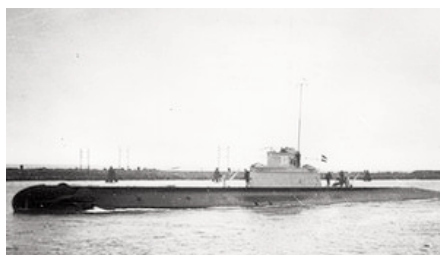
The season of talks is part of the

fundraising campaign to Save HMS Alliance. HMS Alliance, the centrepiece at the Royal Navy Submarine Museum, is the only surviving WW2 era A-Class submarine left in Europe. She is also the memorial to 5,300 submariners who have lost their lives in service. The campaign has currently raised over £6m which includes a grant of £3.4 million from the Heritage Lottery Fund. The campaign to Save HMS Alliance requires a further £230,000 to reach its target.

Tickets for the talks are £8 and available online at [www.supportusalliance.co.uk](http://www.supportusalliance.co.uk) or by calling 023 92545036. The Royal Navy Submarine Museum is the memorial to the Royal Navy Submarine Service and is open every day until November, and then open Wednesdays through to Sundays until April. Details for all events can be found online at:- [www.submarine-museum.co.uk](http://www.submarine-museum.co.uk).

For more information contact Bill Sainsbury on 07725641448 or [bill@submarine-museum.co.uk](mailto:bill@submarine-museum.co.uk)

### Dutch Navy to search for Dundee-based submarine lost in WWII



A Dutch naval expedition is hoping to locate the wreck of a Dundee-based World War Two submarine more than 70 years after it disappeared.

O-13, or Onderzeeboot 13, escaped from Holland during the German invasion in May 1940 to join the Royal Navy. The boat failed to return from a mission in the North Sea in June that year.

O-13 is the only Dutch submarine lost during the war

which has not been located and given war grave status. The submarine initially served in the English Channel after joining the Royal Navy, where it helped protect the Dunkirk evacuation.

It was then sent north to join the 9th Submarine Flotilla based at HMS Ambrose in Dundee.

#### Last patrol

O-13 left the base on 12 June 1940, 24 hours after a message was sent from Norway suggesting the Germans were assembling a large force there to attack the east coast of Scotland.

The crew were tasked to patrol the waters between Denmark and Norway should the Germans make a move. However, neither the submarine nor her 31 Dutch and three British crew were heard from again.

Three scenarios have been proposed to explain the loss of O-13:

The vessel was accidentally rammed by another Dundee-based submarine on patrol in the same area, the Polish Wilk. The boat was the victim of enemy action or the submarine passed through an enemy minefield which was only discovered in charts found in a captured U-boat in 1941.

Researchers believe it is most likely that the submarine was destroyed by a mine.

The Dutch Navy, in conjunction with North Sea oil and gas exploration firms, will mount a large-scale search for the wreck towards the end of September, concentrating on the area of the German minefield.

O-13 and her crew are now commemorated at the annual Dundee International Submarine Memorial service.

Among those who will attend the service at 11:00 on Saturday will be Mrs Gerda Veldhuis, daughter of Dutch crewman Cornelis Havenaar, and Cpt James Greswell, an Afghanistan veteran serving in 42 Commando, Royal Marines the great nephew of British O-13 crewman Lt Brian Greswell.



## Chaplains Dit



Yesterday we celebrated a thirty five year milestone of the day when we moved into our Askam bungalow. Considering that our move from Stubbington was to be a temporary measure, little did we know that it was to turn into a life changing decision. We had moved to these northern climes to cover the last eighteen months of my career, by joining the Brazilian Liaison Team, standing by BNS Riachuelo, the last of a three O Boat contract. Now it was all gone, time had flown, and twelve years as a skimmer, and ten as a submariner had passed. I recall the day in 1968 as a three badges gold Petty Officer receiving a non-volunteer draft to Blockhouse for training as a Polaris Electrical Panel watch keeper. On asking Pat how she felt about it, her reply being, if the submarine service was good enough for her father it would be good enough for me. Little did I know then, that my life, forty four years later would still be involved with aspects of submarine life, and I now would not have it any other way.

### New kid on the block:

Yesterday I was preaching at Saint Cuthbert's in Kirkby and was introduced to a Rev Paula Pye female vicar who had completed her Curacy at Coker-mouth, and was now waiting to go to Britannia Royal Navy College. As she has been accepted for training as a fulltime RN Chaplain, and now needs to complete officer basic training, naturally she is both excited and apprehensive at the thought. The one area of chaplaincy she wants to explore is women serving at sea on submarines and hopes that she will get an opportunity to serve on a submarine one day. Last night I had one of my out of the box thinking moments, why don't we as a branch adopt her as a Serving Sky Pilot, in much the same way that communities adopt RN ships. It would be a first, no other branch has one, we could be her "in the background moral support" like a land based Sea Dad or in most of our cases Sea Grand Dads. Plus the possibility of an occasional Dit from her at sea would add extra newsletter interest.

## Loft Clearance

Over the last few weeks I have been clearing up the dark at the top of the stairs namely our loft area. I stumbled across a stack of 30 plus years Reader's Digest's on the cusp dispatching them to the skip I started to read a 1980 "Points to Ponder". I thought to myself, using this material could be another way of adding that extra colour, so here goes.

### Thoughts from Chief Stoker

Scientist John Haldane once suggested to Monsignor Ronald Knox, the bible scholar, that in a universe containing millions of planets it was inevitable that life should appear by chance on one of them. "Sir," said Knox, "if Scotland Yard found a body in your cabin trunk, would you tell them, 'There are millions of trunks in the world-surely one of them must contain a body. I think they would still want to know who put it there.'"

Regards

Jonsey



## Vietnam Subs

Russia's Admiralteiskie Verfi shipyard has launched a new Kilo-class Project 636 diesel-electric submarine for Vietnam, a military-industrial complex sources said on Tuesday. The boat is the first of six ordered by Hanoi.

Vietnam's Prime Minister Nguyen Tan Zung announced the signing of a contract worth almost \$2 billion for the six boats in December 2009. "The first boat will be launched on Tuesday and will begin tests soon after," a shipyard source said earlier today. The boat is due to be delivered to the customer by the end of the year, he added. All six boats are due to be delivered by 2016.

The Project 636 class boats displace 3,100 tons, have a top speed of 20 knots, can dive to 300 meters and have a crew of 52. The boats are armed with 533-mm torpedo tubes and are armed with torpedos, mines, and Kaliber 3M54 (NATO SS-N-27) cruise missiles.

## Ghost Boats

One of South Africa's three German built submarines (SAS Queen Modjadji) recently (July 17th) was damaged when it accidentally collided with the ocean floor during a training exercise. The Queen Modjadji was the only one of three new submarines (entering service between 2005-8) that was operational. The other two were laid up for "maintenance." Now the Queen Modjadji is as well, although the recent collision did not damage the pressure hull. But there was a visible dent in the outer hull and some internal damage.

One of these new Type 209 submarines has been out of service for five years, ostensibly for maintenance. But it turned out that the main reason was that there were not enough qualified sailors available to operate the boat. Further investigation revealed that this was not just a problem with the three new submarines.

The South African Navy has 18 warships and they are expensive to operate. In an effort to deal with these high operating expenses, and a shrinking defense budget, ships are being kept in port more often. Thus the navy budget only allows ships to spend 5-10 percent of their time at sea. The U.S. Navy has its ships at sea about 50 percent of the time. This is the main reason the American fleet is the most effective in the world.

The government has not been providing enough money to cover all those costs. To make matters worse, the expanding oil industry and other high tech sectors of the economy have been tempting experienced officers and NCOs to leave the navy, especially the submarine service. Civilian jobs offer experienced sailors two or three times what the navy is paying them. The navy needs about 150 submarine sailors to provide full time crews for these boats. The navy has not been able to obtain enough qualified submarine sailors. As a result, subs don't go to sea much and when they do they are being handled by poorly trained and inexperienced crews. This will become an issue as the recent accident involving the Queen Modjadji proceeds.





## HMS Ambush



The Submarine Service is a community forged out of history and common experience. Those of us who proudly wear our dolphins be they diesel or nuclear, fleet or bomber are part of a continuity that stretches back over a century. From the Holland 1 through to Ambush herself, that history has been shared with the people of Barrow in Furness. If HMS Dolphin is the home in which the Service grew into being, then Barrow is almost certainly the maternity ward where it all began.

As my Ship's Company and I prepare to take our leave of the wet dock key and stretch Ambush's legs, I believe that now is the time to pause and reflect on what a truly remarkable machine S120 really is and give thanks to the remarkable people and the remarkable community that built her.

In 2003 the first pieces of steel for Ambush were cut and the first careful footsteps were taken on the path to building the most advanced nuclear submarine in the history of the Royal Navy. This journey has not been without trial, but the men and women of BAE Systems Submarine Solutions have never taken a step back and never wavered, even when the destination seemed so far away.

Their resourcefulness, skill and downright dogged determination turned those sheets of metal into a true leviathan: a vessel of such capability that she will form the cornerstone of British Naval capability for the next 25 years.

Barrow has welcomed my Ship's Company with open arms. Some have lived here as part of the community for many years, and a happy few now call the Furness peninsular their home. We have hosted a charity boxing night generously supported by the people of Barrow, played against local sports teams, been supported in our charity work by local businesses, drank in local pubs, ate in local restaurants, made friends and, in some cases, families here; all made possible only by the generosity of spirit this community engenders.

This generosity is no more evident than in the members of the Barrow Branch of the Submariner's Association.



Your support for our present and link to our past has served as a reminder that when we leave the warm embrace of the Silent Service, our role in the wider submarine community does not have to end. Whether by a hard-raised donation to our Marathon-running XO, or spinning a black-catting dit to a salty Chief on Remembrance Sunday, your members have made us feel welcome at every turn and for this you have my personal and lasting gratitude.

As we exit the lock gates and sail into the bay, Ambush will write a new page in story of our service. Be it on sea trials, training or operations, she will do her builders, her crew and her country proud.

Through all of this, through the FOST smoke, through the battle cries, the anxiety of operations, the excitement of home coming and the lingering smell of cheesy-hammy-eggies, her maker's plaque will sit proudly on two-deck bearing a simple reminder of the people and the town that so proudly built her: Build No.1123, BAE Systems Submarine Solutions, Barrow-in-Furness. From all of us who sail with her we say simply to you all: 72A, 26A, 77B.

Commander Peter Green RN

CO, HMS AMBUSH

DOLPHIN CODE

72A:Very well done.

26A:Thank you for your valuable assistance.

77B:Outstanding, can we come again.











## What the RN used to be

I remember standing on the foc'sle on a Morning watch weighing anchor with the smell of the North Wind whipping in from ahead and the taste of salt spray on my lips.

The feel of the ship beneath me, a living thing as her engines drive her through the sea.

The sounds of the Royal Navy, the piercing trill of the boatswains call, the clang of the ships bell, the harsh squawk of the main broadcast Tannoy and the strong language and laughter of sailors at work.

The warships, sleek destroyers, fussing frigates, plodding fleet auxiliaries, menacing submarines, purposeful mine hunters and steady solid carriers.

The proud names of the Royal Navy's capitol ships, ARK ROYAL, EAGLE, LION and TIGER. The descriptive names of destroyers, DARING, BATTLEAXE, CAVALIER, and frigates, ACTIVE, UN DAUNTED, VIGILANT to name just a few.

The military beat of the Royal Marine Band blaring on the upper deck as we entered harbour in Procedure Alpha.

The pipe "Liberty men fall in" and the spicy scent and sights of a foreign port.

Going ashore in No 1 uniform to meet the ladies and visit the watering holes of these foreign ports.

My mates, men from all parts of the land, from city and country alike and all walks of life, I depended on them as they depended on me for professional competence, comradeship, trust and courage, in a word we were shipmates, a band of brothers.

A loud game of Uckers in the evening with my messmates.

My shipmate slinging my Mick

(hammock) for me coming aboard after a run ashore, knowing that I would do the same for him.

The surge of adventure in my heart when the calls of "Special Sea Dutymen close up" or "Away seaboats crew" were piped.

The absolute joy of hearing the call "Up Spirits" in anticipation of your daily tot of rum.

The sudden adrenalin rush when the "Action Stations" alarm blared, followed by the clamour of running feet on ladders and the resounding thump of watertight doors and hatches being shut as the ship transformed herself from a peaceful home to a deadly weapon of war ready for anything.

The atmosphere of the ship in the darkness of night, the dim red glow of the nightlights and the navigation lights. Standing on the quarterdeck as "Lifebuoy Ghost" (sentry) watching the sparkling phosphorescence from the screws as they constantly pushed tons of water astern of the ship, carrying us to our next destination.

The "Watch on Deck" on a balmy tropical night in the South China sea watching the glorious sunset, and flying fish gliding for amazing distances across the surface of the sea, with some landing inboard.

Drifting off to sleep in a hammock, lulled by the myriad of noises large and small that told me that my ship is alive and well and that my shipmates were on watch and keeping me safe.

The aroma from the galley during the Morning Watch. Cheesy, Hammy, Eggy, Train Smash, Sh\*t on a Raft and Figgy Duff. The wholesome taste of kai (very thick cocoa) during the middle watch on a cold, dark winters night.

The sound of the bow slicing through the mirror calm of the sea and the frolicking of dolphins as they darted in and

out of the bow wave.

Watching the ships wake disappearing back towards the horizon knowing that it will be gone in a short time and being aware of the fact that we were not the first or will not be the last to leave our mark on the water.

The state of the art equipment and the orange glow of radar screens manned by young men in anti-flash gear using sound powered phones that their grandfathers would still recognise.

The infectious feeling of excitement as we returned home again, the hugs and kisses of welcome from sweethearts, family and friends.

The work was hard and dangerous, the going rough at times, the parting from loved ones painful but the robust Royal Navy comradeship, the all for one and one for all philosophy of the sea was ever present.

The traditions of the Royal Navy and the men who made them and the heroism of the men who sailed in the ships of yesteryear.

Now that I am home I still remember with fondness and respect the sea in all its moods from the shimmering mirror calm of the tropics to the storm tossed waters of the North Atlantic, the bright colours of the White Ensign snapping at the yardarm, the sound of hearty laughter.

I am ashore for good now and grow wistful about my Royal Navy days, when I was young and a new adventure was ever over the horizon.

Stamped on my brain is my Official Number and an anchor where my heart is. Numbers will never be the same again:  
Uniforms: Number 1s 2s 3s 8s 10s 10As  
Punishments: Number 9s, 14s

Even as times change, and young matelots take over from old seadogs, some things will never change.





The old days were always harder.

The recruits always looked younger.

Official Numbers were always smaller.

The waves were always bigger.

The girls were as good looking in Pompey (Portsmouth) as they were in Guzz (Devonport).

Your last ship was always the best.

If I haven't been there, it doesn't exist - or we blew it off the map.

Only a sailor knows, I was a sailor once and I know.

I look back and realise it was not just a job, it was a way of life. A life where shipmates were a family never to be forgotten.

I was part of the Royal Navy and the Royal Navy will always be part of me.

HOW ANCHOR FACED CAN ONE GET ?? :-)



WE WILL REMEMBER THEM

Gosport Branch  
August 2012  
F E Hall (Nobby)  
Petty Officer (RE)  
Aged 84

Submarine Service 1950-1953  
Springer, Andrew, Alliance  
Auriga & Sirdar

Morecambe Bay Branch  
August 2012  
D ( David) Lever  
Fleet Chief MEA  
Aged 71  
Submarine Service in  
Churchill,  
Courageous & Renown

Poole & District Branch  
August 2012  
B G (Bernie) Read  
Leading Seaman  
Aged 87

Submarine Service 1950-1954  
Trespasser, Acheron, Sturdy  
Trenchant

Submarine Officers Association  
12th August 2012  
Harry Bennet  
Lieutenant Commander  
(WESM)  
Submarine Service Including  
Valiant

Vectis Branch  
August 2012  
L V (Larry) Gladdis  
Able Seaman RP3  
Aged 65  
Submarine Service 1967-1973  
Anchorite, Dreadnought  
Valiant

Gosport Branch  
August 2012  
F (Frank) Alderson  
CPO MEM  
Aged 65  
Submarine Service 1971-1991  
Rorqual, Onyx & Otter

Submarine Officers Association  
1st August 2012  
Henry Gladstone (Harry)  
Ashton  
Lieutenant Commander  
Submarine Service 1958-1968  
Alaric, Trump, Oberon (IL),  
Oracle (IL), Osiris (IL) ,  
Artemis (CO)

Non Member  
August 2012  
D (Dennis) Miles  
CPO Coxswain  
Aged 82  
Submarine Service 1949-1969  
Sturdy, Tantalus, Aeneas,  
Taciturn, Trenchant, Trump,  
Grampus & Oberon

Non Member  
August 2012  
A J ( Alan) Graham  
Leading Seaman RP2  
Submarine Service 1969-1988  
Otter, Opossum & Auriga

Non Member  
August 2012  
John Henry  
MEM1  
Submarine Service 1967-1971  
Odin

Non Member  
18th July 2012  
William (Bill) Hancock  
Lt (SD) MESM  
Aged 78  
RN Service 1951 to 1973  
including 14 year in Diesel  
Submarines

Submarine Officers Association  
18th August 2012  
Andrew Lloyd Morgan, DSC  
Lieutenant RNR  
(Formerly RNVR)  
Submarine Service WW1  
Shakespeare & Seanympth

Lincoln Branch  
August 2012  
J (Mick) Goodwin  
AB (UW2)  
Aged 69  
Submarine Service 1969-1970  
Talent & Walrus

Lincoln Branch  
30th August 2012  
A J Massingberd-Mumby  
Lieutenant  
Aged 85  
Submarine Service 1946-1953  
Satyr, Alcide, Tudor, Sea Devil  
Seraph & Sirdar

*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.*

### Subs no Business of Isreal

Egyptian officials are bashing reports that the Israeli government is trying to sabotage their submarine buys, saying that the deals are between Egypt and Germany and are none of the Israel's business.

"The only two parties determining the fate of this deal are the German and Egyptian governments and not Israeli newspapers which try to destabilize security within Egypt," one Egyptian official was quoted as saying.

Egypt had a deal to acquire two submarines from Germany, and Israeli officials were quoted in the Israeli press as saying that they were demanding Germany reverse the plan. German Defense Ministry officials were also claimed to have promised to oppose the deal

Israel has regularly been pro active in trying to get arms deals cancelled when their neighbors acquire them, but it would be unusual for them to do so with Egypt, a long-time ally



## Submarine surfaces in the sunshine



HMS Trenchant has emerged into the Middle East sunshine after a month at work on patrol.

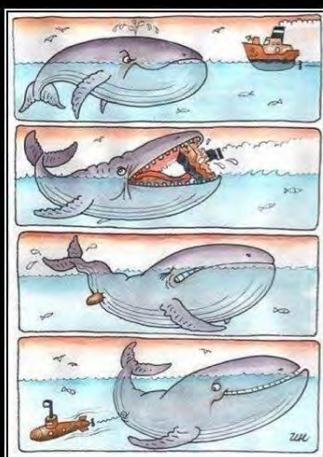
The Plymouth-based Trafalgar class submarine has arrived at the United Arab

Emirates port of Fujairah at the end of a 29-day voyage from Britain.

The submarine is due to take its place in a multi-national task force in support of Royal Naval operations in the region. With state-of-the-art equipment, the nuclear-powered submarine will be deployed to assist in the continuing fight against drug trafficking, pirate activity and international terrorism in the region.

The journey east featured trials and calibrations to prepare the submarine for maritime security operations, with HMS Trenchant conducting an extensive training package including weapons integration with United States forces and machine-gun drills. The submarine will now spend a short period in Fujairah to prepare for forthcoming operations, equipment maintenance and rest for the crew.

Be thankful that you don't already have everything you desire. If you did, what would there be to look forward to?



How submarines  
Are made



R. Watling	05/09
P. Dismore	06/09
R. Hayes	09/09
D. Oakes	09/09
G. Stevens	10/09
N. Rowan	12/09
T. Wilson	23/09
F. Pretty	24/09
D. Smith	25/09

[www.astuteclass.com](http://www.astuteclass.com)

### 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 September for the October 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

### September

**Tuesday 4th Monthly Meeting**  
2000 RBL

**Tuesday 18th**  
**Branch Committee Meeting**  
1930 RBL

### October

**Tuesday 2nd Monthly Meeting**  
2000 RBL  
(Social Ladies) Quiz

**Tuesday 16th Branch Committee Meeting**  
1930 RBL

**Friday 19th Trafalgar Ball**  
1930 Lisdoonie







# 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 the names of Italian 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](mailto:bill.myers@cnmedia.co.uk)

## CLUES

1. TODARO

2. BRIN

3. GALVANI

4. GUGLIELMOTTI

5. ARCHIMEDE

6. TORRICELLI

7. GLAUCO

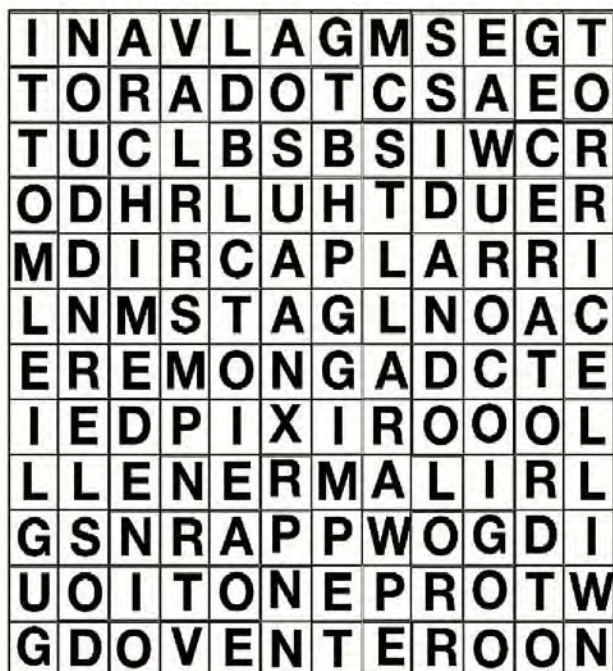
8. OTARIA

9. DANDOLO

10. EMO

11. NANI

12. VENIERO



Last month's wordsquare solution (below)



FRESH AIR: Crew members outside the conning tower of the Italian submarine *Salvatore Todaro*. See if you can find the names of the 12 boats we have hidden in the wordsquare



**BARROW SEA CADETS  
and  
THE SUBMARINERS ASSOCIATION  
(BARROW BRANCH)**



Invite you to the  
**TRAFALGAR BALL**

at The Abbey House Hotel  
Friday 19th October 2012 (7.00 pm for 7.30 pm)  
Sit-down dinner and entertainment by Steve Silver

Cost £30.00 per person  
All proceeds to Barrow Sea Cadets

To order tickets please complete the booking form below and return to  
Barrow Sea Cadets HQ, 1 Dundee Street, Barrow-in-Furness with cash or cheque  
by no later than Friday 5th October, 2012 to ensure availability of tickets

Booking enquiries – Tel 473554 (Answerphone available) or 838533  
Unit Tel No. 821945 (Tuesday/Friday evening 7 pm to 10 pm only)  
or email [barrowscc@dsl.pipex.com](mailto:barrowscc@dsl.pipex.com) or [judith.swarbrick@btinternet.com](mailto:judith.swarbrick@btinternet.com)

**BOOKING FORM  
TRAFALGAR BALL TICKETS**

**Name**

**Address**

**Tel No.**

**Email**

I wish to order ..... tickets at £30.00 each and enclose a cheque/cash for the  
amount ..... (cheques payable to Barrow Sea Cadets)

Choice of Beef, Chicken or Vegetarian for main course, please specify your choices

BEEF

☐

CHICKEN

☐

VEGETARIAN

☐

Tickets will be posted out to the address above after 7th October. Raffle prizes would  
be kindly received either prior to or on the night, many thanks for your support.

**Please return booking form by Friday 5 October with cash or cheque to**  
Barrow Sea Cadets Unit HQ, 1 Dundee Street, Barrow-in-Furness, LA14 2RP