

October 2012

newsletter

Submariners Association ▪ Barrow-in- Furness Branch Newsletter ▪ Issue 148



BarrowSAnews@gmail.com

HMS Upholder on the Left



The October Word

You will have received this newsletter later than normal. This is due to Ben, our editor being on holiday and a resultant lateness in him receiving some regular articles. Still, better late than never. So what's been happening? Early in September three of us plus my wife went up to Dundee to attend the Memorial Service to remember those submariners that had sailed from Dundee during the war and had been lost.

It was as usual an excellent day. In the middle of September we had the National Mixed Reunion which was held in Solihull. Again it was an excellent week end with quite a few from the branch attending. Whilst there we took the opportunity to visit the National Arboretum at Alrewas. It was my first visit since we had unveiled the Submariners Association memorial a few years ago and there has been a big difference in that time. It is coming along really well with the sapling trees now beginning to come to maturity although it will take a few more years yet before avenues of trees really



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

VICE CHAIRMAN

Ken Collins
01229 823454

SECRETARY

Ron Hiseman
01229828664

WEB MASTER

Ron Hiseman
01229 828664

Jeff Thomas

01229 464493

NEWSLETTER EDITOR

Richard Britten
01229 820265

LAY CHAPLAIN

Alan Jones
01229 463150

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impose. The National Monument to all those who have given their lives in service since the Second World War is a very emotional area and I spent quite a long time reading through the names which are in chronological order and reflecting on the lives of those I had known. If you have not visited the Arboretum then please try and do so if you are ever in the area.

I was very pleased that the branch donated £50 towards the draw held at the reunion. I made up a hamper of non perishable Cumbrian delights which was very well received.

It is not long to go until Remembrance Sunday and I know you will all want to wear your metallic Submariners Poppy with pride. If you have not yet got your badge contact either Micky Dack (01229 823302) or myself. They cost the princely sum of £3 each, although I will do a deal for purchases of 50 or more.

Our Annual Ladies Night which is on the Friday of the Remembrance weekend (9th Nov), which after the success of last year will again be held in the Abbey House Hotel. Colin Hutchinson has already given the details but he needs to know pretty quickly if you want to go. Tickets cost £35 each.

You may have read the minutes of the July NMC meeting and in particular the portion where Rick Rothwell made some rather disparaging accusations. At the September branch meeting this was discussed as I was one of the two his remarks were aimed at. The result was that the branch has written a letter of

complaint about Rick Rothwell to the National Chairman (not me anymore) and I would like to thank the branch for their support in this rather sad episode. This letter will be further discussed at the November NMC meeting.

The 50th Anniversary Subcommittee has been working very hard and the planning for the main anniversary event is coming along very well.

There are of course some side attractions in the melting pot and it is hoped we will be able to advise you all on what is going on in the near future.

Both our branch secretary (Ron Hiseman) and our Vice Chairman (Ken Collins) are holidaying in Thailand and are therefore unavailable, so if you need any info then contact either me for general issues or Mick Mailey for financial issues. I have the 2013 diaries for those who have ordered them so contact me if you want them before the next branch meeting on 6th November or will not be attending that meeting.

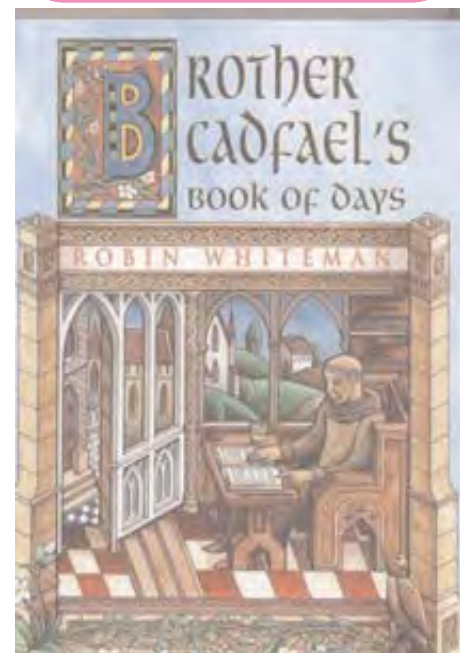
Finally according to the social diary issued at the beginning of the year the October meeting should have been a quiz with our wives and friends in attendance. I and Colin had forgotten about it so please accept my apology if you were expecting a quiz post meeting and especially to Phyllis Palmer who turned up.

Well, that's all for now. See you all in November.



Do You Remember
CSB
Grapefruit Seggies
Ditching gash through the
Tower

Chaplains Dit



Ben our Editor and I, recently had a discussion that looked at possible ways of introducing different items and styles. It's not the case of change for change sake, but a realization that there is always the need to keep our Newsletter fresh. As the Lay Chaplain I am very much aware that my Monthly Dit has to have a resonance right across the board, and that it sometimes falls short. In an attempt to improve, I want in addition to my dit to introduce a 'Monthly Thought'. That is based on an ancient publication Brother Cadfael's Book of Days.

Each month will include an image I have taken from Middle Ages Engraving linked to a suitable quote.

October: The difference between stupidity and genius is that genius has its limits. - Albert Einstein





Barrow Submarine Series: issue number 27

HMS UPHOLDER



WAR HERO: The Barrow-built *HMS Upholder* is shown on the left during the Second World War

THE *HMS Upholder* (P37) was a U-class submarine built by Vickers-Armstrong at Barrow for the Royal Navy.

The boat was laid down on October 30 in 1939 and was launched on July 8 in 1940 by Doris Thompson, wife of a director of Vickers.

The completed submarine was commissioned in Royal Navy service on October 31 in 1940.

Upholder was one of four U-class submarines which had two external torpedo tubes at the bows.

There were another four internal torpedo tubes fitted to all the boats.

Upholder was commanded for her entire career by Lt-Comdr Malcolm David Wanklyn and became the most successful British submarine of the Second World War.

After a general working up period, *Upholder* left for Malta on December 10 in 1940 and was attached to the 10th Submarine Flotilla based at the island.

The Barrow boat completed 24 patrols, sinking around 120,000 tons of enemy shipping.

Upholder's targets included the destroyer *Libeccio* after the Battle of the Duisburg Convoy, a cruiser, three U-boats (including the Italian submarine *Saint Bon*), three troop transports, 10 cargo ships, two tankers and a trawler.

Lt-Comdr Wanklyn was awarded the Victoria Cross for a patrol in *Upholder* during 1941 when he attacked a particularly well defended convoy and managed to sink the 18,000 ton Italian liner *SS Conte Rosso*.

Upholder also damaged the Italian cruiser *Giuseppe Garibaldi*.

The Barrow submarine was lost with



HAPPY TIMES: Crew members of *HMS Upholder*

all hands on the 25th patrol, which was to have been the last before a return trip to England.

Upholder left for patrol on April 6 in 1942 and declared as overdue on April 14.

On April 12 the submarine had been ordered, with *HMS Urge* and *HMS Thrasher* to form a patrol line to intercept a convoy.

It is not known whether the crew of the submarine ever received the signal.

The most likely explanation for the boat's loss is being struck by depth charges from the Italian Orsa-class torpedo boat *Pegaso* north-east of Tripoli on April 14 in 1942.

STATS:

- Laid down: October 30 in 1939
- Launched: July 8 in 1940
- Commissioned: October 31 in 1940
- Fate: sank April 14 in 1942
- Displacement: 540 tons surfaced and 730 tons submerged
- Length: 191ft (58.2m)
- Beam: 16ft 1in (4.9m)
- Speed: 11.25knots surfaced and 10 knots submerged
- Crew: 27 to 31
- Armament: four bow internal 21in torpedo tubes, two external tubes and a 3in deck gun



The Secretary Ron Hiseman



A quiet month as far as the Association goes however not the same at work. This month has seen the departure of HMS Ambush and we wish her crew the best of wishes for her sea trials and future life in commission. She looked good sailing up the Irish Sea.

The Vice Chairman and I went to view the facilities on offer at Carden Park for next year's Submarine Flotilla Golf Championship. We are now awaiting a quote from them and will put it to the committee members for a decision. If it's Carden Park the competition will be in July next year. If you wish to help please let me know. I have received a reply from the NMC regarding our letter and the NMC will discuss at the earliest opportunity. I will keep the Branch updated when details are received.

I am off on holiday from the 5 to 28 October so if you have anything for me please e-mail it and I will try and pick it up whilst away and if I can't I will deal with it as soon as I return.

Social Secretary



I hope you are all well, it's been a relatively quiet time on the social front recently but we are now coming to one of the highlights of the year The Ladies night dinner dance. This was really well attended last year and was one of our best events that I have been to.

Details of the event are: Abbey House Hotel Barrow. Friday 9th November 2012, 19:00 for 19:30, Dress Black Tie.

Our guest is Mr Rob Cairns former head of Furness Building

Society and very entertaining I have heard. Entertainment will be provided by a Duo called G-Palm who are very experienced in providing Cruise ship type entertainment with a large repertoire of music.

I have been asked why the cost of the event is £35:00 compared with the Sea Cadets £30:00 at the same venue. I believe this event is special to us, where it is an opportunity for us to treat the Ladies in our lives to a special night out. Our costs are slightly higher due to a number of factors these being, A menu choice of three main courses, two starters and two puddings and a Cheese board, welcome drink on arrival and a glass of wine per person, and putting on a little gift for the Ladies.

As with everything the costs of catering and entertainment have increased greatly year on year, I am conscious of the need to keep the costs of functions as low as possible and have tried to do this over the past few years and have always managed to break even albeit with the assistance of your generosity in supporting the raffle. I believe this is a great night enjoyed by all who attend and hope that you can bring friends and have a wonderful time this year.

I have attached a ticket request list and menu to this newsletter and would ask that if you would like tickets for this years event to return them via e mail or see me at the October meeting, with your guests names and menu choices. There are plenty of places left and I can accommodate up to a maximum table size of 10.

If you have guests that would like to stay over the Abbey house can do rooms at £80 per room per night between Thursday and Sunday, just need to contact the hotel direct quoting code LASLB2.

I need all requests for tickets by Wednesday 31st October so that I can submit the numbers to Abbey House.

I look forward to seeing as many

of you as possible and your friends on what will be a great social function.

Colin Hutchinson
Social Secretary

The Mystery Of The Nazi Submarine In NZ SOLVED

Sometime, in late May 1945, a German submarine, the U-196 arrived off the beach near Dargaville, Northland.

It was no accident.

Since 1943, U-196, a long range Type IXD2, U-Boat had been part of the 'Monson Gruppe', 33rd Flotilla, which was tasked with supplying nuclear specialists and technology to Japan, Immediately following the German surrender on 8th May 1945, Hitler's designated successor, Admiral Doenitz, ordered his secret submarine flotilla to sail to designated enemy ports, in exchange for Germany's continued participation in any post war nuclear weapons program.

U-234 arrived at New York Harbour on 17th May 1945, carrying weapons grade uranium-oxide. U-196 arrived in Northland, New Zealand, with a similar cargo, one that promptly vanished, and the submarine scuttled.

However, as fate would have it, U-196 was located 60 years later by the Underwater Research Group, while conducting a routine dive, raising more questions than answers. What was the U-Boat doing here, and what happened to the crew?

After nearly a year's research, and cutting a path through much disinformation, author and commentator, David Child-Dennis will present his theory, and conclusions, about what happened to the crew and why they were here. What started out as the discovery of the body of a German SS officer, in a shallow grave near Dargaville, has uncovered a global project of immense importance to all of us.



Iranian Kilo



Iran recently put one of its three Kilo class submarines back into service after a period of refurbishment by an Iranian shipyard. Russia insists that refurbishment and upgrades of its Kilo class subs be done in Russian shipyards. But the Iranians believed the Russians were charging too much and feared the Russians would not return the sub. So the Iranians did it themselves, even though the Russians would not provide the technical data normally needed for such an upgrade. According to the Iranian press release, Iranian technicians fabricated replacement parts for internal (pumps, compressors, engines, and the like) and external (sound absorbent tiles, control surfaces) components and installed them. While some of the technology needed here (pneumatic, engines, electronics) is pretty common stuff, other items are not. So it's unknown how adequate the Iranian replacement parts were. Iran often exaggerates its accomplishments in the area of military technology.

The Kilos weigh 2,300 tons (surface displacement), have six torpedo tubes, and a crew of 57. They are quiet and can travel about 700 kilometers under water at a quiet speed of about five kilometers an hour. Kilos carry 18 torpedoes or SSN-27 anti-ship missiles (with a range of 300 kilometers and launched underwater from the torpedo tubes). The combination of quietness and cruise missiles makes Kilo very dangerous to surface ships. The new Iranian components have probably made these boats louder and easier to find. U.S. and allied anti-submarine forces will be keen to play with the refurbished Kilo when it ventures out into international waters (which it may avoid doing to prevent anyone from

"hearing" how this Kilo has changed).

Miami Survives the Heat

The U.S. Navy has decided to spend nearly half a billion dollars to repair damage done by a fire on the USS Miami (a Los Angeles class SSN or nuclear attack submarine). The blaze occurred while the sub was in the Portsmouth (Maine) Naval Yard for maintenance and upgrades. Initially the navy estimated that the sub suffered \$400 million in damage. But a more detailed examination of the revealed that it would cost at least \$450 million.



The fire (set by a deranged shipyard worker) took place last May 23rd and there were fears that the 22 year old Miami might be scrapped. There is some suspicion that the repair bill may be purposely low, as it is much more difficult to cancel a project once it has started, even if the costs begin to mysteriously escalate. Maine politicians are eager to keep the shipyard operating, despite the fact that yard management hired an unstable worker who eventually set two fires (the big one on the Miami and another that was quickly put out). Maine politicians get re-elected, in part, by continuing to get navy contracts to keep these shipyards open. But this effort is now complicated by a defense budget that is shrinking and the navy along with it. The Miami repair project may still get cancelled because the first step is to plan the repairs, and that will cost \$94 million.

It's not just fires that these old Los Angeles class boats have to worry about. Three years ago a 25mm (one inch) hairline crack was found on the pressure hull of the (then) 14 year old USS Toledo. The crack was in the metal plate, not a weld, which was replaced. Above the crack

there was a 53 cm (21 inch) hairline crack in the outer (non-pressurized) hull, which was under the sail. The USS Toledo had just undergone a three year refit, costing \$179 million when these cracks were discovered. The sub was sent to a nearby (to New London, Connecticut) shipyard for repairs. At first it was thought some of these cracks were related to a recent scandal where shipyard workers failed to check for substandard welds but that was not the case with the Toledo.

Such a crack in the pressure hull is a serious problem because it makes it more likely that the pressure hull would fail and flood the boat, at less than the "test depth" (about two thirds the "design depth," which is the maximum depth the sub can operate at). Going a little deeper gets you to the collapse (or "crush") depth, at which the pressure hull is crushed and implodes. The deepest diving U.S. subs, the Seawolf class, are believed to have a test depth of 490 meters (1,600 feet) and a collapse depth of 730 meters (2,400 feet). During World War II collapse depths were never more than 320 meters (a thousand feet). Since then, larger boats, built of stronger metals, have greatly increased the depth subs can operate at. But that only works if the crew knows the limits of their boats, and cracks in the pressure hull reduce those limits.

The navy is putting most of its cash into building new Virginia class boats to replace the 42 (of 62) remaining Los Angeles subs. The most recent of Los Angeles boats entered service in 1996, and will be gone by the end of the next decade. Nine Virginias are in service and another 21 are planned. If the navy can scrounge up enough cash it can build two a year they can have all the Virginias in service before the Los Angeles class is gone. Otherwise, the SSN fleet will shrink because additional old Los Angeles subs will be retiring compared to new Virginia's entering service.





International Sub News

On September 4th South Korea launched the first of two rescue and salvage ships. These will replace retired American ships (built in the 1970s) that South Korea has been using for over a decade. These new ATS (the letter code for Salvage and Rescue Ships) type vessels are equipped to send down divers to sunk ships and bring back essential equipment (like code books or secret electronics) and bodies of sailors.

ATS ships, like the new 3,500 ton South Korean vessels, can also clean up oil spills and tow ships displacing up to 15,000 tons (which takes care of the largest ships in the South Korean navy). There is also sonar and remotely controlled camera equipment to get a close look at sunk ships, or the hulls of those still afloat and badly danged. An ATS ship can also handle submarine rescue, including recovering sailors trapped inside a sunk ship. But that gear is only good for shallow waters (down to 90 meters/272 feet).

For deep water rescue, especially from submarines, South Korea can call on its own, British made, DSRV system. But South Korea can also call on portable submarine rescue equipment, like the American SRDRS (Submarine Rescue Diving and Recompression System). This is a modular system that weighs under 200 tons and can be flown anywhere on the planet within 72 hours (faster depending on the distance and availability of heavy transport aircraft). The SRDRS was designed to be operated from most merchant ships, as an ATS type ship won't always be available soon enough.

SRDRS consists of two main components. There is the rescue module, which is a remotely controlled submersible that descends to the stricken sub, attaches itself to the rescue hatch, and has room for 16 sailors. Once on the surface, the

sub links to a decompression chamber, where the sailors have to stay for a while to acclimate them to surface pressures (and prevent the bends). In addition to the rescue vehicle and decompression module there is support equipment. There are also smaller underwater vehicles and pressure suits for divers. These are flown in first, to explore the stricken sub in detail, clear any debris from the sub's rescue hatch, and basically gather information so the actual rescue can be carefully planned.

Five years ago Britain, Norway, and France completed the construction of the NATO Submarine Rescue Vehicle (SRV). This is very similar to the SRDRS and DSRV. NATO SRV was a \$95 million project that resulted in a deep water rescue device that can be air lifted to anywhere in the world on short notice, fit on the deck of at least 140 identified ships, and mate with the escape hatches on most of the world's submarines, and carry up to 15 men at a time to the surface. This system is shipped in eleven waterproof cargo containers that can be flown by military or civilian cargo aircraft. Including flight time, set up time on the ship, and movement time to the site of the distressed submarine, the NATO SRV should be able to get there and have the SRV in the water within 72 hours. The SRV itself is ten meters (31 feet) long and weighs 27 tons, has a crew of three and can go as deep as 1,000 meters (which is the maximum depth for most submarines).

The U.S. and NATO systems are very similar but not identical. The basic idea behind this modular design is to enable the rescue system to reach the stricken sub as soon as possible. Once the air runs out down there rescue is no longer possible. All the navies of the world are invited to modify, if necessary, their rescue hatches (usually just the main hatch on the top of the sub) to accept the U.S. or NATO rescue vehicles. If they do that, the NATO or U.S. rescue systems (depending on whose is closest) will be sent to

attempt a rescue. The U.S. system is based in California, the NATO one in northern Europe. South Korea could call on either one in case of a submarine emergency.

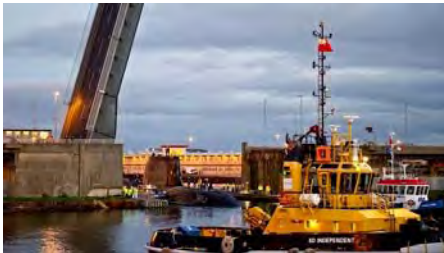
Vietnamese Kilo

In August, Vietnam announced that it had finalized the purchase of six Kilo class submarines. About the same time Russia revealed that the first of these Vietnamese Kilos was in the water and will undergo sea trials before the end of the year. It was three years ago that Vietnam first announced that it was buying six Russian Kilo class submarines, for \$300 million each. The Kilos weigh 2,300 tons (surface displacement), have six torpedo tubes, and a crew of 57. They are quiet and can travel about 700 kilometers under water at a quiet speed of about five kilometers an hour. Kilos carry 18 torpedoes or SS-N-27 anti-ship missiles (with a range of 300 kilometers and launched underwater from the torpedo tubes). The combination of quietness and cruise missiles makes Kilo very dangerous to surface ships. North Korea, China, and Iran have also bought Kilos. China is building its own unlicensed version of the Kilo (the Type 41 Song class). Considering the low price, it appears that the Vietnamese boats do not have AIP (Air Independent Propulsion), which allows non-nuclear boats to stay underwater for weeks at a time.





HMS AMBUSH LEAVING BARROW



Ambush Pictures from Various Sources

SNOOZE ALARMS:
When you rearrange the
letters:
ALAS! NO MORE Z 'S

Ex NewZealand Branch
17th September 2012
Gordon "Ginger" Hogan
CERA
Aged 90
Submarine service
H28, Sheffield, Trump

Non Member
21st September 2012
Willie Guinea
CPO (OPS)
Submarine Service
Courageous, Conqueror
Valiant

Scotland North East
13th September
Hughie Ross
Sto/Mech
C/KX142800
Aged 88
Submarine Service
Unswerving, Sirdar & Alliance

Gosport Branch
22nd September 2012
Alex (Mick) Armour
L/Sea (UC)
D/JX912413
Aged 76
Submarine service
Trespasser, Trump, Sea Devil
Talent & Token

Submarine Officers
Association
13th September 2012
Peter Burch
Lt
Submarine Service
Oberon & Sovereign

Submarine Officer
Association
21st September 2012
Bill King
Cdr
Aged 102
Submarine Service
Orpheus, Starfish, Narwhal
Snapper (CO), Trusty (CO)
Telemachus (CO)

*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.*

WE WILL REMEMBER THEM

New Zealand Branch
DW (Dave) Hewson
AB (ST)
Aged 92
WWII Submarine Service
Thorough

Non Member
P (Peter) Roberts
ET (ME)
Aged 20
Submarine Service 2012
Vigilant

Non Member
AP (Anthony) Davies
Engine Room Artificer
Aged 72
Submarine Service 1966 -1967
Artful, Repulse, Valiant
Conqueror

Non Member
D (Derrick) Swindell
Leading Stoker
Aged 83
Submarine Service 1948-1954



THE DUNDEE EXPERIENCE.



Myself and Mick Dack set off for Dundee and the 9th Flotilla memorial service. Our experience is as follows.

Mick Dak was our travel agent and his planned route worked pretty well. We set off from Barrow to Glasgow via Lancaster at 0930 of the clock. I was assured by my travel agent that this was the cheapest route to Dundee. Having arrived at Central station Glasgow in a monsoon, we thought it wise to get a fast black to Queens street station even though it wasn't far away. Our next change was at Edinburgh which was very busy and confusing to us old guys. However, more by luck than judgement we got the right train. The journey up the coast was slow and allowed us to take in the scenery, this, as always was pretty good, also the Scottish weather had improved somewhat.

We arrived in Dundee at around 1730 after a relatively pleasurable journey. We were in time to get Scrubbed up and have a pint before repairing to the Indian restaurant for a nose bag. We had a look around the port area before reporting back to the Bar. We expected to see some other attendees to the ceremony, but we didn't see a sole. We began to think perhaps we had got the wrong weekend, or we were the only one's present. On other occasions there had been a few others staying at the Apex hotel, so it seemed strange we were alone. However we enjoyed the Ale, and the Apex hotel is excellent, and the Staff both helpful and friendly. (Two bar maids in particular)!

The following morning 1st September, we went down for breakfast, and then went to wait in the bar for the muster time of 1000, which in the end turned out to be 1100. Finally, Association members started to appear, much to our relief. Jim Macmaster and his lady wife appeared so we finally knew we were in the right place at the right time!

We all mustered at the Memorial at 1100 and the parade was duly organised by Mad Dog. The turnout was pretty good. Other navies were represented and personnel from their embassies we also in evidence along with relatives. We helped an old Submariner in a wheel chair who turned out to be an ex German U boat Submariner. We remembered him from last time, he was a real gentleman and a member of the Association.

The opening Prayers were conducted by the Reverend Pat Lang, who also gave the address. An address was also given by the Lord Provost Bob Duncan. The parade was supported by the Sea Cadet Band. The ceremony was, as always a very poignant affair. Sadly there were fewer Standards this year, ours being used elsewhere. However, it was a very respectable turn out.

After the march off, we were all invited for drinks and refreshments provided by the Lord Provost. Our travel agent Mick Dak secured a lift for us with our glorious leader, Jim Macmaster and his lady wife. This of course was a great honour! When we arrived and got settled, Jim gave an eloquent speech all in Glaswegian. Fortunately, most of us had served up in Faselane and had runs ashore in Glasgow, so we understood the speech! At one stage Dave Barlow was asked to present a gift to the lady Reverend. The gift was actually a Bible, Jim commented that she may have already read it.

When we left this reception, Dundee was infested with more Police than I had ever seen. Apparently, it was a "Dundee together" fair, also there was a

gathering of an organisation opposed to discrimination plus a bunch of BNP people. The police had decided it was a toxic mix and were there to avoid trouble. We didn't encounter any problems since everyone seemed to be enjoying themselves.

We eventually returned to base for a few pints and a siesta. On completion of siesta, and a scrub up, we had a couple of pints and went in search of a chinky nose bag. Retuned to base where we discovered a Scottish wedding party had invaded. All the guests wore the same tartan kilt which was a predominantly blue based tartan; on the back of the kilts was the white Scottish diagonal St Andrews cross. They all looked very smart. As the night wore on it was obvious that the whole thing was going to kick off! We could tell this because the bride was leaning on the bar in tears and a number of the used to be smart male guests were outside arguing and pushing and shoving each other. This was free entertainment, especially when one of the guests was thrown into the harbour! We didn't hang about after that, however the staff told us in the morning that they all finished up knocking seven bells out of each other.

The following morning we had time to avail ourselves of a few beers before we left. In addition we thanked our favourite bar staff and now one of them has a small set of Dolphins, and the other has a submarine pin. Amazing what a few pints can do.

Mick and I eventually arrived back home none the worst for our very interesting and enjoyable experience.

Sent in by Bob Faragher





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 linked to submarines. See if you can find all 12.

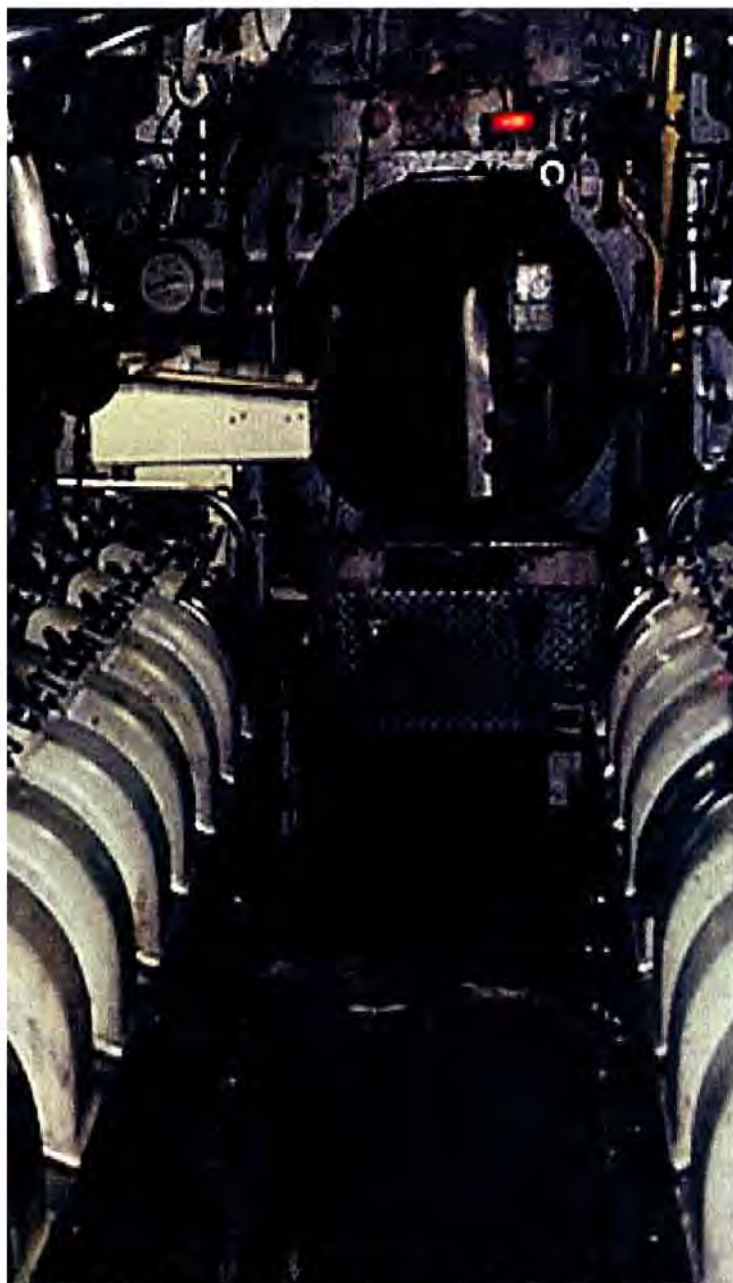
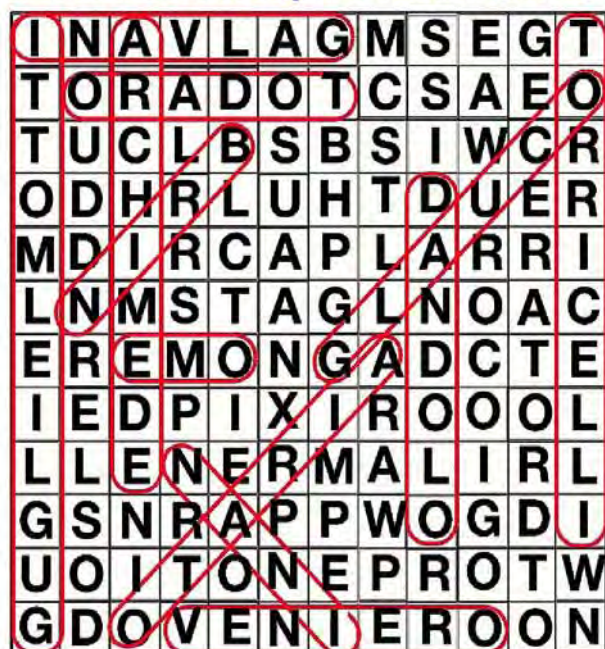
If you have any comments or suggestions on how our puzzles can be improved or developed, drop an email to Bill Myers at bill.myers@cnmedia.co.uk

CLUES

- | | |
|------------------|----------------|
| 1. TARGET | 7. CABIN |
| 2. OPTRONICS | 8. FORWARD |
| 3. BATTERIES | 9. COMPARTMENT |
| 4. PROPELLER | 10. SONAR |
| 5. PRESSURE HULL | 11. CONSOLE |
| 6. ENGINE ROOM | 12. DETECTION |



Last month's wordsquare solution (below)



CLUES: This shows the engine room on the Barrow-built submarine Olympus. See if you can find the 12 words linked to submarines we have hidden in the wordsquare



Canada's commandos have been window-shopping for small submarines as they continue to look for new equipment for their counter-terrorism and special forces missions.

Equipment specialists from the Canadian Special Operations Forces Command in Ottawa surveyed Vancouver-area specialty diving firms in their quest to look at who in the country could build a "dry submersible," according to a May 2011 briefing note prepared for Brig.-Gen. Denis Thompson. Thompson is the commander of the Canadian Special Operations Forces Command or CANSOFCOM.

A dry submersible protects occupants from the marine environment and would allow commandos to spend longer periods submerged in cold water.

The CANSOFCOM equipment specialists found that a number of companies in the Vancouver area, all founded by retired navy divers, had developed state-of-the-art technology in both manned and unmanned diving systems.

Some of the firms offered deepsea exploration vehicles, either for individuals or a two-man crew, while others marketed small submarines built by firms from other countries. One such submarine was about eight-metres long and could dive down to more than 160 metres.

CANSOFCOM spokeswoman Lianne Wallace noted that the command does not have any project underway to purchase such equipment. For security reasons, CANSOFCOM will not disclose further details on that submersible capability.



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. Hancox	16/10
M. Willey	16/10
C. Jones	17/10
C. Taylor	17/10
T. Aiston	18/10
C. Burgher	18/10
D. Gardner	18/10
M. Hughes	19/10
B. Russell	20/10
L. Carr	25/10
D. Morris	26/10
E. Skelton	30/10

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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 October for the November 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

October

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

Tuesday 16th Branch Committee Meeting 1930 RBL

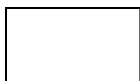
Friday 19th Trafalgar Ball 1930 Lisdoonie

November

Tuesday 6th Monthly Meeting 2000 RBL

**Friday 9th Ladies Night D/D Black Tie 1900 Abbey House
Sunday 11th Remembrance Parade 1015 Barrow**

Tuesday 20th Branch Committee Meeting 1930 RBL



SUBMARINERS ASSOCIATION –
BARROW BRANCH



For:

LADIES NIGHT DINNER DANCE

Date: Friday 9th November 2012

Venue: *Abbey House Hotel Barrow - Dress Black tie*

Cost: £35 per person – Welcoming drink, 4 course meal, Glass of 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>Cost:</i>	<i>P Cocktail (PC) Soup (S)</i>	<i>Beef (B) Chicken(C) Salmon (S))</i>	<i>Toffee Pud (STP) Crumble (AC)</i>	<i>WINE (R) or (W</i>
1.	£35				
2.	£35				
3.	£35				
4.	£35				
5.	£35				
6.	£35				
7.	£35				
8.	£35				
9.	£35				
10.	£35				

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colin.hutchinson@pxlimited.com or moortarn@aol.com

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Ladies Night Dinner Abbey House Hotel 2012

Dinner Menu

Classic Prawn Cocktail
Served with Granary Toast

Cream of Vegetable Soup
Served with a Crusty Roll

Braised Beef Feather Blade
With Red wine sauce

Organic Chicken Breast
With White wine sauce

Oven Roasted Salmon

All above served with a selection of Seasonal Vegetables

Sticky Toffee Pudding & Ice Cream

With Toffee Sauce

Apple and Oat Crumble

With Custard

Abbey House Cheeseboard
Selection of Cheeses with grapes and crackers

Tea & coffee

Press Release

The British Navy at War and Peace *Series editor Captain Peter Hore*

A series of memoirs by those men and women who took part in naval operations in the Second World War – from submariners to naval airmen and members of the special forces. Their deeds exemplify the extraordinary feats accomplished by individuals, often under adverse and difficult circumstances.

These are the original memoirs and diaries of brave individuals, told in their voices, and expertly edited by the series editor Captain Peter Hore whose research helps to place intensely personal events in proper historical context. This series of books tells the incredible ventures of these little-known heroes who achieved great things in war and peace.

Vol. I of the British Navy at War and Peace

Wingfield at War *Mervyn Wingfield*

- ... *It is remarkable that one man should have been involved in so much action in so few years. ... I commend his biography to the reader: ... by any standard he was a hero, and he tells his life's story with modesty and humour. Extract from the Foreword by Admiral Lord Boyce*

The previously unpublished memoirs of a wartime submariner whose exploits included the stalking and sinking of a Japanese submarine. It is also an incredible true story of courage and bravery in the history of modern naval warfare. Captain Mervyn Wingfield was one of the last of his generation of submariners who made their reputation in the Second World War. He commanded three submarines, Umpire, Sturgeon and Taurus, survived a collision in the North Sea, spent a winter in the Arctic, penetrated the Norwegian fjords submerged through a minefield, surfaced off St Nazaire in view of German guns to act as a navigation marker for the raiding force, fought cavalry in the northern Aegean, and was the first British submariner to sink a Japanese submarine. Any one of these incidents would have merited a place for Wingfield in the history of naval warfare and the pantheon of submarine heroes.

The story of Wingfield's incredible achievements in the face of almost overwhelming adversity will enthral the general reader.

ISBN 978-184995-064-0 · 216 × 138mm · 192pp · b/w illustrations · cased · £16.99 · Oct, 2012



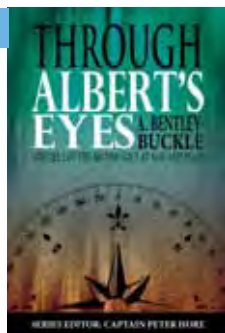
Vol. II of the British Navy at War and Peace

Through Albert's Eyes *A. Bentley-Buckle*

The autobiography of Tony Bentley-Buckle who joined the Royal Navy before the war, found himself on the Northern Patrol during the blockade of Germany and as a teenager in command of captured ships. He volunteered in a fit of derring-do for 'special service' without knowing what this meant and worked for one of Britain's secret navies. As a beach commando he was one of the first ashore at the Allied landings on Sicily and one of the first Allied officers to cross the Straits of Messina.

After he was captured in a fierce hand-to-hand battle with the Germans, he helped organise one of the cheekiest escapes from 'Marlag O' prisoner-of-war camp by making the eyes for a dummy known as 'Albert RN'. Post-war he learned to fly, sailed a small boat to East Africa and founded a shipping empire and an airline. A remarkable and exciting true story including escape and evasion behind enemy lines in Italy, Yugoslavia and Germany; life in a prisoner-of-war camp and adventure in the Indian Ocean.

ISBN 978-184995-066-4 · 216 × 138mm · c.176pp · b/w illustrations · cased · £16.99 · Nov/Dec, 2012



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A NEW SERIES OF OUTSTANDING NAVAL MEMOIRS!

VOL. I of THE BRITISH NAVY AT WAR AND PEACE

Series editor Captain Peter Hore

Wingfield at War

Mervyn Wingfield

'...It is remarkable that one man should have been involved in so much action in so few years. ... I commend his biography to the reader ... By any standard he was a hero, and he tells his life's story with modesty and humour'. Extract from the Foreword by Admiral Lord Boyce

➡ The previously unpublished memoirs of a wartime submariner whose exploits included the stalking and sinking of a Japanese submarine

➡ An incredible true story of courage and bravery in the history of modern naval warfare

Captain Mervyn Wingfield was one of the last of his generation of submariners who made their reputation in the Second World War. Pre-war he had served on the China station and lived the riotous life of a young officer; in the war he commanded three submarines, *Umpire*, *Sturgeon* and *Taurus*, survived a collision in the North Sea, spent a winter in the Arctic, penetrated the Norwegian fjords submerged through a minefield, surfaced off St Nazaire in view of German guns to act as a navigation marker for the raiding force, fought cavalry in the northern Aegean, and later, off Penang, was the first British submariner to sink a Japanese submarine – and barely survived the subsequent, vicious counterattack after *Taurus* was severely damaged and became stuck in the mud at the bottom. Any

one of these incidents would have merited a place for Wingfield in the history of naval warfare and the pantheon of submarine heroes.

In retirement Wingfield was well-known for hosting lively beef and Stilton lunches at the London Boat Show! He was also one of the last of the generations of Anglo-Irish families who served the Crown and provided officers and men for the Army and the Navy, and his story additionally gives some insights into his early days, especially with regard to being a young officer in the Royal Navy in the 1930s.

ISBN 978-184995-064-0 216 x 138mm 192pp b/w illustrations cased £16.99 October, 2012

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OPERATION FRANKTON MEMORIAL PROJECT

SOUVENIR ALBUM

This unique Commemorative Album encapsulates, via many, many photographs, together with a narrative summary in both French and English, the Operation Frankton Memorial Project Story from an Inspiration in 2008 to the unveiling at Point de la Grave on the banks of the River Gironde by Lord Ashdown and the 1st Sea Lord (Admiral Sir Mark Stanhope), in March 2011.



The Memorial is all about the 'Cockleshell Heroes', launched in five cockles' from HM Submarine TUNA in December 1942 to attack enemy shipping in Bordeaux harbour. The rest is history.

It relates how a small Steering Team consulted and worked with Architects, Bronze Foundry Artisans, Stone Masons, the artist John Lawrence and a team of French volunteer colleagues - all vital components for the completion of the project. An ambitious Fund Raising Campaign to raise over £100,000.00 upon which it all depended ran in parallel.

This Souvenir Album includes special written tributes by distinguished public figures related to Operation Frankton. It will be of interest to many people: - those involved throughout, those that donated to the Memorial Fund, those that have had interest over the years in Operation Frankton, the Frankton Families and Friends, Museums, memorial and military historians, archivists and many others. It provides a unique and personal souvenir.

To view the Album page-by-page and to purchase it go to:

royalmarinesassociation.org.uk > STOP PRESS> - the Royal Marines Association Website and follow the path to Operation Frankton Memorial Project Souvenir Album.