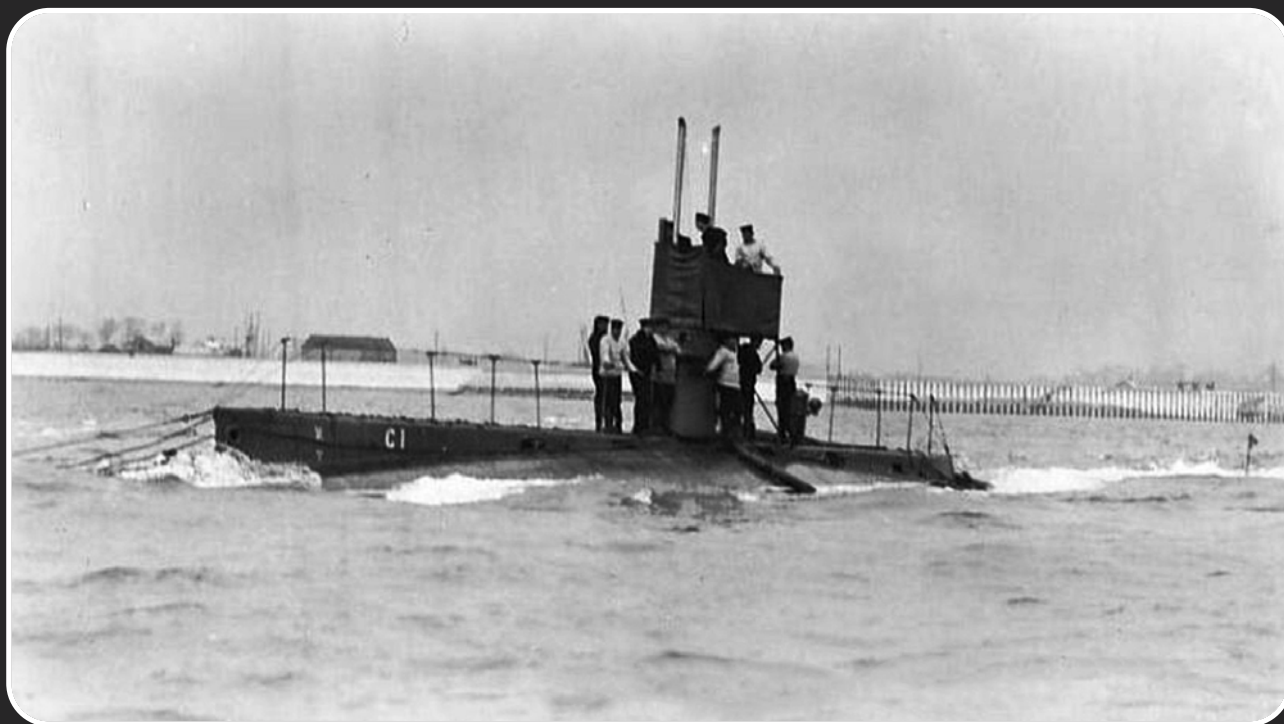


# newsletter

Submariners Association ■ Barrow-in- Furness Branch Newsletter ■ Issue 151 ■ January 2013



## The January Word

A Happy and Prosperous New Year to you all and this is not just any old new year, it is the year when we will celebrate our 50th Anniversary. Yes, it was back in 1963 that the branch was formed on May 14th in the Bay Horse Pub.



Did you have a good festive season? I did and the most pleasing aspect for me was going out with Fiona, my wife, and putting together nine hampers to give to our widows or at least those who have in the past asked that we keep them in the loop with what is going on in the branch.

## Barrow Submariner's Association Branch Officials

**HON PRESIDENT**  
John V. Hart  
01229 821831

**CHAIRMAN**  
Dave Barlow  
01229 831196

**TREASURER**  
Mick Mailey  
01229 821290

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Alan Jones  
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They were delivered on the Sunday before Christmas and I have to say it was a most humbling experience being able to bring a small ray of sunshine to our widows. They were all very grateful and each and every one of them asked me to extend their thanks and gratitude to the branch for their generosity.

If you attended the last meeting or at least have read the minutes of the meeting you will know that Colin has stood down as our Social Secretary. He took over a few years ago from John Holding and because of these two guys we have had a reputation of being one of the most sociable branches in the Association. I would like to place on record my sincere thanks to Colin for the hard work he has put in and knowing that whoever takes over has a hard act to follow. Thanks mate from us all. When Alex (Spider) Webb volunteered to take over I wondered if he knew what he was letting himself in for. Having read the introductory dit he has written later in this issue I just know that we will rise to the challenge. He has been the Social Sec of many messes and the Mess Pres in some too including HMS Nelson in Pompey so he has a good pedigree. I ask that you give him all the support he needs to ensure that we go on from where we left off. Welcome on board Spider.

Although I haven't seen the results yet I know Ben is revamping the newsletter for our anniversary year so I am looking forward to seeing it. If any of his last creations are anything to go by it should be good. By the way Ben has let it be known that this is his last year so we are now looking forward to someone taking over as our editor. If you have the creative skills to take this on then come on down and step forward.

Finally, don't forget we are first footing the Morecambe Bay Branch on Friday 1st Feb so if you want a good run ashore make sure you let Spider or one of the committee know.

That's all for now, see you all on Tuesday.



**Ron Hiseman**  
Secretary

I wish you a happy new year to one and all. I hope you didn't indulge too much over the holiday season and for those of us who have to work I hope the shock was not too much. Well here we are another major milestone in our Branch's history the 50th anniversary. Ben is producing a new layout for the magazine taking into account any comments received over the past few months. As was announced at the last Branch meeting Ben has tendered his resignation as editor of the magazine and has kindly given us 12 months' notice. So if there are any editorial talents lurking out there please get in contact with the committee. I would like to thank Ben for his commitment to the magazine for all these years.

Again I have to offer my apologies for non-attendance at the January meeting, which is being held on the 8th Jan, but I shall be in London. It will be an interesting meeting as I am sure that the new Social Secretary will be outlining his thoughts for the coming year. A lot of events are already underway as it's our anniversary year and the latest event to join the calendar is the Submarine Flotilla Golf Championship to be held at Carden Park, Chester on the 15th August 2013. The committee has selected the Barrow Branch of the MND as the charity to be supported by the event. A lot of help on the day will be required so if you can help and fancy a day in the Cheshire countryside, even if you are not a golfer, please let the committee know.

I believe everyone who has ordered SA diaries have now received theirs, if not please let me know.

Ron



**Alex Webb**  
Social Secretary

Firstly let me wish you all a very happy, healthy and prosperous New Year. Secondly, I would like to add my thanks to Colin, our outgoing social secretary, for all his hard work over the last few years; and (hopefully) for his support in the future. Thirdly, I suppose I should introduce myself formally; Alex (aka Spider) Webb, I served in submarines for 33 years attaining the dizzy height of Warrant Officer 1 (Warfare). During my service as a Senior Rate I always supported the mess and committee to the best of my ability. I was social secretary on 3 of my last 4 submarines and was given the job of president on my last.

Just before I left the service I was the Mess President of HMS Nelson. It is my modus operandi to lead from the front, with the opinion that if you want anything done .... well you know the rest. Given the time of year, I have yet to fully ascertain my terms of reference, or what I will be allowed to get away with. However, at this moment in time, I am enthusiastic and will endeavour to achieve all that is required of me. To do this I will need the full support of the committee, but more importantly the support and attendance of you (and your nearest and dearest), whenever you can.

As time goes by I will try and fill Colin's BIG boots, whilst coming up with new ideas or suggestions. If you have any ideas, please feel free to contact me with them (please note: I am sensitive and must be physically capable of doing them). We can then throw them in the pot for discussion.

This year sees our 50th anniversary celebrations, amongst other events, and promises to be very social indeed. The first event on my radar is the trip to the Morecambe branch, planned for Friday 1st Feb - I will update all, once I have news on numbers and transport. I look forward to serving you.

Alex Webb  
Social Secretary





# Barrow Submarine Series: issue number 44

## HMS C1



**AT SEA:** The Barrow-built *HMS C1* was packed with explosives for the 1918 Zeebrugge Raid

**T**HE Barrow-built *HMS C1* was from the last class of petrol engined submarines commissioned for service with the Royal Navy.

The C-class submarines marked the end of a continuous line of development of the original Holland-class boats.

A total of 38 boats of the C-class were constructed between 1905 and 1910 and they served through the First World War.

Ten of the submarines were lost during the war, including C16 which was mistakenly rammed by *HMS Melampus*.

Boats like *HMS C1* had limited range and a lack of buoyancy made them very difficult to handle on the surface.

A thin hull shape did make them good under the waves, compared to rival boats of that era.

*C1* was commissioned on October 30 in 1906 and later in her career was converted to a surface patrol boat and renamed *S8* for service in the Adriatic.

The boat was sold on October 22 in 1920 to Stanlee, and resold on November 14 in 1921 to Young, of Sunderland.

*HMS C1* almost won a prominent place in the history books.

On April 23 in 1918 she was packed with explosives and ready to take part in the daring Zeebrugge Raid by Royal Marines and a variety of Royal Navy vessels.

The raid was intended to put the Belgium port out of action as it was used by the German Navy as a base for U-boats and light shipping.

Both were a serious threat to Allied shipping, especially in the English Channel.



**KEEPING WATCH:** Crew members aboard the Barrow-built *HMS C1*

The submarines which took part in the raid were *HMS C1*, under the command of Lieut A.C Newbold and *HMS C3*, commanded by Lieut R.D Sandford.

Both boats were obsolete and each had a volunteer crew of one other officer and four men.

They each had five tons of amatol explosives packed into their fore-ends and were to be driven into a viaduct and blown up to prevent reinforcement of the German garrison on the Zeebrugge Mole.

The crews were to abandon their submarines shortly before the collision with the viaduct, leaving the submarines to steer themselves automatically.

During the passage from Dover, *HMS C1* parted with her tow and arrived too late to take part.

The crew of the *C1* was Lieut A.C Newbold; Lieut S.A Bayford, DSC; Petty-Officer H. G Jones; Petty Officer G. T Newman; Coxswain W. H. R Coward and Stoker Petty-Officer F. J. Smith.

The Mole provided great protection for the harbour and the Germans had built massive defences along the top.

Admiral Sir Roger Keyes prepared plans for the raid and they approved by the Admiralty in February 1918.

Among the many ships involved was the cruiser *HMS Vindictive* and the Mersey ferry *Daffodil*.

*HMS C3* did destroy part of the viaduct as planned but a scheme to sink three old cruisers to block the flow of traffic in and out of the port failed.

The Royal Marines suffered heavy losses in the raid and more than 200 men were killed.

### STATS:

**Laid down:** 13 November 1905

**Launched:** 10 July 1906

**Commissioned:** 30 October 1906

**Fate:** Sold, 22 October 1920

**Displacement:** 287 long tons surfaced and 316 long tons submerged

**Length:** 143ft 2in (43.64 m)

**Propulsion:** 600 hp (450 kW) Vickers petrol engine and a 200 hp (150 kW) electric motor

**Speed:** 12 knots (22 km/h; 14 mph) on the surface and seven knots (13 km/h; 8.1 mph) submerged

**Range:** 1,500 nmi (2,800 km) at 7 kn (13 km/h; 8.1 mph) surfaced and 50 nmi (93 km) at 4.5 kn (8.3 km/h; 5.2 mph) submerged

**Complement:** 16

**Armament:** a pair of 18 in (457 mm) torpedo tubes with two torpedoes





## Indian Nuclear Submarine INS Chakra



The Indian Navy made public its efforts to get critical (but unnamed) replacement parts for the nuclear submarine (INS Chakra) it received from Russia last January. India has often had problems getting parts or other forms of service for Russian weapons. The Indians are no longer inclined to play nice with the Russians on these matters. President Putin of Russia promised to sort this out quickly.

INS Chakra was formally the Nerpa, a Russian Akula II class submarine that was supposed to be turned over to India (which is leasing it) three years ago. The main reason for the delay was a safety issue. Four years ago, during sea trials, there was an equipment failure that killed 20 sailors and shipyard workers aboard the Nerpa. This delayed sea trials for many months and the Russians found more items that needed attention. These additional inspections and repairs continued until quite recently. India is paying \$90 million a year for ten years to lease the Nerpa, an 8,100 ton Russian sub that was then renamed INS Chakra (the same name used by the Charlie class Russian sub India leased from 1988-91) by the Indians.

There have been many reasons for getting this sub from Russia. Back in 2010 the Indian crew, after more than a year of training, found that they were not fully prepared to take over the sub. The crew required another six months of training. The Russians were being blamed, partly because they were in charge of the training and partly because they recently made a lot of internal changes to the Nerpa. But Indians also admit that all their veteran nuclear submarine sailors (who manned a leased Russian nuclear sub from 1988-91) were retired and the difficulties of learning how to run a nuclear boat were underestimated.

The Nerpa was built for this Indian deal and finally completed its sea trials and was accepted into Russian service in late 2009. India was supposed to take possession in May 2010, but there were more delays, mainly because of the accidental activation of the fire extinguisher system and death of twenty on board. There were 208 people aboard the sub at the time, most

of them navy and shipyard personnel there to closely monitor all aspects of the sub as it made its first dives and other maneuvers. The source of the fatal accident was poor design and construction of the safety systems. This accident led to sailors and shipyard technicians being fearful of going to sea on the boat. So the sea trials were delayed, even after repairs were made.

The post-accident modifications on the Nerpa cost \$65 million. The lease arrangement has India paying \$178,000 a day, for ten years, for use of the sub. The 7,000 ton Akula II requires a crew of 73 highly trained sailors. Over a hundred Indian sailors have undergone training to run the boat.

It was Indian money that enabled Russia to complete construction on at least two Akulas. These boats were less than half finished at the end of the Cold War. This was another aftereffect of the collapse of the Soviet Union. Several major shipbuilding projects were basically put on hold (which still cost a lot of money), in the hopes that something would turn up. In this case, it was Indians with lots of cash.

Traditionally, when a new ship loses a lot of people during sea trials it is regarded as "cursed" and unlucky. Sailors can be superstitious, especially when there are dead bodies involved. It's not known if India will have any problems with this.

India has designed and built its own nuclear sub but the first one is basically a development craft, and mass production of Indian designed nuclear subs is still 5-10 years away. The unlucky Russian sub will enable India to train more nuclear sub sailors in the meantime.



The Editor  
Ben Britten

The 50th Anniversary year is finally up on us and with a few changes requested by a number of members I have taken the opportunity to redesign the front cover to accommodate a more graphical approach to encompass the branch celebrations and have modified the page layout of a number of pages making it easier to place larger pictures and make reading articles a lot easier on the eyes.

I welcome your comments on any of the changes as it remains a work in progress.

I have decided that after 13 years as the Editor of this publication it is time to let someone else have ago, my last publication will be the December 2013 issue. If you are a budding editor and wish to take over then please get in touch.

If you have any dits or pictures relating to events over the branches 50 years and you are happy for them to be published they would be most welcome.



## We're learning from Astute submarine flaws, admiral promises

MoD should not have boasted about 'classified' top speed of hunter-killer boats



The head of the Royal Navy's submarine programme has told the Guardian that his team discovered design faults, technical problems and flaws in the construction of the multibillion-pound Astute class boats, but said he was still confident it would enter service on time next year.

In a frank interview in which he spoke in detail for the first time about the challenges of launching the submarines, Admiral Simon Lister also admitted the military should not have boasted about the boats' top speed.

It was not unusual, he said, for the first of a class to be "a difficult birth", but he added that the Astute was now the most tested boat in the navy. Lister insisted that lessons were being learned and that changes were already being made to Astute's sister boats, which are due to come into service over the next decade. He said he was feeding these modifications into the blueprints now on the drawing board for the submarines, dubbed Successor, to carry the Trident replacement.

Lister said he wished none of the problems on the Astute had occurred, but they were being dealt with and safety had not been compromised. "I wish none of them had happened. I wish I could buy a submarine as if it was a Mercedes-Benz coming off the production line after 10 years of product development. It isn't that. "What I would say is that the speed and the quality of the activity to put things right is second to none. The ambition to bring Astute into service in perfect order so that she is able to enter service within three months of exiting the shipyard, if anyone thinks that's possible, they would be mistaken. A nuclear submarine is a complex beast. It has many different disciplines. It is one of the most complex things man produces."

Lister said it would be wrong for the military to claim the difficulties were just "stuff and nonsense and

teething troubles", but he said it would also be wrong for critics to write off what is the navy's most technically advanced boat.

The Ministry of Defence has ordered seven Astute hunter-killer submarines that will cost up to £10bn and expects them to become the backbone of the fleet. The programme has been hindered by delays and overspends since it was commissioned 15 years ago, and suffered embarrassment in 2010 when Astute was grounded off Scotland – a calamity that led to the commander being removed.

Last month, the Guardian revealed that Astute, which is coming to the end of three years of sea trials, was forced into an emergency surfacing when it sprang a leak, suffered from internal corrosion, and been fitted with equipment and materials of the wrong quality. Since then the Guardian has discovered new issues. The MoD has admitted to problems with the trays that carry important cables controlling Astute's sonar, which has led some of them to fray badly. During a recent test, Ambush – the second of the class and also built at BAE Systems in Barrow-in-Furness, Cumbria – flew its "Not Under Command" flag which denotes that due to exceptional circumstances it is unable to manoeuvre properly.

Both boats are having to be equipped with an electronic chart system, after a report into the grounding of the Astute in 2010 ordered the upgrade. Significantly, both have also suffered propulsion problems that have prevented them from reaching or exceeding the speed published by the MoD 30 knots. The Guardian has been told that the design is likely to restrict the top speed of all the boats, but the navy will not be drawn on the issue, saying it is a confidential matter. However, Lister insisted the Astute did not have to be a fast boat, and admitted the MoD should have been more cautious about discussing speed when the fleet was first commissioned.

"Is Astute a high-speed submarine? No sir. We have emphasised stealth over outright speed. That is an operational decision we have made, a trade-off, to achieve other capabilities. We haven't designed this submarine to be quick, we have designed it to be quick enough. Whoever [in the MoD] put 'this submarine goes at 30 knots' didn't understand that the top speed of a submarine is a classified matter and missed out 'up to' which is traditionally the formula. "Because you have poked us, we want to say it [will go] more than 20 knots, which we can say with certainty without giving too much away to the enemy. We don't reveal the top speed because it would give a potential enemy an advantage. It is a classified number."

Lister said he had identified three sorts of problems with the Astute: flaws in design that only became apparent when testing started; equipment that broke down too easily; and some problems relating to poor construction at the shipyard.



"In the programme of testing over three years we have identified issues in all of those categories. And got on and fixed them. Is this normal? Where is this on the spectrum of scandalous waste of taxpayers' money? Is this what we could expect, is this the normal endeavour of dragging any ship out of the dockyard? You will have to make your own mind up. [But] the programme of testing is on track and the submarine will enter service this coming year.

"Every aspect of that submarine has been tested to the limit. It is the most thoroughly tested submarine in the navy today. Point me to any submarine building yard that produces a first of class and I will show you a process that is extraordinarily challenging. The level of challenge in Astute I don't think has been any more than in the level of challenge in the first of class in other submarines." He said he had not and would not compromise on safety, even if that meant further delays to the programme. "I buy these things, I set the pace, I place the demand on the company, I judge whether the product is right enough and good enough. "My rule is the thing that gives is not safety, the thing that gives is time. Where the shipyard needs to learn to do something it is the schedule that is relaxed to enable that learning to take place. What gives? It is the schedule, which is why Ambush emerged from the dockyard later than planned." He added: "The first child has been a difficult birth. We have learned those lessons and every engineering development that we put into Astute has gone into or is going into Ambush. Astute as she emerged from the dockyard will be very different from the seventh one because we learn from Astute." Lister said he had 800 people on his Astute team and 1,000 working on the replacement for the Trident-carrying Vanguard class submarines. He said the navy was using the lessons from Astute to refine plans for Successor.

"My policy is to take every lesson I can from every quarter I can find it into the design of Successor and its manufacturing plan. I am having meetings about Successor and attempting to learn the lessons from other areas of the programme – including Astute. You would expect me to. That is what we do. "I am not sitting down saying 'Astute has been a failure we are not doing that again'. I am saying what must we learn from our experience on a daily basis in how we put Successor together. Astute is a superb submarine and is going to be the backbone of the fleet, the submarine flotilla, when she enters into service."

Article Appeared in the Guardian on the 26th Dec and was written by Nick Hopkins.



## HMS Astute Escapex 2012

Located in the Loch Lomond & Trossachs National Park, Lochgoilhead sits at the head of Loch Goil, a fjord type sea loch.

On a cold winter morning in Loch Goil the staff of the Submarine Escape Training Tank situated in Gosport prepare to conduct a Hooded ascent from HMS Astute. The date is the 14th December 2012 and the crew of HMS Astute prepare to dive to a predetermined depth (27.9 metres).

HMS Astute is a nuclear powered submarine that has a reliable and effective escape system fitted onboard. Astute is fitted with a two man escape tower (Logistic Escape Tower) aft and an FET (Forward Escape Tower) forward. SETT staff and members of the crew from HMS Vigilant successfully escaped from an LET in 2003, nobody had ever escaped from an FET and the purpose of these trials were to prove the escape system onboard HMS Astute.

### Equipment

The SEIE (Submarine Escape Immersion Equipment).

### The process

Each escapee will zip down their hood fully, climb into the tower and the lower lid will be shut by the support team within the submarine.

When the escapee is ready he will plug his suit into the air supply, this air will provide a continuous supply of air to breathe and also provide the buoyancy within the suit that will enable the escapee to reach the surface safely.

The escapee must remain plugged into the air supply whilst the tower is flooded and continue to equalise his ears with the increasing pressure rise. When the pressure within the tower is equal with the external sea pressure the upper lid will open and the escapee will start his ascent to the surface.

During the ascent the escapee will continue to breathe normally all the way to the surface.

Runs conducted during the trial

12 straight runs

A single person will enter the tower, all valve movements will be controlled by the crew from within the submarine.

4 last man out

A single person will enter the tower, all valve movements will be controlled by the escapee from within the tower.

Water Temperature 11°C @ 30 metres / 4°C @ Surface

Air Temperature 3°C / Wind chill factor -8°C





## Defence chiefs lament perilous state of military

Britain's defences are perilously overstretched and its Royal Navy "too small" to meet commitments, according to a damning new report by former top-ranking service chiefs.

The UK National Defence Association (UKNDA), a pressure group campaigning in support of the armed forces, says cuts have already gone too far.

The group maintains that cuts under the Government's Strategic Defence Spending Review (SDSR) demonstrated "all too clearly our armed forces have already lost many of their essential capabilities", he added.

The UKNDA report, The State of the Nation's Armed Forces, is an in-depth analysis of the Navy, Army and RAF, each conducted by a former service chief.

Former head of the Royal Navy Admiral Lord West's conclusion makes for worrying reading.

He says: "I have no doubt that today the Royal Navy is too small to meet all the commitments expected of it by the government and the British people."

While praising the men and women who serve in the Navy as being "amazingly dedicated and well-trained people" Lord West goes on to say that too much is being asked of too few people.

"Manpower is stretched exceedingly thin and I would describe the situation as fragile," he said.

"The Naval Service is therefore far from being as robust as the nation has a right to expect."

Lord West argues for an increase in the number of ships and submarines, saying defence funding must be increased to the equivalent of 3 per cent of GDP. An increased defence budget is "vital to the survival and wealth of our nation and people", he said.

In their sections of the UKNDA report, former army chief General Sir Michael Rose warns manpower gaps and an over-reliance on the Territorial Army "could prove fatal". Meanwhile Air Chief Marshal Sir Michael Graydon, a former head of the RAF, laments the loss of "whole capabilities".

## Life on the Ocean waves

There's mismusters, slop chits,  
tot time and pay  
There's rising and shining and  
hitting the hay  
There's thickers and strongers  
and neaters as well  
There's DQ's and chocker and  
the tiller flat cell  
There's aft and there's for'ard,  
abeam and abaft  
To civvies this cackle seems  
awfully daft  
But to us in the Andrew it  
doesn't seem strange  
Like the draft chits the Joss-  
man can always arrange  
We're always being seen off  
and getting green rubs  
And chasing up rubbers and  
looking for subs  
And going ashore like a great  
herd of cattle  
And getting filled in and put in  
the rattle  
There's runs out to Honky fid  
that to Jack are just fine  
There's times when we say "O  
roll on my nine"  
And when nine comes and  
we're out on the dole  
In old civvy street, where we  
don't know a soul  
We think of the good times and  
wish we were back  
In bells, silk and lanyard... A  
real tiddly Jack!



## WE WILL REMEMBER THEM

Dolphin Branch  
26th December 2012  
Richard 'Shorty' Turner  
Commodore  
Aged 83  
Submarine Service  
Artful, Alderney, Auriga,  
Seraph Artful  
Command of HMS Seraph,  
Aeneas & Otter

Peterborough Branch  
7th December 2012  
Norman Gilder Perkins  
SPO

Aged 96  
Submarine Service  
Osiris & Thermopylae

Barrow Branch  
4th December 2012  
Sir Tim Kimber

S/Lt  
Aged 76  
Submarine Service in Sturdy

Beds & Herts Branch  
13th December 2012  
Andy Crehan

LRO  
Submarine Service in Oracle

Taunton Branch  
14th September 2012  
Ken Watts

ME1  
Aged 70  
Submarine Service  
Alcide, Alliance, Tapir, Trump  
Dreadnought

Dolphin Branch  
11th December 2012

Dai Evans  
Commander  
Aged 69  
Submarine Service  
Anchorite, Dreadnought,  
Osiris, Churchill, Narwhal  
Courageous

Barrow Branch  
18th December  
Tom Wilson

LStkr  
C/KX526505  
aged 87  
Submarine Service  
Tribune, Ursula & Vulpine

Non Member  
28th December 2012  
Terry Barlow  
Mech(L)

Submarine Service  
Upholder & O Boats

Merseyside Branch  
30th November 2012  
George McNabb  
Aged 85

Submarine Service in Aurochs

*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.*

## SSAFA

SSAFA is holding a Dinner Dance at the Netherwood Hotel on Saturday 19th of January. Tickets are £39.00 which includes a £10 donation to SSAFA.

The evening will start at 1900 for 1930, it is black tie.

The Netherwood are offering B&B for only £80 per room which is very good.

The star attraction is Paul Hayes, the TV antique expert, is performing with his band and he will also be conducting an auction for us.

If anyone want tickets or further information then can they please contact me on 01229588792 or abhoskins@btinternet.com

Best regards  
Alan


## First & Last

### The First Escape Chamber.

In 1863 two Frenchman built a submersible called the Plongeur, which was driven by an 80hp compressed air engine. She was also fitted with a large hollow cylinder to the upper hatch where should anything go wrong during the initial dock trials, the men could escape. It proved to be a wise precaution. On her first dive she flooded through a scuttle and all the crew scrambled to safety through the escape cylinder.

### The Last Gun

The last British submarine to carry a deck gun. The end of submarine gunnery in the Royal Navy came in December 1974 when HMs/m Andrew fired the final round marking the end of an era with the following signal: *'The reek of cordite has passed from the Royal Navy's Submarine Service. Last gun action conducted at 031330Z. Time to 1st round – 36 seconds. May the art of Submarine gunnery rest in peace and never be forgotten'*



January 2013	
Members Birthdays	
S. Cook	01/01
H. Cable	02/01
S. Appleyard	04/01
A. Cundell	08/01
D. Burnside	09/01
R. Sherriff	10/01
P. McGovern	11/01
E. Hamer	12/01
B. Rodgers	15/01
H. Sibbitt	21/01
J. Oldfield	22/01
P. Hearn	22/01
R. Dixon	25/01
B. Reed	27/01
I. Moore	29/01
S. Campbell	30/01

[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 January for the February 2013 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 2013

### January

I currently have no 2013 social calendar to publish in this Edition hopefully it will be available to publish in the February Edition.

Planned for the 1st Feb, Morecambe Visit for details contact Social sec Alex Webb



## Do You Remember

Dockyard Oysters  
Yellow Peril  
Dhoby Buckets





# 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 countries which have operated 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. ARGENTINA

2. BRAZIL

3. CHILE

4. COLUMBIA

5. ECUADOR

6. GREECE

7. INDONESIA

8. INDIA

9. PERU

10. SOUTH KOREA

11. TAIWAN

12. TURKEY

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

Last month's wordsquare solution (below)

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



CLUES: This shows the Turkish submarine TCG I. Inönü. See if you can find the 12 names of countries hidden in the wordsquare which have operated submarine fleets