



50th Anniversary ■ 1963 - 2013



Barrowsanews@gmail.com

newsletter

Submariners Association ■ Barrow-in-Furness Branch Newsletter ■ Issue 159 ■ September 2013



The September Word



Due to my tardiness and lateness in providing the Chairman's introduction

for the August newsletter this one has come along very quickly. Apart from the excellent

BBQ already mentioned in my last dit, August has been a very quiet month. The branch hosted the Submarine Service Annual Golf competition but as Ron did all the arrangements for that I will leave it for him to explain what went on.

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On the horizon for September is the Race Night on Friday Sept 20th at the RBL. This will be a good fun night, you could make a few bob but more importantly Spider will be able to raise funds for the social activities he arranges and also the children's ward at Furness General Hospital..

I have loads of 50th Anniversary mugs still available, the standard mug and the more expensive fancy mug. If you want any just let me know. They would make excellent Crimbo Pressies. Although all the place mats and coasters have been sold if anybody want any the supplier will be more than happy to oblige.

Not sure if you are aware but Ginge Cundell has taken over the supply of the Navy Rum from Mick Dack. He has quite a few bottles in stock so if you want any of this superior rum contact Ginge.

When reading the papers these days I am beginning to despair with some of the things that are happening out there in the big bad world. Common Sense seems to have gone right out of the window. I found this Obituary to 'Common Sense' and thought I would share it with you:

"The Sad Passing of Common Sense"

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting strategies (adults, not children, are in charge). His health began to deteriorate rapidly when well intentioned but overbearing regulations were set in place.

Reports of a six-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job they themselves failed to do in disciplining their unruly children. It declined even further when schools were required to get parental consent to administer Paracetamol, sun lotion or a sticky plaster to a student; but could not inform the parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the Ten Commandments became contraband; churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar can sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realise that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by three stepbrothers; I Know My Rights, Someone Else is to Blame, and I'm A Victim. Not many attended his funeral because so few realised he was gone.

The other thing that gets up my nose is "yer yuman rights". Must see if I can find something on that for next time.

To finish off here is something a little more light hearted.

A woman meets a Submariner Chief Petty Officer in a bar. They talk; they connect; they end up leaving together.

They go back to his place. As he shows her around his apartment, she is struck by the fact that his bedroom is completely packed with sweet, cuddly teddy bears. There are literally hundreds of teddy bears on three shelves running the length of the room along one wall.

Small, adorable teddy bears fill the bottom shelf. Cute, cuddly medium-sized ones adorn a shelf a little higher. Huge enormous bears are perched on the top shelf along the wall.

The woman is quite surprised that a Chief would have a collection of teddy bears, especially one that's so extensive. Although she decides not to question him about it, she actually is quite impressed by this unexpected evidence of his sensitive side!

She turns to him; invitingly.....they kiss softly.....then again.

Soon their passion has overwhelmed them, and she leads him quietly to the huge king-size bed along the far wall.

After spending an intense night of passion with the Chief and they are lying there together in the afterglow, the woman slowly rolls toward him and asks, smiling, "Well, how was it for you?" The Chief, stifling a slight yawn replies: "Help yourself to any prize from the bottom shelf."

That's all for now. See you at the Race Night if not sooner.

Dave





Barrow Submarine Series: issue number 52

HMS Victorious



FINAL STAGES: The Barrow-built *Victorious* shown at Barrow in January 1995

THE Trident ballistic missile submarine *HMS Victorious* was named and rolled out at Barrow by Lady Heather Newman on September 29 in 1993.

It was Britain's second boat in the Vanguard class and was commissioned into Royal Navy service on January 7 in 1995.

The naming ceremony went ahead in drizzle with VSEL Works Band providing the music.

The drizzle was again a feature for the commissioning ceremony where a crowd of 1,300 at Barrow watched the boat being officially accepted for service.

Victorious had just completed four months' of sea trials at the Clyde submarine base at Faslane.

Lady Newman, wife of Vice Admiral Sir Roy Newman, said: "On this special day I am proud to have the opportunity to congratulate VSEL and the ship's company on this magnificent vessel and to wish *HMS Victorious* every success in the future as she joins the operational fleet."

In 2005 *Victorious* was dry-docked at Devonport for a

three-year refit estimated to cost £250m.

The biggest feature of this was the fitting of a new reactor core meaning the boat would never again need refueling during its operational life.

More than 1,000 workers were involved in the refit which saw in excess of 12,000 items removed, refurbished and reinstalled.

More than 2.2 million man-hours were spent on the refit.

In November 2000, while travelling on the surface, *Victorious* grounded on Skelmorlie Bank in the upper Firth of Clyde in Scotland and was involved in a minor collision with a United States Coast Guard ship in July 2001.

STATS:

Displacement: 16,000 tonnes, dived

Length: 150m

Beam: 13.2m

Crew: 135

Propulsion: Rolls-Royce pressurised water nuclear reactor

Armament: Lockheed Trident three-stage solid fuel rockets with a range of 4,000 nautical miles. Four 21in (533mm) torpedo tubes with Marconi Spearfish weapons.



GOING PLACES: The Trident ballistic missile submarine *Victorious* seen at the end of sea trials in 1995



Branch Secretary Ron Hiseman



Well summer is officially over and we are now into autumn so time for your Secretary to think about summer holidays. I will try and get next month's dit in on time but I apologise if I miss the deadline. The Submarine Flotilla Golf

Championship was held at Carden Park last month and raised £526 for the Barrow branch of Motor Neurone Disease and a free showing of I am breathing is being show in Forum 28 on Thursday 5th September if you are free. The golf went well with most getting round with only a few brief showers. Next year the event is being held at St Mellion on the 31st July 2014.

The Branch membership currently stands at 162 following the lapsing of consistent non-payers. The mailing of non-payers resulted in over £100 being added to Branch funds and some members returning to the fold. Next year we should be paying out less for National and should recover the majority of payments. The next list I shall attack are those paying the incorrect amount to the Branch/National by standing order. If you feel you fall into this category please amend your standing order and let the Treasurer know. The list after this will be those who pay National their subs but do not pay their Branch portion. These will be transferred to the Dolphin Branch if they do not bring their fees up to date.

Regards

Ron

Social Secretary Alex Webb



Hope you are all rested after your summer break and are ready to get back in the saddle and support the forthcoming social events. As you may have seen from the previous issue of the magazine (and the North West Evening

Mail), the BBQ went well with just short of 100 people turning up. The sun did shine; however, it did get a little bit chilly as evening approached. Shindig was excellent and carried on regardless of the dwindling crowd and rain that was inbound; it did arrive just after 10pm. Next year will be more of the same but with the evenings programme conducted indoors and a higher sun/cloud ratio.

The members draw starts in September and to win it you must be at the monthly meeting and have paid your membership fees.

Diary Check:

Fri 20th Sept - Race Night at the Legion which is in support of the Association social fund and children's ward Furness General. Tickets are £4 which includes your race card, pie and peas (ticket required) and a £1 donation to the children's ward. You can also pre buy tickets for £2 which will not include food. It will be a great night of beer, food, laughter and the thrills of the races. First race is at 19:30 me hearties.

Fri 9th Nov - Ladies Night - formal black tie event venue Chequers in Dalton, top class entertainment in the form of Denis Horan & Kristian. 4 Course Dinner, which includes reception drink, ½ bottle of wine and a port toast. There will be a small gift for the ladies, a chocolate fountain. Cost is £37:50 per person; a subsidised rate and very good value for the evening. Tickets are on sale NOW. This is going to be a great evening so join in and treat your ladies. Numbers are restricted to 106 so get in quick; no later than 15th October.

Sat 7th Dec – End of year annual Christmas party, disco, 4 piece rock and roll band, food and all the festive entertainment fun I can muster, cost will be £2:50 or £3 on the door; again tickets are now available.

As my dear old Dad used to say 'enjoy yourself while you can, don't look back and say I wish I had gone to more of those fantastic, totally social, occasions, at amazing value for my hard earned dosh'.

Alex Webb
Social Secretary





Miami Sunset

Budget cuts have led to the U.S. Navy dropping its plan to spend up to half a billion dollars to repair the fire damage inside the USS Miami (a Los Angeles class SSN or nuclear attack submarine). This decision comes despite energetic efforts to salvage Miami using some innovative thinking. Late last year the navy thought it had a way to keep those Miami repair bills affordable. The plan was to salvage components from the recently (2011) decommissioned USS Memphis. This boat entered service in 1977, 13 years before the Miami. While the Memphis was one of the "original" 31 Los Angeles boats and the Miami is one of the third generation (Improved Los Angeles) designs, both share many common components, especially in the forward part of the boat where Miami suffered most of its damage.

The Miami 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 revealed that it would cost at least \$450 million and probably north of half a billion to fix the sub. The navy thought cannibalizing the similar Memphis would help, but the savings were not sufficient and the budget cuts forced the navy to prioritize. Getting an elderly and burned-out SSN back into fighting trim no longer looked like a good investment.



The USS Miami fire (set by a deranged shipyard worker) took place in May 2012, and there were fears that the 22 year old Miami might be scrapped because of the high cost of repairs. It's not just fires that these old Los Angeles class boats have to worry about. Four 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. The navy began having doubts about the reliability of its aging fleet of Los Angeles class subs.

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 discovering cracks in the pressure hull reduces those limits. Using Memphis components for the Miami repairs will enable close inspection of those items, to see if there was any more unexpected deterioration. The Miami hull has already been checked for any damage from the fire and none was found. But the older a sub gets, the more likely metal fatigue and years at sea will cause undiscovered weaknesses.

Both the Miami and the Toledo were among the latest "improved Los Angeles" boats. With the Miami being retired, a much older (in terms of technology) boat may have to delay retirement and fill in. Upgrading one of these older boats would also be expensive. If the repairs for the Miami did indeed cost less than half a billion, then it was worth keeping the Miami in service. But as much as the navy wants to maintain the size of its SSN force, there is no major threat for these SSNs in the foreseeable future. Retiring the Miami a decade early will not be a major loss.

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 Los Angeles boats entered service in 1996, and will be gone by the end of the 2020s. Nine Virginias are in service and another 21 are planned. If the navy can scrounge up enough cash it can build two a year and 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.



E Class Submarine Description

Extract from Diary of Petty Officer Henry Kinder of Submarine AE2

In Oct 1913, I was detailed to go to Barrow-in-Furness to stand by for AE2. I should have been in AE1 but owing to marriage leave I was absent when the AE1 crew were detailed. This was a lucky thing for me, as things proved a few months later. For five months I helped in the testing of AE2, learning the boat from stem to stern. This concerned especially anything appertaining to the engine room.

I will try to give a brief description of AE2 to give the reader an idea of what a submarine is like internally.

AE2 was 145 ft long and 24 ft in diameter on the outer hull, 16 ft on the inner hull at the widest part and tapering in towards the bow and stern. The space between the two hulls (the outer one being a false hull or saddle tank) extended about 30 ft along the sides of the boat. This is what is flooded to help submerge the boat. This space is divided into four tanks on either side and contains in all 105 tons of water. Each of these tanks can be blown or the water pumped out separately.

The internal part of the boat is cut in half horizontally to form a deck for the crew to walk on. Under this deck are 128 eleven cwt electric storage batteries which hold the electricity for driving the main motors and lighting up the boat.

The deck is covered with canvas to prevent any salt water getting into the batteries which also have covers over them. Every time the boat comes up from diving a small motor pumps out any gas that has accumulated around the batteries.

Under the batteries in the double bottom are engine oil tanks, fresh water and compensating tanks.

The boat is divided vertically into three sections by two bulkheads fitted with watertight doors. The front section contains a bow torpedo tube for firing straight ahead, a reciprocating pump for emptying out the ballast tanks and the motors for hauling up the anchors. One anchor could be let go while the submarine was on the bottom to prevent her from drifting.

Around the torpedo tubes were stored the engine room stores and spare gear for the engines. When anything was wanted it was a Chinese puzzle to get it out as everything was bolted onto plates to prevent it moving in rough weather.

On going through the watertight doors you come to the officer quarters. They have three bunks in the form of a big set of drawers, but otherwise they have very little more comfort than that provided for the remainder of the crew.

The wireless cabin was jammed up against the wardroom. It took up a lot of room as it had to be made soundproof. By the time the operator wedged himself in there wasn't much room. Our wireless never seemed to be much good but probably it was owing to so much electrical gear around it on both sides.

As you went aft, you came to the main motor switches for controlling the motors and lights throughout the boat. Opposite are the two big hydroplane motors and the big brass wheel to operate the hydroplanes by hand. These planes are fitted on the outside of the boat, two in the bow and two in the stern and are used to dive the boat. They look like big fins sticking out.

Over the hydroplane wheels are two big depth gauges which indicate the depth of the boat. They register up to 120 ft and after that depth air pressure indicates the depth. Inside these gauges are curved spirit levels to tell when the boat is level. When the boat submerges, the bow hydroplanes force her under to the required depth and the stern hydroplanes keep the boat level. A fair amount of practice is required, chasing the spirit bubble to keep the boat level, and generally the two coxswains are stationed on the hydroplanes.

In the middle of the boat and under the conning tower are the two periscopes, the eyes of the submarine and the only means of seeing the outer world when the conning tower doors are shut down. They are only of use while the submarine is submerged above 22 ft. Any depth greater than that and the boat can only be steered by compass and judgement. When the submarine is submerged the periscopes can be lowered down into the boat either by electric motor or by hand to prevent them catching in any wreckage or wires and getting broken.

On either side of the conning tower are the two big rotary pumps for emptying the 105 tons of water in the ballast tanks in just three minutes.

Just aft of the periscopes are the beam torpedo tubes, one firing each side. The piping around these tubes is very complicated as a lot of valves are attached to them.

Going aft again, you come to the Chief's and 1st Class Petty Officer's messes, with their two little tables and also the electric oven. Very handy for cooking but I never knew our cook to distinguish himself on it. He might have been a good signalman but in the culinary arts he was a hopeless failure.

No cooking is allowed when a submarine is submerged on account of the smell and the air. The most objectionable thing to cook is cabbage. The smell will make you feel sick, even in harbour.

Passing through the second bulkhead door you are in the engine room and facing you are the two big eight cylinder diesel engines. The engines are only used when the submarine is running on the surface. The two main motors are used when submerged or going astern.

The flywheels on the engines weigh two tons each. Between the engines and main motors, which are



both on the one shaft, is a clutch. This clutch allows the main shaft to be broken and allows the motors to work the propeller independent of the engine. Aft of the motors is an air compressor for filling up the air bottles, then another clutch. With these two clutches on the shaft, the engine can drive the motor and charge up the batteries without turning the propeller, or the motor to drive the compressors without engine or propeller.

Over the main motors is a platform where the remainder of the crew mess in a very cramped condition. They also have an electric stove to cook with. Last comes the aft torpedo tube. In every spare nook and in corners lockers were fitted spare gear and spanner racks and the 48 air bottles, which are kept pumped up to 3,300 pounds pressure. The air is used to blow the water out of the tanks when bringing the boats to the surface as the pumps cannot be used until the conning tower door or air vents are opened. Otherwise, the pumps would suck all the air out of the boat and leave the crew without any to breathe. The torpedoes, which are also driven by air are also filled from these bottles to 3,000 lbs pressure.

Overhead there is a network of pipes and electric wires. You wonder what they could all be used for. The sleeping accommodation for the crew is just where you can get your head down.

When the engines are running the noise is deafening, and it is impossible to hear anyone shouting in the engine room. Signs have to be used if you want anything. A man can sing at the top of his voice without waking anyone up, so it has its advantages.

At each end of the boat were tanks, kept about half full, and connected by a pipe so that if the boat was down by bow or stern, the water could be blown from one tank to the other until the boat was on an even keel. The same process was used if the boat had a list to port or starboard. Levels were fitted for this purpose as it was essential that the boat be level when diving.

To get a submarine into trim for diving all stores, oil and spare gear are stowed in board and the eight main ballast tanks filled with 105 tons of water.

Then the compensating tanks are filled slowly, keeping the boat level, until the boat is just buoyant enough to float. Then the compensating tanks are closed.

By going ahead on main motors and turning the for'ard hydroplanes down to catch the resistance of the water, it gradually forces the bow of the boat down. The after hydroplanes are turned up to lift the stern up and when the required depth is reached the resistance is gradually taken off the planes, just sufficient being kept on to stop the boat from rising.

When coming to the surface the planes are reversed and the main ballast tanks blown, but the compensating tanks are not touched, as a boat only requires trimming once a month, according to the amount of engine oil used. A corresponding amount of water is taken into the compensating tanks and so keeps the boat trimmed.

One always has his food flavoured with engine oil, so perhaps a good cook would only be wasting his time.

Several months before a submarine is completed, while it is being built, the crews are sent up to stand by it so as to thoroughly learn everything about the boat. At Barrow-in-Furness where most of submarines are built, crewmen live in private lodgings and go into the dockyard for a few hours a day. On weekends we had plenty of time to visit places of interest. A lot of us went through the big steel works and the wood pulp paper works and though the weather was cold we enjoyed our five months stay.



WE WILL REMEMBER THEM

Derby Branch
10th August 2013
Ron Slater
Stoker 1st Class
Submarine Service
Saga, Sceptre, Storm,
Tireless

Dolphin Branch
12th August 2013
Ian Franklin
Captain (WESM)
Submarine Service

Dolphin Branch
2nd August 2013
Ken Dunlop
Captain (ME)
Forth, Taciturn, Ambush,
Alliance

Australia Branch
17th August 2013
Terry Eames
Lt Cdr
Submarine Service
P511, Otus, L27, P553

SAOC West
23rd August 2013
Ed Gigg
Cdr
Submarine Service
Tradewind, P329, Grilse,
Tally-Ho

Scottish Branch
27th August 2013
Dave Tweedie
L/Std
P/LX916624
Aged 78
Submarine Service
Truncheon, Tireless, Talent,
Alcide, Grampus, Portpoise,
Odin, Walrus, Selene,
Dreadnought

None Member
27th August 2013
M G Copeland
POM(E)
Submarine Service
Repulse

*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.*



Artful Delays

The nuclear safety watchdog has blocked the launch of the Royal Navy's newest reactor-driven submarine because of a risk that a dockside could collapse.

The Office for Nuclear Regulation (ONR) has barred the launch of HMS Artful, the third of Britain's Astute-class hunter-killer submarines, because of doubts about the structural integrity of the wet dock quay at Barrow-in-Furness, Cumbria.

The submarine's manufacturer, BAE Systems, had previously planned for a launch this year but now says it will be early next year. It said the problem with the dock would not cause further delays.

ONR raised its concerns in its quarterly report on the Barrow shipyard covering April to June 2013. It has ordered BAE Systems, as the site licensee, to investigate and report back on whether the dock was safe to use. "ONR placed a hold point on the launch of the next Astute-class submarine which will only be removed once the licensee can address and justify the continued use of the aging wet dock quay," the report says.

A spokesperson for BAE Systems said: "We do not expect this to delay the launch of the next Astute-class submarine, which is scheduled for early next year. As always, if any work is required to the wet dock quay, safety will be a priority."



Do You Remember

Mega sized pay chits

Submarine Clothing

Dhoby Buckets

September 2013
Members Birthdays

R. Watling	05/09
P. Dismore	06/09
R. Hayes	09/09
D. Oakes	09/09
S. Glyn	10/09
N. Rowan	12/09
F. Pretty	24/09

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 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

October

Branch Meeting

in the

RBL

Tuesday 1st at 2000

FIRST & LAST

The longest patrol by a British Submarine in WWII was 55 days, carried out by HM/m Tantalus (Lt Cdr) Hugh 'Rufus' Mackenzie

HM/m Trump and Hms/m Tiptoe took part in the last submarine attack of the second World War.



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 films made about submarines.

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. WE DIVE AT DAWN | 7. MORITURI |
| 2. TORPEDO ALLEY | 8. ORZEL |
| 3. GRAY LADY DOWN | 9. BELOW |
| 4. ON THE BEACH | 10. BETASOM |
| 5. CRIMSON TIDE | 11. HUNLEY |
| 6. DAS BOOT | 12. GHOSTBOAT |

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

Last month's wordsquare solution (below)

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



BIG SCREEN This month's puzzle clues are all linked to movies featuring submarines. See if you can find all the film titles in the wordsquare. This picture shows Jurgen Prochnow who starred in the 1981 film *Das Boot* about the life of a U-boat crew during the Second World War



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

Invite you to the

TRAFALGAR BALL

at

The Abbey House Hotel

Friday 18th October 2013 (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

Uniform or Evening Dress

Booking enquiries or to order tickets by Friday 4th October

Tel 473554 (Answerphone available) or
Unit Tel 821945 (Tuesday/Friday evening 7 pm to 10 pm)

Choice of Beef, Chicken or Vegetarian for main course



Barrow Sea Cadets Unit HQ, 1 Dundee Street, Barrow-in-Furness, LA14 2RP

Email: barrowscs@talktalk.net



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



Invite you to the
TRAFALGAR BALL

at The Abbey House Hotel
Friday 18th October 2013 (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 4th October, 2013 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@talktalk.net or 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 5th 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 4 October with cash or cheque to
Barrow Sea Cadets Unit HQ, 1 Dundee Street, Barrow-in-Furness, LA14 2RP