



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of the
Submariners Association

Patron: Admiral the Lord Boyce KG GCB OBE DL

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Cover Picture: HMS ASTUTE and HMS TRIUMPH in the Clyde Exercise Areas

CHAIRMAN'S DIT – FEBRUARY 2014



My plea in the last newsletter for some decent weather in the New Year has obviously fell on deaf ears upstairs. It has poured cats 'n' dogs pretty well non-stop for as long as I can remember, well my memory scan only goes back about 3 months.

Do you like the 'new look' branch newsletter now called Periscope View? Barrie has taken on the almost impossible challenge of continuing Ben Britten's great newsletters and has come up trumps in my opinion. Although different to Ben's style it is a good read and I hope appeals to you all. If you have any comments or constructive criticism then please let Barrie or me know so that they can be addressed.

Not a lot has happened so far this year. During the weekend just gone four of us went up to Faslane for the K13 Weekend and their weather was worse than ours such that we all got soaked at Elder Park in Glasgow on Saturday morning and the Faslane Cemetery Service on Sunday morning had to be cancelled. However as I understand Bob Faragher is writing a dit on the weekend I will say no more.

There is one thing I must tell you about though. I discovered that I was suffering from censillicaphobia (google it) but was very reassured to find that with the weekend activities and with the help of some friends I managed to be cured. The phobia could of course reappear at any time without warning but now I know the cure I am sure all will be well.

I have received more thank you letters and cards from our widows who all expressed their delight in receiving a Christmas Hamper and all asked me to convey their best wishes to the Branch members.

If you wish to attend the National Reunion in March then you have just a few days to let me know. I have to declare the room requirements just after our February Branch meeting and any rooms not sold will be released.

Jan Mead is doing very well as our slops guru and has already made a few bob for the branch. A 'BZ' to Jan. If you want any slops then just see him and he will sort it out for you. He has already got some new lines like woolly hats, baseball caps, bomber jackets etc. I got a Bomber Jacket for Crimbo and it is really smart. I will have it at the February meeting if anybody wants a shuftly.

Now it is only two months to our own branch AGM. If you have any proposals you would like to make then let Ron, or in his absence Barrie Downer, know so that it can be included on the agenda. Is there anything you would like to see changed to improve the branch? Don't sit back grumping into your beer if there is something you don't like; let us know. At this year's AGM it is the three year period for the Chairman to be re-elected or a new one elected. I have advised the Secretary that it is my intention to stand for re-election. I have enjoyed the past three years, which seem to have flown by and feel I can carry on for a while yet. Well that's all for now.

Dave

And - to finish off here are a few one liners.

1. Marriage changes passion - suddenly you're in bed with a relative.
2. I earn a seven-figure salary. Unfortunately, there's a decimal point involved.
3. I live in my own little world, but it's ok, they know me here.
4. "I saw a large woman wearing a sweatshirt with 'Guess' on it. I said, 'Thyroid problem?'"
5. Dyslexia means never having to say that you're yrrros.
6. If flying is so safe, why do they call the airport the "Terminal"?
7. Regular naps prevent old age.....especially if you take them while driving.
8. I don't approve of political jokes... I've seen too many of them get elected.
9. The most precious thing we have is life. Yet it has absolutely no trade-in value.
10. I have learned there is little difference in wives, you might as well keep the first.
11. If life deals you lemons, make lemonade; if it deals you tomatoes, make Bloody Marys.
12. Never underestimate the power of stupid people in large groups.

BRAZILIAN SUBMARINES

From Steven 'Daisy' May

Hope all well back there in sunny Barrow. I am currently on the Cunard Ship, Queen Victoria in South America heading for Cape Horn in a couple of days.

We were in Rio De Janeiro, Brazil on the 24th January and looks like the Brazilian Navy were also alongside. I took a pic from our bridge of a couple of their submarines berthed not far from us and have attached the same along with a little info I dug off the web about the submarines. The one nearest to us is: S33 - TAPAJO which was commissioned in 1999 and a TUPI Class Brazilian SSK. Not sure of the name of the other one.

Anyway thought I would send this along to you and not sure if you want to use it in the next newsletter but you or some of the others may find it of interest.

Hope to see everyone soon.



SSK Tupi Class, Brazil. Key Data

The Brazilian Navy's submarine force is based at Base Almirante Castro e Silva, Mocangue Island, which is near Niteroi, just across the bay to the east of Rio de Janeiro.

The first of class submarine, TUPI (S30), was designed and built in Kiel, Germany, by Howaldtswerke-Deutsche Werft (HDW) and commissioned into the Brazilian Navy in 1989. The Arsenal de Marinha naval shipyard in Rio de Janeiro constructed the TAMOIO (S31), commissioned in 1994, TIMBIRA (S32), commissioned in 1996, and TAPAJO (S33), commissioned in 1999.

"The 'TUPI' Class is capable of launching the BAE Systems Mk24 Tigerfish Mod 1 or Mod 27 torpedo." The 'Improved TUPI' Class was to consist of two submarines – TIKUNA (S34) and TAPUIA. However, budget cuts by the Brazilian Ministry of Defence led to the cancellation of the TAPUIA and a halt in construction of the TIKUNA.

TIKUNA was finally launched in March 2005 and commissioned in December 2005.

TORPEDOES

The TUPI and TIKUNA are equipped with eight bow tubes fitted with a swim-out discharge system. Sixteen torpedoes are carried, eight in the tubes and eight ready for reloading. The Instituto de Pesquisas da Marinha (IPqM), the Naval Research Institute of the Brazilian Navy, has designed an anti-submarine torpedo which can be carried on the TUPI submarines. The torpedoes have a range of 18km and speed of 45kt.

The TUPI is also capable of launching the BAE Systems Mk24 Tigerfish Mod 1 or Mod 27 torpedo. The Tigerfish has an acoustic seeker in the nose and is wire-guided. Data is downloaded from the submarine weapon control station to the torpedo's onboard computer. The torpedo is armed with a 134kg PBXN 105 warhead from BAE Systems. As the torpedo

reaches to the target, a magnetic proximity fuse and an impact fuse detonates the warhead. The speed of the torpedo is 25kt in passive mode and 35kt to 50kt in active seeker mode. The range of Tigerfish is within 14km to 40km.

The TIKUNA was to be armed with Saab Bofors Torpedo 2000 heavyweight torpedo. The initial contract for the torpedo, signed in 1999, was cancelled in September 2004. It can also be armed with MCF-01/100 acoustic-magnetic mines supplied by IPqM, which can be carried in lieu of torpedoes. The submarine's weapon control system is BAE Systems KAFS-A 10 control system.

In January 2008, Lockheed Martin Maritime Systems and Sensors was awarded a contract for five integrated combat systems for the TUPI and TIKUNA Class submarines. The new combat system will enable firing the thirty Mk48 Mod 6 advanced technology torpedoes that were requested in September 2005.

COUNTERMEASURES

The radar warning receiver on the TUPI and the TIKUNA is the DR-4000 supplied by Thales (formerly Thomson-CSF) of Malakoff, France. The DR-4000 is a modular electronic support measures system covering C to J-bands. The antennae include a single omnidirectional antenna surrounded by 12 directional antennae.

SUBMARINE SENSORS

The submarine is equipped with two Mod 76 periscopes supplied by Kollmorgen. The I-band navigation radar is the Thales Calypso III.

"The TUPI and TIKUNA are equipped with eight bow tubes fitted with a swim-out discharge system."

The submarine's hull-mounted sonar is the CSU-83/1 from Atlas Elektronik. The search-and-attack sonar operates at medium frequency in both active and passive modes. The cylindrical bow hydrophone array is passive and provides 360° coverage. An active transducer array in the sail of the submarine provides a 30° coverage. The system also has three flank arrays on both the port and starboard sides and an intercept sonar.

PROPULSION

The TUPI Class submarines are powered by four 12V 493 AZ80 GAA31L diesel engines developed by MTU, four Siemens alternators rated at 1.8MW and a Siemens 3.4MW motor. The propulsion system provides a surface speed of more than 10kt and a submerged speed of 24kt.

The 'Improved TUP' (TIKUNA) class submarine is equipped with very high-capacity batteries developed by Varta and featuring glass fibre-reinforced plastic lead acid battery cells. Propulsion is diesel-electric with four MTU 12V 396 diesel engines providing 2.76MW. This gives a 30% increased range compared to the four TUPI submarines. The TIKUNA is capable of an 11,000-mile range surfaced at an economical speed of 8kt. The range at 4kt dived is in excess of 400 miles.

SECRETARY'S REPORT



Hi, Another month has passed and we are now into February already, I don't know where the time is going nowadays. There are now three Centenary celebrations being held in Australia and Canada this year. Ottawa in August, Halifax in October and Perth in November. Anyone interested in visiting any of these events please let me know to see if anyone else in the Branch is attending.

April is now on the horizon and our AGM is fast approaching. If you have any suggestions for rule changes can you please let me have them by the March meeting so your Committee can discuss them and make any recommendations on the suggestions.

As stated in the last newsletter the Chairman's position is up for re-election and our current Chairman Dave has expressed his wish to remain in post.

I hope to make the next meeting and send my thanks to Barrie for standing in for me when business takes me away.

There is a Committee Meeting next Tuesday 11th February to discuss the National AGM, Dave will call the meeting.

Regards, **Ron**

SOCIAL SECRETARY



Hi Shipmates

Diary Check:

The first event for 2014 is the 'First Footing' to Morecambe Friday 7th Feb so get your name down. I have the coach which has only 2 seats left. Cost for the evening is £5 for the driver; gives you transport from RBL via pick up points to Morecambe and then back to your door step at the end of the evening.

The corporate footie will be Saturday 22nd Feb and is against Oxford City; who has NEARLY lost more than we have. It is a stonking good day. Starts at 1pm with a complimentary bar, pre match meal and wine, match day programme, talk from Barrow AFC management,

reserved seating, half time drink and eats, and a complimentary bar until we get thrown out; approx 6pm. Cost is £30: if I can get over 25 people coming I will negotiate further reductions. Limited to a maximum of 40 persons, the list is open and will close at the February Meeting. If you like football this is great, if you want to support the local team this is for you, if you just like to drink, eat, and get a bit of fresh air whilst watching 22 lads (to begin with) kick a bag of wind around whilst having a laugh then this is a must. Payment to me ASAP no later than the Feb meeting.

Friday 14th March is a night at the Dogs; similar to the horses but smaller jockeys. As with the Christmas bash this will be free to members and their first guest; all others entry is free but will be charged £3 if food is required - ticket needed for food. The night is a fund raiser for Motor Neurone Disease and the Association; profit will be split equally between the two. I will be giving out the tickets at the meetings, again please only take them if you are going to attend as catering (Kath Brown's pie and peas – best in the county) will be ordered on the strength of the list. These are really good evenings with lots of fun and we really need your support. If you can't come along then maybe you would like to be an owner or a milk maid £2 and £1 respectively with a return of £8 or £4; see me for details. The Members dinner is a 5 course dinner, with reception drink, ½ bottle of wine and copious amounts of port at the Crofters in Holbeck, The entertainment will be

speakers both from our membership and imported with background music only in between 'dits'. This event is aimed at all (male & female), but specifically at members who do not want to go to a disco or place where a female guest is perceived as being part of the dress code. It is limited to 50 on a first come basis and costs £30. This will be a formal function but not a 'black tie' affair. List is now open.

I have booked the luxury canal boat party, the date has changed from the Sat 10th May to Sat 17th May; this is to de-conflict it with the Keswick to Barrow run. Which includes transport to and from Barton (near Lancaster), 1 and half hour cruise with food, a one hour stop over at a the Old tithe barn in Garstang and then 1 and half hour cruise back with live entertainment on the way home (total time 4 hours). The cost is £35 but will be subsidised by the social fund to JUST £30; this is going to be a great afternoon/evening out and is limited to the first 50. Only 8 places left and the food selection will be from the hot choices.

As always at the meetings I run a raffle and the members (free) draw which in February has rolled over to £25; all you have to do to win is be there, have paid your subs and get your number drawn – easy, ask Kenny Collins.

I need your support at these functions, so please put them in your diary, get your name down and have a great time.

Alex Webb.

FIRE DAMAGED SUBMARINE RETURNS TO CANADIAN NAVY AFTER NEARLY A DECADE

From The Canadian Press 1st January 2014

A newly rebuilt HMCS CHICOUTIMI is set to return to Canada's naval fleet nearly 10 years after a deadly fire aboard the second-hand warship effectively crippled the Canadian navy's submarine program.

The resurrection of the British-built vessel, which became emblematic of the sorry state of Canadian military equipment in 2004, has the Department of National Defence contemplating for the first time how best to employ its controversial subs. One internal defence proposal foresees deploying the undersea warships to far-flung oceans, patrolling trouble spots the way the navy's frigates do today. CHICOUTIMI has been fully repaired and upgraded, says the navy's top commander. It entered the water in late Nov after three years of work, a return that is about two years behind the navy's original schedule. The submarine is in the process of being turned over to the military and the crew is expected to begin sea trial in waters off Esquimalt, B.C. over the next few weeks, Vice-Admiral Mark Norman told the Canadian Press in a recent interview. CHICOUTIM will, however, be restricted to shallow-water diving for the foreseeable future. It's been a long,

excruciating journey since Jean Chretien's Liberal government announced in 1998 it would buy four surplus diesel-electric boats from the Royal Navy in what was heralded at the time as a great bargain for Canadian taxpayers. The poor condition of the mothballed submarines, they were rusty, prone to flooding and one had a dented hull, tarnished the reputation of the boats. But it was the fire aboard CHICOUTIMI in October 2004, which killed Lt. Chris Saunders and sent two other sailors to hospital that nearly scuttled the program entirely. A subsequent military board of inquiry found that an open hatch allowed sea water from a rogue wave to wash down the conning tower and inundate poorly insulated high-voltage wires, triggering the fire. Still, the 700-page report blamed no one for the tragedy, which occurred off Ireland during the ship's voyage to Halifax. The initial estimate to repair the boat was pegged at \$15 million in 2005, but internal documents suggest the price tag could run to more than \$125 million, including removal of all fire-damaged components. Originally commissioned as HMS UPHOLDER, the ship has spent the bulk of its nearly 28-year existence either in dry-dock or tied up to a wharf.

Devonport Dockyard Radiation Incident

Three workers accidentally inhaled radioactive material whilst moving a large submarine component at Devonport Dockyard. Inspecting authority, the Office

for Nuclear Regulation (ONR) found the incident to be a "minor accidental intake" but in its quarterly site report it detailed further improvements for the yard.

The accident happened when a large component from the submarine was being manoeuvred within the new equipment maintenance storage facility. An accidental tear in a plastic sheet covering the component saw a small amount of radioactive matter released – some of which was inhaled by the men concerned.

All three were subject to chest monitoring and the doses they received ranged between less than 10 and 50 micro Sieverts – the measure for the biological effect of radiation. The Devonport Royal Dockyard Limited (DRDL) maximum daily dose is 500 micro Sieverts. The statutory limit is 20,000 micro Sieverts per year.

An independent internal investigation was carried out by both DRDL and the ONR. A number of improvements were identified concerning risk assessment and the handling of that component and similar components.

The ONR report stated: “Whilst the incident warrants no formal enforcement action, in accordance with regulatory guidance, ONR intends to write to DRDL to ensure recommendations are actioned promptly.” The report was based on events from July to September 2013.



The report detailed other concerns and shortcomings at the yard including the departures of a number of experienced senior staff members. It stated that human resources had been of “long-standing regulatory interest” to the ONR.

During this quarter ONR met with a number of DRDL senior managers to discuss management of nuclear capability at the site. “ONR has rated this area of the organisational capability management arrangements as being below standard,” the report read. It continued to state that despite some improvements, inspectors will visit the site to “determine if any further regulatory action is required”.

The overall inspection to DRDL’s examination, inspection, maintenance and testing of structures, systems and components important to safety was considered “below standard”.

The report read: “The inspection identified examples of relevant good practice being used however it also found some areas where there were still shortfalls in the arrangements and where improvement could be made. “ONR has written to DRDL providing details of its inspection findings with the expectation that DRDL will address the shortfalls and consider the identified areas for improvement.”

DRDL was also picked up on for “not being fully compliant” with the Management of Health and Safety at

Work Regulations and Operating Instructions. ONR served DRDL with an improvement notice last year following incidents at the Submarine Refit Complex and 9 Dock facilities and also in relation to the findings of routine compliance inspections.

Since the Improvement Notice was served, the authority said DRDL has “responded positively” by appointing dedicated resource to manage delivery of an improvement programme. The ONR said it intends to maintain close engagement to ensure the improvements are made by the March 31st deadline. Babcock International Group, which is responsible for running the site, was not available for comment.

Plymouth Herald 5th Jan 2014

ARMED FORCES REDUNDANCIES 2014

The fourth Tranche of Armed Forces Redundancies amounting to just over 1,500 service personnel was announced by the Ministry of Defence on 23rd January 2014. Notifications will be given to those affected on 12th June 2014. This Tranche predominantly affects Army personnel plus a small number of medical and dental staff in the Royal Navy and Royal Air Force. It is understood that the Royal Navy personnel to be made redundant amounts to some ten personnel. This will be the last Tranche of redundancies.

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

News Letter Contact Information

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or if you wish to send me an article my postal address is listed above under Committee Members. You may also send your contribution by e-mail to me barrie@downer55.freeserve.co.uk. Come on – every Submariner has a story to tell – some more than one! Let’s see yours in print!

Constructive suggestions about the newsletter are also very welcome. The newsletter will be published in the last week of each month i.e the last week February for the March 2014 issue. Please ensure you have any information with me by the 15th of each month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming

Submarine Victoria Cross Holders of WWI

This is the second article of a series in this, the 100th year since the outbreak of the 1st World War, commemorating those Submariners who were awarded the Victoria Cross during that War.

Lieutenant Edward Courtney Boyle, VC, Royal Navy

Edward Boyle was born at Carlisle, Cumberland (now Cumbria) on 23rd Mar 1883 and he was the son of Lieutenant Colonel Edward Boyle. At the time of the 1891 Census he was listed as a boarder at 1, Castle Street, Deal in Kent. He was educated at Cheltenham College and he joined the Royal Navy as a Cadet on 15th May 1898 (1897 according to *The Naval Who's Who 1917*) and was promoted Midshipman on 15th Sep 1899. At the time of the 1901 Census he was listed as a Midshipman serving in the 12,350 ton Twin Screw Battle Ship HMS RENOWN – the Flag Ship on the North America and West Indies Station. He was promoted to Sub Lieutenant on 15th Sep 1902. Sub Lieutenant Boyle was appointed to the Submarine Depot Ship HMS THAMES '*Additional for Training*' on 4th Jul 1904. He was promoted Lieutenant on 15th Dec 1904 having achieved two 'Firsts'. On 20th Mar 1905 he was appointed to HMS THAMES at Portsmouth '*for Submarines*'. On 16th Jun 1905 Edward Boyle was further appointed to HMS THAMES '*for Command of Submarine attached*'. This was followed by an appointment to the Submarine Depot Ship HMS MERCURY (Portsmouth Submarine Flotilla) '*for Command of Submarines*' to date 18th Sep 1906. He was next appointed the Submarine Depot Ship HMS THAMES at Sheerness for '*Submarine C4 in Command*' on 1st Oct 1907. After this he returned to the Surface Fleet for his '*Big Ship*' time with an appointment to the 12,950 ton Battle Ship HMS OCEAN on 10th Nov 1908. This appointment lasted until 27th Jan 1910.



His next Submarine appointment was to the Submarine Depot Ship HMS VULCAN (Submarine Section VII at Chatham '*for Submarine C29 in Command*' to date 15th Mar 1910. Edward Boyle was married to Marjorie W Leigh in Marylebone, London in 1912. He had left Submarine C29 by 21st Nov 1911 when he was appointed to the Submarine Depot Ship HMS BONAVENTURE Submarine Section II at Haulbowline in Ireland for '*Submarine D2 in Command*'. He was promoted Lieutenant Commander on 15th Dec 1912. On 8th Feb 1913 he was returned to General Service when he was appointed to the 19,250 ton Battle Ship

HMS St VINCENT (1st Battle Squadron) – Captain William Fisher, Royal Navy.

Edward Boyle returned to Submarines on 25th Mar 1914 he was appointed to the Submarine Depot Ship HMS ADAMANT (8th Submarine Flotilla) at Portsmouth '*for Submarine D3 in Command*'. After the outbreak of the First World War HMS ADAMANT moved bases to Harwich. Edward Boyle was then appointed to the Submarine Depot Ship MAIDSTONE (8th Submarine Flotilla) at Harwich '*for Submarine E14 in Command*' on 19th Oct 1914. During his time in Submarine E14 Boyle was '*Mentioned in Dispatches*' for a patrol in the Heligoland Bight. After working in the North Sea Submarine E14 was sent to the Dardanelles, leaving Harwich on 27th Mar 1915 in company with Submarines E11 and E15, and arriving at MUDROS on 9th Apr 1915. Submarine E14 first completed the passage of the Dardanelles and entered the Sea of Marmora on 27th Apr 1915 remaining there until 18th May 1915. A second patrol was made in the Marmora from 10th Jun 1915 to 3rd Jul 1915. Edward Courtney Boyle, Royal Navy was promoted Commander on 30th Jun 1915 for his Dardanelles efforts as well as being awarded the Victoria Cross - see London Gazette dated 21st May 1915 for his first Dardanelles patrol.

Admiralty, 21st May, 1915.

The KING has been graciously pleased to approve of the grant of the Victoria Cross to Lieutenant-Commander Edward Courtney Boyle, Royal Navy, for the conspicuous act of bravery specified below:

For most conspicuous bravery, in command of Submarine E. 14, when he dived his vessel under the enemy minefields and entered the Sea of Marmora on the 27th April, 1915. In spite of great navigational difficulties from strong currents, of the continual neighbourhood of hostile patrols, and of the hourly danger of attack from the enemy, he continued to operate in the narrow waters of the Straits and succeeded in sinking two Turkish gunboats and one large military transport.

A third patrol of 24 days took place from 21st Jul to 12th Aug 1915 by which time Submarine E14 (with Boyle and his crew) had spent a total of seventy days in the inland sea. Edward Boyle left Submarine E14 in 1916 when he handed over command to Lieutenant Commander Geoffrey Saxton White. On returning home Edward Boyle was appointed to the Submarine Depot Ship HMS TITANIA (11th Submarine Flotilla) at Blyth '*for Submarines*' on 10th Aug 1916 and then for '*Submarine J5 in Command*' to date 18th Sep 1916. He left Submarine J5 and was appointed to HMS DOLPHIN on 12th Oct 1918. On 28th October 1918 he was appointed to the Submarine Depot Ship HMS PLATYPUS '*refitting and as Commander, Platypus Flotilla*'. Edward Boyle was '*Mentioned in Dispatches*' – see London Gazette dated

29th Oct 1918 'for service in Submarines'. Edward Boyle survived the War and, in January 1919 he was serving under the Australian Government as the Commanding Officer of the Submarine Depot Ship HMAS PLATYPUS to which he was appointed on 28th Oct 1918. He was re-appointed to HMAS PLATYPUS on 25th Mar 1919 'in Command' and 'for Command of Australian Submarine Flotilla' and then sailed for Australia with the Flotilla of six 'J' Class Submarines which were 'gifted' to the Royal Australian Navy. Edward Boyle was promoted to Captain on 30th Jun 1920. He returned home after the Australian Submarine Flotilla was 'Paid Off' on 12th Jul 1922. In 1927 he was serving at the Royal Naval Dockyard at Devonport as the 'Assistant to the Captain of the Dockyard and as Assistant King's Harbourmaster at Devonport and Berehaven' to which he had been appointed on 27th Mar 1926. In May 1928 he was listed without an appointment. On 14th Aug 1929 he was appointed to the 25,000 ton Battle Ship HMS IRON DUKE 'in Command'. HMS IRON DUKE was being used as a sea-going Gunnery Firing Ship. He was listed without an appointment in July 1932 and, on 18th Oct 1932 he was placed on the Retired List with the rank of Rear Admiral. He was recalled for further service during WWII and, on 24th Aug 1939 Rear Admiral (Retired) Edward Boyle was appointed to HMS PEMBROKE 'for Miscellaneous Duties'. He reverted to the Retired List in June 1943. Edward Courtney Boyle died following an accident on 15th Dec 1967 when he was knocked down by a lorry on a pedestrian crossing at Ascot, Berkshire. He died of his injuries on the following day at the age of eighty four. His funeral took place at the Woking Crematorium in Surrey.

Edward Courtney Boyle's Victoria Cross and other medals are on display in the Royal Navy Submarine Museum in Gosport, Hants.

Branch Birthdays January 2014

M.G (Mike) Fleming	03/02
M Bengé	14/02
L Dennett	19/02
D. (Yorky) Thornton	20/02
W.P. (Billy) Daniels	24/02
J.N. (Nick) Marshall	28/02
A Webb	16/02

EDITORIAL

Here we are with the second issue of the new format Barrow Branch Newsletter. I have been asked to make a couple of minor changes to the page listing the Branch Officer Holders and Committee Members but so far no-one has complained about the new format.

Bob Faragher has given us his version of events at this year's K13 weekend – with his usual slightly irreverent version of events!

Daisy May has sent in an article about the Brazilian Submarines at their Base in Niteroi. He is off round Cape Horn next and will send in some pictures for the next issue.

Thanks to John Hart, Bob Pointer, Alex Webb, Gordon Walker for helping out at the Barrow & District Disability Information Day in the Forum last Friday. Thanks also to Terry Spurling for arranging delivery of the display screens from BAE

The new series of the biographies of World War One Submariner VC's continues this month with the story of Edward Courtney Boyle, VC.

Please enjoy your Branch Newsletter and don't forget that you can help by sending in your contributions and any comments you think relevant – polite ones only!

Barrie Downer

February Calendar

Next Branch Meeting	Tues 4 th Feb
First Footing – Morecambe	Fri 7 th Feb
Committee Meeting	Tues 11 th Feb

SSAFA Cumbria Dinner Dance

Where? - Netherwood Hotel, Grange over Sands

When? - Sat 8th March at 7.00pm for 7.30pm (Drinks reception at 7.00pm)

How much? - £39.00 per person - which includes a donation to SSAFA Cumbria

How? - please contact Alan Hoskins at email abhoskins13@btinternet.com or Tel 01229588792

Cheques made payable to SSAFA Cumbria

What to wear? - Black tie

Please note that the Netherwood are offering a very good rate for those attending the Dinner Dance.

If any more information is required then please contact **Alan Hoskins** directly.

HMS TALENT BACK HOME

By Rebecca Ricks, Plymouth Herald

Submarine HMS TALENT arrived back in Plymouth on Monday 27th January 2014 after a seven month deployment in the Mediterranean.

The families of dozens of Devonport submariners who missed Christmas and New Year at home have been reunited with their men.



HMS TALENT docked in HMNB Devonport this having last been in Plymouth waters in August 2013.

Around one hundred families waited patiently on the jetty as the nuclear-powered boat was guided into dock by the base's tugs.

One of those eager to catch a glimpse of their submariner were Rosie Plowman and her two daughters Amelia and Poppy. The family from Torpoint were

reunited with marine engineer Joe who has been at sea since November.

Rosie said: "Christmas was really hard but we managed and the children were able to Skype him on Christmas Day. "The girls have been really excited to have him home."

Also waiting to be reunited were Kerry Hill and her daughters Jessica and Lydia for Petty Officer Stuart Hill. Kerry said: "It's hard having him away but you get used to it. The girls miss him a lot and they've been so excited to see him ever since we've started counting down. "It's lovely having him back, we are all going to Euro Disney for a family holiday in February."

Samantha Reed was reunited with Leading Chef Shane Reed with the couple's daughter Evie. Samantha said: "It wasn't very nice with him being away for Christmas. It's great he is back."

The submarine has been conducting operations in the Gulf promoting peace and security as well as working in the Mediterranean.

During that time she has made port visits and worked with Royal Navy and foreign navies on exercises and operations while continuing to provide flexibility and potential firepower, if needed at short notice.

The deployment began with a period of training and exercises in the Mediterranean aimed at generating the fighting capability of her 130-man crew, simulating attacks with the Tomahawk Land Attack Missile system and Spearfish torpedoes.

A highlight of training at sea was the chance for a few sailors to spend time on board one of the Royal Navy's advanced Type 45 air defence destroyers HMS DRAGON when the submarine worked with the ship on trials and exercises with US Navy warships.

The next port of call for TALENT was Souda Bay in Crete, before continuing to the Red Sea after exercising with Royal Navy aircraft and the Royal Navy frigate HMS WESTMINSTER.

The submarine will conduct a six-week maintenance period in Plymouth before conducting further training at sea to ensure she and her crew are ready in all respects to carry out whatever tasking is required.

The K13 Weekend 2014

This year's K13 Weekend was attended by Barrie Downer, Dave Barlow, Alan Jones, and Bob Faragher.

We set off from Barrow at around 1030 - three of us in Barrie's car, Dave Barlow was travelling separately. The journey north went very well; we seemed to escape most of the crappy weather. This was fine until we eventually arrived at Dumbarton. That's when it dawned on us that we had arrived during the Jockanese monsoon season! Little did we know it was destined to get much worse!

We carried on undeterred, when as normal we arrived in Helensburgh, parked up, and repaired to the Royal for little light refreshment. There were a few more Association members also enjoying a swift tippie before carrying on to the Base. We had been instructed to join the Base through the South Gate on the low road. This we duly did. We were greeted by the security guard, who promptly ushered us in to a room full of other prisoners. Everyone seemed a bit confused. However, we were subject to the indignity of having to watch a safety video; this video went on to present the painfully

obvious. It made me wonder if this should not be against the Geneva Convention - to treat captive Submariners in this way!



The K13 Mass Grave at Garelochhead

Eventually, we were released under escort to proceed to the Mess. We had to park in the Upper Car Park and climb down quite a number of steps which resembled Niagara Falls, with a small lake at the bottom of each. We were billeted in the old Wardroom Mess, and given plastic debit card type keys which, we discovered, would actually open any door in the block! So much for security! The accommodation itself was fine, unlike the weather; it's just that in view of the water ingress being suffered by the Base, it was situated much too far from the Bar.

We had a nice meal, and mustered in the Bar to await the West of Scotland Branch meeting. Whilst waiting for the Meeting to be called we met up with old mates from other branches and told lies to each other - as is normal procedure. These Meetings are always appreciated and good to meet up with old shipmates. We eventually went in to the Meeting which was presented by Jim McMaster as only he can! Whatever Jim talks about he always makes it both interesting and entertaining.

Commander SM1 gave a brief on the State of the Submarine Nation. In his view all is well and the future is secure with the ASTUTE Class and the TRIDENT Replacement Programme. 'Continuous At Sea Deterrence' has now continued unbroken for 44 years, two ASTUTE Class Submarines are at sea and ASTUTE is on the verge of completing the last of the 'First of Class' Acceptance Trials. He also reported that three female Officers are currently at sea in a Vanguard Class Boat. It is expected that they will be awarded their 'Dolphins' on return to Faslane. However larger numbers of female Officers at sea are not anticipated in the near future and it will be some years before female Ratings join boats.

I am unable to record everyone who was in attendance, but, in addition to the West of Scotland Branch and our selves, members attended from the Scottish, Scotland North East, Manchester and Espana Levante Branches. The Northern Irish Branch produced half a dozen members, all of whom most of us know. As we discovered later, they had even brought Tracy with them. After the meeting, we went back to Kennedy's Bar and enjoyed some much needed ale. It was a good evening, however most of us were pretty tired as it had been quite a long day for a good many of us. We also had to remember that we needed to get up early in order to

have breakfast and be ready to go to the Memorial Ceremony in Elder Park outside the old Fairfield shipyard where K13 was built. This, unfortunately for we of the Barrow contingent, proved to be another story.

I'm not entirely sure what had gone wrong, but when we duly arrived at the Mess on Saturday morning, ready to join the transport to Govan, the transport had left. We therefore went to the reading room to discuss what had gone wrong. Perhaps we had failed to take account of the possibility that Alex Salmon had changed the time zone, or the more likely explanation was that we had been too late! As it turned out, the Members who had managed to get there returned in a half drowned state. It had precipitated all through the Ceremony which is conducted out of doors. We did feel somewhat guilty about not being there but reluctantly relieved that at least we were dry.

After lunch we were invited to visit HM Submarine ASTUTE. A number of our members took up the offer, and enjoyed the visit. The writer of this Dit however, did not take up the offer and repaired to the Bar to reflect on the visit so far. After yarning and spinning Dits for the remainder of the rain soaked afternoon, it was time to go for a short 'make and mend' to prepare for the formal dinner in the Evening.

We mustered for the 'Punch reception' in the mess prior to being called in to Dinner. It must be mentioned at this stage, that the 'Punch' should be treated with respect as it can creep up on you later in the evening. Dinner was okay. We listened to the speeches which followed the usual format. The only comment I would make was that when the Admiral rose to his feet to speak I definitely noticed that he did not look old enough to draw his Tot! Also 'Mad Dog' gave a little yarn. Thankfully, none of them talked for too long and we were able to enjoy each other's company and return to the Bar. We all had a good 'craik' in the Bar and eventually returned to the old Wardroom for the night. It was at this stage, we discovered that the coded buttons which you have to press to get in to the building could be very uncooperative. It took us quite a while to get the door open - bearing in mind that it was precipitating furiously all the time. Eventually, however, we made it! The following morning, it was persisting it down again. It was impossible to walk anywhere in the Base without getting soaked. When we arrived at the Mess, there was a discussion around the practicalities of going to the Cemetery in this kind of weather. We were told that there was likely to be a considerable amount of flood water in the vicinity of the graves as they were at the lower end of the Cemetery and water would be likely to be flowing down the hill. It was eventually decided to conduct the whole of the Memorial Service in the Base Chapel and lay the wreaths there. They would be transferred to the Cemetery when the weather and conditions were suitable. Sadly this was the only alternative. This was duly carried out.

After Church, it was time for us to go. We had to leave by the North Gate on this occasion as the South Gate Road was flooded, which was fine because Barrie - our driver - is well educated in driving around Scotland, and

we went over the 'Haul Road' down to Loch Lomond. True to form - as soon as we got to Dumbarton - the rain stopped and the weather improved. The journey home was fine; we stopped at the usual watering hole for a coffee and then carried on. Barrie returned me home to Walney after one diversion to drop Alan off in British West Askam.

In many ways it was a disappointing visit, since we had not been able to cover the entire planned programme due to the weather, over which we had no control. From a personal point of view I was less than impressed with the general condition of the state of the Base. Perhaps the Royal Navy should take it over!!!

A MESSAGE FROM THE NORTHERN IRELAND BRANCH

Hope all is well. Our Branch has decided to stage our Annual Dinner in the Wellington Park Hotel again this year, on the weekend of the 27th /28th June. I would be grateful if you could promulgate to all Members, and I ask that all those who wish to attend let me know as soon as possible, so I have a rough idea of numbers to be catered for.

Our dinners have been well attended over the past two years and we hope to see many of you again. A full programme of costs, hotel, dinner and beer will be forwarded when I have finalised negotiations with the Hotel Management, hence the need for numbers attending. An early response from members wishing to attend is vital.

Thanking you in anticipation of a good response.

Yours aye,

Davy George - Northern Ireland Branch

A SUBMARINE

Author Unknown

Born in the shops of the Devil,
Designed in the brains of a fiend;
Filled with acid and crude oil,
And christened "A Submarine".

The poets send in their ditties,
Of Battleships spick and clean;
But never a word in their columns,
Do you see of a submarine.

I'll try and depict our story,
In a very laconic way;
Please have patience to listen,
Until I have finished my say.

We eat where're we can find it,
And sleep hanging up on the hooks;
Conditions under which we're existing,
Are never published in books.

Life on these boats is obnoxious,
And that is using mild terms;
We are never bothered by sickness,
There isn't any room for germs.

We are never troubled with varmints,
There are things even a cockroach can't stand.
And any self-respecting rodent,
Quick as possible beats it for land.

And that little one dollar per dive,
We receive to submerge out of sight;
Is often earned more than double,
By charging batteries at night.

And that extra compensation,
We receive on boats like these;
We never really get at all,
It's spent on soap and dungarees.

Machinists get soaked in fuel oil,
Electricians in H2SO4;
Gunners Mates with 600W,
And torpedo slush galore.

When we come into the Navy Yard,
We are looked upon with disgrace;
And they make out some new regulations,
To fit our particular case.

Now all you Battleship sailors,
When you are feelin' disgruntled and mean;
Just pack your bag and hammock,
And go to "A Submarine."

ASSOCIATION MEMBERS – CROSSED THE BAR – JANUARY 2013

RESURGAM

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non Member	3 rd Jan 2014	Peter L (Pils) Illingworth	Marine Engineering Artificer (P) 1st Class	TBA	-	Submarine Service in WARSPITE, SWIFTSURE (1st Commission Crew) on 17th Oct 1972 & SOVEREIGN
Portsmouth Branch	** Jan 2014	Keith R A Crisp	Leading Stores Accountant	TBA	63	Submarine Service 1973 to 1990 in SOVEREIGN (74 to 76 - 1st Commission Crew on 9th Jul 1974), ONYX (79 to 83) & SEALION (85 to 89)
Non Member	Jan 2014	Robin Hunter	Lieutenant Commander	TBA	79	Submarine Service from Mar 1956 to 19 th Jun 1965 in AURIGA from Jul 1956, TRESPASSER from Sep 1958, DREADNOUGHT (from Nov 1960 - 1 st Commission Crew in Apr 1963)
Southampton Branch	12 th Jan 2014	Eric John (Hoppy) Hopkins	Stoker 1 st Class	P/KX 146861	90	Submarine Service from 1941 to 1946 in THRESHER, TRENCHANT & SOLENT
Merseyside Branch	Jan 2014	Alfred Clifford (Jimmy) Green	Acting LM(E)	C/KX 837340	88	Submarine Service from Jun 1948 to Nov 1959 in TOKEN, STATESMAN, STURDY, THERMOPYLAE, SEASCOUT, THOROUGH, TAPIR & AMBUSH (on Re-commissioning) at Chatham on 10th Feb 1958
Medway Towns Branch	15th Jan 2014	K W (Ken) Simner	Leading Seaman	TBA	84	Submarine Service from 1948 in SENTINEL, ALDERNEY, THOROUGH, TRESPASSER, TACTICIAN & TEREDO
West of Scotland Branch	Jan 2014	Bert S (Ned) Kelly	Able Seaman (TM)	D/JX 563057	88	Submarine Service from Jul 1943 to Jun 1946 in SEA ROVER, STATESMAN & VORACIOUS.
Merseyside Branch	28th Jan 2014	William (Bill) McLoughlin	Stoker 1st Class	P/KX 59804	88	Submarine Service from Jul 1944 to Jun 1946 in TUNA & SCOTSMAN
Scotland North East Branch	Jan 2014	Gordon J Lowden	MEM1	D103211R	62	Submarine Service from 1975 to 1982 in RESOLUTION & REVENGE

2014 Submariner Association 100 years Submarine Celebration and General Meeting **Event Calendar**

Dates: August 22-23 2014

BACKGROUND

To celebrate the 100 years of Canada operating submarines. Traditionally the SAOC Central has an annual BBQ to get together with our out of town members. 2014 being a special year for submarines the executive wanted to make this year a super BBQ by inviting all submariners from around the country and the world. The membership chose the **Canadian War Museum** as a fitting Venue to host submariners for this occasion. The President has invited a number of prominent Submariners the Minister of Defense and the Minister of Veteran affairs.

REGISTRATION

Log on to the Central branch web site www.saoc-central.ca and complete the registration form. There will be a fee of \$15 per person payable by cheque or money order. To complete registration, mail payment to the SAOC. You will receive confirmation when registration fee has been received. Children under the age of 5yrs may attend for free. Registration and refunds will be closed 14 days before the event.

VENUE

Canadian War Museum Ottawa

1 Vimy Place, Ottawa ON. K1A 0M8

<http://www.warmuseum.ca/home>.

There will be programs available for spouses covering the week end. Updates to menu`s, parking and Museum Tours will be promulgated on the SAOC website as they become finalized.

For tourism information visit <http://www.ottawatourism.ca/en/>

August	Time	Event	Memorabilia	Food	Notes
Friday 22nd	1800-2200 Le. Breton Room	Meet and Greet	Souvenirs and memorabilia tables	Cash Bar Cocktail Food Salad bar	Guest speakers to be announced
Saturday 23rd	1630- 1700 The Mess	Annual General meeting	Cafeteria. Souvenirs and memorabilia Tables	Cash Bar	
Saturday 23rd	1700-2200 The Mess	Annual BBQ	Souvenirs and memorabilia tables	Cash Bar Steaks, Hot Dogs and hamburgers Salad Bar	1900 Up spirits.
Sunday 24th	10:00-11:00 The Mess	Cafeteria style Breakfast			