



PERISCOPE VIEW

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

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Cover Picture: Vice Chairman Ken Collins & Lilian at the AE2 Memorial in Sydney

EDITORIAL

Welcome to the March Issue of PERISCOPE VIEW. Only two minor changes this month and that is the move of the Editorial to the front – as suggested by the Chairman and the inclusion of the Treasurer and Membership Secretary's address for those Members who need to contact him about Membership and/or pay their Subscriptions.

Two former Branch Members have 'Crossed the Bar' this month. These were Ken Williams - who lived on the Isle of Man and was therefore unable to attend Meetings - and David Crossland who used to run the Crosslands Chippy.

Vice Chairman Ken Collins has contributed an article about his recent visit to Australia. Ben Britten has provided two items about Canadian and Vietnamese Submarines.

The series of the biographies of World War One Submariner VC's continues this month with the story of Martin Eric Nasmith, VC (later Dunbar-Nasmith) who was awarded his Victoria Cross for his services in Submarine E11 at the Dardanelles.

Two dates for your April diaries are an ANZAC Day Commemoration at the AE1 & AE2 Memorial in Ramsden Square on Friday 25th April (details to follow) and the St George's Day Parade & Service on Sunday 27th April. This Parade will muster outside the Town Hall at 1240, march to St George's Church for a short service followed by the usual Social at the Engineers Club. Those who last long enough can finish up at the Steelworks.

For all those who have contributed in various ways to the HMS ALLIANCE Restoration Project will be pleased to hear that the Re-Dedication Ceremony will take place at Gosport on Monday 12th May.

Branch Member Peter Schofield has been accepted for a PhD by the Academics (three Doctors) at Preston and is now waiting for the Acceptance Letter and Enrolment Form before starting in April. The overarching aim of his Research Project is to identify how an effective shipbuilding, armaments and munitions industry in the town of Barrow in Furness was obtained to meet the requirements of the Government and to investigate how these requirements impacted on the workforce and the population. We wish him all success in his researches.

As a reminder that Submarines can be dangerous places in which to work two accidents have been reported this week. In the first HMAS WALLER experienced a fire whilst on the surface at sea. It seems the fire was put out quickly but four crew members are under observation in hospital. The second accident – in an Indian Navy Submarine – two officers have been reported missing and seven crew members were injured. Fuller details at reported on Pages 9 & 10.

Anyone who needs to contact the Veterans Helpline should note their new Phone Number in the item on Pages 5 & 6.

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!

Regards

Barrie Downer

CHAIRMANS DIT – March 2014



Isn't it great to be able go about now without an umbrella blowing inside out and the rain dribbling constantly down your neck? This past week it seems, although having a little rain, we have turned the corner on that ghastly weather we have suffered for the last eon. So what's been happening and what's in store? Those who joined me on the Morecambe Bay Branch First Foot visit had a great time. As usual we were royally welcomed, enjoyed their very brief meeting and had a couple (or more) tots of rum to make sure the New Year was well and truly brought in albeit a month and a week late but who cares about trivialities anyway. A good old natter down in the bar followed until it was time to make our weary way home. The journey back was painless unlike most of the next day when a niggle in my head suggested that I was perhaps a bit too sociable. And just to prove we went there is an extract from their Meeting Minutes in this issue – and Peter Hearn won their Submarine Draw!

A couple of weeks ago we had a committee meeting to discuss various things not least the national Conference items on which we need to vote. Your committee had plenty of homework to do reading through all the bumf so that at the March meeting we can make recommendations to you, the members, on which way we should vote on the different agenda items. I do hope you appreciate the work your committee does on your behalf.

It is just as well we had a meeting as before we could start the Vice Chairman of the RBL sought us out and explained that we had to move our artefacts out of the basement so that the fire exit from the gent's toilets in the function room could be re-established. I didn't know that there was a corridor from the gents toilets below the function room and coming out to the side of the stage. Learn something new every day. Anyway a number of the committee mustered the next day and lifted and shifted all our artefacts from one basement to another. It was probably just as well as the dampness down there had ruined a few crests but the new area is nice and warm being not too far from the boiler.

Last Saturday a number of us enjoyed the hospitality of Barrow Football club at their home game against Oxford. It was a most enjoyable afternoon and all those who attended certainly enjoyed themselves. If Alex repeats the occasion next year then try and make it. Although football is not my first love in the sporting arena I did enjoy the day out. Well done Alex.

Finally a further thanks to Brigham Young for carrying out the touch up of the crests that adorn the wall in the function room. Another batch done and looking really good.

Well that's all for now **Dave**

A couple of jokes to finish off

A man walks into a bar and asks for a beer. After drinking it, he looks in his shirt pocket and asks for another beer. After drinking that one, he looks in his shirt pocket again and asks for another beer. This happens about another seven times before the bartender asks him, "Why do you keep looking in your pocket?"

The man replies, "I have a picture of my wife in there. When she looks good enough, I'll go home."

A young man excitedly tells his mother he's fallen in love and is going to get married.

He says, "Just for fun, Ma, I'm going to bring over 2 other female friends in addition to my fiancée and you try and guess which one I'm going to marry".

The next day, he brings 3 beautiful women into the house and sits them down on the couch and they chat for a while.

He then says, "Okay, Ma. Guess which one I'm going to marry."

She immediately replies, "The red-head in the middle."

"That's amazing, Ma. You're right, how did you know?"

"I don't like her."

Exam Cheating Scandal Hits US Navy Nuclear Force

By Robert Burns, Associated Press, Feb 5

In a new twist to a widening tale of ethical lapses in the military, the Navy is investigating cheating allegations against about one-fifth of its trainers at a school for naval nuclear power reactor operators.

It is the second exam-cheating scandal to hit the military this year, on top of a series of disclosures in recent months of ethical lapses at all ranks in the military as it transitions from more than a decade of war-fighting.

Unlike an Air Force cheating probe that has implicated nearly 100 officers responsible for land-based nuclear missiles that stand ready for short-notice launch, those implicated in the Navy investigation have no responsibility for nuclear weapons.

The Navy said its implicated sailors are accused of having cheated on written tests they must pass to be certified as instructors at a nuclear propulsion school at Charleston, S.C. The Navy uses two nuclear reactors there to train sailors for duty aboard any of dozens of submarines and aircraft carriers around the world whose on board reactors provide propulsion. They are not part of any weapons systems.

The accused sailors had previously undergone reactor operations training at Charleston before deploying aboard a nuclear-power vessel. In the normal course of career moves, they returned to Charleston to serve as instructors, for which they have to pass requalification exams.

Adm. John Richardson, director of the Navy's nuclear propulsion program, said an undisclosed number of senior sailors are alleged to have provided test information to their peers. He was not more specific, but one official said the information was shared from the sailors' home computers, which could be a violation of security rules because information about nuclear reactors operations is classified.

"That'll be an active part of the investigation to fully understand" the extent of any security rule violations, Richardson said. He said the last time the Navy had such a cheating scandal involving its nuclear reactor operators was in 2010 when the USS Memphis, a nuclear-powered submarine, lost about 10 percent of its crew to disciplinary measures after a cheating ring was discovered.

Richardson said the alleged cheating at Charleston came to light Monday when a senior enlisted sailor at the training site reported it to higher authorities.

Richardson said the unidentified sailor "recognized that this was wrong" and chose to report it.

The matter was still under investigation by the Naval Criminal Investigative Service.

Adm. Jonathan Greenert, the chief of naval operations, said at a joint announcement with Richardson that he was upset to learn of the breakdown in discipline. "To say I am disappointed would be an understatement," Greenert said. "We expect more from our sailors – especially our senior sailors."

Neither Greenert nor Richardson identified the rank of the alleged cheaters but described them as senior enlisted members. There are about 150 nuclear power reactor instructors at the Charleston site. With about 30 of them banned, at least temporarily, from performing their duties, the training program might suffer.

"I could possibly foresee an impact in Charleston," Richardson said. "We'll see if that is broader."

Pressed to say how many sailors were implicated in the investigation, Richardson said a "ballpark figure" was something like 12 to 20. But a short time later, another Navy official said the number was approximately 30 but could change as the investigation unfolds. The official spoke on condition of anonymity because the official was not authorized to discuss publicly any details beyond what Richardson and Greenert disclosed at their news conference.

Richardson said he could not discuss possible disciplinary action against those involved because the probe was ongoing. However, he said anyone in the naval nuclear power program – either in a training setting or aboard a ship at sea – who is caught cheating would usually be removed from the program and "generally" would be kicked out of the Navy.

The decision to have Greenert and Richardson announce the cheating investigation publicly was a sign of how seriously the Navy takes the matter.

SECRETARY'S REPORT



Hi All

It is nearly that time of year when the National and Branch head into the AGM season, must be a good indicator that Winter is leaving us and Spring is on the way. The Proposals and Recommendations and Committee members to be selected shall be decided by the members who attend the March meeting. Bob Palmer has volunteered to be the Branch's representative at the National AGM, thank you Bob as one volunteer is better than no representation. So if you want an input to the motions you need to attend the March meeting. Whilst on the subject of the March meeting I will not be

able to attend as I am back in London working, luckily the phase of work that required me to work down there is now coming to an end and I should be able to make more meetings. My thanks go to Barrie for stepping in for me.

Back onto the AGM track, our AGM is April 1st at 1930 - note the early start. The Chairman is up for re-election and Dave has stated his wish to carry on in the Chair. The Committee members are also confirmed in post at the AGM, so if you feel you would like to contribute please make yourself known and which area you would like to help in.

I have not heard from anyone who intends to go to Canada or Australia for the Centenary so assume the Branch will not be formally attending. If you are intending to go please let a member of the Committee know.

Regards **Ron**

SOCIAL SECRETARY



Hi Shipmates,

Firstly let me thank all who attended the First Footing to Morecambe; again a fantastic evening with lots of alcohol and very good company. We are looking forward to the rematch at a time of their choosing during our social calendar.

Also, fourteen of us went along to support the Bluebirds on the 22nd Feb and we managed a draw (their equaliser was a bit dubious in my opinion), however, the company, conversation coupled with food and drink made it a great day out. Thanks to all who supported this event.

Diary Check:

Friday 14th March is a night at the Dogs; similar to the horses but smaller jockeys. There is free food to members and their first guest; all others entry is free but will be charged £3 if food is required (to avoid disappointment tickets for food must be purchased prior to the event). 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 I really need your support; just a couple of hours and your attendance will make all the difference.

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 on Saturday 26th April. 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. Luxury canal boat party on Sat 17th May - this includes transport to and from Barton (near Lancaster) along various pick up points of your choosing, one and a half hour cruise with food (Curry, Chilli or Hot Pot), a one hour stop over at a the Old Tithe Barn in Garstang and then one and half hour cruise back with live entertainment (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 six places left. Please pay by the April Meeting.

As always at the meetings I run a raffle and the members (free) draw which, in February, was won by Hugh Short (£25) making the March draw now £5; all you have to do to win is be there, have paid your subs and get your number drawn – easy, ask Kenny & Hugh.

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

Social Secretary

VIETNAMESE SUBMARINES

February 20, 2014:

On the last day of 2013 Vietnam received its first submarine, a Russian made KILO class boat. This is the first of six KILO s, which were ordered in 2009 and cost \$2.1 billion. The KILOs are based at Cam Ranh Bay, a deep water port developed by the United States during the 1960s and has since then been a major shipping and ship maintenance facility. The Russian fleet has used the facilities there for three decades.

The KILOs weigh 2,300 tons (surface displacement), have six torpedo tubes, and a crew of 57. They are quiet and can travel about 700 kilometers under water at a quiet speed of about five kilometers an hour. KILOs carry 18 torpedoes or SS-N-27 anti-ship missiles (with a range of 300 kilometers and launched underwater from the torpedo tubes). The combination of quietness and cruise missiles makes KILO very dangerous to surface ships.

North Korea, China, and Iran have also bought KILOs. China is building its own unlicensed version of the KILO (the Type 41 SONG class). Considering the low

price, it appears that the Vietnamese boats do not have AIP (Air Independent Propulsion), which allows non-nuclear boats to stay underwater for weeks at a time.

The KILOs are the first subs the Vietnamese Navy has ever had and were obtained to provide some defence against growing Chinese naval power.

Former Armed Forces to get help with Housing and New Veterans' Helpline Number

Housing: Thousands of Veterans are set to benefit from £40 million of funding for nationwide housing projects. Ex-Armed Forces personnel in need of housing will be able to benefit from funding for life-changing accommodation initiatives across the country, Defence Minister Anna Soubry announced on 4th February. The new funding, guaranteed through LIBOR fines imposed on banks, has doubled the total amount the Government has given to Armed Forces' and Veterans' Charities through this scheme, which is part of the nation's commitment to the Armed Forces Covenant.

Veteran's Helpline: 4th February also saw the launch of the new Veterans' Helpline number to ensure that Veterans facing any housing difficulties will be able to seek help at any time. The new number, 0808 191 42 18, has been improved to become more memorable for Veterans, with extended operating hours to provide support for any callers in crisis. At the same time, the Veterans UK helpline has extended its opening hours to 0730 to 18:30 on working days, but to 1700 on Fridays. In addition to the extended working hours the Veterans UK helpline now also has an 'out of hours' option to connect callers in urgent need to either the Combat Stress or Samaritan's 24hr helplines. The new number is Free to Call from landline phones and MOD is working with industry to make the new number also free to call from mobile phones, it is hoped this agreement will be in place by the summer.

The Veterans' UK Helpline has operated very successfully for many years, predominantly supporting queries around Pensions and Compensation claims but the Helpline also helps signpost people to other parts of Government or the Charitable Sector for help where appropriate.

DISCLAIMER

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opinion of the Editor, The Submariners Association, the MoD or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest.

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 March for the April 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 third 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.

Martin Eric Nasmith, VC, KCB, KCMG



Martin Nasmith was born on 1st Apr 1883 at East Barnes, Surrey. At the time of the 1891 Census eight year old Eric Nasmith was reported to be a student at a boarding school at Pixholen Lane, Dorking, Surrey. He was later educated at the Eastman's Royal Navy Academy in Winchester and then joined the Royal Navy as a Cadet at HMS BRITANNIA in Dartmouth on 15th May 1898. He was promoted to Midshipman on 15th Feb 1900 and 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 Feb 1903. He achieved three 'Firsts' in his Sub Lieutenants

Examinations. Sub Lieutenant Martin Nasmith was appointed to the Submarine Depot Ship HMS THAMES *'for Submarine Training'* on 4th Jul 1904. On 1st Jul 1905 (having been promoted Lieutenant on 15th May 1905) he was re-appointed to the Submarine Depot Ship HMS THAMES *'for Command of Submarine A4'*. He was transferred to the Submarine Depot Ship HMS MERCURY later when that ship took over as the Depot Ship for the 'Portsmouth Flotilla'. His next appointment was to the Submarine Depot Ship HMS BONAVENTURE at Haulbowline in Ireland in May 1907 *'for Submarine C7 in Command'*. He then returned to the Surface Fleet for his *'Big Ship'* time with an appointment to the Battleship 17,250 ton Battle Cruiser HMS INDOMITABLE on 1st Nov 1908. This lasted until 24th Nov 1911 and Martin Nasmith was then appointed to the Submarine Depot Ship HMS MERCURY (Submarine Section IV) on 25th Nov 1910 *'for Submarines'*. This was only a short appointment and, on 14th Jan 1911 he was appointed to the Submarine Depot Ship HMS BONAVENTURE *'for Submarine C18 in Command'*. At the time of the 1911 Census which was conducted on Sunday 2nd April 1911 he was listed as a Lieutenant on Board HMS BONAVENTURE at Portsmouth. On 15th Sep 1911 he was appointed to the Submarine Depot Ship HMS ARROGANT (Submarine

Section V) at Portsmouth for 'Submarine D4 in Command'. In May 1912 King George V and Prince Albert were both on board for a dived 'run' in Submarine D4. By 15th Aug 1912 he had been appointed to the Submarine Depot Ship HMS ARROGANT (4th Submarine Flotilla) at Portsmouth and was noted '*for Submarines, for duty with Commodore (S) and for Instructional and Drafting duties*'.

He was further appointed to HMS ARROGANT '*in Command*' on 31st Aug 1912. Promotion to Lieutenant Commander followed on 15th May 1913. Martin Nasmith's next appointment was to the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Harwich '*for Submarine E11 in Command*' on 3rd Aug 1914. After service in the North Sea - including an unsuccessful attempt to enter the Baltic in late 1914 - Submarine E11 was sent to the Dardanelles. Submarine E11 left Harwich, in company with Submarines E14 and E 15, on 27th Mar 1915. Submarine E11 reached the Fleet Base at MUDROS Harbour on the Greek Island of LEMNOS on 18th Apr 1915 after a short stop at Gibraltar and a slightly longer stop at Malta for repairs to a stiff clutch and a shorted armature on a main motor. Submarine E11 made three patrols in the Marmora - first forcing the Dardanelles on 19th May 1915. This first patrol lasted until 7th Jun 1915. The other two patrols took place from 5th Aug 1915 to 2nd Sep 1915 and from 11th Nov 1915 to 23rd Dec 1915. By this time Submarine E11 had spent a total of 96 days in the Sea of Marmora. For his efforts at the Dardanelles/Sea of Marmora Nasmith was awarded the Victoria Cross - see London Gazette of 24th Jun 1915.

The King has been graciously pleased to approve of the grant of the Victoria Cross to Lieutenant Commander Martin Eric Nasmith, Royal Navy for the conspicuous act of bravery as specified below.

For most conspicuous bravery in command of one of His Majesty's Submarines (HMS E11) while operating in the Sea of Marmara. In the face of great danger he succeeded in destroying one large Turkish gunboat, two transports, one ammunition ship and three store-ships, in addition to driving one store-ship ashore. When he had safely passed the most difficult part of his homeward journey he returned again to torpedo a Turkish transport.

His Officers were awarded the DSC and all the Ratings who were on board for the first patrol the DSM. Martin Nasmith was also promoted early to Commander for his efforts in the Dardanelles. He was next appointed to the Submariner Depot Ship HMS TITANIA (11th Submarine Flotilla) at Blyth for '*Submarine J4 in Command*' to date 1st Apr 1916 and he was further promoted to Captain on 30th Jun 1916. In March 1917 he was appointed to the Submarine Depot Ship HMS AMBROSE '*in Command*' and '*in Command of Submarine Flotilla*' based, firstly, at Queenstown and later, at Berehaven in Southern Ireland. This Flotilla consisted of Submarines D3, D7, D8, E32, E54 and H5. In January 1918 the Royal Navy Submarines were replaced with seven American 'L' Class Submarines which relieved the Royal Navy submarines only after being trained up by Captain Nasmith. In September 1918 Captain Martin

Nasmith was appointed to the Submarine Depot Ship HMS LUCIA (10th Submarine Flotilla) at South Bank, Middlesborough '*in Command*' and '*in Command of the Submarine Flotilla*'. In May 1919 HMS LUCIA was sent to the Baltic with the 7th Submarine Flotilla (of 'E' and 'L' Class Submarines) during the 'Russian Intervention'. He was appointed to be a Companion of the Most Honourable Order of the Bath '*for valuable services in charge of the Seventh Submarine Flotilla in the Baltic and as Senior Naval Officer, Revel*'. This was announced in the Second Supplement (Monday 8th March) to the London Gazette of Friday 5th March 1920. One of the 7th Submarine Flotilla Submarines (L55 - Lt Charles M S Chapman) was lost with all hands during the Russian Intervention. The 7th Submarine Flotilla returned home in September 1919. On 20th Aug 1921 he was appointed to the 25,000 ton Battle ship HMS IRON DUKE '*in Command*' and '*as Flag Captain to the Commander-in-Chief, Mediterranean Fleet*'. He was appointed to HMS BRITANNIA '*in Command and in Command of the Royal Naval College, Dartmouth*' on 2nd Jan 1926. Martin Nasmith was promoted Rear Admiral on 16th Jan 1928 and was then appointed to '*the Senior Officers Technical Course*' at Portsmouth on 15th Apr 1929. He was appointed to HMS DOLPHIN as '*Rear Admiral (Submarines)*' on 2nd Sep 1929 filling this post for two years until relieved by Rear Admiral Charles J C Little on 2nd Oct 1931. On 29th Apr 1932 he was appointed to the 9,800 ton Cruiser HMS HAWKINS (4th Cruiser Squadron, East Indies) '*as Commander-in-Chief, East Indies Station*'. After three and a half years as a Rear Admiral he was promoted Vice Admiral on 12th Oct 1932. He was between appointments in January 1935. Martin Dunbar-Nasmith was appointed to HMS PRESIDENT as '*2nd Sea Lord and Chief of Naval Personnel*' in September 1935. He was promoted to Admiral on 2nd Jan 1936 but continued to serve as '*2nd Sea Lord*' until September 1938. He was appointed to HMS DRAKE (the Royal Naval Barracks at Devonport) '*as Commander-in-Chief, Plymouth*' on 24th Oct 1938 and, in 1939 he chaired an Admiralty Committee to consider escape methods from sunken submarines following the THETIS disaster. During the Second World War his appointment was changed to '*Commander in Chief, Western Approaches*' until 7th Feb 1941. He was transferred to the Retired List on 31st Dec 1941 when he was appointed to HMS PRESIDENT as the '*Flag Officer in Charge, London*' and served in this appointment until 1945. He was appointed '*Vice Admiral of the United Kingdom and Lieutenant of the Admiralty*' in 1954 and served in this appointment until 1962. Martin Nasmith was married to Beatrix Justina Dunbar-Dunbar-Rivers (the youngest daughter of Commander Harry Dunbar-Dunbar-Rivers, Royal Navy) in 1920 and later, in 1923 adopted the surname Dunbar-Nasmith. He is reported to have died at the age of 82 at Glen Rothes, Rothes, Morayshire (now Grampian Region), Scotland on 29th Jun 1965. He is buried in the Holy Trinity Churchyard at Elgin.

Martin Dunbar-Nasmith's Victoria Cross and other medals are privately held.

Branch Birthdays March 2014

F. Bowen	01/03
T. Henshaw	05/03
B. Arthur	07/03
R. Emmerson	11/03
D. Craven	15/03
M. Cundell	15/03
H. Short	17/03
H. Weaver	23/03
J. Mead	28/03
A. Hoskins	31/03

Calendar

Next Branch Meeting	Tues 4 th March
Dog Race Night	Fri 14 th March
Committee Meeting	As required
Branch AGM	Tues 1 st April

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.

HMCS CHICOUTIMI

February 14, 2014: Source www.straterypage.com

Ten years after a fire at sea, the Canadian sub HMCS CHICOUTIMI is returning to service, sort of! CHICOUTIMI can only make shallow dives until further tests are run. Tests will also be required to make sure the new torpedo handling equipment is working properly. The repairs for the 2004 fire cost \$125 million and the fire occurred a month after CHICOUTIMI entered Canadian service. It may be another year before CHICOUTIMI is really, really ready for service.

Sixteen years after purchasing four slightly-used British diesel-electric submarines Canada still has not gotten all of them in shape to go to war. Currently, only one of the four Victoria class subs can go to sea actually fire a torpedo. Within a year two more may be ready as well, or maybe not. What Canada has learned from all this is that submarines are expensive boats to build and maintain, even if they are second hand.

It all began in the 1990s, when Canada wanted to replace its 1960s era diesel-electric subs. This did not seem possible, because the cost of new boats would have been about half a billion dollars each which was more than Canada could afford. Britain, however, had four slightly used Upholder class diesel-electric subs that it was willing to part with for \$210 million each. That was nearly half what it cost Britain to build these boats in the

late 1980s. The Upholders entered British service between 1990 and 1993 and were mothballed shortly thereafter when it decided to go with an all-nuclear submarine fleet.

So the deal was made in 1998, with delivery of the Upholders to begin in 2000. Canada decommissioned its older Oberons in 2000, then discovered that the British Upholders needed more work (fixing flaws, installing Canadian equipment) than anticipated. It wasn't until 2004 that the subs were ready and that year CHICOUTIMI was damaged by fire while at sea. CHICOUTIMI was supposed to be back in service by 2006 but the repair job was more extensive than first realized and there were other problems found as the repairs proceeded. Thus the initial \$20 million repair job just got more and more expensive.

The Upholders are now called the Victoria class and are much more modern and capable than the older Oberons. The Victorias are 2,160 tons (displacement on the surface) boats with a crew of 46 and six torpedo tubes (and 18 Mk 48 torpedoes.) The electronics on the Victorias are state of the art and a primary reason for buying these boats in the first place. The subs are to be used to patrol Canada's extensive coastline. The passive sonars on these subs make it possible to detect surface ships over a great distance. But not having any subs on active duty, ready for combat, for most of the last decade has become a major issue in Canada.

The problem is that the subs were bought without a thorough enough examination. It was later found that most major systems had problems and defects that had to be fixed (at considerable expense). Thus these boats have spent most of their time, during the last decade, undergoing repairs or upgrades. The final fix was to get the torpedo tubes working, something that was only completed in the last two years. In any event, a Canadian sub has never fired a torpedo in combat, mainly because the Canadian Navy did not get subs until the 1960s. Lots of Canadian surface ships have fired torpedoes in combat, but the last time that happened was in 1945. The sole operational Victoria class boat is on patrol in the Pacific, listening for trouble which, if found, will be handled as best the only operational submarine in the Royal Canadian Navy can manage.

A MESSAGE FROM THE NORTHERN IRELAND BRANCH

A reminder that the Northern Ireland Branch has decided to stage their Annual Dinner in the Wellington Park Hotel again this year, on the weekend of the 27th /28th June. Davy George would like that all those who wish to attend let him know as soon as possible, so that he has a rough idea of numbers to be catered for.

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

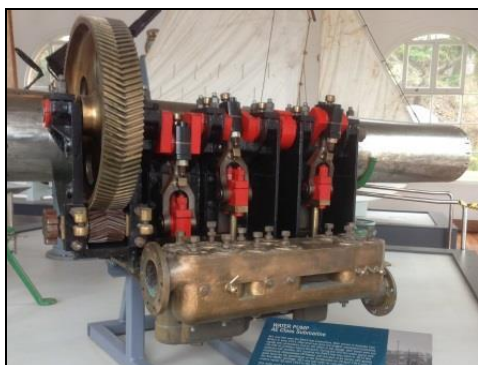
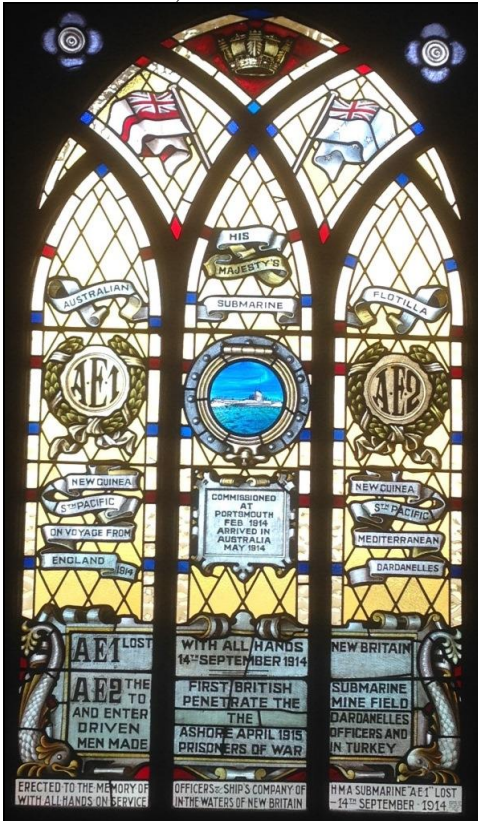
A Visit to Garden Island, Sydney, New South Wales Australia

By Ken Collins

Lilian my wife, Vera and Peter Ryan (who are AE1/AE2 descendants and fully involved with the AE1 and AE2 Submarine project) along with our friends Johanna and John Rossee had the opportunity to visit the Garden Island Memorial to Submarine AE2 in January this year, on our visit down under.

We were also able to visit the Garden Island Chapel, situated within the Naval Base, organised and escorted by the Chaplain, the Rev Dr Melissa Baker, (Mel B as I renamed her), the first female chaplain to do sea duty with submarines.

We were all awe struck by the sheer beauty of all the stained glass windows, dedicated to a selection of RAN services from WW1 and WW2, Ships, AE1, AE2 and branch dedication Memorial windows. Inside the chapel, the pulpit was the brow of a ship and Mel commented that she would love to hold a funeral in the chapel; I responded by saying "would a marriage not be more suitable" to which she just chuckled.



The Museum had several artefacts, one being a water pump from one of the AE boats - I managed to get a photo of the pump and the medals of Lt Cdr Stoker DSO RN. The Memorials themselves were one for each boat (AE1 and AE2), which can be visited by the public in general, as they were situated outside the Base main gate and accessible by Sydney Harbour Ferries.



Luckily for all of us the weather, although not bright sunshine, was overcast and we were in Rig. My thanks goes to Vera and Peter along with Rev Mel B for their very kind invitation to witness these special memorials, thanks also to our friends for accompanying us throughout the visit.

By Editor. Peter and Vera Ryan hope to visit Barrow on their forthcoming visit to Europe and intend to visit our Memorial to AE1 and AE2 in Ramsden Square,

Fire On Board Submarine HMAS Waller



On the afternoon of February 27th HMAS WALLER, one of the Royal Australian Navy's Collins Class submarines, experienced a fire whilst on the surface off the West Australian coast. Emergency response actions were taken to extinguish the fire, and there were no casualties.

As a precaution four members of the ship's crew who were involved in the response to the fire have been landed for observation.

HMAS WALLER had recently completed a scheduled maintenance period and was at sea as part of her return

to operations. A full investigation into the incident will be held. At this stage no further details are available.

FIRE ON INS SUBMARINE SINDHURATNA

The Indian Navy also had fire incident this week on an ex-Soviet boat – regrettably two officers are listed as missing after this incident. India's Navy Chief has resigned after the accident on board a submarine off the coast of Mumbai that injured seven sailors and left two missing. Admiral D. K. Joshi had accepted "moral responsibility" for this and other operational accidents involving Indian Navy ships in recent months, officials said. "The INS SINDHURATNA was being tested at sea when smoke triggered the automatic closure of hatches on Wednesday."

Last year, 18 sailors died in one of the Indian Navy's worst disasters. They were killed when a submarine sank following two blasts and a fire at a Mumbai dockyard.

Initial investigations showed arms on board the Russian-built INS SINDHURAKSHAK may have played a role in its sinking.

There has been a string of Submarine disasters. "Taking moral responsibility for the accidents and incidents which have taken place during the past few months, the Chief of Naval Staff Admiral D. K. Joshi today resigned from the post of Navy Chief," the Defence Ministry said in a statement on Wednesday. The government said it had accepted his resignation "with immediate effect".

The latest accident is thought to be the 10th involving a navy warship and the third submarine accident in the last

seven months since the Mumbai dockyard disaster in August. In the latest incident, reports say INS SINDHURATNA was not carrying any ammunition since it was still being tested. The INS SINDHURATNA was being tested at sea off the naval dockyard in Mumbai

"The submarine was on a routine training sortie off Mumbai's coast when smoke was detected. Measures were taken to contain it," navy spokesman Commander Rahul Sinha told the NDTV news channel. The crew were taken to hospital after inhaling the smoke. "All the sailors are currently undergoing treatment under the supervision of a team of doctors," Commander Sinha added.

Navy ships have been deployed around INS SINDHURATNA to provide help, he said. The Russian-origin 'Kilo' Class vessel was recently refitted. Reports said there was no serious damage to the submarine and that it was making its way back to the harbour. A board of inquiry under a senior officer has been ordered to find out the reason behind the accident, Press Trust of India reported.

Last month, another submarine, INS SINDHUGHOSH, reportedly carrying ammunition and a full crew, ran aground while returning to the harbour in Mumbai. There was no loss of life or damage to the submarine. In February 2010, one sailor was killed when a fire broke out in the battery compartment of INS SINDHURAKSHAK.

2014 Canadian 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** in Ottawa as a fitting Venue to host submariners for this occasion. The President has invited a number of prominent Submariners the Minster 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 menus, 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	1630- 1700	Annual General	Cafeteria.	Cash Bar	

23rd	The Mess	meeting	Souvenirs and memorabilia tables		
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			

PADRE'S PIECE

Although many people believe that Samuel Johnson said ***"The road to hell is paved with good intentions"*** he shouldn't get credit for this one. The saying is thought to have originated with Saint Bernard of Clairvaux in circa 1150. We all know that the proverb means that people often start off meaning well but then other events and in my case procrastination kicks in. When well-intended acts can have disastrous results.

This afternoon I was horrified when I read through our old newsletters, and realised that it is over six months since I have metaphorically put pen to paper. Despite my declared New Year Resolutions to get my report writing act together for 2014, other events have over taken and set the agenda. So here goes for the January and February news update. The branch was represented at Faslane's Annual K13 Memorial Event, by David our Chairman: Barry Downer: Bob Faragher: and myself. The weather was a typically January Gareloch day [***Shorts: Sun Glasses & Flip Flops rig of the day order***] that you all have known and loved. There was also a chance to visit the Astute that was berthed alongside the new jetty. It was an uncanny memory recall for me because the very first time I dived on a submarine was on the old Astute in 1968 when I was a three badge, part three POCEL, wondering what sort of black art world was I being drafted into, as I came across

Pirate Rig in the control room crew, and that included the Captain.

On 3rd January there was the Funeral Service of David Crossland a former submariner {Leading Chef in Warspite} who was a member of our branch until he resigned in 1972. It was only by a chance remark from the Methodist Minister who is conducting the service that it came to light that the branch had an opportunity to help the family by

1: Offering to find a white ensign to cover the coffin.
2: To represent the Branch by reading the Submariners Prayer.

3: Me to help the minister fill in the background of submarine life in preparation to colour David's Eulogy.

During the above research it has come very clear that we need to review how we run our Welfare Work. As such I am going to take the welfare complaints that have come my way, and deliberate on forming a possible way ahead policy. This matter we can talk over at the next Committee Meeting.

Let me please return to the road to hell thought and look at a three point action plan.

- 1: plan good actions
- 2: put our good intentions into action
- 3: if all else fail **repave the road**

Regards **Jonsey**

MINUTES OF THE MORECAMBE BAY SUBMARINERS ASSOCIATION MEETING FRIDAY 7th Feb 2014

Members Present:

Peter Hilbert, Keith Holmes, Bill Hyde, Robert Wright, Jim Halliwell, Tony Hartley, Graham Roe, Dave Holland, Joe Greenough & Craig Farebrother

Chairman's Opening Statement

The Chairman opened the meeting at 20:00.

Welcome to Barrow Branch members.

Members observed a minute's silence for submarine comrades on eternal patrol.

Jim commented that the Xmas Dinner was a great success.

Apologies for Absence

Tim Roberts, John Giblin, Nick Baxter, Ted Tandy

Secretary's Report

No branch members wish to attend the full members' reunion hence no branch delegate will be attending the National AGM. The branch voted on NMC positions which will be forwarded as a postal vote.

The NMC January meeting minutes have been received. This included our branch's concerns regarding clarifying the Submariners Benevolent Trust.

Correspondence received from Joe Greenough proposing a subscriptions holiday for one year only. This would benefit all members, Seconded by Tony Hartley. Vote unanimous. Cheque for £120 to be sent to national to cover annual subs. Craig to distribute membership cards next meeting.

Correspondence received regarding the Australian Submarine Service Centenary.

Treasurer's Report

Total of £2,160.67

Any Other Business

Dave Barlow apologised for the Barrow Branches poor attendance at the Prince of Wales pub last year.

Dave & Alec Webb also invited our branch to some of the Barrow events and presented the Chairman with their social calendar.

Dave toasted the Morecambe Bay Branch. Up Spirits!!!

Submariners Draw

TALENT drawn. Peter Hearn (Barrow Branch) won £25.

Date of the next meeting

Friday 7th March 2014 at 20:00hrs in the RNA Club.

Meeting Closed. The President moved the meeting closed at 20:45.

SUBMARINERS ASSOCIATION - MEMBERS CROSSED THE BAR – FEBRUARY 2014

RESURGAM

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Dolphin Branch	Nov 2013	Roy Hemming	Able Seaman	P/JX 760218	84	Submarine Service from 1948 to 1959 in AFFRAY, ALLIANCE, ANDREW, ASTUTE, SANGUINE, SEA DEVIL, SENESCHAL, SPORTSMAN, TABARD, TALENT, TOTEM, TRENCHANT & TUDOR
Submarine Officers Association	9th Dec 2013	John Sydney Huckle, DSC*	Sub Lieutenant RNVR	N/A	89	Submarine Service from 10th Sep 1945 in VULPINE & SPRINGER
Non Member	28th Dec 2013	Michael John Worsfold	Marine Engineering Artificer (P)	TBA	61	Submarine Service in RESOLUTION & WARSPITE
Lincoln Branch	Feb 2014	Peter Payne	Chief Ordnance Electrician	M937134B	87	Submarine Service from Mar 1957 to Nov 1979 in ALARIC, THULE, TALENT, TOKEN, ANCHORITE, ANDREW, RORQUAL, NARWHAL & ORACLE
Non Member	Feb 2014	David John Philpot	Chief Petty Officer Coxswain	J974632	TBA	Submarine Service from 25th Jun 1964 in CACHALOT, ALCIDE, CACHALOT, & AMPHION
Colchester Branch	Feb 2014	P G (Peter) Neave	Acting Leading Seaman (SI)	TBA	89	Submarine Service from 1943 to 1946 in PROTEUS, TRIBUNE, PORPOISE & P512
Australia Branch	17th Feb 2014	George C Melville	RO2 (G)	TBA	72	Submarine Service from 1963 in ANCHORITE
Dolphin Branch	18th Feb 2014	W L (Billy) McNeil	Chief Petty Officer OPS (TS)	TBA	TBA	Submarine Service from 1965 to 1988 in WALRUS, ODIN, ONSLAUGHT, DREADNOUGHT & TURBULENT (1st Commission Crew) on 28th Apr 1986
Submarine Officers Association	21st Feb 2014	Roger Geoffrey Bridgeman	Captain (WESM)	NA	TBA	Submarine Service from August 1963 in OTTER, DREADNOUGHT & SOVEREIGN (1st Commission Crew on 9th Jul 1974)
Former Member Barrow in Furness	Feb 2014	Kenneth Williams	Radio Operator 1st Class (G)	D081271A	64	Submarine Service from 1968 to 1975 in WARSPITE (twice), COURAGEOUS, ODIN & OTTER
Former Member Barrow in Furness	21st Feb 2014	David Crossland	Leading Cook	TBA	TBA	Submarine Service in WARSPITE (1st Commission Crew on 18th Apr 1967)