



SUBMARINERS ASSOCIATION BARROW-IN-FURNESS BRANCH NEWS LETTER



THE AUGUST WORD



July was a much quieter month than June was so I hope we were all able to get back to normal routine. We did,

however have the Barbeque at the Vickerstown Institute which went off quite well I thought. Not quite sure how it happened but this time it didn't rain even though our visitors were from the Manchester Branch and we were trying to make them feel at home!

On the weather front I know it's been a bit wet recently but we have been lucky in avoiding the worst of the weather. Dave Hallas in Cheltenham has been flooded out and is in the process of drying out his computers Dave as you know is the Web Master for the SA Website so we hope he is back up and running soon and that he hasn't lost any of his data and records. I see the floods are moving down the Thames at the moment so hopefully all the SA Members living down that way are avoiding the worst of the floods. However back to Branch Business. A big thank you to all those Members who turned out at Thorncliffe Crematorium on 5th July to give Peter Weeks his final send off. The service was conducted by Alan Jones at the request of the family and was quite a moving occasion most of those attending also attended the wake at the Harbour afterwards. I didn't know Peter personally but I know many of you did. So thanks again to all who were there.

As I reported last month one of the vacant jobs on the Committee has been filled with Alan West taking on the position of 'Slops Representative' - taking over the reins from Alan Hoskins however Alan is already an additional Committee Member so that still leaves us short on the additional Committee Members. We are looking for two Members to step forward. As I said before it's not an onerous job your commitments are one Committee Meeting per month and the Branch Meeting and, of course it would be helpful if you could assist with organising some the various Branch functions. Have a think about it and if you have the time volunteer for one of these Posts you will enjoy it especially the Monthly Committee Meeting when you can get out of the house and perhaps get a pint or two whilst doing the Branch business.

Membership of the Branch continues to increase and we are processing a few more at the moment. We are still hoping for a few more (including re-joiners) shortly. Overall Membership is now at a high level of 155 as of the 17th July.

My list of Phone Numbers, Addresses and 'e' Mail addresses for Branch Members has had a few recent corrections. If you are now on 'e' mail - whether you are on the Net for the first time or if you have changed your service provider make sure you tell us as soon as possible so we have accurate and full records.

A re-issue of the Submariners Association Rules & Constitution (reflecting changes agreed at the 2007 National Council Conference) has been made. I

collected our Branch allocation at the NMC Meeting which coincided with the National Draw at Lincoln. Mick Mailey now has them and they are being distributed one copy to each Branch Member make sure you get your copy. The Rules are on a single sheet which folds up neatly and fits into the pocket in the SA Diary for this year of course you all bought you SA Diaries this year to put the Rules in didn't you!

The list of prize winners for the National Draw is now available three tickets sold by the Barrow Branch won prizes this year including Second Prize of £500. Thanks to all who sold their allocation as Branch Funds have benefited well from the event but we could have done better if every one had managed to sell their allocation.

A quick advert for the National Committee Edition 17 of the 'In Depth' Newsletter has now been published and is available so make sure you get to see a copy. While I'm on the subject of News Letters we could do with a few more contributions from the Membership for our own Branch News Letter. I know you've all got some stories to tell you certainly share them out after the Branch Meetings so why not put them on paper and send them to me or Ben Britten and get to see your stories in print!

As you know the Barrow Branch is hosting the 2008 National Council Conference (in March 2008) and the 2008 National Draw (in July 2008) to coincide with the 45th Anniversary of the Barrow Branch.



A sub Committee has been formed to organise the first event chaired by John Houlding and action is in hand there but, we need a team to organize the National Draw in June 2008. Remember one volunteer is worth ten 'pressed men'!

Well that's my lot for now over to the rest of the Committee for their contributions. See you all at the next Branch Meeting on Tuesday 7th August at the Harbour at the usual time of 2000 should be a 'Tot Time' in memory of that sad day so long ago when we lost the Rum Issue so make sure you get a lift to the Harbour.

9 WORDS WOMEN USE

1. **Fine:** This is the word women use to end an argument when they are right and you need to shut up.

2. **Five Minutes:** If she is getting dressed, this means a 1/2 hour. Five minutes is only five minutes if you have just been given five more minutes to watch the game before helping around the house.

3. **Nothing:** This is the calm before the storm. This means something, and you should be on your toes. Arguments that begin with nothing usually end in fine.

4. **Go Ahead:** This is a dare, not permission. Don't Do It!

5. **Loud Sigh:** This is actually a word, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to 3 for the meaning of nothing.)

6. **That's Okay:** This is one of the most dangerous statements a woman can make to a man. That's okay means she wants to think long and hard before deciding how and when you will pay for your mistake.

7. **Thanks:** A woman is thanking you, do not question, or Faint. Just say you're welcome.

8. **Whatever:** Is a women's way of saying F <mailto:F@!K> YOU!

9. **Don't worry about it, I got it:** Another dangerous statement, meaning this is something that a woman has told a man to do several times, but is now doing it herself. This will later result in a man asking "What's wrong?" For the woman's response refer to 3.

A Thanksgiving Service for CPO Coxswain Gordon Selby, DSM*, BEM, MiD (1917 – 2007)

(Adapted by Barrie Downer from notes provided by Barrow Branch Member Les Willcox a personal friend of Gordon Selby)

CPO Coxswain Gordon Selby died in Australia on 21st March 2007. A Thanksgiving Service for the life of Gordon Selby (once described as the luckiest man in Submarines) was held in the Holy Trinity Church at Gosport at 1600 on Friday 6th July 2007.

Gordon Selby served in Submarines from during the Second World War and in Submarines HMS OBERON (I), H34, H44, UPHOLDER (I) which he left just before the Submarine was lost, P39 which was bombed and sunk at Malta a few days after he joined it, OLYMPUS (I) from which he was one of only nine survivors after mining off Malta, L26, SICKLE – which he left before the Submarines final patrol, U-2529, TRUCULENT which he left before it was sunk and ALLIANCE. Gordon was also due to sail in HMS AFFRAY with his Officers Training Class but was taken ill just before the Submarine sailed on its final trip when it was lost in the Channel. Gordon retired to Australia and was a long serving Member of the Submarine Old Comrades Association and, later the Australian Branch of the Submariners Association.

Les found out about the Thanksgiving Service from Joan Fraser (the NMC Minutes Secretary), got details from myself (as Branch Secretary) and then booked his place via Colin (the Bear) Way at the Submarine Museum. Les travelled down to Gosport with his wife Eileen meeting another Submariner on the Gosport Ferry who turned out to be one of the Officers who knew Gordon from his days of teaching Submarine Officers Training Classes - who was also

on the way to the Service. On arrival at the Holy Trinity Church they were met by the Padre who was to conduct the Service, Jeff Tall (Director of the Submarine Museum), Rear Admiral Tony Whetstone (a National Vice President, Colin Way and Members of the Gosport Branch of the Submariners Association. In all there were about fifty attending the Service the bulk of whom (as with the Officer from the Gosport Ferry) appeared to be Officers from Gordon's Training Classes. In the absence of anyone else he recognised Les decided that he was to represent former Members of the Submarine Old Comrades Association and the International Submariners Association (of which both he and Gordon were Members) at the Service. The Eulogy at the Thanksgiving Service was given by Tony Whetstone and this was based on the Obituary which was published in the July Issue of the 'In Depth' News Letter.

Les Willcox first met Gordon Selby when he joined HMS TRUCULENT at Portland in 1948. Gordon was the Coxswain of TRUCULENT and Gus Britten was also a member of the crew. He distinctly remembers Gordon's version of 'Wednesday Clean Ship' when you were invited to clean up in another Department of the Submarine to your normal 'Part of Ship' with the promise of a 'Make and Mend if - !!!!!!!'.

Gordon, Gus and Les later became heavily involved with Nat Gould, VC in the drive to ensure the long term maintenance of the National Submarine Memorial on the Embankment in London and in the organisation of the Annual Memorial Parade.

Les sends his regards and best wishes to all Members of the Barrow Branch and the Submariners Association and all who remember him.



Social Scene



Well I don't know if our Chairman had a word with the man above or you all did a Sun dance but we were blessed with good weather for our annual BBQ at Vickerstown on the 7th July. I thought it was a great night and I have had a lot of positive feedback from those who attended, the only criticism was that the turn was a bit loud to start with, but she could belt out a mean tune. I had some good feedback from Derek Jacobs of the Manchester branch; their members that attended all had a good time, with Ex Coxswain Jim Axford taking the loudest shirt trophy back to Manchester. They have pledged to return next year and defend the title and have also expressed an interest for the Ladies night in November. There are a few people that I owe thanks to, first of all Brigham and his team who put on a fine BBQ, and Lynne and Jon Rogers for selling the raffle tickets, without your efforts there would be no do. Second all the people who attended from far and wide, and thirdly to all of you for your support, your generosity in buying raffle tickets is astounding and this will go a long way to reducing costs for future functions and also thanks to Terry Spurling for being Rum Bosun for the night. I have posted photos of the night on the website, if you haven't seen them take a look you may have been captured.

After having a chat with Derek Jacobs, they are keen for us to visit them in Manchester in the near future, one idea was to have a weekend there when the German Christmas market is on I'll let you know more on this later.

One small request if you do put your name down for tickets and find out that you cannot make it please let me know as soon as possible, it can play havoc with ordering catering if people are expected and then don't show.

Quiz Night August 14th

Social events on the horizon are: A quiz night is being held on

Tuesday August 14th at the Harbour starting at 20:00, Trafalgar ball in October (details when I get them) and Ladies night dinner in November. Well that's all for this month, see you at the Quiz night.

Colin Hutchinson

Social Secretary



TOMAHAWK PASSES FIRST TEST

THE first of the Navy's next generation cruise missiles successfully smashed into a test target during trials.

From the tubes of hunter-killer submarine HMS Trenchant, the new 'smart' version of Tomahawk hurtled over the Gulf of Mexico at heights up to 10,000ft and speeds of up to 500mph for 60 minutes before crashing down on its objective hundreds of miles away with pinpoint accuracy.

Tomahawk IV is the latest variant of the missile which has been in service with the American military since the late 1970s and with the RN Silent Service for the past decade.

Previous Tomahawks have been fired by S and T boats against enemy targets in Kosovo, Afghanistan and Iraq.

The Mark IV has a longer range than its predecessors (in excess of 1,000 miles), can be directed to a fresh target in mid-flight, and can also beam back images of the battlefield to its mother submarine.

The RN ordered 64 of the improved missiles from the US Government four years ago for £70m. The missiles will be used by Trafalgar-class and new Astute class submarines and will become operational next year.

Trenchant conducted the test firing at the end of trials for her weaponry and sonar at the AUTEK range in the Bahamas. The Tongue of the Ocean, a deep tongue-shaped oceanic trench off Andros Island, is littered with sensors which pick up reams of data from submarines, torpedoes, sonar buoys, ships and anything else moving through the water.

Trenchant's time at AUTEK allowed software experts to test the latest programmes which drive the boat's potent sonar suite. And as it's in the Bahamas, AUTEK does offer some excellent downtime for some of Trenchant's crew the first R&R since the Devonport boat sailed for Operational Sea Training in February with its groves and deep water diving and swimming holes



BNS TONELERO

Whatever happened to BNS TONELERO? I bet this sounds familiar!

In 1969 the Brazilian Navy ordered two OBERON Class Submarines from Vickers at Barrow. These Submarines were called HUMAITA and TONELERO. A third Submarine to be called RIACHUELO was ordered in 1972. The first was completed in June 1973 but TONELERO suffered a major fire during fitting out and had to be towed to HM DOCKYARD at Chatham where the Control Room section was cut out and replaced. As a consequence TONELERO did not 'Commission' until December 1977. The third Submarine, RIACHUELO, was 'Commissioned in March 1977.

During their service with the Brazilian Navy the submarines underwent a major conversion programme in the 1980s and were converted to fire Mk 24 Tigerfish Mod 2 Torpedoes.

On 24th December 2000 BNS TONELERO was in harbour at the Bay of Guanabara, Rio de Janeiro. Trimming Trials had been programmed for 22nd December but did not take place. The Trials were reinstated during the hours of darkness on 24th December. Nine crew were onboard at the time including the Officer of the Day who had only recently completed his training. It was decided to trim down aft by flooding 6 and 7 MBT.

The Officer of the Day (OOD) was in the Control Room for this exercise. It seems that the OOD was unaware that 5MBT was also partly flooded as it was the practice to pump bilges to 5 MBT for storage and eventual pumping to sea when out on operations. As TONELERO had been in harbour since November No. 5 MBT was pretty full.

The OOD was also unaware that the Engine Room Hatch was open, was close to the waterline and that it was fouled by a ventilation trunking or that 'Standing Orders'

stated that the exercise should have been conducted from the Casing or the Fin and that it should be done in daylight.

On flooding 6 & 7 MBT the inevitable happened and the Engine Room Hatch dipped below the waterline and the Submarine flooded. It was not possible to shut the Engine Room Hatch because of the Vent trunking and, after the lights went out on loss of power, the nine crew Members escaped via the Conning Tower. No lives were lost in this accident the first loss of a Brazilian Submarine for 82 years.

Recovery measures were put in hand and the Submarine was refloated on 3rd January 2001 and placed in Dry Dock.

The Investigation was swift and reported on 6th Feb 2001. The conclusions were that there was human error in:

- (a) The OOD being inexperienced
- (b) Conducting the exercise at night
- (c) Conducting the exercise from the Control Room
- (d) Not removing the vent trunking from the Engine Room Hatch
- (e) Not shutting the Engine Room Hatch
- (f) Allowing the exercise to be conducted on Christmas Eve.
- (g) Not blowing 6 & 7 MBT as soon as it was realised that the Submarine was flooding

It was noted that there were two cracks in 6 MBT after recovery but it was thought that these cracks occurred during the accident or the recovery and were not necessarily a contributory factor in the accident.

The only conclusion to be drawn was that the Brazilians were not aware of (or had ignored) the lessons from HMS ARTEMIS accident and the loss of USS GUITARRO whilst fitting out on build. The only saving graces – if there were any – is that

there were no injuries or loss of life, that there were no Sea Cadets on board at the time and there was no requirement to exercise the Escape arrangements.

As a result of the sinking the cost of refitting BNS TONELERO was surveyed and was reported as in the order of 25 million Brazilian dollars and would take 2 years to complete. As TONELERO was planned to be decommissioned in 2003 a decision to bring this forward was taken and the Submarine was 'Paid Off' on 21st Jun 2001. In its career TONELERO has sailed some 168,368 miles with 80,636 miles being underwater.

Can you Help?

By **Barrie Downer**

When I was living at Victoria Road there was a nice circuit for taking the dogs for a walk which took me through the Cemetery at Thorncliffe. One day I noticed a name of someone I knew to have been a Submariner (who had been transferred on to the Retired List) on one of the Headstones. He had died during WWII but his was not a War Grave so presumably his death was not attributable to the War. I got curious as to what he had been doing in Barrow. Had he retired to Barrow? Had he been recalled for further service in the Ship Yard? Was he working in the Shipyard on the Management side? What were the circumstances of his death? Anyway I decided to find out about his Naval Career and see if any clues came to light. Details of his career are as follows:

Alistair Shand Cumming

Alistair Cumming was born in 1896 and he joined the Royal Navy as a Cadet - probably at the age of thirteen. He was promoted to Midshipman on 15th Jan 1912 and was appointed to the Battle Ship HMS COLOSSUS on the same date. He was promoted to Acting Sub Lieutenant on 15th May 1914. In December 1914 he was serving in the 20,000 ton

Battle Ship HMS COLOSSUS (Captain the Hon. Edward S Fitzherbert, Royal Navy) to which he had been appointed on 15th Jan 1912. Promotion to Lieutenant followed on 15th May 1916. Alistair Cumming joined Submarines on 1st Mar 1917 (Nominal List) when he was appointed to HMS DOLPHIN 'for Submarine Training'. He was then appointed to the Submarine Depot Ship HMS MAIDSTONE (9th Submarine Flotilla) at Harwich 'for Submarines' on 1st May 1917 (Nominal List) and this was followed, on 1st Jul 1917 (Nominal List) by an appointment to HMS MAIDSTONE 'for Submarine E27 as First Lieutenant'. He returned to HMS MAIDSTONE 'for Submarines' on 30th May 1918 (Nominal List) before being appointed to the Submarine Flotilla Leader HMS FEARLESS (12th Submarine Flotilla) at Rosyth 'for Submarine K5 as First Lieutenant' on (31st Jul 1918 Nominal List). On 28th Mar 1919 he was appointed to the Submarine Depot Ship HMS THAMES (the Periscope School) at Portland 'for Commanding Officers Course' and, on 3rd Jul 1919 he was appointed to the Submarine Depot Ship HMS VULCAN (4th Submarine Flotilla) at Blyth 'for Submarines'. His first Command appointment was to the Submarine Depot Ship HMS MAIDSTONE (3rd Submarine Flotilla) at Portsmouth 'for Submarine H28 in Command' to date 18th Oct 1920. He was listed as between appointments on 18th Jul 1922. This was followed by an appointment to the Submarine Depot Ship HMS LUCIA (2nd Submarine Flotilla) at Gibraltar 'for Submarine L52 in Command' to date 1st Oct 1922.

Alistair Cumming was appointed to the Submarine Depot Ship HMS VULCAN (the Periscope School) at Portland 'for Submarine H32 in Command' on 30th Apr 1923 and he was promoted to Lieutenant Commander on 15th Dec 1923. He was appointed to the Royal Naval College at Greenwich 'for the Staff Course' on 16th Sep 1924

and then to the Submarine Depot Ship HMS LUCIA (2nd Submarine Flotilla) at Malta on 18th Jan 1926 'for Submarines' and, on 15th Jul 1926 'for Submarine L53 in Command'. His last Submarine appointment was to the Submarine Depot Ship HMS MAIDSTONE (2nd Submarine Flotilla) at Devonport 'for Submarine L54 in Command' on 20th Nov 1926.

Alistair Cumming was transferred to the Retired List in 1927 with his Seniority as Lieutenant Commander. He was promoted to Commander on the Retired List on 31st May 1934. Alistair Cumming died at the age of forty seven on 21st Jul 1941. The circumstances of his death are not yet established. Alistair Cummin was married, firstly to Sylvia Nellie Cumming (nee Paul) and, secondly to Margaret Mary Cumming (nee Smith). He was buried in the Thorncliffe Cemetery in Barrow in Furness, Lancashire (now Cumbria). As you will see from the above biography I am still not clear about why Alistair Cumming was in Barrow and how he died. If anyone can shed further light on what he was doing in Barrow and why he is buried in Thorncliffe Cemetery I would appreciate the information.

The Submarine Nuclear Deterrent

ON Friday June 14 1968, HMS Resolution slipped away from her berth at Faslane. There were no wives to wave farewell, no Royal Marines Band to wish the submarine godspeed, no reporters or photographers to mark the moment. Thus began the first nuclear deterrent patrol by the Royal Navy.

With the same understatement and resolve of purpose HMS Vengeance returned to UK waters after completing the 300th deterrent patrol. Upholding the right of the line has devoured some 50 million 'man hours' on patrols (the round-the-clock constant presence actually began in April 1969, ten months after

Resolution's inaugural patrol).

Most of the crew of Vengeance, the fourth and final of the Vanguard-class boats which currently carry Britain's nuclear arsenal, were not born when Resolution began that first patrol with Polaris missiles aboard forerunners of today's Tridents.

The boats, the technology, the uniforms, the hairstyles have all changed, but "the awesome responsibility" as then Defence Secretary Denis Healy called it in 1968 has remained the same and been borne with the same resilience.

Mr Healy's latest successor, Des Browne, was waiting for Vengeance as she returned from that 300th patrol off the Isle of Arran, accompanied by First Sea Lord, Admiral Sir Jonathon Band, and the head of the Silent Service, Rear Admiral David Cooke. Once safely aboard, the VIPs were given a thorough tour of the 16,000 tonne leviathan by Commanding Officer of Vengeance's starboard crew Cdr Mark Lister, while his boat slipped beneath the waves.

Both Mr Browne and Admiral Band were quick to praise the crews of the ballistic missile boats, whose deeds are certainly unseen and invariably unsung.

"What a huge achievement by the whole deterrent force over some 38 years," Admiral Band told Cdr Lister. "After a perfectly-executed patrol, your people can be rightly proud of their achievements across the board."

Mr Browne added: "The completion of 300 strategic deterrent patrols highlights the major contribution the Submarine Service makes to the peace and security of the United Kingdom."

The Resolution-class handed the torch to their successors in the mid-90s. Since 1996, patrols have been performed exclusively by Vanguard-class boats.

Submarine H29

Part 1

Submarine H29 was accidentally sunk at Devonport Dockyard on 9th Aug 1926. One member of the Ships Company died in the accident as did five civilian Dockyard workers. Those who died were:

Chief Engine Room Artificer Robert William Dalton O/N 272358 (Ch). Robert Dalton was born at Swanscombe in Kent on 17th Feb 1886. The date of his draft to Submarine H29 is not yet established. Forty year old Robert Dalton died in the accident. No Next of Kin or other family detail is currently available.

Mr Edward Hosking
(Chargeman Fitter)
Mr Henry Hill (Dockyard Fitter)
Mr Arthur Truscott (Dockyard Fitter)
Mr George Elliott (Dockyard Fitter)
Mr John Fletcher (Labourer)

The SALVAGE OPERATION

(From 'The Scotsman', 12th August 1926)

ILL-FATED SUBMARINE

FIVE BODIES LOCATED

Splendid progress has been made with the mournful task of salving the ill-fated submarine H29. As a result of Tuesday night's operation the vessel was lying on an even keel in about 25 feet of water at the spot where she sank. The periscopes were showing about ten feet above water, one standing straight up and the other, which was bent during the salvage operations, inclining at an angle of forty-five degrees. Divers descended to prepare the way for the final stages, and two salvage tugs stood by.

The salvage work was well advanced by noon, when, with the falling tide, the water in the basin slowly drained away. The conning

tower of the submarine with the '29' painted on the front and side became fully exposed, and the top of a torpedo derrick also showed above water.

The divers, of whom there were five at work from two barges, made many descents. Heavy steel hawsers were passed under the submarine and preparations were made for lowering a specially constructed pump through one of the hatches to clear the vessel of water inside and thus raise her. Patches of oil floated over the submarine whose main deck could just be seen below water.

Shortly after noon, when pumping operations were being started to clear the sunken craft of water, Henry Pullinger, a member of the dockyard staff, who was engaged in working one of the pumps near the conning tower, was seen to stagger.

It was found that he had been overcome by powerful fumes from the interior of the submarine. Several of his colleagues managed to reach him before he sank into the submarine, and with great promptness he was got ashore and rushed to naval hospital in one of the service ambulances.

Pullinger was employed in fixing an inlet pipe to the suction pump down through the conning tower when he collapsed.

Three men afterwards used gas asks whilst in the conning tower to complete the work of fixing the pump, which was operated from a barge alongside, and began working at 2.30. The submarine was then fairly high out of the water, although the main deck was still submerged.

Telegraphing last night, the Press Association's special correspondent at Devonport writes: The salvage work continued throughout the afternoon and evening. After some delay through engine trouble pumping was again in full swing just before five o'clock, an immense volume of water being drawn from the vessel by the pump, which was

fixed in a specially constructed tube let down through one of the hatchways near the conning tower. The diver was a long time fixing this tube in position, but within a short time the forward part of the vessel began to rise as the water was pumped out, and within an hour the bows were well clear of the water. The submarine's compass and chart, showing traces of the gas which overcame one of the workmen, were salvaged from the conning tower in the afternoon.

The Admiral Superintendent of the Dockyard, with his staff, supervise the operations, on which about two hundred men were engaged.

THE INQUEST
(From 'The Scotsman', 21st August 1926)

SUNK SUBMARINE

DEVONPORT DISASTER

That the six men who lost their lives in submarine H29 on August 9th died from want of oxygen caused by the foundering of the submarine in No. 2 Basin, Devonport Dockyard, which foundered was due to the misconception of an order, was the verdict returned at the resumed inquest at Devonport Guildhall yesterday.

Lieut. F H E Skryme, the officer in command of the H29, said that on the day of the disaster the submarine was moored for basin trials. He gave orders that the testing of the torpedo tubes should be carried out at the first opportunity by the firing of dummy shots, and that the First Lieutenant, Mr Wevell informed him that the operation would take place in the afternoon. Having been lightened at 8 am by pumping out the auxiliary ballast tanks, the ship had to be brought to normal trim, and for this it was necessary to mix water to balance the tanks.

After lunch, witness went below to see that work generally was in progress, but on going up on deck he noticed that the boat was low in

the water. Knowing the hatches were open, he went to the after hatch, which would be the first to submerge, in order to close it, but did not succeed as there was a four-inch pipe let down through it for ventilation purposes. The water was then just trickling over the edge of the hatch. He left an Engine Room Artificer at the after-hatch, trying to close it, and ran forward and through the fore-hatch. He gave orders to close the water-tight doors, and again returned to the after-hatch and tried to cut the pipe, but had only half-severed it when the water became too deep for him to continue. Until the submarine became submerged he should say that not more than two minutes elapsed.

Witness waded to the bridge, and caught hold of one of the chains which hung around the side of the dock and climbed ashore. Asked by the Coroner the reason the vessel sank, witness said the after-hatch came under water, owing to the flooding of No. 3 main ballast tank.

When the hatch came to the water level, a great volume of water entered, ran through the boat, and caused her to sink. It had only been proposed to submerge the vessel sufficiently to allow the torpedo tubes to be fired, and not to submerge altogether.

Mr J W Ruse, representing bereaved relatives under exactly similar circumstances, would you again submerge this boat, or any other boat, with the hatches open? Witness replied that after this experience, if water were being moved in the boat, he should see the hatches were shut.

Lieutenant Malcolm Wevell related that on going forward to the control room from where the Kingston valves were operated, he said to Stoker Petty Officer Aske, "I am going to put a drop of water into two and three man ballast. I am going on deck." Later he remembered hearing the air rushing out of No. 2 main ballast tank, and from the upper deck casing he looked over the starboard side, and saw the boat lower in the water than she had been.

He gave the order to stop flooding, and asked the Stoker Petty Officer if the vent was shut. Aske replied that it was. Later witness saw some dockyard men come hurriedly from aft and make for the fore-hatch. He asked what was the matter, and, getting no answer, went on to the upper deck where he saw the boat was lower in the water aft. He saw the Commanding Officer on the upper deck, and heard him give the order, "Shut water-tight doors." Witness after repeated the order down the fore-hatch, through which men were coming up. He also gave the order "Blow Three," meaning that the ballast tank No 3 was to be emptied. At that time the fore part of the boat was well out of the water. He managed to get down the hatchway into the crew space and rush aft to the control room, where he saw Aske at the Kingston levers which operated the big valves at the bottom of the tanks. Chief Engineer Artificer Dalton, one of the six victims of the disaster, was then at the "blowing" station, and he remained there afterwards with complete disregard for his own safety.

Continued Next Month

The names of those members reported in July to have 'Crossed the Bar'



Plymouth Branch Lapsed

30th June 2007

Alex Mailey

Aged 56



**Medway Towns
Branch President
4th July 2007**

**Rawden Bannar-Martin
LTCDR
Aged 87
Submarine service 1942-1947**

**H31, Tuna, L23, Splendid,
Viking (CO) & Auriga (CO)**



**Nottingham
July 2007**

PO RE P (Pete) Raithby

**P/MX 743681
Aged 79**

**Submarine service 1952-1957
Astute, Thorough, Tactician
& Turpin**



**New Zealand
July 2007
LEM H(Jock) Niven
P/M 982492**

**Aged 66
Submarine service 1964-1968
Ambush, Alliance, Andrew,
Anchorite, Amphion &
Tabard**



**Dolphin Formerly
South yorks
July 2007**

**AB Ron Cant
P/JX 5674775**

**Aged 82
Submarine Service 1943-1946
Ursula, P614, & Taurus**



**Merseyside Branch
July 2007**

**Engine room Artificer
William C Binns
P/MX 79455
Aged 85
Submarine service 1941-1946
L23, Usurper, P56, Sea rover,
Sturdy, Springer & Satyr**



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& Hon. Chaplain

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DISCLAIMER

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News Letter Contact Information

Do you have a story to tell or have information you feel should appear in the news letter then ring Ben Britten on 01229 820265 (evenings) or if you wish to send me an article please ring for postal address. or send your contribution by e-mail to:

ben_britten89@msn.com

Constructive suggestions about the news letter are very welcome. The news letter will be published in the last week of each month IE last week of August for the September 2007 issue please try and have any information with me by the **15th of each month**. Thank you to everyone who contributed to this edition.



www.rnsubmus.co.uk



Members Birthdays

August 2007

J. Rodgers	05/08
P. Andrew	05/08
A. West	09/08
R. Hagen	10/08
G. Walker	11/08
D. Jenkins	14/08
R. Church	16/08
M. McCormick	18/08
E. Budgen	18/08
D. Parsons	18/08
D. Harwood	21/08
D. Sales	29/08



The Editor

Due to various circumstances the Chairman Alan Jones has not been able to contribute to the August news letter, our thoughts are with Alan and his family and we look forward to his continued contribution next month.

SSAFA are buying a house close to Headley Court (Surrey) so that the relatives of the wounded and injured servicemen and women being treated there will have somewhere to stay, making it easier to visit and support them through their recovery. Unfortunately 83 local residents had submitted strong objections. However the local council granted planning permission despite the local residents objections for SSAFA plans to go ahead.

A petition was setup on the governments website the last time I looked 47000 persons had signed it in support of SSAFA. The outcome was a Victory for common sense, compassion and pride.

Prize list

Number	Prize	Ticket No.	Tickets sold by Branch	Winner	Sent
1	Cheque for £,1000	18581	Derby	M Bugg	Yes
2	Cheque for £500	12964	Barrow	R Church	Yes
3	Cheque for £250	18440	Colchester	L Fisher	Yes
4	£75 vouchers for M&S	01256	Dolphin	R Burns	Yes
5	£75 vouchers for B&Q	17785	Blyth&Wansbeck	H Kelly	Yes
6	£50 vouchers for Boots	01021	P & N Cookson	Dolphin	Yes
7	£50 vouchers for Garden Centre	01380	L Budge	Dolphin	Yes
8	£50 vouchers for Argos	02241	D W Hughes	Dolphin	Yes
9	6 Bottles wine	23121	Scottish	I A W James	Yes
10	2 Bottles Whisky	13524	Barrow	W Mutch	Yes
11	Bottle Woods Rum	15343	Barrow	S Wilson	Yes
12	Luxury Box of Chocolates	26463	PWC Elliott	London	Yes
13	Museum prize	27970	Disbrey	London	Yes
14	ipod video	17188	B Marett	Gosport	Yes
15	Usb pen drive.	02420	JR Joslin	Dolphin	Yes
16	Thermometer	30261	K Kerr	Sold in hall	Yes
17	£50 vouchers for Halfords	00802	D Surridge	Dolphin	Yes
18	R/C Model	22434	G Evans	West of Scotland	Yes
19	Cheque for £50	30013	R Bacon	Leicester	Yes

Dear Secretaries, by now you should have received my posted copy, I apologise for the delay in getting this copy out to you due to family commitments. Thank your members and purchasers of tickets who contributed to the running of this draw.