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November Puzzle no 14

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Reunion Pictures



Chairman's Dit November 2009

Since my last newsletter Pat and I have been to County Clare in Eire for an early October break. We set off with some trepidation on the Cairnryan to Larne ferry fully expecting to face autumnal weather of full force of wet Atlantic rain spilling out over the first landfall from mid Atlantic. Nothing could be further from the truth it was sunshine for the whole of the seven days as we traveled 1400 miles of Irish tarmac. The highlight for Pat was Dolphin watching in the river Shannon Estuary. Mine was visiting the five-mile stretch and 700 feet high Moher Cliffs, County Clare's premiere tourist attraction. Whist I admit it did not do my vertigo any good whatsoever, the reward for perseverance were the spectacular view.

Continued on page 2





The adjacent village to Moher is Liscannor the birthplace of John Phillip Holland (JPH) the inventor of the Holland class, so that immediately gave me a submarine interest, but more of that in a moment.



Within the village there is a three quarter size bronze statue of the famous image of JPH in the conning tower. I had a photograph taken with my arm draped over the shoulder of my fellow ex submariner Dutch, but it did not come out well, so you will have to do with my Oppo Dutch on his own. I have written a separate article on the Fenian Ram one of the three submarines designed and built prior to the Holland Class. I hope that Ben will be able to find some space, at this late stage.

On the domestic front the Ladies Night Dance is almost upon us, and once again we are indebted to Colin and his social organizing skills. This is just a quick reminder to those members attending; donations for our grand Raffle on the night will be gratefully received,

Regards Jonsey

Fenian Ram

Fenian Ram is the second experimental submarine built by Irish-born inventor and educator John P. Holland. It was financed by the Fenian Brotherhood, an Irish revolutionary movement in the United States that sought Ireland's independence from British rule.

Two years of experimentation that began with a dockside submergence test in June 1881. By mid-1883, he was conducting regular experimental trials as far south as the Narrows of New York Harbor and along the Brooklyn shore, achieving a surface speed of nine knots and submerging as deep as 50 feet. Holland also staged several successful demonstrations of the pneumatic gun, projecting a dummy warhead both under water and through the air to distances of several hundred yards. In parallel, he continued tinkering with his design, incrementally improving maneuverability, speed, and range. It led Holland to perfect four other experimental craft that eventually resulted in his Holland submarine of 1898, which was adopted by the U.S. Navy and commissioned as SS-1. Fenian Ram was placed in Paterson's West Side Park in 1928 as a monument to the inventor. In 1980, it was moved inside the Paterson Museum where today it serves as a reminder of the ingenuity of the "father of the modern submarine."



Fenian Ram circa 1920s.

Chaplains Dit November 2009

I am sitting feeling like a wartime correspondent in the middle of loud Guy Fawkes celebratory explosions attempting to write a long overdue newsletter. Coupled to this I am informed by my daughter that her Jack Russell Millie (bought as a hunting dog) is spaced out on diazepam and zylkene. I have this mental picture of a dog stretched out on a Psychiatrist's couch with dark glasses complaining that first she has lost her street cred by having the name of Millie now on top of it she has developed the fear of loud bangs. My reason for the long delay of this month's news is that I have been caught up with the deadline of completing our Barrow SA Remembrance Video in time for Sunday. Many

moons ago I had a picture of how our annual service could be enhanced with the addition of film clips and suitable music. So started a voluntary Odyssey that has over the year taken many hours of watching film clips: listening to music tracks: and my changing directions on how the final presentation should look. There are still a few more tweaks to accomplish after Sunday, but overall I am now reasonably happy with the end result. The viewing of this video over and over had an effect on me when I have had to face the enormous sacrifices that have been made by submariners over the years.

It therefore makes me feel proud to be part of the same brotherhood. I will end by thanking the long suffering patience of Pat who has heard the sound of a submarine diving Klaxon not once but hundreds of time during the production of Barrow SA Remembrance 2009.

Regards Jonsey

IRISH PHILOSOPHY

There are only two things to worry about
either you are well or you are sick.

If you are well,
then there is nothing to worry about.

If you are sick,
there are two things to worry about.
Either you will get well or you will die.

If you get well,
there is nothing to worry about.

If you die,
there are two things to worry about.
Either you will go to heaven or hell.

If you go to heaven,
there is nothing to worry about.

But if you go to hell,
you'll be so damn busy shaking hands
with your friends.

You wont have time to WORRY!!

SO WHY WORRY





Barrow Submarine Series: issue number 7

HMS Splendid



CEREMONIAL: In July 2003 a piper and drummer stood with other crew members on the hull of the Barrow-built nuclear submarine *HMS Splendid* as she headed to the Royal Navy base at Faslane on the Clyde. *Splendid* fired Tomahawk missiles from the Gulf during the conflict in Iraq during what was her last operational mission before being decommissioned

HMS Splendid was a Royal Navy nuclear powered fleet submarine of the Swiftsure class.

The boat was launched at Barrow on October 5 in 1979, by Lady Ann Eberle, wife of Admiral Sir James Eberle, then Commander-in-Chief Fleet.

Splendid was built by Vickers Shipbuilding Group and was under the command of Commander R C Lane-Nott.

Since her launch in 1979, she has taken part in many conflicts involving British forces around the globe.

Her first major conflict came in 1982 when Argentine forces invaded the British held Falkland Islands.

Splendid was one of the first submarines to reach the islands, arriving mid April, after sailing from Faslane.

Unlike *HMS Conqueror*, *Splendid* did not fire in anger, she did however provide valuable reconnaissance to the British Task Force on Argentine aircraft movements.

Splendid's presence also ensured that the Argentine Navy would not dare leave its port.

In the late 1990s, *HMS Splendid* became the first British vessel to be armed with American-built Tomahawk cruise missiles.

In 1997 the BBC were allowed on board *HMS Splendid* to record one of the most important missions of her career.



BARROW PRODUCT: *HMS Splendid* as pictured in September 1980

Splendid fired Tomahawks in battle against Serbian targets in Belgrade during the Kosovo War. She again fired these weapons against Iraqi targets in the 2003 invasion of Iraq.

HMS Splendid was present, along with the US Navy submarines the *USS Memphis* and the *USS Toledo* at the Russian war games during which the Russian submarine *Kursk* exploded and sank.

The accident in the Barents Sea, on

August 12 in 2000, resulted in the loss of that submarine and all 118 sailors and officers on board.

In July 2003, *HMS Splendid* returned to her home at Faslane Naval Base on the River Clyde in Scotland.

She was decommissioned at Devonport, Plymouth in 2004 due to defence cuts.

Commander Burke was later awarded the OBE for his leadership of *HMS Splendid* in the Gulf.

STATS:

Launched: 5 October 1979

Commissioned: 21 March 1981

Decommissioned: 2004

Motto: Splendidly Audacious

Class and type: Swiftsure-class submarine

Displacement: 4,900 tonnes (dived)

Length: 82.9 metres (272 ft 0 in)

Beam: 9.8 metres (32 ft 2 in)

Draught: 8.5 metres (27 ft 11 in)

Propulsion: One Rolls-Royce pressurised water nuclear reactor

Two WH Allen turbo generators

One Paxman diesel alternator

One emergency drive motor

Speed: In excess of 20 knots (37 km/h), dived

Complement: 116 officers and men

Armament: 5 × 21 in (533 mm)

torpedo tubes

Spearfish torpedoes

RN Sub Harpoon missiles

Tomahawk cruise missiles



Barrie Downer Secretary



A bit of a panic this month I've suddenly realised the date 29th October and I've forgotten all about the Newsletter deadline. I did think about it briefly yesterday afternoon and then got caught up with rescuing a seagull with a broken wing.

We (my son and I) managed to catch it but after speaking to the RSPCA and finding out about the Bird Lady in Barrow took it to be only to find it was too badly injured and would need to be put down.

A big pity really as seagull are such handsome and intelligent birds and, if you have ever watched them looking after their young, you see what good parents they make. Well sorry about the digression but how is everyone? Keeping the swine flu at bay I hope! So what's been going on this month?

The monthly Committee Meeting took place on 20th October and again, we discussed concerns both nationally and locally at Branch level about how to recruit more members, how to keep members and how to organise events so as to keep the Membership levels up. If you remember I sent round a questionnaire from the National seeking your views on the matter.

A number of you replied (thank you very much) with some very pertinent points and a few suggestions all of which I have collated and sent off to the National Sub Committee looking into things. I know that some of you responded to the Sub Committee directly so again thank you to those who did. It's not too late to fill your form in and send it off so if you have thoughts on the subject let us hear them after all it is your Association and you all have views on the way things are done.

As I said last time our Branch is lucky in that we have a large

and growing Membership (we are now up to 182 to date) and we have a large recruiting base locally but other Branches struggle to stay in business.

We have recently gained two members transferring from the Central Lancs Branch which recently closed – lack of support so welcome to Don Wade and Norman Hart. Tom Rawbone recently rejoined after a break working away and we also have as new members Nick Marshall and Nick Rowan the last name joining just this week.

We have lost one member Stephen Jackson (Ex HMS ASTUTE) but he has transferred to the Derby Branch. On 9th October we travelled to Nottingham for the Annual Reunion at the Britannia Hotel. This went off very well there were eight of us on the Minibus with Tony Griffiths driving and we were joined at Nottingham by three more Branch Members and one guest so there was a good turn out from our end. The Hotel ran out of beer twice I am told although only once when I was at the Bar but local hotels and pubs still had plenty. One minor problem was that our minibus (hired from B & D Motors) broke down on the Friday but, luckily for us, after Tony had dropped us off at the Hotel but we managed to get it fixed in time to collect us for the homeward trip on the Monday! A good weekend was had by all.

The Sea Cadets Trafalgar Night Ball at the Lisdoonie on 23rd October went off very well and raised over £900 for the Cadets funds. There weren't a lot of our members there but it was well attended and I was asked to propose the Loyal Toast a new one for me! I understand that those who attended the KORBRA Coach Trip to the Fleetwood Branch for a Social event also enjoyed themselves so our thanks to the KORBRA team for arranging that.

The Branch Ladies Night Dinner Dance is at the Lisdoonie on Friday 6th November I hope you all have your names down for that our Guest of Honour

this year will be Tim Roberts president of the Morecambe Bay Branch.

Don't forget the Annual Remembrance Day Parade will be on Sunday 8th November. This year, again the Co-op Funeral Service have offered the use of two cars to pick up Members unable to take part in the Parade but who still wish to attend at the Cenotaph. The cars will pick up those wishing to make use of this kind offer from their homes, take them to the Cenotaph and then back to the RBL or home afterwards.

There will be a platoon from the HMS AMBUSH Ships Company taking part in the Parade this year One Officer, four Senior Rates and five Junior Rates and they will join us at the RBL for the Remembrance Ceremony. Our Submariners Remembrance Ceremony this year will be at the RBL after the Parade and will be followed by Pie and Peas!

Six or seven from the Derby Branch are visiting Barrow 13th to 15th November they have been invited by HMS AMBUSH (Derby is their adoptive town!) to have a look at the Yard and how AMBUSH is progressing. They will be staying at the Victoria Park Hotel so come along and join them for a meet and greet at the VPH at 1930 on Friday 13th November.

The Branch visit to Faslane is arranged for 20th to 22nd November. Names for this list have now been sent to Faslane for the security cleanances so, unfortunately no more names for the Faslane Trip.

And now the usual boring reminders are you outstanding Branch Subs for this year and even some for last year you will receive a reminder shortly so if you've forgotten up to now stick your hand in your pocket and make Mick Mailey's day!.

You can pay any member of the Committee and then you will be sent your Membership Card you know the nice Lilac ones (or is it Mauve?).

If you have paid up and you haven't yet got your Membership Card see any Committee Member and we can sort it out! Any way if you are outstanding Mick Mailey will only be pleased to take your money and John Houlding is still trying to get rid of those cards!

As ever if you have moved, changed your phone number or your e mail provider please let us know as soon as possible so that we can keep in touch and make sure you get all your Branch information. E Mail Address updates are still coming in slowly – three in the last three weeks and I expect there are a few more I don't yet know about so don't be shy let me know! We can't keep everyone fully informed if we don't know how to get hold of you!

Also if you can't make it to a Branch Meeting remember to send in your apologies partly so we still know you are well. If you are not keeping too well yourself let us know and we will see if there is anything the Welfare team can help with. Remember to let us know if there are any Branch Members that you know (or their wives, girlfriends or partners) who are not too well sometimes they may be too busy or pre-occupied with events to let us know themselves. If we don't know we can't help!

That's about it for now see you all at the Branch Meeting Tuesday 3rd November usual time usual place!

Regards

Barrie

LITTLE KNOWN NAVAL HISTORY (I LOVE THE NAVY)

The USS Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers!).

However, let it be noted that according to her ship's log, "On July 27, 1798, the USS Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping." Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.

GO NAVY!!!



NEW RUSSIAN SUBS



In Russia, the fifty man crew for the first Yasen (Graney) class SSGN (nuclear powered cruise missile sub) arrived at the Sevmash shipyards where their boat is being built. The crew was put together four years ago, and has been training ever since. The crew will continue training, increasingly on the first boat of the class (the Severodvinsk), which will be launched in a few months and enter service within two years.

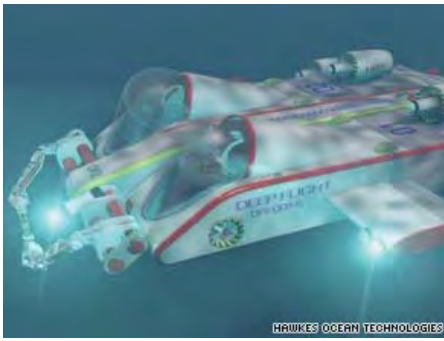
Last July, construction began on a second Yasen class SSGN. Russia plans to complete six boats of this class within the next six years. Construction of the first Yasen class boat, the Severodvinsk, began in 1993, but lack of money led to numerous delays. Originally, the Severodvinsk was to enter service in 1998. Work on the Severodvinsk was resumed six years ago. If work is not interrupted, the second Yasen class boat should be ready in less than six years.

The 9,500 ton Yasens carry 24 cruise missiles, as well as eight 25.6 inch torpedo tubes. Some of the cruise missiles can have a range of over 3,000 kilometers, while others are designed as "carrier killers." The larger torpedo tubes also make it possible to launch missiles from them, as well as larger and more powerful torpedoes. The ship is highly automated, which is why there is a crew less than half the 134 needed to run the new U.S. Virginia class boats. The Yasen design is based on the earlier Akula and Alfa class SSNs. Russia had originally planned to build 30 Yasens.





UNDER WATER PLANE



Forms of transport that rich people can own: yachts? Check. Jetskis? Check? planes. Check. Submarines? Fail.

The one area of this beautiful planet that is still out of bounds to the wealthy is the bottom of the ocean but that will not be the case for long.

Designer Graham Hawkes is in the process of producing Deep Flight II a deep sea sub that will be light enough to launch from a yacht and will potentially open up the oceans floor to private explorers. The wings will allow it to fly underwater in any direction, using reverse lift the opposite of the force of an aeroplane's wings to move the craft up or down. And the 5000lb sub dives at 400 ft per minute, four times as fast as current subs. But here's the best part three versions will be available: one with an acrylic crew hull for 3000ft diving, a titanium hull for 20000ft and a ground breaking ceramic carbon fibre hull (developed by the US Navy with a higher strength to weight ratio than titanium) which will enable 37500ft dives. That's impressive when you consider a giant squid cannot dive further than 10000ft.

Hawke's expects the as yet unpriced concept to be ready to buy in 2 years time and as his latest shallow water submersible Super Falcon is now on the market for just under £1m. Deep Flight II will no doubt sport plentiful Zeros.

Sent in by Whisky Walker

Nuclear waste

Campaigners in Plymouth rally to demonstrate against plans for a nuclear waste plant in the city centre.

It is thought that if the plans go ahead, the plant would store dismantled reactor components from the UK's nuclear submarines, possibly for several decades until a long-term disposal site can be constructed.

The issue has caused heated debate in Plymouth for months. The leader of Plymouth City Council, Vivien Pengally, recently added his voice to those opposing the plan.

Some are particularly concerned that the site is only 400 metres from a primary school. There is also concern that both businesses and tourists could be driven away if Plymouth is identified with the dumping of nuclear waste, thus affecting the city's economy.

"This will be risky work never undertaken before in the UK," explained Dave Webb, Vice-Chair of the Campaign for Nuclear Disarmament (CND), "The submarines certainly need to be dismantled - however this should not be in the middle of a city".

He suggested that "Instead of blighting Plymouth with the reputation of being Britain's only city-centre nuclear dump, the government should invest in a green regeneration strategy for the city, providing long-term sustainable jobs."

The protest is organised by CND with the support of Plymouth Trades Union Congress and local residents. A contingent of workers from the Vestas wind-turbine factory on the Isle of Wight will join the front of the demonstration to highlight the potential for skilled dockyard engineers to form the nucleus of a green energy industry in the city.

Campaigners will use the slogan

'Stop the nuclear dump for a healthy green city' to highlight the choice facing Plymouth.

HUMOUR

'Well,' snarled the old Navy chief Tiff to the bewildered stoker, 'I suppose after you get discharged from the Navy, you'll just be waiting for me to die so you can come and 'p' on my grave'. 'Not me, Chief!' the stoker replied. 'Once I get out of the Navy, I'm never going to stand in line again!'

Bob, went in for a pint at 10pm and he sat down next to a blonde at the bar and stared up at the TV. The 10 pm news was coming on. The news crew was covering the story of a man on the ledge of a large building preparing to jump.

The blonde looked at Bob and said, "Do you think he'll jump?" Bob said, "You know, I bet he'll jump." The blonde replied, "Well, I bet he won't." Bob placed a £20 note on the bar and said, "You're on!" Just as the blonde placed her money on the bar, the guy on the ledge did a swan dive off the building, falling to his death.

The blonde was very upset, but willingly handed her £20 to Bob, saying, "Fair's fair, here's your money." Bob replied, "I can't take your money. I saw this earlier on the 5 pm news, and so I knew he would jump." The blonde replied, "I did too, but didn't think he'd do it again."





Lord These Departed shipmates with Dolphins on their chest are part of an outfit known as the best. Make them welcome and take them by the hand you'll find without doubt they are the best in the land. So heavenly father add their names to the roll of our departed shipmates still on patrol let them know that we who survive will always keep there memories alive

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



Lincon Branch
October 2009
T D (Trevor) Shaw
Engine Room Artificer
P/MX 645808
Aged 80
Submarine Service 1953-1960
Scorcher (54), Sidon (55),
Selene (55) And Solent (56-59)



Gosport Branch
October 2009
T P (Tom) Berry
Captain (I)
Aged 79
Submarine Service 1958-1972
Artful, Cachalot
Oberon



Scottish Branch
11th October 2009

J (Jim) Wilson
Leading Stoker
C/KX 118617
Aged 87

Submarine Service 1943-1946
Oberon (43), P555(43),
Spirit (43-44) Trident (44)
Sealion (45)



Submariners Association
of Australia
13th October 2009
J A (Jim) Redwood
Warrant officer Caxswain
Submarine Service 1963-1978
Tiptoe (1964)
Truncheon 1964-1965)
Oxley (1966-1969)



Australia Branch
20th October
Colin Douglas-Smith
Lieutenant RANVR
Aged 91
Submarine Service 1941-1945
Trusty, Trident, H34
& Totem



Submarine Officers
Association
October 2009
Jeremy Dawson-Hall
Aged 72
Submarine Service in
Finwhale and Osiris

HMS E18



THE wreck of a Barrow-built submarine missing for 93 years has been found. Barrow Submariners' Association secretary Barrie Downer said the find will bring closure for the descendants of the 33 men – including three Russians who died aboard HMS E18. He added that he hopes the sub will be designated a war grave and left alone.

The boat, which went missing in June 1916, was discovered on the bottom of the Baltic sea off the coast of Estonia. Ola Oskarsson, from the marine survey company Marin Matteknik, said it was found last week near the island of Hiiumaa, some 90 miles west of Tallinn, after a 10-year search.

Mr Oskarsson said: "Apart from the damage on port side and tinier damages elsewhere, the wreck is in surprisingly good shape."

The submarine was among British vessels sent to the Baltic Sea during the First World War on the order of Winston Churchill, to stop German shipments of iron ore from Sweden. Mr Oskarsson said the sub appeared to have been sunk by a mine while on the surface. He said: "Legally, this wreck belongs to the owner, so only Britain can claim ownership."

The E18 was one of a large number of E class boats built by Vickers craftsmen in Barrow. It was laid down on January 1, 1914, launched on March 4, 1915 and completed in June that same year.

Tsar Nicholas II of Russia, who was killed in the Russian Revolution only two years later, gave posthumous medals to the crew of the Barrow boat. Mr Downer said: "It is very good news because obviously it disappeared in fairly mysterious circumstances. It went out on patrol but never came back so no-one really knew what happened. "For the descendants of the men's families, and there are still some around, it is very good news that they now know where and how it happened." "It would be nice to think it will now be designated a war grave and left alone."





DISCLAIMER

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The sharing of marriage....

The old man placed an order for one hamburger, French fries and a drink. He unwrapped the plain hamburger and carefully cut it in half, placing one half in front of his wife. He then carefully counted out the French fries, dividing them into two piles and neatly placed one pile in front of his wife. He took a sip of the drink, his wife took a sip and then set the cup down between them. As he began to eat his few bites of hamburger, the people around them were looking over and whispering. Obviously they were thinking, 'That poor old couple all they can afford is one meal for the two of them.' As the man began to eat his fries a young man came to the table and politely offered to buy another meal for the old couple. The old man said, they were just fine - they were used to sharing everything. People closer to the table noticed the little old lady hadn't eaten a bite. She sat there watching her husband eat and occasionally taking turns sipping the drink. Again, the young man came over and begged them to let him buy another meal for them. This time the old woman said 'No, thank you, we are used to sharing everything.' Finally, as the old man finished and was wiping his face neatly with the napkin, the young man again came over to the little old lady who had yet to eat a single bite of food and asked 'What is it you are waiting for, She answered

THE TEETH

November 2009
Members Birthdays

G. Hockey	03/11
D. Duncombe	08/11
J. Smith	08/11
P. Scofield	09/11
T. Fry	11/11
D. Brough	13/11
V. Miles	17/11
I. Clark	18/11
A. Mitchell	21/11
M. Davenport	22/11
M. Lacey	22/11
N. Lambert	27/11
T. Janes	29/11
J. Wood	29/11
M. Allan	30/11
J. Thomas	30/11



www.hmsresolution.org.uk

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:

Rwbritten1@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 November for the December 2009 issue please try and have any information with me by the **15th of each month.** Thank you to everyone who contributed to this edition.



SOCIAL CALENDAR 2009 - LOOK AHEAD

October

6th Monthly meeting
9/11 SA Reunion w/e
17th Trafalgar Ball
20th Branch committee meeting

November

1st Embankment
3rd Monthly Meeting
6th Ladies Night
8th Remembrance parade

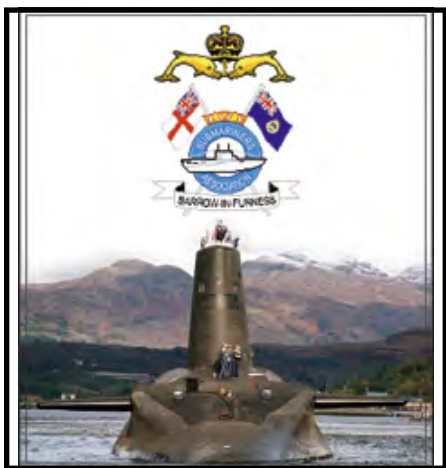
December

1st Monthly meeting
15th Branch Committee Meeting
19th Xmas Social

New members Joining in
October

Don Wade
Norman Hart
Neil Weaver
Stuart Leach
Nick Marsh
Nick Rowan

A warm welcome to you all





Recently I have read two autobiographical books describing the careers of Submarine Command Qualified Officers with significantly different backgrounds.

The first book 'Aft through the Hawsepipe' by Lieutenant Commander Bryan Smalley describes his progress through the Royal Navy from Boy 2nd Class and General Service and Upper Yardman promotion to the Officer Corps and via diesel Submarines to 'Submarine Command Qualified' with his last job as First Lieutenant of HMS VALIANT during the first Commission. I have to admit that I was drawn to this book by the fact that I was a Petty Officer REA (Sonar 2001 Maintainer) on VALIANT when Bryan Smalley was First Lieutenant. As ever, whilst we all remember in general terms patrols, events and visits etc. while we served on various Ships and Submarines the memory tends to blur a little over time on the actual timings and sequence of things. Reading Bryan Smalley's book has clarified several of the memories I have like visits to the Mediterranean, stop offs in Gibraltar and La Spezia the latter visit only because we were not allowed into Malta for an Exercise 'Wash Up' owing to us being a Nuclear Submarine.

As I recall it the La Spezia trip was good fun with visits to Florence, the Leaning Tower of Pisa and a very 'swept up' Italian version of Aggie Weston's selling bottles of Asti Spumante at about 1,250 lire (I think there were about 15,000 lire to a pound at that time) less than the cost of a glass of beer. Bryan's memories of VALIANT are assisted by his own records and access to various patrol reports etc.

Still I digress! Bryan's naval career covers the immediate post war Royal Navy with the bulk of the ships being remnants of WWII construction. He describes life on the lower deck in the 1940's and 50's including working in the ships Paint Store painting and gilding Ships Crests for presentation to visiting digni-

taries. Moving on to the later 50's and 60's he describes the transition from Lower Deck to the Wardroom and his career progression through Diesel Submarines to Submarine Command (he completed his COQC 'Perisher' in 1963 and later commanded AUROCHS) to the early days of the Nuclear programme. Bryan then left the Navy with the intention of making a career in politics only to find his ambitions thwarted by his chosen party's decision to concentrate on candidates from a professional degree political activist background rather than from those with a practical working background and a wealth of experience of the real world. Bryan Smalley never did become an MP but those who read the Daily Telegraph may have seen some of his letters on a variety of subject published from time to time in the 'Letters to the Editor' page.

The second book is Vice Admiral Sir Hugh Mackenzie's autobiography 'The Sword of Damocles'.

Hugh Mackenzie came from a more privileged Scottish upper middle class background and we read of his family life in the wilds of Scotland, childhood illnesses, public school education, Dartmouth entry during the 1930's and, as a cadet at Dartmouth, he and a colleague nearly lost their lives after bird watching on the shore and climbing a cliff to escape being cut off by the tide. Pre-war Officers Training led on to Sub Lieutenants Courses at Greenwich and Portsmouth and Submarine Training, Submarines on the China Station and as a young Lieutenant his submarine HMS SEAHORSE was rammed by a destroyer in accident during exercises wiping out the both periscopes and the Periscope standards.

Hugh served in submarines through out WWII. He completed his Commanding Officers Qualifying Course (Perisher) in 1941 his Teacher was Lt Cdr H P de C Steel). In 1942, whilst he was in command of HMS THRASHER in the Mediterranean, two bombs from enemy aircraft struck Thrasher and without exploding lodged in

the casing. This led to the award of Victoria Crosses to the two crew members who extricated the bombs from under the submarine's casing at considerable personal risk. Their heroism saved Thrasher from almost certain destruction. After HMS Thrasher Hugh Mackenzie joined the new HMS Tantalus in build. HMS TANTALUS later operated in the Far East and conducted the two longest World War Two patrol of any British submarine. TANTALUS was also involved in the controversial Operation Rimau. An allied Special Forces Group (mainly Australian), were landed on an island near Singapore by another submarine. The team was captured and killed by the Japanese. Hugh Mackenzie and TANTALUS had been tasked to pick up the Special Forces Group but his orders were ambiguous with respect to the times of the pick up. The truth about HMS TANTALUS' involvement in this sad chapter of events is finally told.

After the war Hugh Mackenzie held a variety of appointments including Commander of HMS LIVERPOOL, Captain (D) of a Destroyer Squadron and Commander of HMS GANGES, the Boys Training Establishment at Shotley. In 1961, he was promoted to Flag Rank and appointed Flag Officer, Submarines, the pinnacle of a Submariners career. After only eighteen months in post he was suddenly appointed as the Chief Polaris Executive and was tasked with putting Britain's nuclear deterrent to sea in Submarines. The Royal Navy's first Polaris submarine, HMS RESOLUTION was at sea within five years and successfully fired the first of its Polaris missiles within 15 seconds of a time declared at the outset of the Project. Retiring as a Vice Admiral with two DSOs and a DSC from 1969 to 1974 Hugh Mackenzie was chairman of the Navy League. In retirement, Hugh Mackenzie devoted his time to the Atlantic Salmon Trust and to dry fly fishing, at which, unsurprisingly he was no mean expert.

Barrie Downer

