



**BARROW SA
BRANCH
OFFICIALS**

February 2011

Submariners Association

Issue 128

newsletter

Barrow-in-Furness Branch

Twinned with SOCA East



HMS Anchorite

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CHAIRMAN'S February Word

2011 In the early part of this month we enjoyed a brief seven day trip to Portugal, subsequent excesses of wine; large meals; and tumblers of white man's fall down medicine, has made an extra notch on my belt to encompass the extra inches, mandatory. Couple this to a manic diary of church and school commitments that culminated in me having to sadly cancel the K13 weekend. These and family commitments have left me way outside the Newsletter's February deadline to get the necessary words onto paper. As such I have put together this letter in the hope of ticking three Boxes

- Get a copy delivered to all members on E-mail.
- Introduction of the book for those who have "Crossed the Bar".

- Setting up a Committee that meets monthly between our Branch Meeting to wrestle with the branch business minutia, thus allowing a greater space for more tall tales and lamp swinging at the Branch Meeting.

- Organise the change of meeting place from The Harbour to the Royal British Legion.

to name but a few.

The Chairman can only be as good as the support from the Membership, and of course the Committee, and so I thank all who helped make my term of office memorable. I am standing down in line with by belief that a post should only be held for two continuous terms, see my letter April 2005. It is my hope that in due course such a ruling could become embedded into our constitution.

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February Puzzle Page
K13



In the mean time I shall tell you a tale that won't take long, over the past ten years or so I have been a classroom volunteer in Askam Village School, and I have always received a Christmas gift. However over the past two years it has been decided by someone, that an old sailor must like his rum, and I have been treated accordingly. I do not have the heart to say that rum is not my favourite tippie; as a result two bottles have been gathering dust. After a great deal of hard thinking (that's something difficult for Jonsey to do, I hear some of you say) the logical solution came to me. Why not throw them into the rum barrel: so providing that no one accuses your Lay Chaplain of leading you into paths of unrighteousness, then the rum is on me !!!!

Chairman's Dit April 2005.

After serving on the Askam and Ireleth Parish Council for seventeen years: and being the Chairman for a good proportion of that time. I came to realise that mandatory annual elections for the office of Chairman are good way for keeping one's feet pinned to the floor. In lots of organisations it is often all too easy for an Officer in any post to be re-elected unopposed. As normally the members at Annual General Meetings are happy, due to apathy, for the status quo to remain unchallenged, and this usually continues year on year, until that person decides to step down. My only criticism of this style of governance it can stifle that important injection of new blood that brings with it fresh thinking and direction. In Methodist Church governance, incumbents holding annually voted posts are only allowed to hold a post for six years then they have to stand down, there is however a proviso that they are allowed to stand again for re-election after a twelve month break. I strongly believe in the process, and endorse that such a proviso should be written into our constitution. As I feel it puts us onto a firm path of long term sustainability. So to this end and wanting the very best for our Branch, I am standing down as your Chairman. It goes without

saying that I am honoured to remain the Lay Chaplain of the Barrow in Furness Branch and will continue to serve in that capacity as long as you want me or indeed for as long as I am able. . I shall end with a quote not in the 2005 report, from Clive Staples Lewis (1898-1963), a long term Atheist who became a staunch Christian Apologist.

Christianity, if false, is of no importance, and if true, of infinite importance. The only thing it cannot be is moderately important." -

Commonly referred to as C. S. Lewis and known to his friends and family as "Jack", was an Irish-born British novelist, academic, medievalist, literary critic, essayist, lay theologian and Christian apologist. He is well known for his fictional work, especially *The Screwtape Letters*, *The Chronicles of Narnia* and *The Space Trilogy*.

Regards

Jonsey
Chairman & Lay Chaplain

Social Secretary February 2011



We kicked off our 2011 social programme with a first footing visit to our good friends at Morecambe on the 7th January I haven't heard any reports of the night but no doubt there will be a report in this months news letter

The K13 memorial took place on the weekend of 28th – 30th of January, and a number of our members attended.

A reminder that Scouse Bruschez who owns the Royal Hotel in Crewe is organising a Naval theme night featuring the one and only Naval folk singing legend Shep Wooley on the 24th February. The Morecambe branch are no longer attending due to a branch social event. If you do want to attend I'm afraid you will have to organize it yourselves, I believe that Scouse's hotel is booked up but

there is accommodation near by. Don't forget our February meeting on the 1st is an invite to the Ladies to join us and we'll have a bit of a quiz which Ian Walsh has offered to organize. Unfortunately I won't be able to attend due to working nights.

I have had to move the date of the Annual dinner dance to Friday 13th May because the Lisdoonie have a wedding on the original date, I will be circulating a list soon, don't forget that dress is Blazers / Lounge suits and entertainment will hopefully be provided by Shindig (To be confirmed). Cost will be £ 28 per head.

Colin Hutchinson
Social Secretary

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Russian Navy

The Russian Navy will receive a new Graney class nuclear powered multipurpose attack submarine by the end of 2011, a spokesman for the Malakhit design bureau said on Monday.

Construction of the Severodvinsk submarine began in 1993 at the Sevmash Shipyard in the northern Russian city of Severodvinsk but has since been dogged by financial setbacks. It was floated out in June last year.

"The submarine is undergoing harbor trials at the Sevmash Shipyard and is getting ready for sea trials in May," the official said. "It should enter service with the Russian Navy by the end of this year."

Graney class nuclear submarines are designed to launch a variety of long-range cruise missiles (up to 3,100 miles or 5,000 km), with conventional or nuclear warheads, and effectively engage submarines, surface warships and land-based targets. The submarine's armament includes 24 cruise missiles and eight torpedo launchers, as well as mines and anti-ship missiles.

In 2009, work started on the second sub of the Graney class, the Kazan, which will feature more advanced equipment and weaponry.

Barrow Submarine Series: issue number 21

HMS Anchorite



GOING PLACE: HMS Anchorite on patrol

THE Barrow-built *HMS Anchorite* (P422), was an Amphion-class submarine of the Royal Navy.

She was ordered late in the Second World War and built by Vickers Armstrong ready for launching on January 22 in 1946.

The intention was to name the boat *HMS Amphion* but it was changed shortly before the launch.

In 1960 *HMS Anchorite* hit an uncharted rock in the Hauraki Gulf off Auckland, New Zealand.

The rock is now known as Anchorite Rock on the nautical charts of the area at a depth of 16m.

Also in 1960 *Anchorite* was the first Royal Navy submarine to visit Tonga since the end of the Second World War.

Surviving boats, including *HMS Anchorite*, were modernised between 1955 and 1960.

Both forward and aft sections were rebuilt, sail modified and the external torpedo tubes were removed.

The Amphion-class (also known as the A-class and Acheron-class) of diesel-electric submarines were ordered by the British Admiralty in 1943, upon the realisation that the new Pacific theatre of war following the attack on Pearl Harbor needed a new type of submarine.

The Amphion boats were originally designed to replace the S-class and T-class submarines, which were too slow

and unable to dive deep enough to be suited to Pacific waters during the Second World War.

They were an enlargement of the T-class, arranged for fast, simple construction and to utilise much of the materials and equipment set aside for the T boats.

They had a high, flared bow for excellent sea performance and had effective air conditioning, essential for Far East submarine operations. They were operated by a crew of between 60 and 68.

Originally, 46 submarines were ordered, but only 18 were launched and 16 commissioned, the other two hulls being used for crush testing.

Ten of the class were launched at Barrow.

They were designed for quick construction, using an entirely welded hull which could be fabricated in sections, a technique new to Britain but standard for German U-boats.

Each submarine took about eight months from keel-laying to launching, compared with around 15 months for the earlier T-class.

Only two of the boats were completed before the end of the war: *Amphion*, launched in August 1944, and *Astute* in January 1945. Neither saw action.

The Amphion-class was one of only two new British submarine designs produced during the Second World

War, the other being the X-craft four-man submarines.

Wartime experience had shown that submarines had to operate further from the United Kingdom – particularly in the Far East and Mediterranean – so the faster and slightly larger A-class was designed to have a longer range than the T-class.

STATS

Commissioned: 18 November 1947

Fate: Sold to be broken up for scrap on July 28 in 1970.

Displacement: 1,360/1,590 tons (surface/submerged)

Length: 293 ft 6 in (89.46 m)

Beam: 22 ft 4 in (6.81 m)

Draught: 18 ft 1 in (5.51 m)

Propulsion: A pair of 2,150 hp (1,603 kW) Admiralty ML 8-cylinder diesel engine, 2 × 625 hp (466 kW) electric motors for submergence

Speed: 18.5/8 knots (surface/submerged)

Range: 10,500 nautical miles (19,450 km) at 11 knots (20 km/h) surfaced

16 nautical miles (30 km) at 8 knots (15 km/h) or 90 nautical miles (170 km) at 3 knots (6 km/h) submerged

Test depth: 350 ft (110 m)

Complement: 5 officers and 55 ratings

Armament: 6 × 21in (2 external) bow torpedo tube, 4 × 21in (2 external) stern torpedo tube, containing a total of 20 torpedoes

Mines: 26



Barrie Downer Secretary

First an apology to all those who receive your newsletter by Snail Mail who have been asked to collect your newsletter from the post office and to pay additional postage. It is unclear why this has happened as the postage was checked by Ben Britten before posting out and the correct postage was applied as advised by the Post Office.

We will investigate further and try and find out what has gone wrong!

We think it arises from the new postage arrangements where mail is checked for size and weight at the Post Office but why additional charges are applied after checking all this at the Post Office seem unfair.

We will keep you informed. Meanwhile if you have access to E Mail yourself or know some one who will let you use their address on an occasional basis let us know and we can hopefully eliminate the need to use Snail Mail. Just to let you all know that of our 181 Members 157 of you are now on E Mail and should receive all your Branch Information (Minutes and Newsletter etc) electronically.

So what's been going on this month? First Footing' went well this year!

A small select band travelled down to Morecambe on the first Friday in January in time for the Morecambe Branch Meeting. John Houlding drove the RAF Cadets Minibus. As usual the Members there gave us a very warm welcome with a warming Tot to follow after their meeting. An enjoyable evening was had by all!

Apart from our own Branch Meeting on 2nd January and the Morecambe visit it has been a bit of a quiet month we probably needed it after Christmas and the New Year! Thirty Members made the January Meeting not too bad as it was the day after

New Years Day. Thanks to all who managed to make it.

We didn't do a raffle this time but we will make sure we have one at the February Meeting. Still we have had the K13 weekend this month as well and four of us are attending Ginge Cundell to be the Standard Bearer, Bob Faragher to renew friendships from previous visits, myself to lay a Wreath at the K13 Grave and Dave Barlow representing the National Committee and as a member of both the Barrow and Scottish Branches.

There is a new aspect to the K13 Weekend this year. On Saturday morning a coach took us across to Elder Park just outside the former Fairfield Shipyard at Govan where there is a Memorial to the K13 which was built in the shipyard

This Memorial commemorates the managers and shipyard workers from Fairfields who died in the K13 accident. The Guest of Honour at the K13 Dinner on Saturday was Admiral Sir James Perowne our Association President

By now you should all have received details of the 2011 National Council Conference in Blackpool in May there are no elections this year as there are only two vacant posts on the National Committee and there were only two volunteers for those posts. These were Rick Rothwell and Frank Pas who are elected unopposed.

Proposals from the Derby Branch concern a change to the Association rules that the Chairman and Vice Chairman should not serve more than two consecutive three year terms (six year total) but must then stand down for at least three years before standing for any other Committee post. Similarly it is proposed that other Committee post should also be subject to the same two term rule before standing down unless they intend to stand for office as Chairman or Vice Chairmen. These rule changes are intended to allow for 'new blood' to join the National Committee whilst

also ensuring that the Chairman and Vice Chairmen should both have previous experience of the Committee working and the operation of the Association.

There are two Recommendations from the National Committee this year.

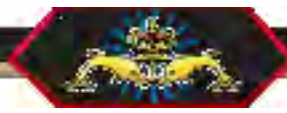
The first recommends that 'The posts of Chairman and Vice Chairman must be elected from within the existing National Management Committee at the time of the vacancy.'

The second recommendation is 'In accordance with the Rules and Constitution and Management Committee Standing Orders, Issue 2, April 2007, Clause 6 Section (d) the Annual Subscriptions be increased'. There is no Recommendation on by how much the Subscriptions should be increased! These Proposals and Recommendations will be discussed further at Branch Meetings and Committees before the Branch decides how to vote on the Proposals and the Recommendations assuming the both Recommendations are turned into Proposals at the Conference.

The Annual Reunion this year has been split into two separate events. The first is the Members Only (Stag) Reunion which is being held concurrent with the National Council Conference in Blackpool on 18th 20th March. Twelve Branch Members are attending this year and their application forms and payments have already been forwarded to Baz Bowyer to meet the closing date of 31st January.

The second Reunion is in the form of a Families Weekend in October concurrent with the Annual Draw. This will be held in Liverpool and full details are yet to be advised.

Remember the 'Naming Ceremony' for AMBUSH on Thursday 16th December? It was meant to be the 'Roll Out and Launch' as well but there was a technical hiccup with the Transfer Machinery which delayed the 'Roll out and Launch' bit of it although the



problem was soon sorted out but then the weather intervened and there was so much ice and snow on the Ship Lift that it was deemed unsafe. You will all be pleased to hear that the Submarine is now in the water after being lowered into the Cut on 6th January.

As I mentioned above we now stand at some 181 Members with the addition of three new Members from HMS AMBUSH and one Member (Michael Benge from Kendal) transferred from the Dolphin Branch. All our new Members are very welcome to the Branch and we hope to see them often.

Have you filled in and completed your updated Application Forms?

The forms are still coming back in dribs and drabs and we have now got just about half of those sent out. If you haven't yet filled in your Form(s) yet can you do so as soon as possible? Twenty six of those who have replied have decided to pay their Annual Subs via Standing Order which takes away the worry about forgetting to pay and the cash has already come in! If you haven't got your 2011 Membership Card Mick Mailey has them the Subs remain at £10.00 for 2011 and your Subs became due on 1st January 2011. So at the February Branch Meeting bring your Cheque Books or Cash and Mick will be glad to enrol in the Association you for another exciting year and give you your Membership Card!

Don't forget to think about anything you want to be discussed at the Branch Annual General Meeting in April and let the Committee know as soon as possible.

We need a new Chairman this year as Alan Jones has decided to stand down after his two three year Terms of Office.

We also need a new Vice Chairman his year as John Houlding is standing down owing to other commitments. Have a think about it and decide whether you want to take on a

challenge.

You can always put yourself forward for a Committee post or to help out on the Welfare or Social Teams volunteers (and help) are always welcome

Well I think that's about enough from me for the February 2011 News Letter! If you are unable to attend a Branch Meeting(s) remember to send us your apologies. If you are not keeping too well 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 or former 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!

Don't forget the February Branch Meeting on Tuesday 1st February.

As a new venture there is to be a presentation by Steve Swankert on HMS POSEIDON the Barrow built submarine lost on the China Station in the 1930s. This will last about 30 minutes and will be followed by the Branch Meeting which we will try to keep to the minimum time necessary as there is to be a Quiz Night hosted by Ian Walsh. It is also a Ladies Social evening so bring along the wife, girlfriend or partner and enjoy yourselves. To make sure we get it all in we are starting at 1930 (half an hour early) instead of 2000. See you there
Barrie.



China Seeks more quiet

The last of four Chinese Yuan dieselelectric submarine has appeared. There was no official information released, but based on photos available it appears to be another development in China's taking Russian submarine technology and adapting it for Chinese designs. China has been doing this for as long as it has been building subs (since the 1960s). But this latest version of what appears to be the Type 41 design, shows Chinese naval engineers getting more creative. Two or more Yuans are believed to have an AIP (air independent propulsion system) that would allow them to cruise underwater for two weeks or more.

The Type 41A, or Yuan class, looks a lot like the Russian Kilo class. In the late 1990s, the Chinese began ordering Russian Kilo class subs, then one of the latest diesel-electric design available. Russia was selling new Kilos for about \$200 million each, which is about half the price other Western nations sold similar boats for. 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 American carriers. North Korea and Iran have also bought Kilos.

The last two Yuans, appear to be an improvement on the first two. The first two Yuans appeared to be a copy of the early model Kilo (the model 877), while the second Yuan (referred to as a Type 41B) appeared to copy the late Kilos (model 636). The last two Yuans may end up being a further evolution, or Type 41C. The objective of all this evolution may be a sub that appears similar to the Russian successor to the Kilo, the Lada.



The first Lada underwent three years of sea trials before they were declared fit for service two years ago. Two are under construction and eight are planned. The Kilo class boats entered service in the early 1980s. Russia only bought 24 of them, but exported over 30. It was considered a successful design. But just before the Cold War ended in 1991, the Soviet Navy began work on the Lada. This project was stalled during most of the 1990s by a lack of money, but was revived in the last decade.

The Ladass have six 533mm torpedo tubes, with 18 torpedoes and/or missiles carried. The Lada has a surface displacement of 1,750 tons, are 71 meters (220 feet) long and carry a crew of 38. Each crewmember has their own cabin (very small for the junior crew, but still, a big morale boost). When submerged, the submarine can cruise at a top speed of about 39 kilometers an hour (half that on the surface) and can dive to about 250 meters (800 feet). The Lada can stay at sea for as long as 50 days, and the sub can travel as much as 10,000 kilometers using its diesel engine (underwater, via the snorkel). Submerged, using battery power, the Lada can travel about 450 kilometers. There is also an electronic periscope (which goes to the surface via a cable), that includes a night vision capability and a laser range finder. The Lada was designed to accept a AIP (air independent propulsion) system. Russia was long a pioneer in AIP design, but in the last decade, Western European nations have taken

the lead. Construction on the first Lada began in 1997, but money shortages delayed work for years. The first Lada boat was finally completed in 2005. A less complex version, called the Amur, is being offered for export. The new Chinese Yuan class boat is larger than the Kilos or Ladass, but has similar external design features. It will be a while before more details can be uncovered.

The Ladass are designed to be fast attack and scouting boats. They are intended for anti surface and anti-submarine operations as well as naval reconnaissance. These boats are said to be eight times quieter than the Kilos. This was accomplished by using anechoic (sound absorbing) tile coatings on the exterior, and a very quiet (skewed) propeller. All interior machinery was designed with silence in mind. The sensors include active and passive sonars, including towed passive sonar. This quietness is what the Chinese are looking for, because diesel-electric boats are the quietest available (all things being equal), even quieter than AIP.

Preceding the Yuans was the Type 39, or Song class. This was the first Chinese sub to have the teardrop shaped hull, and was based on the predecessor of the Kilo, the Romeo class. The Type 41 was thought to be just an improved Song, but on closer examination, especially by the Russians, it looked like a clone of the Kilos. China currently has 13 Song class, 12 Kilo class, three Yuan class and 25 Romeo class boats. There are only three Han class SSNs, as the Chinese are still having a lot of problems with nuclear power in subs. Despite that, the Hans are going to sea, even though they are noisy and easily detected by Western sensors

THE FRANKTON (COCKLESHELL HEROES) MEMORIAL

Back in March 2009 the Submariners Association was invited to be part of the Anglo French 'Frankton Memorial

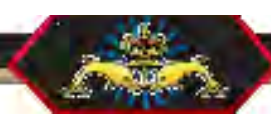
Project' whose object was to establish a permanent Memorial on the banks of the River Gironde to commemorate OPERATION FRANKTON an attack in 1942 on 'Blockade Running' Ships in the French port of Bordeaux. The Project was launched at the Royal Marines Museum in Eastney and, as well as the Submariners Association, was attended by members of the Royal Marines Association, the SBS Association and members of 'Frankton Souvenir' the French end of the Project.

The Operation Frankton raid by a team of Combined Operations personnel (Royal Marines and Army) led by 'Blondie' Haslar and who became known as the 'Cockleshell Heroes' was launched from the 'T' Class Submarine HMS TUNA on 7th December 1942. HMS TUNA (Lieutenant Commander Richard Raikes, Royal Navy) surfaced off the mouth of the River Gironde and launched an attack by ten personnel manning five canoes (Cockles). One other Cackle was damaged before leaving the Submarine and its crew of two returned with the Submarine. In the event only two crews made it to Bordeaux to complete successful attacks and only two of the participants ('Blondie' Haslar and Marine Sparkes) survived to return home safely. The remainder either died during the Operation or were executed by the Germans after capture.

The Frankton Memorial Project initially planned to raise about £60k to pay for the Memorial to be produced and established in a position overlooking the point at which HMS TUNA launched the 'Cockles'. After various changes of plan and revisions of both the design of the Memorial and costs of the project the amount required to establish the Memorial increased to £100k.

This amount has now been raised through a variety of events and collections. The Submariners Association both at National and at Branch level has contributed towards this total.





The stone work for the Frankton Memorial is now in place and the various plaques describing Operation Frankton and listing the participants will soon be in place. The Memorial will be unveiled on 31st March 2011 and arrangements for the Ceremonies are now established. A discount of 75% has been arranged with Brittany Ferries to defray the cost of travelling to France. Full details of the unveiling ceremony will be available shortly and will be circulated via the Submariners Association for those who wish to travel to France.

Barrie Downer

Ambush Fire

AN investigation is being launched after a fire on a £1.2bn submarine.

HMS Ambush, which is in the water in Devonshire Dock, Barrow, was evacuated at around 12pm yesterday when crew members activated the fire alarm.

BAE Systems Submarine Solutions, who built the submarine, said there had been an electrical fault which caused a piece of equipment in the rear of the boat to overheat.

Firefighters from Barrow's Blue Watch crew dealt with the incident. Crew manager Steve Harrison said: "It was a small fire contained in a piece of equipment, and it caused smoke. We used a CO2 hose reel."

Mr Harrison said BAE Systems staff used air monitoring equipment after the procedure.

A spokesman for BAE Systems Submarines said: "At approximately 12pm, Ambush was evacuated, in line with standard safety procedure, after the submarine's fire alarm was activated by members of crew.

There were no casualties, and all personnel were quickly and effectively accounted for.

"The incident resulted from an electrical fault, which caused a piece of equipment in the rear of the boat to overheat and give off smoke.

"An investigation will now take place to fully examine the incident."

This is the third fire on board Ambush.

In the first incident in April 2009, while the submarine was inside the Devonshire Dock Hall, a fire was caused by welding sparks igniting external tiles but was put out without serious damage.

Fire also broke out in temporary plastic extraction ducting three decks down inside Ambush in January last year, again while it was inside the DDH.

The first-of-class HMS Astute submarine suffered two fires. Tiles in the submarine's conning tower caught fire while the sub was moored in Devonshire Dock in 2009. Astute caught fire again in May last year while on sea trials with the navy.



WE WILL REMEMBER THEM

West of Scotland Branch
3rd Jan 2001

Tommy Lamport MBE
Commander
Aged 88

Submarine Service in
Solent, Tudor & Trenchant

Gosport Branch
6th Jan 2011
Roy Shenton

Fleet Chief Petty Officer Electrician
Aged 77

Submarine Service 1954-1979
Solent, Springer, Tabard, Trump
Finwhale & Resolution

Middlesex Branch
Jan 2011

P(Phil) Fleming MBE
CRS(RCI)
Aged 83

Submarine Service 1947-1956
Truculent, Tiptoe, Ambush, Sentinel
Seadevil & Tapir



Dolphin Branch
Jan 2011

D M (Douglas) Craig
Lieutenant Commander
Aged 87

Submarine Service 1944-1947
Sybil, Vivid & Truculent

Espana Levante Branch
(Formerly Scottish Branch)

15th Jan 2011

Edward Usher
Fleet Chief Petty Officer ME L
D078274Q

Submarine Service 1978-1984
Renown (P) & Revenge (P)

Non Member
25th Dec 2010

Bob Johnson
Warrant Officer 1
Submarine Service
Repulse, Revenge
Vanguard (s)

Non Member 7th Jan 2011

Alex McCrorie
Stoker Petty Officer
Submarine Service
Courageous & Sceptre

Derbyshire and Burton on trent
Branches

11th Jan 2011

Roy Thurston
Leading Seaman
P/SSX 835878

Submarine Service 1951-1957
Alcide & Selene

Gatwick Branch
Jan 2011

M A (Maurice) Caddell
Petty Officer (UW1)
Aged 81

Submarine Service 1948-1956
Acheron, Artemis, Subtle, Affray
Telemachus

*Lord these departed shipmates
with Dolphins on their chest are
part of an outfit known as the best.
Make them welcome and take
them by the hand you'll find with-
out they are the best in the land.
So Heavenly father add their
names to the roll of our departed
shipmates still on patrol let them
know that we who survive will
always keep there memories
alive.*



India's Sub

INS Arihant (S-73) is the lead ship of India's Arihant class of nuclear-powered submarines. The 5,000–6,000 tonne vessel was built under the Advanced Technology Vessel (ATV) project at the Ship Building Centre in Visakhapatnam.

The INS Arihant is to be the first of the expected five in the class of submarines designed and constructed as a part of the Indian Navy's secretive Advanced Technology Vessel (ATV) Project. The submarine is reported to be similar to the Russian Charlie-II class submarine, which India leased from the Soviet Union between 1988 and 1991.

The vessel will be powered by an 85 MW pressurized water reactor with enriched uranium fuel. A land-based prototype of the reactor was first built at Kalpakkam and made operational in September 2006. Successful operation over a period of three years yielded the data that enabled the production version for Arihant. It was reported that a 80MW nuclear reactor was integrated into the hull of the ATV in January 2008.

The hull for the vessel was built by L&T's Hazira shipbuilding facility. Tata Power built the control systems for the submarine.




NEW MEMBERS


Members Joining in January-transferred from Dolphin branch

Michael Bengé


A warm welcome to you



February 2011
Members Birthdays



| | |
|---------------------|--------------|
| M. Fleming | 03/02 |
| C. Buckenham | 10/02 |
| T. Gale | 11/02 |
| K. Osborne | 11/02 |
| D. Thornton | 20/02 |
| D. Beale | 21/02 |
| M. Moreland | 23/02 |
| W. Daniels | 24/02 |
| G. Chapman | 26/02 |
| J. Marshal | 28/02 |



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:

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 February for the March 2011 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 2011

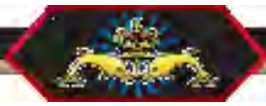
FEBRUARY

- 1st Feb Monthly Meeting (Social Ladies)
- Presentation on the loss of HMS Poseidon by Steve Swankert
- Quiz night
- 2000 RBL
- 15th Feb Branch Committee Meeting
- 1930 RBL
- 24th Feb Naval Theme Night
- Shep Woolley
- Royal Hotel
- Crewe

March

- 1st March Monthly meeting
- 18-20 w/e SA Annual Conference
- 15th March Branch Committee meeting





Solve the submarine wordsquare

We hope you enjoyed last month's wordsquare.

If any of it proved tricky, the solution is at the foot of the page. This month we have a wordsquare based on the names of Barrow submarines.

If you have any comments or suggestions on how our puzzles can be improved or developed, drop an email to Bill Myers at bill.myers@nwemail.co.uk

CLUES

- | | |
|------------------|------------|
| 1. VIKING | 7. SEVERN |
| 2. VIRTUE | 8. SIRDAR |
| 3. ULIC ALI REIS | 9. THISTLE |
| 4. UNIQUE | 10. TORBAY |
| 5. UPSHOT | 11. TRIAD |
| 6. UNSEEN | 12. UNITED |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| H | C | J | A | N | G | N | I | K | I | V | S |
| O | S | N | O | I | T | A | L | I | R | I | A |
| N | E | S | N | U | U | U | G | E | R | R | |
| L | V | E | A | V | J | N | O | R | A | T | E |
| Y | E | L | E | L | I | G | I | N | R | U | B |
| A | R | H | C | T | A | L | O | Q | W | E | E |
| M | N | O | E | I | A | T | T | J | U | U | L |
| S | R | D | O | C | T | O | O | E | P | E | T |
| I | B | P | I | R | A | D | R | I | S | U | S |
| L | E | L | S | D | L | L | B | U | H | A | I |
| R | U | A | S | T | R | I | A | D | O | N | H |
| G | H | E | T | I | S | R | Y | D | T | U | T |

Last month's wordsquare solution (below)

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| H | C | J | A | N | J | A | N | U | A | R | Y | A | M | Q |
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| L | M | I | O | S | O | U | R | G | R | U | R | | | |
| L | Y | E | A | V | J | L | O | E | A | R | E | | | |
| Y | R | L | E | L | E | G | B | N | R | T | B | | | |
| A | A | H | C | R | A | M | O | U | W | S | M | | | |
| M | U | O | M | I | E | T | B | J | T | U | E | | | |
| S | R | H | O | C | T | O | B | E | R | G | T | | | |
| I | B | P | E | D | R | A | C | R | B | U | P | | | |
| L | E | D | S | D | L | L | S | U | G | A | E | | | |
| R | F | A | S | T | I | N | G | T | I | N | S | | | |
| G | H | E | T | I | S | R | E | D | D | U | C | | | |



HARD TO FIND: HMS Unseen pictured in Barrow



K13

ON January 29, 1917 a steam-propelled Royal Navy submarine plunged to the bottom of Gareloch. Thirty-two men died.

The K13 was on her final acceptance trials, the latest in a jinxed class of submarines. The K class steam subs were a bad joke, with crews pleading sickness and failing to report for duty out of sheer fear. There had been several incidents, with 16 of the 21 built involved in major accidents and eight ending up as rusting coffins on the seabed.

Today their story is similarly lost in the depths of marine history. But this week, exactly 94 years after they died, those who perished on K13 will be publicly remembered.

Jim McMaster, UK National Secretary of the Submariners' Association and Chairman of the West of Scotland branch, has worked hard to mark the anniversary. And on Saturday a ceremony will take place at Elder Park, Govan, opposite the old Fairfield's shipyard, which lost six staff on K13.

Jim hopes Saturday's service will become an annual event to honour men he feels have been overlooked. "A couple of the survivors used to go to Faslane Cemetery, where the men are buried," explains Jim (63) from Erskine. "In the last 15 years there's been a more formal service there on the last Sunday of January. "But I knew about the Elder Park memorial, erected by the foremen and workers of Fairfield's shortly after the accident. "Last year a new chaplain at Faslane was talking about the K13 and I felt I should do something more. "So we'll have Admiral Sir James Perowne at the park, Nato's former Deputy Supreme Allied Commander Atlantic. "There will be a bugler, standards and submariners from across Britain. "The Faslane flotilla chaplain, Rev Andrew McFadden, will conduct the service. "I spent 24 years in the

Navy, 22 on submarines. I was a Chief Petty Officer in the Engineering Department and had plenty of close scrapes. "so I know what those men endured was horrendous. "They were at the bottom of the loch for about 57 hrs, with fires and smoke, little oxygen, no food or drink. "It would have been awful. "It angers me that submariners do not get the recognition they deserve. They were always considered un-British. One Admiral said all Submarine crews should be hung like pirates if captured. "That's why submarines still fly the skull and crossbones."



More info at jim.mcmaster2@ntlworld.com or Tel 01415714094

Was Sub's Engineer Wrongly blamed for deaths?

WHEN Commander Godfrey Herbert DSO took K13 into the Clyde, as well as 53 crew she was carrying 14 Fairfield's directors and employees, 11 civilian and Admiralty officials and men from sister ship K14 a total of 80 people.

K-class was nearly three times as big as any previous submarine and not easy to handle. As K13 moved into Gareloch for the final test dive, checks showed everything normal. However, Engineer Lieutenant Arthur Lane warned that a flickering indicator was due to faulty wiring. Herbert agreed.

The indicator showed whether the boiler room ventilators were shut. As K13 dipped under water, the boiler room began flooding and Lane shouted to

surface at once. It was too late. K13 came to rest with her stern on the bottom, 50 feet down at an angle. A fire broke out. Two terrified civilians tumbled through from the rear, saying everything was flooded.

They tried but failed to contact Lane. All those in the stem were dead. Only 48 men were still alive with eight hours of oxygen left. Initial attempts to get the men out flopped.

Eventually a diver tapped out a Morse message on the side, and got an answer - "All well before engine room bulkhead".

Conditions were horrific. Breathing became difficult. There was no food or water. At dawn next day they were told to open a ventilator hatch. An airline was passed down, taking brandy, milk, coffee, chocolate and beef essence.

At three in the afternoon a hole was cut through the forward deck plating, and at 8 pm rescuers began cutting through the hull. By 9pm the first man climbed through the hole, to a huge cheer. It was another hour before the others were freed

The Admiralty Court of Inquiry blamed Lieutenant Lane. Having perished, the young officer was unable to defend his reputation. K13 was raised and towed into Fairfield's.

Months later she was recommissioned as K22. Jim believes Lieutenant Lane was most likely innocent. Investigators concluded he had opened a hatch to escape before the compartment flooded, and he was court martialled posthumously.

Jim says, "One of our members conducted his own investigation and concluded Lane wasn't to blame. "He tracked down Lane's daughter and told her before she died."

Articles by Craig Campbell and appeared in the Sunday post 23rd January 2011

