



**BARROW SA
BRANCH
OFFICIALS**

October 2011

Issue 136

Submariners Association

newsletter

Barrow-in-Furness Branch

Twinned with SAOC (East)

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25 years ago the then prime minister Margaret Thatcher came to Barrow and officially opened the Devonshire Dock Hall



**CHAIRMAN'S
October Word**

Hi again everyone, doesn't time fly by when you're getting on. Doesn't seem five minutes since Ben was pestering me for my introduction last month and it's that time again and I am last as usual.

So, what's new? Well we have had our National Mixed Reunion which was the first of its kind and from where I stood was a huge success. I have had lots of positive vibes so I will be going for a similar function next year. In fact the planning is already under way and as soon as I can confirm the venue and date you will be the first to know. Our branch was well represented with members from as far away as Gosport and Scotland attending.

At the conference you democratically voted to increase the

annual subscriptions by £10 per year. I know, I know the Barrow Branch voted against it but democracy is democracy. Anyway, since then there has been lots of adverse feedback with two branches actually threatening to leave the Association altogether which was disappointing but something I could not ignore. Having discussed this with my senior colleagues on the NMC I decided to convene an extraordinary NMC meeting. The outcome of that was that we decided to reduce the increase by £2.50 to make the annual element of your subscriptions £7.50. The justification for this reduction was that the expected charges of £4.5K for the Embankment Parade have now been waived for the foreseeable future. Contrary to popular belief this demonstrates that I and the NMC are listening. I felt the ground swell, heard the ever increasing rumblings and have now acted on it.

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order Form



Of course I can never win as there are those who have now complained of the additional administrative burden on amending standing orders etc.

This decision does mean of course that some of the proposals from the sub-committee report of 2010 cannot be implemented in the short term the main casualty being the plan to send everybody not on email hard copies of the newsletters and other communiqués.

As I write this I can see Ambush the second of the Astute class submarines preparing for her initial trim dive in the dock. Yet another tremendous achievement for BAE and the ships company of Ambush, many of whom are members of our branch.

Astute will soon be deploying to the States for a run ashore with a bit of 'work' mixed in somewhere I expect whilst Ambush is going full speed ahead to complete her final trials before leaving us early next year.

Jan Mead has been busy again arranging another fund raising function for our 50th anniversary. This one will take the form of a concert with a local group called Voce.

They are four local lads who sing operatic style something similar to the three Tenors except there are four of them. Those who have already heard them will know it's a treat not to be missed. The concert will be held in the RBL on Friday 20th January and will cost the measly sum of £5. Come on; support your branch whilst at the same time having a good enjoyable night out.

Tickets can be obtained from Jan or from behind the bar in the RBL. Alternatively any committee member will point you in the right direction.

After the slight hiccup at the last meeting I look forward to seeing you all on Tuesday along with your lovely wives and partners for a mixed meeting with a quiz. See you there.

Dundee Submarine Memorial

Dundee Submarine Memorial Service will take place at 1100 on Saturday 15th October 2011 at the Memorial Stone situated on City Quay.

The Service will include prayers, a hymn and a wreath laying ceremony. Standards of the Submariners Association will be paraded and the ceremony is scheduled to conclude at approximately 1130. At the conclusion of the ceremony guests are invited to attend a Civic Reception within the City Chambers. This invitation is from the Lord Lieutenant of the City of Dundee, Lord Provost, John Letford.

Ample parking will be available at Camperdown Street very close to the site of the Memorial which is located immediately behind the Clocktower building at the eastern end of City Quay. Guests are advised to arrive from the west to South Victoria Dock Road then turn left in front of Apex City Quay Hotel, then right to Camperdown Street.

The nearest public parking to the City Chambers is in the Dundee City Council Underground Car Park situated in Crichton Street which is open on Saturdays from 0730 – 1830 at a cost of £4.70

I would remind you that all Branch Standards are welcome and branches may lay a wreath if they wish.

Unfortunately we have been unable to negotiate a package deal with local hotels. This is due to the fact that we cannot guarantee numbers. You must therefore book your own accommodation if it is required. I would suggest that you check the following Web Site : Hotels in Dundee for a good selection of accommodation.

If you will be attending the event please let me know the numbers involved from your branch and I

will pass this to the City Council to aid them in preparation for the Civic Reception. Early notification would be appreciated.

The invitation is extended to all branches of the Association. Let's have a good turn-out for this very worthy event. If you require any further information please just let me know.

Regards

Jim McMaster
Hon Secretary
Submariners Association

Commissioning Crew Lists

Barrie Downer is involved with a project for which copies of Submarine 'Commissioning Crew' lists are required. These include 'First Commission' Crew Lists from the Building Yard or 'Crew Lists' from subsequent 'Commissions' for both 'Diesel' Boats and 'Nuclear' Boats.

Anyone who stood by a Submarine 'In Build' or 'In Refit' and who has copies of such Crew Lists are requested to either loan the lists or pass copies of the lists to him on:- barrie@downer55.freereserve.co.uk or to contact him on:-

01229 820963

Slightly Senior Moments

Seen it all, done it all, Can't remember any of it.

It ain't the age it's the Mileage.



Barrow Submarine Series: issue number 35

HMS A1



BIG ADVANCE: The Barrow-built *HMS A1* was the first all-British submarine for the Royal Navy

WHEN Vickers at Barrow built *HMS A1* in 1902 it was the first British designed and built submarine to be used by the Royal Navy.

The *A1* sank twice in her career.

Her crew of 11 died in 1904 after a collision with the *SS Berwick Castle* during exercises.

The boat was salvaged and used for training and experimental work in anti-submarine warfare.

In 1911 *A1* was involved in unmanned trials as a submerged target when she was lost off Selsey Bill.

Over the years the wreck moved five miles and was found by chance in 1989 and was bought by diver Martin Woodward from the Ministry of Defence in 1994.

He recovered the bronze conning tower hatch to make the site less attractive to trophy-hunters but many other items have been stripped off over the years.

The submarine lies at a depth of 11 to 12m and is partially buried in a sandbank.

The accident to *A1* in 1904 happened a few days after the Prince of Wales (Later King George V) went to sea in her for a trip.

An obelisk of Sicilian marble was erected by the Admiralty in the naval cemetery at Haslar in memory of the officers and men of *A1*, *A5* and *A8*.

Specifications for *A1* were drawn up by the Submarine Flotilla's Captain Bacon and Vickers.

Many improvements were made over the Electric Boat Company design for *Holland 1*.

The most noticeable advance was a proper conning tower.

STATS:

- Laid down: February 19, 1902
- Launched: July 7, 1902
- Displacement: Surface 190 tons, Submerged 205 tons
- Length: 103ft 3in
- Endurance: 1,000 nautical miles at 7 knots
- Armaments: One x 18 inch torpedo tube with three torpedoes
- Compliment: Two officers and nine men.



RESTING PLACE: The wreck of Barrow-built *HMS A1* has become a popular diving site



Barrie Downer Secretary

Autumn is definitely here winds, rain, leaves falling off trees, cooler weather, darker evenings! We are now getting into the run down towards Christmas and all the usual events are looming on the horizon and some new ones! Firstly we have the Branch Meeting on Tuesday 4th October usual time, usual place.

This month it will be the Ladies Social evening and Quiz night so bring along the good lady the wife, the girlfriend or the partner or all of them if you are feeling flush we'll keep the business down to the minimum and get on with the social side of the evening. Apologies to all those who thought that the Ladies Night and Quiz night was at the September meeting but it was a bit of 'crossed wires' on our part.

OCTOBER EVENTS

The Dundee Memorial events are planned for the weekend 14th to 16th October and several Branch members plan to go again this year as it was such a good weekend the last time. The Memorial Service will take place at 1100 on Saturday 15th October 2011 at the Memorial Stone situated on City Quay.

This year's Poppy Challenge (organised by BAE) takes place on two separate weeks. The Challenge is for schools to make posters based on the themes of Poppies, Remembrance and Veterans for display at the Cenotaph on Remembrance Day. BAE is arranging for school visits by members of their Poppy Organising Team and veterans from the Associations firstly between 17th and 21st October (covering St George's and Greengate Juniors) and between 31st Oct and 4th Nov (Chetwynde, Sacred Heart, Yarlside and Holy Family). More details will be available at the Branch Meeting and volunteers will be called for to help in these school visits.

John Hart will also be marshalling volunteers to distribute and collect Poppy Collection Boxes again so if you've done it before and wish to volunteer please see John at the next Meeting.

This month will see the Sea Cadet/Submariners Association Trafalgar Ball at the Lisdoonie on Friday 21st October this year actually on the 206th Anniversary of the Battle of Trafalgar. Timings are the same as usual 1900 for 1930 sit down, dancing to Network and all proceeds to the Sea Cadets. If you haven't got your tickets yet £28.50 per person the list closes on 4th October!

Bob Faragher tells me that Albert Brennan has reminded us about the KORBRA Social in Fleetwood on the 30th Oct. This is always a very good 'do' I am told and well worth attending. Hopefully we can find out full details for anyone who wants to go at the Branch Meeting on Tuesday.

October also sees the 'Keel Laying' Ceremony for the fifth ASTUTE Class Submarine by the Secretary of State for Defence the Right Honourable Dr Liam Fox, MP. In spite of previous expectations this Submarine will now be called HMS ANSON not HMS AGAMEMNON as was previously expected. I haven't heard yet if there are any guests from the Submariners Association who are able to attend but I'll see what I can find out.

NOVEMBER EVENTS

Shortly afterwards we will be into the November events. This advance notice shows firstly the Embankment Memorial Parade on Sunday 6th November, the November Branch Meeting on Tuesday 1st November, followed by the Ladies Night Dinner Dance at the Abbey House Hotel on Friday 11th November this year actually on Remembrance Day. Our guest this year will be John Freel, OBE and his wife. John, as most of you will know is the nephew of Barrow's WWII 'Charioteer' hero Jimmy Freel,

CGM. Sunday 13th November will, of course, be the Barrow Remembrance Day Parade followed by the social events at the Royal British Legion. Colin will update you all with all the other upcoming Branch Social Events and the Social Calendar in general in his report so there is no call for me to steal his thunder.

MEMBERSHIP AND SUBSCRIPTIONS

So what else! Hopefully you have all now been made aware of the changes to the National Association Subscriptions effective 1st Jan 2012. Dave will have covered this and the reasons for the changes in his Chairman's Dit but, having asked you all to make out Standing Orders in the sum of £15.00 for your Subs £5.00 Branch and £10.00 National I now have to ask you to change your standing orders to £12.50 still £5.00 Branch but now £7.50 National. You might be able to adjust your Standing Orders on line but, in case not, a new Standing Order Form is attached to this News Letter. Also, as a reminder, several Members are still outstanding with the current years Subs. It's easy to check if you have paid if Mick Mailey has sent you your 2011 Membership Card and you still have it you have paid. If you can't find your card or you don't remember receiving it you still owe us so please see Mick Mailey as soon as possible. Branch Rules tell us if you are not paid up by 31st December your Membership can be lapsed!

Numbers were a bit down at the September Branch Meeting with 29 Members present and our two lady visitors. Still I think most members enjoyed the evening with a fair bit of 'lamp swinging' going on.

Unfortunately we lost one more Branch Member in September with Branch Member Derek Lowe 'Crossing the Bar' in Warrington. Derek served in Submarines from 1968 to 1980 in ANDREW, OSIRIS, REPULSE, OPPORTUNE.

and PORPOISE retiring as a Chief Petty Officer UW1. Bob Palmer and Mick Dack attended the Funeral and paraded the Branch Standard and Rick Rothwell from Merseyside also travelled across. Thank you all. Friends of Mary Wetton will be pleased to know that she has been in touch and is keeping well and sends her regards to all Branch Members. Mary is currently acting as a recruiting sergeant for the Branch she has met up with an old friend of Harry Wetton from his time on SPRINGER. The friend is Alex Hustwayte who was the Chef and who now lives in Hereford. Alex has seen some of our Branch Newsletters and is suitably impressed and wishes to join the Barrow Branch. I have sent him all the paperwork for him to join us and will process his Membership as soon as we get it back.

THE MIXED REUNION AND THE ANNUAL DRAW

Following up on the Mixed Reunion at Liverpool – this year combined with the Annual Draw I can report that this year four Branch Members were lucky prize winners.

The lucky ones were Kevin Walker (a bottle of whisky), Brian Downie (a £50 Debenhams Voucher), John E Smith (a case of wine) and Bob Hagen (a £25 Boots Voucher). No fix involved as far as I know! you can't win unless you buy a ticket anyway!

The Barrow Branch prize a copy of the SHC Paintings Collection Book 'Dive! Dive! Dive! Barrow Built Submarines the Best' - was won by A Morgan with a ticket sold by the Welsh Branch. His book is on the way to him by First Class post.

PAINTINGS COLLECTION UPDATE

All of the SHC Paintings Collection paintings which were previously in the BAE Yard in the Signwriter's Store are now out of the Yard together with the painting from the Roa Island

Lifeboat Station and we are in the process of packaging up all the Paintings prior to their custody being transferred to the Town Hall. A lockable secure office has been provided and all the paintings including those previously in the AMETEK offices and Duke Street should be packed up and transferred by the end of October. The plan of arranging a Paintings Exhibition in the Dock Museum later this year to be combined with a launch of the Edition 2 of the Big Book 'Dive Dive, Dive! Barrow Built Submarines The Best!' has not yet been finalised but, as reported last time, it is intended that the Exhibition will concentrate on the Miscellaneous and Decade Paintings with a few of the Submarine Paintings and the Book re-launch will include book signing by our Artist Tom Murphy.

REMINDERS

As ever the usual reminders 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 and Newsletters.

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 and with us. 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! Once again that's about it for now see you all at the Branch Meeting Tuesday 4th October usual time usual place!

Regards

Barrie

The U-Boats that Surrendered

U-Boats at Lisahally in Lough Foyle, near Londonderry, N. Ireland.

1945 to 1949

By
Derek Waller
PART 2

Operation Pledge

6. The Royal Navy's Operation Pledge covered the transfer of the U-Boats which had surrendered in Europe in May 1945, either from sea or in port, to the anchorages at Lisahally and Loch Ryan. The first U-Boat to surrender from sea, the Type VIIC (U-1009), arrived in Loch Eriboll on 10 May and, between then and 18 May, a further 17 U-Boats arrived there. However, none of them spent long in Loch Eriboll. They were moved quickly to Loch Alsh on the west coast of Scotland, where the majority of the German crews were taken into captivity, and from there the U-Boats were moved to Lisahally to await final disposal.

7. There was one exception to this process. U-532 which had surrendered from sea at Loch Eriboll on 13 May, and which was then taken to Loch Alsh, was moved to Liverpool for its cargo to be unloaded rather than being moved directly to Lisahally. However, this did not prove possible, and U-532 was sailed to Barrow for unloading prior to its transfer to Lisahally. Whilst in Liverpool, the U-Boat was inspected by Admiral Sir Max Horton in the Gladstone Dock on 17 May amid considerable publicity thus giving rise to the oft-repeated, but erroneous, story that it had surrendered there.

8. Additionally, Admiral Sir Max Horton arranged a public ceremony at Lisahally on 14 May, where he accepted the formal, but staged, surrender of the eight U-Boats which had been the first to surrender from sea in Loch Eriboll, and which



were being transferred to Lisahally via Loch Alsh (U-293, U-802, U-826, U-1009, U-1058, U-1105, U-1109 and U-1305). These eight U-Boats were manned by skeleton German crews under the supervision of RN personnel and, as they sailed into Lough Foyle, they were escorted by warships from the Royal Navy (HMS Hesperus), the Royal Canadian Navy (HMCS Thetford Mines) and the US Navy (USS Robert I Paine) in recognition of their joint contribution to the Battle of the Atlantic.

9. When the U-Boats arrived at Lisahally their senior officers, led by Oberleutnant Klaus Hilgendorf who had commanded U-1009, made a formal surrender to Admiral Horton on behalf of the German U-Boat fleet. As well as Admiral Horton, the official party at Lisahally included representatives of the Canadian and US Navies, and personnel from HMS Ferret, RNAS Eglinton (HMS Gannet), RNAS Maydown (HMS Shrike), the Army and RAF Ballykelly. There was also a representative of the Irish Defence Forces, Colonel Dan Bryan. His presence was an acknowledgement of the assistance given by the Irish government in the Battle of the Atlantic. This ceremony, which was given extensive press coverage, has been responsible for the long-held, but never the less incorrect belief that some of the U-Boats actually surrendered directly in Lough Foyle.

10. On 16 May, a further 15 U-Boats were sighted off the north Norwegian coast whilst being moved to Trondheim from Narvik where they had surrendered on 9 and 10 May. The group was intercepted on 17 May, it was directed to Loch Eriboll, arriving on 19 May, and by midnight on 21 May, all of these U-Boats had sailed for Loch Alsh for onward movement to Lisahally.

11. Once these U-Boats had been processed at Loch Eriboll, the reception organisation was moved to Scapa Flow in the Orkney Islands in order to

process the remaining U-Boats that had surrendered and thus needed to be moved to either Lisahally or Loch Ryan. The process was given added impetus because by mid-May the Norwegian ports in particular were over-crowded with surrendered U-Boats. There was therefore an urgent need to clear the Norwegian and German ports and on 24 May the Admiralty, without telling the Russians, but with the support of the Americans, ordered that all seaworthy U-Boats should be moved to the UK as soon as possible.

12. The first group of 12 U-Boats arrived at Scapa Flow on 30 May and, after processing, were sent to either Lisahally or Loch Ryan. Between then and 5 June, a further 52 U-Boats arrived from Norway at Scapa Flow, from where they too were transferred to either Lisahally or Loch Ryan. The 64 U-Boats which were processed at Scapa Flow remained there for a very short time, and they were then moved directly to either Lisahally (14) or Loch Ryan (50).

13. After 5 June there were still 35 seaworthy surrendered U-Boats in Norwegian and German ports, and these were transferred directly to either Lisahally or Loch Ryan during June 1945. Finally, the two U-Boats that had surrendered from sea in Gibraltar and the three that had surrendered from sea in Portland were transferred to either Loch Ryan or Lisahally. Thus, by the end of July 1945, 137 seaworthy U-Boats had been transferred to Lisahally and Loch Ryan, one of which had been returned to the Dutch Navy. Also, a U-Boat that had been interned in Spain since September 1943 had been moved to Loch Ryan.

The Potsdam Agreement

14. After the German surrender in May 1945, discussions continued between the Allies concerning the final disposal of all the surviving German naval vessels, and it was decided that only 30 U-Boats would be

retained, to be divided equally between Britain, America and Russia. This was the result of high-level political discussions between Churchill, Roosevelt and Stalin at Potsdam near Berlin between 17 July and 2 August 1945. In respect of the U-Boats, it was also agreed to set up a Tripartite Naval Commission (TNC) to recommend the specific allocations to each country.

The Tripartite Naval Commission

15. The TNC began its work on 15 August 1945, and this included a review of the U-Boats moored in Loch Ryan and at Lisahally. The TNC's staff visited Lisahally between 29 August and 3 September and, on 10 October, after inspecting the surrendered U-Boats there, as well as those in Loch Ryan, announced which 10 U-Boats were to be allocated to each of the UK, the USA and Russia. As a result, of the 135 U-Boats in the UK, eight were allocated to the UK, one to the USA and 10 to Russia. This therefore left 116 unallocated U-Boats in Loch Ryan and at Lisahally awaiting final disposal by the Royal Navy and, in respect of these, the TNC decided that they were to be destroyed by not later than 15 February 1946.

16. In view of the onset of winter and the prospects of stormy seas in the North Atlantic, a number of prompt executive actions were necessary to implement these decisions, especially the transfer from Lisahally of the 10 U-Boats to Russia, and the disposal by sinking of the 116 unallocated U-Boats, 30 of which were moored at Lisahally.

Continues with Part 3 in
November Issue



Sea Time Again

Once again, the Chief of all Chief Stokers, and Eyes and Ears of the Fleet set sail on an epic voyage to wild and lonely places across the raging seas.

July 8th 1100 hrs.

Sailed from Walney channel bound Whitehaven. All went according to plan except the boat intending to accompany us (Eblis of York), appeared to be still on its mooring. Undeterred, we sailed on (fearlessly) into the unknown! The sea was quite lumpy but we were going well. About opposite Black Combe we notice the sky inland and astern was black as night. Hence we expected to be dumped upon big style.

A few miles back we noticed a sail in the blackness, and assumed this was our accompaniment but much too far away to tell. We escaped all the bad weather which limited itself to shore. We were only a few miles off shore but the Submariners God must have been on duty and chose to spare us.

1730

Rounded St Bees head without incident and approached Whitehaven sea lock. Remembering our last attempt to negotiate this particular obstacle, we were pleased to be told on the VHF that the lock gates were in free flow as it was high water. As we proceeded through an attractive young lady gave us our berthing instructions, and a one man berthing party was waiting for us. Nothing could be easier. All we had to do was get nose bag and watered. S.S.S.S. and ashore to the Whitehaven flesh pots.

We duly went ashore and visited some excellent watering holes, met some old friends and made some new ones. If anyone is interested in Whitehaven venues suitable for former Submariners, please contact us for a list. We had a great night and didn't let down our fore fathers (whoever they were).

July 9th

Went ashore with our friend. Stainless Steve, who had indeed, made it. Carried out shore going routine. Eat, Afternoon session. Kip, ashore again. Whilst ashore, we met a Trawler Skipper from Barrow, who latched on to us.

This run ashore was destined to end in disaster for one of us. After closing time we all went aboard Eblis of York, Stainless had a good store of excellent blends of Scotch, which we felt duty bound to sample. The net result was complete loss of equilibrium for my good self. Having stuck the nut on Eblis of Yorks tiller, it was decided that I should turn in on board rather than try to get back to our own craft. Slept well too!

July 10th

Returned to own vessel, sore head. We spent some time preparing for sea. Today was also destined to end in disaster, and yet more education.

The disaster started when Whitehaven sea lock would not allow us out with Eblis of York on account of our draft.

This delayed our departure for Kircudbright for over an hour. The trip itself was fine, once we discovered we had not shut the sink valve. Once shut, water stopped filling up the boat. Even though we made good time, we never caught our Oppo. As a result of our late departure, on arrival at the entrance to Kircudbright bay, the light had gone. However Little Ross light house was lit and we were able to enter the bay.

The port and starboard lights were on marking the entrance to the river fairway. However, none of the other buoys were lit. Undeterred, we plotted a nearly right course. Unfortunately, it was not nearly right enough. We were reminded of HMS/M Astute, as we gently came to a stop - aground! This was when we eventually discovered how difficult life can be trying to live at about 50 degrees. During the night Dudley, ever resourceful, found a new use for empty beer

cans (I leave that to the imagination, or ask Dud's).

July 11th

At first light we appeared to be lying on our side in a desert. We notice the water was approaching at a rate of knots. By 0630 we were stood up and getting under weigh. We set off up the river and berthed in Kircudbright Marina next to our Oppo. After being fed, and a bit of a kip we repaired to the Masonic Arms, an excellent pub. Kircudbright is a very attractive wee place and very friendly, definitely recommended. Rab Thompson, the part time harbour master is an old acquaintance and an ex-RO. He looked after us as well as could be expected, and Dudley discovered his old CO Paddy O'Riorden, had married a Kircudbright lassie! Amazing who you meet on these adventures!

July 12th

We had a good lie in today, and spent the day enjoying the sunshine in the beer garden of the Masonic Arms.

We were advised we couldn't sail today as there was to be live firing by the military in the bay. Discretion being the better part of valour, we stayed put so as to avoid being shot.

July 13th

Decided to abandon sailing to Ireland as the weather report was going all British on us, and we could not afford to be stuck the wrong side of the pond. As a result, we followed the same procedure as yesterday. As always it was excellent. Even the landlady came and sat with us! How cool is that!

July 14th

Sailed early this morning, bound for Whitehaven again. The live firing was still going on and we were advised to steer south west for two miles before setting course for Whitehaven. We conformed to this, thus avoiding being shot!! The sailing was good, close hauled, but made good time.



We arrived in Whitehaven in time for lunch and an afternoon session in the Anchor arms. Unfortunately, we got a bit carried away as we were having a good crack with a couple of trawler men.

As a result we failed to materialise that evening. It was just as well, because we needed to sail quite early in the morning.

July 15th

Departed early from Whitehaven, the weather was excellent. The wind had enough West in it to give us a decent sail. Even so it was nine hours to Halfway Shoal off Walney. Towards Black Combe it blew up a bit and the last few miles we had a beam sea which was a little uncomfortable. On turning in to Walney channel the wind was against us as always. Unfortunately our Oppo had run out of fuel, so we had to tow him in. Good job we were experienced Submariners and knew what we were doing eh?

Bob Farager

HMAS FARNCOMB incident was sensationalist



The Chief of Navy Vice Admiral Ray Griggs, AM, CSC, RAN says the report in the Australian newspaper that a Navy submarine was involved in a 'near disaster' last month are sensationalist and will have upset the families of the Navy's submarine force.

HMAS Farncomb was at sea off the coast of Western Australia conducting operational training last month when the boat suffered a propulsion failure. As there was a delay in restoring propulsion in emergency mode the Commanding Officer chose to take the submarine to a safe depth in accordance with

standard procedures.

Having been unable to restore propulsion immediately the Commanding Officer conducted a normal blow of Farncomb's ballast tanks, this did arrest the descent and the submarine started to ascend. To increase the rate of ascent, the Commanding Officer then decided to use the emergency blow system to surface. Throughout the incident the Commanding Officer had positive control and did have the emergency propulsion unit available.

Propulsion was restored on surfacing and Farncomb returned alongside under normal power.

'Our submariners are trained for this type of situation and the team in Farncomb handled it superbly' Vice Admiral Griggs said.

A number of aspects of the report were either incorrect or in the case of the depth the submarine descended to, are exaggerated. Farncomb operated well within her safe operating depth profile throughout. Navy will not discuss specific depths as this discloses sensitive operational performance data. The operating parameters regarding our submarines will remain classified.

Since the incident, HMAS Farncomb has rectified the defect which caused the incident and returned to sea to complete an operational training period.

Vice Admiral Griggs expressed his concern regarding the nature of the reporting of this incident because of the impact it has on the families of Navy's submariners.

'Our submarine families have to deal with their loved ones operating in a very challenging environment every day, this type of sensationalist reporting takes no account of its impact upon them' he said.

The full information Defence provided on this incident to the newspaper concerned can be

found at the On the Record section of the Defence website:

http://www.defence.gov.au/on_the_record/index.htm.



WE WILL REMEMBER THEM

Barrow Branch
Derek W Lowe
7th September 2011
Chief Petty Officer (UW1)
P/J981881L
Aged 71
Submarine Service 1968-1980
Andrew, Osiris, Repulse(p)
Opportune & Porpoise

Former Barrow Branch
Mike Bycroft
3rd October
Petty Officer TI
D055919
Submarine Service 1962-1972
Orpheus Resolution (Twice)
Churchill

Non Member
Sir Hilary Synott KCMG
8th September 2011
Lieutenant
Submarine Service including
Otter & Rorqual

Essex Branch
R A (Chester) Quick DSM
20th September 2011
Chief Petty Officer
Telegraphist
D/JX 136656
Aged 95
Submarine Service 1938-1946
Rover, Regulus, Tuna, P556
Vitality

Dolphin Branch
Brian D Head
Sept 2011
Lieutenant
Aged 79
Submarine Service 1954-1975
Amphion, Seascout, Trespasser
Astute & Porpoise
All during RNR Training

*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 their memories
alive.*

Russian Subs

The Russian nuclear submarine fleet will be reduced to about 30 boats in a few years. Russian rulers, and any citizens who care to dig around the Internet, have been aware of this trend for over a decade. The admirals have had a hard time getting anyone excited about this, even when it was pointed out that, twenty years ago, Russia (then the Soviet Union) had a nuclear sub fleet larger (at 180 boats) than that of the United States (150 subs). Since 1991, the U.S. sub force has also shrunk, but only by about half.

The U.S. sub fleet is now nearly twice as large, and the Americans are building more each year than Russia, although not enough to prevent the American fleet from gradually shrinking. The Russians are currently mostly concerned with replacing SSBNs (ballistic missile carrying nuclear subs) and boats that carry anti-ship missiles (for handling aircraft carriers.) The admirals admit, at least among themselves, that this is all they are likely to get.

In the last few years, the Russian public has become aware of the fact that they won't have much of a navy in 5-10 years. There has been no public outcry over this. Russia has never been a great naval power, and when ever it tried to be, the effort was expensive and ultimately disastrous. Most Russians have more pressing concerns than the size of the fleet.

Complaints To Councils

Extracts from Letters written to Councils


Please send a man with the right tool to complete the job and satisfy the wife.

The Toilet is blocked and we cannot bath our children until it's cleared.

My Lavatory seat is cracked were do I stand.

It's the dogs mess that I find hard to swallow.

www.astuteclass.com



October 2011
Members Birthdays

W. Russan	01/10
W. Gentles	02/10
M. Mailey	02/10
J. Rogers	10/10
N. Hart	12/10
D. Young	14/10
M. Willey	16/10
C. Jones	17/10
C. Taylor	17/10
I. Aiston	18/10
C. Burgher	18/10
A. Stevens	18/10
M. Hughes	19/10
B. Russell	20/10
L. Carr	25/10
D. Morris	26/10



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 October for the November 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.



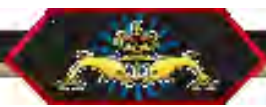
Social Calendar 2011

October

Tuesday 4th
Monthly Meeting 2000 RBL
Tuesday 18th
Branch Committee Meeting
1930 RBL
Friday 21st
Trafalgar Ball 1930 Lisdoonie

November

Tuesday 1st Monthly meeting
RBL 2000
Sunday 6th Embankment Parade
Friday 11th Ladies night D/D Black
Tie 1900 Abbey House
Sunday 13th Remembrance day
Parade 1015 Barrow
Tuesday 15th Branch Committee
meeting 1930 RBL



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's wordsquare is based on the ships and subs built or under construction in Barrow's DDH which is marking its 25th anniversary.

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@cnmedia.co.uk

CLUES

- | | |
|------------------|----------------|
| 1. VANGUARD | 7. BULWARK |
| 2. VICTORIOUS | 8. WAVE KNIGHT |
| 3. VIGILANT | 9. ASTUTE |
| 4. VENGEANCE | 10. AMBUSH |
| 5. THAMES FISHER | 11. ARTFUL |
| 6. ALBION | 12. AUDACIOUS |

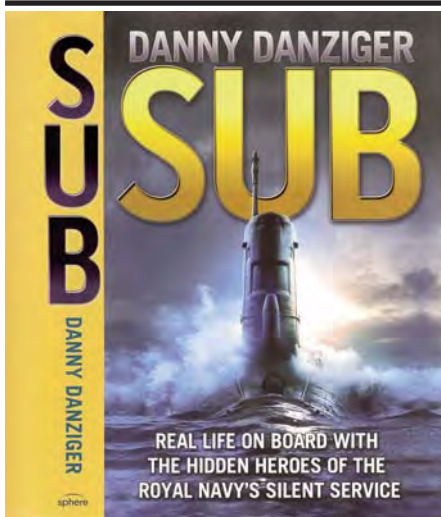
R	S	T	E	M	N	L	U	F	T	R	A
E	U	E	C	N	A	E	G	N	E	V	U
H	O	R	R	V	A	N	G	U	A	R	D
S	I	P	Q	S	P	M	A	A	E	K	A
I	R	I	T	H	C	K	B	C	L	H	C
F	O	U	I	A	A	U	O	U	H	I	I
S	T	N	L	H	L	E	B	A	S	N	O
E	C	R	C	W	I	B	G	V	D	H	U
M	I	H	A	N	I	U	I	N	A	S	S
A	V	R	T	I	G	M	R	O	W	A	R
H	K	U	V	I	G	I	L	A	N	T	P
T	H	G	I	N	K	E	V	A	W	E	S

Last month's wordsquare solution (below)

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



PRODUCTION LINE: Astute shown inside the Devonshire Dock Hall which was officially opened 25 years ago



This month's book is 'SUB' by Danny Danziger (ISBN No. 978-1-84744-469-1) priced at £17.99 and subtitled as 'Real Life on Board with the Hidden Heroes of the Royal Navy's Silent Service'.

Reviewed by Barrie Downer

Danny was recently given 'exclusive access' to HMS TORBAY at sea on patrol. Many of you will be familiar with the large number of books published over the last few years compiled from 'eye witness' accounts of life in the services. These are often of the 'Lost Voices from....', 'Voices from' or 'Echoes from' genre covering life in the trenches, at sea, in the air etc., during wartime or times of adversity. Usually these are based on letters written home and reports of events of the time from those no longer with us probably written down after careful consideration of what can and cannot be said at the time and possibly suffering from the efforts of the censors. Very rarely are they based on the spoken word of the individual and normally you only get one side of the story as they were letters sent home and lovingly retained by the Next of Kin.

This book is presented in a similar style however all of the 'Dramatis Persona' are very much still in the land of the living and are all Submariners or related to Submariners and are the reports based wholly on the spoken word. I was not sure at first that the format would be successful but it seems to work.

The range of personnel contributing to the book covers the whole scope of the Submarine Service from Rear Admiral, Submariners, the Captain of TORBAY, the Heads of Departments, the Chiefs, the Petty Officers, the Leading Hands right down to the 'Lower Level Stoker' and also their wives and girlfriends and include some familiar faces from the recent TV series covering the Commanding Officers Qualifying Course (the Perisher).

One major difference between the earlier books and this one seems to be the manner of speaking of the characters contributing now compared with those contributing to the books covering earlier events. In the past the characters describe the events of the time and affecting them in a very matter of fact way even when describing the most horrific conditions - such as life in the trenches, on the Arctic convoys or in the bombing missions over hostile territory. Most were concerned only with surviving and getting back home. Rarely do those from earlier generations discuss personal matters and aspirations although they often express almost sentimental concern for the well being of their closest friends and acquaintances in adversity.

In Danny Danziger's book we learn quite a lot about each individual's views of the current Navy, Naval and Submarine life and attitudes to service. These views vary from those of the career Submariners who wouldn't consider any other way of life to those for whom being in the Navy is just another job however most of them are happy to include personal information about which previous generations would have been more reticent.

Each of the thirty nine contributors is briefly introduced by the author and then describes his or her job or responsibilities and professional or personal relationship with the Submarine service. Those

familiar with nuclear Submarines will easily recognise the equipment, procedures and routines and the effect on family life and will not learn much new however those who are new to Submarine or Service life may learn quite a lot.

The heavy burden placed on families of submariners is very clear and gives an insight into the pressures which often lead to separation or even divorce!

Security considerations have obviously precluded the use of or release of classified information in the book but the coverage appears to be relatively free from outside interference. RASM and the Commanding Officer both explain the professional and political considerations which determine the decision making processes governing operational decisions which make life in the Naval system and service in Submarines interesting but so unpredictable.

Danny Danziger's book has something for everyone non service people will get an insight into the normally closed world of Submariners, former Submariners will see that, in general, the Submarine service (if considerably smaller) is in good hands, current Submariners probably won't learn much that they didn't know already nor would the wives and girl friends of current Submariners. Probably the two groups which would benefit most from a careful reading of the book would be those contemplating joining the Submarine service and the girlfriends and fiancées of existing Submariners to get an insight into the life and heavy responsibilities to which they would be committing themselves.



Submariners Association - Standing Order Mandate

Please make the payments detailed below and debit my/our account

Name of A/c to be debited _____
(Your name as shown on your Bank Account)

A/c No. _____

Sort Code _____

Name of Payee: _____
(Name of Own Bank)

Date: _____

Address of Payee _____
(Address of own Bank)

Bank & Branch to which payment is to be made

Barclays Bank

A/c Name; Submariners Association Barrow Branch

A/c No 10609536

Code No. 20-04-68

86-90 Dalton Road

Barrow-in-Furness

Cumbria

LA14 1JH

Amount (in words) Twelve Pounds and Fifty Pence only

£12.50

Date of Payments 31st December Annually

(Input date in December you wish payment to be made)

Date of First payment 31st December 2011

(Usually Now)

Special Instructions (if any) _____

* Payments are to continue until _____

(date of last payment inclusive)

* Payments are to continue until you receive further notice in writing

This instruction cancels any previous order in favour of the Payee named above under this reference

Signature: _____

* Delete as necessary
