



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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Cover Picture: The Foxfield Committee Meeting – with our Morecambe Bay Friends

'Nothing in the world, nothing that you may think or dream of, or anyone may tell you, no arguments however specious, no appeals however seductive, must lead you to abandon that naval supremacy on which the life of our country depends.'

WINSTON SPENCER CHURCHILL



While I remember it, here is a photo from the Barrow Branch Canal Trip last month which shows most of the 'Happy Campers' just after arrival at Barton Grange and before the serious partying began

EDITORIAL

Hello Everybody,

Well, so ends a very busy month! We started off with the CASD50 celebrations at Faslane – there is a report from the Faslane PA team in this newsletter, but I can also

report that three Branch Members attended the CASD5 Divisions at Faslane – Gordon Walker, Dave Barlow and our newest Associate Member Piya Das! On the CASD50 front nearly all those who ordered their CASD Pins

should now have them – only one order remains to be collected. One other CASD matter – the MoD have introduced a Silver Patrol Pin for Bomber Crew Members who have completed 10 patrols or more. I circulated the details on how to apply for your Pin by E Mail recently. This Silver Pin now fills in the gap between the Basic Pin for 1 to 9 patrols, the Silver from 10 to 19 Patrols and the Gold Pin for 20 or more!

Hopefully, one day soon, the ‘powers that be’ will properly recognise the effort put in by all the SSK and SSN submariners in support of CASD over the last 50 years although what we would call any Pin introduced for us mere mortals - is a matter of conjecture.

We then had our annual Committee Meeting at the Prince of Wales in Foxfield – where we were joined by our friends from the Morecambe Bay Branch – yet again we had hot & sunny weather – perfect for sitting outside with a pasty and a pint and spinning dits as you will see from the Front Page photo!

Sunday 14th was ‘Sea Sunday’ at the Church at Aldingham. Details arrived at short notice, but we managed a reasonable attendance. For those that don’t know the church, it is a very old church right alongside Morecambe Bay just before you get to Bardsea. One of the guests was the Lord Lieutenant for Cumbria – who was at our AFD Parade last year.

Alex will tell you about the trip to the Blackpool Branch in his Report, but I have included some pictures. Alex also covers the Cartmel Races trip – which everyone seems to have enjoyed.

Other things which have happened in the month concern the ARA SAN JUAN Donation which has made its first step towards the Families. Tom Herman from the Friends of the Submarine Museum is awaiting final details of the addresses and bank accounts of the families before the donation is sent off. A total of £31,000 is being divided up for transfer to the families and the covering letter will explain where the money has come from and mention particularly the Barrow Submariners contribution.

The two new plaques for the AE1 & AE2 memorial have been delivered and have now been paid for. Planning for the Rededication Ceremony on Saturday 14th September is in progress and will closely follow the original 2013 unveiling and dedication ceremony.

The New Branch Standard has been delivered and looks OK to me, but I would say that wouldn’t it! Mick Mailey should be getting the Invoice shortly. Planning for ‘Laying Up’ the ‘old’ Standard at St John’s Church on Barrow Island and ‘Dedicating’ the ‘new’ Standard on Sunday 1st September is also in progress.

Details of both of these ceremonies will be finalised and circulated as soon as possible.

You will all have heard or read of the Proposal to form a Submarine Charitable organisation to include both Veteran and Serving Submariners and various Submarine related organisations. This information has been forwarded to all members for comment and discussion. It is most important that you read the Proposals and let us know your views. To date only 12 of the Branch Members have commented – approximately 10% of you. To make sure you have another opportunity to comment and make your views known the Proposal (and Comments received to date) are being sent out again as a separate paper with this newsletter. This Proposal may well be the main subject of discussion - and may also be a Proposal or Recommendation to be voted on at next year’s SA Conference. Remember – if you don’t read the Proposal and let us know what you think about the suggested changes the whole Association and what we can or cannot do may change at the next Conference. If it does get voted for – it will be too late to say you don’t like it!

See you all at the August Branch Meeting on Tuesday 6th August – usual time and usual place – don’t be late!

Best Regards,

Barrie.

SOCIAL SECRETARY REPORT

Hi Shipmates

July saw us have our committee pie and pasty (thanks to the Branch) and a few free beers courtesy of the social fund at the Prince of Wales in Foxfield. Sadly, the P.O.W. is now being taken over by new owners and will need to be vetted if we are to use the same venue next year. Only fourteen turned up to this and six of them were our friends from the Morecambe branch. Also, (after about 10 years) we returned to visit the Blackpool Branch on the 19th, it was a nice evening with a very warm welcome, lots of rum and pie and peas. Unfortunately, only eight of us attended; but I think it is the basis for another visit in the future. Many thanks to Roy, Peter and the rest of the Blackpool branch.

Finally, it was our annual trip to the Cartmel races on the 20th, a full bus and what a great day out; just sitting in the sun, drinking, eating, taking the mickey out of people and losing vast amounts on the nags – same time next year me thinks!!

Diary Check: Friday 13th Sept is our annual race night at the Legion. £5 per person which gives you entry, a race card and Kath Browns pie and peas. Please come along to this, these are great evenings, you don’t need to gamble if you don’t wish too, it is just a get together where every now and then you have a light-hearted look at a bunch of horses in a race. Great company, fantastic food and a couple of beers. If you wish to become an owner or a jockey, I will have the names at August’s meeting.

We have an addition to the social programme which is the Gallon club/DTS/shopping trip to Lancaster on Saturday 21st Sept (please note the date change due to other commitments on my part). We will depart the Legion at 12, I will have all the details if anyone is interested regarding the challenge and pubs available, we will leave to comeback at 6pm. This will be limited to 25 people so if interested I need names soonest. Cost will be £12.50 per person (payable by September’s

meeting). Please support this if you can, if nothing else it will be a comfortable trip away from here where you don't have to worry about a thing. At present I have 9 places taken (Alex & Janet Webb, Steve May (if here), Butch & Lou, Barrie & Margaret Downer, Dave & Julie Oakes) and I need another 9 of you to help me break even.

Friday 8th November is the Dinner Dance at the Imperial Hotel in Barrow - I will have the menu and full details of this at the next meeting.

Another addition to the social calendar this year is a trip to the Christmas market in Manchester city centre on Saturday 23rd November. Anyone who has done this trip with the local paper knows that they pick up from all over the place (a real challenge) which in turn means you spend a lot longer on the coach and limits your time there. I am going to organise it so that we can go straight from here to there, you can pick up your Christmas presents, you can visit the market (good dit), you can go for lunch and a few be vies in a different location to the Hope and Anchor and it will cost you less. Names to me soonest – there is limited seat availability and is open to our ladies and or families. Also, I will be requesting the newer bus which has all the mod cons including a toilet. Aim is to depart from the Ferry at 10am, and leave Manchester at 6pm, having you all back home safely for 8pm. Cost for this is £15 per adult and £10 per child (a child is anyone under 16).



The Blackpool Branch Visit

Other items: The members draw was won in July by Nigel Hutchinson of Audacious and was kindly donated to the branch funds – thank you, so stands at £5 for August.

Don't forget to get your free beer if you were born in August and, finally next meeting food will be BBQ food – hotdogs and burgers with various toppings and trimmings.

Alex

AUGUST BRANCH CALENDAR

RNLI Gala Day	Sun 4 th Aug
Branch Meeting	Tues 6 th Aug
Committee Meeting	As Required

SEPTEMBER BRANCH CALENDAR

Standard Dedication	Sun 1 st Sep
Branch Meeting	Tues 3 rd Sep
Race Night	Fri 13 th Sep
AE1/2 Memorial Ceremony	Sat 14 th Sep
Battle of Britain Parade	Sun 15 th Sep
Lancaster Trip	Sat 21 st Sep
Committee Meeting	As Required

OCTOBER BRANCH CALENDAR

Branch Meeting	Tues 2 nd Oct
Committee Meeting	As Required

W. (William) McLaughlin	03/08/1946
A. (Alan) West	09/08/1931
R.H. (Robert) Hagen	10/08/1944
A. (Alan) Webb	10/08/1952
G. (Whisky) Walker	11/08/1948
N. (Nick) Hopkinson	14/08/1962
D.J. (Dave) Parsons	18/08/1946
D.B. (Dave) Harwood	21/08/1951
D. (Dave) Sales	29/08/1953
M.R. (Matthew) Payne	20/08/1991

Happy Birthday All!

Note. Jason Costello added to this month's list as I missed him off last month!

AUGUST BRANCH BIRTHDAYS

J. (Jason) Costello	24/07/1971
R. (Roger) McMorris	01/08/1948

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR' - AUGUST

John Lothian	1968
Reginald Potter	1969
William Pope	1973
C H Green	1976
John Ogden	1977
Jerry Jackson	1994
Bob Buchanan	1994
Peter Braithwaite	2003
Hugh Anderson	2004
David Tull	2006
Roger Fry	2015
Michael Davenport	2017
Frank Bowen	2018

RESURGAM

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. You may also send your contribution by e-mail to me on frozenorth55@gmail.com. Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e. the last week in August for the September 2019 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

SUBMARINE COMMISSIONING CREW

LISTS

Still looking for 'First Commission' Submarine Crew Lists/Brochures as follows: Diesel Boats: PORPOISE, RORQUAL, GRAMPUS, NARWHAL, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS & UNICORN.

Also, any Crew Lists for any Re-Commissioning and Re-Dedications of any Conventional 'A', 'S', 'T', 'O' & 'P' Class and any refitting Nuclear Boat - SSN or SSBN. Have a look through your records and 'Ditty Boxes' and

see what you can find. You can contact me by E Mail, Snail Mail or Telephone – see above. Thanks, Barrie

VOICES FROM THE DEEP

A while ago the Submariners Association sponsored a book - 'Voices from The Deep - Submarine Poetry - An Anthology' (see front cover below) as a way of raising funds for the Association. It had been thought that all copies of the book had been sold but, recently, Barrow Branch Member & Association Vice President Dave Barlow, discovered a full box of forty copies in his loft. After discussing this with Jim McMaster these books have been offered to Association Members on a 'first come first served' basis at £5.00 per copy (inclusive of post and packing) with all proceeds going to the Association funds.

Orders for the Books (16 copies still available) should be sent to:

Barrie Downer, The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ

Cheques (£5.00 per copy) should be made payable to the Submariners Association and enclosed with each application.

SUBMARINERS ASSOCIATION DIARIES 2020

The Submariners Association Diaries for 2020 are now available.

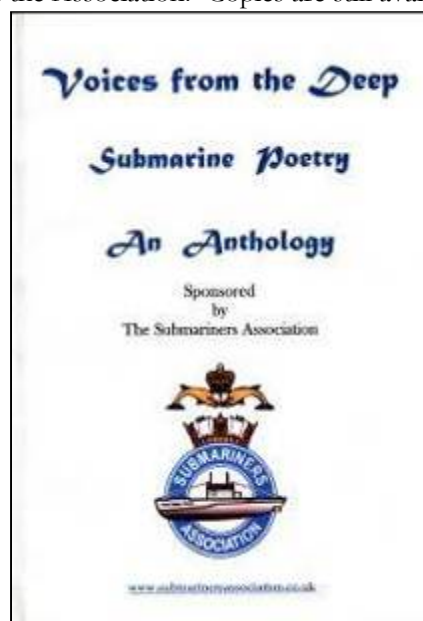
I have received 15 copies and they will be available at the August Branch Meeting at £3.00 each to cover costs and make a small profit for the Branch.

First come – First Served!

Contact the Secretary as soon as possible if you want to reserve your copy

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USS ALASKA VISITS FASLANE



USS ALASKA arrived at Faslane on 2nd July 1919 as part of the CASD 50 ceremonies.

PRINCESS ROYAL JOINS SILENT SERVICE IN SCOTLAND TO MEET THE PEOPLE BEHIND UK'S LONGEST MISSION

HMNBC 35/18 Friday, 5 July 2019

It is one of the most secure locations in the country, but on 5th July the Royal Navy allowed unprecedented access to HM Naval Base Clyde, welcoming hundreds of submariners, veterans, families and support workers to mark the 50th anniversary of the Continuous At Sea Deterrent (CASD).

The Royal Navy Submarine Service was entrusted with the mission of delivering and operating the country's nuclear deterrent in 1969 and since then has successfully kept at least one ballistic submarine patrolling at sea, consecutively and continuously, every single hour of every day. During that entire time, the submarines and crews who sail them have been based at Faslane in Argyll and Bute – the home of the UK Submarine Service.

To mark the Scottish Naval Base's vital importance to the mission, HRH The Princess Royal visited Faslane to attend a parade and meet some of the men and women who have helped protect the country by maintaining the deterrent.

In what is thought to be the biggest single gathering of Royal Navy submariners since the Second World War, the visitors were treated to the usually secret sight of a Vanguard class submarine completely out of the water,

when the base's massive Shiplift facility opened its doors to reveal one of the 16,000 tonne vessels undergoing routine maintenance.

Admiral Tony Radakin CB ADC - First Sea Lord and Chief of Naval Staff, said: "For 50 years our submarine-borne nuclear deterrent has provided the ultimate guarantee of our nation's security and to this day remains the first priority for the whole of Defence. The Royal Navy's unbroken track record of continuous at sea deterrence for the last half a century is a source of enormous pride for the Service, and is testament to the skill, professionalism and commitment of the whole Defence enterprise behind this remarkable national endeavour, especially the submariners and their families who have sacrificed so much over the years in defence of our country.

"Throughout that incredible 50-year history, HM Naval Base Clyde has been home to our ballistic missile submarine fleet, so there is no better place for us to gather today to mark this significant milestone."

The list of jobs, trades and specialisms involved in the design, construction and maintenance of the deterrent is almost endless – shipyard workers, designers, engineers, security forces, administrators, cleaners, welfare staff, and dockside support workers have all featured.

Companies from around the UK have also played a role, making it a truly national endeavour spanning successive generations. Known as Operation Relentless, it is the longest sustained military operation ever undertaken by the UK.

While at the Naval Base, The Princess Royal took the opportunity to present awards to military and civilian staff. Gold Deterrent Patrol Pins – given to those who have completed 20 or more deterrent patrols – and HM Naval Base Clyde Long Service Pins – for those completing 30 years' service at Clyde – were among the awards.

One of those receiving an award was Chief Petty Officer Karl Davies, who received a Gold Deterrent Patrol Pin for 20 Deterrent Patrols "I am extremely proud to be awarded the Gold Deterrent Patrol Pin today by Her Royal Highness, the Princess Royal. "This gold pin recognises not only my personal achievement but the support I have been given by my family and friends. "Knowing that I have their full support has enabled me to deliver my role in CASD throughout my career."

The design, construction, and delivery of the first deterrent submarines – the Resolution class – is one of the triumphs of UK industry and defence in the 20th Century. Four vessels – HMS RESOLUTION, REPULSE, RENOWN and REVENGE – with a weapon system never-before operated by the Royal Navy, and two new Naval Bases – Faslane and Coulport – were delivered inside seven years and to budget.

The base on the Gareloch – known then as HMS NEPTUNE but eventually to become HM Naval Base Clyde – was officially opened by The Princess Royal's Grandmother, HRH The Queen Mother, in 1968. The following year 'Continuous At Sea Deterrence' began when all four Resolution class boats came online.

Between them, the four Resolution class boats – submarines are always referred to as “boats”, not “ships” – completed over 229 deterrent patrols, with the longest, at 108 days, completed by HMS RESOLUTION in 1991. Today, the nation’s deterrent is operated from the Vanguard class submarines, also based at Faslane. One Vanguard class boat is always on patrol, a second is training to take over, a third undergoing routine maintenance, with the fourth in long-term overhaul, refit or refuelling in Plymouth.

Rear Admiral John Weale CB OBE, Head of the Royal Navy Submarine Service, said: “It is fantastic to see so many members of our submarine community here today for this special event. “Whether they are they are submariners, MOD civilians, industry partners or family members, each has supported the successful delivery of this important defence capability. “We are all very proud of what we do, and that pride does not diminish once we leave the Service. That is why I am also delighted to see our veterans here today. Those on parade represent the full 50 years of CASD and I would like to thank them for their hard work and continued support.”

Taking to the parade ground for the occasion were divisions from the Faslane Flotilla, Naval Base Commander Clyde, Flag Officer Sea Training (North), 43 Commando Fleet Protection Group Royal Marines, submariner veterans, and submariners from the US Navy who were there in acknowledgement of the close and enduring relationship between the two countries.

Sent by Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde.

THE WEATHER FORECAST

Supplied by Bob Pointer

This very important short story will explain a lot about the goings on in the world today!

The king wanted to go fishing, and he asked the royal weather forecaster the forecast for the next few hours.

The palace meteorologist assured him that there was no chance of rain.

So, the king and the queen went fishing. On the way he met a man with a fishing pole riding on a donkey, and he asked the man if the fish were biting.

The fisherman said, "Your Majesty, you should return to the palace! In just a short time I expect a huge rainstorm."

The king replied: "I hold the palace meteorologist in high regard. He is an educated and experienced professional. Besides, I pay him very high wages. He gave me a very different forecast. I trust him."

So, the king continued on his way.

However, in a short time a torrential rain fell from the sky. The King and Queen were totally soaked. Furious, the king returned to the palace and gave the order to fire the meteorologist.

Then he summoned the fisherman and offered him the prestigious position of royal forecaster.

The fisherman said, "Your Majesty, I do not know anything about forecasting. I obtain my information from my donkey. If I see my donkey's ears drooping, it means with certainty that it will rain."

So, the king hired the donkey

And so, began the practice of hiring dumb asses to work in influential positions of government. The practice is unbroken to this day.

Australia's new fleet of submarines could be 'obsolete' when they come into service in 2030s

Defence correspondent Andrew Greene Sat 13th Jul 2019 Australia has been warned its first French-designed Attack-class submarine is likely to be inferior to those operated by neighbouring countries and may even prove "obsolete" before it's due into service in the 2030s.

Australia's objective to produce a "regionally superior" submarine is "now under challenge"

An analyst says other countries are building boats with lithium-ion battery propulsion, which allows higher speeds and longer time underwater

Defence Minister Linda Reynolds joins French President Emmanuel Macron for first official inspection of new Suffren-class subs

A new report by veteran military analyst Derek Woolner, and fellow researcher David Glynne Jones, is urging the Defence Department to urgently embrace cutting-edge lithium-ion battery propulsion for its future submarines. Their report concludes that Australia's objective for the \$50 billion Attack-class program to produce a "regionally superior" submarine is "now under challenge".

"By the time HMAS ATTACK [the first of the new submarines] hits the water in the early 2030s, it's going to be obsolete," Mr Woolner has told the ABC.

The former government advisor said HMAS ATTACK would be built with a heavy metal main battery, as part of a process already initiated under a contract signed by France's Naval Group company and MTU Friedrichshafen for diesel generator sets.

"A number of countries in the region are already proceeding to build boats around lithium-ion batteries that promise something like five to six times the submerged stealthy performance and a great deal more high-speed performance than you can get from a lead-acid battery submarine".



In 2016, former prime minister Malcolm Turnbull announced Naval Group (then known as DCNS) had beaten rival bids from Germany and Japan to build 12 new submarines for the Royal Australian Navy over the next three decades.

Mr Woolner, who completed some early contractual work on Australia's Future Submarine program, believes the Defence Department must now act quickly on battery technology.

"I would like to see the Defence Force invest in this at a very early stage, to overcome the obsolescence problem that's going to face the Future Submarine before it even gets into naval service."



A Defence spokesperson said lithium-ion battery technology had yet to be proven.

"The Attack class will be a new design optimised as a conventionally-powered submarine that meets our unique capability requirements," Defence said in a statement.

"Lithium-ion battery is a new technology and is yet to be fully proven at sea.

"During the design of the Attack class submarine, Defence continues to make informed decisions on technology and the risks going forward.

"Over the acquisition program for 12 submarines, Defence has the opportunity to introduce new technologies to the future submarine fleet as they demonstrate their ability to meet our needs."

Macron praises Australian partnership as France unveils new nuclear sub

Warnings about Australia's conventionally powered future submarines have emerged as France celebrates the public unveiling of the first of its six nuclear-powered Suffren-class submarines.



French President Emmanuel Macron inspects the nuclear-powered SUFFREN submarine in Cherbourg

(AP: Ludovic Marin)

Australia's yet-to-be designed Attack class submarines will be roughly based on the Suffren-class boats.

On Friday, Defence Minister Linda Reynolds joined French President Emmanuel Macron at Naval Group's Cherbourg shipyards for the first official inspection.

"Our partnership is an industrial one, but it is also above all a partnership between governments, a partnership between nations," Mr Macron told his Australian guest.

Naval Group chief executive Herve Guillou also praised the decision to choose France to help build Australia's fleet of 12 new submarines.

"Our common future, Minister, for the next 50 years [is] to deliver sovereignty and regional superiority to your country," Mr Guillou said at the unveiling ceremony.

"Your presence today highlights the depth of the strategic partnership and links that bind now our two countries."

ADMIRAL SIR PETER HERBERT

A Memorial Service for the life of Admiral Sir Peter Geoffrey Marshall Herbert KCB OBE will be held at The Chapel of Saint Peter and Saint Paul, Old Royal Naval College, London on Friday 11th October 2019 at 11am. Those wishing to attend are invited to apply for tickets no later than 11th September either by email to nicky.lee855@mod.gov.uk or by letter to Mrs. Nicky Lee, NAVY NPS People Support, HMS TEMERAIRE, Portsmouth, PO1 2HB. Applications should include full names and addresses. Tickets will be dispatched by post no later than 25th September

French Submarine Found 50 years After Disappearance

Kim Willsher in Paris 22nd July 2019

The French navy has located one of its submarines that vanished without trace more than 50 years ago with 52 crew on board. La MINERVE was discovered on the seabed in the Mediterranean off the port of Toulon. "It's a success, a relief and a technical feat," Florence Parly, the defence minister, tweeted. "I am thinking of the families who have waited for so long for this moment." La MINERVE was on a military exercise when it disappeared off the French coast on 17 January 1968. Repeated searches since have failed to find the vessel until now.



© AFP/Getty Images

An undated photograph shows the MINERVE during a military exercise.



© AFP/Getty Images

The crew of the MINERVE in 1965.



© AFP/Getty Images

A photo taken in the second half of the 1960s showing the MINERVE docked in Marseilles

Under pressure from relatives of crew members, a fresh search was launched at the beginning of this year using the latest hi-tech equipment to map and model tides and currents in the Mediterranean. Data from the time of the accident was also re-examined. This included seismic reports that suggested the MINERVE probably imploded as it dropped to the bottom of the sea.

A senior French naval officer told AFP the submarine was discovered by a boat belonging to the private US company Ocean Infinity. It announced it had found the MINERVE at a depth of 2,370 metres 27 miles (45km) from the southern port of Toulon, which is home to a French naval base. The cause of the accident that led to the MINERVE sinking in just four minutes has never been established. Families hope the wreckage will provide long-awaited answers. Hervé Fauve, the son of the MINERVE's commander, André Fauve, said it was a moment of "great emotion" for the families of the submariners who perished. "Many people told me they were supporting me during the search because they didn't want me to feel alone but they didn't believe it would be found," he told Le Monde.

François Meunier, the brother of Marc Meunier, a quartermaster on the MINERVE, was in tears as news of the discovery was announced. "It's the end of a long wait and many questions," he said.

The submarine, which had reportedly broken into three pieces, was located by Ocean Infinity's search ship the Seabed Constructor, which arrived off the French coast five days ago. Using underwater drones, it found the wreckage on Sunday, helped by the fact that it had sunk

in an area of low sedimentation. The first three letters of the vessel's name were clearly visible on one piece of wreckage.

Initial reports suggested the submarine may have suffered rudder problems before sinking. It was engaged in an exercise with a military aircraft when it disappeared at about 7.55am. The alarm was raised when it failed to return to its base the following day. About 20 boats, helicopters, aircraft and even a diving vessel used by the French oceanographer Jacques Cousteau were involved but the search was fruitless. In 2018, the Seabed Constructor found the SAN JUAN submarine that sank in the Atlantic off the coast of Argentina

DUTCH WWII SUBMARINE WRECKS DISAPPEAR FROM SEABED OFF MALASIA

The wrecks of two Dutch submarines sunk off the Malaysian coast during the second world war have disappeared along with the remains of the 79 men who perished onboard.

Researchers discovered just a few remains of HNLMS O 16 and a mere outline in the seabed of the hull of HNLMS K XVII after investigating a possible disturbance.

Both submarines were sunk by Japanese mines in the South China Sea in December 1941 at a cost of all but one of their crews.

The discovery highlights the continued difficulty of protecting war wrecks, which are supposed to be protected under international treaties from being disturbed.

Jet Bussemaker, the granddaughter of Anton Bussemaker, who commanded and died on the O 16 at the age of 41, said the news had been shocking to the relatives of those whose lives were lost on the submarines.

Bussemaker, a former minister responsible for veterans, added it should not come as a surprise given the intense activities of salvagers in the seas around Indonesia and Malaysia.

Last August, the then British defence secretary, Gavin Williamson, condemned the damage done by looters to Royal Navy battleships sunk in those seas.

Bussemaker said: "It is a very sad message. It is shocking to all the relatives, but at the same time it does not surprise me at all.

"As a minister, I had to report to the chamber that three other warships had disappeared from Indonesian waters. There were already indications at that time that the O 16 had been tampered with."

Bussemaker added it was a frustration that "where we have found graves, often after the great efforts of those involved, we are unable to save these places as war graves".

"I am now also just a surviving relative," she told De Telegraaf. "This is very bad. It gives no rest this way. That boat was the grave."

The wrecks are regarded as treasure troves by salvagers. Even poor-quality steel can bring in about £1m (\$1.3m) a ship, according to estimates cited by the Guardian in a special report in 2017. Other metals valued from the

wrecks include copper cables and phosphor bronze propellers.

In March this year, the Dutch foreign minister, Stef Blok, signed agreements in Kuala Lumpur committing to better protection of submarine wrecks in Malaysian waters. A declaration of intent was signed between the two countries last month.

Reports have emerged in recent years of the remains of sailors who died on British and Dutch warships in the Java Sea being dumped in an anonymous mass grave by people rifling through wrecks that had been brought on land. It was claimed that those employed to cut up the ships on Indonesian soil had found skulls, jawbones, feet and hand bones, hips and ribs during their work

Public consultation launched on legal protection measures for the Armed Forces and veterans

The following Statement was laid in Parliament (www):

Our Armed Forces do an incredible job to protect us and our nation. They endure great hardships and separation from their loved ones, and they place themselves in harm's way and bear the physical and mental scars of traumatic experiences. They are prepared to risk their lives for us. We owe them a huge debt, and we also owe them justice and fairness.

The Government is clear that the Armed Forces are not above the law. It is right that whenever the Armed Forces embark on operations outside of the UK our people and their chain of command are bound to abide by the criminal law of England and Wales, as well as international humanitarian law as set out in the Geneva Conventions. Our service men and women are required to conform to the highest standards of personal behaviour and conduct. And when they fall short, they must be held to account. Justice must be served.

The Government believes that, other than in exceptional circumstances, the conclusion of investigations into allegations made against members of the Armed Forces should draw a line – addressing the uncertainty faced by Armed Forces personnel concerned about the prospect of re-investigation and prosecution many years after the event. But the law as it stands cannot allow that line to be drawn with any confidence. That is why the Government believes change is needed to afford Armed Forces personnel and veterans greater protection from the threat of prosecution for alleged historical offences committed in the course of duty outside the UK. Armed Forces personnel and veterans should not be left with the threat of prosecution hanging over their heads for years to come, in circumstances where their actions have been investigated at the time.

Similar issues arise in relation to civil litigation. Military operations in Iraq resulted in litigation against the Ministry of Defence on an industrial scale: nearly 1,000 claims seeking compensation for personal injury or death (most of which also sought compensation for human rights violations), and approximately 1,400 judicial review claims seeking an European Convention on Human Rights

compliant investigation and compensation. Although the law does provide for a time limit in such cases, the Courts are currently given broad discretion as to whether to enforce that limit. The effect is that claims have routinely been brought late, with huge numbers of compensation claims permitted to proceed long after the relevant time limit.

The later a claim is brought, especially in respect of allegations emanating from a war zone, the harder it is to assess in a fair and proportionate manner. Records may no longer be sufficiently detailed to be able to prove or disprove specific allegations, and the memories of those involved in incidents fade over time. In such circumstances, the Government may have to choose between settling claims – the merits of which have not been established – or putting Armed Forces personnel and veterans through the ordeal of giving evidence on the Ministry of Defence's behalf. This is unfair to our personnel and to the taxpayer, who must pay the associated legal costs.

All of this goes to the heart of what is known as 'lawfare' – the judicialisation of war. And the risks and impacts of lawfare are clear: in terms of the financial costs; the stress and strain placed on veterans; the potential impact on the morale of serving personnel and our ability to recruit future Armed Forces personnel; and the risk that decisions taken on operations may be corrupted in order to avoid the possibility of legal proceedings many years in the future – the "chilling effect" feared by military commanders.

This is why I announced on 21st May (HCWS 1575) my plans to take forward work to address this important and concerning issue. I am pleased to be able to announce today the launch of a public consultation on legal protections measures for the Armed Forces and veterans. The consultation document contains proposed measures which we believe can be enacted in a manner which is consistent with our obligations under domestic and international law, while providing genuine benefits to our personnel:

- First, a proposal to legislate for a presumption against prosecution of current or former Armed Forces personnel for alleged offences committed in the course of duty outside the UK more than ten years ago. This measure would in effect raise the threshold to be applied by prosecutors when considering whether a prosecution is genuinely in the public interest in such cases. Two different options are set out in the consultation document for how this measure could be enacted.

- And secondly, a proposal to ensure that going forward, the law reflects the unique pressures faced by Armed Forces personnel while deployed on operations outside the UK, through the creation of a new partial defence to murder. This would be available to current and former Armed Forces personnel who caused a death in the course of duty outside the UK through using more force than strictly necessary for the purposes of self-defence, providing that the initial decision to use force was justified. If convicted, the defence would reduce a conviction for murder to manslaughter.

As part of the consultation, we are also seeking views on a proposal to restrict the Court's discretion to extend the normal time limit for bringing civil claims for personal injury and/or death in relation to historical events outside of the UK.

We hope that the proposals set out in the consultation will help ensure that our Armed Forces receive the justice and

fairness that they are owed. And, through the consultation, we hope to test and refine what is proposed with the aim of bringing forward legislation as soon as possible.

The Desmond Gerrish Biography

(Continued from the July issue of Periscope View)

Christmas, 1949, onboard EURYALUS was also enjoyable. Day off for everyone. Special Christmas Lunch etc. The law turned a half blind eye to illicit drinks previously smuggled onboard and a benign attitude prevailed – just for Christmas Day! The tour of duty for Officers and Men once posted to a ‘foreign’ Fleet was 2½ years, with no trips back to the U.K. for anyone. These foreign Fleets were: West Indies, based on Trinidad, The Med., based in Malta, The Far East, based at Singapore, the China Fleet, based at Shanghai. The Far East was subdivided to cover India, based at Trincomalee.

Once abroad, you clocked up one week’s ‘Station Leave’ for every six months served on the station. Each station had built up over the years a variety of Leave Camps for Officers, N.C.O.s and Ratings. Some of them were far better than modern day leisure hotel complexes; I went to the one for Ratings at Golden Bay, Malta. Run just like a hotel and the only required work of us ‘guests’ was to keep our living quarters clean. The great relaxation was to be out of the ship for a whole 7 days. Also, the luxury of sleeping in a bed – we are still sleeping in hammocks onboard.

Royal Marines

Every cruiser, battleship and aircraft carrier carried a detachment of R.M.s. In EURYALUS we had approximately 30 Marines who were one turret’s gun crew at Action Stations. Their routine duties onboard were mainly Sentry Duty – in the Captain’s cabin lobby, where the ship’s rifles were stowed in racks; outside the ship’s 4 cells when customers were in them (they were rarely empty in EURYALUS) and keeping sentry on the Quarterdeck, under the Officer of the Watch, supervising entry and exit of anyone over the gangways – the only way into, or out of, the ship. They were the core of the ship’s Landing and Boarding Armed Parties and had the machine guns (Brens) to support the sailors with rifles in the event of major armed landings against armed enemies. So, part of their time was devoted to training in the Infantry role –regular firings and marksmanship on the R.N. Ranges ashore and, when the ship was at sea for lengthy periods, sharp shooting practice at targets we put into the sea. Our Squadron of the 4 cruisers could land 800 sailors and Marines anywhere in the Mediterranean with no outside support. We practised this once in my time.

There was also the R.N. Band. It was divided in 4 sections – one to each of the 4 cruisers. The whole band numbered approximately 32, so each section was eight Bandsmen. Routine duties onboard included keeping a bugler supplied to the ‘round-the-clock’ watchkeeping Quarterdeck staff. The ship’s daily routine was regulated by a series of bugle tunes starting with Reveille, announcing Stand-easy, Rum Issue, Dinner, Tea, Supper etc. all played by the bugler over the loudspeaker system. And, of course, Morning and Evening Colours when the Ship’s Ensign was hoisted and lowered. The sections merged together to become a Full Band on ceremonial occasions, usually in the flagship Liverpool, or on the jetty abreast the cruisers in foreign ports. Each Band section was expected to play music for the entertainment of ships’ companies when at sea after work hours – mini concerts on the Quarterdeck – most enjoyable.

The only way to go home before you had completed 2½ years on your Foreign Station was for advancing your professional ability. For Able Seamen this meant going to one of the Schools of Weaponry – Gunnery, Torpedo and Sonar, and Radar – all situated in the U.K. I chose T.A.S. (Torpedo and Sonar) and travelled by Troopship to join the T.A.S. School in Plymouth named H.M.S. DEFIANCE. Firstly, you enjoyed your Foreign Service Leave – 2 days for every month served abroad – in my case 18 months, so 36 days’ leave, based at home in Walsall and taking trips to stay with relatives in Wales. H.M.S. DEFIANCE was a floating museum. It consisted of 3 wooden hulled ships, last of the R.N.’s sail warships, moored together off a place called Wilcove on the Cornish side of Plymouth harbour. Tin roofs and covered gangways connecting the 3 hulls kept the Upper decks dry from rain and spread over the spacious decks were lots of modern huts serving as offices and classrooms.

How to operate sonars and detect and track submarines was taught in automatic purpose-built trainers fitted with the up-to-date sonars, now being built into frigates and destroyers, ashore at Wilcove. Travel to and from DEFIANCE was by ships’ boats plying the short distance regularly all day.

Torpedoes – stripping them down, re-fuelling, fitting warheads etc. – were taught in the huge workshops below decks. Similarly, large workshops for practical teaching of mines, depth charges and mortar bombs (the modern depth charge) were also below decks. We Sonar men were not taught these heavy, oily subjects – they belonged to another breed of sailors called Torpedo men.

The living quarters were excellent. Old mess decks, originally accommodating hundreds of men, had been modernised to high standards to house very much smaller groups of sailors. Everyone onboard liked DEFIANCE in preference to brick built shore barracks – no roads and the tranquillity of being cut off from the shore – a touch of the Robinson Crusoe’s!

However, the day of the bunk bed had still not arrived in ships, so we continued to sleep in hammocks. My reports from EURYALUS were excellent and basically said 'positive Officer material'. So, at the end of the 4-month Sonar Course I was held back in Defiance – my fellow Sonar men went off to join ships again – because the Captain (a T.A.S. Officer) got the idea of not losing a potential Seaman Officer to our arch-rivals – the Gunners! As I well knew, two of the many steps to actually get to Dartmouth were that you had to have achieved the rank of Leading Seaman and also passed an academic exam called the Higher Educational Test. DEFIANCE said they were going to get me through these two qualifications right now to speed up my progress towards Dartmouth. I was now aged 20 years. And ready to have a go at these two awesome goals.

The school exam (H.E.T.) would be the easier of the two for me, since I had been nibbling away at education since joining the Navy. Passing a formal Seamanship Board, constituted of a Captain, together with 8 Subjects, all entirely practical, was daunting at my age. The average age of 'new' Leading Seamen was 28.

Once again, the confidence that 'you can do it' came in large measures from my own Officers. Firstly, the Captain – by name Blundell – like Captain Parry of EURYALUS, a veteran and survivor of a ghastly war which they had won, quietly said 'You have the ability and it is your duty to go forward'. Underscoring this gold plated testimonial as to your worth was the common knowledge that no senior post Captain R.N. would put forward to the prestigious Fleet Board a candidate who could not at least put up a tough, determined attempt over the two whole days the Board had to test you to the limit. Passing or failing was of no great consequence to this first unwritten requirement. So, while DEFIANCE organised a learning programme for me, I was apprehensive.

Their training programme covered all skills tested in any Fleet Board:

Boat work: coxswain of a ship's sea boat (also the lifeboat for man overboard) which required VERY fast launching from the ship's davits, then Coxswain of pinnaces and launches of bigger sizes inside harbours.

You had to be able to sail or row all these boats in the event of engine failure. Above all, safety of the men under your orders – the crew.

Martial skills: power of command over squads marching, landing platoons (armed) and armed Boarding Parties.

Seamanship: take charge of men working anchors and cables, rig hawsers for towing another ship, rig sheerlegs' (a seaman's extempore crane) and lift a ½ ton weight.

Signalling: send and read messages by flashing light, semaphore and masthead flags.

And so on.

I had about 3 months preparation time in between my onboard jobs and got in plenty of practice with boats and taking charge of squads of sailors doing seamanship tasks. To be continued!

This Month's Quiz Question

When was this photo taken and where is it? Photo supplied by Peter Schofield!



NEW SUBMARINER STATUE AT FASLANE



This new Submariner Statue was unveiled at the Clyde Submarine Base by the Princess Royal, accompanied by Admiral Tony Radakin CB ADC - First Sea Lord and Chief of Naval Staff and RASM – Rear Admiral John Weale CB OBE, during the CASD 50 Ceremonial Events on 5th July 2019

SUBMARINERS 'CROSSED THE BAR' REPORTED IN JULY 2019						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Shropshire Branch (Ex-Chairman)	July 2019	L H (Lew) Adams	LEM	P/MX 895541	87	Submarine Service from October 1955 to November 1962 in TIPTOE, TRUNCHEON, ALLIANCE, ALCIDE, TRUMP & WALRUS
Non-member	July 2019	Alexander D Hutton	Chief Petty Officer	TBA	TBA	Submarine Service in RESOLUTION (S) on recommissioning at Rosyth on 27th November 1976 & DASO on 14th July 1977
Non-member	2nd July 2019	Trevor McGrath, MBE	Chief Petty Officer Weapon Engineering Artificer	TBA	69	Submarine Service in Polaris & Trident Boats
Non-member	7th July 2019	Brian Dix	ME1	TBA	TBA	Submarine Service in DREADNOUGHT (1963 to 1968?)
Non-member	13th July 2019	Colin Q Martin	Petty Officer (WS) SM)	TBA	41	Submarine Service in SPLENDID ('Paying Off' Crew) on 14th August 2003
Non-member	14th July 2019	Lee (Ginge) Barry	TBA	TBA	TBA	Submarine Service including SUPERB
Medway Towns Branch	14 th July 2019	Roger Hallett	Stoker Mechanic	P/SKX 868153	88	Submarine Service from February 1952 to January 1956 in TRUMP, TALENT, TOKEN, ALLIANCE, SERAPH & ARTFUL (1954 to 1956)
West of Scotland Branch	17 th July 2019	Steven E Norval	Leading Marine Engineering Mechanic (M)	D150707D	60	Submarine Service from July 1975 to November 1994 in REVENGE (P) (1978 & on recommissioning at Rosyth on 4th September 1982 to 1986) & COURAGEOUS (1994)
Non-member	July 2019	Ian Doochar	TBA	TBA	TBA	Submarine Service not given
Courageous Association	July 2019	Edward (Ted) Ryle	Radio Operator (G) 2nd Class	TBA	TBA	Submarine Service in COURAGEOUS (1st Commission Crew) on 16th October 1971
Non-member	July 2019	Henry Ashby	Leading Radio Operator	TBA	TBA	Submarine Service in SUPERB, REVENGE, RENOWN & SPLENDID