



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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Editorial	Page 2 & 3
Presidents Open Letter	Page 3
Social Secretary's Report	Page 3 & 4
Articles	Pages 6 to 10
Desmond Gerrish Biography (continued)	Pages 10 to 12
CASD50 Whisky offer	Pages 12 & 13
Crossed the Bar	Page 14

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Cover Picture: The Blackpool Branch Visit

'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

EDITORIAL

Hello Everybody,

Since the last Newsletter was published the Blackpool Branch has sent in a few more photos of our recent 'first footing' visit - which I have included in this issue.



Blackpool Visit – the important bit!

Regarding the Charitable Status proposals put out by National and circulated to the Branch Membership I have now received comments from seventeen Members - which is only just over 15% of you. As this is such an important issue for the Association as a whole – not just the Barrow Branch - the Branch President has written an open letter to all Members which follows this Editorial. Take time to read his letter and the Proposals and, if you have not yet commented on the Proposal please do so as soon as possible.

September is another busy month – on **Sunday 1st September** the Branch will be 'Laying Up' the 'Old' Branch Standard in St John's Church on Barrow Island and will be 'Dedicating' our 'New' Standard. The Service, which will be led by the Branch Padre – the Rev Andy Batchelor, will be at **1230** so please take the time to be there and support the Branch in this important Ceremony.

Next, on **Saturday 14th September at 1430**, the Branch will be holding a 'Rededication Ceremony on behalf of the Australian E Class Submarine Foundation (AESMF) at the AE1 and AE2 Memorial in Ramsden Square. This will be preceded by a '**Meet and Greet**' for the VIPs & Guests at the Hindpool Community Centre at **1330**. I am looking for '**Volunteers**' to assist with Setting Up

and Clearing Up for the Ceremony and a 'Meet and Greet'. If you can spare some time to help out here please contact me as soon as possible.

The Branch has also been invited to participate in the **RAFA Battle of Britain Parade** on Sunday 15th September. This will be a 'March Off' from the Town Hall Square at **1130 for a 1200 Ceremony/Service** at the Cenotaph and return to the RBL on completion. Please be there to support our RAFA colleagues – as they always support us in our Parades and events.

September also sees the 80th Anniversary of the outbreak of WWII. Britain declared War against Germany on 3rd September 1939 and the Royal Navy Submarines were at sea and involved from Day 1 with the first RN Submarine loss – that of HMS OXLEY - coming a week

later, on 10th September. This was a tragic 'own goal' incident with the OXLEY being torpedoed by HMS TRITON after failing to answer challenges and with only two survivors. In a remarkable coincidence the first Submarine lost in both WWI and WWII had been built for the Royal Australian Navy and both were lost in September.

A reminder, before I forget, that Tuesday 3rd September at 1100 sees the annual Merchant Navy Day Service in the Town Hall, Banqueting Hall. See you all there and at the September Branch Meeting - also on Tuesday 3rd September – usual time and usual place – don't be late!

Best Regards,
Barrie.

An open letter from the Barrow Branch President

Ulverston 11th August 2019

Dear Members,

I am taking this, for me, unprecedented step of writing to you all because of my concern over the future of our Branch and of the Submariners' Association. Our Secretary has circulated some proposals from National about the way ahead for the Submariners' Association and has asked for comments. He has stated that he will pass these comments on to the National Secretary who will then circulate them amongst those tasked with staffing the proposals ready for the next National Conference.

To date there have been comments received from 17 members, including myself, and all have been negative. This number of concerned individuals represents only some 15% of our membership and yet the proposal to change our constitution and make us part of a Charity has far reaching consequences for us all as members of the Barrow Branch of the Submariners' Association.

I am asking you to please take the time to read the proposals, as currently written and promulgated. There is no intention to ask you merely to repeat or support the comments already made by some of our fellow members. Instead I encourage you to consider the impact that these proposals will have on our Branch and the manner in which it conducts its business. Once you have reached your conclusion about the future, I ask you to take the time to contact the Secretary by email with your opinion and your thoughts. Please do not spend too much time correcting the contents of the proposals or even suggesting other ones.

My aim in writing to you is to endeavour to indicate to those who are responsible for these proposals exactly what the Branch thinks of them. If we can increase the number of genuine comments considerably then the originators should have no alternative but to take the comments into consideration as they develop the proposals before any voting or action can take place over them. Conversely if no more individuals make comments there can be no surprise when major changes are made which will seriously affect and alter the Barrow Branch.

As one of the largest Branches of the Submariners Association (and probably the most active one) we have an obligation to those fellow members of smaller branches to ensure that members' thoughts, concerns and even fears are not ignored but are taken into consideration when the future of the whole Association is being reshaped.

Please give of your time by giving your valued opinion.

Yours sincerely

Alan Hoskins

SOCIAL SECRETARY REPORT

Hi Shipmates

August is always a quiet month socially given that so many of us are bound for sunnier climes and a bit of R&R before we attack the festive half of the year. Hope that you all had a good holiday and are fully rested.

Diary Check:

Friday 13th Sept is our annual race night at the Legion. £5 per person which gives you entry, a race card and a little food (sorry to say Kath Brown is no longer doing pie and peas and I will find a suitable alternative). 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. I really need your support!!!

We have an addition to the social programme which is the Gallon club/DTS/shopping trip to Lancaster on **Saturday 21st Sept**. We 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 come back at 6pm. This will be limited to 16 people so if interested I need names soonest; cost will be £12.50 per person (payable at Septembers 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 11 places taken (Alex & Janet Webb, Steve May, Butch and Lou, Barrie & Margaret Downer, Dave & Julie Oakes, Peter Hearn & Digger Gardner) and I need another 5 of you to help me break even.

Friday 8th November is the dinner dance at the Imperial Hotel in Barrow; menu below. Payment of £37.50 is payable by the October meeting – this includes, reception drink, 3 course meal, tea/coffee, port toast and live entertainment (Beth Horan). It is your normal black tie for the gents with miniatures and tip top from our ladies; get those party frocks out – you know you love to!!

A	Spiced Pumpkin & Chestnut Soup with toasted almonds
B	Fan of Melon with Cranberry & Red Currant Sorbet with passion fruit syrup
C	Ham Hock & Asparagus Terrine, served with piccalilli & toast
D	Traditional Smoked Salmon & Prawn Salad with house dressing

Mains

A	Crispy Crackling Pork Loin with Apricot & Herb Stuffing, mash, chipolatas winter veg & Yorky Pud
B	Vegetarian Wellington with winter veg, yorky pud, vegetable gravy & mushroom fricassee
C	Roast Turkey Breast wrapped in Pancetta with stuffing, mash, chipolata, winter veg & Yorky Pud
D	Grilled Fillet of Seabass with Prawns, watercress salad, pine nuts and cranberry relish
E	Slow roasted striploin of Beef with mash, chipolata, winter veg, yorky pud and gravy

Dessert

A	Traditional Christmas pudding with brandy sauce
B	A Selection of Ice Creams
C	White Chocolate Brule with Shortbread and Winter Berries
D	Apple & Blueberry Crumble with Vanilla Custard

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 bebies 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 families. Also, I have 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).

Saturday 14th December is the children's Christmas party (under 14s only) same routine as before disco, little snacks, Father Christmas and a disco. Cost for this is £7.50 per child and all presents (due to some issues last year) will need to come from Santa's grotto and not sourced locally. Limited to 50, I need names and payment by the October meeting.

Saturday 21st December is the Christmas party proper, £5 per ticket, bring a plate, Denis Horan is the live entertainment, £100 giveaway and limited to 100. I will be selling tickets to this from the October meeting – best party ever don't miss out on your tickets this year.

Other items:

The members draw was not won in August so stands at £10 for September.

Don't forget to get your free beer if you were born in September, and next meeting's food will be chilli.

Finally, don't forget October's meeting will be Quiz Night so bring along your friends, partners, wives and neighbours. Alex

SEPTEMBER BRANCH CALENDAR

Standard Dedication	Sun 1 st Sep
Merchant Navy Day	Tues 3 rd 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
Quiz Night	Tues 2 nd Oct
Trafalgar Dinner	Fri 18 th Oct
Committee Meeting	As Required

NOVEMBER BRANCH CALENDAR

Embankment Parade	Sun 3 rd Nov
Branch Meeting	Tues 5 th Nov
Branch Dinner	Fri 8 th Nov
Remembrance Parade	Sun 10 th Nov
Manchester Xmas Market	Sat 23 rd Nov
Committee Meeting	As Required

SEPTEMBER BRANCH BIRTHDAYS

J. (Jim) Thomson	08/09/1952
D.J. (Dave) Oakes	09/09/1954
G. (Glyn) Stevens	10/09/1949
P. (Peter) Oakes	25/09/1946
J (Joe) Crossland	27/09/1988
D. (Polly) Parrott	28/09/1981

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR' -

SEPTEMBER

William Winn	1978
Thomas Hill	1981
Bruce Collins	2008
R Nigel Buckley	2009
Donald Byrne	2010
Derek Lowe	2011
Graham Wynn	2015
Robin Emmerson	2016

RESURGAM

DISCLAIMER

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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 frozensnorth55@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 September for the October 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

SUBMARINERS ASSOCIATION DIARIES 2020

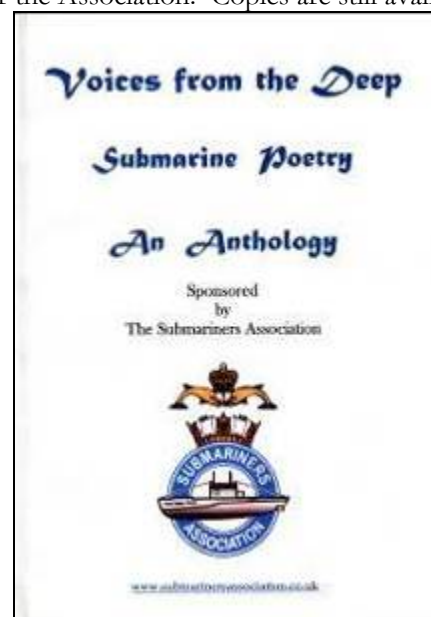
The Submariners Association Diaries for 2020 are now available from Slops. Malcolm Hogg had 15 copies and they will be available at the September Branch Meeting at £3.00 each to cover costs and make a small profit for the Branch.

First come – First Served!

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

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. Copies are still available!



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

SUBMARINE LOSSES OF WWII

HMS OXLEY – 10th SEPTEMBER 1939

HMS OXLEY was torpedoed, in error, by HMS TRITON (Lieutenant Commander Hugh Patrick de Crecy Steel, Royal Navy) in the North Sea (off Norway) on Sunday 10th September 1939. HMS OXLEY had accidentally strayed into the patrol area allocated to HMS TRITON and had failed, for various reasons to respond to challenges. The Submarine Crew included a large proportion of Reservists (indicated by an asterisk). These Reservists, some of whom had served in Submarines in WWI, had only just been recalled for further Active Service.

There were only two survivors – the Commanding Officer and one Able Seaman:

Survivors

Lt Cdr Harold Godfrey Bowerman

AB Herbert Gluckes C/J105279*

Casualties:

Lt Robert Patrick Coppinger

Lt Frederick Kirk Manley

Sub Lt Wilfred Hinton Palmer

Wt Engineer Robert William Crossman Robertson

CPO Alfred Richard Francis C/J34250*

CPO Richard Ernest John Bargrove C/J41545*

PO Robert Dicker P/JX 125939

PO Alfred George Mingay C/JX 129665

Ldg Sea Frederick William Faux C/J112436

Ldg Sea Frederick James Tiley D/J109077*

Ldg Sea Henry Ronald Wilson P/JX 131810

Ldg Sea Leslie Woodward P/J97242

Ldg Sea Percy John Farbrace C/J108523*

AB Gordon John Henderson C/JX 134554

AB John Alfred Thomas Banks C/J110100*

AB William Pickering D/JX 142446

AB William Bradford Watson D/J105736

AB Nathaniel Sanders P/J73151

AB William James Hopkins P/J101323*

AB John James Bishop C/SSX 18445

AB Lawrence Stevenson P/J100806*

AB Harold Edward Webb P/J 111488*

PO Tel Ronald Albert Groom C/JX 133959

Ldg Tel Edward William Launders C/JX 138235

Ldg Tel Reginald A S Thomas P/JX 111595

Tel Arthur William Underwood P/J10048*

Tel Albert James Fuller P/J106465*

Sig William Alfred Dover C/J113040

PO Std Frank Arthur James Gynes P/LX 20007

PO Cook Campbell James Hickey M38178

ERA 1 Herbert Donald Burgess P/M33700

ERA 3 William Norman Worth D/MX 51189

ERA 3 Jack Mockett C/MX 50823

ERA 3 William Graham P/MX 49892

EA 1 Cyril Robert Mitchell C/MX 45921

Ch Sto Harry Douglas Bonnett P/K62548

Sto PO John Herbert Martin D/KX 76524*

L Sto Robert Ganderton C/KX 75550*

L Sto George Foster P/KX 75831

L Sto Robert Henry Morris C/KX 76732*

L Sto Cuthbert Miller P/KX 76722*

L Stoker Hezekiah Livesay P/KX 78377*

Sto 1 Horace Edward Davis P/KX 86668

Sto 1 John William Jackson D/KX 76978*

Sto 1 Peter Francis Gregory P/KX 83851

Sto 1 Charles Leslie Waters P/KX 84422

Sto 1 Michael Jordan P/K66610*

Sto 1 Harold Holt P/KX 76324*

Sto 1 George Albert Butt C/KX 76126*

Sto 1 Reginald Calvert Lound P/K61407*

Sto 1 Harold Leslie Jenkins D/KX 76754*

Sto 1 Walter George Hunter D/KX 76701*

CLYDE'S GOT TALENT

TRAFALGAR CLASS SUBMARINE

WELCOMED TO NEW HOME AT HM

NAVAL BASE CLYDE

HMNBC 40/18 Friday, 9 August 2019

The Home of the UK Submarine Service welcomed the latest addition to the Clyde family when HMS TALENT arrived recently from her former home at HM Naval Base Devonport. The Trafalgar-class attack submarine has operated from the Plymouth base for nearly three decades but has now arrived at HM Naval Base Clyde in the latest step in the site's transformation into the Submarine Centre of Specialisation.

The fleet submarine was given a warm welcome by the Faslane Patrol Boat Squadron and MOD Police launches as she arrived on the Gare Loch, with accompanying tugboats spraying jets of water to celebrate the occasion. The vessel, which completed a multi-million-pound refit at Devonport in June last year, will now join Astute-class submarines ASTUTE, AMBUSH, ARTFUL, and Vanguard-class boats VANGUARD, VICTORIOUS, VIGILANT and VENGEANCE as part of the Faslane Flotilla at HM Naval Base Clyde.

"It is great to have even more submariners permanently based in Faslane as we work towards becoming the home of all Royal Navy submarines," said Rear Admiral John Weale CB OBE, Head of the Royal Navy Submarine Service. "The Clyde Community warmly welcomes the men of TALENT as they settle into their new life on the Loch."

HM Naval Base Clyde will be home to all of the UK's submarines by 2020. As one of the largest employers in Scotland, it is increasing the number of people employed there from around 6,800 now to approximately 8,200 by 2022. The base, which includes the port at Faslane and RNAD Coulport, is home to the UK's strategic nuclear-

deterrent, mine counter-measures vessels and patrol boats are also based there. It is also home to 43 Commando Fleet Protection Group Royal Marines, the First Mine Countermeasures Squadron, Flag Officer Sea Training North, and Northern Diving Group. Sent by Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde.



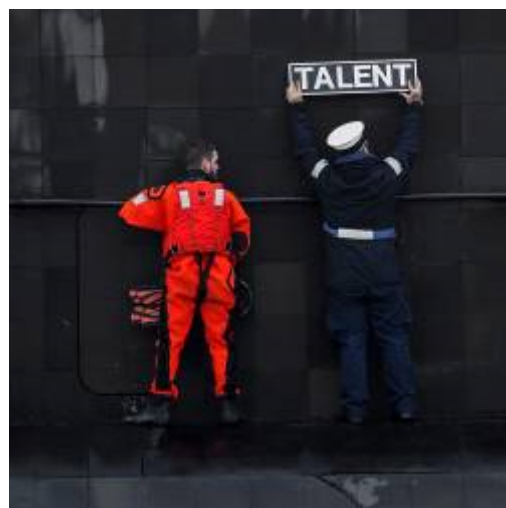
HMS TALENT arrives at her new home on the Clyde



Tugs escort the Trafalgar class submarine



Crew members from HMS TALENT on the casing of the submarine as she arrives at HM Naval Base Clyde



TALENT arrives at HM Naval Base Clyde



Submariners from the Faslane Flotilla at the dockside to welcome the boat

HMS VANGUARD REFIT DELAYS

August 3, 2019

Critical Royal Navy submarine refit running late

The oldest of the Royal Navy's ballistic missile submarines, VANGUARD is currently in Devonport undergoing major refit and refuelling. There are strong indications the project is in trouble and she will be unable to return to service at the start of 2020 as originally scheduled, with knock-on effects for the 3 remaining boats that maintain the nuclear deterrent.

VANGUARD arrived in December 2015 for her second 'Long Overhaul Period and Refuel' (LOP(R)). Her three younger sisters, VICTORIOUS, VIGILANT and VENGEANCE have completed their first LOP(R) at Devonport which averaged about 42 months. As reported last year, VANGUARD is unique in having an unplanned second nuclear reactor refuelling as a precautionary measure. The subsequent three boats will have a second LOP but fortunately, it has been discovered they will not require refuelling.

At the time of writing, the project is in its 44th month. VANGUARD is the oldest boat and the additional unplanned refuelling may partly explain why this refit will take longer than the preceding boats. Reliable sources told the Financial Times at the end of last year she was still "in pieces" and the MoD had "low confidence" that VANGUARD would meet her originally planned return to the fleet in 2020. Effectively putting the

project into 'special measures', experts from the Submarine Delivery Agency (SDA) were drafted in to support Babcock in 2018.



During her first 35-month LOP(R) which took place between February 2002 and Jan 2005, VANGUARD received the new Core H reactor. This new core design, which has subsequently been installed in her sister boats and on the Astute class submarines from the outset, was designed to avoid the need to refuel at all during their lifetime. VANGUARD is therefore the first submarine to have the Core H removed and replaced, a task that was not envisaged when it was designed.



Shrouded in scaffolding and hard to recognise as a submarine, VANGUARD in No. 9 Dock at Devonport during February 2019. The dark grey rectangular building in the centre of the image is the Reactor Access House (RAH) which is moved on rails and positioned over the submarine's reactor compartment. Spent nuclear fuel rods are raised into the RAH and new fuel lowered in. Note ex-HMS TORBAY being prepared for long-term storage top right. (Photo: Andy Amor)



No. 9 Dock seen from the opposite angle in June 2019. One might speculate that the RAH still in position over the reactor compartment this late in the schedule suggests the refuelling project is not going well. Note also RFA Fort Victoria and Tidesurge alongside.

(Photo: Andy Amor)

The work on VANGUARD is the fifth LOP(R) undertaken at Devonport but each refit is a major engineering feat with unique challenges. Submarine

repair is never easy due to the cramped spaces and restricted access while the internal systems are more densely packed together than on a surface ship. At the start of the project, Babcock estimated there were over 25,000 individual engineering tasks that would require 2.5 million man-hours. 2.3 Km of cable to be installed, 32,000 litres of paint applied, and 26,000 items of ship's equipment overhauled. 7,000 welds have to be surveyed and repaired, failure of just a single weld when the submarine was at depth could be fatal and inspection must meticulous.

The poor decision by the Cameron government in 2010 to delay starting the Dreadnought programme to replace the Vanguard-class by five years will apply great stress on the boats towards the end of their lives. VANGUARD's current LOP should be her last major refit until she is replaced by DREADNOUGHT sometime in the early 2030s. This project is effectively a life extension that will have to see VANGUARD through another 10-12 years of service. Launched in 1992, the boat will be 38 years old by 2030, she was laid down in 1986 so parts of the boat's structure will, by then, be 44 years old. Ballistic missile submarines (SSBNs) by their nature are highly complex and it is critical they remain mechanically sound and retain their stealth, neither of these attributes is improved with age.

Should VANGUARD's refit run on into late 2020 or 2021, then it will force the other boats to take on extra patrols that were not scheduled in their lifecycle planning. VICTORIOUS is the next boat due to have a LOP and her material state cannot be ideal as it is 11 years since she completed her last long overhaul in July 2008. In this situation, the RN can be thankful it has four boats to maintain the Continuous at Sea Deterrent, but the tyranny of keeping at least one boat on patrol is always a balancing act. Of the remaining two boats, one must be preparing to go on patrol and the other boat maybe in a short-medium overall period in Faslane.

Each part of the Royal Navy's submarine programme is interdependent. With just a single facility capable of building submarines (Barrow) and a single dockyard able to refit or dismantle submarines (Devonport), flexibility is limited. Delays to any part of the programme have potentially serious knock-on consequences. Delays to the construction of AUDACIOUS and the 3 other Astute-class boats at Barrow may impact the delivery of the Dreadnought class boats, forcing VANGUARD and her sisters to keep going. Maintaining older submarines is an increasingly difficult and expensive business, adding risks to the boats going to sea and further cost pressures for the MoD. These problems also provide fuel for anti-Trident campaigners who say, "look it's all too difficult and expensive, we should just give up and unilaterally abandon the nuclear deterrent". Let us hope Babcock and the SDA is able to quickly grip the issues and return VANGUARD to operations as soon as possible. It is vital that the CASD chain, UK defence priority one, remains unbroken long into the future.

MY NEXT TRIP

(Supplied by Bob Pointer)

I didn't get old on purpose, it just happened.

If you're lucky, it could happen to you!

I have been in many places, but I've never been in Kahoots. Apparently, you can't go alone. You have to be in Kahoots with someone.

I've also never been in Cognito. I hear no one recognizes you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favourite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart!

At my age I need all the stimuli I can get!

I may have been in Continent, but I don't remember what country I was in. It's an age thing. They tell me it is very wet and damp there.

PLEASE DO YOUR PART!

You can do your bit by remembering to send this information to at least one other person. My job is done! Life is too short for negative drama and petty things. So, laugh insanely, love truly and forgive quickly! From one unstable person to another. I hope everyone is happy in your head - we're all doing pretty well in mine!

I didn't get old on purpose, it just happened. If you're lucky, it could happen to you!



Between his first and second commands he gained submarine experience with loan appointments to the US submarine GATO and to the Australian Navy and did various Submarine staff jobs. During his time as CO ONSLAUGHT he had a Mediterranean deployment via Gibraltar, Malta up through the Dardanelles to the Black Sea and then he carried out a 'sneaky' operation in the Crimea. This involved approaching the Russian anchorage when dived and diving his submarine under Russian cruisers and destroyers and taking underwater photos through his periscope. After his interaction with the Russian Fleet – 'rattling around the anchor chains' - he escaped undetected after taking lots of underwater photos. For this amazing operation he was awarded an MBE. The photo of him with Angela was taken at Buckingham Palace after the presentation.

In 2001 John McGregor started the HMS NEPTUNE Association in honour of his father's ship NEPTUNE sunk in an Italian laid minefield with the loss of 763 men with just one survivor. By 2003 he had copied the Board of Inquiry Report held at Kew (only released in 1974 after being held secret for 33 years) and established the layout of the Italian minefield from Italian naval records plus masses of other research including joint letters with Commander Nick Wright asking for information from likely sources. After careful analysis he plotted out the course of NEPTUNE from Malta towards Tripoli and needed to have his calculations checked as it showed that NEPTUNE never reached the minefield. He asked two distinguished navigators to check my workings - Peter Lindley whom he knew was excellent in navigation and Captain Malcolm Andrew (he died in 2006) who had been the Navigating officer of NEPTUNE and left before the tragedy. He sent them two Admiralty charts, and each plotted it out and sent their observations as well as their independent analysis and thoughts.

In 2007, Peter and Angela Lindley were amongst the NEPTUNE members on our pilgrimage to Malta and Tripoli and since Peter had done the navigational plotting John asked him to navigate the Libyan dredger to the site where he reckoned NEPTUNE's wreck lay

Obituary

Lieutenant Commander Peter Lindley MBE

Written by John McGregor

Lieutenant-Commander Peter Lindley MBE died on 2nd October 2018 aged 81 in Almeria, Spain. I joined the Royal Navy in 1953 with Peter when we were both aged 16 and we were in the same house at Dartmouth. He was quite one of my closest naval friends and having introduced him to my cousin Angela they were married in 1961. We both joined submarines - Peter as a Seaman officer and me as an Engineer officer, and we overlapped with each other on many occasions. Peter passed his submarine Commanding Officer's course in 1967. The course was commonly known as the 'perisher' for the good reason that about one third of those starting the course failed it even though recommended for command. Peter was an excellent submarine CO and captained two diesel submarines – ARTFUL - from 1967 to 1968 and ONSLAUGHT from 1973 to 1975.

and where Norma Hudson dropped her father Norman Walton's ashes. When NEPTUNE's wreck was found and surveyed in spring 2016, they were less than a mile out in our calculations.

Peter Lindley's son Richard has found his full patrol journal from his Russian Crimean exploits and another

later patrol journal from ONSLAUGHT and a review of these may be included in a future issue of this Newsletter.

The Desmond Gerrish Biography

(Continued from the August issue of Periscope View)

1951

In the event I passed the Seamanship Board and was duly promoted to Leading Seaman early in 1951. Separate to this I also passed the H.E.T. exam.

My next move was to join H.M.S. DEVONSHIRE; a big three-funneled cruiser adapted to give Dartmouth Cadets a taste of real seamanship for one Term before they completed their studies back ashore at Dartmouth. Here, I met up with fourteen or so other Sailor Candidates and, more or less, we remained the same bunch through our road to Dartmouth. Manning the DEVONSHIRE was organised such that the Cadet Classes made up half the crew and suitably hand-picked Officers, N.C.O.s and sailors made up the other half. Our half had to teach the Cadets in carrying out the day-to-day tasks of running a fully operational Fleet cruiser. Hilarious times, since you were encouraged to drive your Cadet Working Parties much harder than regular sailors.

Dangerous, occasionally, when these fledgling Naval Officers (about seventeen years old) made fundamental mistakes while hoisting and lowering boats in heavy seas, or manning the six-inch triple gun turrets for live firings etc. In my time onboard no Cadet perished, but we had some very close shaves and the ship's Sick Bay was always full of injured Cadets.

One bonus of serving in the Dartmouth Training Cruiser was the Term Cruises. These involved visits to 'choice' ports, like Copenhagen, Oslo, Lisbon, Gibraltar etc. often to Capital cities, since several Cadets, sons of European Royal Families, had been consigned to Dartmouth for their education. The Training Cruise involved carrying out war-like exercises with other units of the Home Fleet too.

At Gibraltar one of us C.W. Candidates was crossed off the 'List'. This was Michael Burke, son of an upper-crust Irish landowner. And we knew why - that father had frog-marched Michael into the R.N. Recruiting Office, insisting they took him into the Navy that very day, on his 16th Birthday! Michael had a brilliant mind and dazzling wit and on overdose of charm. But he was a lunatic! His pranks scared everybody, particularly the more refined Officers who saw Burke as an unexploded bomb about to go off any second! The Commander - John R. Gower - a martinet, whom we would meet again at Greenwich College, was the only one who could handle Burke.

It was late morning at Gib. with everyone looking for Michael, long overdue from his shore leave the previous evening, when the Commander himself found Burke fast asleep on the Quarterdeck awning, clutching some charts and a sextant.

At the subsequent Assizes he told his story. Became drunk ashore and fell in with a bunch of Irish travellers bent on stealing a yacht to sail around the world. It was agreed they would steal a yacht that night while Burke was to gather a navigational kit from the ship and be collected by them at DEVONSHIRE's gangway - thence off around the world - Burke navigating! He fell asleep on the awning while waiting for them. He was sent off to the Naval Detention Barracks in Portsmouth and unfortunately none of us ever heard about him again.

The new Captain of DEVONSHIRE was Dickie Onslow. Following the age-old tradition, the entire crew is mustered on the Quarterdeck for the new Captain to address us. 'Dickie' was known about for his daring battles, leading Destroyer Squadrons into action during the war and had a very good reputation with sailors. His face was similar to a bloodhound's wrinkled mug and his first words to us were 'I know I've got an ugly mug, but I can see a good number in front of me who would win the Ugly Competition well ahead of me - so I'm in good company!' He had us eating out of his hand from the word go. He went on, quite rightly, to become one of the Admirals on the Admiralty Board.

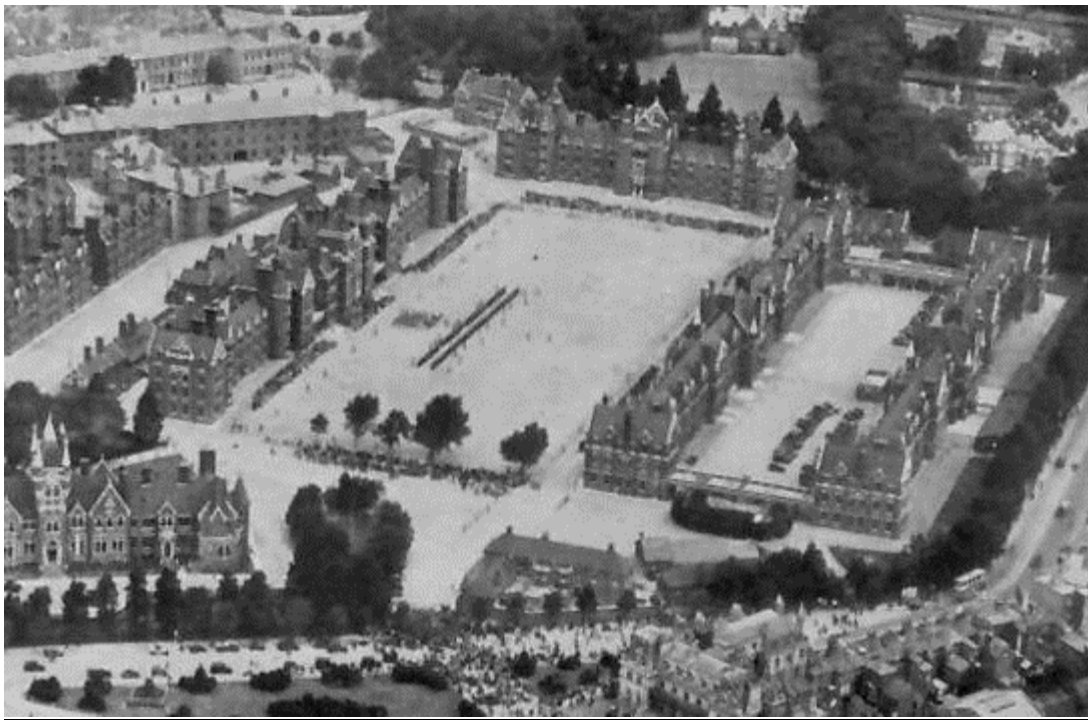
Towards the end of 1951 all fourteen of us C.W. Candidates from DEVONSHIRE were sent to our 'Prep' school at Victoria Barracks in Portsmouth, joining seven other C.W.s making us twenty-one in total.

PAY AND MONEY VALUES

Pay as a Leading Seaman was now up to approximately £10 per week. At this time, you could buy:

A House	for	£600	Loaf of Bread	3d
A Car	for	£120	Pint of Milk	3d
A Bike	for	£12	20 Cigs	12d
A Gramophone	for	£9	Pint of Beer	9d
A Suit	for	£12	Mars Bar	2d
			Cinema	12d

The Navy still housed and clothed (uniform) and fed you free of charge, so your pay was unfettered. I was regularly saving small amounts at this stage. By now it was fashionably to go ashore in plain clothes rather than uniform, so we spent some of our pay on 'civilian' clothes.



VICTORIA BARRACKS

A barely modernised good quality Victorian set of buildings set around a huge parade ground in Southsea. It was shared between Royal Marines and Navy sailors. Our small detachment was self-contained. By this time our status as Officer Candidates was advertised with a white band showing just above the ship's name ribbon around your cap – marked men! We lived in a spacious open dormitory and ate in the Barracks' Cafeteria. This spell was to be 3 months of uninterrupted academic studies, followed by exams, parade ground training and lots of sports games.

The aim of this regime was to prepare us for the Admiralty Interview Board – your final and once only 'make or break' for anyone aspiring to become an Officer in the Royal Navy.

It was a relaxing three months with no 'work' work or duties to perform – just school and training. The Barracks were in the centre of Southsea, very accessible on foot or frequent buses to Portsmouth. Our 'pub' was the 'Still and West' on the waterfront at Portsmouth's narrow harbour entrance and our drink was Merrydown Cider - a lethal vintage brew normally sold in imitation champagne bottles - but uniquely sold out of barrels in this pub at the same price as pub beer. Women drank it out of wine glasses, men out of ½ pint glasses and us out of pint glasses.

At this age in life and in our optimistic situation, we were free spirits. Mortgages, jobs and careers, trades and professions, pension plans, packaged holidays, buying a car or house, hobbies – the real stuff of life which consumed everybody – except us! We were tough, reasonably intelligent and unburdened of the cares of life – free to enjoy our days and laugh a lot, with malice to no one. Hence our unfailing popularity with strangers in pubs, restaurants and public transport.

We adopted the 'Still and West', put the pub on the map as a lively place to go in an evening and left it, like the Prospect of Whitby at Greenwich, to a prosperous future as top tourist attractions which they both remain today.

The old 'Still and West' was just what we were looking for. Flag stoned floors, strong wooden bench seats and tables, a wood fire which donated most of its smoke back into the room and originally built on the waterfront to capture the rough trade of selling huge quantities of cheap but strong alcohol to sailors who would only accept the very shortest journey to any inn. And it had a battered piano together with a matching player – Gladys. She was 60, painted and dyed, a voice like gravel and played the piano with demonic gusto. Our repertoire of endless bawdy rugby and sailor songs matched hers. The 'noise' at times was deafening, particularly when we took visiting Rugby Teams out for the post-match evening. Our female camp followers were invariably WRENS and occasionally we had to assist in lifting one or more of them into the WRENS taxi when our dire warnings about the deadly effect of Merrydown had been ignored. Usually, on Saturday nights, we began the evening with a meal (mixed grills were favourites) and our favourite restaurant in Old Portsmouth was Monks Oyster Restaurant – still there too [1955].

The Admiralty Interview Board had its own establishment in Gosport complete with an overnight hotel for its Candidates sitting the Two-Day Board. The Board – one Admiral and five senior Captains – kept you under a microscope for the forty-eight hours you were imprisoned on the premises. Day One was a series of different practical tests where each of us in turn had to use the 'gang' to achieve the test set – like 'Get that field gun across a river' using the sparse dump of equipment (spars, ropes, shackles, timber pieces etc.) made available to us. We were physically tired at the end of this and happily bathed and changed to take our evening meal – Dinner – informally with the Board, chatting socially with them. We slept well that night.

Day Two was all interviews and short sharp written tests bounced on you at unexpected intervals. As well as interviews, separately, with each member of the Board, there was one with Admiralty's Psycho. Our considered opinion afterwards

was that he was a nice gentle lunatic!

Towards early evening you presented yourself alone to sit at a very long polished table with the assembled Board sat the other side - a very lonely experience. A few final questions from them. Leave the room temporarily. Called back in for their verdict. They were kind and fatherly in their summing up of your performance, which included ice-cold criticism of your personal abilities and then gave their verdict.

I HAD PASSED (I nearly fainted!)

Out of twenty-four of us attempting that particular Board, twenty-one of us passed and, remember, we had been well filtered along the years leading to the Board. Nevertheless, we achieved one of the highest PASS rates of the Board since the war. I was in good company.

Continuous At Sea Deterrent (CASD) 50 Years Highland Park Whisky 'Limited Edition' Application Form

To commemorate the 50th anniversary of the Royal Navy Submarine Service Continuous At Sea Deterrent (CASD) Rear Admiral John Weale CB OBE - Rear Admiral Submarines (RASM) has commissioned a limited edition of 960 numbered bottles of Highland Park Whisky, of which 300 are being made available to the Royal Navy Submarine Veteran community who have served at sea on a CASD submarine. Each bottle will cost £50.00 and will be restricted to one bottle per person. In order to make the allocation of Whisky fair to all Veterans, those requesting a bottle are to complete this application form along with a cheque to the address below.

All applications must be received by the closing date of 27th Sept 2019 after which no further applications will be entered into the draw. All applicants will have the option of receiving confirmation of receipt of their application by post but are to include a postage paid Self-Addressed Envelope. The draw will take place at the end of Sept 2019 (Date TBC by RN) with the 300 winners being notified by email. Cheques for unsuccessful applicants will not be retained but will be destroyed by shredding. Bottles will NOT be posted, and it will be the sole responsibility of the individual to arrange collection.

Surname:

First Name:

DOB:..... / /

Official No.....

Rank/Rate:.....

Email Address:.....

Tel. No:.....

CASD Submarines Served on: *Delete submarines not served on.

RESOLUTION	REPULSE	RENOWN	REVENGE
VANGUARD	VICTORIOUS	VIGILANT	VENGEANCE

Dates of CASD Service From / / To / /

I hereby certify that I am a Veteran Royal Navy Submariner who has served at sea on the above submarines as part of the Continuous At Sea Deterrent (CASD) and wish my name to be entered into the draw for a bottle of the CASD 50 Whisky.

I agree to the following terms and conditions:

- No correspondences will be entered into by the administrators other than to confirm acknowledgement of applications where requested and to inform successful applicants & to arrange collection.
- Acknowledgement of receipt of application is NOT accepted as having been successfully drawn for a bottle of CASD 50 Whisky.
- Bottle will only be available for collection upon confirmation that payment has cleared into the NEPTUNE CAF account.
- Not to offer this item for resale, auction or for any form of monetary or personal gain.
- Bottles will not be posted and it is the responsibility of the individual to arrange collection within 6 months from the time of the draw.
- If not collected within the specified time all claims are relinquished and I agree to accept a refund in lieu.
- Details of successful applicants will ONLY be made available to RASMs Office.
- Personal details being recorded and maintained on a register.

Signature: Date: / /

Completed applications along with cheque for £50.00 made payable to 'NEPTUNE CAF' should be posted to:

WO1 Coxn T Care
Command Warrant Officer
FOA Submariners Association
CASD 50 Whisky Application
Command Building 1108, HMNB Clyde, Helensburgh, Scotland G84 8HL

For Official Use Only

Application Number.....

Date Application Received: / /

Cheque Number:

Self-Addressed Envelope included

Postage Paid

Notified receipt of application: / /

Successful

Notified by Email: / /

Acknowledge notification: / /

Date Arranged to Collect: / /

Bottle Unique Serial No:

Print Name:

Signature: Date / /

Failure to Collect

Date to be collected by: / /

Notified of failure to collect: / /

Bottle offered for resale: / /

For Official Use Only

Tear off and return to applicant

Application Number:

Date Application Received: / /

Cheque Number:

SUBMARINERS 'CROSSED THE BAR' REPORTED IN AUGUST 2019

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	25 th May 2018	Paul Sanday	Petty Officer (UC)	TBA	74	Submarine Service in AURIGA on 'Commissioning' at Devonport on 7th October 1965 & VALIANT (in 1st Commission)
Non-member	23 rd July 2019	Geoffrey C Angell	Charge Chief Electrical Artificer	TBA	TBA	Submarine Service in RENOWN (S) (1st Commission Crew) on 15th November 1968 & CHURCHILL
Dolphin Branch	1 st August 2019	David J Turner	Captain	CO39284W	45	Submarine Service from 1999 to 2019 in TORBAY, SUPERB, SCEPTRE & Captain (Support) Submarine Flotilla
Merseyside Branch	2nd August 2019	David Palmer	LEM	M961497	79	Submarine Service from May 1959 to September 1962 in AURIGA & FINWHALE
Submarine Officers Association	8th August 2019	Peter Nugent Hamilton-Jones	Captain	N/A	91	Submarine Service from 13th February 1950 in TACTICIAN (5th Hand 28th December 1955), TIPTOE (3rd Hand), SLEUTH (CO 11th December 1956), ALCIDE (CO 15th August 1960)
Non-member	11 th August 2019	Eric Moloney	TBA	TBA	TBA	Submarine Service in OCELOT (mid 1970s)
Manchester Branch	14th August 2019	Keith W Ashworth	Chief Mechanician 1st Class	K970096U	81	Submarine Service from 1959 to 1979 in EXPLORER, NARWHAL, AMPHION, ALDERNEY, WARSPITE (1st Commission Crew), CONQUEROR (1 st Commission Crew) & COURAGEOUS
Non-member	17 th August 2019	Mark Walmsley	Leading Stores Accountant	TBA	TBA	Submarine Service in SOVEREIGN & DEFIANCE
Submarine Officers Association	August 2019	Mark Chorley	Lieutenant	TBA	60s	Submarine Service from 1980 to 1984 in SOVEREIGN (1980 to 1982) & OCELOT (1983)
Eastern States	August 2019	Charlie Greensmith	Leading Seaman (UC)	P/J965506	78	Submarine Service from February 1963 to August 1967 in ALARIC (1963 to 1966), TRUMP (1966) & TACITURN (1967)