



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 AE1 & AE2 Memorial - Rededicated

'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,

Well, September was a very busy month for the Branch. Firstly, we had the 'Laying Up' of the old Branch Standard and the 'Dedication' of the new Standard by Branch Padre Rev. Andy Batchelor on Sunday 1st September at St John Church on Barrow Island. There was a good attendance from the Branch and the Blackpool Branch and our friends from the other Service Associations. Our 'Practice Run' at St John's a few days earlier was a good idea and ensured that everything ran smoothly on the day.



The Visiting Standard Bearers



We wanted to see the Branch Standard but some one always stands in the way!



Afterwards there was get together at the Navy Club which everyone seemed to enjoy

Our next September event was the Merchant Navy Day Service at the Town Hall on 3rd September – again well attended by Branch Members. The following weekend was the Dundee Submarine Remembrance weekend attended by three Branch Members - Bob Faragher, Mick Dack & Dave Oakes - and which was the first Ceremonial outing for the new Standard. Our Dundee travellers made some new Norwegian friends – both sons of WWII Norwegian Submariners!

Our busiest weekend was to come on the following weekend with Alex's Race Night on Friday 13th – which Alex will tell you about in his Social Dit.



Are you really sure those are your best shoes?

Saturday 14th saw our Rededication of the AE1 & AE2 Memorial in Ramsden Square. After months of planning we had the best of weather, a good attendance and everything went off as planned thanks to a lot of hard work by everyone involved. I have included a full report on the Rededication in this Newsletter. On Sunday 15th Branch Members supported our RAFA colleagues in the Battle of Britain Memorial Parade. Again, the weather was good to us and the Parade was followed by a Social Afternoon at the Legion.

Saturday 21st saw a Minibus load of Members on the way to Lancaster for Alex's Gallon Club Run and a bit of shopping – again reported in Alex's Social dit. I never realised there were so many pubs in such a small area. I think everyone enjoyed themselves in most of them?



And the RAF came as well!



On the way to Lancaster!



So, which Pub was this one?



Getting into the party mood!



Getting a bit crowded round here!



Time for a bit of fresh air

So, what's coming up in October? Tuesday 1st October is the Branch Meeting and Alex has arranged a Quiz Night to follow the Branch meeting. So bring along yourself, the other half, the partner and friends for a bit of a test of the old grey cells. You might even win a few bob! After that you have a choice of three different Trafalgar Night Dinners.

The Sea Cadets Trafalgar Dinner is on Friday 18th October at the Barrow Golf Club, Rakesmoor Lane - 1900 for 1930. The booking forms were sent out with the September newsletter. Then, on Saturday 19th October it is the turn of the Morecambe Branch with a Trafalgar Dinner at the Clarendon Hotel on the Sea Front at Morecambe. The Hotel has a B & B offer at £30 per night. They have some of the Blackpool Branch attending. Contact Jim Halliwell at the Morecambe

Branch for details if you want to go. Finally, the Blackpool Branch have a Trafalgar Dinner on Saturday 26th October. Details of this (with booking forms) have been circulated by E Mail.

When we were preparing for the Standard Dedication at St John's we came across the old Navy League Sea Cadet Standard which had been 'Laid Up' many years ago. It was very dirty, rather paint spattered and in need of a good wash and more than a little care and attention. It has now been washed & cleaned and carefully stitched back together and will be returned to St John's shortly. We also found out about the Branch Standard of the now defunct Barrow Branch of the RNA, currently in the care of the Sea Cadets, but which should have been formally 'Laid Up'. This needs a bit of investigating to sort out the way ahead.

At the last Branch Meeting we were able to say goodbye and good luck to Branch Member Dave Barlow. Dave and Fiona are leaving UK and flying off on Tuesday for the sunshine of Western Australia. We thank them both for all they have done for the Branch and wish them well for the future.

See you all at the October Branch Meeting on Tuesday 1st – usual time, usual place – don't be late!

Best Regards,
Barrie

SOCIAL SECRETARY REPORT

Hi Shipmates

September saw us have our annual race night at the legion, not a great turnout but a good evening none the less. All the favourites won; Tony Griffith, Peter Hearn, Ian Walsh, Tony Plater and Mark Lister. The pie and peas were sound, and the night was very sociable. We also had our trip to Lancaster which saw 16 of us depart on a minibus for sunnier climes and visit some of the lovely public houses they have there. I have the score card of the 12 who attempted the gallon club and will present the results at the next meeting. I thoroughly enjoyed this afternoon of wandering around and drinking with lots of fun with fun loving members. So much so that I have added a similar (if not so fast paced) event to next year's social programme – this will be along the lines of taking us by minibus from pub to pub up via Broughton to Coniston. First refusal will be to those who supported this event.

Diary Check:

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!!

Starters

- 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 piccalli & 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 Brulee with Shortbread and Winter Berries
- D. Apple & Blueberry Crumble with Vanilla Custard

Saturday 23rd November. Another addition to the social calendar this year is a trip to the Christmas Market in Manchester city centre. 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 bevs 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). This is going really fast and I only have 20 seats left. Payment by the November meeting please.

Friday 13th December is our Ladies Christmas lunch at the King Alfred – I will be asking for help to ferry these lovely ladies to and from the venue.

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 September so stands at £15 for October. Don't forget to get your free beer if you were born in October, and next meeting's food will be chicken supreme.

Finally, don't forget - October's meeting will be Quiz Night so bring along your friends, partners, wives and neighbours. I have gone out of my way to make this the easiest quiz ever so give it a go and have a scoop or two in the process.

Alex

OCTOBER BRANCH CALENDAR

Branch Meeting	Tues 2 nd Oct
Quiz Night	Tues 2 nd Oct
Sea Cadets Trafalgar Dinner	Fri 18 th Oct
Morecambe Trafalgar Dinner	Sat 19 th Oct
Blackpool Trafalgar Dinner	Sat 26 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
Barrow Station Remembrance	Sat 9 th Nov
Remembrance Parade	Sun 10 th Nov
Manchester Xmas Market	Sat 23 rd Nov
Committee Meeting	As Required

DECEMBER BRANCH CALENDAR

Branch Meeting	Tues 3 rd Dec
Ladies Christmas Lunch	Fri 13 th Dec
Children's Xmas Party	Sat 14 th Dec
Adult's Xmas Party	Sat 21 st Dec
Committee Meeting	As Required

OCTOBER BRANCH BIRTHDAYS

M.C. (Mick) Mailey	02/10/1942
G. (Gareth) Roberts	07/10/1969
P. (Peter) Blake	10/10/1962
J. (John) Rogers	10/10/1949
D. (Dave) Young	14/10/1949
J. (Janet) Webb	15/10/1964
C. (Colin) Taylor	17/10/1956

G. (Digger) Gardner	18/10/1971
D. (Darren) Chamberlain	21/10/1976
L. (Lawrence) Carr	25/10/1937
R E. (Red) Skelton	30/10/1930
A. (Andy) Roberts	30/10/1965
L. (Lee) Burke	30/10/1985
David Howard	31/10/1964

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR' - OCTOBER

Michael Kiely	1996
George Crane	2001
William Walker	2006
Bill Butters	2008
George Meadows	2008
Michael Bycroft	2011
Keith Charters	2012
Alex Hustwayte	2012
George (Vic) Buxton	2018

RESURGAM

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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 October for the November 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 has 15 copies and they will be available at the September Branch Meeting at

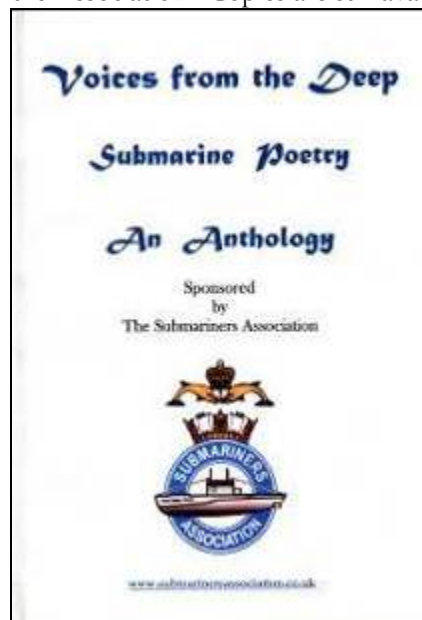
£3.00 each to cover costs and make a small profit for the Branch.

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

No Submarines were lost in October 1939 and no Submariner Casualties were reported.

The Desmond Gerrish Biography

(Continued from the September issue of Periscope View)

1952

In January 1952 we joined H.M.S. Hawke, the self-contained establishment inside the grounds of Royal Naval College, Britannia – the official name of Dartmouth. We had arrived! We were not called Cadets or Midshipman, but Upper Yardmen, to differentiate us from Cadets, who had entered Dartmouth via the same Admiralty Interview Board from civilian schools. The Cadet, crystallising into Midshipman, had to undergo four or five years training before qualifying to be a Sub. Lieutenant, whereas we Upper Yardmen had already done this time in the R.N. so our duration at Dartmouth was condensed into one year to qualify us as a Sub. Lieutenant. And what a year it was!

The buildings were relatively modern, grouped in tidy fashion, situated near the Lower Gate, as opposed to the Main Gate, for entering the extensive grounds of the College,

There was room to accommodate approximately 40 Upper Yardmen, 6 Officers – our Instructors, and approximately 10 Cooks and Stewards to feed us. There was an intake of new Upper Yardmen each Term (4 months), numbers of any Intake depending upon individual's success at passing the Board. Until we arrived – twenty-one of us – the Intakes since the war averaged only 6! Hence we presented the regime with a challenge of sheer numbers they had not met before. When we arrived that January, the Senior Term numbered five and the Middle Term was six. They called us –

the Junior Term – the Horde!

Each Upper Yardman had a single room (a cabin) and communal bathrooms. The Staff Officers had bigger cabins and the Captain, a separate house. But we all shared the Mess – a large ante-room complete with Bar, the Dining Room, Reading Rooms and Billiard Room.

Life in Wardrooms was an important part of our training. There was a formal Guest Night Dinner every Thursday evening, to which two or three guests were invited. Like all smaller Wardrooms, we ran the Bar ourselves and each one of us was rotated through the jobs of Wine Caterer (buying in and keeping the Bar stocked with beer, wines and spirits) and the Mineral Caterer, similarly for the mixers. All drinks were 'paid' for by 'chits' until end of month when you were presented with your Mess Bill, which had to be paid promptly.

So, we lived with our 'Teacher' Officers very closely – every meal together daily etc. – just like any Wardroom.

Daily Routine:

Mornings: Classroom studies of Maths, History, Geography, English, Astronavigation.

Afternoons: Sports – rugby, soccer, cricket, hockey, swimming, dinghy racing, cross-country running.

In winter, when the weather was too bad for field sports, we were ordered to boatwork on the River Dart or to cross-country runs – the afternoons outside activity was never cancelled for weather!

Evenings: Classroom studies again

Saturdays:

Mornings: Classroom studies

Afternoons: The Big Match – Rugby, against local teams in Devon and Cornwall, occasionally against visiting sides, like Sandhurst and R.A.F. Cornwall. Once a term we played the Officers and Masters of Dartmouth College – always a blood match with the Cadets cheering us on to defeat their lords and masters, which we did – just! And the last Saturday of term was reserved for us to play the Cadet 1st Team. They were approaching 18 years old and us 21 or 22. Hence the last Saturday of Term so any injured Cadets could recover during Leave rather than miss term time.

We knew our team had to build up a big score during the first half, because, as the battle went on, the younger Cadets were not as breathless and could run at full speed right to the final whistle, whilst our running speeds flagged towards the end of the game. Nevertheless, we were expected to win by reputation and maintain our place at the top of the League. It was always a much-prized scalp to beat our Upper Yardmen Team of 1951.

Evenings: Always a booze-up at Home or Away. Home meant a massive tea after the game for the visitors and ourselves, then into our Bar where the visitors enjoyed free beer at our expense until the pre-poured buckets ran dry. Thence to our 'pub' the Dartmouth Arms, for a free-for-all rowdy night of rugby songs.

When there wasn't a Match, we treated ourselves to a mixed grill at the pub before the serious drinking. Away games produced marvellous hospitality from the local clubs, who had their wives, mothers and girl-friends to cook and serve us.

Little Dartmouth town was very friendly to us Upper Yardmen since their only other customers from the College were the Staff Officers and Tutors. The Cadets could only visit the town on Saturday afternoons to consume tea and cakes, whereas we drank pubs dry.

Dartmouth had a good sprinkling of town characters too. All these were our cronies and enjoyed drinking and yarning with us. The milkman was Sir Jeremy Hinds, aristocrat fallen on hard times. The Bookshop was owned by 'Christopher Robin's' son. [Mr. A.A. Milne, who wrote 'Winnie the Pooh' and other books, died in 1996]. The Dartmouth Arms pub was owned by one of Wingate's Chindits. And the local fishermen and river ferrymen were kindred spirits. Otherwise most local people worked at the College – cleaners, caterers and groundsmen.

Sundays: Church at College Chapel or Dartmouth town Church. Rest of the day was free time. Occasionally, when the weather was fine, we would travel to Paignton by train for a Sunday day out and, in the summer, take picnics to the local beaches and swim.

One week of the year was spent living in London as part of our education. We took accommodation in the Navy equivalent of the Y.M.C.A. where prices were subsidised and left more of our Living Allowance to spend in pubs in the evenings.

Our Officers took us to the usual places – Houses of Parliament, hosted by the Navy Minister; to Lloyds of London (did you know they have most of Nelson's artefacts in their private memorial Nelson Museum?); to most of the Palaces as official visiting groups; major Museums and Art Galleries.

One whole day was given up to a visit to Sandhurst Army College where we met our Cadet soldier counterparts. Sandhurst had just opened the newly thought of Indian Army Museum inside the College, bursting with bloodthirsty relics of that Army's two turbulent centuries spent subdividing India to British rule. They had to drag us away from it. By coincidence, The Festival of Britain had just opened in Battersea Park, so another whole day flew by amidst those glittering novelties.

In our own time, freelance in the evenings, we sought out the livelier pubs and nightspots of London Town. A great week.

Also included into our busy year at Dartmouth was a visit to Farnborough Annual Air Show. This year was the

unveiling of the Vulcan Bomber, whose display flight was deafening.

And a visit, overnight, to the R.A.F.'s Officer Cadet College at Cranwell. The Army and Navy get along well with very similar codes of daily life.

Neither Army nor Navy get along easily with the R.A.F., chiefly because of their differing codes of life, made up in the few hurried years of their new existence. What really offended was R.A.F.'s stiff determination to live life differently to that lived by Navy and Army Officers, which resulted in petty rules which brooked no criticism or humour. For better or worse, we viewed R.A.F. people as pompous twits.

The Journal

And the hardest task of our year. In it you recorded the events of every day, to be written in succinct, grammatically correct English prose, containing your own views and opinions on topics pertaining to these events.

Your Journal, mighty tome, had to be handed to the Captain dead on 6p.m. every Friday night. Woe betide you if you missed this deadline.

He would read them, make written comments and return them to us over the weekend with the general grading of **POOR, SATISFACTORY** or **GOOD**.

As the year went on, if you collected too many '**POOR**'s, you were given a severe warning that your final assessment of Pass or Fail to become an Officer was in jeopardy. Most of us breathed weekly sighs of relief with '**SATISFACTORY**'s. '**GOOD**'s were rare indeed. One week, Ronnie Laughton who came from a noble Scottish family (his Aunt was Director General of WRENS during the war) and our best rugby player, biggest collector of '**POOR**'s and already under the cloud of one Warning, came in to collect his Journal and whooped with glee. He said, "The Captain likes me! He has signed my Journal with his nick-name!" Since we all knew the Captain had no nickname, we put this scrawl under the magnifying glass to read '**SCRAPPY**'. Ronnie was deflated for weeks!

At one stage we tried to help him by dictating things to write, but the Old Man bowled this out at first glance of Ronnie's pages, so he was doomed to waiting under the gaze of the Duty Staff Officer.

Where is my Journal? They were official Admiralty books, deposited in the vaults of Admiralty when we left Dartmouth. Are they still there?

Two members of our Team were 'failed' before year-end Finals. The first went towards the end of our first term with the common agreement of ourselves (not that we were consulted in any way!). A chap who had everything going for him, from a well-off family, but stricken with a supercilious and cynical streak, which sailors would resent in an Officer. He was returned to the Lower Deck Navy and recommended for release to civilian life.

The second, who went in our 3rd and final term, was Reggie Rocke. We were divided in our opinion; half of us considered Reggie to be good Officer material; the other half, not. His going was not swift since we had to await Admiralty decisions in this, a borderline case. One feature against him was his determined stance not to alter his soft rural Herefordshire accent. The Navy's pragmatic case for subduing strong regional accents was two-fold: -

(i) Efficiency in battle calls for **CLEAR** orders from the Officers whether over radio, telephone or loudspeaker or simply the spoken word. It must never be mis-understood in the heat of battle.

(ii) Peacetime role of the R.N. involves deliberate diplomacy on behalf of our country and is implemented by our ships being sent to foreign countries as floating ambassadors. Once there they expected to hear English speech devoid of strong provincial or regional accent.

Reggie's argument was that many good men had served this country throughout history without surrendering their home accent and he wasn't going to surrender his.

There were, of course, other factors for scrutiny and debate, all distilling down to the crux – was Reggie going to be totally committed to Her Majesty's Royal Navy?

The balance tipped against Reggie, who went on to a talented and successful career on the Lower Deck, becoming a Chief Petty Officer and, finally, a Warrant Officer.

Nearly forgot to remind you that King George VI died in January 1952. We were hurriedly mustered on the small parade ground, in formal uniform, not knowing why, until the Captain appeared in full dress uniform and sword straight to the dais. "Gentlemen, I regret to have to inform you the King is dead. Long live the Queen". That was all. The Captain left.

The Staff Officers, also assembled, then told us, quietly, that we would observe the official mourning period – I think it was ten days – by wearing black armbands and cancelling all social engagements. And that all uniform gilt buttons bearing a King's Crown would be exchanged within a day or so with replacement buttons embossed with a Queen's Crown.

We were all quite sad, for we all liked King George and remembered he too had undergone the rigours of attending and graduating from Dartmouth College – little changed since his day.

The College possessed fleets of small boats – sailing dinghies, rowing boats, motorboats and 50 square metre (sail area) yachts – all berthed in an enormous Boathouse and Yard in the river. This 'factory' was staffed by Admiralty civilians, all qualified shipwrights and engine mechanics, who kept this hard-used fleet in tip-top condition.

The yachts, which had bunks for five, were seized off Germany at the end of the war and were excellent, fast sea-goers.

One of the fleet of ten yachts was allocated for the sole use of us Upper Yardmen. They kept their German names. Ours was SEE BREEZE, the others, all 'SEE's – SEE SPRAY, SEE MIST etc.

One weekend in early winter, the First Lieutenant, George Cousins, a top-notch seaman, took four of us on a trip to Falmouth. We sailed on Friday eyeing and, after a rough night at sea, put into Falmouth that night. When we awoke on Sunday morning a severe gale was blowing, so it was planned to have a leisurely lunch onboard and sail for Dartmouth in the afternoon, when, hopefully, the storm would have eased somewhat. Some hope!

We finally sailed mid-afternoon, the only craft going out, scores of trawlers coming in for shelter. One or two of them shouted across to us to turn around and stay in harbour, which we didn't and heard faint shouts of "You're mad" from the fishermen. I was apprehensive. George was a known expert yachtsman and not given to rash decisions, but his quiet confidence that we should be back at Dartmouth in time for Monday classes stretched my faith in him. My eyes were fixed on the huge running seas outside the harbour and my short experience as a mariner told me it was really bad out there. And it was.

We steered the mountainous seas to put as much distance between us and the coastline as possible. We reduced to just a small foresail shortly after passing the breakwater and before dark the wind had increased to Force 12, making too much strain on even this small foresail, so we took that down too. Now we were sailing in bare masts, but quite enough to keep us moving ahead plus steerage, as long as we kept her head to wind. The yacht was permanently keeled right over to the gunwales and it needed two of us in the cockpit to keep the tiller forced up to hold this heading. By now George admitted his decision to sail had been wrong but, returning to harbour was out of the question – we would have been smashed on the rocks at the harbour approaches. So, we were committed to riding out the storm, hove to, under bare poles, off Eddystone Lighthouse for that black night.

We took half-hourly turns on the tiller in pairs. Peter (Granny) Perry with me, John Caughey and Reggie Rocke, the other watch. George gave a hand all round in-between his dozes. The off-watch pair, down in the waterlogged cabin, would hand-pump out the flooded bilges before dozing.

In the middle of the night an extra big roller broke the after-locker hatch away from its fixing – an emergency to be dealt with instantly before the waves breaking over us filled the big compartment below. George worked like a demon possessed and between us all we got a lash-up cover in place sufficient to stop the sea flooding the compartment. In those days a yacht was a yacht. No engine or radio. Only a compass and a stove to cook on (ha, ha). We carried red Distress Flares and knew the Eddystone Lighthouse would see them. So, we kept the flares close to hand in the event of the mast breaking or rudder being smashed. At 4 a.m.-ish morale does a natural dip and, by then, the night Watches were sapping our strength. Peter's conversation (you talked to keep your spirits up) took a tack to the morbid – What a pity he hadn't made a Will and who would pay his laundry bill he'd meant to pay last week etc. I was quite rude to him and let my temper go, spiced with some choice swearwords, to the general effect that I was fed up with him, fed up with this ridiculous yacht, fed up with the First Lieutenant, George, and vowed I'd never go to sea again in anything smaller than the Queen Mary.

There was some faint hand clapping from below at the end of my tirade and Peter laughed his head off. I felt better too!

Shortly after dawn the wind moderated slightly, but, more importantly, shifted in direction more favourable for a 30-mile dash to Salcombe River, our closest port. And this we did with a fully reefed foresail giving us good speed over the ground. We made Salcombe and moored to a buoy about 2 miles upriver. George raced off to 'phone the College before they started searching for us. We were more than happy to flake out on deck in weak sunshine in our waterlogged oilskins and sink into deep sleep.

Revived, we made the short passage to Dartmouth, eating slabs of corned beef sandwiches washed down with piping hot cocoa en route and berthed back at Dartmouth late Monday evening. George's last remark as we trudged uphill to a bath and a night's sleep was "find out from the others what you missed in Monday's classes and catch up in spare time". He wasn't joking either!

BARROW IN FURNESS

AUSTRALIAN SUBMARINE MEMORIAL REDEDICATION CEREMONY SATURDAY 14th SEPTEMBER 2019



Introduction (by Barrie Downer - Vice Chairman Barrow Submariners Association)



Good Afternoon everybody

May 2013 marked an important Anniversary - the 100th Anniversary of the launch of the first two Australian Submarines at Barrow-in-Furness by Vickers, Sons & Maxims.

These two Submarines for the Royal Australian Navy – HMAS AE1 and HMAS AE2 - were built in the Vickers Shipyard in Barrow in 1912/13 and, manned by Royal Navy and Royal Australian Navy personnel, left Barrow for Australia in early 1914.

To mark that 100th Anniversary the Barrow Submariners, in conjunction with the AE1 Incorporated and AE Submarine Descendant Families, established this permanent Memorial to the two Submarines and their crews here in Ramsden Square in Barrow-in-Furness on Saturday 18th May 2013.

This Memorial was unveiled by the Patron of the Submariners Association – Admiral of the Fleet the Lord Boyce KG, GCB, OBE, DL together with James, Lord Abinger – a Descendant Family member of Lieutenant the Hon. Leopold Scarlett – who was the Third Hand of AE1. The Memorial was funded partly by AE1 Incorporated, the AE2 Descendant Families, the Barrow Submariners Association and with contributions from other supporters.

Of the two Submarines, HMAS AE1 and her crew, was lost in unknown circumstances whilst on patrol off German New Guinea (now Papua New Guinea) on 14th September 1914. HMAS AE2 returned to European waters but was lost, luckily without casualties, during the Dardanelles Campaign in 1915.

The wreck of AE2 was found in 1998 and, in December 2017, the wreck of Submarine HMAS AE1 – which had been lost for 103 years – was finally located and identified. A new Organisation (the AESM Foundation) was set up in Australia - funded by the Submarine Institute of Australia (SIA) to ensure the protection of the wrecks of both HMAS AE1 and AE2 and to upgrade various Memorials to the two Submarines in Australia, UK and Papua New Guinea. Funding was made available to update this Memorial with two Plaques recognising the finding of, and the locations of, the two submarines.

The final resting place of HMAS AE1 and her Crew was found on 18th December 2017 and the Submarine identified on 20th December 2017

HMAS AE1 was located at a depth of over 300 metres off the Duke of York Islands in the Bismarck Sea

The final resting place of HMAS AE2 was found on 11th June 1998

HMAS AE2 lies at a depth of 73 metres and 6.4 kilometres North West of Kara Burun Point on the Turkish coast of the Sea of Marmara

We gather here today – the exact 105th Anniversary of the loss of HMAS AE1 - to remember all those who served in her whose final resting place has now been found.

Mayor's Speech of Welcome

(by Councillor Kevin Hamilton Mayor of Barrow in Furness)

Distinguished guests, members of the Submariners Association and Barrovians. I am honoured to be here today, as Mayor of Barrow, to welcome you all to Barrow in Furness on this occasion to honour those who sailed from Barrow on what would be a remarkable journey for Submarines at that time. Few Submarines of this era had sailed so far without breaking down. The voyage to Australia took 83 days, 60 days being spent at sea, sailing from the UK on the 2nd March 1914, arriving in Sydney on the 24th May 1914. This is a tribute not only to those crews but also to those skilled employees of the Yard whose skills and expertise made this possible. Those submarines were constructed in what was then known as the Vickers Ltd Shipyard. Today it is BAE Systems Maritime – Submarines but, to many here in the town, it will always be known as Vickers or the (ship)yard.



These E-Class boats were themselves a major technical advance in Submarine construction, something that the Yard has excelled in over the hundred years since these boats were constructed. For the first time the hull was sub-divided by traverse watertight bulkheads. In addition to improving safety, this added substantially to the hull strength and enabled greater diving depths to be achieved. This may have been a contributory factor for the success of other Barrow built E-Class boats at the Dardanelles.

What these two Submarines and their crews achieved is something that the Royal Australian Navy is rightly proud of. The exploits of Lieutenant Commanders Besant and Stoker and their crews are an integral element of the ANZAC tradition. ANZAC Day is celebrated on the day, 25th April, that AE2 broke through into the Dardanelles raising the morale of the Australian & New Zealand Army Corps. These Commanding Officers and their crews helped to create the ANZAC legend which remains respected, over a hundred years later throughout the Commonwealth.

It is fitting that this, the first Submarine Memorial in Barrow, was established for the combined crews of both Australian and British trail blazers for their Submarine exploits both on the other side of the world and at the Dardanelles.

Many Barrovians living here today would be fourth, fifth or sixth generation of shipyard worker. They are proud of their heritage, proud too of their ancestor's role in creating the milestone of Australian history. Thank you

Commander David Crane, RAN

(Representing the Australian High Commission)

Distinguished guests, Ladies and Gentlemen - it is indeed a great honour to be here today to represent the Royal Australian Navy at the rededication of this memorial.

Today is an occasion to recognise the close submarine bond that exists between our two nations - one that is over 100 years old and forged on action and sacrifice. It is also an opportunity to honour the family members of those who served in AE1 and AE2.

Following on from previous speakers, today I will take the opportunity to talk about Australian submarines AE1 and AE2 and those submarines that followed them, the recent discovery of AE1 and the closer relationship that has continued between our countries since. Following the loss of AE1/AE2 the remaining Australian submariners served in a number of British submarines during WW1. Several lost their lives, including Rear Admiral Creswell's son when XO of E47 on 20th August 1917- although born in Australia he was actually Royal Navy. One Australian born submariner - Reuben Mitchell - was awarded a DSM in the Dardanelles in E14. The CO of E14, Lieutenant Commander White, won a posthumous VC in the same action. Further WW1 casualties included PO Kempster, DSM, RAN in G8 on 3rd Jan 1918 and one of the first RAN College entrants, Midshipman E.S Cunningham in K17 on 31st Jan 1918.

Following the War, the UK gifted Australia surplus J Class submarines in thanks for our wartime efforts.

Commander Boyle (who won a VC in the Dardanelles) deployed from the UK to take Command of them. We still had RAN personnel in British Submarines in the inter war years like Lieutenant R C Casey, RAN who was lost in the submarine M1 in 1925.

In the late 1920s Australia purchased two 'O' Class submarines. Again, all our training was completed with our British Allies. The impact of the depression in Australia in the late 20s/early 30s resulted in the return of the 'O Class' to the UK where they saw active service in WWII. Post-war Anti-Submarine Warfare training in Australia relied on the presence of British Submarine Squadrons in Sydney until we 'Commissioned' our own 'OBERON' Class boats in the late 1960s. The Submarine arm of the RAN continued to mature with the replacement of the Oberon Class with six 'Collins' Class Submarines. This maturity and growth continues today as we look to the future with the acquisition of twelve new submarines in collaboration with France. However, such growth would not be possible without a commitment to honouring our past. The location of the wreck of AE1 last year continues this legacy.



Finding of AE1. The wreckage of AE1 was recently discovered at a depth of 300m off the Duke of York Islands, in Papua New Guinea in December 2017. The wreck was well-preserved and in one piece. During the survey, the RV Petrel discovered that the submarine's rear torpedo tube was fully opened. An investigation led by the National Maritime Museum director in March 2018 concluded that an open ventilation valve, which was likely open to make the tropical conditions little more bearable while the submarine was cruising on the surface, was insecure when the submarine dived causing catastrophic flooding of the submarine's engine room. The submarine subsequently sank off the Duke of York islands in North West New Guinea. This was the 13th search for AE1 and was funded by the Commonwealth Government and the Australian Maritime Museum. The exact location of the wreck was not announced by the Australian Government at the time of discovery in order to protect it from unauthorised salvage attempts, a problem suffered by the wreck of the HMAS PERTH in the Sunda Strait in Indonesia. The wreck has been classed by the Australian Government as a War Grave.

A small anecdote for you to close my speech:

Although I have not served in submarines my father has certainly been on and around Oberon submarines. As a member of the Australian SAS, he conducted his diving and special operations training with and from Oberon submarines in the early 1970s off the coast of Perth, Western Australia and practising insertion operations from Oberon's onto oil platforms in Bass Strait. My father has always spoken about the professionalism and the admiration he had for the submariners and their boats. I guess if it wasn't for the expertise and professionalism of the submariners in those Oberon submarines in the 1970s then there would be a fair chance I wouldn't be addressing you today. Thanks.

Mr Tom Tribe

(Representing the AE1 & AE2 Descendant Families)

Good afternoon everybody. Vera Ryan and Robyn Rosenstrauss, who operate the AE1 descendant's group from Australia, have asked me to convey a greeting from AE1 Descendant members Australia, expressing their appreciation of the way in which those involved at Barrow have honoured the men of AE1 - and AE2 as well.

We are commemorating the finding of the two boats, AE2 in the Sea of Marmara in 1998 and AE1 off Papua New Guinea (as it is now called) in 2017. In the case of AE1 after she was found a detailed examination was carried out and established how she was lost. From this it could be deduced that the loss was traumatic and sudden, so that the crew died very quickly, which is some comfort to the descendant families.

Each discovery was remarkable, taking place so long after the events in 1914 and 1915.

When AE2 was lost in 1915, her crew were able to escape, so there were contemporary accounts of when, where and how the loss took place, which the eventual finder, Selcuk Kolay, would have found helpful.

But in the case of AE1, lost in 1914, there were no survivors nor tell-tale signs, so her loss was a complete mystery, - although there were many theories. Also, it was in a region of deep water, high currents and volcanic activity.



There had been many searches without success and then there was one final one - last throw of the dice - widely reported in the Australian press. However, I thought it unlikely that anything would be found, so when Vera phoned from Australia to give me the news, I was both astonished and elated. She said that there would be an announcement in the press the following day, but in the mean-time I wasn't to tell anyone.

Then about half an hour later my sister Janet who lives in Australia rang for our regular family chat. When I answered the phone, I said that this was the second phone call I had had from Australia that morning, so she asked who was the other. I then told her it was Vera and, straightaway, she asked whether they had found the submarine. I replied that I wasn't permitted to tell anyone - which immediately gave the game away.

Shows that I could never have been a politician. Thank you.

THE SERVICE OF REDEDICATION

Led by the Reverend Andy Batchelor

Vicar of St John's, Barrow Island and St Mary's, Walney Island

(Honorary Chaplain to the Barrow in Furness Submariners Association)



A Reading from the Gospel of **St Mark 4:39**:

He got up, rebuked the wind and said to the waves, "Quiet! Be still!" Then the wind died down and it was completely calm

And from **Psalms 93:4**

Mightier than the thunder of the great waters, mightier than the breakers of the sea-- the LORD on high is mighty.

These two readings from Christian scripture remind us on this day that whilst mankind is capable of building powerful vessels for passage both on and below the waves, it teaches us that our power pales into insignificance in comparison. We have a creator God that holds the oceans in His Almighty Power and in His Holy Name we pray

OPENING PRAYER

We are gathered here today before God our Heavenly Father to dedicate the names inscribed upon these memorial plinths. We remember with thanksgiving and pride those whose lives that were taken away so many years ago in the pursuit of peace. We pray that this memorial will continue to honour the memory of those who died, for justice and peace, both in their world of yester-year, and the world that is in existence for us today. We pray to our Almighty God to stretch forth His mighty arm to strengthen and protect our Submariners: grant that

they meet any possible danger with courage; discipline; and loyalty, and may they truly serve the cause of justice and peace; to the honour of your holy name, through Jesus Christ our Lord.

“Entombed but not Forgotten”

(read by Barrie Downer)

She faced no battle flame, she heard no German gun,
The ship without a name, the luckless AE1.
Yet were her sailor's lives no less for Empire lost,
And mothers, sweethearts, wives must pay the bitter cost.
Australia's warships sweep the broad Pacific main,
But one from out the deep will never rise again.
Yet we shall not forget, through all the years that run,
The fate that she has met - Goodbye to AE1.
Pent in their iron cell, they sank beneath the wave,
Untouched by shot or shell, they drifted to the grave.
Until their painful breath at last began to fail;
Upon their way to death let pity draw the veil.
They could not strike one blow, but out of sound and sight
Of comrade or of foe they passed to endless night;
Deep down on Ocean's floor, far from the wind and sun,
They rest for evermore - Goodbye to AE1

“The Submariners Prayer”

(Read by Brian Downie)



O Father, hear our prayer to Thee
For your humble servants, beneath the sea
In the depths of oceans, as oft they stray
So far from night, so far from day
We would ask your Guiding Light to glow
To make their journey safe below
Please oft times grant them patient mind
Then 'ere the darkness won't them blind
They seek thy protection from the deep,
Please grant them peace when 'ere they sleep
Of their homes and loved ones far away
We ask you care for them each day
Until they surface once again
To drink the air and feel the rain
We ask your guiding hand to show
A safe progression sure and slow
Dear Lord, please hear our prayer to thee
For your humble servants beneath the sea

Re-Dedication Prayer (Reverend Andy Batchelor)

Almighty and eternal God, from whose love we cannot be parted either by death or life, we offer our thanksgivings for all whom we remember this day. Bless these names inscribed upon this Memorial, which we now re-dedicate. In thy gracious goodness, fulfil in those whom we commemorate the purpose of your love, and bring us all with them to your eternal glory; This we pray through Jesus Christ our Lord AMEN

The names of those commemorated on this Memorial were then read:

HMAS AE1 CREW NAMES

(Read by Steve May)

**OFFICERS**

Lieutenant Commander T
BESANT

Lieutenant C MOORE
Lieutenant L SCARLETT

SEAMEN

Petty Officer T GUILBERT
Petty Officer R SMAIL
Petty Officer W TRIBE
Petty Officer H HODGE
Leading Seaman G CORBOULD
Able Seaman F WOODLAND
Able Seaman J THOMAS
Able Seaman F DENNIS

Able Seaman J REARDON
Able Seaman G HODGKIN
Able Seaman J JARMAN
Able Seaman A FISHER
Telegraphist C BAKER
Signalman G DANCE

ENGINE ROOM

Chief ERA J WILSON
Chief ERA T LOWE
Chief ERA J MARSLAND
ERA J MESSENGER
ERA J FETTES
Chief Stoker H STRETCH

Stoker Petty Officer W
WADDILOVE
Stoker Petty Officer J
MOLONEY
Stoker Petty Officer C WRIGHT
Leading Stoker W GUY
Leading Stoker S BARTON
Leading Stoker J MEEK
Stoker P WILSON
Stoker E BLAKE
Stoker H GOUGH
Stoker R HOLT
Stoker J GUILD
Stoker J BRAY

HMAS AE2 CREW NAMES

(Read by Brian Downie)



OFFICERS

Lieutenant Commander H STOKER
Lieutenant G HAGGARD
Lieutenant J CARY

SEAMEN

Chief Petty Officer C VAUGHAN
Chief Petty Officer H ABBOTT
Petty Officer C BRAY
Leading Seaman S GILBERT
Leading Seaman G NASH
Leading Seaman C HOLDERNESS
Able Seaman A KNAGGS
Able Seaman W CHEATER
Able Seaman L CHURCHER
Able Seaman B TALBOT
Able Seaman J WHEAT
Able Seaman A NICHOLS
Leading Signaller A THOMSON

Telegraphist W FALCONER

ENGINE ROOM

Chief ERA H BROOMHEAD
Chief ERA S BELL
ERA P FAWNS
ERA J GIBSON
Chief Stoker C VARCOE
Stoker Petty Officer H BROWN
Stoker Petty Officer H KINDER
Leading Stoker J KERIN
Stoker T WISHART
Stoker T WALKER
Stoker H HARDING
Stoker C SUCKLING
Stoker W JENKINS
Stoker J CULLEN
Stoker M WILLIAMS

SPARE CREW NAMES

(Read by Mark Butchart)



SEAMEN

Petty Officer H STILING
Petty Officer W HITCHCOCK
Leading Seaman J MCGREGOR
Leading Seaman P KEMPSTER
Able Seaman G MCCREADY
Able Seaman E GWYNNE
Able Seaman R MITCHELL
Able Seaman S NORRIS

ENGINE ROOM

Chief ERA L ALLEN
ERA G DICKIE
Chief Stoker A SMITH
Stoker Petty Officer J TODD
Leading Stoker A WILSON
Stoker G HUGHES
Stoker T PEDDIE
Stoker W GROVES
Stoker E BOUGHTON

THE UNVEILING



Following the Unveiling of the Rededicated Memorial Mr Richard Cambridge (Chairman of the Barrow Submariners) gave the Exhortation

'At the going down of the sun n in the morning, we will remember them'. The Response was 'We will remember them'

The Bugler (Sub Lieutenant Phillips, TS SOVEREIGN) sounded the 'Last Post' and the Association Standards were Dipped.

After a *'One Minute's Silence'*

The Bugler sounded 'Reveille', the Association Standards were 'Carried'

A 'Lone Piper' – Mr Mike Ramsay - played the Lament 'Flowers of the Forest'



Mr Bob Palmer (Chairman of the Barrow Royal British Legion) gave the Kohima Epitaph: *'When you go home tell them of us and say: for your tomorrow we gave our today'*

A Poppy Wreath was then laid by Mr Dave Oakes (Barrow Submariners Association)



THE AUSTRALIAN NATIONAL ANTHEM & THE NATIONAL ANTHEM
(singing led by the Barrow Male Voice Choir)



Closing Words

(read by Mr Richard E Cambridge, Chairman, Barrow Submariners Association)



Mr Mayor, Commander Crane, Ladies and Gentlemen.

In 2013 'AE1 Incorporated' funded the establishment of this Memorial in Barrow for the Descendant Families of the crews of AE1 and AE2 as a permanent place of Remembrance here in the United Kingdom.

The Barrow Branch of the Submariners Association was honoured and privileged to assist in the establishment of this Memorial. At that time the final resting place of AE1 and her Crew was still unknown. The sheer persistence of the Australian Authorities and the Descendant Families finally paid off in late 2017 and AE1 was found.

The Submarine Institute of Australia (SIA) then set up the Australian E Class Submarine Foundation (AESMF) with the intention of updating this and other Memorials to AE1 & AE2 in Australia and Papua New Guinea to acknowledge that AE1 had finally been found. The Barrow Branch of the Submariners Association was again honoured and privileged to assist in the updating of this Memorial.

To that end I must specifically thank the Sub Committee who have project managed the updating of the Memorial and today's Rededication Ceremony, in particular Mr Bob Pointer who has been our direct liaison with the Barrow Borough Council, Mr Keith Johnson (Barrow Borough Council), Mr Alex Webb who organised the Meet & Greet and the Reverend Andy Batchelor who has officiated here this afternoon.

I would also like to thank:

The Barrow Borough Council for preparing the site, for their legal and planning expertise, as well as allowing us to disrupt the traffic and the normal Saturday afternoon calmness of the town.

Hindpool Community Centre for use of their facilities

Mossops Monumental Masons for manufacturing and installing the new plaques

Barrow Male Voice Choir

Barrow Sea Cadets

BAE Systems Maritime

Radio Cumbria

But finally, I thank you, our Guests, the Members the Descendant Families and the townsfolk of Barrow for coming along this afternoon and witnessing this very important event, the Re-dedication of our Australian Submarine Memorial to AE1 and AE2 - Barrow-built Submarines. Thank you



(L to R): Log (Pers) Jamie Reid, Commander Crane RAN, Barrie Downer, Petty Officer Mark Butchart, Warrant Officer Coxswain, Ian Vickers, Richard Cambridge, ET (MESM) Joshua Millard



GUESTS & VIPS

Commander David Crane, RAN
Mr John Woodcock, M.P. for Barrow & Furness
Councillor Kevin Hamilton, Mayor of Barrow
Councillor Bill McEwan
Councillor Anita Husband
Councillor Helen Wall
Reverend Andy Batchelor
Mr & Mrs Tom Tribe
Mrs Marcia Bastin
Mrs Bet Spurling
Mr Richard Spurling
Mr Ian Vickers, National Secretary, Submariners Association
Mr Ian Lofthouse, BAE (Director of Nuclear Discipline)
Lieutenant Jason Zaccarini, SCC - O/C TS SOVEREIGN

PARTICIPANTS

Members of the Barrow Branch, Submariners Association
Members of the Royal Air Force Association
Members of the Duke of Lancaster's Regimental Association
Members of Barrow Royal British Legion
The Barrow Male Voice Choir
Sub Lieutenant Phillips, SCC Bugler
Mr Mike Ramsay Piper
HMS ANSON - ET (MESM) Joshua Millard, Log (Pers) Jamie Reid
TS SOVEREIGN – Able Cadet Ritchie. Able Cadet Zaccarini, Cadet Walker
Mr Michael Vallance – Photographer (BAE)

SUBMARINERS 'CROSSED THE BAR' REPORTED IN SEPTEMBER 2019

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	17 th April 2019	Philip Mann	Cook	Not given	72	Submarine Service from 27th May 1968 to 21st February 1974 in DOLPHIN, NEPTUNE & RESOLUTION (October 1968 & 2nd Commission (P) to 21st February 1974)
Colchester & District Branch	11th June 2018	Leonard Charles Fisher	Able Seaman (LTO)	C/SSX 23116	98	Submarine Service from 1939 to 1943 in TAKU, PANDORA & REGENT
Non-member	1 st September 2019	Neil Pugh	LMA (SM)	Not given	TBA	Submarine Service in SPARTAN
Gosport Branch	September 2019	Ray L Gritt	Chief Petty Officer M(E)	P/KX 914476N	84	Submarine Service from 1958 to 1978 in ASTUTE, THERMOPYLAE, TACTICIAN, TEREDO, AMBUSH, ARTEMIS, TRUNCHEON, ALCIDE, RENOWN & CHURCHILL
North Staffordshire Branch	September 2019	Geoffrey T Grove	Leading Seaman (GL)	P/JX 792124	91	Submarine Service from August 1950 to June 1956 in TEREDO, STURDY, TRUNCHEON & TAPIR
Non-member	September 2019	Kenneth Ewart	Not given	Not given	TBA	Submarine Service including DREADNOUGHT (1978 to 1981)
Dorset Branch	September 2019	Timothy R Evins	Chief Petty Officer Weapons Electrical Artificer	D135030Y	63	Submarine Service from September 1981 to February 1996 in REPULSE (twice)
Colchester & District Branch	13th September 2019	Anthony Robert Bragg	Able Seaman (UW3)	P/J952345	79	Submarine Service from August 1963 to July 1967 in OCELOT 'on commissioning on 20th January 1964 & SM3 Spare Crew
Dolphin Branch	25th September 2019	David A J Cook	Radio Operator 2	P/SSX 899513	83	Submarine Service from December 1954 to January 1961 in UNTIRING, UPSTART, SPRINGER, SCORCHER, TACITURN & PORPOISE
Non-member	September 2019	Michael Griffiths	Petty Officer Steward	Not given	TBA	Submarine Service including REPULSE (S) on recommissioning in 1987