



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: Dundee 2019 – The Barrow Team with new Norwegian Friends

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

WINSTON SPENCER CHURCHILL

EDITORIAL

Hello Everybody,

This Month the newsletter is back to its normal size and I think there is a fair selection of articles for you to read. I have included some photos from the recent Dundee Memorial Weekend which was attended by three Branch Member – see Front Page photo in which they are pictured with two Norwegian friends – including Ivar Eeg-Nielsen - the son of a WWII Norwegian Submariner Knut Eeg-Nielsen who stood by, and served in the Barrow built Norwegian Submarine ULA in which he was awarded the DSM.



Ivar's father is indicated by the arrow in this photo taken onboard ULA – the sailor in the white submarine jumper

is Leading Signalmans Sneddon of the RN Liaison crew. Knut Eeg-Nielsen also served in the Barrow built UREDD.

As one Norwegian link is established yet another one crops up! I have been contacted a Mrs Shirley Tilley from Norfolk – a friend of the late Lieutenant Commander Bruce Collins, MBE – a former member of the Barrow Branch, and later, the now defunct Central Lancs Branch - he 'Crossed the Bar' in 2008 in Norfolk. It turns out that Bruce's Submarine sank a ship in the entrance to Tromsø Fjord in Norway during WWII – bottling up several German warships. In 1955 Bruce visited Tromsø and was presented with a history of Tromsø by the City's Mayor. This book was in the possession of Shirley's late husband and she is trying to return it to the Collins family. I now have the book – written, of course, in Norwegian (which I can't read!) and I am trying to locate any surviving members of Bruce's family to return the book. Any one got any ideas?

Ben Britten has sent in a very interesting article about the funds being sat on by Military Charities – did you know that there are over 1,500 Military Charities with total funds of over £3Bn? The top ten such Charities alone are sitting on £377 Million! Much food for thought -

given the current discussions within the Submariners Association.

Talking of thing Charitable I have been advised that all the relevant Contact and Bank Account details for the families of the ARA San Juan Crew have now been identified. The funds raised by our-selves and 'We Remember Submariners' (WRS) are in the process of transfer to the families - if not already complete. It has taken a long time but has been achieved before the 2nd anniversary of the accident. A letter has been received from the Argentinian equivalent of RASM recognising the donations by both WRS and our Branch – by name. I have included a copy of the letter in this Newsletter.

I have included an article (from the old Vickers Newspaper about the 50th Anniversary of the Barrow Sea Cadets in 1982. It includes photos of one or two faces Members will recognise!

The Desmond Gerrish story is continued – he finally completes CW Training, is commissioned and appointed to his first ship as an Officer.

There is also an article by Commander Rob Forsyth – who many of you will know – on his life as a 'Cold War Submariner'.

A bit of advance notice for 2020. Friday 8th May - the 75th Anniversary of 'Victory in Europe (VE) Day' - will be a Bank Holiday. Kevin Hamilton – the Mayor- is looking for suggestions on how Barrow should recognise

this Anniversary. Parades? Church Services? Civic Events? Exhibitions? etc. Not just on the Friday – possibly over the whole weekend! Let me know any suggestions you might think of and I can pass them on.

Kevin Hamilton is also looking for ideas on how Barrow might recognise the 75th Anniversary of 'Victory over Japan (VP) Day' on 15th August. Again – any suggestions to me as soon as possible!

We are just about to start a very busy Remembrance Month. Details and timings of all the events Parades have circulated by E Mail and with the October Meeting Minutes but are included in this Newsletter for anyone who has missed them so far. Please note that there are several new Remembrance Events to which the Branch is invited this year.

See you all at the all at some (if not all) of these events and at the November Branch Meeting on Tuesday 5th where we will be joined by Crew Members and the CO of HMS AUDACIOUS - who will be awarding their 'Dolphins' to newly qualified members of his Crew. usual time, usual place – don't be late!

Best Regards,

Barrie

SOCIAL SECRETARY REPORT

Hi Shipmates

October saw us have our quiz night after the meeting where we enjoyed a couple scoops whilst competing in the easiest quiz ever and eating chicken supreme; thanks to all who supported this. The rest of the month for me has been getting my ducks in a row for the forthcoming, dinner dance, Christmas market trip, the ladies Christmas lunch and Christmas parties – all of which are on course to be great events so don't miss out.

Diary Check:

Friday 8th November is our Dinner Dance at the Imperial Hotel in Barrow. Meet for reception drink between 7 and 7:30, looking to be sat down around 7:45. Black Tie event so no "T" shirts and trainers please.

Saturday 23rd November is the coach 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 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. Departing the Ferry at 10 am via the normal route with timings to be given, 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; this list will close at the November meeting.

Saturday 21st December is the Christmas party proper, £5per 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 – very few tickets left.

Other items:

The members draw was not won in October so stands at £20 for November.

Don't forget to get your free beer if you were born in November, and next meeting's food is courtesy of the HMS Audacious and, I believe, will be curry.

Alex

NOVEMBER BRANCH CALENDAR

Embankment Parade	Sun 3rd Nov
Branch Meeting	Tues 5th Nov
BAE Crane Remembrance	Fri 8th Nov
Branch Dinner	Fri 8th Nov
Barrow Station Remembrance	Sat 9th Nov
AE1/AE2 Remembrance	Sun 10th Nov
Barrow Remembrance Parade	Sun 10th Nov
Ulverston Remembrance Parade	Sun 10th Nov
Manchester Xmas Market	Sat 23rd Nov
Committee Meeting	As Required

DECEMBER BRANCH CALENDAR

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

JANUARY BRANCH CALENDAR

Branch Meeting	Tues 7th Jan
K13	W/E 25-27th
Committee Meeting	As Required

NOVEMBER BRANCH BIRTHDAYS

J. (Julian) Bond	02/11
J.E. (John) Smith	08/11
P. (Pete) Schofield	09/11
G. J. (Gavin) Clelland	10/11
A.R. (Vernon) Miles	17/11
R. (Bob) Pointer	18/11
I.A. (Ian) Clark	18/11
G. (Katie) Boyle	20/11
M.S. (Mike) Lacey	22/11
N. (Neil) Lambert	27/11
T.J. (Trevor) Janes	29/11
J. (Jeffrey) Thomas	30/11

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR' -

NOVEMBER

Raymond Hetherington	1994
Christopher Crossman	2002
John Graham	2003
Fred Scheunig	2006
Bill Cole	2006
John Byrth	2007
Tony Evans	2016
David Wilson	2017
Joseph Sharpe	2017

RESURGAM

DISCLAIMER

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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 November for the December 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.

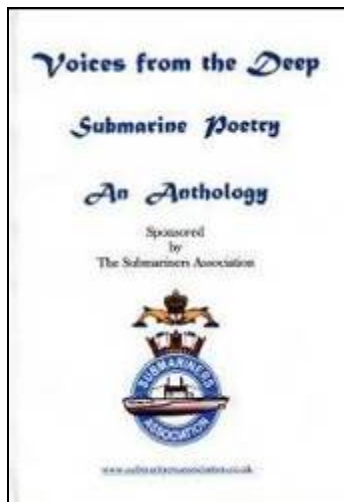
First come – First Served!

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

Tuesday, 2 October 2019

TRAINEE PICKS-UP TOP AWARD DURING SUBMARINER TRAINING COURSE

A Royal Navy Junior Rating was recently presented with a prestigious award marking him out as the best trainee on one of the world's most technically challenging military training courses.

Leading Engineering Technician (Weapon Engineering Submariner) (LET(WESM)) Callum Jackson picked-up the Molyneux Prize for his outstanding efforts on the Submarine Qualifying Course (SMQ).

On September 9 Callum and 39 of his classmates successfully passed-out the SMQ course at HM Naval Base Clyde. The event was the culmination of weeks of intensive training delivered by Flag Officer Sea Training, the Royal Navy's world-class training organisation.

LET Jackson's "positive approach to learning" and his "eagerness to understand all course content" led to him being singled-out for the Molyneux Prize. Named in honour of Lieutenant Commander Ian Molyneux GM RN, the prize was presented to the junior submariner by Midshipman Jamie Molyneux RNR.

"It is an honour for me as a Junior Rating in the Weapons Engineering (Submarines) branch to receive this award in memory of Lieutenant Commander Ian Molyneux who was the Weapons Engineering Officer on board HMS Astute," said LET Jackson. "I am humbled that Lieutenant Commander Molyneux's son, Jamie, was able to come and present it to me today."

He continued: "SMQ was a challenging but enjoyable course. It has been a great foundation for the rest of my submarine training, and I am very proud to have finally completed this important phase of my career."

The Submarine Qualifying Course provides future submariners with the knowledge essential for joining their first Royal Navy submarine. Before passing-out,

trainees are required to demonstrate an intimate understanding of more than 30 complex engineering systems on board.

Speaking about LET Jackson's achievement in winning the Molyneux Prize, his trainer, Warrant Officer 1 Jeff Crawford, said: "During his time with the Submarine Qualifying Course he took charge of the class ensuring everyone knew where to be and ensured study groups took place. His continued drive for knowledge continued throughout the course culminating in a course average of 97.9%."

He continued: "Considering he had only been in the Royal Navy for ten weeks, LET Jackson joined with a very positive approach to learning and eagerness to understand all course content. These attributes helped him demonstrate to the training staff that he had a complete grasp of all onboard systems, which was well above the standard required at this stage of his training." Callum, from Plymouth, joined under the Royal Navy's Undergraduate Apprenticeship Scheme (UGAS), an accelerated scheme to become a nuclear or weapon engineer. Participants are paid to study for a BEng (Hons) degree, gaining practical skills, and spending time in active service as either a Marine Engineer Submariner or of Weapon Engineer Submariner.



Midshipman Jamie Molyneux RNR presents the Molyneux Prize to LET(WESM) Callum Jackson.



SMQ(N) staff, trainees and VIPs at the passing-out.

SUBMARINE LOSSES OF WWII

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

TOP MILITARY CHARITIES SITTING ON £277M - WHILE VETERANS STRUGGLE

There are 1,519 Military Charities in the UK and, combined, they are worth more than £3.1 Bn and the top 10 Military Charities reported a 31% increase in their combined income in the last five years.

Could the proposed Submariners Association Charity end up like one of these Charities, money in the bank while submariners who need support struggle?

Research carried out by Sky News has revealed that some of the UK's largest military charities are sitting on vast sums of money despite many veterans still struggling for help. Data collated from annual accounts shows that the ten wealthiest armed forces charities have cash reserves totalling £277M. This is money sitting in bank accounts unused. One chief executive has described it as "a scandal" and another admitted it shouldn't happen.

It is common practice, and sensible, for charities to keep six to 12 months' income in reserve in case of financial problems, but one charity, the RAF Benevolent Fund, has almost two years' income (£37.4M) in reserve. In a statement to Sky News, the charity defended itself, saying: "Our board of trustees has agreed a minimum of £30M in free reserves is required to ensure we are able to look after those members of the RAF family we support, throughout their lifetime, whatever happens to the fund. "Robust financial management of our reserves is based upon long-term projections of the needs of the RAF family (serving and retired personnel and their dependants), taking into account the uncertainty of future income."

The data, collated by Victoria Elms for Sky News, has revealed further surprising statistics. In the five years since the end of Afghan operations, military charities' income has actually grown by 31%, making the 1,519 registered military charities in the UK now worth a collective £3.1Bn. The top 10 military charities are worth nine times more than their police equivalents and seven times more than the top 10 civilian mental health charities.

Veterans interviewed by Sky News complained that the money wasn't always filtering down to those who needed it and the bureaucracy had left some of them suicidal. "Every time I have to open this box it breaks me," one said, describing the mound of letters he has sent to the government and charities pleading for help.

Ed Tytherleigh from the Confederation of Service Charities admitted that co-ordination between charities could be better: "At the local level I think there is really good bilateral co-ordination between different veteran's charities. But I do agree that on a national level there is a lack of overall strategic co-ordination in how the veterans' charities operate. "There are some wonderful exceptions but, as a rule, as a whole, we are not collaborating as we should do."

"If an individual reaches out for help, they should get it," said Ed Parker, chief executive of 'Walking With The Wounded'. "And if an organisation is unable to provide it to that individual there will be another one that can. One should never just say no, and if it does happen, it's a failure."

Although veterans' care in the UK has improved markedly in recent years, and the current government has established the first office for Veterans' Affairs, the Veterans' Minister himself, Johnny Mercer, has previously said the way the UK treated its veterans was a disgrace.

The research has been published to mark five years since the end of combat operations in Afghanistan.

MY LIFE AS A COLD WAR SUBMARINER

By Commander Rob Forsyth

(The following article was originally published in the June 2019 issue of The Royal British Legion's members magazine, 'Legion')

My father was in the Navy during the Second World War and when he was on his way back, I can remember standing with my mother at the gate, asking, "What does Daddy look like?" He arrived wearing his uniform, at which point, aged five, I decided I wanted to join the Navy.

After attending Daventry Grammar School and Berkhamsted School, I got a scholarship to go to Britannia Royal Naval College, Dartmouth. When I decided to apply, it was only 10 years after the end of the Second World War and two years after the end of the Korean War; National Service was still in force and books were full of wartime stories. I could not think of anything more exciting than joining the Senior Service.

Unfortunately, I didn't like Dartmouth. Entry had always been from 14 years old; my entry was just about the first one for 18-year-olds, but the staff still behaved as if we were 14 - we were only allowed out on Wednesdays until 8pm and Saturdays until 10pm. I'd grown up in a co-ed environment, drank alcohol and liked girls, and didn't react very well!

1 first went to sea in HMS Appleton, a coastal minesweeper, in 1960 before joining HMS Chichester, an air defence frigate. During the 1961 Kuwait/Iraq crisis, we were dispatched to the Gulf. While there, my Captain informed me over a gin and tonic that my days at sea were numbered. He said: "Forsyth, we've got to do something about you. The First Lieutenant is not going to have any more trouble from you. I've decided you'll make a very good submariner. Your training starts in September." This was a bit of a surprise, and I was nervous, but it sounded exciting. There was no room for objection - once you received the Queen's shilling, you did what you were told!

My first submarine was HMS Auriga, attached to the 6th Submarine Division in Halifax, Canada. The first few months were spent 'working up' in the Clyde before deploying, but I still managed to find time to get married before we sailed in January 1963.

This period marked the real start of the Cold War. The stand-off between the USSR and USA over the installation of Soviet missiles in Cuba occurred just before we sailed across the Atlantic. It was to affect all our lives from then on. Before we left, we carried out a patrol with war torpedoes and a false deck throughout the submarine with tinned food and beer. We painted out our pennant numbers - all the things you do before going to war. When you're only 22, 23, you're invincible. I thought it was a great adventure.

During the two years of being based in Canada, we would regularly practise patrolling beneath the Arctic ice where the Soviet submarines operated. We practised two things: one was hunting submarines, and the other was keeping an eye on where there were holes in the ice - with a diesel submarine, which we were in at the time, you had to open a hatch or put up a snorkel mast to run the engine and you couldn't do that if you were under solid ice. The Russians called these gaps polynas, so we called them that, too.

Our main focus was tracking Russian submarines. The Russians would come down through the Iceland-Faroes gap to get into the Atlantic, where SOSUS (a chain of listening posts on the sea-bed installed by the Americans) would give a warning that they were coming through. Maritime aircraft would find out roughly where they were, signal to us, and we would follow them and collect intelligence on where they went and what they did. We would track them down the Atlantic, across the American seaboard, and say goodbye when they went back through the gap.

Inevitably, there were close encounters. One of the things the Russians would do was turn round really quickly, ring on full speed and charge straight back down their previous track - what we called a 'Crazy Ivan' manoeuvre - with the aim of bumping into us. You had to be quite alert to get out of the way in time. Although I didn't have any collisions, after I left her, HMS Sceptre came back off patrol with most of her fin missing because she had "hit an iceberg". It has now been admitted that she came up underneath a Russian submarine and the screws carved great big gouges in her hull, so she was very close to being lost.

After Canada, I served in two more submarines before I was selected for the Submarine Commanding Officers' Qualifying Course, aka 'The Perisher', in 1969. This six-month course is a prerequisite for command of a submarine. I passed and was appointed in command of HMS Alliance in January 1970 at Devonport. Although one's first command is daunting, we were too busy chasing Russian boats or practising attacks against our own forces for me to have much time to think.

I then joined HMS Repulse, a Polaris missile-carrying submarine. Each submarine had two crews, which alternated patrolling, and I was the Executive Officer. A patrol lasted up to eight weeks, and during that time there could be no contact of any sort between the crew and their families other than a weekly message of 40 words, known as a familygram.

When you sail off, your whole mind focuses on life on board. My wife always used to say that I sailed with a sense of relief that I'd escaped all the problems of domestic life. It was true. When you go off to sea in a very small space, your life becomes quite organised.

When the nuclear submarines came in, it was quite nice; they had air and unlimited water, and we could wash. In the old days, in diesel submarines, you didn't have air conditioning, or heating even, and living conditions could be pretty appalling. In the tropics, you could get terrible rashes and we would wear just a sarong to try and keep cool. In the Arctic areas, you could end up in full cold-weather clothing, condensation dripping off the hull.

I was promoted to Commander in 1974 and appointed to run 'The Perisher' for two years. Being a student on this course had been a challenge; being in charge of it was even more so. In April 1977, I took on the command of a nuclear 'hunter-killer' submarine HMS Sceptre. Our task was to track the bigger and better Russian ships and submarines that were appearing in the Atlantic every year. At the end of my command I was sent to a desk job in the MoD; everyone has to do their penance and I was no different. In January 1981, I stepped ashore for the last time as a serving officer and embarked on a commercial career, from which I retired in 2000.

Funnily enough, I only joined my local Legion branch of Deddington five years ago. I'd always supported Remembrance Sunday, but I became a member because the President pointed out our village committee was getting so small that we were in danger of losing our Standard. Shortly after I joined, I became Chairman and set about co-opting various friends who talked to me for too long in the pub and soon found themselves Treasurer and Secretary.

I think what gets me most about the Legion is the support for ex-Service people. What we're finding out now across the organisation is, at our age, the comradeship is strong. Younger people have a different way of life and so many other interests. But they will support a charity if there's a need. For me, it's about maintaining the traditions and the support of the Legion."

HMS ROYAL OAK IS REMEMBERED ON 80TH ANNIVERSARY

HMNBC 64/19 Tuesday, 15 October 2019

A series of commemorative events have taken place in Orkney to mark the 80th Anniversary of the sinking of the HMS ROYAL OAK at Scapa Flow. Royal Navy personnel attended the events held over the weekend, to pay tribute to the 835 sailors who lost their lives during the sinking of the Revenge Class battleship. The ship was anchored at Scapa Flow in Orkney when it was torpedoed by a German submarine during World War II on October 14, 1939.

Among those attending were Royal Navy divers from HM Naval Base Clyde-based Northern Diving Group (NDG), who travel to Orkney every year, to carry out

the solemn duty of descending to the wreck to change the White Ensign.



Members of Northern Diving Group salute while laying the new White Ensign

For many years it was thought that 834 lives were lost in the tragedy however recent research has uncovered details of a crew member who died in hospital from burns two weeks after the tragedy. His name has now been added to the Book of Remembrance, bringing the total loss from the attack to 835.

This year marks 80 years since the disaster and to mark this the HMS ROYAL OAK Association held several events. On Sunday morning, a Service of Remembrance was held at St Magnus Cathedral which was followed by a community ceremony at the HMS ROYAL OAK Memorial. Members of the community and Royal Navy personnel placed 1,259 wooden poppies – one for each person who was onboard – in the ground, in advance of the anniversary on Monday, October 14.

On the anniversary itself, Royal Navy personnel joined relatives and friends of those who were lost, local residents and members of the ROYAL OAK Association to pay tribute at the garden of remembrance. Following the tributes, vessels departed from Scapa pier for a further service of remembrance above the wreck of HMS ROYAL OAK where 835 red carnations were scattered in honour of those who lost their lives in the tragedy.



Gareth Derbyshire, Chairman of the HMS ROYAL OAK Association, Bill Spence, Lord Lieutenant of Orkney and Captain Chris Smith, Naval Regional Commander get ready to lay the wreath – made of real oak leaves – above the site of the wreck

Over the last 12 months a team of volunteer divers have been granted a licence to dive the wreck by the Secretary of State for Defence. The HMS ROYAL OAK Survey Team have gathered new video footage and images which were released as part of commemorations to mark the 80th anniversary of the ship's sinking.

The images were gathered using the latest techniques to create 3D virtual reality models of the wreck in the hope that the sinking is not forgotten, by helping relatives of those lost, and the wider public, to visualise the ship's final resting place. Some of the video and imagery were shared at events which took place over the anniversary weekend.

Lieutenant Jen Smith who has worked with the survey team over the past year said: "Unlike battlefields, such as the D-Day landing beaches of Normandy, naval war graves are less accessible to most people and are more easily forgotten. Lying beneath the waves, it is difficult for current generations to imagine the significance of these sites and the scale of such a loss."

An annual Service of Remembrance is also held at Portsmouth Naval Base and, earlier this month, Princess Anne and her husband, Vice Admiral Sir Tim Laurence unveiled a new commemorative stone to mark the 80th Anniversary.

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde.

Picture credits: Marjo Tynkkynen, Kieran Hatton, Bob Anderson, Professor Chris Rowland & Kari Hyttinen

PRIZE GIVING MARKS (BARROW) SEA CADETS FIFTY YEARS

(from VSEL Link Magazine June/July 1982)

There was a special significance to the annual prize-giving ceremony of the Barrow Sea Cadet Unit at T.S. Sovereign last month. This year marks the 50th Anniversary of the founding of the unit, which grew out of a decision on May 25th, 1932 by the Barrow and District Branch of the Navy League to form a company of Navy League Cadets

The close ties with Vickers go back to the very beginning of the unit, as shortly after the first meeting in the Empress Hall, the unit moved to new headquarters above the West Shop gatehouse. For the first six months of its existence, members of the unit did not even have uniforms, but once it had settled in, Sir Charles Craven, the first President of the unit, personally paid for the first twenty uniforms.

The cadets continued as the Navy League Cadets until September 1933 when they were recognised and adopted by the Admiralty, becoming the First Barrow Navy Unit Sea Cadet Corps.

Anyone who has ever attended a launch at VSEL will know that the cadets always provide a guard of honour, and this tradition dates back to 1933, when the vessel concerned was the Brazilian training ship ALMIRANTE SALDANHA, which is still in service with the Brazilian Navy.

Two years later, in 1935, they were asked to provide a guard of honour when the Duke and Duchess of York (later King George VI and the present Queen Mother) came to Barrow to open the Jubilee Bridge and launch the liner STRATHMORE.

By this time, the unit had moved into permanent headquarters in St John's Mission in Stanley Road on Barrow Island. In an air raid in 1941, the unit lost not only its HQ but all the records as well.

After the war, the present headquarters at 11/14 Cavendish Park was provided on loan by Vickers and became known as TS (Training Ship) CAVENDISH.

In later years the Barrow Cadets had the honour of being the first Sea Cadet Unit ever to be taken on board a nuclear submarine when they visited HMS DREADNOUGHT in 1962. The submarine connection was strengthened even further in 1973 when the Unit HQ name was changed from TS CAVENDISH to TS SOVEREIGN, with the Commanding Office of HMS SOVEREIGN, Cdr James Laybourne, present at the ceremony together with members of the ships company.

A further landmark in the Unit's History had occurred six years earlier in 1967, with the formation of a Marine Cadet Detachment. After only three years in existence, the Marines won the coveted Gibraltar Cup, awarded to the best all-round Marine Cadet Detachment in the country.

Coming right up to date, the majority of the prizes at this year's awards evening were presented by Mr Greg Mott, who last year succeeded Mr Bill Richardson as Unit President. Other presentations were made by Mrs Mott and the Mayor of Barrow, Cllr Colin Rainford while the Ron Duxbury Trophy for the Best New Entry Seaman was presented by Mrs Duxbury.

Another honoured guest was Cdr Martin McPherson, Commanding Officer of HMS TRAFALGAR, who presented the Cadet Forces Medal to Lt (SCC) G. S. Chapman RMR, and the 1981 Efficiency Burgee to the Unit's Commanding Officer, Lt Cdr (SCC) Alan Miles, RNR. In the course of a very amusing speech, Commander MacPherson speculated on how much easier his own early days in the navy might have been if he had received basic instruction as a sea cadet.

At the end of the evening, the unit itself received a further 'prize' in the form of a cheque for £1,000 raised by the parents committee.



Petty Officer Paul Douglas was awarded the Gilbert Baines Memorial Trophy for the best all round cadet. He also took the Andy Cook Memorial Shield for the best bandsman, the Laurens Trophy for seamanship and the Crown Rosebowl for the Best All-Round Offshore Seaman



Mrs Mott hands the Merit Points award to Able Seaman K Mullen



Unit President Mr Greg Mott inspects the Guard of Honour on his arrival at TS SOVEREIGN, the Headquarters of the Barrow Sea Cadets



Leading Seaman Paul McCracken takes the Hamilton Shield for Citizenship from the Mayor, Councillor Colin Rainford

NOTES:

1. The 1st Barrow Sea Cadet Corps was 'Officially Recognised' as a Unit of the Navy League on 15th March 1934 as the 24th Unit of the Sea Cadet Corps.

2. The January 1935 Navy List gives an approximate unit strength of 49 but No Sea Cadet Officer is recorded.

3. The January 1937 Navy List (records a light drop on the approximate strength to 46 under the charge of Sea Cadet Lieutenant John Brear Laycock.

4. According to the May 1939 Navy List the unit strength was 50 and the Sea Cadet Officer was Lieutenant Samuel Harold Renney.

5. Barrow News 26 April 1941:

**REPORTED MISSING
WELL-KNOWN BARROW SEAMAN**

A telegram from the Admiralty received on Friday week by Mrs. Renney, 42, Harrison-street, bore the sad intelligence that her husband, Samuel Harold Renney, A.B. (39), a seaman in the Royal Navy, is reported missing and presumed killed on war service.

Born at Whitehaven, Mr. Renney came to Barrow as a boy. He served with the Royal Navy in the last war and worked as a postman at Barrow before being called up as a reservist just before the outbreak of hostilities in 1939. He has been prominently connected over a long period with the 1st Barrow Unit Navy League Sea Cadets. Mr. and Mrs. Renney have two daughters and one son.



The Desmond Gerrish Biography

(Continued from the October issue of Periscope View)

CHARACTERS

All of us were oddballs in one way or another – that's why we achieved Dartmouth – rubber-stamp conformers had no place in the R.N. The more colourful amongst us was:

Ernie Lourme – Canadian Navy, who got away with murder under the real R.N. excuse of “Oh, well, he's a Colonial, what do you expect!” Oldest of all us, Ernie was a very amusing extrovert with a quasi-American/Canadian accent. He was not stopped from greeting visiting Admirals with a slap on the back and a gushing “Gee, Admiral, you know, it's a great honour for me to be allowed to shake your hand”. They loved it. If a Brit did that, we'd get a severe reprimand.

His kindred spirit up at the College was Count Paderewski – a Pole, who escaped Poland and fought with The Allies in the war, now a Staff Tutor and, yes, related to the Polish pianist. Ernie frequently invited the Count as his private guest to our weekly Guest-night dinners. And the two of them would be one of our ‘cabarets’ in the Bar after dinner. They were perfect foils for each other. Ernie's brash Canadian New World style bouncing off the Count's impeccable aristocratic demeanour. The Count was very fond (of course) of fine brandy, which Lourme would ply him with jugfuls, while the Count had a mission to persuade Ernie that vodka would alleviate Lourme's intolerable colonial rawness. And the two of them would play our battered Mess piano with our more than enthusiastic approval, particularly Paderewski's Cossack, leg-kicking dance tunes.

Then there was Benjy Leach. Son of a devout Welsh miner. Physical appearance, short, squat, broad shouldered, large head and big conk, with walking gait consistent with giant springs strapped to his feet. He was an intellect, a radical and permanent humourist. When he got out of hand with drink, which he loved, we literally had to sit on him to stop his execution of pranks dangerous to himself and usually harmful to furnishings and fittings in his vicinity. One Saturday evening, late on in the Dartmouth Arms, we suddenly became aware of his absence and started searching; we found him atop of the statue, centrepiece of Dartmouth's town fountain in the main Square, talking to the duty policemen, patiently waiting for Ben to climb down. As the policeman transferred the responsibility of Ben's rescue to us, he said, with great conviction: “That gentleman up there is the most interesting person I've ever spoken to.

Gerry Williams, another Welshman, played scrum half for the Navy, renowned for his endless repertoire of very amusing Welsh Rugby songs which he sang with a trained and talented voice.

Bill Thornily, a Cornishman, just 5ft. 6in. but built of reinforced concrete. Played full back and many 6ft. plus giants on the way to score a try against us, with only Bill left between him and our try-line, suffered Bill's crunching tackle and the shock of crashing to the ground, winded. And so on.

Our Final Exams fell in late December 1951, completing the one-year course to become Officers. Serious business this. The exams took the best part of a week and would result in one of three outcomes:

Pass	Instant Commission to Acting Sub. Lieutenant.
Borderline Fail	Complete one more term and try exam again.
Fail	Leave the Navy

We had completed seven of the eight Exams by Thursday, with only Navigation left to do on the Friday. But - it had been arranged by us to have a Farewell Party at the home of a local landowner, a friend of ours throughout the year and indeed his family. His Manor Farm was 3½ miles up country from the College. We walked, of course, and had a splendid evening, homemade cider, hams and a baron of beef. Outside, unbeknown to us, a blizzard was raging. We left after midnight into the teeth of the blizzard at a lively pace since drifts were already building up. It was a difficult walk and the only bloke to lose his sense of humour was Ernie Lourme, who slipped continually in his high fashion poncey shoes bought from Harrods. We laughed. He didn't. His raving was a thesis of 'All Brits were thick as planks,' evidenced by their living in the worst climate in the world'.

We lost our way several times as snowdrifts covered the narrow country lanes. But eventually the dim lights of the College appeared below us and we were safe and warm in our beds at 2.30 a.m. We completed the last exam starting at 9 o'clock next morning. A close shave. Most of us passed our Finals. Ernie Lourme was put back one term and then passed.

Now, in the last week of term before Christmas Leave, events moved at lightning speed. Admiralty gave you a lump sum of money to buy Officers' uniforms and you, individually, chose a ceremonial tailor to fit you out. Most of us chose Gieves, the best and most expensive. Gieves and the other Naval tailors had measured us back in mid-term - and, of course, had pre-empted our Finals on the gamble that most of us would pass. So, it was no surprise to find that final fittings of uniforms began as soon as results were out. Within three days of passing we were dressed in Sub. Lieutenants' uniform. The full kit was enormous:

- 3 Day Reefer Uniforms
- 1 Mess Undress (Evening Kit) + 6 boiled shirts
- 1 Overcoat
- 1 Raincoat
- 3 Action Dress outfits
- 2 Caps
- 1 Sword
- 3 Pairs Shoes
- 1 Pair Evening Dress Shoes
- 1 White Waistband for Ball Dress

Tropical Kit:

- 6 Sets of shirts and shorts and log stockings (Day Dress)
- 3 Ice-Cream Suits (Best Dress)
- 3 White Monkey Jackets (Evening Dress)
- 1 Cumberband
- 2 Pairs White Buckskin Shoes
- 6 Sets of Shoulder Epaulettes

And, last of all, a long black metal trunk which would take about 1/3 of the above uniform, designed for sea- cargo, when posted abroad. Minor items, like an Officer's Identity Card, books and manuals, came from the College 'factory'. The very last day of term was the ceremonial 'Passing out' Parade. Parents and families invited - my mother and sister, Jean, came - and an Admiral to officiate.

Thence off home with our mountains of baggage for Christmas Leave and to await our appointments to ships. My appointment came by post at home on 21st December 1952. Their Lordships directed me to join H.M.S. Woodbridge Haven, a frigate, in Portsmouth Dockyard, on the 8th. January 1953. Which I did, leaving all my Tropical Kit in store at home.



H.M.S. Woodbridge Haven

She was a nice, small class of frigate with a fair bit of deck and accommodation space, built with two reciprocating engines (old fashioned, slow, but immensely reliable) and was based on the Clyde, under the Senior Officer, Clyde. Her duties were to act as 'pretend killer' of submarines for the Clyde Squadron of Submarines to practice against. Her

complement was very small while employed on this peacetime training role. Her Captain was Lt. Cdr. Longbottom; First Lt. was just a junior Lieutenant; Navigator a Sub. Lt.; a Warrant Officer, Gunner and Engineer – just 5 Ship's Officers plus me for four months' training (ha! ha!); with so few Officers I knew I would be given a share of real duties and that would be my training. In at the deep end again.

We sailed from Portsmouth for the Clyde on 9th. January. Once there it was straight to work, day running in the Clyde approaches for submarines to practice themselves against us and securing to a buoy in Rother Bay every night. Longbottom made me an Officer of the Watch as soon as I joined – as O.O.W. you drove the ship, with the Captain close at hand by bell or voice pipe when emergencies arose.

To be continued in December 2019.

REMEMBRANCE PARADE & EVENTS FOR NOVEMBER 2019

Sunday 3rd November 2019 Rusland Remembrance Service Venue – Rusland Church
Service commences at 1430

Wednesday 6th November 2019 Remembrance Concert Venue – Askam Band Hall
1900 Tickets from Alan Benson on 01229 889671

Friday 8th November 2019 BAE Crane Memorial Service Venue – Dock Museum
10.40am – Arrival at the Dock Museum
10.45am – Opening words and prayers
10.50am – Laying of the Wreath
11.00am – 2 Minutes Silence signified by member of the Sea Cadets playing the bugle
11.05am – Closing words
11.15am – Refreshments at The Dock Museum

Saturday 9th November 2019 Barrow Station Remembrance Service Venue Barrow Station
1030 - Muster in Booking Hall

Sunday 10th November 2019 Service at AE1/AE2 Memorial Venue – Ramsden Square
0945 - Muster at Memorial 0945
0955 -Short Service & Wreath Laying
1000 - On completion move to Town Hall Square
10th November 2019 Barrow Remembrance Parade & Service
1010 - Muster at Town Hall Square
1030 - March on the Colours
1035 – Parade March Off to the Cenotaph
1050 – Arrive at Cenotaph
1059 – Commence Remembrance Service
1100 – Two Minutes Silence
1102 – Remembrance Service continues
Wreath Laying o/c Service
o/c Wreath Laying Parade March off to Royal British Legion

Sunday 10th November 2019 – Ulverston Remembrance Parade
1400 – Parade Muster at Brogden Street RBL
1410 – March Off to the Church
1430 – Remembrance Service
1535 – March to the War Memorial for laying of Wreaths.

Sunday 10th November 2019 Remembrance Service/Fundraiser Venue – Roundhouse, Walney
1000 to 1600

Monday 11th November 2019 – Ulverston War Memoria
1045 - Act of Remembrance



MAR DEL PLATA, 08 de OCTUBRE de 2019.

Mr. Ian J. Atkinson
Chairman
WE REMEMBER SUBMARINERS
104 a Charlton Road
Keynsham
Bristol
BS31 2EY

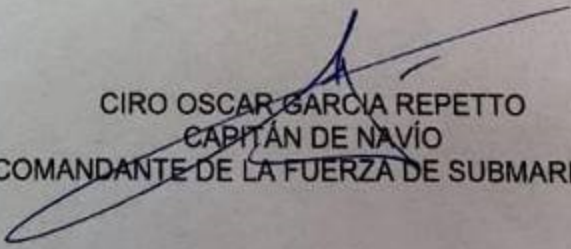
I have the pleasure and honor to write this letter not only to a single person but to a whole bunch of people that gathered together with an aim: to support the families of the A.R.A. "SAN JUAN".

On behalf of all submariners from this part of the world, unlike Argentina is far away from you in distance, our hearts are very close. We are very grateful of all you have already done, is an example of how things should be done: simple but with an enormous impact in the souls of all submariners.

I want to thank you, for the excellent work to coordinate, with the help of Captain Grosso from Argentina, the donation for the families and also request send our gratefulness to the Members of Barrow-in- Furness Branch of the Submariners Association whom as well, have included their contribution with WRS.

As submariner, we understand the importance of family's support, the spirit that inspires WRS is just what we need, is what our families need.

Sincerely, with gratitude.


CIRO OSCAR GARCIA REPETTO
CAPITÁN DE NAVÍO
COMANDANTE DE LA FUERZA DE SUBMARINOS

SUBMARINERS 'CROSSED THE BAR' REPORTED IN OCTOBER 2019						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Burton on Trent Branch	October 2019	Bernard Quinlan	Stoker 1 st Class	C/KX 151942	95	Submarine Service from 1941 to 1946 in L26, TUNA, SYBIL, STUBBORN & VORACIOUS
Non-member	12th October 2019	Daniel (Paddy) Sullivan	Chief Petty Officer Marine Engineering Mechanic (M)	TBA	72	Submarine Service from 1968 to 1987 including RENOWN
Ex North Staffordshire Branch	13 th October 2019	Richard I (Dot) Cotton	Able Seaman (Sonar)	D231591F	53	Submarine Service from 1991 to 1996 in RESOLUTION (1992 to 1996)
Dolphin Branch	14th October 2019	Walter Jackson (Mac) McNaughton	Engine Room Artificer 2nd Class	P/MX 778307	89	Submarine Service from March 1954 to February 1960 in ASTUTE, AMBUSH & ACHERON
Non-member	15th October 2019	Barry Miller	Able Seaman (UC)	TBA	TBA	Submarine Service from 196* to 1972 in diesel boats, WARSPITE (1st Commission Crew) on 18th April 1967 & VALIANT
Non-member	26th October 2019	Brian W (Cowboy) Kerton	Chief Petty Officer Coxswain	TBA	83	Submarine Service in ANDREW, THULE, TEREDO, TALENT & SOVEREIGN (1st Commission Crew) on 9th July 1974
Non-member	October 2019	Derek (Digger) Fletcher	Nor given	TBA	88	Submarine Service including SENESCHAL & SETT
Welsh Branch	October 2019	Robert D Griffiths	Able Seaman (ST)	D/JX 422414	94	Submarine Service from September 1943 to September 1946 in OBERON, PROTEUS, OTWAY, TOTEM & VORACIOUS
Ex West of Scotland	October 2019	John A (Nobby) Bunch	Charge Chief Weapons Electrical Artificer	TBA	74	Submarine Service in WARSPITE, VALIANT, REPULSE, REVENGE & RESOLUTION
Non-member	27 th October 2019	Les Stagpool	Radio Supervisor	TBA	TBA	Submarine Service including OTUS (1981)