



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: Alex's Christmas 'Run Ashore' at the King Alfred

'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,

A very Happy New Year to everyone. Hopefully, by now, you will have got over all the turkey and trimmings of Christmas. Was Santa good to you this time and did you get the presents you really wanted - and have returned all those unwanted ones?

I hope you all managed to avoid that very nasty cough and cold that has been doing the rounds. It's one of those ones which just keeps on going - every time you think is gone it comes back for another go.

Anyway, we can all look forward to a busy time in 2020. After a whole host of Social Events, arranged by Alex in 2019, he has been very busy in devising a Social programme for 2020 as you will see from his Social Secretary Report - have you picked up your copy of the Social Programme yet? I expect there will be something in the Programme that you will be able to support. If you have any suggestions for Events you think might be arranged have a word with Alex so see if anything can be fitted in.

January sees the K13 Weekend in Faslane - this year on the weekend of 24th to 26th January. I have sent eight names to Faslane for Security Clearance so it should be a good run!

In answer to my request for Proposals for the 2020 National Council Conference in March I received one

for an amendment to the Association Rules setting Financial Limits on approvals by the National Committee. We did discuss this at the December Meeting and in Committee and a formal Proposal was sent to meet the 31st December deadline.

One item which **will not be on the Agenda** for the Conference is the Charitable Status Proposal. RASM recently sent out a letter about his interpretation of Charitable Status which was somewhat at odds with what the National Committee had put forward previously. The National Chairman has written an explanation of what he thinks is going on. As a result, we will not be discussing Charitable Status at the National Conference in March, but something may be put forward for the 2021 Conference. Meanwhile the Association will continue to be run as at present. I have included both the RASM Letter and the National Chairman's explanation in this Newsletter. I did send out both by E Mail - but in case you missed them you can read it here! If you haven't yet booked your Accommodation for the National Conference & Reunion at Kegworth on W/E 27th/29th March, it's not too late to get your applications in!

No suggestions have yet been put forward by Members for our Branch AGM in April - but there is still time!

Anyway, that's enough about formal Association business so back to the Day to Day stuff. The January Branch Meeting is on Tuesday 7th January and Association Subs for 2020 are now due so, if you still pay by cash or cheque, bring your wallets or chequebooks along – Mick Mailey will happily take your Subs from you in exchange for a 2020 Sticker to go on your Membership Card. Subs remain at £20 for Full

Members (£15 for National and £5 for the Branch). Branch Subs for Affiliated and Associate Members remain at £5.

See you all on Tuesday 7th – usual time, usual place – don't be late!!

Best Regards,
Barrie

SOCIAL SECRETARY REPORT

Hi Shipmates

December saw us have our Christmas parties and they were all very well supported – my thanks to all my helpers. We rounded off the month with the opportunity of getting a free festive pint at the King Alfred and I think we had about 20 members who took me up on the offer – lovely afternoon!

Well, 2020 is here and we turn our attention to how we can enjoy ourselves. By now you will have all had sight of the plan and I look forward to seeing you all at the functions.

Diary Check:

Friday 7th February is our annual trip to 'first foot' our Morecambe friends. The coach is all booked (16 seats) and will depart the RBL at 6pm, cost per attendee is £10 and the shortfall will be made up by the branch. I will be taking names at the January meeting.

Saturday 14th March is our St Patrick's Day party at the Legion and tickets will be on sale from the February meeting at £5 each. Same routine as before - live entertainment, disco, lots of drink and some nosebag to help us get through the evening.

Saturday 4th April is our pub crawl along the coast up to Coniston – it will be a gallon club challenge without the walking – first offer of refusal is to those who attended the Lancaster trip – cost for this is £15 per person to cover the cost of transport.

Saturday 16th May is our annual Branch Dinner which is now being held the Saturday closest to the birth of the branch and will become more of a party, albeit still with branch blazers or jacket and tie. I have booked the Brown Cow this year and therefore it is limited to 35 – will update on costing and menu choice later.

Other items:

The Members draw was not won in December so stands at £10 for January.

Don't forget to get your free beer if you were born in January, and next meeting's food is 'train smash' with French stick – how posh is that!!!

Alex

JANUARY BRANCH CALENDAR

Branch Meeting	Tues 7 th Jan
K13	W/E 24-26 th
Committee Meeting	As Required

FEBRUARY BRANCH CALENDAR

Branch Meeting	Tues 4 th Feb
Quiz Night	Tues 4 th Feb
Morecambe First Footing	Fri 7 th Feb
Committee Meeting	As Required

MARCH BRANCH CALENDAR

Branch Meeting	Tues 3 rd Mar
St Patricks Party	Sat 14 th Mar
SA Reunion & Conference	27 th /29 th Mar
Committee Meeting	As Required

JANUARY BRANCH BIRTHDAYS

L. (Lou) Budden	02/01/1971
K (Kate) Pearson	02/01/1947
D. (Danny) Cargill	06/01/2001
R.S. (Bob) Sherriff	10/01/1949
P (Piya) Das	20/01/1987
P.C. (Peter) Hearn	22/01/1957
B. (Brian) Reed	27/01/1944
I.W. (Ian) Moore	29/01/1948

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS 'CROSSED THE BAR' - JANUARY

Morris Voce	1982
James G W Tiffney	1993
George Green	2007
Peter Bell	2007
Brian Kerr	2008
J S Hards	2010
Leslie Willcox	2012
Colin Lee	2015
Ted Budgen	2016
Norman Hart	2017
Frank Pretty	2019

RESURGAM

DISCLAIMER

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opinions expressed in this Newsletter but encourages publication as a matter of interest.

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

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. You may also send your contribution by e-mail to me on frozennorth55@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 January for the February 2020 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: PORPOISE, GRAMPUS, NARWHAL, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS & UNICORN.

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 & 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 Page 2. Thanks, Barrie

SUBMARINERS ASSOCIATION DIARIES 2020

The Submariners Association Diaries for 2020 are now available from Slops. Malcolm Hogg still has copies and they will be available at the January 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

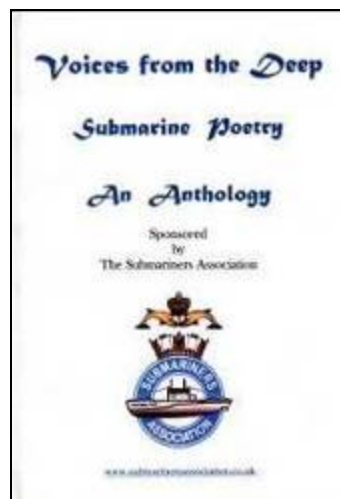
VOICES FROM THE DEEP

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 Book (16 copies still available) should be sent to me:

Barrie Downer, The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. Or you can always ask me at the Branch Meeting



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

BOOKS **The Suicide Club** By Andy South



There have been several books written about the 'K' Class Submarines in the past however, most of them have concentrated solely on their poor safety record and the many fatal accidents involving Submarines of the Class. This new 'E' Book, as well as describing the many accidents and incidents, also looks into the decision-making process behind the design, why steam propulsion was chosen, the complexity of the design and many of the characters who commanded these 'Fleet' submarines. Much of the information comes from the Ships Covers, Ships Logs, Court Martial and other Records held at the National Archives at Kew, and also contemporary personal records by some who served in 'K' Class boats. One letter quoted (from the Royal Archives at Windsor) was written by HRH Midshipman the Duke of York (the future King George VI) to his father describing the near disastrous diving incident to Submarine K3 in Stokes Bay in the Solent in December 1916. Luckily Stokes Bay is quite shallow - otherwise British history might have been quite different.

The book contains many photographs, charts and drawings (many not seen before) which assist with understanding the 'K' Class story.

Andy South has managed to pull together a wide range of technical detail, contemporary first-hand accounts and other information into a readable form helping to explain the history of the 'K' Class boats and coming to a conclusion that the 'Fleet Submarine' concept - whilst understandable - could not be safely supported by the technology available in the early 20th Century.

ISBN 978 16737 192 22

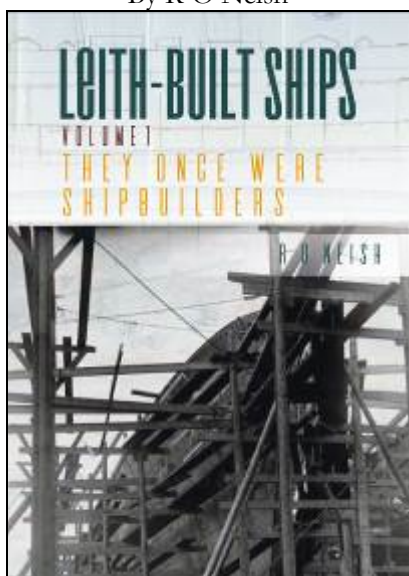
Available from Amazon in January 2020

E book: £4.99. Paperback: £11.99.

Andy South is a relatively new author of World War One Naval Histories, but he comes with a passion and knowledge developed over the past half a century. He has produced a number of well received articles for the on-line magazine 'The General Naval Board'. In addition, he has published a significant number of articles and has now a following of near the 100,000's on Social Media. 'The Suicide Club' is his fifth book, following two volumes on the career of the 'HMAS Sydney' and one each on the capital ships 'HMAS Australia' and the flawed German 'Tegethoffs'. Having explored the National Archives for his research on the 'K' boats, the Submarine Service's Baltic or Dardanelles campaigns have a fresh fascinating and draw. Book Six will see him in distant waters researching the great British submariners.

Leith Built Ships (Volume 1)

By R O Neish



This book is the first in a series about the almost-forgotten part played by Leith in our truly great maritime heritage

It is a complete history of the ships built at Leith from c. 1850 until the end of World War I and features the shipyards that eventually became the Henry Robb Shipyard including S & H Morton, Ramage & Ferguson, Cran & Somerville and Hawthorns & Co.

The list which includes famous ships with tales of adventure and new trade routes has been written by a proud shipbuilder who is still active in shipbuilding and well-qualified to tell the story

Leith-Built Ships is a testimony to the skill of the men who built the ships and to the many men and women who may have sailed or served on them.

This history is brought together in Vol. I of a three-Volume series about the almost-forgotten part that Leith played in our great maritime heritage and is the culmination of the author's lifetime experience of shipbuilding.

Most people may well be aware of the part played by the great shipbuilding centres in the UK's history, but many may be unaware of the part played by the shipbuilders of Leith. This port was once Scotland's main port with many firsts to its name. Leith had begun building ships some 400 years before the great shipyards of the Clyde and these vessels reached all corners of the globe, touching many more people's lives. Some had sad histories while others took part in some of the great conflicts of the times; many were just ordinary working vessels that carried their crew safely through long working lives.

With a pedigree of shipbuilding second to none going back over 660 years of recorded history, the ships built at Leith deserve their place in history and this book begins the story.

ISBN 978-184995-443-3, 234 × 156mm, 144pp illustrated with c.35 b/w photos and drawings, softback. £16.99.

Available from Whittles Publishing, Dunbeath, Caithness, Scotland, UK. KW6 6EG

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By Editor.

You might think that there is no link between these two books but, as it turns out, the 'K' Boats were based at Rosyth during WWI. Several Modifications and repairs were required by various boats of the 'K' Class whilst based at Rosyth and at least two 'K' boats were sent to the Ramage and Ferguson Yard at Leith for the work to be completed. Other boats may have been sent to the yard for similar work.

SUBMARINE LOSSES OF WWII

Three submarines were lost in the North Sea in January 1940. One boat was lost with all hands but the Crews of the other two boats were all saved but became Prisoners of War for the duration. The first Submarine lost on 7th January 1940 was:

(1) HMS UNDINE

The Submarine was scuttled by her Crew after being damaged by German minesweepers off Heligoland on 7 January 1940. The Crew (six of whom were recently recalled reservists) were:

Officers:

Lt Allan Spencer Jackson

Lt Edward Michael Harvey

Lt John Frederick Stewart

Lt Spencer

Lt Cyril James Senior

Ratings:

CPO Coxn. George White Graham, BEM J48842
PO Jesse Thomas James Patrickson C/JX 131113
PO L Cryer D/JX 132980
L/Sea Jack Mills J96480 (RFR/Po/B.18955)
L/Sea R H G Masterman P/JX 134111
L/Sea D 'Mac' McArdle P/JX 131407
AB Percy Campbell J104890 (RFR/Po/B.17901)
AB L A Dray C/JX 134225
AB Drummond Campbell Foreman J98750
AB Albert Ernest Gregory J114890
AB Frederick George Treeby P/JX 125433
AB Albert Edward Gee J98734 (RFR/Po/B.18331)
L/Sig Alfred Ernest Ronald Jenkins D/JX 132180
CPO Tel Stanley Alfred John Jordan J94503
L/Tel Edward Villiers Monserrat J83883
(RFR/Po/B.18101)
Tel J C S Beresford P/JX 133947
CERA Edward Albert Evans M34916
ERA2 Harold William Dawson Howe M38409
ERA4 John Frederick Shaw D/MX 54419
SPO Edward 'Ned' Travers P/KX 75042
L/Sto Reginald Colwell P/KX 79903
L/Sto C Hogg C/KX 82792
L/Sto B O'Leary P/KX 80684
Sto1 C E Brookes P/KX 89511
Sto1 J T V Jones D/KX 91439
Sto1 Samuel Charles Gulliver SS121773
(RFR/Po/B.14932)

The second Submarine lost (also on 7th January 1940) was

(2) HMS SEAHORSE

The Submarine was never heard from after sailing from Blyth on 26th December 1939 for patrol off western Jutland. Her operational area was to be initially off Heligoland then move to the mouth of the Elbe on 30 December and return to Blyth on 9th January 1940. She was most likely sunk after being attacked and depth charged by ships from the German 1st Minesweeping Flotilla on about fifteen nautical miles north-west of Heligoland in position 54°19'N, 07°30'E. The Crew who were all lost were:

Officers:

Lt Dennis Staunton Massy-Dawson
Lt John Cecil Baker
Lt John Wilson Fleming
Lt William Thain
W/Eng Alexander Cockburn

Ratings:

PO Ulric Wallace Clatworthy J105929
PO Albert Arthur Victor Skilling J103896
PO John Henry White J109955
L/Sea Jack Dunwell D/JX 134887
L/Sea Frank Eyre D/JX 140396
L/Sea Alfred Brynmore Morgan C/JX 137996
AB Arthur Percy Cain C/JX 151568
AB Richard Cecil Mayne D/JX 137405
AB Sydney Charles Stanton J113337
AB Richard Raymond Wesson J109893

AB Eustace Geoffrey Westbury J110645

AB Harry Spencer Windley D/JX 137778

PO Tel Arthur Pughe J109802

Tel John Jackson Combe D/JX 134088

Tel James Wilfred Jenkinson J79620

Tel Herbert George Bazley D/JX 135256

A/Yeo Sigs Eric Armstrong J98393

Sig Walter John Edward Eldridge J85365

ERA3 Archibald Cecil Sayer Smith C/MX 47764

ERA3 William Henry Martin Packer D/MX 46952

ERA4 Leonard James Wilson D/MX 48678

ERA4 Desmond Robert Lawrenson P/MX 48910

EA Ernest Rae Sevier Summers D/MX 46567

SPO Philip Stanley Lee D/KX 79096

L/Sto George Edward Coit K62287

L/Sto John Frederick Comer C/KX 82255

L/Sto John Richard Kewell P/KX 82275

L/Sto Joseph Clarke Phipps P/KX 84275

L/Sto Alec Steventon P/KX 84268

Sto1 Reginald Henry Hines D/KX 88993

Sto1 Ernest Watson SS 121121

Sto1 James Henry Hyde D/KX 82154

Sto1 John Edward Marshall P/KX 79207

Sto1 Donald Perham D/KX 86366

The third Submarine was lost.

(3) HMS STARFISH

The boat has conducted five uneventful war patrols in the North Sea but, on 9th January 1940, during her sixth patrol, she attacked a German minesweeper off Heligoland Bight, but after the attack failed and her diving planes jammed, STARFISH was repeatedly attacked with depth charges. Badly damaged, she was forced to surface but sank after all her crew were rescued by German ships. The Crew Members were:

Officers:

Lt Thomas Anthony Turner
Lt Richard Thurstan Venables Kyrke
Lt Geoffrey Wardle
W/Eng Colin Dodsworth

Ratings:

PO (TGM) Winston Campbell Lloyd Clarke J109459
PO Ernest 'Ernie' Redgate J109556
L/Sea A 'Tickler' Smith TBA
L/Sea Robert Andrew Irvine D/JX 139406
AB Ernest Algernon Tindall J55457
AB C Bartram J114619
AB Charles Godfrey J142912
AB S Gallagher D/JX 153348
AB Patrick Graham D/JX 128563
A/PO Tel George Cawsby Stepp J51565
L/Sig N Hope D/JX 136631
L/Tel (Asdic) Harold Francis Shipp J109968
Tel John Alexander Wilkens J113799
EA F Yates C/MX 475581
CERA George Holden Jagger D/MX 64968
ERA Stanley Cook P/MX 46513
ERA John Wilkinson */MX 48436
ERA R Morgan D/MX 50173
SPO Donald Bowra C/KX 86189
SPO Henry Meyer C/KX 77939

L/Sto Russell A Neighbour P/KX 83137
L/Sto Jack Faerber P/KX 82394
L/Sto M O'Neill TBA
L/Sto Ferguson 'Fergie' Molloy P/KX 82385
Sto1 Leslie Wear D/KX 80359
Sto1 Ronald Hawkins K82398
Sto1 A P Savage P/KX 79037
Sto1 A Carr D/KX 76061
Sto1 E Wells D/KX 87232
Russell TBA

Note: Russell Neighbour, Leslie Wear and Ronald Hawkins were drafted to HMS TRUCULENT and were onboard when TRUCULENT was lost on 12th January 1950. Ronald Hawkins survived the accident, but Russell Neighbour and Leslie Wear were both lost

A NEWLY DISCOVERED ELEMENT!

The heaviest element known to science was recently discovered by scientists at Zeneca Pharmaceuticals. The element, tentatively named Administratium, has no protons, no electrons, and has an atomic number of 0. However, it does have one neutron, 11 deputy neutrons, 75 vice-neutrons, and 125 assistant vice-neutrons. These give it an atomic mass of 312. These 312 particles are held together by meson-like particles called morons.

Since it has no electrons, Administratium is inert. However, it can be detected chemically as it impedes every reaction with which it comes into contact. A minute amount of Administratium caused one reaction to take over four days to complete, when it would normally occur in less than one second.

Administratium has a normal half-life of six months, at which time it does not actually decay but, instead, undergoes a reorganisation, when deputy neutrons, vice-neutrons and assistant vice-neutrons exchange places. Studies show that atomic weight actually increases after each reorganisation.

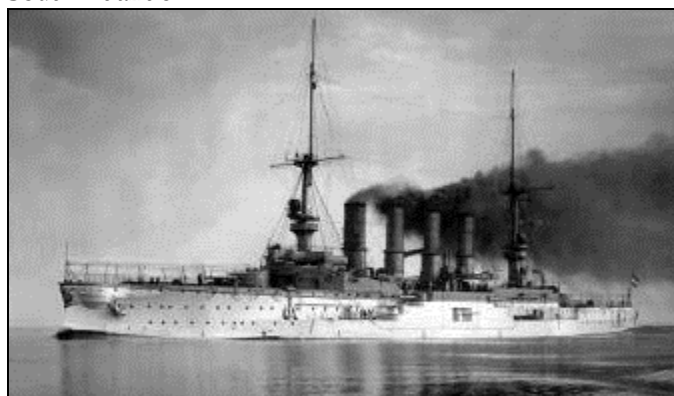
Research indicates that Administratium occurs naturally in the atmosphere and tends to concentrate at certain points - such as large Corporations, Government departments, and the Church of England in particular. Administratium is highly toxic and can easily destroy any productive reactions when it is allowed to accumulate. A side-effect of Administratium is the generation of significant amounts of hot air and paper which, if utilised, could supply the energy needs of a country the size of Wales.

Wreckage of key WWI German battleship sunk by Royal Navy in 1914 discovered off Falkland Islands

The wreck of a German battleship sunk with the loss of more than 800 lives by the Royal Navy in a decisive First World War battle has been located off the Falkland Islands.

The SMS SCHARNHORST, an armoured battlecruiser which had helped to inflict an unexpected and heavy defeat on the British navy off Chile a month before her

own sinking, was found at a depth of nearly a mile in the South Atlantic.



© Provided by The i

The vessel has been the subject of a five-year search to try to locate the fleet of the German naval commander, Admiral Maximilian Graf von Spee, which was destroyed in the early days of the First World War in December 1914 in what became known as the Battle of the Falkland Islands.

Graf von Spee, who was on board his flagship the SCHARNHORST, and his two sons were among 2,200 German sailors who lost their lives in the battle, which saw the Royal Navy sink or scuttle all but one of the eight-strong enemy force. The SCHARNHORST alone was carrying 840 crew.

State-of-the-art technology

The discovery, led by the Falklands Maritime Heritage Trust, was made almost 105 years to the day of the battle using state-of-the art marine technology some 110 miles south east of Port Stanley, the islands' main town, on the third day of an operation to search 4,500 square kilometres of ocean.

Mensun Bound, a Falkland Islander and marine archaeologist, who was in charge of the search, said: "The moment of discovery was extraordinary. We are often chasing shadows on the seabed but when the SCHARNHORST first appeared, there was no doubt that this was one of the German fleet.

"Almost straight away we were into a debris field that said 'battle'. Suddenly she just came out of the gloom with great guns poking in every direction."

Crushing defeat

The destruction of Graf von Spee's fleet, known as the East Asia Squadron, represented a decisive moment in the early naval exchanges of the First World War. In November 1914, the Germans had inflicted a crushing defeat on the Royal Navy in the Battle of Coronel with the loss of 1,600 British lives, prompting the Admiralty to dispatch a heavily reinforced squadron to the south Atlantic to track down and destroy the Scharnhorst and the other German vessels.

When Graf von Spee attempted a surprise attack on Port Stanley a month later, the British were ready and dispatched a force led by two heavy battlecruisers - HMS INVINCIBLE and HMS INFLEXIBLE - to chase down Graf von Spee's ships.

The British were helped in their efforts to spot the German force by Muriel Felton, the wife a sheep farmer

on the Falklands who relayed information back to Port Stanley to keep the Royal Navy updated.

Protection in law

As a result of the subsequent rout, Germany lost its only permanent overseas naval formation, leaving it unable to raid British commercial ships across a large part of the globe.

The discovery of the wreck, and together with it the last resting place of hundreds of war dead, is being followed by an application to have the wreck site protected in law. Donald Lamont, chairman of the heritage trust, which is a charity, said: "The search had as its aim the locating of all ships of the German squadron, so that we may learn more about the battle and commemorate all who perished in it. The site of the wrecks can now be protected."

'Bittersweet'

The battle inflicted a heavy toll on the Graf von Spee family with Maximilian's sons - Heinrich and Otto - killed on two other ships in the German force, the GNEISENHAU and the NURNBERG.

Wilhelm Graf von Spee, the present head of the Graf von Spee family, said the discovery of the SCHARNHORST was "bittersweet". He said: "We take comfort from the knowledge that the final resting place of so many has been found, and can now be preserved, whilst also being reminded of the huge waste of life.

"As a family we lost a father and his two sons on one day. Like the thousands of other families who suffered unimaginable loss during the First World War, we remember them and must ensure that their sacrifice was not in vain.

The Desmond Gerrish Biography

(Continued from the December issue of Periscope View)

1954

My group started at H.M.S. DAEDALUS, the Fleet Air Arm's H.Q. at Lee-on-Solent, in January 1954. We had to work now. All nine Courses were towards qualification for the rank of Lieutenant. Examination failures meant back-classing and ultimately sacking.

The four week 'Air' Course was crammed with all aspects of Naval air warfare. From time to time we would break off from classroom studies to grab flights in fighters and helicopters. Hairy times! My worst one was in a Sea Fury – maritime version of the Spitfire – piloted by a bloke demobbed after the war but doing his mandatory few flying hours required by the Reserve regulations. Him in front, me behind and off we go for a training flight over the Channel.

He mistakenly thought we were budding Fleet Air Arm pilots and gave the plane to me for practice and in a short time, with him as Instructor, I was thoroughly enjoying myself, climbing, diving and turning over the Isle of Wight and Solent. Then to my alarm he said over the headset, "Thanks, that gave me time to familiarise these new controls, which have altered considerably since my last flip a year ago". And that he had to complete a set list of manoeuvres - loop the loop, side rolls, max. speed dives etc. He put the Sea Fury to full speed and did all these dreadful things which produced those G-forces that paralyse the body until the plane levels out.

We landed easily, switched off, shook hands and off he went back to his solicitor's office in London. I went to my bunk to lie down! It was a busy Air Station; squadrons from carriers coming and going, training flights all the time for qualifying Pilots and Observers, flights to test new weapons, radars etc. Occasionally our Instructors would take us out for airfield work, pulling chocks away, bat manning planes coming in etc. Once we galloped out to help with an emergency landing of 6 Trainer planes – pilots on the first solos – who had been diverted from their parent Air Station through bad weather. Their first approaches to this (for them) unfamiliar airfields were horrifying. Too high, too low, too fast, too slow, too nose up or completely out of line with the runway. They were 'talked' to open the throttle and go around again several times, until, one by one, they all landed, with bumps, stalls and smoke coming from brakes. Tough little aeroplanes these single-seater Trainers.

Night flying was part of our training. The 'plane, a Sea Prince was used; a twin-engined, 12 passenger, work-horse and this we fitted out as a navigation classroom - cold, dark and bumpy nights, learning air navigation on flights around Biscay.

We enjoyed our four weeks at Lee-on-Solent. It was a friendly and lively Wardroom to live in, quite different from the more strait-laced mainstream Navy, whose nickname for Fleet Air Arm people was "Airy Fairies". They spoke of us as "Fish heads".

H.M.S. VICTORY. (Not Nelson's preserved Flagship of the same name, but the huge sprawling Barracks next to the Dockyard, right in the centre of Portsmouth).

We moved to the Victorian Wardroom here at the end of January during a very cold snap of ice and snow. We were billeted two to a cabin. These rooms had open coal fires for heat. The Stewards would clean out and lay a fire ready for lighting each day and leave a strict ration of one scuttle of coal. Coming in freezing cold from the day's classes, we lit our fires and piled on the coal which was consumed by early evening. We quickly learned how to rustle from other inmates, public rooms and the outside dump guarded by sailor sentries!

We were here for 3 weeks to learn Naval Administration. The Law of the Navy, embodied in The Queen's Regulations and Admiralty Instructions (Q.R. and A.I.), had to be learned almost by heart. Also, the multitude of Forms and Documents that had to filter out of your ship to your Squadron Commander, him to his C. in C. and each C. in C., finally

to Admiralty. Some Forms were sent weekly, some monthly, some quarterly, some ½ yearly and a whole batch of annuals! Woe betide any ship which was late with any of these returns. The only relief from days of grinding 'Office' work was an occasional visit to listen-in-to Trials taking place in the Civil Courts or a Court Martial and a visit to the Royal Naval Detention Quarters (Prison) – a chilling experience of an Establishment, which, in those days, was always full of inmates, undergoing an extremely harsh punishment routine.

H.M.S. PHOENIX. Taught Officers and men how to fight fire, flood and radiation from enemy damage inflicted on your ship. And how to protect your ship's company from attack by gas or germs. We moved to this prefab School for a two-week course, though remained billeted in VICTORY, bussing daily to and from PHOENIX.

During the war there had been an ever-increasing mad rush in gas and germ warfare research by both sides. Fortunately, the war ended before these ghastly killing agents were ready for use. All of it had been top-secret, but now, in 1954, we had to learn how to combat enemy attacks using gas or germ shells or bombs, since Russia had these ready for use in her arsenals. They explained the effect on humans, and it was grisly. The newly invented Nerve Gases were probably the worst out of all these lethal ways to kill people. One shell bursting anywhere near to your ship would have the entire crew dead in six to seven seconds, if you did not protect each individual. The several seconds to die was dreadful! Almost instant paralysis apart from violent involuntary twitching, until the last spasm when you were dead. And there was no antidote. So, we learned, with very keen interest, about the protective clothing and masks, rapidly becoming available in R.N. ships, to stop this stuff from touching your body. With Nerve Gas it only had to be a microbe touching your skin to kill you.

Germ warfare was mind-boggling. The shell or bomb again to release the Germ cloud which had been made from germs that put The Plague, Black Death, Yellow Fever etc. in the shade. You were given the sentence of an hour or so to die if you ingested one sniff of this stuff. Again, no antidote – only protective clothing and masks.

So, even if you were beautifully dressed in these spaceman suits before the attack came, you still had to clean your entire ship once contaminated after the attack. Admiralty did a rush job to fit all warships with top-to-bottom sprinklers, special hoses and cleaning detergents. The same mammoth water-wash system was needed to get rid of radioactive particles if your ship had been anywhere near – like 1,000 miles – from Atomic Bomb burst!

The ghastly horror of Nerve Gases and Germ Warfare Agents leaves succeeding generations with a nightmare. Those stockpiles are held in all the major countries of the world. Britain's is chiefly at Porton Down (1996). When will they be destroyed? Can they be destroyed? When will there be an accidental leak as we have already experienced with Atomic Power Stations? Nasty thought!

H.M.S. PHOENIX also taught us how to keep your warship afloat after-action damage – flood and fire. This subject was an antidote after the grisly subject of Atomic, Gas and Nerve Contamination and we threw ourselves enthusiastically into the practical job of putting out fires in warships, pumping out flooded compartments, making temporary repairs to holes letting in seawater etc.

On 8th October we left the signallers of MERCURY to join H.M.S. VERNON situated in Portsmouth Harbour just inside the entrance of the harbour and opposite the submarines on the Gosport side, at H.M.S. DOLPHIN. So, back to learn more of my former 'trade' of warfare underwater. The official title of this 'trade' was Torpedo and Sonar – T.A.S. for short – previously the T.A.S. had stood for Torpedo and Anti-Submarine; much the same thing really.

VERNON had a much friendlier Wardroom Mess than "Whaley" (their arch-rivals, the Gunners) and, added to this, VERNON was right in the heart of Portsmouth where it was only a short walk to the Officers' Club and to the liveliest pubs and restaurants. So, we took to VERNON very kindly.

The subjects we had to get through were:

SONAR - foremost in the R.N.'s battle against submarines

SUBMARINE KILLING WEAPONS - the faithful old depth charge had been superseded by mortar barrels firing patterns of six huge bombs at any angle from the hunting warship.

MINES - how to lay ours against the enemy and how to sweep or render harmless the mines the enemy laid against us. This subject, like Sonar, was racing ahead with new technology demanded to keep up against Russia in the Cold War. Mines were becoming very clever killers; some to blow up on hearing the noise of the ship's propellers; some to blow up when the magnetic field of a ship approached it; some to fire when the wave pressure of a ship came near. Mines were fitted with combinations of these 'brains', as well as booby traps to kill minesweepers.

DIVING - we had to learn frogman diving to be able to search the underside of your ship against enemy divers who stuck limpet mines on your hull.

TORPEDOES - destroyers still had 10 torpedo tubes, so we had to learn the destroyer torpedo fairly thoroughly. We were briefly taught submarine torpedoes, particularly the electric ones which had a crude 'brain' to steer for your propeller noise and how you could decoy them with a 'noise' machine towed astern.

We had a very pleasant 2 weeks based at H.M.S. OSPREY – the practical Sonar School belonging to VERNON – in Portland. A couple of squadrons of destroyers and a small group of submarines were based at Portland for the specific purpose of training people on how to detect a submarine in real life. So, we went to sea daily and all took turns in operating the sonar machines, steering the ship for dummy attacks etc. Back at VERNON we had other exercises to sea; with submarines to fire their torpedoes; with minelayers to lay dummy mines and with minesweepers to sweep the dummy mines.

Mastery of Under-Sea Warfare was currently the chief property of Admiralty, so it was no surprise to us to find that VERNON hummed with excitement and was staffed with the cream of Officers, fresh from their victory over the U-Boat, the German magnetic mine and defeat of German battleships with our destroyers firing torpedoes. And it remained my favourite subject.

Exam marks, common to all Courses we did, were out of a total of 1000.

500 to 600 was a THIRD-CLASS PASS

600 to 800 was a SECOND-CLASS PASS

800 plus was a FIRST-CLASS PASS

If a bloke was brilliant enough to get all nine Firsts, he would be promoted Lieutenant one year earlier than another who got nine Seconds and two years earlier than the poor fellow who scored nine Thirds. Most of us aimed at Seconds and fought hard to avoid the dreaded Third. I had got close to scoring a First at Gunnery though VERNON T.A.S. was obviously my best chance to get a First and one First anywhere we looked upon as good insurance against the pit-fall, ever present in the hurly burly of high technology exams, of slipping by one mark only into the Third trap.

I missed my VERNON 'FIRST' by eight measly marks. I scored a total of 792 and you needed 800 for that elusive 'FIRST'. Slightly surprising that VERNON didn't fudge the extra eight marks, since headhunting was actively carried out by VERNON and Whaley (Guns) to grab the best Sub. Lts. with a gentleman's agreement of: 'This Establishment will favourably endorse your future request to Admiralty to specialise in T.A.S. once you become a qualified Lieutenant'.

This headhunting was completely unofficial of course, but both VERNON and Whaley had told me 'off the record' that they would support my application to specialise with them.

But specialisation in any of the five Executive Branches – T.A.S., Guns, Comms., Nav., Air, - was four to five years away for us qualifying Sub. Lts.; and anyway, a Lieutenant could still choose not to specialise at all and simply go on to Admiralty with brilliant careers.

To be continued in February 2020.

OBITUARIES

CAPTAIN CHARLES NIXON-ECKERSALL

A charismatic submariner whose calmness averted a catastrophe when his vessel suffered an explosion off Gibraltar.

From the Daily Telegraph

Captain Charles Nixon-Eckersall, who has died aged 81, was one of the most experienced and charismatic submariners of the post-war era and commanded three generations of boats. In 1968 Nixon-Eckersall was promoted lieutenant-commander and passed his "perisher" – the fierce, make-or-break course for would-be submarine commanders – under Commander Sandy Woodward, before taking command of the submarine ALLIANCE.

He proved a knowledgeable and inspirational captain with a special skill in leadership and the ability to energise his people. A normal tour would have included operations in British waters and in the Mediterranean, but his command was foreshortened when, in November that year, while diving at 450ft off Gibraltar, ALLIANCE suffered an explosion and fire in the motor-room which destroyed the boat's electrical switchboards and propulsion.

All Nixon-Eckersall's qualities were brought into play as he calmly ordered air to be blown into all buoyancy tanks and brought the submarine to the surface. After making first-aid repairs, he returned to harbour on the surface using one shaft and one diesel engine. At Gibraltar more work was done, and ALLIANCE was able to make a slow return to Chatham for further repairs.

In March the following year, Nixon-Eckersall took command of the Royal Australian Navy submarine ONSLOW, which was then building at Scott Lithgow's

yard on the Clyde. ONSLOW, the fourth of six boats ordered by Australia, was a diesel-powered boat encompassing the latest technologies.

After finishing work-up at Faslane, ONSLOW visited Plymouth, London and Portsmouth before commencing a 92-day voyage to Australia via the Panama Canal and across the Pacific. She spent two weeks in Pearl Harbor, exercising at sea with the US Navy, before arriving at Brisbane. There, Vice-Admiral Sir Victor Smith, Chief of Naval Staff, joined ONSLOW for a two-day voyage to Sydney.

Nixon-Eckersall made a dramatic submerged entry into the harbour, passing through the Heads at periscope depth early on the morning of 4th July 1970. Smith was surprised at how many small boats and ferries were already enjoying the day as ONSLOW surfaced just inside South Head without incident and, to the crew's disappointment, without creating a fuss.

Promoted to commander in 1975, Nixon-Eckersall commanded the nuclear-powered hunter-killer submarine COURAGEOUS in 1977 to 1979, deploying to the Mediterranean and in the Atlantic, including major fleet exercises and trials of the Tigerfish torpedo. Every boat Nixon-Eckersall commanded was well reported upon and, uniquely, all three can be visited as museum ships, in Gosport, Devonport and Sydney.

Charles Andrew Barkly Nixon-Eckersall was born on 19th December 1937 at Datchet in Berkshire. His mother taught at a private school, Commonweal Lodge in Surrey,

and he boarded there from the age of three, firstly at its wartime home at Lewdown in Devon, and then at Hydneye House in Hastings; his father, a Royal Marine, was taken prisoner at Tobruk.

Young Charles attended Westerleigh School at St Leonards-on-Sea in Sussex, from where he won a scholarship to Kelly College at Tavistock in Devon, and, in 1954, a place at Britannia Royal Naval College, Dartmouth. Aged 16 Nixon-Eckersall flew solo in one of the naval college's Tiger Moths, but after academic and professional training, and sea time in the cruiser BIRMINGHAM, then flagship of the Mediterranean Fleet, he opted for submarine service.

In 1957 he joined the submarine SEASCOUT as sixth hand: many of the diesel-powered boats which he served in the 1950s and early 1960s, including SENTINEL, SCORCHER, TACTICIAN, ANCHORITE, AMBUSH and ARTEMIS, were little changed from their wartime configuration. He also stood by the more modern submarine, OSIRIS while she was building at Barrow-in-Furness, and in 1967 he became First Lieutenant of OBERON.

Nixon-Eckersall was also second-in-command of the anti-submarine frigates NIAID and EURYLUS in 1971 to 1973, and a successful staff operations officer in the 1st Submarine Squadron at Gosport, and, after COURAGEOUS, on the Defence Policy Staff in Whitehall.

Promoted to Captain in 1981, Nixon-Eckersall was a student at the Royal College of Defence Studies, where time spent with him was always a delightful mix of challenge, stimulation and fun. He relished debate, but there was always an inner core of empathy.

In 1985 to 1986 he commanded the frigate BOXER before holding senior NATO staff appointments at Norfolk, Virginia (1987-89), and at Northwood in Middlesex in 1989-90. Although regarded as one of the outstanding officers of his generation, Nixon-Eckersall was not selected for flag rank, and retired in the 1990s to Hanwell in Oxfordshire.

There he took up charity work, including for the RNLI, the Sea Cadets, Banbury Community Transport and St Peter's church, and served on the parish council.

When his elderly mother did not want to attend his second wedding because she could not manage to climb over two other submarines to attend the reception held in COURAGEOUS, Nixon-Eckersall arranged a crane to lift her over and down a hatch to the reception. When it returned her to shore later that afternoon in a merry mood, his sailors were ordered to avert their gaze with an "Eyes in the boat!"

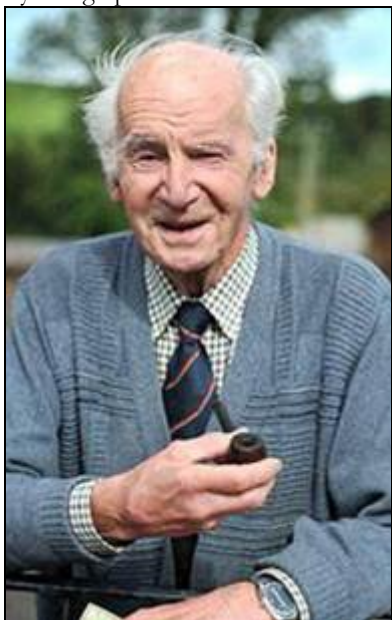
In 1959 Charles Nixon-Eckersall married Sally Evans. They divorced in 1977 and in 1978, he married a South African, Susie Syfret, who survives him with a daughter and a son from the first marriage.

Captain Charles Nixon-Eckersall, who was born on 19th December 1937, died on 11th November 2019

COMMANDER JOHN LORIMER

Submariner who helped to mortally damage Tirpitz and spent six months in solitary confinement.

From the Daily Telegraph



Commander John Lorimer, who has died aged 97, was a sailor who in his midget submarine helped to put a mighty German battleship out of action; his war was 18 months of training, two weeks of operations and two years as a prisoner of war, including six months of solitary confinement. His two weeks' operations were in X-6, a midget submarine commanded by Lieutenant

Donald Cameron and crewed by Lorimer, Sub-Lieutenant Dick Kendall and Engine Room Artificer Edmund Goddard, who set out on a suicidal mission to sink the pride of the Germany navy.

Operation Source, as it was known, began on September 11 1943, when six large submarines, each with an X-craft in tow, crept out of Loch Cairnbawn and headed for Kaafjord in Arctic Norway: their target was the German battleship Tirpitz, which was threatening the convoys to Russia.

Lorimer had joined the RNVN as soon as he could, and – "young, 19, and stupid" – he volunteered for special and hazardous duty without knowing that this involved an arduous training programme. Besides learning how to operate the four-man midget submarines, known as X-craft, he also had to train to trek great distances, in case he had to take the mountainous trail to Sweden after the operation.

"There was an awful lot we didn't know, such as the dangers of diving to 100ft with pure oxygen, which kills you in half a minute," he recalled. "This all had to be discovered by experimentation, and there were casualties. But that's war."

One in four of his fellow volunteers died, including Lorimer's best friend, Paddy Kearon, who perished with

his crew when a towrope broke and his submarine plunged to the depths.



In a sketch drawn by his commanding officer, Donald Cameron VC, while they were in PoW camp “Cast yourself back to the age of 21,” said Lorimer. “You’re in a war where everyone’s united. You drink like tomorrow we die, yet you feel immortal. One lost a lot of chums, but otherwise one enjoyed one’s war. I find this country so much more depressing today. We’re no longer united, and all anyone cares about is money.” On the night of September 21/22, having penetrated deep into the fjord, Lorimer caught his first sight of Tirpitz.

“It was surreal, lit up like a Christmas tree. My first thought was that she was so pretty, it seemed an awful shame to have to blow her up.”

Each X-craft had aboard a specialist diver trained to use bolt cutters on the thick steel underwater netting. However, X-6’s captain, Cameron, had a better idea, when through a leaking periscope he spotted a trawler carrying German sailors from shore leave, passing through a gate in the outer ring of nets.

Impetuously, Cameron followed just 10 feet behind in the boat’s wake. “We could see the sailors’ faces quite clearly, but they were too pie-eyed to notice us.”

Astonishingly, they repeated the trick by following a small boat through the inner torpedo netting. “Then disaster struck,” Lorimer recalled. “We hit an uncharted rock. Our periscope caught fire. The boat broke surface at 45 degrees.”

Somehow Cameron managed to dive again, but the submarine was now blind, filling with noxious fumes and all but uncontrollable. “Right,” Cameron grimaced, “we’ll just have to ram the bloody Tirpitz.” X-6 dropped each of its two-ton Amatol explosive charges under the Tirpitz’s keel, before surfacing amid a hail of bullets and grenades.

They were captured, and as they were herded aboard Tirpitz, Lorimer asked Cameron: “Skipper, shall we salute the quarterdeck?” “Why, of course,” answered Cameron – and this they did, to the consternation of the Germans. At first the Germans were rough, but when their admiral arrived, evidently from a hunting trip ashore, he treated them more gentlemanly.

At first, they held their silence, but when the German made to send divers down, “we were very British and

said: ‘Don’t send those poor buggers down because in an hour they’ll be mashed potato.’”

However, when the timed explosives did blow and Tirpitz was bodily lifted upwards, the Germans became very hostile and lined up their prisoners as though to shoot them. Lorimer remembered thinking that he wouldn’t give a sixpence for his life – “but mainly I was bloody furious that the ship was still floating.” However, Tirpitz was mortally damaged and never saw service afterwards.



The X-Craft X-6

“Good show! Good show!” said George VI when after the war he awarded the survivors two VCs, three DSOs and a CGM. The official despatch described the attack as one of the most courageous acts of all time. When the raid was re-created in the film ‘Above Us the Waves’ (1955), Donald Sinden borrowed Lorimer’s pipe as a prop.

John Thornton Lorimer was born on 9th July 1922 at Kelso in the Scottish Borders, where his parents were doctors; his father was a naval surgeon in both world wars. Young John was educated at the United Services College in North Devon.

Released from an initial “softening-up” spell in solitary, Lorimer found prisoner-of-war camp “just like public school” and joined various attempts to escape. One failed when heavy rain caused the collapse of a tunnel he was helping to dig; when Albert, RN (a collapsible, life-sized dummy) was used to trick the German’s head count, Lorimer carried Albert’s left leg.

When taken prisoner, Lorimer had been engaged to a Wren, Judy Hughes-Onslow, one of the four daughters of Sir Geoffrey Hughes-Onslow. For the first six months of his imprisonment she did not know whether Lorimer was dead or alive, and when the camp was relieved, her soldier cousin, Tony Lithgow, came looking for Lorimer, and he was returned to Scotland in a flying boat. Judy, sent to collect the mail from the boat, was surprised to find Lorimer crammed into the back. Asked how she felt, she said: “Oh, it was the same old John. Dull as ever.” They married in 1945.

Post war, Lorimer asked to stay in the Navy, and when this was refused, he was a rowdy and rumbustious, older undergraduate at Edinburgh, reading forestry. He joined the Ayrshire sawmill and timber company of Adam Wilson before setting up a forestry consultancy with Michael Barn, working until he was 85. Lorimer was a countryman who loved messing about in boats and was

Deputy Lieutenant of Ayrshire and Arran. Lorimer hovered when invited to join a reunion of Tirpitz's crew, but returned from Germany full of good humour.

Judy predeceased him and he is survived by their son and daughter.

Commander John Lorimer was born on 9th July 1922 and died 1st December 2019

CAPTAIN ALAN JOHN LEAHY, CBE, DSC ROYAL NAVY

Former Commodore Clyde October 1975 to 1978.

Although not a Submariner the name of Captain Alan John (Spiv) Leahy will be well known to many of our more senior Submariners from his time as Commodore Clyde from October 1975 to 1978. He joined the Royal Navy as a Naval Airman at HMS St VINCENT in 1943 and quickly transferred, via the 'Y' Scheme to Officer Rank, and trained as a Fleet Air Arm Pilot in the UK and USA in 1944 and 1945 at US Naval Air Stations Grosse Isle and Pensacola - travelling 'across the pond' in RMS QUEEN MARY.

He qualified on a variety of American piston-engined aircraft of the era including the Vultee 'Valiant', North American 'Harvard' & the Vought 'Corsair'.

Immediately post war he was a Ferry Pool pilot based at Anthorn before serving with various FAA Squadrons both ashore and afloat and equipped with a wide range of aircraft including the Fairey 'Barracuda' and 'Firebrand', the Grumman 'Avenger' and the Supermarine 'Seafire'.

He saw active service with the Hawker 'Sea Fury' equipped 801 Squadron embarked in HMS GLORY in 1952 & 1953 during the Korean War. Two incidents whilst flying from HMS GLORY included a RATOG (Rocket Assisted Take Off Gear) failure which saw him ditch over the bows of the ship and also, an ammunition explosion in his port gun pod which resulted in a damaged wing and a forced landing on an emergency

strip in Korea.. For his service in Korea he was awarded the DSC – announced in the London Gazette of 6th November 1953.

Post Korea he qualified as a fast jet pilot and flew most of the jet powered aircraft operated by the Royal Navy until the end of Fast Jet operations by the RN with the phasing out of old HMS ARK ROYAL. He got in a few scrapes in Fast Jets – on one occasion his engine 'flamed out' whilst flying inverted at low level but managed to land safely!

'Spiv' Leahy (not sure where the nickname came from) commanded several Fleet Air Arm Squadrons and Naval Establishments and also held several important MoD posts including at the time of the procurement and introduction into Fleet Air Arm Service of the Sea Harrier.

Coming from a very different background he fitted in well at Faslane and was liked and respected by all in the Faslane Squadrons and the Base. For those who would like to find out more about Alan John Leahy he has left a wide-ranging Audio Tape Archive of his life and experiences with the Imperial War Museum

Captain Alan John Leahy, CBE died in his peacefully in his sleep on 26th December 2019 at the age of 94.

ROYAL NAVY ROYAL MARINE CHARITY – SUBMARINES (RNRMC-SM)

A Letter from Rear Admiral Submarines

1. I made a statement at the March 2019 Submarine Association AGM that my intent as RASM was to establish the Submarine Community under the umbrella of the RNRMC to gain the benefits of charity status and support from the Navy which does not wish to see a proliferation of individual Service Specialisation charities. After significant dialogue with the RNRMC, I am now able to report an agreed way ahead that will benefit both communities of Submariners and the RNRMC.

Submarine Community

2. In defining the Submarine Community, I include all the different fractions, groups and families that constitute the broad Submarine Community, both serving uniform and non-serving Dolphin Badge-wearers (an important qualifying criteria) and their immediate family members. The intent is neither to change nor impose change on any organisation or individual within the Submarine Community, but rather to offer an opportunity for all to decide whether they wish to become members or contribute to the RNRMC for the benefit of all Submariners.

RNRMC

3. The RNRMC is the principle Royal Navy and Royal Marine Charity with direct links to the Greenwich Hospital Trust and Navy Board. Although an established organisation and charity, the RNRMC is actively considering how it must evolve to support the needs of the different RN and RM communities. Recognising the tribal nature of the different specialisations within the Royal Navy, the RNRMC has given serious deliberation to the proposal for the Submarine Service to have its own Fund under the umbrella of the RNRMC. The RNRMC Board recently decided to support the proposal and to adopt the Submarine Service through the development of a dedicated SM Benevolent Fund, overseen by a joint Management Board.

4. Following separate meetings with the CEO RNRMC, the RASM Board has agreed to establish a Submarine Benevolent Fund with the RNRMC initially funded by monies from the serving community, with opportunities for all

members of the Submarine Community to make donations. A combined Submarine/RNRMC Management Board will also be established to manage and arbitrate how funds should be spent.

RNRMC-SM Development, Criteria and Processes

5. Benevolent Fund. The intent is for the RNRMC-SM Benevolent Fund to be established by the end of 2019, with circa £10K donated by the RASM Fund. Income generation for the Fund will be realised through:

- a. Transfer of profits from the RASM Fund, which will continue to manage merchandise locally;
- b. Serving Personnel to be encouraged to support monthly payroll giving to the RNRMC, with contributions transferred to the RNRMC-SM Fund as directed by the individual donor;
- c. Non-serving submariners can bequeath and/or make donations to the RNRMC-SM Fund, with the full amount being directly transferred to the SM Fund. Regular individual giving can be made via the RNRMC website;
- d. Non-Serving submariners both working and retired can also donate through their pay or pension to the RNRMC if their employer/pension scheme operates a payroll giving scheme;
- e. No subscriptions are required to the Submarine Benevolent Fund, wealth is dependent on what merchandise is sold and donations made direct to the RNRMC-SM.

RNRMC-SM Board

6. An RNRMC-SM Board will be established, comprised of:

- a. Chairperson. The Chairperson will be elected but in the first instance, to establish the Board and implement the RNRMC-SM, Chair will be Rear Admiral Weale until the Board and Fund are properly established;
 - b. RASM or DRASM and EWO(SM) as senior Serving representatives;
 - c. CEO RNRMC;
 - d. RNRMC-SM Fund manager, appointed by RNRMC;
 - e. RNRMC-SM Fund grants manager, appointed by RNRMC;
 - f. Representatives/Chairperson from different Submarine Groups and Organisations:
 - i. Submariners Association;
 - ii. We Remember Submariners (WRS);
 - iii. Perisher Club;
 - iv. Friends of the Submarine Museum.
 - g. Respective Submarine organisations are to nominate their Board representative.
7. Frequency of Board meetings. The RNRMC-SM Board will meet quarterly with one of the meetings representing an annual Board meeting scheduled to coincide with the Submarine Association AGM.
8. Inaugural Board to be called in New Year 2020.

Objectives of the RNRMC-SM.

9. Objectives of the Fund include the promotion of:
- a. The welfare of all Submariners (Serving and Retired) and their families;
 - b. Submarine ethos;
 - c. Submarine Heritage.

Application for funds

10. Any submariner and or Submarine Organisation can apply for a grant from the Fund, noting that the Board will arbitrate whether the application:
- a. Satisfies the objectives of the Fund;
 - b. Can be supported by the Fund;
 - c. Whether the applicant has made any contribution, financial or otherwise, to the RNRMC-SM.
11. All applicants can also separately and independently apply direct to the RNRMC in addition to the RNRMC-SM.

Relationship between RNRMC-SM and other Submarine groups and organisations

12. The RNRMC-SM provides the broader submarine community with an opportunity to access funds and support the Objectives of the Fund, it is not the intent to replace how the separate Submarine Groups and Organisations are managed:
- a. RASM Board will endure for the management of in-service issues;
 - b. The Submariners Association, Friends of the Submarine Museum, WRS and the Perisher Club will continue to be managed as is.
13. It remains the right of any Submarine Group or Organisation to neither support the formation of the RNRMC-SM nor to make any donations to the Fund.

Communications

14. Formal Minutes from RNRMC-SM Board meetings will be released to respective Submarine Groups and Organisations and, with the help of the RNRMC, a RNRMC-SM website will be established and managed.

The next steps

15. The following points have been identified as the 'next steps' towards the finalisation of the Fund:
- a. To promote donations and payroll giving to RNRMC;
 - b. To establish the RNRMC-SM Benevolent Fund by end Dec 19;
 - c. To establish RNRMC-SM Management Board for inaugural meeting early 2020.

A Note of Explanation from the National Chairman

Gents, the recent letter (above) sent by RASM informing us of the establishing of the Submarine Benevolent Fund came as a surprise to all of us – myself included.

I know that it has resulted in some confusion and concerns so I have taken the liberty of writing the attached note in the hope that I can put your mind to rest

This is my own interpretation and I know that DRASSM Jim Perks will be sending some form of note to all regarding the state of the hierarchy of the Submarine Service when the dust settles.

Clearly the Executive Committee now has a lot more thinking to do to formulate another process where we can formally propose a way to bring about greater collaboration and unity between the Serving Submariners and the Veterans Community. This will not now be done in time for the 31 December deadline for such matters. However, make no mistake, the vision remains as before and will be pursued.

I sincerely hope this attachment (see below) is helpful. I would like this e-mail and attachment sent to all branches for the widest distribution. Kind Regards, JMcM

An Explanation of the Situation at Present.

By now you will all have received a copy or had access to the letter dated 6th November sent by RASM where he gave us details of the formation of the new Submarine Benevolent Fund (RNRMC-SM). If you have not had access to this letter, I suggest you contact your branch secretary as he was sent a copy on 11th November and the content affects you.

This letter seems to have caused considerable confusion and I would like to take this opportunity to try and briefly explain the present situation and hopefully ease any concerns you may have as a result of the sudden change of direction. It is not my intention to re-write the letter, I just want to try and shed some light on the consequences and reason for the letter which may not have been obvious from the way it is written.

The first important thing to understand is that the Submarine Benevolent Fund (RNRMC-SM) has been established. It exists and because of that, the Submariners Association will not now achieve charitable status in the foreseeable future. This also means that the details contained within the Keypoints Document outlining our mission to achieve greater integration and unity between serving and veteran submariners must now be modified because it was written with the belief that the SA would be granted charitable status. This does not mean that we abandon that vision of a greater integration and in-depth working relationship with our uniformed brethren.

The formation of the RNRMC-SM was unexpected and ‘very late in the day’ which means that we do not realistically have sufficient time to re-write the Keypoints Document with the required detail of suggested ways in which to bring about this new style collaboration. So rather than rush through a half-thought out paper by 31 December with the increased chance of it failing to be accepted at the NCC in March and so barring re-presenting it for a further 3 years I believe we need to have the document completed for the following year i.e. 2021 NCC.

“So why was the Fund established so prematurely?” you may ask. I am no financial expert, but I understand that if RASM had delayed any further then the RASM Fund would have been very aggressively viewed and attacked by Naval Service Fund Rules and as a result would have been heavily penalised. Rather than let this happen and have his money seriously reduced RASM after long and serious discussions with the CEO of RNRMC did what they believed was in the best interests of all and established The Submarine Benevolent Fund.

So, although the SA will not now seek charitable status there is now in place a charity which is exclusively dedicated to the needs of submariners serving and non-serving, including their families. RASM is in the process of starting this Fund with circa £10K from the RASM Fund. I have seen the paperwork instructing this transfer of money to take place!! This is OUR charity dedicated to US and we will be given every assistance from RNRMC experienced personnel to ensure its success. We in the SA are not obliged to do anything. Be assured that no money from our National Funds has been transferred or requested.

I put it to you that it would be unthinkable not to embrace our new charity and support and promote it in any way that we can – but that is our choice to make and something for discussion at the appropriate time.

In the meantime, we as an Association can carry on as we are at present until such times as an acceptable proposal for a way forward is put to the membership for debate and discussion – probably at the NCC 2021. No one is being forced down a road they do not wish to travel.

So, I would request that everyone reading this pauses for two marching paces and gives serious thought to this new development and how it can work for all of us as it grows and develops.

Once again, I would emphasise that this is my personal interpretation of the situation and I base this on talks I have held with the out-going RASM.

I hope this helps to clear up any issues or misunderstandings you may have.

A further statement will follow from the new Head of the Fighting Arm when his situation is properly established, and more discussions held. There is a great deal of reorganising taking place at the top level of the Submarine hierarchy. At the moment Commodore Jim Perks DRASM is carrying out the duties of RASM and I know that he is very well aware of the impact the letter has had.

Jim McMaster

SUBMARINERS 'CROSSED THE BAR' REPORTED TO 31st DECEMBER 2019

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	13th October 2019	Colin Outtram	UC	TBA	70	Submarine Service from 1967 to 19** in TRUMP in Australia
Colchester	23 rd November 2019	Donald J Church	Able Seaman (UW3)	P/SSX 871344	85	Submarine Service from 1st October 1952 to 5th April 1959 in SEADEVIL (1953), TEREDO (1954), TRENCHANT (1954 to 1955), TRESPASSER (1955 to 1958) & SERAPH (1958)
Non-member	3 rd December 2019	Robert Henry (Bob) Appleton, OAM	Telegraphist	C/JX 205674	96	WWII Service in TRIBUNE & TEMPEST Survivor from TEMPEST on 13 th February 21942
West of Scotland	6 th November 2019	John C Jamieson	Chief Petty Officer (OPS) (S)	TBA	76	Submarine Service from 1963 to 1983 in OSIRIS (1963 to 1967 & on 'Commissioning' at Barrow in Furness) on Saturday 11th January 1964 & RESOLUTION (P) (1967 & 1st Commission Crew) on 3rd October 1967 to 1970), REPULSE (1971), RESOLUTION (P) (1973 to 1975) & CONQUEROR (1977 to 1979)
Ex Manchester Branch	10 th December 2019	Albert Saunders	Stoker Mechanic	TBA	90	Submarine Service: from 1950 to 1959 in ALCIDE, ALLIANCE, ANDREW, THULE & TACITURN
Submarine Officers Association	11th December 2019	Lindsay Donald Walton-Waters, MBE	Lieutenant Commander (X) (SM)	N/A	65	Submarine Service from 1975 to 1996 in RORQUAL (1975), ONSLAUGHT (1976), SEALION (1977 to 1978), RESOLUTION (1979 to 1980), SPARTAN (1981 to 1983), NEPTUNE (1984 to 1985), SM2 (1986), ARE Teddington (1987 to 1992), USGCDRA (1993), NSTP30FBR (1994 to 1995) & MODCIS (Sea) (1996)
Ex Northern Ireland	16 th December 2019	Kelvin W Tanton	Mechanician 1 st Class	P/KX 771728	90	Submarine Service from September 1950 to May 1959 in AURIGA, TABARD & AENEAS
Non-member	26 th December 2019	Alan John Leahy, OBE	Captain	TBA	94	Commodore Clyde October 1975 to 1978
Non-member	December 2019	Kevin P Doyle	LMEM	D162020K	TBA	Submarine Service: from November 1978 to November 1994 in CHURCHILL (1979), CONQUEROR (1980 to 1982), TURBULENT (1982 to 1987) & SOVEREIGN (1990 to 1992)
Submarine Officers Association	December 2019	David Allan Howard, MBE	Commander (WESM)	N/A	TBA	Submarine Service in MAIDSTONE (1966), RESOLUTION (S) (PSO 1967 to 1968), DOLPHIN (1968 to 1969), NEPTUNE (1972 to 1976) & SAKER (1978)