



# 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: First Footing to Morecambe February 2020

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*'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**

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## EDITORIAL

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### Hello Everybody,

Now we have reached the end of February we can, hopefully, expect the arrival of Spring on 21<sup>st</sup> March. I hope you are all managing OK - in spite of all the wind and rain - and the snowy surprise the other day. However, as is always the case in Barrow, the snow never stays for long.

My thanks to those Branch Members who turned out at the Crematorium to say farewell to two non-Branch Members – General Service CPO Peter Messenger from Askam and Submariner Chief Med Tech Alan Scourfield from Barrow. In both cases the families were both most appreciative of a Naval presence.

As I write this month's Editorial, I have just been advised of the passing of a good friend of the Barrow Branch – Albert Brennan – the long-time Secretary of the Barrow Branch of Duke of Lancaster's Regimental Association. Albert had been very ill for quite a long time so at least now he is free of the pain. If you are free on Wednesday 4<sup>th</sup> March Albert's funeral will be at St Columba's on Walney at 1330 and after at the Walney Golf Club.

Our front-page picture this month is from our annual First Footing visit to the Morecambe Bay Branch. As ever a good evening was had by all – although some part of the evening might be a bit hazy to some of our (and

their) Branch Members. If you haven't been on a First Footing yet – make sure you do next year!

Talking about good evenings several Branch Members and partners enjoyed an evening at the Roose Cons on 22<sup>nd</sup> February for Billy Daniels 80<sup>th</sup> Birthday Bash. It's not often that you go to a party where the Guest of Honour is probably the oldest Lead Guitarist in a Rock & Roll Band and, also provides the entertainment for the evening. Thanks, Billy, for a lovely evening – and many more to come! I have included an article and a couple of photos from the evening in this Newsletter.

Branch Member Cid Madin has been in touch from Chesterfield reporting all the wind and rain down there and hoping all is well in Cumbria. He notes all the events we get up to up here (thanks Alex) and the size of the membership and how different it is to when he joined the Branch back in 1976! He also says thank you for his monthly newsletter!

Mick Mailey has send off a big cheque to National this week, paying up our Membership Subs for this year – we have to be paid up by 1<sup>st</sup> March to ensure that we are able to attend and vote at the National Council Conference in March. Most of you have paid your 2020 subs to Mick by Standing Order to the Branch, Direct Debit via National, Cash or Cheque to Mick or a Member of the Committee – subs were due on 1<sup>st</sup>

January so, hopefully you haven't forgotten! I have sent out reminders by E Mail where relevant.

The next Branch Meeting will be in the Concert Room at the Legion on Tuesday 3<sup>rd</sup> March at 1930 as usual. At the Meeting the Branch Committee will be making our recommendations to the Members on who we think the Branch should support for the four vacant places on the National Management Committee and which of the

Proposals the Branch should support at this year's SA National Council Conference. Everyone should have received details of the Candidates and the Proposals. If you have strong views – one way or another make sure you are at the Meeting to make your views known. See you all at the Meeting – don't be late!

Best Regards,

**Barrie**

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## SOCIAL SECRETARY REPORT

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**Hi Shipmates,**

In February we had our Branch meeting and quiz and, of course, our annual pilgrimage to Morecambe to see the troops over there – great food, great liquid refreshments, great company, great doughnuts on the way home – great night.

**Diary Check:**

- **Saturday 14th March** is our St Patrick's Day party at the Legion and tickets are available. 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 – due to demand I have a larger bus and it is now full.

- **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 celebration, 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.

- **Saturday 27th June** is the canal trip – fantastic day out for maximum of 47 – details at the April Meeting.

- Other items:

The members draw was not won in February so stands at £20 for March.

Don't forget to get your free beer if you were born in March –and, next meeting, I will be supplying Scottish square sausage in a bun

Alex

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### MARCH BRANCH CALENDAR

Branch Meeting	Tues 3 <sup>rd</sup> Mar
Buddies in Boats Visit	6 <sup>th</sup> /8 <sup>th</sup> Mar
St Patrick's Party	Sat 14 <sup>th</sup> Mar
SA Reunion & Conference	27 <sup>th</sup> /29 <sup>th</sup> Mar
Committee Meeting	As required

### APRIL BRANCH CALENDAR

Gosport Weekend	3 <sup>rd</sup> /5 <sup>th</sup> Apr
Coniston Pub Crawl	Sat 4 <sup>th</sup> Apr
Branch Meeting & AGM	Tues 7 <sup>th</sup> Apr
ANZAC Ceremony	Sun 26 <sup>th</sup> Apr
St George's Day Parade	Sun 26 <sup>th</sup> Apr
Committee Meeting	as required

### MAY BRANCH CALENDAR

K2B Walk	Sat 2 <sup>nd</sup> May
Branch Meeting	Tues 5 <sup>th</sup> May
VE Weekend	8 <sup>th</sup> /10 <sup>th</sup> May
Branch Dinner	Sat 16 <sup>th</sup> May
NI Branch Dinner	Sat 16 <sup>th</sup> May
Committee Meeting	as required

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### MARCH BRANCH BIRTHDAYS

J (Jean) Brumby	01/03/1948
T.R. (Charlie) Henshaw	05/03/1946
R. (Bob) Arthur	07/03/1948
J. (John) Duffy	13/03/1959
C. (Charles) Berendt	01/03/1982
J. W. (Jeff) Bennett	18/03/1964
P. (Peter) Dow	28/03/1967
J. (George) Hughes	30/03/1943

A.B. (Alan) Hoskins 31/03/1949

K. (Karl) Williams 31/03/1981

**Happy Birthday All!**

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### REMEMBERING FORMER BRANCH

#### MEMBERS

#### 'CROSSED THE BAR' - MARCH

Arthur Roberts	1990
William Farrell	1990
George Layden	2004
Hughie Short	2017
Henry Sibbitt	2019

#### RESURGAM

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### **NEWSLETTER CONTACT INFORMATION**

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

Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e. the last week in March for the April 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!

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### **SUBMARINE COMMISSIONING CREW LISTS**

Commissioning Crew Lists are still coming in – in the last month I have been sent:

HMS GRAMPUS - May 1962 at Portsmouth  
HMS THERMOPYLAE - 1965 at Portsmouth  
HMS GRAMPUS - April 1966 at Devonport  
HMS REVENGE (P & S) - 2<sup>nd</sup> Commission 1975  
HMS REPULSE (P) - 3<sup>rd</sup> Commission

Thank you very much! I am still looking for 'First Commission' Submarine Crew Lists/Brochures as follows:

PORPOISE (1958)  
GRAMPUS (1958)  
NARWHAL (1959)  
CACHALOT (1959)  
WALRUS (1961)  
OBERON (1961)  
ORPHEUS (1960)  
ODIN (1962)  
OTUS (1963)  
ONYX (1967)  
UNICORN (1993)

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 & 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

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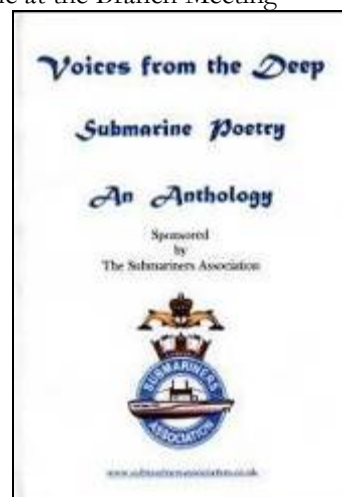
### **VOICES FROM THE DEEP**

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

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### **BOOKS**

Last month I reported that 'The Suicide Club' – the 'K' Class book by Andy South - which was reviewed in January - had been temporarily withdrawn by the Author from the AMAZON Website. I am pleased to report that the problem has been resolved and it is now available. Also, Andy South has reported that there will be a second Volume containing some of the research material which couldn't be fitted in Volume 1. Andy will be writing another book shortly covering the exploits of Submarines in the Baltic during WWI and in the Russian Intervention of 1919/20.

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### **SUBMARINE LOSSES OF WWII**

No Submarines were lost in March 1940 but, one Submariner is reported to have 'Crossed the Bar':

A member of the crew of Submarine HMS SPEARFISH died on Wednesday 13th March 1940 and is understood to have died in a motoring accident. He was:

Lieutenant Gordon Denne Browne, Royal Navy  
Gordon Browne joined the Royal Navy on 1st September 1934. In January 1935 he was undergoing training in HMS FROBISHER (ex RN College, Dartmouth). He joined Submarines in September 1938. After service with HMS DWARF 'for Reserve Group 'B' Submarines' at Portsmouth Gordon Browne was appointed to 'Submarine HMS SPEARFISH'. Gordon Browne was the twenty-two-year old son of Owen Henry Gill Browne and Freda Isobel Browne of Rochester in Kent. He is commemorated at the Charing Crematorium in Kent.

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### **IMPACT OF DELAYS TO HMS AUDACIOUS**

A Question in Parliament by Caroline Lucas – Green Party, Brighton, Pavilion

**Question:** 'To ask the Secretary of State for Defence, what assessment he has made of the effect of the delay

in the delivery of HMS AUDACIOUS to the in-service dates of the (a) final three Astute submarines; (b) Dreadnought submarines; (c) the schedule for dismantling out of service nuclear submarines and (d) the requirements for nuclear licensed dock capacity at Devonport; and if he will make a statement.’

**Answer:** by James Heappey, Conservative Party, Wells  
‘The delay to the delivery of AUDACIOUS will have some impact on the schedule for the next Astute Class, ANSON. We remain committed to delivering all seven Astute boats by the end of 2026. The Dreadnought programme is unaffected and remains on track for the first of the Dreadnought class submarines to enter service in the early 2030s. The planned in-service dates for Royal Navy submarines are withheld as disclosure would, or would be likely to, prejudice the capability, effectiveness or security of the Armed Forces. The schedule for dismantling decommissioned nuclear submarines is unaffected. Work to determine the future infrastructure requirements at Devonport is continuing and is unaffected by the delay to the delivery of Audacious.’

**Hansard source:** (Citation: HC Deb, 6 February 2020, cW)

### **Pentagon Reveals Deal with Britain to Replace Trident**

#### **MPs dismayed after US Defence officials leak news of nuclear weapons deal before parliament is told!**

Jamie Doward, The Guardian Saturday 22nd February 2020

Britain has committed itself to buying a new generation of nuclear warheads to replace Trident, which will be based on US technology. The decision was revealed by Pentagon officials who disclosed it before an official announcement has been made by the government.

The revelation has dismayed MPs and experts who question why they have learned of the move – which will cost the UK billions of pounds – only after the decision has apparently been made. It has also raised questions about the UK’s commitment to staunching nuclear proliferation and the country’s reliance on the US for a central plank of its defence strategy. Earlier this month, Pentagon officials confirmed that its proposed W93 sea-launched warhead, the nuclear tip of the next generation of submarine-launched ballistic missiles, would share technology with the UK’s next nuclear weapon, implying that a decision had been taken between the two countries to work on the programme.

In public, the UK has not confirmed whether it intends to commission a new nuclear warhead. The Ministry of Defence’s annual update to parliament, published just before Christmas, says only: “Work also continues to develop the evidence to support a government decision when replacing the warhead.” But last week Admiral Charles Richard, commander of the US strategic command, told the Senate defence committee that there was a requirement for a new warhead, which would be called the W93 or Mk7. Richard said: “This effort will

also support a parallel replacement warhead programme in the United Kingdom, whose nuclear deterrent plays an absolutely vital role in NATO’s overall defence posture.” Ed Davey, acting leader of the Liberal Democrats, said: “It is totally unacceptable that the government seems to have given the green light to the development of new nuclear weapon technologies with zero consultation and zero scrutiny. Britain under Johnson increasingly looks like putty in Trump’s hands. That Britain’s major defence decisions are being debated in the United States, but not in the UK, is a scandal. Under Johnson, it seems that where Trump leads, we must follow.”

Alan Shaffer, Pentagon deputy under-secretary of defence for acquisition and sustainment, also made reference to the new UK programme in a briefing session at the annual nuclear deterrence summit, in Alexandria, Virginia. “I think it’s wonderful that the UK is working on a new warhead at the same time, and I think we will have discussions and be able to share technologies,” Shaffer said.

David Cullen, director of pressure group the Nuclear Information Service, said: “The UK’s reliance on US knowledge and assistance for their nuclear weapons programme means they will find it almost impossible to diverge from any development path the US decides to take. “We are legally bound to take steps towards disarmament under the nuclear non-proliferation treaty, but this would take us in the opposite direction.”

It is understood that the US had agreed with the UK not to make any announcement while parliament was in recess. However, US defence officials were apparently oblivious to the agreement and confirmed the programme’s existence – to the embarrassment of the UK government. Hans Kristensen, director of the nuclear information project at the Federation of American Scientists, said the development of the new warhead posed significant geopolitical problems. “Britain and the US have come a long way from being leaders in reducing the role of nuclear weapons and contemplating the possible road toward potential disarmament to re-embracing nuclear weapons for the long haul. They are obviously not alone in this, with Russia, China and France doing their own work. So, overall, this is a serious challenge for the international non-proliferation regime,” he said.

Tom Plant, director of proliferation and nuclear policy at the independent security think-tank, Rusi, said the lack of debate about the new weapon was a concern. “There’s been a presumption from those in opposition and analysts, like myself, that it should come to parliament in some way, like the 2016 vote on Trident. I suspect that the MoD’s position is that they don’t want it to. What the programme doesn’t need from their perspective is lots of scrutiny. But if there’s going to be a decision it should absolutely come to parliament.”

The MoD said: “As previously stated in the 2015 defence review, we can confirm that we are working towards replacing the warhead. We have a strong defence relationship with the US and will continue to remain compatible with the US Trident missile. An



announcement about the UK's replacement warhead programme will be made in due course."

## **The Submarine Advisory Group Annual Report January 2020**

The Submarine Advisory Group (SAG) met three times in 2019 with the November meeting held in HMS Courageous, an evocative day for many members. The Group appreciate the support and openness of the NMRN Directors at their meetings.

### **The Submarine Enterprise**

In considering the whole of the UK submarine enterprise, the ability to design, build, operate and maintain submarines has been a long-standing element of the United Kingdom's defence and industrial strategy and a source of national pride for well over 100 years. The NMRN provides an excellent opportunity to fulfil a unique and complementary role in capturing early interest in the submarine service, particularly as submarine port visits are now very rare. The museum submarines offer the only opportunity for the British public to experience the inside of a submarine and to meet the submarine community. Whilst a focus on historical events shows what submarines and submariners have previously achieved, there is an important opportunity to demonstrate the ongoing relevance of submarines today with an improved portrayal of their operations and technology, as well as posing an exciting challenge about shaping the future.

This will of course need support from the MoD and active participation by Industry to ensure that the NMRN across all its submarine sites delivers a story of the past, current and potential future capabilities of the submarine service to spark the imagination of the next generation on whom the continued viability of this national endeavour depends.

### **Submarine Museum**

The Group understands this has been another difficult year for the NMRN overall with falling visitor numbers and thus revenue, albeit in line with national trends, and no uplift in GIA (thought encouragingly Submarine Museum visitor numbers slightly increased this year). This has caused significant demands on existing senior staff unfortunately exacerbated by a further reorganisation and consolidation of the management structure in December with its inevitable settling in period yet to come.

On the plus side the NMRN staff many of them part-time for the Submarine Museum have made good progress with upgrading some displays in the JFB and sounds within Alliance, much of this funded by the Friends and other donations.

The SAG was pleased to have the opportunity to comment on the Submarine Museum elements of the NMRN Strategic Plan presented to the Trustees on their away day in July, which seemed to be an encouraging precursor to the production of a Submarine Museum specific development plan.

The SAG considered that there was sufficient quality information within the RNSM Master Planning Document as presented; within the ideas in the Gosport Heritage Action Zone; and within the more detail activities of Submarine Site Development Plan (submitted by the SAG November 2018) to form the basis of a comprehensive RNSM Plan. As with the FAAM the engagement of a SQEP consultant was strongly encouraged. But if this was not currently affordable an agreed interim development plan, weaving all the key points together with clear timescales would be of huge managerial advantage in offering an agreed, costed and well sequenced medium-term plan against which all the interested parties could make provision. This does not seem to have happened yet.

Thus, it is extremely disappointing to have to return yet again to the recurring theme of the lack of a visible site development plan for the Submarine Museum. This void, highlighted in the two previous annual reports, urgently needs to be filled. The SAG's advice remains unchanged for a third year.

### **HMS ALLIANCE**

HMS ALLIANCE still does not have a Conservation Management Plan and preventative maintenance planned for this year has had to be postponed. Further it is understood that next year's NMRN historic ships budget of £416K contains little scope for ALLIANCE maintenance with the added unknown of the recovery work on the caisson. Delaying essential maintenance today is a well-known cause of increased future cost. The NMRN has a demanding fleet of aging vessels and it may well be that new restoration projects are postponed in order to cover the preservation of the existing assets.

### **HMS COURAGEOUS**

As with ALLIANCE in Gosport area, COURAGEOUS has the potential to be huge unique attraction as the only preserved nuclear submarine open to the public in UK. MoD's letter of 7 August 19 from the Director Submarine Capability, Defence Nuclear Organisation seems to set out the starting point to achieve a permanent historic submarine, saying that 'innovative proposals will be considered' and 'several legal, financial, political, logistic, security and radiological positions will need resolution before the mid-2030s'.

The SAG is aware and fully supports the thrust of the discussions that have started within Devonport between the NMRN and the Naval and local Authorities over the long-term future for COURAGEOUS in conjunction with the development of a Devonport Naval heritage site. The Group also consider that MoD will need to be pushed hard now to clearly identify COURAGEOUS as assigned for public display so that her declassification and preservation programme can be appropriately funded.

The NMRN is best placed to take the project lead; first in driving the short-term objective of restoring and enhancing COURAGEOUS post her docking 2020/2021; and second in establishing with MoD and others the long-term future for this important heritage project.

### In Sum

The SAG acknowledges the efforts made by many on behalf of the submarine community past and present.

The NMRN would seem to be under increasing financial and resource tension, with the demands of consolidating collections and maintaining its historic fleet, as well as the need to support and update a large estate and create a new RM Museum, amongst other conflicting pressures. Therefore, in the SAG's view it is imperative for there to be a concise and visible strategy, with subordinate plans, to set priorities and to underpin future financial bids, demonstrating a clear benefit to the Navy and the wider submarine enterprise.

Where able the SAG will support the NMRN Executive in achieving the recommendations below which are:-

1. Deliver a Submarine Museum Site Development Plan.
2. Produce and action HMS ALLIANCE Conservation Management Plan.

3. Establish a specific HMS COURAGEOUS Project to recover the boat as an exhibit post SADP and to achieve permanence in long term.

4. Through clarity in direction and benefit to the submarine enterprise drive for greater support from MoD and industry including an uplift in GIA.

8 January 2020

John Clayden

Chair of the Submarine Advisory Group

**NOTE:** The Submarine Advisory Group consists of the following Members: Commodore J Clayden (Chair), Captain D Conley, Mr D Ottley, Captain J Hughes, Captain J Aitken (relieved by Commander J McGuire Nov 19), Rear Admiral R Stevens (ex-officio resigned Dec 19), Rear Admiral S Lloyd, Rear Admiral J Weale (until Dec 19), Captain D Cust.

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### Still Playing Lead Guitar at Eighty!!



Barrow Branch Submariners Association Member 'Billy' Daniels - seen on stage on the left in the picture above - is still playing Lead Guitar for the Barrow in Furness based group 'Five O'Clock Shadow'. On Saturday evening - 22nd February 2020 - Billy and his colleagues entertained a full house of family, friends and Barrow Branch Members at his 80<sup>th</sup> Birthday Party at the Roose Cons Club in Barrow in Furness.

Over two sessions Billy and the group played a full range of pop classics from the 1960s and 1970s covering Elvis Presley, the Shadows and the Beatles - amongst other well-known stars and groups – almost everyone knew the all words of all the songs and sang along! Between the two sessions there was a more than generous 'serve yourself' buffet and at the end of the evening, there was a birthday cake to cut and share out.

Billy, who joined the Barrow Branch of the Submariners Association in December 2005, served in Submarines as an Able Seaman (UW) from 1959 to 1964 and in submarines HMS EXCALIBUR, NARWHAL, CACHALOT & OLYMPUS before recategorizing and becoming a Leading Seaman (PTI).



Left to Right: Barrie Downer, Billy Daniels & Bob Faragher

## THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the February issue of Periscope View)

### **Wardroom Mess**

Because the 4th Destroyer Squadron was part of the Med. Fleet, our Wardroom Stewards and Cooks were Maltese, the best at this trade in the world. And part of their contract was that they only served in Med. Fleet ships. Another part of the same R.N. contract ensured their pay was only ½ that of equivalent R.N. Ratings. But they were eternally cheerful and ‘mothered’ us with genuine concern for our everyday well-being.

Financial costs of living in the Mess (a high spending Club) were most fairly apportioned by Admiralty Law. The hefty bills the Mess incurred from parties, dinners and entertaining locals at our ports of call were apportioned to us on a stripe basis – the stripes referring to the number of stripes on your uniform equivalent to your rank. So, at the end of each month, when Dennis Hannay, the Mess Secretary had balanced his books, he divided the amount owed by the total of stripes in the Mess, viz:

Captain	3 stripes
First Lt.	2½ stripes
All Lieutenants	2 stripes
Sub.Lts.	1 stripe
Warrant officers	½ stripe

A fair system where the higher paid members subsidized the lower paid ones. One’s personal expenditure at the Mess Bar or buying one’s own visiting friends drinks was also governed by Admiralty Laws which limited the amount of alcohol you could purchase on a daily basis. We frequently had to fiddle the books to smooth out over-runs!

### **H.M.S. AGINCOURT** (the “Gin Yard”) Squadron Leader

Commanded by a senior Captain destined to promotion to Admiral if he didn’t make a mess of the post - in this case, Nick Copeland, with a superb war career and destined for the Board of Admiralty. Hearty sense of humour and physically a tough nut, with no inhibitions about hard drinking at the right times. We all liked him. His Staff were:

STASO, Guns and Navigator	specialist Lt. Cdrs.
Engineer and Electrical	both Commanders
Supply	Lt. Cdr.
Secretary	Lt.

Because staffs in Squadrons and capital ships were invariably referred to in common parlance as their trade and Squadron Number our lot came out as jokes:

TASFOUR  
GOFA  
SOFA  
EFOR  
LFOR

Both high and low used these subjects quite politely. So, my Captain would say to me, “Go over to AGINCOURT and ask SOFA’s advice on this matter”. In AGINCOURT, should I bump into Captain D. you would explain, “Just going to see SOFA, Sir!”.

Civilian dignitaries, particularly foreigners, were baffled at this barrage of “Oh, meet our GOFA”. Or “I’ll introduce myself; I’m SOFA”.



They were a good and lively bunch and I got on famously with them. It was no coincidence that, of the 4 destroyers, 3 of 4 Sub. Lieutenants were ex-Upper Yardmen. Benjy Leach in AGINCOURT, Derek Wallace in BAROSSA, me in AISNE. Nick Copeland had been able to choose his Officers himself - such was his influence inside Admiralty. Bungy Edwards in CORUNNA was the only Dartmouth Sub. and him because Nick was a distant relation.

The Squadron had great power and prestige within the sea-going Navy and our compatriots on other ships of the Fleets disparagingly referred to us as the 'Royal Yacht Squadron'. But Nick's standing at Admiralty was not sufficient to overturn Admiralty's decision to sail the Squadron from our home ports for 18 months absence in the Med. just before Christmas. The men, 350 of them in each destroyer, were annoyed that they could not have Christmas with their families for the sake of a few days' delay in our departure. The measure of 2½ years' absence abroad was far too long and outdated in these modern times and during our period abroad it was shortened to 1½ years.

We had trouble in various forms in all 4 ships. AISNE's worst rebel turned out to be a young stoker, who smashed all the gauges in the Engine Room thinking this would delay our departure until well after Christmas. It didn't. And his Court Martial sentenced him to 12 months in prison.

The Squadron met up at Portland for a week's work-up. Firing all weapons at practice targets, practicing Action Stations day and night etc. Then we sailed in close formation for Gib. A few days' shore leave there, then on to Malta for Christmas.

Our berth in Malta was moored to buoys in Sliema Creek, two anchor cables fastened to a buoy at the bow and another 2 to a stern buoy; the next destroyer's bow cables were secured to your stern buoy and so on down the Line. Always a difficult task for me as Fo'c'stle Officer and my men. And, each time we berthed in Sliema Creek, we had to paint these monsters of chain cable a pristine white, as soon as we had secured them.

The Med. Fleet was just as big as it was when I was last here in the EURYALUS. Four or five Aircraft Carriers, a Cruiser Squadron, 2 other Destroyer Squadrons beside ours, a Submarine Squadron, Troop Landing Ships, a Fleet Air Arm Aerodrome plus the R.A.F. at two Aerodromes, Royal Marine Commando Brigade and Army Garrison and a host of Troopships, Supply Ships. Fleet Tankers etc. Malta was a bustling place.

A diary of AISNE's eighteen months with the Med. Fleet is written in a booklet I had to publish for the ship. So, I will keep to just a few incidents that were personal to me.

While on a visit to Beirut, I was detached to take a mixed bunch of 40 sailors on a 3-day expedition, camping in the hills and open country north of the city. We had a marvellous time, hobnobbing with the nomad Arabs, with whom we got on famously, swapping our whisky for their Arak around the campfires at night.

Arrived back in Beirut to find AISNE and all the other ships, except H.M.S. FORTH, at sea searching for 4 AISNE sailors missing after a sailing accident. We lived on FORTH for 2 days until AISNE returned to harbour. I was to live in H.M.S. FORTH, a large Submarine Depot Ship, later in my career, as Staff T.A.S. Officer to the 7th Submarine Squadron.

We were at sea in July when my promotion to Lieutenant came through by signal from Admiralty. I had known the approximate date but forgotten AISNE would be at sea. So, I hadn't bought Lieutenant stripes before we left Malta on this occasion. Any other Captain would be relaxed about this. Not Archie Grey though, punctilious to a tee, he read the signal out to me, congratulated me and said, "No doubt I shall see you properly dressed on the Bridge in the morning". Meaning turn up in Lieutenants' stripes!

That evening, my last day as a Sub. Lieutenant, I grovelled, beseeched and cajoled Dennis, Alan and Duffy to loan me a pair of their shoulder epaulettes. They were my only source. George the Engineer had purple between his stripes. Benny - the Supply colour - white. Pile was an Electrical Lieutenant so had green. In those days only the ruling executive Seaman Branch had no colour inserted between the gold rings. My 3 Seaman Lieutenant colleagues were determined to enjoy the spectacle of me turning up at 8 o'clock in the morning to keep my Forenoon Watch on the Bridge still wearing Sub. Lieutenant's stripes and listen to the tirade from the Captain. It was a conspiracy! Later that evening, when the 3 Seamen had gone to bed, George, the Engineer, newly promoted to Lt. Cdr., said he had plenty of Lieutenant epaulettes and that all I needed to do was to obliterate the purple cloth with black ink. Brilliant! I was saved. We wore tropical uniform in the Med. summer - white shoes, stockings, shorts and shirt. The shirt had shoulder systems for you to attach your rank in the form of shoulder epaulettes. So, I appeared prompt at 8 o'clock on the Bridge, immaculately dressed as a Seaman Lieutenant. The Captain was pleasantly surprised, the 3 conspirators were crest fallen and slunk away.

At 3 minutes past 11 o'clock that morning the ship ran into a Sliema shower. The Captain watched in horror as the black ink spread in an ever-increasing stain down my white shirt, over my white shorts and revealed the glowing purple between the stripes. Archie Grey would have happily ordered my execution, but, restrained by modern Admiralty Law, the worst he could legally come up with was to stop my leave and bar allowance for 30 days!

The 3 conspirators, over-the-moon with this unexpected source of my disgrace, had had their laugh and then loaned me several pairs of brand-new epaulettes quite surplus to their needs. We were in port in Athens several days later and Agincourt invited the other 3 Wardrooms for a drink. My absence was quickly spotted, and the tale of woe was greeted with great laughs. Nick Copeland, obviously, told Archie privately, that it was just the sort of wheeze he expected from his Sub. Lieutenants and to rescind the punishment forthwith!

## SUBMARINERS MEMORIAL APPEAL

Friday 28th February in the BAE Shipyard saw the launch of the Appeal to raise funds for a new Submariners Memorial to be sited at the National Arboretum. The original idea for a Memorial at the National Arboretum was first raised by the Norfolk Branch at the National Management Conference in 2018. The original plan of re-siting the Submarine Memorial from the Embankment was not considered practical and a revised proposal for a completely new Memorial was presented and agreed at the 2019 Conference.

There is a competition to choose the design of the Memorial, and it is anticipated, that some £300k needs to be raised to fund the design, manufacture and installation of the Memorial. I hope to be able to circulate details shortly on how individual donations can be made but there is also a Pin available at £10 a pop – I will circulate a list at the March Meeting! Following an invitation from the Friends of the Submarine Museum six Branch Members and partners were invited to attend the Appeal Launch.

Branch Members attending the launch were Alan & Jean Hoskins, Bob and Veronica Pointer, Barrie & Margaret Downer, Dickie Cambridge, Hugh Porter, John Fulford & Mark Butchart.



**Teacher Vicki Noble, Admiral Hine talking to pupil Jack Fazackerley**



**HMS AUDACIOUS Crew Members at the Appeal Launch**



**The Second Sea Lord - Admiral Hine - Launches the Appeal**

## Submarine Charity Collaboration

*The following is an extract from the Minutes of the latest Meeting of 'We Remember Submariners' and tells us more about RASMs Submariner's Charity than we have heard from other sources - and is included in this newsletter for information only! Some of this will also be relevant to us as Members of the Submariners Association. No information is currently available on who might (or if anyone will) represent to Submariners Association on the SBF Board - should the SA agree to join in the SBF – on what the financial implications (cost of Membership) might be or what the benefits of Membership might be.*

MD reported on The Royal Navy & Royal Marines Charity – Submarine Benevolent Fund (SBF) –change proposal, which is a restricted fund.

The SBF forms part of the charity known as RNRMC.

The RNRMC board as a charity trustee of the Submarine Benevolent Fund is responsible for the management and administration of the fund.

The beneficial objects of the fund are to promote the welfare and well-being (which includes mental health) of all Submariners past and present and their families, promote the submarine ethos and the morale of all ranks including the provision of recreational facilities, amenities and other goods and services not provided out of public funds maintaining our submarine heritage and has reportedly £millions in the bank.

The Management of the Submarine Benevolent Fund will be undertaken on behalf of the Submarine Community and RNRMC Trustees by a Submarine Benevolent Fund Joint Management Board to consist of the Chairman and a membership of up to 9 other members representing the broad Submarine Community and RNRMC.

The following are standing members of the Board:

- Elected Chair
- The Head of Submarine Fighting Arm
- The RNRMC Chief Executive
- The RNRMC Director of Relationships & Funding or Head of Grants
- The RNRMC Financial representative.
- EWO(SM).
- Nominated representative from the Submarine(rs) Association
- Nominated representative from We Remember Submariners
- Nominated representative from the Perisher Club.
- Nominated representative from Friends of the Submarine Museum.

None of the above is a proposal to take charge of WRS or tell us how to conduct our business, but they have access to a lot of money and the board are there to help in the allocation of this funding.

There are things to consider:

- There will be a cost of membership (currently, this is unknown)
- Elected members of the board will serve a tenure of 2 years
- This allows us the mechanism to have a voice in the allocation of funds.
- When trying to deal with the wider issues, it will give us access to much greater funding, than we do at present.
- There is an aspiration to build a large and sustainable submarine community, including respite support and give more back to the serving members and their families.

MD considered that there are many charities, for the best of intentions, pulling in other directions, but without coordination. This will give us an opportunity to work together and get better funding, so that when we can't do it on our own, we will have access to much larger pots of money. MD made the point of stressing that WRS would only be interested if we can retain our independence.

GB asked where their funding comes from, MD confirmed that it was restricted fund and would support, for example, the refurbishment of a mess or supporting individuals in need. IA stated that we need to know how much the buy in cost is likely to be.

The SBF have two full time administrators and their own legal team, which we will have access to for support and advice. This is currently in the final stages of proposal and is just being passed by their legal team, before being passed to the trustees to agree on. IA stated that he considered it to be a good idea provided that we retained control and maintained our identity of a charity that we have worked so hard to build.

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### **Design and manufacture in the UK - Innovation, Market, Investment, Skill**

*The following attachment formed an article written by Mike O'Sullivan (Tiffy Entry S56), this being revised, the original being printed in the Fisgardian Mike is one of a small group of local retired engineers lobbying to bring back traditional engineering apprenticeships, including lobbying the government. His group promotes STEM (Science, Technology, Engineering, Maths) by taking the displays to school career fairs.*

When Walter Gropius founded the Bauhaus design school in Germany in 1919, he had the fusion of art, design and manufacture in mind. The Dutch De Stijl group (1917) and the established visual history of the Art Nouveau and Art Deco periods influenced the change of design aesthetic to modernity, functionality and purity of line.

The relative simplicity of Bauhaus design was intended through industry and manufacture to benefit society by fusing a new contemporary aesthetic to design and the visual arts. This view was different to the established British Arts and Crafts movement that had developed in the late nineteenth century which promoted high levels of individual craftsmanship and which was closer stylistically to Art Nouveau; Morris/Mackintosh.

The underlying philosophy and imagery of the Bauhaus influenced the film maker Fritz Lang in the making of 'Metropolis' (1927), where he explored ideas depicting the possibility of future autocracies. In a contemporary sense an appreciation of abstract concepts considered through critical theory could identify the existence and nature of existential risk.

The founding of the Bauhaus was contemporaneous to the founding of the Frankfurt School of Social Theory and Critical Philosophy in 1923. After the devastation of the first world-war German society began to question the moral framework of their social order. The Frankfurt school encouraged a dialectical method of learning interrogating society's contradictions. This method encouraged discourse between people holding different views creating consensus through reasoned argument and debate.

The Bauhaus examined the role of theatre and film and the expression of ideas. Their view was that the function of theatre was to serve the metaphysical needs of humanity by creating the opportunity of 'transcendence' through distortion of the perception of reality, the intention being to question the nature of 'reality'. Visual distortion and exaggeration as a means of depiction was the basis of 'expressionism'.

In the nineteen sixties art and design education in Britain changed with new arts courses introduced through Polytechnics managed under the auspices of the 'Council for National Academic Awards' (CNAA). Design and manufacture courses within Polytechnics used the model of the Bauhaus as their principle whilst maintaining the industrial heritage of British craftsmanship through the promotion of high levels of skill development. This system maintained the best of both the European and British education models creating innovative British designers who were able to manufacture their own work or design specifically for industry. Designer makers who had gone through the British system could work independently as craftsmen making one off pieces selling through galleries or work to commission for clients.

The Royal College of Art in London is the only entirely postgraduate art and design university in the world, founded in 1837 as the 'Government School of Design', created originally to benefit the UK economy. This initiative led to the first exhibition of British design and manufacture at the 'Great Exhibition' in London in 1851. Art graduates from across the world now apply for positions at the college, once qualified they are able to return to their respective countries to develop design and manufacture processes in direct competition with British industry. Bearing in mind the need for the regeneration of industry in this country it would seem sensible to once again utilise and tie an existing first-class design facility to the future needs and benefit of the economy. Similarly, the large amount of research being conducted in British universities should be reflected in the rejuvenation and support of UK industry.

The Guild system was set up in medieval England and in Europe in the thirteenth century as groups within different trades, usually artisans and merchants, formed to protect their commercial interests. Artisan trade groups had a progressive system of training from apprentice to craftsman, journeyman to master. Proficiency in any trade was based upon individual levels of capability and development, application and attitude to work. The guild system survives in England primarily in London where its traditions are still maintained and celebrated through the protection and promotion of artisan skills.

Trade unions created to protect workers' rights and maintain trade skills were established in Britain in the 1870's. Trade unions in large part superseded the craft-based guilds as industry expanded during the industrial revolution. Trade apprenticeships were maintained, however, to replenish and enlarge the nation's skill base allowing industry and business to develop and expand. Engineering apprentices a century ago trained for seven years before qualifying as craftsmen, on completion of training they would have become competent enough to work on complex tasks relating to their trade.

There is a reference dated 1325 to individuals in the military who worked on catapults and siege engines being known as engine'ers, ones who worked on engines ('engine', from the latin Ingenium meaning ingenuity). When gunpowder was first used in Europe in the 14th century those who had worked on catapults and siege engines could have moved to military ordnance. It could be said that the production of military ordnance would have been the first large scale use of metal related engineering techniques, casting cannon initially from bronze and later from cast iron and honing the barrels to create parallel bores being one of the first objectives. Casting and honing barrels to a uniform internal diameter to take a standard diameter ball would have been one of the first precision engineering projects undertaken by the state at military arsenals. In a similar vein the use of Plumbago, powdered graphite, to line the surface of a mould to smooth out casting imperfections on a cannon ball improved the flight of the projectile.

During the industrial revolution forms of engineering produced the machinery and equipment required to keep all other British industries operating. After the invention of the steam engine and its first industrial use in the latter part of the eighteenth-century large press tools and forging equipment were manufactured greatly enhancing engineering possibilities. After the invention of the Bessemer converter in the 1850's, a process that created large amounts of inexpensive steel, engineering manufacture turned predominantly to the use of steel and steel alloys which have greater tensile strength and are more durable than cast iron.

Levels of precision within engineering became of paramount importance. Engines to be efficient had to maintain pressure and be kept cool, they had to function without losing gasses and fluids. At the same time areas that needed lubrication to reduce wear through friction had to be fed with oil. To achieve these needs clearances between moving parts had to be kept to a minimum with oilways and water jackets created to assist lubrication and cooling.

Manufacturing criteria in the nineteenth century, as machines became more sophisticated, demanded high levels of individual skill. The apprentice training programme adopted by the medieval guild system was ideal in this regard for the training of young engineers. Highly skilled individuals in the early part of the twentieth century may have become toolmakers making patterns, engineering jigs and tooling to high levels of precision. This tooling would be used in conjunction with varieties of different machines to manufacture the first uniform mass produced products. Both the guild system and the trade unions promoted and maintained areas of production. The national character and the work



ethic created to maintain and increase productivity, allied to wealth creation, should, the Hands On The Future group believe, be maintained and developed through professional skill training.

Contemporary engineering in the twenty-first century cannot be regarded as unitary practice i.e. marine, civil, aviation etc. Specialisms within the general classification of engineering are necessary to maintain knowledge and capability within a variety of allied but dissimilar industries, similarity being based upon underlying engineering principles. High levels of skill, however, are still required within these different disciplines. Historically, traditionally trained engineers would have had the opportunity to develop their careers by moving into design and management, benefiting, in a knowledge sense, from their experience as craftsmen.

There is a common belief that individual skill has been superseded by digitisation, but this is not the case. It is true that computers and digitised machines are in greater use in manufacturing and that this process of skills transference will continue. However, there remains the question of the creation of a competent workforce not only to retain market share within a competitive global environment but also to maintain the safety of existing systems. High level skills will be required for the manufacture and maintenance of future and current machines and also for the safeguarding, in situ, of built infrastructure and existing assets. As such, appropriate skills will be required to maintain Britain's primary provision, i.e. defence, strategic industries, energy, heavy industry and transport.

Within many corporations' high levels of individual skill are in decline. When work of a certain complexity is required agents are employed by companies to locate appropriately skilled people, these people are independent engineers who work through agencies to the benefit of those requiring expertise. Engineering craftsmen who underwent traditional apprenticeship training in Britain are now getting older, as such, their skills and knowledge as a group is rapidly being depleted.

It appears that to pursue any debate or discussion in reference to social engagement 'narrative' is the all-encompassing persuasive factor, the ability to phrase an argument in a literal sense to make or raise any appropriate point. So, it is in this sense that the argument in support of skilled engineering training is made. The argument should be persuasive in creating an understanding of the 'value' of individual capability, expressed economically through competitiveness, the valuation of company stock and the strength of the FTSE. Capability being a measure of value in society which may be easily assessed but which can be very difficult to attain.

If society continues to deny capability within the socio/economic process through 'intellectual' indifference, then it is not difficult to anticipate our economic future as a consequence. In respect of the argument, those with high levels of skill as practicing engineers hold the high ground as they are the ones with inherent capability. The re-establishment of the importance of 'making' in society will have to be undertaken as a priority through intellectual as well as practical engagement.

Personal capability applied through work has, historically, maintained our economy and our way of life. Today, it appears, anyone can be vociferous in their view about anything. That's fine we live in a free society and within a democracy.

Irrespective of their strength of feeling, however, those expressing these views should still be making a contribution to society, more so, possibly, in terms of contribution, as their views appear to indicate concern. All societies have to pay their way; citizens create the wealth to maintain society through reciprocity; application, effort and contribution.

Reciprocity in turn creates the ability of the state to maintain societal protection and survival through the creation of a social contract.

In presenting an argument in support of engineering training there should be an understanding that innate ability, as a human trait, is required and is essential in a candidate when selecting appropriate people for training. These traits should be honed from an early age, levels of hand eye coordination and learning along with the development of self-confidence should start at the beginning of state education. It is apparent to those who work to create wealth and maintain safety in society that nation state economies fundamentally rely upon individual capability.

**SUBMARINERS 'CROSSED THE BAR' REPORTED UP TO 29<sup>th</sup> FEBRUARY 2020**

<b>Branch</b>	<b>Date</b>	<b>Name</b>	<b>Rank/Rate</b>	<b>O/N</b>	<b>Age</b>	<b>Submarine Service</b>
Non-member	1 <sup>st</sup> February 2020	Walter Maddock	Chief Marine Engineering Mechanic (M)	TBA	TBA	Submarine Service 197* to 1995 in RENOWN & (??)
Non-member	3rd February 2020	David Andrew Ralph	Chief Marine Engineering Artificer (EL)	TBA	68	Submarine Service from 19** to 1992 in REPULSE (P), REPULSE (S), RENOWN & VALIANT & RENOWN
Non-member	6 <sup>th</sup> February 2020	David (Jan) Spidy	Leading Marine Engineering Mechanic (M)	TBA	TBA	Submarine Service in OSIRIS & OTUS
Non-member	6 <sup>th</sup> February 2020	Alan Scourfield	Chief Medical Technician	TBA	77	Submarine Service including COURAGEOUS (1 <sup>st</sup> Commission Crew)
Non-member	11th February 2020	Roland Watkinson	Warrant Officer 1	TBA	83	Submarine Service including RESOLUTION (P) (2nd Commission Crew) on 10th July 1971 & REVENGE
Non-member	11th February 2020	Fred W R Jenkins	Leading Seaman (UW)	TBA	TBA	Submarine Service in OPPORTUNE (on commissioning at Greenock on 29th December 1964) & RENOWN (S) (1st Commission Crew) on 15th November 1968
Non-member	17th February 2020	Phillip Cotton	Chief Petty Officer (Tactical Systems)	TBA	TBA	Submarine Service including REPULSE (S)
Submarine Officers Association	February 2020	Matthew Robert Todd, MBE	Lieutenant Commander	N/A	TBA	Submarine Service from 28th November 1943 to 1972 in TAKU, SYRTIS, THULE (3rd Hand/NO 15th February 1944), SERAPH (IL), SPITEFUL (IL), ALARIC (IL), ASTUTE (IL 24th July 1948), XE-8 (CO), SLEUTH (CO), AURIGA (CO), NARWHAL (CO) & CO (SETT)
Ex Nottingham Branch	February 2020	Dennis C Flood	Able Seaman (SD)	D/JX 380545	95	Submarine Service from August 1943 to April 1946 in TRADEWIND & THOROUGH
West of Scotland Branch	February 2020	David Roper	Control Electrical Artificer	913989	82	Submarine Service in RENOWN & REVENGE
Submarine Officers Association	February 2020	Christopher Gerald Pole-Carew	Lieutenant	N/A	88	Submarine Service from 1952 to 1957(?) including THERMOPYLAE (December 1954 to 1956?)