



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

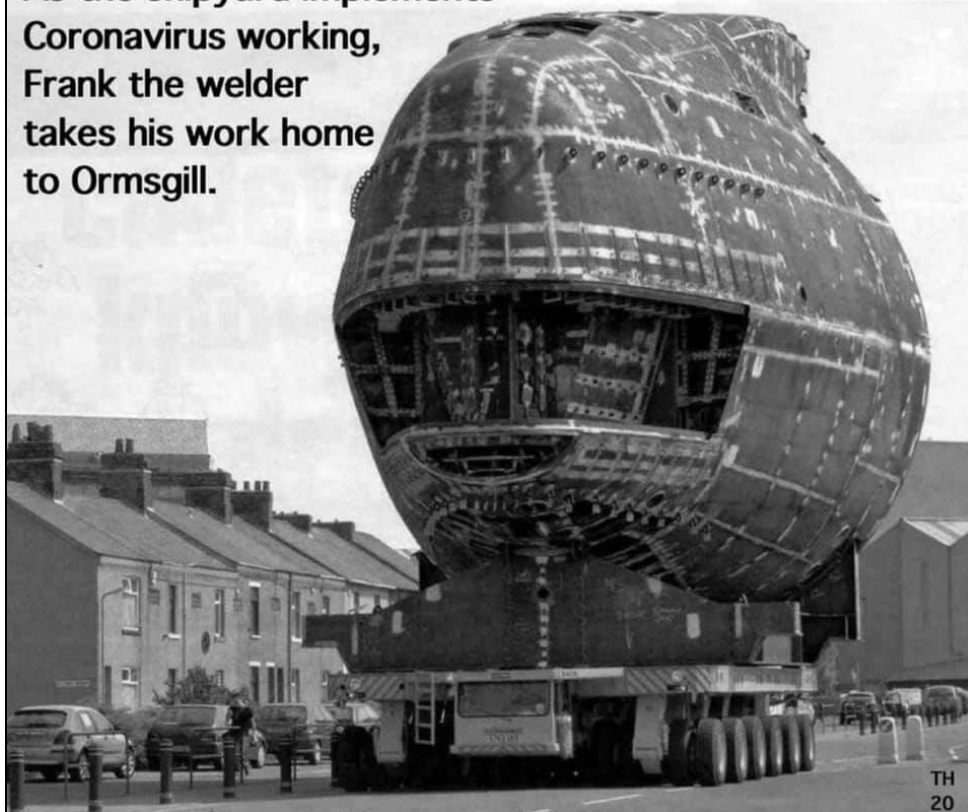
Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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April 2020

**As the shipyard implements
Coronavirus working,
Frank the welder
takes his work home
to Ormsgill.**



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Cover Picture: One possible result of a Barrow Shipyard Shut Down!

'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,

The following message has been received from the SA National Secretary:

'Because of the COVID-19 Pandemic and, after conversations between Iain Mackenzie and the Management of the Yew Lodge Hotel, Kegworth, it was agreed that the Annual Reunion and NCC is postponed until 21st August 2020.'

As a result of the postponement none of the four Proposals on the Agenda (including our Barrow Branch Proposal) will be discussed or voted on until August at the earliest – however the voting for the new Chairman and the new Committee Members has been concluded (Branches have sent in their selections by post) and these letters will shortly be opened in the virtual presence of the National Secretary and two Vice Presidents (acting as Tellers) and the Candidates and the decisions will be advised to the Membership soon.

Hopefully, you are all following Government advice on the Corona Virus problem and are staying at home, 'Self-Isolating' and/or keeping your distance from others. You might think that the world has gone mad and the politicians & other have taken leave of their senses but we are where we are so here goes with a few suggestions on how to get through.

As submariners we know everything at sea is very much fixed routine and is usually well known in advance. But there you are in a confined space with at least a hundred other people and with no access to fresh air and no, or very limited, information about what is happening outside your small world. However, after a few days in the routine we find time slips by very quickly and it is quite surprising to suddenly realise that a 60 or 90 day patrol is very nearly over.

So, if you are stuck at home it is very important to establish a daily routine and stick to it religiously – especially if we don't know how long this is all going to last. If you have been going to work and are now 'home working' get up at the same time as usual, wash/shower/dress, have breakfast and go to work at your usual time in the room or space you have set up at home as your office/work place.

Have a radio on in the background - but try to avoid the distraction of television or games. At these difficult times do not listen or watch too much in the way of news or current events programmes etc – you don't want to depress yourself with the doom & gloom views and comments of the self-appointed 'know it alls' & 'experts'.

If you are being sent work to do that's fine and you can pace yourself accordingly but make sure you have a mid-morning break, a proper lunch hour and a mid-afternoon break and finish work at your usual time. If you are not being sent work to do then think of all those things you have always intended to do - but never had time to do and plan your working day around them.

Make sure you give some time and space to your partners and/or the children – try and make sure they have a routine as well – get the kids to stick to their school hours especially if they have been sent school work to do. Try and make sure you get a full night's sleep and, ideally, no sleeping during working hours!

Plan your mealtimes and your meals in advance -this will help with deciding what to buy in your weekly shop and how long it will take to prepare the meals. Always wash up and tidy up after meals to avoid a build-up of dirty dishes/plates/pots & pans. As you are indoors for longer than usual don't forget about the hoovering/dusting/cleaning, the weekly washing and ironing etc.

Build some time into the day for your walk and/or exercise and to get some fresh air – you are still allowed to go out for a walk, a run or a cycle ride! If you have a garden or even just a backyard then that is a big bonus.

Don't forget to phone your friends & family regularly – also E Mail, texting, skypeing as you would normally do - especially to anyone who you know is on their own.

Think about keeping a diary of events – you never know what is going to happen – it could be something to pass on to the children/grandchildren.

This won't all last for ever and soon you can get back to normal!

Sadly – as Alex reminds us in his Report – we lost our friend Mick Dack, but at least the current limitations were not in force so, we were able to give him a proper Submariners Farewell and Wake. Thank you to all who turned out to say good-bye.



In this newsletter I have included words I was privileged to say at Mick's Funeral Service about his Naval Service

Remember – the fact that you drank lots of 'Corona Lemonade' when you were a lot younger than you are now did not confer any immunity from the present Corona Virus!!

And, finally, a useful tip from Blood Reed for economising on those elusive loo rolls – "To save on toilet paper remember the old submarine mantra- 2 to scoop - 2 to wipe - 2 to polish - saves on paper!"

Best Regards, **Barrie**

SOCIAL SECRETARY REPORT

Hi Shipmates,

Firstly, I hope that you are all keeping safe & well, whilst looking out for others who may need it.

March saw us have, quite possibly, our last social for a little while, our St Patrick's night party. We had (understandably) 50ish turn out for this and it was a good evening, to top it all off I didn't even have to cook – I let the pie and pea lady take the strain.

Also, we said goodbye to one of the stalwart members of the branch – Micky Dack. It is odd to think that he won't be knocking on my door anymore to ask how much he owes for the socials – a sad loss and another of the characters of the submarine fraternity who has 'finished with main motors & steering'. Rest in Peace Micky.

Now is the part where I give you a diary check, this may have changed a bit and I will keep you updated with progress as it stands:

Diary Check:

Saturday 4th April's pub crawl to Coniston has been postponed to **Saturday 4th July** – hopefully we will have kicked this virus into touch by then and have a nice Independence Day celebration whilst putting much needed revenue back into our pub industry.

Saturday 16th May was to be our first branch dinner birthday party; at the ripe old age of 57, but I believe this is now beyond saving and will be cancelled, unless something miraculous happens in the next 3 weeks or so.

At present I am still optimistic for our **Canal Trip on Saturday 27th June** and **Cartmel on Saturday 18th July** – watch this space.

Other items:

The members draw was not won in March so stands at £25 for the next meeting.

Birthday boys/girls for April and any other meetings we can't achieve due to social distancing don't fret. When we have beaten this virus and get back to business any person who celebrated a birthday in April, May etc will be able to have a free birthday beer on the company at the next meeting.

Look after yourselves, your families, your friends and anyone who needs your assistance.

Alex

All Meetings and events programmed for April 2020 have been cancelled owing to the Government advice.

All Meetings and events programmed for May have been cancelled owing to the Government advice.

June Branch Meeting	Tues 2 nd Jun
Committee Meeting	Sat 6 th Jun
Foxfield DTS	Sat 6 th Jun

NOTE: – June and future Meetings and Events are subject to cancellation at short notice and dependant on further government advice!

T.A. (Tom) Rawbone	02/04/1958
R. (Joe) Cornelius	04/04/1947
J.D. (John) Flower	06/04/1959
D. (Des) Murphy	09/04/1953
R.W (Edward) Anderson	10/04/1956
J.P.H. (John) Fulford	11/04/1959
O. (Axel) Rose	12/04/1995
J. (John) Shipley	16/04/1938
K. (Karl) Allerton	17/04/1971
M (Michael) Corran	17/04/1958
J. (Jamie) Reid	19/04/1985
R. (Richie) Phillips	19/04/1973
J.V. (John) Hart	18/04/1934
S.N. (Steve) May	18/04/1963
G (Gethin) Bermingham	22/04/1958
I. (Ian) Winstanley	28/04/1950
M (Margaret) Hart	28/04/1936

Happy Birthday All!

'CROSSED THE BAR' - APRIL

Joe Burlison	1984
Leonard Ingram	1984
Harold Carter	1984
Norman Cloke	1985
Mick Terry	1992
James Vince	1997
Tony Mitchell-Knight	2001
Frederick Jordan	2001
Graham Harries	2003
John Dixon	2009
Donald Wade	2017

RESURGAM

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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.

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 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!

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) - 2nd Commission 1975
HMS REPULSE (P) - 3rd 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

A Request from David Parry

I am an ex-Submarine CO (Perisher 1978). In my dotage I am writing the history of the Perisher as part of a PhD programme (see below; I must be mad!). To that end I have been busy making some 60+ interviews of ex-Teachers, COs and failed Perishers. But there is one group I have not yet tapped into that is equally important: - the Ship's Companies. It is axiomatic that Ships Companies had a vested interest in the rigours their COs went through on Perisher and a certain amount of pride that they did. What I need, however, is a more authoritative view of Perisher from those who observed it onboard a Perisher boat. What were their impressions, observations, criticisms and most importantly 'dits'. The obvious place to go for such information is the Submariners Association.

Could you help me? I'd be most grateful.

David Parry, 26, Kiln Lane, Farnham, GU10 3LU

Email: david.j.parry@gmail.com

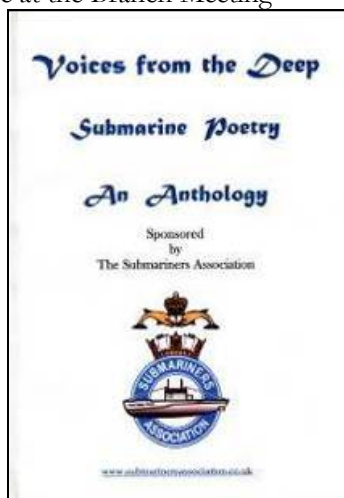
VOICES FROM THE DEEP

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

SUBMARINE LOSSES OF WWII

Four Royal Navy Submarines were lost in April 1940 – three of them with all hands: Two of the Boats – THISTLE and UNITY were Barrow Built Boats. The Boats lost were:

(1) Submarine HMS THISTLE

In the early hours of 10th April 1940 Submarine HMS THISTLE (Lt Cdr Herbert James Caldwell) was on the surface charging batteries off Skudensens in Norway when she was sighted by the U-Boat U-4 (Hinsh). Two

torpedoes were fired at very close range – the first missed but the second hit and THISTLE was sunk with all hands. The Crew members were:

Officers:

Lt Cdr Wilfred Frederick Haselfoot
Lt Kenneth James Harper, Royal Navy
Lt Lewis Allsworth Jones, Royal Navy
Lt Roland Patrick Norman Ennor, RNR
Cd Engineer George Allen Bowen

Ratings:

CPO Herbert Tom Hammond J80048
CPO John Harry Thompson J96699
PO William Smith Perkin O/N J108608
PO John Frederick Summersbee P/JX 128645
LSea James Vass D/JX 146265
LSea Michael William Healey P/JX 135498
LSea Harold Simpson J81161
LSea Cyril Joseph Livesey C/JX 141230
AB Joseph Frederick Reading J87590 (RFR)
AB Fred Wheeler D/JX 134250
AB Richard Hardacre D/JX 159776
AB Sidney Albert Boyse J110587
AB Keith Brundell Buckie C/JX 137401
AB Francis Garfin C/JX 152178
AB Robert Gatward C/JX 145276
AB Tom Sharp Cluney J108613
AB Thomas Rae C/SSX 16497
PO Tel Frank George Goddard J109687
PO Tel Albert Edward Penn C/JX 132444
LTel Walter William Healey C/JX 136608
Tel Joseph Wesley Luker D/JX 134625
Tel William Edwin Stanislaus Drew J113174
LSig Walter George Richards P/JX 125681
EA2 Archibald Howard P/MX 47240
PO Cook George William Childs P/MX 45759
LStd William George Francis Evans /LX 21421
CERA Joseph Todd M29775 (RFR)
ERA1 William Edward Mitchell M35072
ERA3 John Hustler L'Anson P/MX 51242
ERA3 Thomas Hodgson Murray P/MX 50725
ERA3 Robert Frederick Joss P/MX 48870
SPO Rowland Hedley Greenslade K63187
SPO Leonard Roger Saunders C/KX 75319
LSto John Stephen Siddell P/KX 84411
LSto Ronald William Dolling C/KX 84192
LSto Jack Leslie Morgan C/KX 80827
LSto James Henry Warden C/KX 80943
LSto Walter Seymour Hussey P/KX 75767
LSto William John Owens P/KX 75140
Sto1 Victor Leslie Brewer D/KX 65999
Sto1 Albert Edwin Allcoat P/KX 79607
Sto1 George Edgar Maddison K62055
Sto1 Thomas Alfred Chapman C/KX
Sto1 William Ronald Rousell P/KX 88482
Sto1 Ernest Royal Beecham C/KX 89124
Sto1 Joseph Davies P/KX 88600
Sto1 John Dixon C/KX 83251
Sto1 James Whittaker P/MX 75377 (RFR)

(2) Submarine HMS TARPON

HMS TARPON left Portsmouth for Rosyth on 5th April 1940. She was diverted to patrol around Norway on 6th April 1940. Around 0600 hours on 10th April 1940 by the TARPON encountered the German 'Q-ship' Schiff 40 (Schürbek) west of Jutland, Denmark in approximate position 56°43'N, 06°33'E. TARPON attacked the German vessel with two torpedoes both of which missed. It is assumed that TARPON was sunk with all hands by depth charges in a counterattack by Schiff 40. TARPON was reported overdue on 22nd April 1940. The Crew consisted of the following personnel:

Officers:

Lt Cdr Herbert James Caldwell, RN
 Lt Lawrence Henry Kettle, RN
 Sub Lt Hugh Derek Andre Weatherall, RN
 Lt Cdr Charles Bates Limpricht Wren, RNR
 Wt. Eng Rodney William Sherry

Ratings:

CPO (Coxswain) Edgar Banfield J77988
 CPO (TGM) Leslie Alban Collins J103082
 PO William Henry Fleming C/JX 128503
 PO Albert Edward Gregory C/JX 126438
 PO Sydney Claude Endersby J113098
 LSea (LTO) John Smith J105724
 LSea Ernest George Victor Spurden C/JX 127480
 AB Thomas Goodall C/JX 138369
 AB James Kennedy Davidson P/SSX 14483
 AB James Tatlock C/SSX
 AB Allan Arthur Beaumont P/JX 142308
 AB John Ferguson D/JX 164945 (RFR)
 AB Arthur George Alexander J93213 (RFR)
 AB Frank Phillip David Hubbard J45401 (RFR)
 AB Thomas Carty Harrison J106568 (RFR)
 AB Alfred Arthur Hills J108275 (RFR)
 AB George Albert Hart J113010 (RFR)
 PO Tel William James Ewart Ede J114117
 LTel Leslie James Harvey D/JX 136108
 LTel Leslie William Perkins C/JX 131917
 Tel Alfred Cornelius Brewer J109239 (RFR)
 Tel George James Chadwick P/JX 135579
 LSig Cyril George Cadby D/JX 139976
 PO Cook James Cavaye M38605
 LStd William Holliday C/LX 21265
 CERA Harry John Roscoe Hoggett M27357
 CERA James George Wallace Paterson M39375
 ERA1 George Davis Etheridge M34444
 ERA2 Reginald Kellond M38362
 ERA3 Walter Andrew D/MX 51926
 EA2 Arthur Frank Cullimore Hammersley D/MX 46764
 CSto Archibald Frank Raggett K57325
 SPO Harold Walsh P/KX 76676 (RFR)
 LSto George James Barrett C/KX 80350
 LSto William Leonard C/KX 83072
 LSto Roderic John Walker C/KX 83031
 LSto Joseph Albert Gathergood K24737 (RFR)
 Sto1 Thomas Walter Davies D/KX 84743
 Sto1 Francis Allison C/KX 83743
 Sto1 George Edward Templeton K64242
 Sto1 Phillip Michael John Trott D/KX 81624
 Sto1 Stanley Chilton D/KX 86850

Sto1 William Ninian Chrichton Thomas D/KX 86588
 Sto1 Ronald Luff P/KX 82269
 Sto1 William Birtwhistle Jope D/KX 91430
 Sto1 Thomas Walter Davies C/KX 80223
 Sto1 Stanley Raymond Snell P/KX 89519
 Sto1 Sydney Globe K65252 (RFR)

(3) Submarine HMS STERLET

HMS STERLET (Lt. Cdr. G R S Haward, RN) is believed to have been sunk on 18th April 1940 in the Skaggerak south of Larvik in Norway in position 58°55'N, 10°10'E after an attack by the German anti-submarine trawlers UJ-125, UJ-126 and UJ-128 although it is possible that she might have survived the attack and was mined while returning to base. The Crew, who were all lost, were:

Officers:

Lt Commander Gerard Henry Stacpoole Haward, RN
 Lieutenant Gordon James Wright, RN
 Lieutenant Gilbert Wardle, RN
 Lieutenant Jack Collings Paige, RNR
 Surgeon Lieutenant John Smyth Crone, RNVR
 Commissioned Engineer Albert Stanley Sarfas

Ratings:

PO Harry Charles John Franklin J112094
 PO Harry Dunn C/JX 129256
 PO Alfred Arthur Brightman J114357
 PO Edward Charles Lake J103460
 William Henry Popham P/JX 137164
 LSea Henry Thomas Bessell D/JX 136593
 AB Richard Ellwood J74522
 AB Harry Lancaster C/JX 142953
 AB George William Alexander Andrews P/JX 138738
 AB George Chilton P/SSX 17860
 AB Harley Frederick Jones D/SSX 18833
 AB Kenneth Campbell C/JX 130771
 AB John Sherrick J102187
 PO Tel Horace Samuel Jacques J112956
 LTel Frank Eric Patrick Dixon J108928
 Tel James Benson D/JX 138867
 Tel Robert McCausland Bryson C/JX 141411
 LSig Henry George Thomsett P/JX 134346
 Sig Frank Hughes P/JX 134680
 EA3 John Henry Nuttall D/MX 47689
 ACERA James Bevan Pickard M26962
 ERA3 Norman Wilfred Mercer C/MX 47755
 ERA4 Roy Toombs C/MX 47640
 ERA3 William Edward Haslewood Evans D/MX 50815
 SPO Alfred Oliver Langridge SS125206
 LSto Friend Kay P/KX 76700
 LSto John Augustus Lloyd P/KX 86075
 LSto George Bray Nicholson P/KX 87843
 LSto Walter Robertson Gray D/JX 86093
 LSto Walter Charles Reginald Sargent K59967
 LSto Robert Wood C/KX 76274
 Sto1 Francis Eric Thomas Wheeler K58360
 Sto1 Gerard John Martin P/KX 87882
 Sto1 Nicholas Akien D/KX 88098
 Sto1 George Fox D/KX 87377

(4) Submarine HMS UNITY

At 1730 hours on 29th April 1940 HMS UNITY (Lt. Francis John Brooks, RN) sailed from Blyth for a patrol off Norway. The visibility was down to 300 yards as UNITY moved out of the harbour in the main channel, where the Norwegian ship Atle Jarl was proceeding on her way from Scotland to the Tyne. A short while later visibility was down to 100 yards and neither vessel was aware of the other until the Submarine spotted the ship at 50 yards range and on a collision course. There was just time to shut the bulkhead doors and order the engines astern before the Atle Jarl smashed into the submarine. The order to abandon ship was given and UNITY sank only five minutes after the collision in position 55°13'N, 01°19'W. Four members of the Crew were lost in the accident. They were:

Officers:

Lieutenant John Niven Angus Low, RNR

Ratings:

LSea James Sneddon Hare O/N P/JX 145574

AB Henry James Miller O/N J 55387 (Po)

Sto1 Cecil Shelton O/N P/KX 91083 (Po)

ROYAL NAVY TRANSFORMATION
CHANGES TO THE SUBMARINE SERVICE
SENIOR MANAGEMENT

A Message from Commodore Jim Perks:

Under Navy Transformation, I have now taken on the role of Head of Fighting Arm for the Submarine Service as Commodore Submarine Service (COSM)

There is an incredible amount going on this year and I am very much looking forward to continuing with what Admiral John (Weale) started. To that end, and to ensure I don't drop the ball, these are the key personnel under me as Head of Fighting Arm (HOFA):

Capt Irvine Lindsay – DCOSM

Cdr Jim McGuire – SUBFLOT Chief of Staff

Cdr Tom Herman – Honorary Regimental Secretary (to be re-named Submarine Flotilla Secretary) bridging the gap between serving community and all other elements of the Submarine Family

Lt Cdr Jim Bark – COSM Chief of Staff – primary point of contact for HOFA business

S/Lt Harry Gallaher, my Executive Assistant, will take on the jobs that the Flag Lt had

WOCOXN Fez Parker, the Flotilla Executive Warrant Officer, will take on the jobs that the Command Warrant Officer - Taff Care had.

Best regards,

Jim

Commodore J Le S Perks OBE

Royal Navy/COMSUBFLOT/Commodore Submarine Service

First Sea Lord tells Conference that Underwater Warfare is top of the Agenda

5th March 2020

The Royal Navy has awarded a contract for a large autonomous underwater vehicle, First Sea Lord Admiral Tony Radakin revealed at the Underwater Defence and

Security Conference. Plymouth-based MSubs Ltd are to provide the senior service with a 30-metre underwater vehicle, which has a range of up to 3,000 nautical miles.

Acquired through the Defence and Securities Accelerator - the collaboration between the MOD, industry and academia to quicken procurement and develop new tech - the XLUUV (Extra Large Unmanned Underwater Vehicle), also known as MANTA has been designed and built in just 14 months. "I am really excited by the possibilities that this offers to increase our reach and lethality, improve our efficiency and reduce the number of people we have to put in harm's way," said Admiral Radakin.

He went on to tell the Southampton conference that the underwater environment had always been defence's biggest problem. "For my entire career we have been talking about oceans becoming transparent," said Admiral Radakin. "And yet they remain opaque. We continually horizon scan, analyse new developments, look at the capabilities that we and our adversaries possess – and there is nothing.

"On the land, in the air, increasingly even at sea, there is nowhere left to hide. But underwater remains impenetrable. "This is good for us. The Royal Navy has the huge responsibility of delivering the nuclear deterrent on behalf of the nation, and still the cheapest, most secure and most effective means of doing this is by submarine.

"Last year, we celebrated 50 years of Continuous at Sea Deterrence (CASD). That is a remarkable achievement. And I am delighted that this will continue, with the Dreadnought replacement for the Vanguard-class submarines already under construction.

"In 2019 we saw the highest Russian activity in the North Atlantic for over 30 years. Submarines are getting quieter, more capable and harder to detect."

Admiral Radakin said he was happy with the future of the Royal Navy. "We are growing for the first time in 70 years. And between 2015 and 2025 our tonnage will increase by nearly 30 per cent. "The world is changing at a startling rate, and technology and innovation are moving faster than they ever have before. "We need to remain ahead of our adversaries. This is why the Royal Navy is currently undergoing a period of transformation. "We are focusing on five main areas: increasing our operational advantage in the North Atlantic; becoming a Carrier Strike Navy; increasing our Forward Presence; modernising our Royal Marines into a Future Commando Force; and embracing Technology and Innovation in a much better way. And you will recognise that two of these - the North Atlantic, and Technology and Innovation – are closely linked with the underwater domain."

Admiral Radakin also spoke about defence's investment in new equipment, including the Dreadnought-class submarines, the Type 26 and Type 31 frigates, the P8 Poseidon aircraft, upgrades to infrastructure, including a new submarine training school.

"There is a great deal going on here. But I am confident that we are heading in the right direction, pursuing

modern solutions, modern ways of working, delivering solutions to traditional problems in a modern way. And we will continue to evolve, both nationally and in company with our allies,” he added.

The Army Selection Centre

On the day I attended the Army Selection Centre I was able to spell my name so this exempted me from the Pioneer Corps.

I had also washed, shaved and I could speak a known language so Infantry units were ruled out.

I explained to the interviewer that, as I could mend a puncture on a push bike, I was over-qualified for the Royal Electrical and Mechanical Engineers.

I had turned up with the right kit at the right place, at the right time so the Royal Engineers were pointless.

I disliked the thought of being a taxi driver so, the Royal Corps of Transport was out.

I explained I could boil an egg without burning the water, so the Army Catering Corps was not an option.

He asked me if I liked girls and, as I had one or two on the go, I said I did, and he struck off the Army Air Corps.

I could count to more than five, so no to the Royal Army Ordnance Corps.

As I liked a drink (or maybe a lot to drink) the Royal Signals was put to one side, quick smart.

So, with a sigh, he duly opened his top drawer and took out a large golden envelope. It was marked 'for issue to magnificent bastards only' and he gave it to me.

There and then I enlisted into the Royal Navy....and so began the best days of my life!!

Naval Plant Demolition

From the Sunday Post Sunday 22nd March 2020

A facility used for testing nuclear submarine reactors in Scotland is to be demolished.

Firms are being invited to tender for the work to decontaminate and dismantle the reactor complex which played a key role in support of the UK's nuclear submarine programme for nearly fifty years.

The Vulcan Naval Reactor Test Establishment was built in 1957 at Dounreay near Thurso in Caithness. The site is next to the Dounreay nuclear complex.

The Largest Submarine in The World Could Get Eclipsed

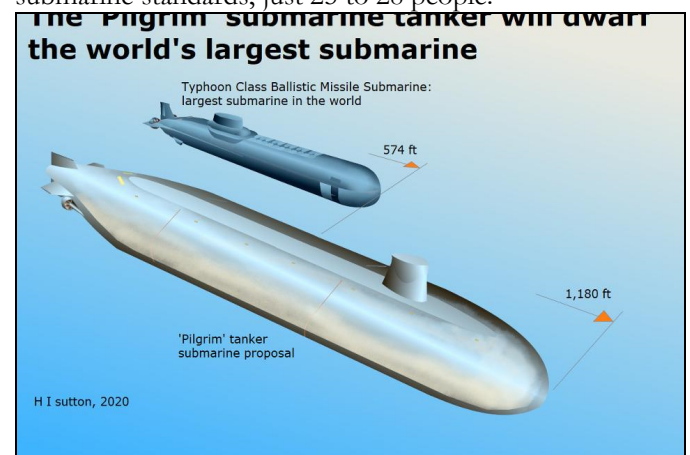
Today the largest submarine in the world is Russia's mighty Typhoon Class ballistic missile sub. It's massive, but it could be dwarfed if Russian Engineers get their way. A ginormous undersea tanker called the Pilgrim has been proposed to transport liquid natural gas (LNG) in the Arctic. Submarine tankers would literally slip under the ice.

The Pilgrim submarine tanker would be by far be the largest submarine ever built.

St. Petersburg-based Malachite Design Bureau has unveiled a design for a massive submarine capable of

carrying 170,000 to 180,000 tons at a time. That is far in excess of the volume of any previous submarine. At 1,180 feet long and 230 feet across the submarine tanker would dwarf the Typhoon. The latter is around half the length at 574 feet and one third the width at 75 feet. So, in terms of volume it will be more than six times the size of the Typhoon.

To shift this incredible bulk, it would be powered by no less than three nuclear reactors, each producing 30 megawatts. This could propel it at 17 knots, which is only a few knots slower than regular tankers. Because it's not a combat vessel the crew would be small by submarine standards, just 25 to 28 people.



Malachite have designed many of Russia's most famous submarines. These include the potent Severodvinsk Class cruise missile submarine and the secretive Losharik submarine which was involved in a tragic accident last year. They are also working on the Laika, which will probably be Russia's next generation attack Submarine.

But nothing that they have built so far is anything like the Pilgrim proposal. If it's built it'll be the first submarine tanker in the world. But the idea of transporting hydrocarbons underwater is not new.

There have been several proposals over the years, but none have come close to fruition. In the 1950s the U.S. considered them as an alternative to undersea pipeline from oil fields in Alaska. And enterprising Dutch naval architects proposed designs based on their then-unique multi-hull submarine technology. The unusual multi-hull concept was later borrowed by the Typhoon.

The idea has also come up in Japan. In 1995 there was a patent for a submarine tanker to carry carbon dioxide in liquid form under the ice cap. Around the same time a patent was filed in Russia for an "underwater tanker, "specifically to navigate the ice-bound arctic routes across Russia."

It has yet to be seen how submarine tankers could disrupt the world of commodity trading and international trade. Especially if employed beyond the Arctic. They could be immune from piracy for example. Or they could complicate sanctions enforcement. However, it plays out, if Pilgrim is ever built, it will be a significant change in the tanker landscape.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the March issue of Periscope View)

Fun Visits

1955

Rome

The whole Squadron went there for a week's visit. Rome city was an ½ hour train ride from the port of Civitavecchia and the Squadron gave 3 days' leave to half of the Crew alternately to stay in Rome. The Officers had a surfeit of invitations of people to stay with and I chose one of the house-sit flats in the British Embassy Complex. Amongst other social events, the Squadron fielded a Rugby team to play Rome at their National Stadiums. The game followed a very alcoholic lunch at the British Embassy, so ½ our team were seeing double as the game began. At one stage I made a great sprint to reach a ball kicked over to my wing and got it at full speed with only 2 Italians between me and a Try. I knew I couldn't get past both of them, so tried to kick the ball over their heads while still sprinting. Unfortunately, the running kick went backwards over my head and the chance to score was gone! Otherwise, Rome was a sightseer's paradise, since modern tourism hadn't begun and our Italian hosts took us round the magnificent ruins, which were deserted and open to any casual visitors.

Mike McGuire, as 1st Lt., was always busy in his job and gave his 3 day leave ration to me – with the usual frown of disapproval from our starchy Captain. Worse, in my gratis 3 days, we junior Officers gave a Party in the Embassy flats for the Captains, Staff and 1st Lts. of all 4 ships. I predicted Archie would decline – not his scene – I nearly fainted when he was one of the first to turn up. He nearly fainted to find me one of his hosts in the heart of Rome. Brownie points were thin on the ground for me. And then non-existent, as Archie was about to take his leave, with his usual well-mannered charm, thanking each host in turn, when he finally spotted the bottles of gin, brandy, whisky and Pimms – all patently duty-free, smuggled out of the 4 destroyers! But again, as Captain D4 had turned a blind eye to this triviality, Archie had to dismiss the attractive thought of Court Martialling me for my part in this. And the British Ambassador had complimented us on providing the most excellent drinks, so much better than what could be bought in Rome! Game, Set and Match again, but the tournament of Cdr. Grey v. Sub. Lt. Gerrish had a long way to run yet. And rank was on his side.

By staying in Rome for 6 days, I avoided the daily misery of those left onboard, since the 4 destroyers were open to the Italian public daily. Huge crowds every day, long queues of Italian families with picnic hampers making a day out of it and, all of them, in search of any loose fitting to be taken home as a souvenir!

Naples

This huge port and rambling overcrowded city was still recovering from war damage and lawlessness. Poverty reigned throughout. Crowds of small boys would hustle you in the streets and their skill as pick pockets was famed. Smithy, our veteran Gunner, who had survived the worst ports and back streets of all the Mediterranean, didn't even know they had taken his wristwatch until going to bed that night! Naples was the NATO H.Q. for the Med. Area and predominantly American. They gave a lavish Fancy Dress Party to welcome our 4 destroyers and Mike McGuire won 1st Prize – a live sheep. It lived onboard Aisne as the ship's mascot to the delight of the Crew, until the inevitable broken leg from falling down ship's ladders meant it had to be shot. For weeks after the sailors refused to eat any lamb dishes appearing on the menu in case it was their friend, Larry. We spent a day at the ongoing excavations of the Roman city that Vesuvius had buried in volcanic ash, a thousand years ago. Whole streets of houses were being revealed in perfect condition and, inside the houses, meals still on tables etc. Fascinating

May 1955 Port Said

The act of Jews returning illegally to British governed Palestine suddenly flared up. The European Jews ran an organisation of hiring passenger ships to take thousands of Jewish families, landing along the Lebanese coast. Aisne was sailed in a hurry from Malta to Port Said, to be available to the Palestine Police, if they needed extra help in preventing the landing of illegal immigrant Jews. We spent 10 days idling in Port Said, which was, for us, a pleasant holiday. My brother, Roy, was stationed at an Army post down the Suez Canal and arranged a few days' leave to stay with me in Port Said. We rigged up a camp bed in the cabin I shared with Duffy and Roy enjoyed several days being shown the sights and nightclubs of Port Said. Finally, we were sailed to Cyprus and left there to intercept a Merchant Ship suspected of carrying illegal Jew immigrants or arms. The intercept would occur in the middle of the night and I would have to board her with my armed Boarding Platoon. Previous boarding's carried out by R.N. Commandos had an ugly history. The Jewish women would rip off your steel helmet as you approached their level up the scrambling nets we used to climb up the side of the ship and pull your hair, while others stabbed at your eyes with knitting needles. If you let go the scrambling net you fell - to be crushed by your own ship lying alongside the immigrant-runner. We quickly realised shaved heads were the order of the day for boarding parties. The first encounters were carried out using only blank ammo in our guns. When 2 Royal Marines were killed, their friends loaded live ammo in their guns ready for the next boarding, but this was discovered by their Officers and Royal Marines were withdrawn from boarding duties. Nevertheless, lives were lost on both sides and the Jewish organisers agreed to cease this method of planting Jewish people in Palestine. The ship we stalked that night was suspected of carrying supplies of weapons for the Stern Gang terrorists fighting the British inside Palestine, but that she might have small numbers of illegals as well. We were closing to go alongside her, me and my men ready on the Fo'c'stle, nowadays armed with live ammo, ready to leap aboard, when

a signal from Admiralty rescinded the order to board. The ship's owners had agreed to divert the suspect out of the Med. We sighed with relief and went to bed.

Beirut

I had previously visited this very popular city as a sailor in H.M.S. Euryalus. Visiting this time as an Officer opened more doors, like Embassies, Corporations and wealthy locals. Beirut was part of the Western world, so again, I wangled a trip to Damascus, across the Lebanese border into the country of Syria, where you were back in the old Arab world. was always quite happy drinking arak with Arabs and found their way of life more civilised than drinking cocktails in westernised Beirut.

Taormina

I'd never heard of this small port on the eastern coast of Sicily, lying on the coastal slopes of Mt. Etna. Aisne was sent there alone as a reward for some hard work we had done. Other people knew what I found on arrival – it was a honeymooners' paradise spot for the rich – a bit like Nice. An American millionaire invited the Captain and all Officers to his luxury mansion on the slopes of Etna – which still rumbles and burps as a semi-dormant volcano. The place was staffed and run like a private hotel. So, we swam in the pool, served drinks by his red-coated staff, watching the smoke puffing out of Etna, before a sumptuous dinner party, which went on until the early hours. The retired millionaire thoroughly enjoyed our carefree attitude to life, and we enjoyed the ambience of that fact of life where money was of no consequence! Archie, our stiff Captain, spent the whole evening and night drinking the finest French champagne, which suited his image of what life should be and actually, became tidily, and me and the boys for a change. It did him good!

Ceuta

A Spanish port in N. Africa right opposite of Gibraltar. We were sent on a 'Let's be friends with the Spaniards to cool the row about Gibraltar' – i.e. a diplomatic visit. The Spanish Foreign Legion – which had spawned General Franco, President of Spain – had obviously been told, by Franco, to put out the red carpet for us. Their H.Q. Garrison Fort was in the hills just inland from the port. Once there, you were back in Beau Geste days and they entertained us royally. We declined their offer for us to ride their stallions armed with lances to play sticking the pig. The pigs used in this game were the menu for the soldiers' evening meal! We also declined their offer of a bit of marksman practice – shooting at the occasional Tureq rebel who ineptly exposed himself to fleeting views from the Fort's ramparts. On our side, we gave the Grade 'A' C.T.P. and informal parties in the Wardroom. It was late in the evening during one of these parties that a storm broke without warning and we had to put to sea to avoid damaging the ship alongside the concrete jetty. Getting the quite inebriated Spanish men and women ashore over bucking gangplanks in a screaming wind amused the Crew no end!

Dry Dock, Malta

For a couple of weeks for repairs. The Crew moved ashore to the very comfortable Barracks at Riscasli and worked on the ship during the day. A skeleton duty-watch camped on the ship overnight – stifling hot and smelly. The night I was Duty Officer terminated at 6 a.m. with me dressed in Ice Cream Suit and Sword, embarked in the C. in C.'s barge (the Green Parrot) to act as his representative to welcome the Crown Prince of Spain and his wife to Malta as they arrived in their private yacht for an informal holiday. Archie Grey had kittens when this signalled duty was bounced on me and fussed about reminding about protocol, getting his steward to press and polish my Ice Cream Suit and Sword, detailing his steward to spend the night onboard with the dire duty of wakening me in plenty of time for this little bit of Fleet protocol. All went like clockwork and I found the Prince and Princess most charming and friendly to the extent of their insisting I join them for breakfast as an apology for having caused me to rise so early. In the same vein, the Prince said why not take my straitjacket off and relax. If Archie could have seen me, breakfasting with the Royal couple, naked to the waist except for a pair of Marks and Spencer's braces, while the C. in C.'s barge, with a crew of 8, hung about waiting for me – he would have had a fit! As it was, he immediately de-briefed me, on my return, to ascertain all went well and his relief was apparent until upon leaving his cabin. I casually remarked "Oh, by the way Sir, the Prince and Princess will be coming onboard on Saturday as my private guests for a drink!". I knew his dilemma. On the one hand he would have a sleepless night worrying about the protocol of this – should my invitation have been passed through C. in C.'s office etc. While, on the other hand, the very attractive thought of him being able to meet the Royal couple onboard his own ship, with all the kudos this would gain him with Captain D. and his fellow C.O.s was enough to risk any Foreign Office rebuke which might arise. Poor Archie, I really was a thorn in his side and I never wanted to be. It was just that our personalities were so different. Dry dock in Malta's summer gave the whole Crew a wonderful break living ashore, working Tropical Routine. – 6.30 a.m. to 12.30 – which gave the best hours of the day to ourselves. We played a lot of tennis followed by swimming in the sea. Then drank Pimms as pre-dinner drinks and off ashore after dinner. Life of Riley really. One evening, we organised a BarBQ at Malta's only beach. By late evening there was only one other massive bonfire of driftwood blazing in the darkness, when we decided to swim – in the Nuddy – we hadn't brought swim trunks with us. Buster Brown, well merry from the evening's drinks, came out of the sea in the darkness and galloped starkers to the light of the wrong bonfire! The beach party of refined people was flabbergasted at the sight of this lanky lunatic, naked, dancing up and down!

SUBMARINERS MEMORIAL APPEAL

Time on your hands?

Now many of us are unexpectedly spending a lot more time at home and soon homes may also be resounding to the sounds of the under 18's who will be very bored very quickly - why not enter [The Submariner Memorial Appeal competition](#)?

The competition is open to those who are 'self-isolating' or 'social distancing', the over 70's, the under 70's, pregnant women and anybody with any underlying health condition. It is particularly effective at keeping children occupied for a spell.

There are age group prizes to be won and a first prize of £1000. The first 200 winners will get a beautiful and exclusive appeal lapel badge as modelled by the teddy:



Come on then and get the message out to friends, families and offspring! For details of how to send in your entries please click on the link above.

Yours sincerely, Tom Herman - Submarine Flotilla Secretary

Submarine Charity – A Letter by John Weale

Adjusting to domestic life while on Resettlement Leave, I have remained engaged with both the SA Chairman, Mad Dog and COSM as we work with the RNRMC to develop the Submarine Fund. While we were all looking forward to the Annual Reunion, I commend both Jim and Mad Dog for making the sensible decision to postpone the event and in managing to negotiate a change in date with the hotel. Publicly from me, I think that Jim has been a fantastic Chairman from beginning to end of his tenure, I thank him for all he has done for the Association and wider Submarine community, I know his regular presence in Clyde will be missed. Many thanks.

You will all know that the Submarine Fund (SMF) is in being and that £10K was transferred from the RASM (now COSM) Fund in December 2019 to be managed by the Royal Navy Royal Marine Charity (RNRMC) as a Restricted Fund. Negotiations have progressed between RAdm Weale, COSM and RNRMC to develop an agreed RNRMC-SMF Policy document which has now been endorsed by RNRMC Legal (at RNRMC expense) and which will be discussed and (hopefully) endorsed by the SMF Board at its inaugural meeting 3rd Apr 2020. Representatives from across the SM Family (Serving Community, SM Association, Friends of the RNRMS, We Remember Submariners and the Perisher Club) and the RNRMC have been appointed to the SMF Board such that, for the first time, the whole of the SM Community is represented under one organisation where we can manage funds and decide how monies are spent. I should mention that Team Oardacious, who successfully rowed the Atlantic, has been invited to attend the SMF Board as mental health champions and key income generators, but will be formally represented at the Board by the HOFA as part of the serving community. The RNRMC remains the parent charity and responsible for managing all funds under its structure (e.g. SMF and RMA); the Navy preference is for one major fund (e.g. RNRMC) vice a number of separate charities representing different 'Specialisations'. The RNRMC Board will however delegate a budget and all management responsibilities to the SMF Board for decisions on how SM funds are spent and income generated, this also means that the RNRMC must be represented in the membership of the SMF Board such that financial risk and probity is assured and maintained. The intent is for the SMF Board to meet at least twice a year (April and October), normally after the SA AGM, but can also meet as required to manage requests for support.

The SMF is a fund that is available to all submariners (serving and retired who earned their Dolphins) and their dependents, the RNRMC and other benefit-giving organisations (e.g. NFF, RNBt and RNA) also remain available to individuals, the difference being that the SM community will manage and generate income for its own community while also retaining access to the benefits and opportunities offered by these other organisations. The challenge is that we must generate income in order to help ourselves. While income has, and is, being generated by the COSM 'Shop' and donations made through the efforts of Team Oardacious, it is important that we consider our own income generation. Anybody can make a donation to the RNRMC specifying that the funds should be given to the SMF or Submarine Service; subscriptions are not required but dedicated SM donations/bequeaths are accepted. Recent discussion has been had between COSM, RAdm Weale and RNRMC about payroll giving to the RNRMC-SMF and will be discussed at the Board in Apr, it is probable that payroll giving will be retained but direct to the RNRMC who in turn will make an annual donation to the SMF (this may be as much as £100K pa). While it is possible for the SMF to generate funds quickly it would be wrong to rely entirely on the RNRMC who we must also support, especially if we wish to retain the option for individuals to apply for support from the more wealthy RNRMC.

In summary, significant progress has been made to establish and formalise the policy for the management of the SMF, with all members of the Submarine Family now formally engaged and represented at the SMF Board. I recommend the initiative to all and hope that you will support Mad Dog as the SA representative on the SMF Board.

By Editor

Please note that the above appears to be the personal view of John Weale and, although he has spoken to COSM and to the outgoing Chairman of the Association, none of this appears to have been discussed and agreed with the wider National Committee and certainly not at the National Council Conference or with the overall Membership of the Association. It is interesting that there is, already, a Submariners Association Representative on the SMF Board.

LOST US NAVY SUBMARINE FOUND

Researchers have found the resting place of a World War II submarine wreck 11,000 feet below the surface. Named the STICKLEBACK, the vessel sank on May 28, 1958 during a military exercise 19 miles off the coast of Barbers Point, Oahu.



© Provided by Daily Mail

STICKLEBACK lost power during the drill, which forced it to dart towards the seabed and the crew used emergency power kicks to save it from a watery grave. The soldiers (?) managed to bring the STICKLEBACK to the surface but crashed into the destroyer escort USS SILVERSTEIN that sealed its fate.

The STICKLEBACK is three hundred and eleven feet long, could hit twenty knots on the surface and eight while submerged and was designed with ten torpedo tubes.

It was commissioned on March 29, 1945 for World War II, saw action in the Korean War and the Cold War and was brought out of retirement on September 9, 1951 to serve as a Training Submarine in San Diego, California.

The submarine was discovered by the Lost 52 Project, which searches for long-lost World War II ships and submarines.

During the drills, Stickleback lost power and began descending to the depths of the sea.

Emergency buoyancy ballast was added, which rapidly brought the vessel up to the surface and into collision with the destroyer escort.

SUBMARINERS 'CROSSED THE BAR' REPORTED UP TO 31 st March 2020						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	January 2020	J J Colling	Warrant Officer (Ops) (S) (SM)	TBA	TBA	Submarine Service SEALION, DREADNOUGHT (1st Commission), WARSPITE (1st Commission Crew), COURAGEOUS (1st Commission Crew), SWIFTSURE
Lincoln Branch	21 st February 2020	J M M (Jan) Serdecki	Leading Radio Operator	P061404	78	Submarine Service from 1964 to 1970 in AENEAS (1965 to 1968)
Non-member	28th February 2020	Anthony J Marvin	Chief Radio Mechanician	N/A	85	Submarine Service from 1965 to 1976 in RENOWN (S) (1st Commission Crew) 15th November 1968 to May 1973), REVENGE (November 1973 to September 1974), RENOWN (September 1974 to January 1975), NEPTUNE & DOLPHIN
Buddies in Boats	29 th Feb 2020	William Burnett (Pusser) Hill	TBA	TBA	64	Submarine Service in RENOWN & WARSPITE
Barrow Branch	3rd March 2020	Michael J (Mick) Dack	Ordnance EA (O)	M913881	83	Submarine Service from November 1966 to December 1976 in REPULSE (P) (1st Commission Crew) & REPULSE (P) on recommissioning in 1972
Dolphin Branch	5 th March 2020	Richard Tobias Frere, KCB	Vice Admiral	CO 03491X	81	Submarine Service from 1960 to 1984 in ASTUTE, OCELOT, TACITURN (IL), TRUMP (IL), ANDREW (CO), ODIN (CO), REVENGE (CO), COCOQC, SM2 & FOSM
Non-member	9 th March 2020	Tom Jones	CPO (TASI)	TBA	TBA	Submarine Service in OTTER, ODIN & DREADNOUGHT (Refit & 2 nd Commission) & STWG
Ex Dorset & Sussex Branch	11 th March 2020	John R W Cooper	LREM	D019026V	67	Submarine Service from 1971 to 1975 in RENOWN & OSIRIS
Non-member	18 th March 2020	Kevin East	AB	TBA	52	Submarine Service from 1984 in 'S' Class
Non-member	19th March 2020	Stephan Arthur Vidak	Charge Chief Weapons EA	D104922Y	68	Submarine Service including DREADNOUGHT on 'Recommissioning' on 9th October 1976, CONQUEROR, SOVEREIGN, TIRELESS & DOLPHIN (Submarine School) on 30th September 1998
Gosport	22 nd March 2020	Lionel R Parry	Petty Officer Steward	D103446M	71	Submarine Service from 1970 to 1986 in SEALION, ODIN, SCEPTRE & TIRELESS
Burton on Trent Branch	23 rd March 2020	Edward G R Hancox	Telegraphist	P/JX 162708	96	Submarine Service from 1943 to 1948 in FFS NARVAL, VULPINE & TIPTOE
Dolphin Branch	March 2020	George F Maries	Chief Mechanician	P/KX 771522	90	Submarine Service from 1951 to May 1959 in SEADEVIL, THERMOPYLAE, TIPTOE, TALLY HO, SANGUINE, EXPLORER & USN Boats
RCN	March 2020	James Grilly Wood	Vice Admiral, RCN	N/A	86	Submarine Service in GRILSE (May 1961, OJIBWA, OJIBWA (CO) & Commander 1st Canadian SM Squadron (1972)
East Kent Branch	March 2020	George Spencer	Stoker Mechanic	C/KX 783841	92	Submarine Service from 1953 to 1954 in TURPIN

Ex Gosport Branch	March 2020	Christopher J (Nobby) Bunch	CPO (WE	D073234X	74	Submarine Service from 27 th June 1967 to 11th September 1985 in TIPTOE (1967 to 1969), FINWHALE, SEALION (1970 to 1972), OPPORTUNE (1972), ONSLAUGHT (1972 to 1974) & RENOWN (1977 to 1981)
Non-member	March 2020	D (Dave) Goodhead	Marine Engineering Mechanic (M)	TBA	TBA	Submarine Service in SPARTAN (1st Commission Crew) & SWIFTSURE

Ordnance Electrical Artificer (O) 1st Class Michael John Dack O/N M913881Y

Good morning everyone.

I have been asked to say a few words about our friend and colleague Micky Dack. Whilst I can't speak about his early life or his working life after leaving the Navy I can speak about his naval career and his time with the Submariners Association.

Micky joined the Royal Navy as a Series 17 Artificer Apprentice at HMS FISGARD at Torpoint in Cornwall the age of seventeen on 5th January 1953. After initial training at HMS FISGARD he joined HMS CALEDONIA at Rosyth on 18th August 1954 to complete his Apprenticeship and qualified as an Ordnance Artificer 5th Class on 1st September 1957. In his papers there is a Programme for a 'Passing Out Dinner' at Anthony's Hotel in Kirkcaldy on 5th August 1957 which shows that he was one of the thirty-seven OAs qualifying at that time – as well as fifteen Shipwrights and sixty-seven Engine Room Artificers.

Following service in the Depot Ship HMS ADAMANT, the Gunnery School HMS EXCELLENT & the Torpedo & Mining School HMS VERNON at Portsmouth where he qualified as a diver Micky joined the 'Ca' Class Destroyer HMS CAVALIER which was based on HMS TERROR at Singapore on 10th June 1959. He served in CAVALIER until 22nd June 1960 and he was always very proud of having served in the fastest Destroyer in the Fleet.

After HMS CAVALIER he had his first introduction to Submarines with the HMS VERNON Trials Team at Gunwharf in Portsmouth from 1960 to 1964 working on the Harbour Trials of Submarine Torpedo Tubes. Micky then returned to his Destroyers and he joined the 'Co' Class Destroyer HMS CORUNNA for eighteen months from January 1964 - again based on HMS TERROR. For his time on the Destroyers Mick was awarded the Naval General Service Medal with a Malay Peninsular Clasp.

On his return home Micky joined HMS COLLINGWOOD at Fareham where he was Engineering Fitter Instructor for Mechanician's 'Training Course' from September 1965 to November 1966.

Micky then joined the Submarine Course at HMS DOLPHIN, followed by Polaris Missile Launcher System Course in the Polaris School at Faslane at which time he and his 'course mates' were accommodated in the old Landing Ship Tank HMS NARVIK. He then 'stood by' HMS REPULSE 'in build' at Vickers and served in the Port Crew in the 1st Commission from 28th September 1968. This was followed by a Refit in Rosyth Dockyard & REPULSE in the 2nd Commission until February 1974. He was awarded his Long Service and Good Conduct Medal whilst HMS REPULSE was based at Faslane.

His next (and last Naval draft) was to HMS NEPTUNE at Faslane where he served in the Base Ordnance Section of the Naval Technical Department carrying out repairs and maintenance on Torpedo Handling and Discharge Systems before completing his twenty-two years' Service on 16th December 1976

Micky became a Member of the Barrow in Furness Branch of the Submarine Old Comrades Association (later the Submariners Association) on 1st November 1994. He was latterly a member of the Branch Committee and has always been a great supporter of the Barrow Branch and Association functions. He was a regular attendee at the K13 Memorial weekend in Faslane, 'First Footing' visits to the Morecambe Branch, Northern Ireland Branch Dinners and the Dundee Memorial Weekend. When Terry Spurling was setting up the Barrow Submarine Heritage Centre Micky was one of the volunteers who helped out with trying to get HMS ONYX ready for public display

As well as the Submariners Association Micky was also a Member of the HMS REPULSE Association and the HMS CAVALIER Association and he was a keen supporter of their reunions – several times visiting Chatham Dockyard to see his old ship HMS CAVALIER in dock there as a Museum Ship.

Micky was a good friend to all, and he will be greatly missed.

Thank you.