



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: Cricket Team probably including crew members from one or more of Submarines A12, C12 to C16 or D1 all of which were fitting out or completing at Barrow about Summer 1908.

'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,

What – still here – not sure what period of 'Lock Down' and/or 'Self Isolation' we are in at the moment – and not sure how much longer this is all going to last? It will be Christmas again before we have a chance to turn round!

I guess most of you are running out of things to do. There is a limit to the amount of painting & decorating, spring cleaning, clearing out the loft or the garage, tidying the garden and mowing the lawn there is to do – well - the mowing is a bit of a never ending task I suppose. Are you all still taking the opportunity to go for your daily walks, exercise and are getting out for your shopping – not that there are too many shops to spend your money in?

How are you getting on with reading all those books you have had laying around for ages? I hope you haven't run out of reading material yet? I've been ploughing through some of mine – most recently 'The Two Ocean War' by Samuel Eliot Morison – 'A Short History of the United States Navy in the Second World War' – only 611 pages long! Also Mike Rossiter's book 'Ark Royal – The Life, Death and Rediscovery of the Legendary Second World War Aircraft Carrier' only 302 pages! Currently re-reading 'X1 – The Royal Navy's Mystery Submarine'

by Roger Branfill-Cook – the only RN Submarine ever fitted with two twin 5.2 inch gun turrets in addition to her 6 x 21 inch bow torpedo tubes and the biggest submarine built for the Royal Navy before HMS DREADNOUGHT.

So, what is going on in the Submariner's Association world. You may recall that the 2020 Annual Reunion and Conference in March was deferred until August owing to the current situation. The National Management Committee recently reviewed this decision and, owing to the uncertainty over the release from 'Lockdown' conditions, a further decision was taken to cancel the 2020 Reunion Conference but, to avoid and financial loss, the 2021 Reunion and Conference has been re-booked at the same Hotel under identical Terms and Conditions for March 2021. A further deferral this year was ruled out as there was a risk of getting too close to and clashing with the November Remembrance Ceremonies. Details of the revised Conference arrangements have already been circulated by the Branch Secretary. Additionally the 'Proposals' for the 2020 Conference (including the Barrow Branch one) are carried over until 2021.

The NMC and COSM are continuing to plan for the November 'Embankment Parade/Remembrance

Ceremony' – on the assumption that it will go ahead - although we need to be guided by the RBL, London & Temple Authorities who will not make a decision until the Autumn.

The Association is also looking for a new Treasurer owing to the resignation of Stuart Brown and hopefully, by the time you read this, a new Treasurer will have been voted in by the NMC.

The 'Crossed the Bar' list this month is a bit longer than usual – possibly owing to the on-going situation and, also, some late reporting from April.

In the meantime, look after yourselves and your friends and families. Hopefully, the lock down will not last too much longer – if some of us don't get to a hairdresser some time soon we'll all end up with sailor's pigtails!!

Best Regards, **Barrie**

SECRETARY'S REPORT

There has been no formal correspondence other than that distributed from the National Secretary. Volunteers are needed for SA National Treasurer and the SA 2020 AGM and Reunion is now cancelled and rescheduled for March 2021. The booking forms and event information has been forward to Branch Members.

If anyone has not received the documents and would like a copy please contact the Branch Secretary via e-mail davidajsmith@msn.com or phone (07904487789). Notice has been received about an UPHOLDER reunion in Barrow in May 2021. Details will be published by the Social Secretary.

Mike Kirk remains in the hospice and is fairing well. There has been no change to Alan Jones's condition. Dave Craven has been re-admitted to FGH but is stable. Dave Oakes, Ben Britten and the Chairman are in regular contact with Dave and are monitoring his progress and providing assistance as required.

There has been a problem with some Member e-mail addresses as some of the global e-mails sent by the Secretary are being auto-rejected. Can all members please make sure their e-mail addresses are up to date and any recent changes forward to the Branch Secretary(details above)

David A J Smith

Branch Secretary

Barrow-in-Furness Submariners Association

SOCIAL SECRETARY REPORT

Hi Shipmates

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

May didn't see much in the way of Socials, but the weather wasn't too bad, and the easing of lockdown was greatly received. I am looking forward to further lifting of restrictions because I am starting to resemble Ron Hiseman; (I don't mean ugly and support Chelsea) but more of the "I can't wait for the barbers to open again" way

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:

Obviously, our 57th branch birthday party never materialised however, the Hope and Anchor gang did raise a glass and sing happy birthday on the 14th May via a Zoom meeting - thanks to Nikki McKay. I have yet to contact the Brown Cow to see if I can transfer or get my deposit back.

The next event planned for June was to be our committee pie and pint to the Prince of Wales Foxfield – this isn't going to happen but I will pick a date later in the year when I know the pubs are going to be open for sure. If the Prince of Wales hasn't survived the pandemic then I will pick another venue.

Saturday 27th June is our date for the canal trip. I shall wait another week to phone the canal and coach company to see if this may be a runner – will update you via our secretary with the way ahead with this, please bear in mind that if it can be done I will need maximum support because of the high outlay of funds this event requires.

Saturday 4th July is our postponed pub crawl to Coniston. 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.

The Cartmel Trip in July is 50/50 at the moment, jumping over hurdles would have resumed but not sure if it will be behind closed doors on the 18th – 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/May/Jun meetings we haven't achieved 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 those months will be able to have a free birthday beer on the company at the first meeting.

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

Alex

JUNE BRANCH CALENDAR

June Branch Meeting	Cancelled
Committee Meeting	Cancelled
Foxfield DTS	Cancelled
Canal Trip	Sat 27 th Jun (?)

JULY BRANCH CALENDAR

Pub Crawl	Sat 4 th Jul (?)
July Branch Meeting	Tues 7 th Jul (?)
Sea Sunday	Sun 12 th Jul (?)
Cartmel Races	Sat 18 th Jul (?)
Loss of the Tot	Fri 31 st Jul (?)
Committee Meeting	As Required

AUGUST BRANCH CALENDAR

August Branch Meeting	Tues 4 th Aug
VJ Day 80th Anniversary	Sat 14 th Aug

NOTE: All June/July/August Meetings and Events are subject to cancellation at short notice and dependant on further Government advice!

JUNE BRANCH BIRTHDAYS

G.A. (George) Plater	03/06/1944
B.R. (Slosh) Riley	03/06/1934
P. (Patricia) Bell	05/06/1938
R. (Richard) Usher	08/06/1990
S. (Sue) Smith	08/06/1955
A.I. (Carl) Haythornthwaite	09/06/1937
A. (Tony) Nolan	12/06/1965
C. (Chris) Brown	17/06/1947
R. (Bob) Palmer	17/06/1939
M. (Martin) Law	21/06/1978
B.K. (Barrie) Downer	23/06/1945
D. (Derek) Pallister	29/06/1954
A. (Tony) Griffiths	29/06/1950

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS

'CROSSED THE BAR' - JUNE

Frank Arthur Rewell	1969
George Chantrell	1981
Thomas Herriot	1986
George Hughes	1986
Peter Weeks	2007
Claude Roberts	2011
Alfie Hines	2016
Eric Hamer	2018
Colin Hutchinson	2019

RESURGAM

DISCLAIMER

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

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. You may also send your contribution by e-mail to me on frozennorth55@gmail.com. Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e. the last week in June for the July 2020 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

SUBMARINE COMMISSIONING CREW LISTS

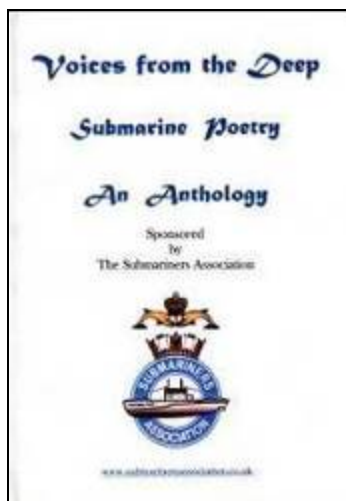
Commissioning Crew Lists are still coming in - thank you very much! I am still looking for 'First Commission' Submarine Crew Lists/Brochures as follows:

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

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. Orders for the Book (14 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 a Branch Meeting – whenever we have the next one!



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

SUBMARINE LOSSES OF WWII

Three Royal Navy Submarines and two Allied Navy Submarines were lost in June 1940 – all five with the loss of all hands. The two Allied Submarines each had a small Royal Navy Liaison crew on board at the time of the loss. The Submarines were:

(1) Submarine HMS ODIN

On the outbreak of WWII HMS ODIN was based with the 4th Submarine Flotilla on the Far East Station. After completing four Far East War Patrols (in the Sunda Straits, off the Maldives, off the Chagos Archipelago and in the Indian Ocean) HMS ODIN changed bases to the Mediterranean. ODIN (Lt. Cdr. Kenneth Maciver Woods, RN) went missing on her 1st Mediterranean War Patrol in June 1940 and was reported to have been 'lost with all hands' in the Gulf of Taranto about seventeen nautical miles east-north-east of Punta Alice, Crotona, Italy by the Italian destroyers STRALE and BALENO on 14th June 1940 - although this cannot be proved beyond doubt. The crew members lost were:

Officers:

Lt Cdr Kenneth MacIver Woods, RN
Lt Richard Rowell Simpson, RN
Lt Ian Mackenzie Anderson, RN
Sub Lt Peter Lauriston Charles Neville Lee, RN
Warrant Engineer George Henry Cook

Ratings:

CPO Officer Ralph Dawson J104811
CPO Edward James Biggerstaff J99732
PO Robert William Bernard Cross C/JX 132495
PO John Edward Crouch P/JX 129986
L/Sea William John Chapman C/JX 130705
L/Sea William F Banks C/JX 139767
L/Sea Bertram James Holman D/JX 135425
L/Sea William Ronald Morris P/JX 140427
L/Sea Walter George Laws C/JX 129599
L/Sea William Henry Leahy J113237
AB Edward Wilson C/JX 138957
AB Ronald Loxley D/JX 139972
AB Ernest Stanley Smith D/JX 125275

AB Arthur Clifford Victor Gadsby P/JX 140940
AB Donald Percy White P/JX 148268
AB Sydney James Ansell P/JX 140395
AB Ralph Robson C/JX 146536
AB Charles Robert Walker C/SSX 18523
AB John Rutter Bewick C/JX 144176
PO Tel Arthur Sinden J109703
L/Tel William Cornelius Esau Miller P/JX 136744
L/Tel Joseph William Hale D/JX 133658
L/Tel Percy Reginald John Voss C/JX 126255
Tel William Stuart Way P/JX 129733
Yeo Sigs Michael Caslin J58120
L/Ck James Henry Stradling C/MX 49050
Std Ah Che
EA2 Thomas George Johns D/MX 46712
CERA Bertram Frank Deacon M34469
CERA Robert Colquhoun Kerr M39457
ERA2 John Hartley M39404
ERA4 Eric Leader P/MX 55080
ERA4 Leslie Ernest Talbot D/MX 48694
SPO John Henry Gosling K61699
SPO Petty Officer William Sweetman D/KX 80063
L/Sto Leslie Thomas Hill Bennett P/KX 75836
L/Sto Stoker George Edwards D/KX 80520
L/Sto Eric Rowland Frost P/KX 81259
L/Sto Leslie Hunter C/KX 80345
L/Sto Albert Edward Mace P/KX 81141
L/Sto Ernest Walter Olrog P/KX 83498
L/Sto Percy Granville Ross P/KX 84415
L/Sto John Scarlett C/KX 85200
L/Sto Joshua Tulip P/KX 84093
Sto1 Arthur Bickerton C/KX 84588
Sto1 Ernest George Chaplain P/KX 79595
Sto1 Samuel William Kavanagh P/KX 83094
Sto1 Frederick Seymour Mudge D/KX 83642
Sto1 Harold Sidebotham D/KX 84665
Sto1 Herbert Randall Webber D/KX 80647

(2) Polish Submarine ORP ORZEL

This Polish Navy manned Submarine (Commander J Grudzinski) was 'lost with all hands' in late May/early June 1940 – probably from German air attack in the Western Skaggerak. Also lost with the Submarine was the Royal Navy Liaison Crew members who were:

Officer:

Sub Lieutenant Keith D'Ombrian Nott, Royal Navy

Ratings:

Yeo Sigs Walter Green C/JX 133827
PO Tel Leslie William Jones D/JX 136420

(3) Dutch Submarine HNLM O-13

This Dutch Navy manned Submarine was 'lost with all hands' in the North Sea on 13th June 1930. Also lost with the Submarine was the Royal Navy Liaison Crew who were:

Officer:

Lieutenant Brian Ernest Creswell, RN

Ratings:

Sig James Henry Spettigue D/JX 132446
L/Tel Hugh Phimster McDonald P/JX 134213

(4) Submarine HMS GRAMPUS

Based with the 4th Submarine Flotilla in the Far East on the outbreak of WW2 HMS GRAMPUS completed three Far East War Patrols in the waters of the Dutch East Indies before being redeployed to the Mediterranean. HMS GRAMPUS was reported missing on her first War Patrol. In the Mediterranean. The Submarine was 'lost with all hands' on 16th June 1940 off Syracuse having been detected and depth charged by Italian torpedo boats CIRCE, CLIO, CALLIOPE and POLLUCE. Those lost were:

Officers:

Lieutenant Commander Charles Alexander Rowe, RN
Lieutenant Edward Bertie Bull, RN
Lieutenant Kenneth John Dorrell, RN
Sub Lieutenant Charles Cornelius Wilson, RNR
Warrant Engineer Leslie Edward Buckler

Ratings:

CPO Albert Hart J39728
PO Frederick Phillip Messenger J106163
PO William Thomas Robinson J112988
PO William George Glanville D/JX 127423
L/Sea Robert Ernest Albrow J105330
L/Sea Thomas Richard Burton C/JX 137770
L/Sea Arthur Robert Cousins P/JX 139935
L/Sea Colyn James Stinchcombe P/JX 139021
L/Sea Edward George Wilcox D/JX 134546
AB Bertram Burch J103744
AB Herbert Peter Barnard C/JX 143884
AB William Church P/JX 139118
AB Clement James Denyer J100915
AB Ivan Halliday P/JX 139155
AB Robert Ellis Hodge J88095
AB Eric George Nicholson D/JX 133798
AB Ronald Frederick John Redding C/JX 159219
AB George Roberts C/JX 137785
AB Charles Scott C/JX 138217
AB Donald Walter Ewart Tamplin D/JX 141387
CPO Tel Alexandria Adolphus Paxton J49226
PO Tel Kenneth John Frampton C/JX 133987
Tel William Harnden P/JX 128944
Tel Stephen Henry Long D/JX 140251
Tel George Henry Joseph Swift D/JX 132339
L/Sig Ronald Collins D/JX 128722
L/Ck John Haselton C/MX 49370
Stwd Tsung Youn Chee
EA2 John Harold Watkin P/MX 47574
CERA Arthur Edward Wallis M35030
ERA2 Frederick Stanley Bowler C/MX 48431
ERA3 Alfred Main Cryle P/MX 49809
ERA3 Roy Ronald Groves P/MX 51371
ERA3 William Agnew Marshall D/MX 53015
ERA3 Paul Wattam Pashley C/MX 49883
SPO Enoch Prince Edwards D/KX 77440
SPO Lewis Henry Jordan Northcott K64036
SPO Walter Hedley P/KX 79193
L/Sto George William Atkin P/KX 84056
L/Sto Frederick Butcher C/KX 83578
L/Sto Thomas Hannah Brownlie P/KX 83880
L/Sto Austin William Clarke C/JX 88394

L/Sto Paul Edward McConville D/KX 82056
L/Sto Edward Noone D/KX 84040
L/Sto Albert Edward Parker C/KX 82248
L/Sto Nicholl Andrew Smith C/KX 89128
L/Sto Joseph Whittle C/KX 80481
Sto1 Walter Epsley Baker C/KX 87152
Sto1 Gordon Cuthbert P/KX 85500
Sto1 Patrick Arthur Marriott P/KX 88873
Sto1 Frederick Richardson D/KX 88824
Sto1 Douglas Storey D/KX 89153
Sto1 Thomas Edward Thompson D/KX 89555
Sto1 Thomas Henry Welbourn P/KX 88373

(5) Submarine HMS ORPHEUS

As was the case with HMS ODIN & HMS GRAMPUS, HMS ORPHEUS was also based in the Far East with the 4th Submarine Flotilla at the outbreak of WWII. After completing five War Patrols in the Indian Ocean (one off Chagos, two off Chagos & the Maldives, one en-route to Madagascar from Colombo, Ceylon and a fifth one off Reunion) HMS ORPHEUS was also diverted to the Mediterranean. The Submarine went missing on her first Mediterranean War Patrol some after 2115 hours on 19th June 1940 when she sent her last signal. ORPHEUS was then en-route to Benghazi, Libya where she was to patrol until 1600 hours on 24th June 1940 and then return to Alexandria where she was due to arrive on 26th June 1940. It has been claimed that HMS ORPHEUS was sunk on 19th June 1940 while on patrol about 25 nautical miles north of Tobruk, Libya in position 32°30'N, 24°00'E by the Italian destroyer Turbine but as this was before ORPHEUS sent her last signal this must be incorrect apart from the fact that ORPHEUS at that moment must still have been on passage to Benghazi. HMS ORPHEUS was declared overdue on 27th June 1940. The likely cause of her loss with all hands' is that she was mined off Benghazi. Those lost were:

Officers:

Lt Cdr James Anthony Surtees Wise, RN
Lt Cecil Thomas Davies, RN
Lt Phillip Francis Fawkes, RN
Sub Lt John Davey Symonds, RN
Warrant Engineer Eric Kenneth Cross

Ratings:

CPO Thomas Norman Scott J84952
PO Frederick Reginald Tott J101298
PO William James George Critchell J108154
PO George Gilbert Martin C/JX 152148
PO William John Manuel J112460
L/Sea Donovan Joseph Allen D/JX 135712
L/Sea Bert Frederick Salt C/JX 139996
L/Sea Frank Herbert Wood D/JX 136989
L/Sea Stanley Charles Allen D/JX 140566
L/Sea William North D/JX 136514
L/Sea Frank Reeson C/JX 129337
AB William Frank Ayers J104425
AB Edwin George Perry P/JX 131807
AB Robert Waddell C/SSX 16268
AB Eric Sidney Stanley Fox C/JX 140025

AB William John Powell C/JX 128451
 AB Leslie Reginald Kellaway D/JX 130873
 AB Michael McGrath D/SSX 17773
 AB Frank Glanville D/JX 139363
 CPO Tel Gordon Hardaker J113238
 PO Tel Percy Biddulph D/JX 135822
 L/Tel James William Ellison C/JX 134273
 L/Tel Percy Aubrey Bevis P/JX 127388
 Tel Reginald John James Strawbridge J107440
 L/Sig Joseph Evans C/JX 125747
 EA1 James Kitson C/MX 46150
 L/Ck (S) William John Forrester D/MX 51359
 CERA Leonard Charles Henry Penfound M38828
 ERA2 James William Dance D/MX 46010
 ERA2 Harold Maynard Roberts M38395
 ERA3 Robert Victor Gill P/MX 51228
 ERA3 Joseph Duly Armstrong P/MX 46926
 SPO William Charles Jones K65765
 SPO Richard Henry Phelps P/KX 79196
 L/Sto Charles Herbert Edwin Foreman C/KX 87290
 L/Sto Ernest Henry Watts P/KX 82231
 L/Sto Frank Sheed Robertson D/KX 85172
 L/Sto Harry Pallister P/KX 85505
 L/Sto James Edward McNally C/KX 88352
 L/Sto Arthur Wedmore McLean P/KX 80825
 L/Sto William Henry Kemp P/KX 80758
 L/Sto Leslie Harold Dolton P/KX 79513
 L/Sto Leonard William Butler D/KX 80445
 Sto1 Leslie Charles Venning D/KX 86974
 Sto1 Thomas Pickthall D/KX 90145
 Sto1 Noel McLoughlin D/KX 80968
 Sto1 Roy Lumby P/KX 76361
 Sto1 Claude Wilfrid Burtenshaw D/KX 83687
 Sto1 Albert Henry Hawkins D/KX 86050

A Request from Alex

Alex, Social Secretary, asked Dave Smith to circulate a request for support for his annual family charity run. In normal circumstances he would personally make the appeal at the monthly meetings. His request has already been circulated through the Barrow Branch global e-mail. Alex has explained the reasons for the appeal below.

“My son Jack died in 2004 and ever since I have been doing a run on or about his birthday to remember him but also to raise much needed funds for a charity in Glasgow who helped Jack and us after his passing. We try to raise money to be used to give children who are disabled the opportunity to go to the pantomime, parks, dry ski parks and even rock climbing places you see at some gyms; this gives them an opportunity to do something fun, and even frightening for their parents, who would have otherwise not experienced what we take for granted.

Anyhow, we normally do a 10km run on or around his birthday and this was to be the last run; and we were investigating other ways to raise money (less painful ways). We have been doing this run for 16 years and this year Jack would have been 18 on the 31st May, but

because of this awful pandemic the run has had to be cancelled. Jan and I and many of my family will be doing it on Sunday 31st anyway - but from our home towns and not meeting up in Barrow as would have been normal.

Bottom line is I would like to ask the membership (as I would have done at the meetings) if they would care to support me and the family in this by giving a couple pound (if they can) and, with this in mind a just giving page has been set up by my daughter and is:

www.justgiving.com/fundraising/sarah-birmingham1 “

'Avoidable Mistakes' In MOD Nuclear Projects Cost Public Extra £1bn

A report by the PAC said mistakes by the Ministry of Defence has led to key nuclear projects facing delays of between 1.7 and 6.3 years.

13th May 2020

The Ministry of Defence (MOD) has been accused of making "avoidable mistakes" that have cost the UK taxpayer over £1 billion more than originally planned. A new report from the Public Accounts Committee (PAC) said a series of key projects to upgrade infrastructure, which supports Britain's nuclear deterrent, were running years behind schedule and £1.35 billion over budget. The report said the MOD has failed to learn from previous errors over the last 30 years, describing it as "unacceptable". "The department cannot explain why its leadership has not ensured that it learned from these experiences," the report said.

The MOD told the committee it "immensely regrets" the amount of money lost but warned costs could continue to increase. The report found the infrastructure projects faced delays of between 1.7 and 6.3 years. It said Project Mensa, a programme to build a new nuclear warhead assembly and disassembly facility at the Atomic Weapons Establishment site in Burghfield, faced almost £400 million in extra costs almost immediately after construction began before designs were finalised.



The new Dreadnought class submarines will be built at BAE Systems' shipyard at Barrow-in-Furness

The Ministry of Defence (MOD) has been accused of making "avoidable mistakes" that have cost the UK taxpayer over £1 billion more than originally planned. A new report from the Public Accounts Committee (PAC) said a series of key projects to upgrade infrastructure, which supports Britain's nuclear deterrent, were running years behind schedule and £1.35 billion over budget.

The other projects reviewed in the report included the new core production capability at Rolls Royce's Raynesway site and the primary build facility at BAE Systems' shipyard at Barrow-in-Furness.

Meg Hillier MP, Chair of the PAC, said: "To utterly fail to learn from mistakes over decades, to spectacularly repeat the same mistakes at huge cost to the taxpayer – and at huge cost to confidence in our defence capabilities – is completely unacceptable. "The Department knows it can't go on like this, it knows it must change and operate differently. The test now is to see how it will do that, and soon."

The PAC said it expects a 2020 report from the department later this year, including a progress assessment on its use of taxpayer money. A Ministry of Defence spokesperson told Forces News: "The MOD is carefully examining the conclusions and recommendations set out in the PAC report and will respond formally in due course.

"Nuclear infrastructure projects are vastly complex and necessarily bespoke in design, but we continue to work closely with the regulators and our industry partners. Together, we are committed to strengthening the management of nuclear programmes, including significant investments in infrastructure to store and update weapons.

SCOTS-BASED SUBMARINERS GO THE EXTRA MILES TO RAISE CASH FOR CHILDREN'S HOSPICE

HMNBC 17/20 Thursday, 21 May 2020

Over the weekend of Saturday, May 2, Faslane-based Royal Navy Submariners used their daily exercise time to raise cash for Claire House Children's Hospice.

The original challenge was for around 50 of HMS ASTUTE ship's company to walk, run, cycle or row a total distance of 560 miles – the distance from HM Naval Base Clyde to Claire House Children's Hospice on the Wirral and back.

Over the course of the weekend the Crew smashed the 560-mile target and ended up covering 2,163 miles, nearly quadrupling the initial target.

Members of the ship's company each completed their exercise in their own homes or local area and uploaded their mileage onto social media through a fitness app.

Special mention goes to Leading Seaman Tactical Systems Submarines (LS TSM) Andy McColl who completed a 250-mile cycle in a single session and Lieutenant Commander (Lt Cdr) John Gabb who ran two half marathons over the two days.

Lieutenant (Lt) Arran Deakin, who was responsible for collating everyone's mileage said:

"We knew this would be a huge challenge and I've been blown away by both the generosity of our supporters and the wonderful efforts put in by the crew. The way everyone has risen to the challenge of the event is typical of the submarine ethos and I wouldn't expect anything less from the crew of HMS ASTUTE."

As well as smashing their mileage target the crew also quadrupled the £1,000 cash target they set themselves at

the start of the challenge raising a total of £4,120 for the Wirral Children's Hospice.

Claire House helps seriously and terminally ill children live life to the full by bringing back a sense of normality to family life and like many organisations it is being heavily impacted by the COVID -19 crisis.

Lieutenant Craig Barrie, who organised the remote charity event said: "Claire House is a fantastic charity that we've a very close relationship with. They carry out incredible work at the Hospice and we wanted to support them through a really difficult time.

"The majority of their group fundraising has been suspended with the shut down, so we thought we'd find a different way of raising money whilst still adhering to Government guidelines. We are delighted that we were able to smash our planned targets and give Claire House as much support as possible!"

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.



LS TSM Andy McColl completing his 250-mile cycle in his cabin.



Lt Cdr John Gabb who ran two half-marathons over the course of the weekend.

ARCTIC MISSION By Peter Baines

We left Faslane that cold dark night
Wondering what would be our plight
First off Reykjavik to take supplies
From there on in? Well it might surprise.

The midnight load of fuel and tucker
No rum did pass for all us suckers
All hatches sealed to keep us safe
North we cruised to test our faith.

Ahead to Port sits Arctic ice
The throaty claxon echoed twice
Aboard are sixty-two in all
Brave men, they're here for duty calls.

The hatches slam, we take our posts
We trust our Navvie less than most.
Gushing ocean floods the tanks
It's no time now for risky pranks.

"Dive the boat" the skipper calls
To be a "boatie" takes some balls
The planes point down, we start to sink
The diesel fumes now start to stink.

The gurgling stops, the quiet sets in
At ninety feet Skip calls for trim
We're in our world where night is day
And so few others understand our way.

Two-fifty feet we level out
Just thirty revs or thereabouts
The Sonar pings tell us ice is dense
Watchful orders will be our defence.

Inside, the icicles start to form
It's bloody cold ... not quite the norm
All is quiet 'cept random bumps
As we manoeuvre through frozen lumps.

We still don't know to where we're head
We'd like to know. The theories spread.
No way of contact with those back home
The silent service is here to roam.

Through Greenland Sea and north to Nord
Our air freezes ... give us warmth dear Lord
Just then our prayers are answered well
It's time to charge the battery cells.

The snort is up the diesels scream
The boat warms up from stern to beam
We also learn what's to be our mission
To spy on the Reds with absolute precision.

The excitement mounts, the fears are real
"Take her down" is the order. This is a big deal.
There's no sign of panic, concentration is tight
We slink t'ward Barents. We're up for a fight!

The Red Fleet is out there, firing missiles it's said
So we need to be watchful, no going to bed.
We ease up to sixty and up goes the scope
Just as quick it comes down, our Skip he can cope.

He tells us there's twenty, not counting boats
"But we've got 'em surrounded" he jokingly gloats.
We vary our depth through the differing cold layers
We're dodgin' their pings. We're genuine stayers.

We're feeling real good ... then all hell abounds
They're dropping depth charges all around.
The blasts they sure shake us, the sea valves leak
Things are beginning to look really bleak.

But the Skip, he stays calm. He'll win this duel
We drop to seven hundred. He'll play them the fool.
The silence it deafens, the pressure's unreal
It seems we have lost 'em. The feeling's surreal.

Foul air and no sunlight deep in the Barent Sea
We collect lots of data for the experts to see
Thirteen long weeks we spend under those waves
Then back to our families.

Hey ... I guess it's now time to shave

On This Day

24th May 1941

Upholder (N99)

The King was graciously pleased to approve of the grant of the Victoria Cross for great valour and resolution in command of His Majesty's Submarine UPHOLDER to Lieutenant Commander Malcolm David Wanklyn, DSO, Royal Navy.

"On the evening of 24th May 1941, whilst on patrol off the coast of Sicily, Lieutenant Commander Wanklyn, in command of His Majesty's Submarine UPHOLDER, sighted a southbound enemy troop convoy, strongly escorted by Destroyers. The failing light was such that observation by periscope could not be relied on, but a surface attack would have been easily seen. UPHOLDER's listening gear was out of action. In spite of these severe handicaps Lieutenant Commander Wanklyn decided to press home his attack at short range."

24th May 1943

Turbulent (N98)

The King was Graciously pleased to approve of the grant of the Victoria Cross for great valour in command of HM Submarines to Commander John Wallace Linton, DSO, DSC, Royal Navy.

https://en.wikipedia.org/wiki/John_Linton

and, for those who still miss it – a nice little film from 1943

<https://www.youtube.com/watch?v=hODdzbyrDQk>

[YOUTUBE.COM](https://www.youtube.com/watch?v=hODdzbyrDQk)

THE LISDOONIE



Going!



Still Going

One less place to arrange a Branch Social!

VE DAY (& Bob Pointer)



Social Distancing?



The Loyal Toast

HMNBC 16/20 Monday, 18 May 2020 HMS PEMBROKE GETS NEW 'STATE-OF- THE-ART' MINEHUNTING SYSTEM

FASLANE-based HMS PEMBROKE recently became the Royal Navy's most modern Mine Counter-Measures Vessel (MCMV) after being equipped with a new state-of-the-art mine counter-measures Command System.

ORCA or Oceanographic Reconnaissance Combat Architecture, to use its full title, was commissioned to replace the existing NAUTIS Command System, allowing the Royal Navy to maintain its position at the tip of the global mine hunting spear.

After emerging from an eight-month refit, PEMBROKE was chosen to be the first MCMV in the Royal Navy to receive the brand-new ORCA Command System.

Engineers and contracting staff fitted the new system in a maintenance period alongside HM Naval Base Clyde in February and March, conducting Harbour Acceptance Trials prior to Sea Acceptance Trials which concluded on 17th April 2020.

The upgrade involved a complete overhaul of the Operations (Ops) Room, installing new consoles throughout the compartment, and the replacement of the console on the Bridge as well as interfacing the new system with the myriad sensors available onboard.

Petty Officer (Mine Warfare) Matthew Routcliffe, Ops Room Supervisor said: "After a busy integration of a new Command System on HMS PEMBROKE and successful Acceptance Trials, ORCA is a step forward for the Mine Warfare cadre, ensuring the Royal Navy continues to be a global leader within the Mine Counter Measures community."

ORCA allows the Mine Warfare Officer in the Ops Room to have increased situational awareness in comparison with the previous NAUTIS system, with a radar picture and navigation charts being integrated into the display. In addition, a more user-friendly interface allows training to be conducted at a lower level, leading to a skilled junior crew.

MCM1 Crew 5 have worked tirelessly to ensure that targets were met and there were no delays to the operational readiness of the unit. The ORCA Command System has been proven and the Crew will deploy to the Gulf in the summer leaving HMS PEMBROKE ready for any and all Mine Counter-Measure operations to come her way.



HMS PEMBROKE back in service at HM Naval Base Clyde after her refit

Upgrading the Royal Navy's nuclear submarine support facilities

28th April 2020

Plans to convert another dry dock in Devonport to refit the Dreadnought class submarines were recently revealed in an outline planning application. Here we examine the context and reasons for the upgrade.

Number 10 Dock is the biggest dry dock at Devonport and Babcock Marine, who operate the yard, have plans for a complete refurbishment to create a second facility certified to take the largest nuclear submarines. Stringent modern regulations require that the nuclear facilities must have redundant systems and be able to withstand earthquakes, high tides and high winds. The requirement to withstand a severe earthquake (considered likely to happen, just once in 10,000 years in Plymouth) is particularly demanding from an engineering perspective. Very robust structures are needed and systems such as cooling water and electrical power need to have multiple backups in the event of failure.

Between 1999 and 2002 the adjacent number 9 Dock was refurbished to conduct refits and refuelling of the Vanguard-class submarines. The original dock floor was removed and a new floor with integral drainage system was constructed and fitted with a cradle to secure the submarine. The old dock was considerably narrowed by lining with counterfort walls constructed on top of the new dock floor. A new dockside edge structure (cope) with service subways to carry piping and cables was constructed on top of the counterforts. The cope was secured by more than seventy, 760-millimetre diameter steel piles anchored in 12-metre sockets anchored in the rock. The dock entrance is sealed by very large multi-cellular caissons and seismically qualified dockside cranes have been installed.

To enable nuclear refuelling, a new Reactor Access House (RAH) was built that moves on rails to be aligned over the reactor compartment. Spent fuel can be raised up into the RAH and new fuel rods lowered into place. At the head of the dock, a Primary Circuit Decontamination and Alternative Core Removal Cooling (PCD/ACRC) system building was constructed. The PCD/ACRC building contains the plant used to cool the reactor, apply chemical

decontamination and inject or remove boronated water reactivity suppressant. The building's equipment and plant is connected by over 20 km of pipework and 150 km of electrical cable in 92 rooms.



CGI showing preliminary design proposal for the refurbishment of 10 Dock and the new support building to be constructed on the west side (Image: Arcadis Consulting UK)

The new development at 10 Dock will have similarities with the 9 Dock upgrade project but does not have the cost of complexity of the RAH and PCD/ACRC as it is not intended to be used for nuclear refuelling or de-fuelling operations. The 2.61-hectare dock will be considerably narrowed and shortened by the reinforcement of the East and West walls and construction of a new headwall (the white areas on the mockup). The dock will be served by electrical, water and waste pipework accommodated in subway structures in the new walls. A new Water Retaining Boundary (WRB) will be built to protect the dock from tidal surges and possible future water level rise associated with climate change. Two obsolete support buildings, N125 and N093 on the west side of the dock will be demolished and replaced with a single building containing offices, production facilities and staff amenities.

The phased project is planned to begin in 2021 and Babcock estimates the peak construction time is likely to be between late 2022 and early 2025. New jobs will be created and up to 650 workers will be employed on site. It should be noted that the design is still under development and may be refined further, the proposals made public so far are for the purposes of environmental assessment.



5 Basin looking South. The Submarine Refit Complex (SRC) in the foreground and the larger SSBN dry docks at the top. (Photo: Andy Amor)

No. 9 and 10 Dock was were constructed between 1896 and 1907 to accommodate the revolutionary new class of Dreadnought battleships. As battleships rapidly developed, acquiring heavier guns and armour they grew in displacement, considerably beyond what the architects of the dry docks had originally envisaged.

The 38,000-ton battleships NELSON and RODNEY, built during the 1920s, had a beam of over 32 meters, wider than any previous capital ships.

Between 1936-39, Number 10 Dock at Devonport was been enlarged and could accommodate any ship in the navy, except HMS HOOD. 10 Dock continued to be used for dry-docking the RN's largest ships into the modern era, most recently the refit of HMS ALBION completed between 2014 and 2017. With the loss of HMS OCEAN, the LPDs are the only large capital ships left (apart from the Queen Elizabeth carriers that are [too large for any of the dry docks](#) in Portsmouth or Devonport). Assuming HMS BULWARK is eventually re-activated, she can be accommodated in the slightly smaller number 8 Dock, which will be the last remaining big dry dock at Devonport. The other large vessels of the Naval Service belonging to the RFA are maintained away from the naval bases, at facilities in Falmouth and Birkenhead.

10 dock has never been used for nuclear submarine work before and necessitates this major works project which will eventually see Devonport have 4 nuclear-certified dry docks. 9 Dock will be in continual use competing the delayed refit and refuel of HMS VANGUARD, followed by Long Overhaul Periods (LOP) for HMS VICTORIOUS, VIGILANT and VENGEANCE. Fortunately, it would appear that refuelling the 3 younger boats can be avoided but each LOP will take around 3 years and it will be the early 2030s before they are completed. When the next-generation SSBN, HMS DREADNOUGHT, arrives in the early 2030s, Number 9 dock will be needed to de-fuel the decommissioned HMS VANGUARD and the

other boats as they are replaced. Assuming space can be found, the decommissioned Vanguards maybe stored afloat for some time after being de-fuelled but eventually they will need to be dismantled. 9 Dock is the only facility large enough and equipped for the work.

With 9 Dock occupied by the Vanguard boats well into the future, another option for maintaining the Dreadnought class will be needed and this is the primary driver behind the project to convert 10 Dock, although maintaining the SSNs is also part of the consideration. The colossal delays to the Astute class construction and the delay in starting the Dreadnought programme means that the work on building the Astute replacement, known as SSN(R), cannot start in Barrow until the late 2030s. It is therefore likely the first 3 boats HMS ASTUTE, AMBUSH and ARTFUL may undergo lengthy life extension refits and possibly refuelling. This could only be done in 15 Dock at Devonport so another option for SSN dry-docking will be needed. Number 14 dock has been designated to begin dismantling old SSNs from 2023, a project that could be ongoing for up to 40 years.

Number 10 dock will relieve the pressure on the limited nuclear submarine support facilities by providing another site for more routine SSBN and SSN maintenance. Although the plans are at an early stage it looks likely they will be approved and work could begin next year. This project further cements Devonport's future as a submarine refit centre and its crucial role in supporting the nuclear deterrent.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the May issue of Periscope View)

Leaving the Med. 25th September 1955

The 4th Destroyer Squadron left Malta for the last time, to join the Home Fleet. We called in Gib. on the way home and continued on to Chatham for ten days' leave to each Watch. All ship's leave had to be allocated in 2 halves – one half to keep the ship ticking, the other half on leave.

So, for the second time in my life, I left the Med. with regret. I love that part of the world. Chiefly for the climate which is the best in the world for British people – lots of sun, but not searing heat – and a very short winter and, also, for the mix of old civilisations - southern Europe, Turkey, Greece, Italy, France to the north and, to the south, the top end of Africa – the Arab world.

I went home for my 10 days' leave and the family were pleased to see me. There were gifts for them all that I had bought for their exotic value, so I was pretty popular all round. Back in the ship at Chatham, while the other half were on leave, came the invitation to Rogers-Coltman's wedding. Wyndham (his Christian name) was a popular member of our Sub. Lt.'s Year, had invited four of us in the 4th Destroyer Squadron – Benjy in BARROSA, Derek in CORUNNA and me and Flaxman in AISNE to have a drink and talk over whether to go or not. Not easy. With the other half on leave, we were Duty Officers every 2nd day; the wedding was in Worcester, none of us had a car and rail meant several changes, lugging our best uniforms and swords. We decided all too difficult and we would send off our regrets.

The First Lieutenant, on hearing our wimpish decision, stormed in with a tirade about the paramount importance of attending a Term mate's wedding come hell or high water. As soon as we countered 'No transport' he hurled the keys of his newly purchased car at us. 'Then we said 'Duties' – he countered by saying he would do my Duty and detail similar Officers to do the same in our sister ships. Good old Mike and off we set for Worcester, sharing the driving (hairly at times). The wedding was immensely successful, in Worcester Cathedral (Wyndham's family were wealthy landowners) and it turned out that sixteen of us from ships all over the Fleet made it to his wedding and gave him a decent Guard of Honour. Great occasion.

October 1955

The Squadron sailed to gather with the Home Fleet at Rosyth for exercises. Then we went round the top of Scotland and came down the other side through the Inner Hebrides. This is a deep-water passage but scarily narrow in many places as it twists and turns through dozens of islands scattered off the rocky mainland. We did a show-off and the four destroyers went the whole way through at high speed in close Line-Ahead, much to the surprise of the few people who live on these shores. My stint of conning the ship was so busy that I didn't even have time to light my customary cigarette! Thence to Liverpool for Remembrance Weekend. Each destroyer had been allocated a different place in this great port – Birkenhead, Liverpool Central etc. AISNE to Port Sunlight, the section of docks belonging to the Lever Bros. Company. Indeed, we quickly found the Lever Company owned the whole of this considerably sized town. And they were the most generous hosts we had met anywhere.

Remembrance Weekend was most important to Liverpool. They had lost so many lives in the terrible bombings all through the war and lost so many of their sailors in the convoys battling against U-Boats.

So, Port Sunlight was grateful that we were there to share in their Parades and Memorial Services. They held the Royal Navy in high esteem, and we did not let them down. Our sailors turned out Guards and Platoons as smart as the Royal Marines and had the ship gleaming for those days we were open to the public, who came onboard in droves.

We got off to a cracking start. First event was Drinks and Lunch for Town Council and Lever Company bosses, on the day of our arrival. Captain and all Officers lined up at the gangway, Best Dress and Swords, to welcome the Mayor and his Council – all Labour Party. Archie was apprehensive about handling a working-class Labour Mayor and, sure enough, after his fast run down the line of Officers, he went straight over to talk with the sailors on duty, with loud remarks like "How do the Officers treat you lad?", "What's the grub like onboard?". The sailors were as embarrassed as Archie with this turn of events and the Captain got the message to us 'to get this lot into the Wardroom as fast as possible before the whole Council had wandered off to the sailors' Messes'.

Once safely gathered in the Wardroom their obvious dogma enmity towards Officers and bosses evaporated. We had stocked up with beer of every description as a guess of their tastes. Not a bit of it. They asked for our finest French brandy, drank nothing else for 2½ hours while they regaled us with non-stop hilarious jokes, told us we were the best bunch of lads they'd met for many a day and dismissed Lunch as an unnecessary interruption to drinking! They addressed themselves by the name of the Council department they each ran. So, it was meet 'Sewers' or 'Roads' or "H"education' or Hospitals etc. They left when the Mayor made his excellent 'Thank you' speech which he rounded off with the gift of the three Council chauffeur driven cars for our use over the weekend and an invitation to dinner in the Town Hall that night. What a bunch! What a party! And throughout, Lord Lever, Chairman of Lever Company, talked to them all, every man an employee of his, on intimate family terms. He did stay for lunch and told us the 'Council' had really taken a shine to us, since normally they treat official functions as boring, time wasting events. The same Council and their wives laid on many parties, at their own expense, in their Working Men's' Clubs, for all our sailors over the weekend.

We sailed on Monday with many people of Port Sunlight on the jetties to wave goodbye. Officers and Crew waved back to those warm-hearted, generous people of Port Sunlight. The four destroyers met up as we steamed down the Mersey, out of Liverpool in the Irish Sea and made for Belfast, the Squadron's next visit. Another PR visit, to another great port, which again had long associations with the Royal Navy.

Port Sunlight was just one of the many small towns which make up Liverpool. Belfast was a city, so all the events went up a step. The Captains and Officers of all four ships were guests of the City Corporation at a Banquet Luncheon in Belfast's magnificent City Hall. The whole thing went on until past 5 o'clock. We were in Ireland. And the Irish love making humorous speeches! Finally, our hosts – the Aldermen and Councillors of Belfast – stood and sang us well-known Irish songs to emphasise how pleased they were to have the four destroyers visit their city.

The next few days were packed with events. Playing rugby, soccer and hockey against Queen's University, visits to Harland and Wolff – that great shipyard, building Aircraft Carriers and the like for the R.N. Visits to all organisations that had any connection with the Navy or the Merchant Navy. We were at full stretch to meet all the invitations.

Our departure this time was marked by a blast of military music from The Band of the Irish Fusiliers as we formed up in close Line-Ahead for the trip down Belfast Lough on our way to Londonderry.

The Squadron did a two-week programme of Anti-Submarine exercises, working with an American Destroyer Squadron. Londonderry was the H.Q. of NATO Anti-submarine Warfare and was run jointly by the R.N. and R.A.F., not only to keep ships and aircraft proficient at killing submarines, but also to try out new tactics and weapons. The winter storms had started, and it was rough ploughing around the Irish Sea chasing submarines. All destroyers suffered minor damage from rough seas - AGINCOURT lost one of her boats. There was a brief rest from this wild activity on the three occasions we spent briefly in harbour to analyse the exercises at HMS SEA EAGLE's lecture halls.

Thence return to AISNE's home port of Chatham in December 1955 to give fourteen days' Christmas leave to each Watch in turn.

Chatham Dockyard January 1956

The Squadron joined in several major Exercises with the Home Fleet around the British Isles, Bay of Biscay and one, which ended up in Gibraltar again. In May 1956 the Squadron changed Crews completely and we handed over to the new boys, with some relief, having completed our allotted time successfully and with great flair. At the end of my

Commission, the thought foremost in every mind is 'Where will Admiralty send me next?' Archie saw every Officer individually and told us the gist of our final reports he had sent to Admiralty. In my case it was 'A competent Seaman Lieutenant who had shown good skills in Torpedoes and Anti-submarine Warfare and was a strong leader'. However, as a young man, newly promoted to Lieutenant, he recommended I be sent to an Aircraft Carrier or Battleship, where there were plenty of senior Officers to curb my headstrong ways'. While I was not pleased at the thought of being sent to a big ship, I knew it was a good report. So off on leave back to Walsall to await my next posting. The little brown envelope duly arrived, and I could hardly believe what I read. "Appointed in Command of M.S.M.L.293 based at Londonderry"

What had happened to Archie's recommendation of 'Big Ships'? Then I recalled that all our reports went through Captain D4 – Nick Copeman – for his endorsement or alteration. Nick had obviously disagreed with the 'big ship' idea and had put me right back in the front line with a Command of my own.

1st May 1956

Arrived in Londonderry and took Command of M.L. 298. There were two of these wartime M.L.s now reduced to one Officer (the C.O.) and nine men, based at a small jetty close to Londonderry's town bridge across the River Foyle and we belonged to the Senior Naval Officer, Northern Ireland (S.N.O.N.I. and Captain of H.M.S. SEA EAGLE). His name was Phillip Pawlett and I was to know him well. A veteran of the War with distinctions gained in Command of destroyers and finally in Command of squadrons of destroyers before the war ended – he was now a very senior Captain held in high regard by Admiralty.

The other M.L. – 496 – was commanded by Charles Patterson. He had entered at Dartmouth, sailed through his time as Cadet, Midshipman, Sub. Lieutenant and, as a successful newly promoted Seaman Lieutenant, volunteered for an Admiralty scheme to reduce the chronic shortage of Electrical Officers, by switching branches and going to University for a couple of years to learn Electrical Engineering. It was the access to University that he badly wanted, thoroughly enjoyed his University life, qualified as an Electrical Officer and, the minute he was back in the Navy, said, "Sorry, I've changed my mind; don't want to be an Electrical Officer; please let me get on with my Seaman career". Admiralty, having spent all that money on him said, "Up yours" so Charles resigned the Navy as an Officer and promptly re-joined as a sailor. Then progressed up the slow ladder to Officer again – this time via the Upper Yardman route. So there he was, a bit senior to me, a Lieutenant for the second time, whereas he could have been a Lt. Cdr. if he hadn't switched branches all that time ago. We got on well and the two M.L.s worked well together. Charles, of course, was much older than me, married, with three children.

The M.L.s were fast boats, used as gunboats in the war, but now allocated to SEA EAGLE, chiefly to recover the expensive Sonar buoys, dropped in large numbers by Coastal Command Aircraft in the Exercise Areas off Londonderry to detect submarines. Recovering these devices that floated on the sea, sending out sonar pings underneath and radioing the results back to the aircraft circling above, was relatively easy – fairly easy to find and not too heavy to lift on board. But returning to base with each day's haul – usually about 30 Sonar buoys – involved the 22-mile trip up the infamous River Foyle.

Entering from the N. Irish Sea was okay because the channel was deep and fairly wide and then you were in a huge inland waterway stretching two miles wide. This vast expanse of inland water was only a couple of feet depth and hid the real river which was deep enough for ships but very narrow and tortuous. Of course, it was marked by wooden beacons, built into the shallow water on both sides of the river, roughly a mile apart as you progressed the twenty-two miles upriver to 'Derry. But you often got caught in blinding rain squalls, mist or fog patches, obscuring the next beacon and you had to keep moving ahead as a steady speed to offset the strong currents, relying totally on your compass to steer you safely to the next beacon. Hair-raising at times. Many ships, including myself in my next boat, went aground and had to be pulled off by a Tug. As you approached the City of 'Derry, the land closed in on you dramatically, like a canyon, but not a straight one – the first half went round in a semi-circle, the second half, a semi-circle again in the opposite direction. Someone in the past was descriptive when they called this violent bend in the narrow, fast-running tidal river – The Crook!

Once through the infamous Crook you were in the deep and expansive harbour of 'Derry, twenty two miles inland, with plenty of wharfs and jetties that berthed the Convoy Escorts of the war – the nearest port before starting the 3,000 miles across the Atlantic. The Navy, post-war, kept the Base manned and functional. Albeit greatly reduced from the war days. There was a small dockyard which repaired ships, and the submarines based at 'Derry had a Mother Factory Ship called HMS STALKER at one of the dockyard wharfs. Down-river, past the Crook, was an Admiralty Fuel Depot, with long jetties, where the numerous Convoy Escorts used to fuel, ready for the Atlantic run. It is called Lisahally.

The R.A.F. kept a toehold from the wartime days, when Flying Boats were based in the bay off Lisahally, and now kept a Rescue Ship, similar to a coaster, which berthed over at the dockyard near STALKER.

I took over from an extrovert character who offered to sell me his car which had been converted to run on the same high-octane fuel the M.L. ran on! No thanks! After he had departed, I received a Summons to a Court in Scotland, on a charge of shooting grouse out-of-season when he had brought the M.L. through the Caledonian Canal. The Crew confirmed that the 'Old Skipper' shot at anything that moved on the banks while transiting the Caledonian Canal and hinted that meal times were tastier than normal! The Summons was re-directed his way via Admiralty.

To be continued in July 2020.

SUBMARINERS 'CROSSED THE BAR' REPORTED UP TO 31st May 2020

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Lincoln Branch	April 2020	Alan C Jupp	ME1	P/K 949539	82	Submarine Service from 1959 to 1964 in SOLENT, THULE, NARWHAL (1960 to 1961) & GRAMPUS (1961 to 1964)
Hull Branch	April 2020	Derrick Douglas	LME	P/K 965749	78	Submarine Service from 1963 to 1968 in AENEAS, TOKEN, ASTUTE & AURIGA
Gosport Branch	April 2020	A G (George) Doughty	Petty Officer (RP)	P080761	71	Submarine Service from 1967 to 1976 in RESOLUTION (P) (1967 to 1971) & REVENGE (S) (1971 to 1971)
Dolphin Branch	April 2020	Roy Bullimore	Chief Petty Officer WEA	D080538F	73	Submarine Service from 1980 to 1986 in COURAGEOUS
Beds & Herts Branch	April 2020	Edmund Bartlett	Leading Signalman	TBA	87	Submarine Service from 1953 to 1957 in TRESPASSER (1953), SUBTLE (1953 to 1954), TABARD (1955 to 1956) & SLEUTH (1956 to 1957)
Northern Ireland Branch	April 2020	George McAllister	Petty Officer M(E)	D/SKX 903494	89	Submarine Service from June 1952 to June 1958 in ANDREW, AENEAS (on Commissioning at Portsmouth on 27th September 1955) & ACHERON
Sussex Branch	April 2020	Brian L Norris	Petty Officer Steward	P/LX 909094	85	Submarine Service from 1953 to 1961 in TAPIR, SUBTLE, TABARD, OBERON & TALLY HO
Manchester Branch	April 2020	Bernard R Regan	Able Seaman (SD)	D/JX 785809	93	Submarine Service from 1945 to 1948 in SPITEFUL (1946), SPEARFISH (1947) & STORM (1947)
Submarine Officers Association	12th April 2020	Rowan Gavin Paton Menzies	Lieutenant Commander	Not reported	82	Submarine Service from 1959 to 1970 in NARWHAL (1964), RESOLUTION (1968), RORQUAL (CO March 1968 to 1970)
Non-member	24th April 2020	John Howard	Chief Radio Mechanician	TBA	TBA	Submarine Service in SEALION & OLYMPUS
Non-member	27 th April 2020	Michael Conway Dobbs	Lieutenant Commander	N/A	95	Submarine Service from 15 th January 1943 to 24 th July 1949 in STURGEON, ELFIN, CYCLOPS, SEALION, SAFARI, SOLENT, TRESPASSER, SCEPTRE, SPITEFUL, TRUNCHEON, AFFRAY & TRADEWIND
Non-member	30th April 2020	Dennis Fluck	Chief Engine Room Artificer	TBA	92	Submarine Service from November 1953 to May 1967 in TOTEM (April 1954 to November 1954), SEASCOUT (May 1955 to September 1958), SM4 (September 1958 to January 1959), ANDREW (February 1959 to May 1960), PENGUIN, SM2 (May 1961 to September 1961), DREADNOUGHT (February 1963 to September 1963) & DOLPHIN (SMRA)
Merseyside Branch	9th May 2020	Allan Sutton	ME1	P071014	74	Submarine Service from 1962 to 1972 in SEALION

Non-member	12 th May 1975	Michael Cook	Chief Petty Officer WEA	TBA	75	Submarine Service to March 1985 in AMBUSH, PORPOISE, ORPHEUS & OBERON
Blyth & Wansbeck Branch	17 th May 1920	John Scott	Chief Mechanician	P/KX 949365	85	Submarine Service from 1960 to 1974 in PORPOISE, RORQUAL, THERMOPYLAE (on commissioning at Portsmouth on 21st July 1965), AMPHION & COURAGEOUS (1st Commission Crew on 16th October 1971)
Northern Ireland Branch	19th May 2020	Daniel McGrady	Leading Stoker	P/SKX 803056	93	Submarine Service from 1946 to 1953 in SEADEVIL, SENESCHAL, STURDY, TRADEWIND & TRESPASSER
Non-member	20th May 2020	Ernest Royston (Roy) Smith-Jaynes	Commander (WESM)	N/K	72	Submarine Service as CEA2 in REPULSE (P) on re-commissioning at Rosyth in 1972), as Sub Lieutenant (WESM) to Commander (WESM) from 1st November 1975 in REVENGE (1978 to 1980, NEPTUNE (1981 to 1982, TURBULENT (DWEO(1983 to 1984), FOSM/Subelant (1986 to 1988), DOLPHIN (1989), SCEPTRE (WEO 1990 to 1991), MoD Bath (1992 to 1994) CNSA Bath (1995 to 1996), CNSA Bristol (1997 to 2000) & CINCFLEET Tech Support Unit (2001 to 2002)
Merseyside Branch	May 2020	S J 'Steve' Dooley	LMEM	P090458	75	Submarine Service from January 1967 to March 1974 in SEALION, CACHALOT & WALRUS