



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

Issue No: 241

www.submarinersassociation.co.uk

July 2020



Editorial	Pages 2 & 3
Secretary Report	Page 3
Social Secretary's Report	Page 3 & 4
Submarine Losses of WWII	Page 5 to 7
Articles	Page 7 to 10
Desmond Gerrish Biography (continued)	Pages 10 & 13
Crossed the Bar	Page 14

BRANCH OFFICERS

Hon President:

Alan Hoskins

01229 588792

Abhoskins@btinternet.com

Chairman:

Richard Cambridge 01229 586668

Richardcambridge@outlook.com

Secretary:

David A J Smith 01229 583008

davidajsmith@msn.com

Social Secretary:

Alex Webb 01229 839551

alexjan1516@hotmail.com

Treasurer & Membership:

Mick Mailey 01229 821290

Michael.mailey@btinternet.com

Chaplaincy:

Rev Andy Batchelor

Rev.andyb@gmail.com

Committee Members:

Steve May 07974 357014

snm18463@yahoo.co.uk

Mark Butchart 07965 272933

m.butchart@hotmail.co.uk

Jeff Thomas 01229 464943

jeffbrendathomas@tiscali.co.uk

Welfare:

Mick Mailey 01229 821290

Michael.mailey@btinternet.com

Richard Britten 01229 820265

r.britten@btinternet.com

Newsletter Editor:

Barrie Downer 01229 820963

frozenorth55@gmail.com

Standard Bearer:

Alex Webb 01229 839551

alexjan1516@hotmail.com

Slops:

Malcolm Hogg 07768 170325

bloke52@hotmail.co.uk

Website Manager:

Dave Oakes 01229 475140

Dave.oakes@btinternet.com

Cover Picture: Submarine K9 Football Team – 1919-1920 Season (Picture supplied by Peter Schofield)

‘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,

So, when will we be able to have our next Meeting at the Royal British Legion? I asked Bob Palmer for an update!

Question to Bob Palmer on 29th June:

“I’m in the process of putting together the July News Letter and wondering what to put down about the July Branch Meeting on Tuesday 7th July. Will the Legion be open, and can the Branch Meeting go ahead?”

Answer from Bob Palmer:

“I was at a meeting this morning with others to set up a plan for what is required before the RBL can re-open.

It sounds easy to do but many changes have to be made in the club - this rules out July and August unless things change on new guidance notes. It appears that about two months will be required to obtain the equipment we require and there is still contractors work to be competed. Everything is moving in slow time. I will let you know what is happening.”

So – no July Branch Meeting and watch this space about the August Meeting.

Now, a reminder that this year’s Keswick to Barrow/Coniston to Barrow Walks - which were deferred from May - will now take place on Saturday 26th September. The Branch has been volunteered to

provide Marshalls for the walk as in previous years. Anyone wishing to volunteer should contact Dave Oakes as soon as possible

I recently received a thank you card from Bet Spurling – she very much appreciates being kept up to speed with Barrow Branch news via the News Letter and the ‘doings’ of the Members. She asked to be remembered to everyone who knows her.

Not much has happened since the last issue of Periscope View – no Meetings, no Social events, no Parades but of course you all know that - although a number of us are joining in Nikki McKay’s Thursday afternoon Zoom Meeting to keep in touch with the “Hope and Anchor” gang. Alex will update you in his Social Secretary’s Dit on his revised programme of Socials and Events – all of which are still subject to government restrictions and liable to short notice changes.

Last month I said I was not sure how much longer this is all going to last and that it might be Christmas again before we have a chance to turn round! Well, we are now half way through the year and on the run down to Christmas so we will just have to wait and see! We keep hearing about lifting of restrictions and slowly returning to normal but a lot more rules keep

being suggested which will make things anything but normal!

I guess by now you have finished all the painting & decorating, spring cleaning, clearing out the loft or the garage, tidying the garden and mowing the lawn etc. and all the other jobs there is to do – however there is always something else which crops up. Don't forget you should still be 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. Margaret and I had a quick visit into Barrow today dodging the wind and the rain – nor a lot of shops open anyway and very few people around. No chance of coffee in Thornton's – now closed for good and stripped out!

So, what is going on in the Submariner's Association world. As I reported last month the deferred 2020 Reunion Conference and Reunion has been cancelled but a booking has been made to the 2021 Reunion at the same Hotel under identical Terms and Conditions for March 2021. Details of the revised Conference arrangements have already been circulated via the Branch Secretary but will also be included in the next Issue of In Depth in case you want to make a

booking. The 'Proposals' for the 2020 Conference (including the Barrow Branch one) are carried over until 2021 assuming sponsoring Branches still wish continue them and will be added to any new Proposals raised by the Branches

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.

Andy Bain (from the Dolphin Branch) was the only volunteer for the post of National Treasurer and the handover from Stuart Brown is in progress with the changeover of Signatories for the Association accounts in progress.

In the meantime, take care everyone, look after yourselves and your friends and families. Hopefully, the current situation will not last too much longer – some of us could do with a social 'get together' with pint or two and the chance to spin a few dits - and compare haircuts – perhaps we need a competition for who has the longest hair!

Best Regards, **Barrie**

SECRETARY'S REPORT

There has been no formal correspondence other than that distributed from the National Secretary. 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 is back at home and is being well cared for. No change in Alan West's situation. Dave Oakes and the Chairman are in regular contact with Dave Craven and are monitoring his progress and providing assistance as required.

Ben Britten has had to stand down as the Branch Welfare Rep for family reasons so a new 'Volunteer' is required – no pay or allowances but it can be most rewarding – names to the Branch Committee please!

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.

June didn't see much in the way of socials, but the weather wasn't too bad, and the further easing of lockdown was greatly received. Hopefully, the new dates for the social programme will now be achievable.

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:

The next event planned for June was to be our '**Committee Pie and Pint**' to the Prince of Wales Foxfield – this didn't 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 was our date for the **Canal Trip**, this has now been changed to **Saturday 26th September**, I will update with restrictions on numbers etc in August and we can get the show on the road. 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 was our now postponed 'Pub Crawl' to Coniston. This has now been changed to **Saturday 25th July**. I have 20 names for this and if you have put your name down paid but can't make this date then I will, of course, give you a full refund.

The **Cartmel Races Trip** in July has now been postponed to the later meeting in August which will be on **Saturday 29th August**.

Other items:

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

Birthday Boys/Girls for April/May/June/July 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

JULY BRANCH CALENDAR

July Branch Meeting	Cancelled
Sea Sunday	Cancelled)
Pub Crawl	Sat 25th Jul
Loss of the Tot	Fri 31st Jul
Committee Meeting	As Required

AUGUST BRANCH CALENDAR

August Branch Meeting	Tue 4th Aug (?)
VJ Day 80th Anniversary	Sat 14th Aug
Cartmel Race Day	Sat 29th Aug
Committee Meeting	As Required

SEPTEMBER BRANCH CALENDAR

September Branch Meeting	Tues 1st Sep
Dundee Memorial W/E	Sat 5th Sep
RAF B of B Parade	Sun 13th Sep
K2B/C2B Walk	Sat 26th Sep
Canal Trip	Sat 26th Sep
Committee Meeting	As Required

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

JULY BRANCH BIRTHDAYS

M.J. (Mike) Kirk	06/07/1943
I.L. (Iain) Bradford	11/07/1980
B.D. (Brian) Downie	13/07/1948
M. (Mark) Butchart	13/07/1979
M. (Malcolm) Hogg	15/07/1957
R. (Dickie) Cambridge	16/07/1947
V (Veronica) Pointer	17/07/1949
J.A. (John) Davies	20/07/196
D.J. (Dan) O'Connell	23/07/1937
R.G. (Bob) Faragher	24/07/1940
J. (Jason) Costello	24/07/1971
S. M. Stephen) McKay	24/07/1961
C. (Cheryl) Hagen	25/07/1974
B. (Barney) Naylor	27/07/1964
A. D. (Alan) Jones	29/07/1938

Happy Birthday All!

REMEMBERING FORMER BRANCH

MEMBERS

'CROSSED THE BAR' - JULY

N T V Evans	1985
Herbie Rowlands	1988

Francis Jordan	1992
Kenneth Martin	1993
Len Malkin	1998
David Melvin	2001
Christopher Breeze	2010
Ben Skeates	2010
Terry Spurling	2015
Peter Lorking	2015

RESURGAM

DISCLAIMER

This Newsletter is published by the Submariners Association (Barrow in Furness) and is © 2020. The opinions expressed in these pages are not necessarily the opinion of the Editor, The Submariners Association, the MoD or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest.

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

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ You may also send your contribution by e-mail to me on frozensnorth55@gmail.com. Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

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

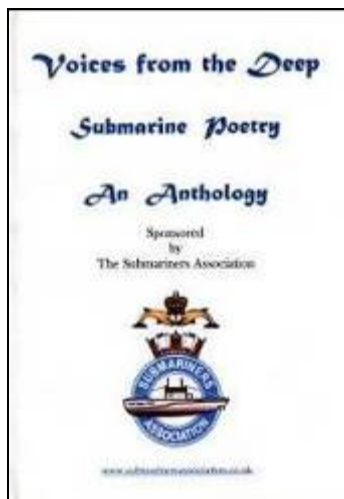
PORPOISE (1958)
GRAMPUS (1958)
NARWHAL (1959)
CACHALOT (1959)
WALRUS (1961)
OBERON (1961)
ORPHEUS (1960)
ODIN (1962)
OTUS (1963)
ONYX (1967)
UNICORN (1993)

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

JULY 1940

July 1940 was not a very good month for the Submarine Service with four submarines being lost – three of them 'with all hands' and two other Submariners died in unfortunate circumstances.

HMS THAMES

The Commanding Officer of THAMES died at Devonport on Thursday 4th July 1940. In the early hours of Wednesday 3rd July 1940, all French Naval vessels at Plymouth were taken into Royal Navy control. The crew of the French Submarine SURCOUF resisted the take over and in the confusion the Commander was shot, and he died later in hospital. He was:
Cdr Denis Vaughan Sprague, RN

HMS RORQUAL

One member of the crew of HMS RORQUAL died at Devonport on Friday 5th July 1940. Similar to the death of Commander Sprague above the circumstances of his death are that, in the early hours of Wednesday 3rd July 1940, all French Naval vessels at Plymouth were taken into Royal Navy control. The crew of the French Submarine SURCOUF resisted the take over and, in the confusion, he was shot, and he died later in hospital. He was:

Lt Patrick Maule Kerr Griffiths, RN

HMS SHARK

HMS SHARK was sunk on 6th July 1940 after being caught on the surface off the coast of Norway. Several bombs exploded close astern and severely damaged the propulsion. The Submarine dived in an attempt to get to safety but resurfaced in order to charge up the batteries and attempt to escape under cover of darkness. Both engines were re-started but the Port Engine was out of line and the rudder was jammed hard to port. The Submarine was relocated by enemy aircraft and attacked again. Unable to dive owing to a lack of high-pressure air, a low battery and flooding the Commanding Officer attempted to fight his way out but was forced, eventually, to surrender. 27 of the crew were un-injured, 12 (including the Commanding Officer) were wounded and 2 were killed. HMS SHARK sank as the Germans were attempting to tow it to Stavanger. The crew of the Submarine was as follows:

Officers:

Lt Cdr Peter Noel Buckley, DSO, RN
Lt Dennis Hugh Brian Barratt, RN
Lt David Ewart Wheeler, RN
Sub Lt Robert Douglas James Barnes, RNR
Wt Eng Cyril Coltman Loder, RN

Ratings:

PO Charles Francis Tarratt, DSM, J108143
PO James Sturrock Gibson C/JX 127523*
PO Charles T Sorrett
L/Sea Gerald Percival Pain J108715
L/Sea Hedley Charles Woodley C/JX 136083
L/Sea George A Bradshaw D/JX 141399
L/Sea Charles William Urry, DSM, J101583
AB Joseph E Coleman P/JX 209413 RNR
AB William Charles Shadbolt J108155
AB Percy George Ready J108400 RNR
AB Ivor Augustus Clark D/JX 97226
AB Richard Henry Benton SSX 18137*
AB John Victor Brown P/JX 145733
OS Albert Arthur England P/JX 169252
PO Tel Joseph John Nevitt P/JX 130284

L/Tel Ronald N Spir C/JX 135993
Tel Eric Springford C/JX 140700
Tel Walter Thomas Bugler J90847
L/Sig Eric Eaton P/JX 132058
EA3 William L Walter P/MX 54703
CERA Frederick W E Hammond DSM BEM C/MX 48845

ERA1 Alexander Stables MacDonald DSM M14537
ERA2 Reginald George Holderness M38848
ERA3 Andrew Holland TBA
SPO Alfred Simms D/KX 79999
L/Sto Raymond Alway C/KX 81152
L/Sto William Dorrien Kidd P/KX 82934
L/Sto Arthur Harold Walker D/KX 84556
Sto1 Ronald Roy Saunders D/KX 83646
Sto1 Eric Foster P/KX 82041
Sto1 James Joseph Walsh D/KX 92110 *
Sto1 John McHolland Wright D/JX 90201
Sto1 William Queen Riach P/KX 79078
Sto1 Francis Gallagher C/JX 83255
Sto1 Ernest George Hill P/KX 78705

HMS SALMON

This Submarine sailed for a North Sea patrol on 4th July 1940 and was expected to return to base on 14th July 1940. The Submarine is thought to have been sunk, 'with all hands', after hitting a mine in position 57°22'N 05°00'E on 9th July 1940. The Crew was:

Officers:

Cdr Edward Oscar Bickford DSO, RN
Lt Maurice Fairfax Wykeham-Martin DSC, RN
Lt Robin Hugh Maliss Hancock, DSC, RN
Lieutenant Kenneth Douglas Skelt, RN
Wt Eng Owen Felton Lancaster, DSC
Wt Eng William Leonard Davis

Ratings:

PO William George Taylor, DSM, MiD, J70915
PO Thomas Henry Worsfold, DSM, MiD, J102503
PO Phillip Dennis Edward Baker P/JX 130742
PO Albert Patrick Durcan J87456
PO Cecil William Holmes J109242
L/Sea John James Gyngell J115240
L/Sea Squire Harrison P/JX 153270
L/Sea Leonard Primrose Williams P/JX 130599
L/Sea Henry C E Rawlings C/JX 135792
AB John Herman Burges J115126
AB John Robert Alfred Boulton P/JX 138456
AB Thomas Cooke J93031
AB Edward Hibbett Howe C/SSX 18241
AB Peter Edward Hall J97373
AB Edward Paterson J106628
AB Charles Vivian Ottignon C/JX 144393
CPO Tel George Palmer J39553
PO Tel Kenneth Barron, DSM C/JX 129635
L/Tel Maurice William Walker P/JX 137569
L/Tel Robert George Mallett D/JX 135410
L/Tel Robert Patrick Stroud J109409
Tel Raymond Barry Walden C/JX 139964
L/Sig Edward Whittaker, DSM D/JX 132459
EA1 William Arthur Lushmore TBA
EA1 Arthur Albert George Harrison M33227

ERA Norman James Hill, DSM M39366
ERA2 William Matthew Fuller M39443
ERA3 James Holmes P/MX 47758
ERA3 Owen Jack Summers P/MX 54082
L/Sto Walter John Baugh, DSM C/KX 81010
L/Sto Alfred Charles Swallow D/KX 81568
L/Sto George Dixon C/KX 81890
L/Sto William Brooks D/KX 97165
Sto1 Frederick Cyril Anderson P/KX 79744
Sto1 William John Fear P/KX 84937
Sto1 Jack Edmund Gomm P/KX 87050
Sto1 Louis Power P/KX 83674
Sto1 Eric Victor Spittles C/KX 92540
Sto1 Michael O'Mahoney D/KX 86213
Sto1 George Cawthra DSM, D/KX 85885

HMS PHOENIX

This Submarine sailed on patrol in the Central Mediterranean from Alexandria on 3rd July 1940. A long-range attack was made on two Italian Battle Ships and four destroyer escorts and one hit was claimed. PHOENIX continued on to the patrol area off Sicily where a minefield was to be laid. The Submarine was 'lost with all hands' on 10th July 1940, probably after a depth charge attack by the Italian Torpedo Boat ALBATROS off the San Croce Lighthouse at Augusta in Sicily.

Officers:

Lt Cdr Gilbert Hugh Nowell, RN
Lt Grenville Alistair Liversidge, RN
Lt Kenneth Barkley, RNR
Sub Lt Malcolm Garnet Henderson, RN
Wt Eng Henry John (Frank) Pegler

Ratings:

CPO Coxswain Victor Charles Randell J58643
PO George Leslie Clark C/JX 128542
PO George Albert Hollingworth J112273
PO Albert Ernest James D/JX 131257
PO Eric Roy Hadfield D/JX 134242
L/Sea John Hector Powell D/JX 138469
L/Sea George Charles Wingrave C/JX 130147
L/Sea James Eric Humphrey C/JX 133260
L/Sea Stewart Maurice Greaves P/JX 147589
L/Sea Francis Leonard C/JX 125673
L/Sea Herbert Robinson J128409
AB Oswald Parry D/JX 132726
AB Kenneth George Hall P/JX 139520
AB Reginald Thomas Higdon J64354
AB William Robert Bedford P/JX 139404
AB Charles Albert Joseph Farlow C/JX 137699
AB John Richard Staveley C/JX 132582
AB William John Hanna C/JX 144129
AB Sidney Walter Charles Barton C/JX 133968
PO Tel George James Diggins P/JX 131368
L/Tel Harold Arthur Smythe C/JX 136392
Tel Austin William Cockle J101543
Tel Albert Desmond Phillips C/JX 147513
Tel Edwin Raymond Harris D/JX 145496
L/Sig Eric Benjamin Barnes P/JX 134697
PO Cook Frederick R H Ayres D/MX 51360
EA2 George Edward Warren M38444

CERA George William Zoppi M33244
 ERA2 Cyril Ernest Greaves M38764
 ERA3 Norman Leslie Edgar Howell P/MX 47609
 ERA3 Aubrey George Oliver D/MX 52638
 ERA3 Christopher Parker D/MX 53687
 SPO Wilfred Sidney Bunker D/KX 77694
 SPO Clifford Foster Bennett D/KX 77412
 L/Sto Frank Jim Paxford D/KX 80859
 L/Sto Thomas William Morton D/KX 81738
 L/Sto Abraham Spouse C/KX 84962
 L/Sto William Cooper C/KX 82951
 L/Sto Matthew Robinson Fairholm D/KX 86383
 L/Sto Timothy Cadogan D/KX 87749
 Sto1 Stephen Walsh Thompson D/KX 80612
 Sto1 Jack Henry Relf K86215
 Sto1 Christopher Williams C/KX 89747
 Sto1 James Summers C/KX 83899
 Sto1 James Charles Dee D/KX 62160
 Sto1 Alfred George Higgins P/KX 81826
 Sto1 Morgan Rees Wiltshire D/KX 86132
 Sto1 Albert Edward Clift K66134
 Sto1 Robert Mathews D/KX 87821

HMS NARWHAL

HMS NARWHAL left Blyth on 22nd July 1940. On the afternoon of 23rd July an aircraft reported attacking a submarine in the area where NARWHAL should have been. NARWHAL did not report again, it was assumed this attack sank the Submarine 'with all hands.'

Officers:

Lt Cdr Ronald James Burch, DSO RN
 Lt Cdr Stafford Radcliffe White, RN (Passenger)
 Lt Charles Sinclair Green, DSC RN
 Lt Humphrey Reginald Woodruff Twynam, RN
 Sub Lt John Cringle, RNR
 Lt (E) John Esmond Ackery, DSC RN

Ratings:

CPO William Frederick James Denner J92099
 CPO Frederick John Whalebone J108318
 PO Norman Robinson J105359
 PO Edward Arthur Austin J113448
 PO Albert Henry Jarvis J113881
 L/Sea Charles George Quin C/JX 128912
 L/Sea Frederick Charles John Grant P/JX 148163
 L/Sea Geoffrey John Huelin P/JX 139939
 L/Sea Leslie Cordery P/JX 139437
 L/Sea Samuel Simnett C/JX 130091
 L/Sea Alfred Augustus Horstead J109737
 AB John William Burton C/JX 128525
 AB Frank Newell J108328
 AB Alec Edward Green Earwaker J110566
 AB John Moor J107308
 AB Reginald Charles Sandercox Buckland D/JX 133579
 AB Frank Deveril Govier P/JX 138828
 AB Alec Brown D/JX 127778
 AB Kenneth Brooks P/JX 136729
 AB George Richard Stearn J71576
 CPO Tel Harry Roy Duckham J97177
 L/Tel William Cyril Marchant C/JX 134145
 Tel John Robert Lindley Ackroyd J77746
 Tel Alexander Baillie D/SSX 13658

Tel Thomas William Richlieu C/SSX 24993
 Sig Walter Sydney Daw J70501
 PO Cook Albert John Wood P/MX 47058
 PO Stwd Albert Edmund Hearn L14463
 EA2 James William Grey C/MX 46477
 CERA Aleck Neal Wilson M36173
 ERA2 Robert George Mitchell P/MX 49772
 ERA2 Thomas Victor Andrews C/MX 47587
 ERA2 George Murdoch Henderson D/MX 54091
 ERA William Henry Johns D/MX 49194
 ERA4 Edward Joseph Geeling RNR X/294/EA/Dev
 ERA4 Henry Miles Golding C/MX 61415
 SPO Adam Ross P/KX 77059
 SPO George Harry Wells K66454
 L/Sto William James Stubbington K65986
 L/Sto William George Roy Hendy P/KX 84936
 L/Sto James Charles Parish C/KX 81304
 L/Sto Herbert Constable Elvin C/KX 79616
 L/Sto Richard Michael Yates K62531
 Sto1 Thomas Daniel Wood P/KX 82524
 Sto1 George William Vincer P/KX 80499
 Sto1 Frank Edward Simpson P/KX 91653
 Sto1 Henry Charles Kitching C/KX 81233
 Sto1 Walter John Frost C/KX 86539
 Sto1 Clifford William Stone D/KX 82824
 Sto1 Herbert James Davies D/KX 86121
 Sto1 Joseph Smith D/KX 76233
 Sto1 George Lawson D/KX 89654
 Sto1 Charles George Blyth D/KX 86034
 Sto1 Thomas Watson Forster Prior D/KX 88321
 Sto1 Harry Marsden SS121369

Back to The Sea

By John Sullivan

Another sailor lad goes back to the foam
 He has crossed the bar and it's time to roam
 Fair winds will now take good care of you
 Join with shipmates and meet the old crew

Your watch is done and it's time to sleep
 You will be missed here, and many will weep
 However, your ship will sail you to new shores
 Time for rest as you have done all your chores

You have proudly served upon the choppy wave
 Now be rewarded for the royal service you gave
 A tot of rum waits for you in the heavenly bar above
 Always the beer glass will be served with joy and love

The drinks are free for it is always a happy hour
 No more pot mess or food that's gone stale or sour
 Only the best is provided for you on this luxury cruise
 Sail away your duty is done, and you have paid your dues

FRENCH SUBMARINE FIRE

As details emerge of the fire aboard the French submarine PERLE on Friday, it seems unlikely to me that the boat will be returned to service. Whichever way you look at it, the fire is a terrible blow for the French Navy (Marine Nationale). Their submarine fleet is

already stretched. But France's misfortune brings home the basic reality that it could happen to any Navy.



The fire aboard the French Navy submarine PERLE (S606) was reportedly in the forward part of the submarine. The cause of the fire, which took most of Friday to extinguish, has yet to be determined. Florence Parly, Minister of the Armed Forces, was reported by Naval News as saying on June 13 that the "cause for such a strong (and rapid) fire is still unknown." She also said that if the boat turns out to be fixable, everything will be done to repair it. Any hint of optimism in this statement may point to the terrible predicament that it will leave the French Navy in if it cannot be repaired.

No Reason to Gloat

You will not find many in the defense community laughing at France's expense. When a Russian or Chinese warship suffers a similar accident, many casual observers are quick to make jokes. Less so the defence community.

For example, on April 13 a Chinese Type 075 Assault Carrier caught fire in Shanghai. That ship, the first of its type, was being fitted out before delivery. The types of work done during refit are similar to the deep overhaul that PERLE was being subject to. In December last year a Russian Aircraft Carrier caught fire.

But the Western defense community is very aware that these accidents could equally apply to their home navies. Overhauling ships and submarines includes 'hot work' and fires can easily occur.

The PERLE fire took 14 hours to put out, from 10.35am until 00.50 am the next morning. This may sound like a long time, but the U.S. Navy had a similar experience dealing with a fire aboard the Los Angeles class submarine USS MIAMI in 2012. That fire, which was also during an overhaul, lasted 12 hours and caused so much damage that the boat had to be written off. In the American case it turned out that the fire had been started deliberately by a dockyard worker hoping that the alarm would get him off work early

EIGHT NEW TRAINEE SUBMARINERS ATTEND PASSING-OUT PARADE AT HM NAVAL BASE CLYDE

HMNBC 19/20 Wednesday, 3 June 2020

ROYAL NAVY MEDIA RELEASE

Eight submariner trainees at HM Naval Base Clyde recently passed-out from the first phase of their Submarine Qualifying Course (SMQ) under strict social distancing conditions.

On May 21, the class of eight students – being trained for service on board Vanguard Class submarines –

reached the culmination of their ten-week "dry phase", the classroom part of the course conducted on dry land at Clyde's Fleet Operational Sea Training (North) (FOST)(N).

The class graduated on the day with Captain FOST (N), Captain Ian Breckenridge presenting each student with their certificates in the Memorial Garden outside the HMS Neptune Wardroom next to the Statue of Leading Seaman Read.

The Submarine Qualifying Course provides future submariners with the knowledge essential for joining their first Royal Navy submarine. The course instils the absolute professionalism demanded by the Submarine Service with trainees required to demonstrate an intimate understanding of more than 30 complex engineering systems which operate the nuclear submarines and keep the crew safe.

"I wanted to be a submariner so that I could work with all three sciences and be faced with extra challenges to overcome in my day to day life." said Medical Assistant (MA) Lucy Milner-Smith.

"I'm most excited about being able to do a job that I am a genuinely passionate about to the best of my ability. I cannot wait to go on my first sea draft."

Prospective submariners join SMQ (North) at HM Naval Base Clyde for the dry phase of their training. After successfully completing a final exam, oral board, and walk-rounds of a nuclear submarine, they pass-out, eventually joining a nuclear submarine.

It is there the second phase of training begins – known as the "wet phase". Students complete their SMQ training at sea on board a Royal Navy submarine and it is only then that they are entitled to wear the coveted "dolphins" badge – the mark of a qualified submariner.

MA Allan Adam who also received his certificate said: "The reason I joined the Submarine Service was to test myself. Not everyone has the right frame of mind to become a submariner. Being stuck under water for a lengthy period without any sunlight could be daunting but it's a challenge I think I will relish.

"The Submarine Service is a service like no other. Once you earn your dolphins, you become part of a special team and I cannot wait to become part of that."

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



Captain Ian Breckenridge addresses the eight submariner trainees at their passing-out.



MA Lucy Milner-Smith receives her certificate from Captain Breckenridge.



The eight submariner trainees with their certificates during their passing-out parade.



HMS TALENT



The birthday cake created by Submarine Chefs while at sea

TALENT'S CREW CELEBRATE SUBMARINE'S BIRTHDAY AT SEA

ROYAL NAVY MEDIA RELEASE Monday, 8 June 2020
 Royal Navy Trafalgar Class submarine HMS TALENT reached a significant milestone recently when she hit 30! Launched on March 12, 1990, HMS TALENT has steamed over 600,000 nautical miles during her career, most of them underwater on patrol.

So, it was fitting that her crew marked her 30th anniversary in TALENT's natural environment – under the sea where she has spent so much of her working life. It wouldn't be a birthday without a cake and the submarine's team of Royal Navy chefs stepped-up to create a submarine-shaped one for the occasion.

The traditional Wednesday curry night was also interrupted with the chefs serving a mouth-watering birthday feast.

No-one was complaining about missing their curry as the menu of pork, black pudding, and stuffing Wellingtons, served with fondant and roasted root vegetables, had the crew wishing for more. There was even a triple chocolate cheesecake for dessert.

Commanding Officer of HMS TALENT, Commander Paul Jamieson, also took to the submarine's main broadcast system to address the crew and highlight HMS TALENT's significant achievements over the three decades.

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

A CORRECTION FROM BEN BRITTEN

The above story has HMS TALENT as launching on March 12, 1990. In fact it was 'Launched' on 15th April 1988 and 'Commissioned' on the 12th May 1990.

Also HMS TALENT was the last dynamic launch of a British Submarine.

The details I quote are taken from the 'Commissioning' book for the 12th May 1990. I served on TALENT from February 1988 to January 1992.

I'm not sure who put the article together but it's worrying if the RN don't have the correct details for their own Submarines

By Editor: The correct details about HMS TALENT have been sent to the Faslane Press Office

SUBMARINERS RAISE CASH FOR LOCAL FOODBANK

ROYAL NAVY MEDIA RELEASE Tuesday, 9 June 2020
 Kind hearted crewmembers from Royal Navy submarine HMS AMBUSH have recently raised £1,200 for Helensburgh and Lomond Foodbank. The fund-raising was the brainchild of Chief Petty Officer (CPO) Richie Mackie, Senior Rates' Mess President on board the Astute-class attack submarine, who wanted to do something to help families struggling during the current COVID crisis.

"I was watching the news and thinking about what we could do to help," said Chief Mackie. "There are so many people experiencing hardship at the moment so I thought that HMS AMBUSH's ship's company could

do something for those in need. "In the end we raised half the money by selling branded cups and the other half through a '500 numbers' game."

Submariners at sea during Christmas patrol sometimes play a numbers game, with crewmembers paying £1 and the winning number paying out a cash prize. HMS AMBUSH decided to do the same for the foodbank with 500 numbers going quickly among the crew, family members and friends raising £600 for the good cause.

The cheque for £1,200 was handed over to the Helensburgh and Lomond Foodbank at their headquarters at Red Cross Hall in Helensburgh on Monday, June 8. Susan Davidson from Helensburgh and Lomond Foodbank said: "Our service has increased in use over the six years since starting, but in the last few months we have seen a much bigger increase in the bags we have given out. "In the last quarter – March to May – we have issued 653 bags. Last year at the same time it was 495 from both our sites.

She continued: "Huge thanks to AMBUSH for the cheque and for the way so much money was collected by the Submariners, family and friends."

Staffed by volunteers, Helensburgh and Lomond Foodbank issues food donated by the local community

to those experiencing food poverty in the area. The group operates from Red Cross Hall at East Princes Street and also has a presence in Rosneath at Howie Park.



HMS AMBUSH's Sub-Lieutenant James Burton, Susan Davidson from Helensburgh and Lomond Foodbank, and Chief Petty Officer Richie Mackie

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

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the June issue of Periscope View)

After a month on commanding the old M.L. 296, we handed her over to the dockyard for scrapping and I took my small Crew to Southampton to collect our brand new Mine Sweeper M.L. She was a beaut! Built by Moody's – the yacht builders of Southampton – it had been accepted into R.N. ownership by the R.N. Small Craft Base up the River Hythe and they now had a week to hand it over to us. They demonstrated the complicated minesweeping equipment, Radar and Radio and Twin Oerlikon gun etc., in daily runs up and down the Solent. All they wanted from us were reams of signatures, saying everything was in apple-pie order. They were a friendly bunch of cut-throats, tucked away in this beauty spot of Hythe, littered with superb pubs on the fringes of the New Forest and just hoped Admiralty had forgotten the existence of the small idyllic Base – it was called H.M.S. DILIGENCE. The last thing they wanted was for any of us collecting Crews to bother Admiralty with reports of missing items or defective equipment after we had sailed our new craft away, so we found in the months to come duplicate stores and stores surplus to requirements – they had done everything to make us a very satisfied customer, with no thoughts of irritating Admiralty with complaints!

So we sailed our brand-new boat on the 3-day voyage to 'Derry and got there comfortably. S.N.O.N.I. and his Staff were waiting on my jetty like a bunch of schoolboys eager to examine their brand-new requisition. It was planned to relive all the minesweeping gear and the Twin Oerlikon gun to be mothballed, at 24-hours' notice for replacing in the dockyard – I would need twice the number of Crew to go operational as a Minesweeper; there was no war on and Admiralty kept us in peacetime numbers.

We did, however, keep the obvious built-in equipments – Radar, Radio and Echo Sounder not fitted in the previous M.L.s. The one disadvantage was engines. Mine were a pair of beautiful Roll-Royce Diesels with massive H.P. to tow the heavy cables for minesweeping. But their maximum speed was only 12 knots. I knew this low speed would give me problems, since survival and safety in the N. Irish Sea for a small craft was the ability to get to a shelter and harbour quickly when the notorious winter storms gusted in with very little warning. My nearest harbours were 'Derry, Portrush and Belfast, on the Irish coast, and just the Clyde on the Scottish coast. Over the next couple of years I ran from shelter in them all from time to time.

My spacious cabin, towards the stern, was fitted as a Wardroom for 4 Officers to live in – and I had it all to myself – very nice. Better still, I was given a large room in SEA EAGLE's Wardroom to live in when I was not at sea overnight. The Crew didn't have this luxury and lived permanently on the M.L. – which they preferred anyway. And my times living in SEA EAGLE helped them, since they did not have to cook my meals when I lived ashore.

The M.L., as a ship, earned me the sea-goers ration of Duty-free spirits – 6 bottles a month which came from the wine merchants in Glasgow, so my well-stocked bar became a magnet to my shore-based cronies living in SEA EAGLE. Another of our routine tasks was to ferry the classes of NATO Officers down river to the destroyers, frigate and submarines anchored just inside the mouth of the Foyle – they would have their day of practical learning of Anti-Submarine Warfare out in the Irish Sea, while we recovered the Sonar buoys – and then bring them back to 'Derry late in

the evening as the warships re-anchored at Magilligan inside the Foyle. Similarly, we ferried mail and stores to submarines that would R/V at Magilligan. Occasionally, NATO would organise learning courses for Senior Officers, including Admirals and SEA EAGLE would coach them to the small fishing port of Portrush for me to collect them there, rather than inflict the 2-hour trip down the Foyle.

Entering Portrush harbour was exciting. The little harbour lies right on the coast of the Irish Sea and you have to make a dash at high speed to get through the narrow entrance gap in the breakwater to crash through the big rollers. Immediately through the breakwater you have to slam on the brakes, or you are aground on the shore shingle! Then you turn on a sixpence (easy for me with 2 propellers) to berth on a quay the same length as the M.L. – 112 feet long. Going out was much easier. The Senior Officers assembled on the quay invariably clapped on completion of my entering and berthing manoeuvres and I had to remember to salute them and not bow!

Another job I collected was to survey the depths of the main channel along the whole 22 miles of river, to establish the areas requiring dredging. S.N.O.N.I.'s staff were continually plagued with complaints from the endless stream of visiting NATO destroyers and frigates stating the depths of the channel printed on the charts were incorrect and that, in fact, shallower depths prevailed where the warships had to plough through river-bed silt. The ships had been right since my Echo Sounder survey soon proved a serious build-up of silt and dredging went on for months afterwards.

The I.R.A. became offensively active again in Northern Ireland (Ulster) having been quiet for quite a few years. From now on, the lives of us handful of men in the 2 M.L.s changed for the worse. Chiefly because we had to patrol the River Foyle all night, alternately. The object of the patrols was to prevent the I.R.A. from running guns and bombs across the border between Eire and N. Ireland – the border was the River Foyle; Donegal (Eire) was the River bank on the left hand side going downriver and the County of 'Derry was the right hand side shoreline. We continued our normal daytime duties for SEA EAGLE as well. Patrols at night meant showing no lights, except the sudden blinding switch on of our searchlight to probe the Donegal shoreline at very erratic intervals. Your every other night off in harbour was early to bed and catch up with missing sleep.

The Terrorist Campaign soon hotbed up with bombs going off in 'Derry city – the Railway Station, Civic Buildings, shops etc. – and since the shore barracks of H.M.S SEA EAGLE was the juiciest target, the British Government sent a hefty Army contingent to defend the large and sprawling grounds of Sea Eagle.

The berth for us 2 M.L.s remained by the Town Bridge and the jetty was open to public access, so we had to give our sailor on Night Watch a rifle. Remember these sailors were young National Servicemen aiming to complete their two-year Conscription sentence as safely as possible before their return to the luxuries of civvy life. So, I disobeyed S.N.O.N.I.'s orders to issue live ammunition to these very young inexperienced sailors, knowing full well the I.R.A. never presented themselves to be shot at anyway and the real enemy was the murderous boredom of these poor kids trying to stay awake through the dead Night Watches, when nothing ever happened except rain. Me and the coxswain kept the live ammo ready in our pockets. Charles in the other M.L. had done the same. Over a year later when I handed over to the next C.O., I gave him the same advice, which he disagreed with and said he would issue the bullets to his sentries. Less than two months into his Command there was the inevitable shooting accident by a sentry and one of his shipmates was seriously wounded.

The R.A.F. did worse and armed their ship-sentry with a revolver. One night the sentry flipped and shot the ship's Engineer Officer dead while asleep in his cabin, stemming from a grudge the man held against the E.O. The I.R.A. were winning without firing a shot themselves at the Navy and R.A.F.

Civil-Terrorist killings escalated as the Ulster unofficial fighters took on the I.R.A. themselves and, by now, Admiralty decided the 2 M.L.s needed more protection from terrorists' bombs and had a high security wire mesh fence built to cage in our jetty and storehouse. This eased our minds a bit, but produced endless irritations, like boxes and parcels of legitimate stores for us, or for onward delivery to submarines down river, being left outside the fence when both M.L.s were absent. These then had to be treated as I.R.A. bombs, until we could carefully open them up away from the boats to prove them safe before loading onboard. What a carry-on it all was. And the floodlighting, that came with the fence, made our poor old ship-sentry a sitting duck to any I.R.A. sniper hiding in the many houses overlooking our jetty, so we had to devise ways for him to keep out of sight while he tightened or loosened our berthing ropes while the tide rose and fell throughout the night. My very intelligent, loyal Leading Wirelessman, married, born and living in Belfast, devout Catholic, came back from one of his weekends in Belfast, shortly after the I.R.A. Emergency had begun, with this message – "The I.R.A. have no grudge against the 2 M.L.s and would not attack us". I believed him. We were not attacked in any form or shape for the rest of my two years in Command, while Sea Eagle and other Service targets were seriously attacked over those two years.

July 1956

I was detailed to act as Guardship for the Royal Ulster Yacht Club's Annual Regatta. The Yacht Club, situated just inside Belfast Lough at a posh town called Bangor, vied with Cowes for prestige in the yachting world. Normally, Admiralty allocated them an Aircraft Carrier or, failing that, a cruiser. This year the R.N. was fully employed with Suez and other trouble spots, so they made the R.U.Y.C. scrape by with my M.S.M.L.2593. S.N.O.N.I. detailed Charles Patterson, the other M.L. Skipper, to come with me to assist with the social obligations of the weekend. We had already received an invitation for "The Commanding Officer and Twelve Officers of M.S.M.L. 2593" to their Annual Diner! They clearly had no idea how small an M.L. is. So we arrived as scheduled on the Friday and berthed in Belfast main

harbour, where the Club Committee came onboard to plan the M.L.'s activities for the Regatta. They thoroughly enjoyed a drink with me and Charles and made it quite clear that we were guests of the Club for the entire weekend and our dinner that night was already booked in a Belfast restaurant where our hosts would be the full Committee and wives! Delighted! Even better, now they knew my M.L. wasn't much bigger than an ocean-going yacht, they also booked rooms at Club expense in a hotel for me and Charles. What a nice way to live!

Regatta day was great. Races for all classes of yachts and dinghies; just inside the Lough entrance for the smaller classes and outside in the Irish Sea for the bigger yachts. I had embarked the Club's Racing Committee for the day, and we moved around to start races, record results at finishing lines, adjudicate at disputes etc. The Regatta halted for lunch in the Clubhouse and continued after lunch for the rest of the afternoon and early evening. The Club had its own safety and rescue launches for the smaller classes, but they were grateful when we towed one of the bigger yachts in after losing its main mast. The instant the last race of the day was finished we all moved like lightning to get ready for Dinner and Prize-giving that evening. For me and Charles, it was full speed down the Lough to our berth in the docks, hotel bath and change into Best Evening Uniform (boiled shirts etc.) and chauffeur driven limo to deliver us to the Clubhouse out at Bangor. The Dinner was magnificent. Full formal Dress, tails for Club Committee, Dinner Jackets for Members, Uniforms for Lord Lieutenants, and us. The wives in Ball dresses. We sat at the Top Table with the Club Commodore and other V.I.Ps – so I had to behave myself – to begin with at least!

On the outskirts of wealthy Bangor is a small village called Bushmills, which is the name given to the world-famous liqueur whisky made there. The owner of Bushmills Whiskey was a lifelong Member of the Club, so it was no surprise to find that they served 'Bushmills' with the soup course, 'Bushmills' with the fish course, " with the main course and 'Bushmills' with dessert! At the end of Dinner, everyone was in a very mellow state! For my part, in conversation with the owner of Rover salesrooms in Belfast, I conceded that it was unthinkable that a man of my position – one of Her Majesty's Commanding Officers – did not possess his own car. I forgot all about that little chat as the evening/night progressed.

Boyd Wilson, the aged owner of Bushmills, insisted that Charles and myself return to his mansion in Bangor for a nightcap drink. He promptly fell asleep in the car and his chauffeur said "Normal routine. The Housekeeper (a dragon female) will put him to bed, but you must have your nightcap, or he will sack us in the morning! We did. And the same driver then took us home to our hotel in Belfast. What a night!

Sunday morning was a blissful lie-in, until the Hotel Porter came to my room, handed me a set of car keys, and said my car had just been delivered and was in the Hotel car park. It was a beautiful six-cylinder Rover, second-hand but glistening in pristine condition, the last of the long bonnet, with huge headlights, models. So I eventually paid my friend from last night the modest sum of £250 and Charles drove it back to 'Derry while I sailed my M.L. back.

My next job was to base the M.L. in the small harbour of Campbeltown, just inside the Mull of Kintyre on the Scottish coast, to recover Sonar buoys daily, dropped throughout a large NATO Anti-Submarine Exercise for one week, in that area. Thence to be Guardship again, for Port William's Annual Regatta. Completely the opposite to the prestigious R.U.Y.C. we had just completed at Bangor, for Port William was a small rural village at the top of Luce Bay inside the Mull of Galloway, with a tiny stone jetty which dried out completely at low tide. The reason why Port William got Admiralty's favour was due to the influence of the Lord Lieutenant of the County, no less than Admiral, Sir Dalrymple-Hamilton, K.C.B. – now retired. We arrived in the evening of Friday 27th July 1956 and anchored as close as possible to the jetty. The Committee brought ashore in dinghies to plan tomorrow's Regatta events.

Again I had another Officer to assist me, a Fleet Air Arm Sub. Lt. Sent to the M.L. to gain a week's sea-going experience prior to his O.O.W. Exams. Next day the Regatta was a miniature of Bangor's effort, but just as enjoyable. My crew borrowed a boat and took part in the rowing races. I had invited any of the townspeople, who could get boatmen to ferry them out, to come onboard for a look-round and a large number did, including the Admiral and Lady Hamilton, who stayed for tea with us. The evening Dinner and Prize-giving was in the Church Hall – the largest room in the little town and, of course, it was the most friendly sort of occasion unique to rural communities, where lords sit down with labourers.

High tide next day, Sunday, was at 12 noon, so I told them the M.L. would berth at the jetty and give a Drinks Party. Big cheer! The first guests came onboard at 12 noon. At three minutes past noon the Leading Telegraphist rushed out of his Radio-shack and told me the weather forecast had issued a warning of very severe gales in the Irish Sea. Belfast, across the Irish Sea, was my nearest shelter. Fortunately, the Admiral was on board and he instantly realised there wasn't a minute to waste, shooed the few guests off the M.L. and undertook to explain to guests still arriving. We slipped from the little jetty at full speed and headed down Luce Bay – a journey of 1½ hours to the Mull of Galloway.

It was too late. By the time I drove the M.L. past the Mull headland into open sea, we could see the N.W. storm had already turned the Irish Sea into a boiling cauldron of white spume and mountainous waves. The course for Belfast meant the whole fury of the storm would be on our beam and the risk of rolling over – capsizing – was unacceptable. I sent my next signal to SEA EAGLE telling them Belfast was out of the question and that I was going to ride the storm out in Luce Bay. By midnight, the storm was up to Force 11 and it was all I could do to hold the M.L. head into wind and seas. Then as the seas built up even more, my propellers were coming out of the water momentarily each time we slid down to the troughs of the waves, causing the engines to race and overheat. My Engineer stayed in the cramped engine room knocking back the throttles each time the racing started, and I eased the revs every time we hung for a few

seconds on the top of a wave. Our lives depended on those 2 Rolls Royce engines. We needed them both for steering – the rudders alone could not turn the M.L. back into the wind every time a big wave lifted the bow out of the wind – one engine full ahead, the other full astern was the only way to turn both to keep crawling away from the rocky shoreline, that the storm was driving into.

The 11 of us were soaked to the skin using both hands to hold on to stay upright and only ships biscuits for food. But we didn't care one jot about that as long as we could all hear and feel the throbbing of those 2 precious engines. The Radio-shack, now waist deep in water, picked up the BBC News to hear that the sail ship, "Monyana", an Argentinian Sail Training Ship, had foundered and sunk in the English Channel with the loss of all life – about 90 Cadets and Crew. We all tightened our life jackets and got on with the job of keeping this little ship afloat and away from the rocks.

Being Sunday night Phillip Pawlett, our boss back in 'Derry, was Guest of Honour at a Mess Dinner in H.M.S. LAUNCESTON CASTLE, berthed at Lisahally. He was soon told of my predicament and left immediately for the Operations Centre in SEA EAGLE to take charge and had already ordered LAUNCESTON CASTLE to slip and proceed at all speed to assist me in Luce Bay. Conditions were so bad at Lisahally that it took 2 Tugs to get the frigate away from the jetty and she did not reach me until the afternoon of the next day, Monday. A passage which she would complete in 4 hours in moderate weather had taken her 16 hours in this terrible storm. During Sunday night, when the storm was at its worst, Admiralty had diverted the nearest merchant ship in the area to 'standby' me. It was the S.S. IRISH CEDAR – a lovely big cargo/passenger ship and she stayed close with me until dawn when the storm had moderated and I had gained good ground and better shelter right at the top of the Bay.

H.M.S. LAUNCESTON CASTLE arrived, quite battered herself, on Monday afternoon, anchored at the top of the Bay and I secured to lines she passed over her stern. We were now able to put on dry clothing, make ourselves a hot meal and get a night's sleep. It was over. At 8.30 a.m. next day, Tuesday, the two of us sailed in company for Belfast. The storm had moderated down to an ordinary gale which, while still rough, was peanuts to the now spent-out storm. We topped up with fuel, spent Tuesday night in Belfast and returned to 'Derry on Wednesday. After the excitement of the past few weeks away from our base, we were quite content to settle back into our normal work. And I had my new toy – the Big Black Rover car to play with.

The city that builds Russia's nuclear submarines now has more than 2,000 COVID-19 cases



Sevmash builds all of Russia's new nuclear subs. Photo: sevmash.ru

By Atle Staalesen June 23, 2020

The two construction yards in Severodvinsk are hotbeds for the coronavirus in northern Russia.

The building of nuclear subs and other naval vessels takes no break despite the increasingly serious virus situation in Severodvinsk.

Approximately 43 percent of all infections in the region of Arkhangelsk are registered in Severodvinsk, regional authorities recently announced. That indicates that there now are more than 2,000 cases in the city.

The lion's share of the people infected are affiliated with Sevmash and Zvezdochka, the two naval yards.

Despite the introduction of protective measures, the virus has continued to spread among the local population of about 180,000.

Only over the last week, more than 320 new cases have been registered in the town, most of them among the construction workers, a statistics overview shows.

Temperature testing is conducted both at the entry of the yards, as well as in the construction premises, and workers are obliged to carry masks.

But the mask regime is not observed, a local employee told newspaper Sever.Realii in early June. Every worker is given ten masks every five days along with a litre of antiseptic.

But most workers still do not carry the masks and ignore social distancing, the worker said.

There are about 30,000 employees at the Sevmash, while the Zvezdochka has about 11,000 workers.

While the Zvezdochka engages primarily in vessel repair and upgrades, the Sevmash builds the nuclear submarines. At the moment there are at least eight new vessels under construction on site, among them four Borey-class and four Yasen-class subs

SUBMARINERS 'CROSSED THE BAR' REPORTED UP TO 30 th JUNE 2020						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	24th May 2020	Phillip Ashdown	Marine Engineering Mechanic 1st Class	TBA	TBA	Submarine Service from 1969 to 1973 in COURAGEOUS (1st Commission Crew) on 16th October 1971
Australia Branch	25 th April 2020	William L Lawrie	Electrical Artificer	C/MX 96040	97	Submarine Service from July 1943 to June 1946 in STONEHENGE
Non-member	27th May 2020	David Beck	Chief Petty Officer Ordnance Electrician	N/A	N/A	Submarine Service in DREADNOUGHT on 3rd March 1971 (North Pole Trip)
Non-member	May 2020	Anthony Bosanko	Lieutenant (E) (ME)	N/A	79	Submarine Service from 1964 to 1968 including DOLPHIN, TIRELESS & AMPHION
Non-member	1 st June 2020	Keith Waldron	TBA	TBA	57	Submarine Service in ONYX & WALRUS
Non-member	12th June 2020	Kenneth Jolyon 'Jol' Waterfield	Lieutenant Commander (X) (SM)	N/A	87	Submarine Service from 1955 to 1972 in TUDOR (April 1956 NL), SCYTHIAN (1958 NL), ARTEMIS (IL 23rd March 1959), TACITURN (IL 8th November 1961), COQC (1963), ARTEMIS (CO 21st December 1963), RORQUAL (CO 7th September 1967 to 1968), NEPTUNE (1970/1971) & NORTHWOOD (1972/1973)
Non-member	12 th June 2020	Anthony Stirk	Chief Petty Officer MEA	N/A	TBA	Submarine Service including CHURCHILL & TALENT (1st Commission Crew) on 12th May 1990
Non-member	17th June 2020	Henry Gardner (Harry) Anderson	Lieutenant Commander (SD) (WESM)	N/A	TBA	Submarine Service in RESOLUTION (S) (on Commissioning at Rosyth on 10th July 1971) & RESOLUTION (S) (PSO on recommissioning at Rosyth on 27th November 1976 & at DASO on 14th July 1977)
Shropshire Branch	18 th June 2020	David Robinson	Leading Stores Accountant	D147487J	62	Submarine Service from 1976 to 1989 in OTUS (1979 to 1979), OTTER (1981 to 1985), OLYMPUS (1986 to 1989), WALRUS & ORPHEUS
Merseyside Branch	23rd June 2020	Harry Southwood	Able Seaman (GL)	P/J939406	93	Submarine Service from November 1955 to June 1965 in TAPIR, TELEMACHUS, ANDREW, SEASCOUT & TRUNCHEON
Non-member	25th June 2020	Colin Hamilton	Charge Chief WEA	TBA	TBA	Submarine Service in RESOLUTION (P) (83 to 86?) & RENOWN (P) on recommissioning on 21st November 1992
Non-member	June 2020	Richard E Wardman	Lieutenant Commander (E) (MESM)	N/A	TBA	Submarine Service in DOLPHIN (1970), RENOWN (DMEO 1971 to 1973), VULCAN (1974 to 1974), REVENGE (S) (MEO 1975 to 1978) & DG Ships (Project Team SMs) (1979 to 1981)
West of Scotland Branch	June 2020	S P (Stephen) Moffitt	Leading Seaman (TS) (SM)	D222159R	47	Submarine Service from 1989 to 2013 in OPOSSUM (1990 to 1991), ORACLE (1991 to 1993), VICTORIOUS (1994 to 1998) & (1999 to 2005) & VANGUARD (2006 to 2012)