



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: 242

www.submarinersassociation.co.uk

September 2020



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Cover Picture: HMCS OJIBWA – Recently Repainted

*‘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 in ‘lock down’ or ‘self-isolating’? Six months already – you could get a lesser sentence for murder!

Now, two pieces of sad news for the Branch:

(1) Branch Member Dave Craven ‘Crossed the Bar’ on 22nd August. You will recall that Dave has been in and out of Furness General with his breathing difficulties for the best part of this year and had very recently moved into a hospice. Dickie Cambridge tells me that Dave faded away quite quickly after his latest hospital visit.

(2) Tom Murphy, who painted the large majority of the Paintings in our Submarine Heritage Collection, Crossed the Bar in the Nursing Home at Aldingham on 15th August. Tom had not been too well for a number of years but used to be seen fairly regularly on his walks around Barrow Island

And now two bits of good news from the Submarine Museum:

(1) For anyone thinking of visiting Gosport – The Submarine Museum has reopened as of 26th August but best to check their Website before visiting in case you need to book a visiting time – all to do with the virus restrictions.

(2) A new acquisition by the Museum – the Medals, Memorabilia and Papers of Commander Archibald Cochrane DSO who was the Commanding Officer of

Submarine E7 at the Dardanelles in WWI. After one successful patrol in the Sea of Marmara he was caught in nets on a second attempt and scuttled his Submarine to save his crew. As a prisoner of war in Turkey he made two attempts to escape and was successful the second time. With a group of officers he made his way across Turkey to the Coast, stole a boat and sailed to Cyprus! In later life he became a Member of Parliament and the Governor of Burma! His Medal Group is probably one of the most important after the Submarine Victoria Cross. They were purchased with matching funds raised jointly by the Friends of the Submarine Museum and the National Museum of the Royal Navy.

Last month I reported about the WWII Identity Bracelet for an Australia Air Force man – William Ernest Wills – from Kalgoorlie, Western Australia – found by a local boy when out walking. It made the local news here and in Australia and research by many people had identified William Wills’ family in Perth WA. Radio Cumbria took up the case and I’m glad to say the Bracelet has now been handed over to William’s daughters in Australia and, naturally enough – they are ‘Over the Moon’! Well – I never knew that! The actor, Benedict Cumberbatch’s grandfather was the Commanding Officer of the Submarine HMS OBERON in 1939. His Grandfather, Henry Calton Cumberbatch, served in Submarines from 13th April 1923 in DOLPHIN, M1 as

the Navigator, in H23 & L52 as the First Lieutenant and,
after Perisher in 1928, in H28, L21, OSIRIS, OTWAY &

OBERON – all as the Commanding Officer!
Best Regards, **Barrie**

SECRETARY'S REPORT

Dave Smith is currently away down south with family in Plymouth but sent in the following notes:

Our next Branch meeting 1st. September – our first since March! A review of the RBL Holker Street Concert Room was carried out prior to the Meeting taking place to check that the arrangement were suitable for a safe Meeting to take place. The RBL gave a comprehensive brief on the work they are undertaking to ensure compliance with the COVID 19 requirements and the limitation involved. In support of this the Branch has issued guidance to ensure members' safety and compliance with the RBL requirements.

Some other SA Branches (most recently the Vectis – Isle of Wight) have utilised ZOOM for Meetings as the Association has an Account that can be used. However, there are no details on the numbers involved.

The Submarine Remembrance Ceremony in London is planned to go ahead on 1st. November - but is a Ticketed Event only – these are to be requested from National Committee Member Ian Mackenzie, 41 Grafton Road, Worthing, BN11 1QY.

Planning is 'on-going' for 'The Dundee Memorial' Remembrance Parade - details will be issued in due course.

The Branch has received an invitation for four members to attend the Battle of Britain celebration on 20th September - arranged by the RAFA.

Submarine Memorial Appeal fund has a number of fund-raising events on going. Several SA Branches have made Donations and BAE has recently contributed £2.5K. The National Treasurer - Andy Bain - is now the SA representative on the Board - which has improved the information flow to the SA community.

The Royal Navy and Royal Marine Charity has joined forces with the Royal Navy Submarine Service and Submarine Service Family Member to establish RNRMC SMF. This is to try and simplify grants and coordinate requests and donations. Details will be available shortly on how bids for funding can be made.

Paul Jupp - the SA Honorary Chaplain - has given notice that he is to stand down and the Association is seeking a new Chaplain. This also coincides with the resignation of our own Branch Honorary Chaplain – Andy Batchelor – who is moving south to take over three Parishes. He moves on in the next couple of weeks.

The WRS Newsletter has been distributed and has details of the Charity Organisation and the design of the 2021 pin. Branch Member 'Les' Hambling's novel 'Amphion Odyssey' is now published and available on Amazon and in paperback. David Key - the archaeology journalist for The Independent has written a feature on a WWI SM (UC-47) which is available on the Independent website.

Welfare:

Tom Murphy - who painted our SM Heritage Collection - 'passed away' on 15th August.

Dave Craven – Barrow Branch & Beds & Herts Branch Member 'Crossed the Bar' on 23rd August after an extended illness.

Bob Pointer is currently undergoing further tests and treatment. He is being supported by his wife Veronica and family.

Clarice Britten continues to recuperate at home after her recent hospital stay and is being well looked after by Ben

Mick Kirk is still in a Swarthdale Care Home. There has been no update this month.

Alan Jones is in Risedale Retirement Home - again – no update this month.

David A J Smith

Branch Secretary

Barrow-in-Furness Submariners Association

SOCIAL SECRETARY REPORT

Hi Shipmates

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

August was a quiet and uneventful month socially and I am pretty sure we can safely say summer is now over.

September we are looking to having our first meeting in six months and it should be quite interesting with the new rules in force at the Legion. Unfortunately, due to social distancing I am not allowed to run a raffle or supply food. Also, because of the length of time that has elapsed and the restriction to numbers able to attend meetings I am not going to resume the members draw or birthday drinks; members draw because not all who want to attend will be able to and birthday drinks because funding for this is made from the raffles and social programme, therefore, I will continue with the birthday drinks from April next year which means we have had a complete year off and no one has dipped in or dipped out.

Now is the part where I give you a diary check, this has changed a bit and I will keep you updated with progress:

Diary Check:

- Saturday 26th Sep is our alternative date for the canal trip, the restrictions at the moment include I can only get 25 on the coach, whereas I normally take about 45 on this. However, I have contacted the barge and they are happy to take 25 even though they started with a maximum of 20. Also, the barge is happy to let us bring our own food AND drink onboard –

no queuing at the bar, however, the bar will still be open if you want to purchase their alcohol. This trip will on a strictly first come first served basis with full payment up front; this trip is being heavily subsidised by the social fund and will cost £40 per person – once name down and payment taken it will be your responsibility to sell you ticket on. If I fail to get a minimum of 20 on this I will be forced to cancel due to the large costs involved.

- Race night is planned for Saturday 10th October and I will keep you updated on the progress of this.
 - Dinner dance is still planned for Friday 6th November.
 - Saturday 12th December Children's Christmas party and Saturday 19th December Adults Christmas party.
 - Our Branch Birthday never took place this year but I have used the deposit to rebook for 15th May 2021. Also, Cartmel didn't happen this year but the coach deposit has been transferred to the coach for next years first footing.
- Finally, Morecambe's Jim Halliwell has been in touch with their annual Trafalgar Night Dinner: Date Friday 23rd October 2020, County Hotel, Carnforth, cost unknown. Blackpool Branch have also been invited. There is accommodation available for overnight stay at the hotel and I need to give him our numbers ASAP. I suggest a cut off date for us would be 10th September

Alex

SEPTEMBER BRANCH CALENDAR

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

OCTOBER BRANCH CALENDAR

Oct Branch Meeting	Tues 6 th Oct
Race Night	Sat 10 th Oct
Committee Meeting	As Required

NOVEMBER BRANCH CALENDAR

Embankment Ceremony	Sun 1 st Nov
Nov Branch Meeting	Tues 3 rd Nov
Branch Dinner	Fri 6 th Nov
BAE Crane Memorial	Fri 6 th Nov ?
Railway Memorial	Sat 7 th Nov ?
ANZAC Remembrance	Sun 8 th Nov
Barrow Remembrance	Sun 8 th Nov ?
Ulverston Remembrance	Sun 8 th Nov ?
Committee Meeting	As Required

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

SEPTEMBER BRANCH BIRTHDAYS

J. (Jim) Thomson	08/09/1952
D.J. (Dave) Oakes	09/09/1954
G. (Glyn) Stevens	10/09/1949
L.A. (Les) Hambling	13/09/1951
K. (Kathleen) O'Donnell	14/09/1950
B (Brenda) Thomas	20/09/1945
P. (Peter) Oakes	25/09/1946
J (Joe) Crossland	27/09/1988
D. (Polly) Parrott	28/09/1981
C. (Christine Byrne)	28/09/1942
A. (Adele) Groundwater	29/09/1973

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS

'CROSSED THE BAR' -SEPTEMBER

William Winn

1978

Thomas Hill	1981
Bruce Collins	2008
R Nigel Buckley	2009
Donald Byrne	2010
Derek Lowe	2011
Graham Wynn	2015
Robin Emmerson	2016

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 September for the October 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! However, things have slowed down a bit of late. I am still looking for 'First Commission' Submarine Crew Lists/Brochures as follows:

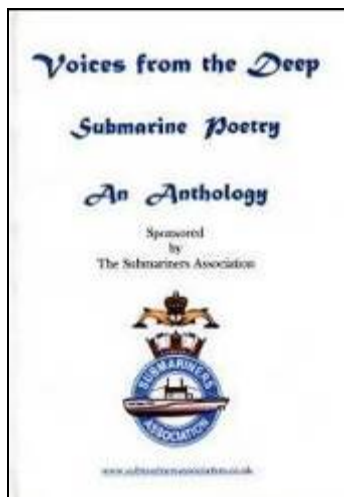
PORPOISE (1958)
GRAMPUS (1958)
NARWHAL (1959)
CACHALOT (1959)
WALRUS (1961)
OBERON (1961)
ORPHEUS (1960)
ODIN (1962)
OTUS (1963)
ONYX (1967)
UNICORN (1993)

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 SEPTEMBER 1940

No Submarines were lost in September 1940, but two Submariners are reported to have died. They were:

(1) PO Maurice Charles Barnes C/JX 137224

He was a member of the Crew of Submarine HMS SEAL and he had been taken Prisoner of War when the Submarine had been captured by the Germans. He is reported to have died of wounds on Monday 9th September 1940 the border of the USSR having been shot by border guard. He had escaped from a Prisoner of War Camp and was killed whilst escaping.

He is commemorated on the Chatham Naval War Memorial on Panel No. 83.

(2) Ord Sea George William Funnell P/JX 193188 William Funnell who was serving in HMS DOLPHIN is reported to have died in the Coldeast Hospital, Sarisbury Green, Southampton on Monday 16th September 1940. The circumstances of his death are not yet established. He is buried at the Newtimber (St. John) Churchyard at Newtimber.

FUTURE MINE HUNTING SYSTEM COMES TO CLYDE

ROYAL NAVY MEDIA RELEASE Friday, 21 August 2020

The future of mine hunting has come to Faslane with the arrival of a new Autonomous Mine Counter Measures vessel. The new boat, RNMB HARRIER, will be operated by Project Wilton, a recently formed Maritime Autonomous Systems (MAS) team based out of HM Naval Base Clyde. Part of the First Mine Counter Measures Squadron (MCM1), the Wilton team are charged with introducing this cutting-edge technology into the Royal Navy. RNMB HARRIER arrived on the Clyde on Friday, August 14, and was straight into a week-long familiarisation and training package delivered by prime contractor, ATLAS Elektronik UK (AEUK). The Wilton team and the Royal Navy took formal ownership of this capability today (August 21) and will now work towards Initial Operating Capability (IOC) in September. Lieutenant Commander Ross Balfour, Officer in Charge of Project Wilton, said: "We have been working closely with both Defence Equipment and Support and our industry partners to realise this emergent capability for a considerable time. "It is very exciting to see the equipment and HARRIER in the flesh and allow my highly-trained team to get their hands on the kit and start to develop the potential of this highly capable system."

RNMB HARRIER can operate in three modes – manually, remotely and autonomously – giving a large range of flexibility to deploy either Towed Side Scan Sonar systems or Autonomous Underwater Vehicles. This provides the ability to very accurately survey the seabed and, after trained analysis, determine the presence of mines and other underwater threats.

The new system offers greater flexibility to deploy around the world where it can be quickly set-up for survey and mine hunting operations. Primarily a capability demonstrator, Project Wilton and RNMB HARRIER are supporting the development of Maritime Autonomous Systems to ensure the Royal Navy remains at the forefront of technology and innovation.

Jared Pocock, Senior Project Manager for Defence Equipment and Support said: “It has been a privilege working with the Project Wilton team delivering this transformational system. “It is exciting to see the fruition of the dedicated work put in over the past two years with the Royal Navy now getting their hands on this equipment and putting it to work.”

RNMB HARRIER has joined her sister-vessel RNMB HAZARD which has been in operation for around 18-months, initially being put through its paces by the Royal Navy’s Maritime Autonomous Systems Trials Team (MASTT) prior to transferring to Project Wilton.

The third and final Wilton boat, RNMB HEBE, is due to arrive in Spring next year. At 15 metres she is larger than the 11-meter-long HARRIER and contains a Portable Operations Centre Afloat that allows her to control HARRIER and HAZARD while also co-ordinating autonomous operations.

By 2022 the system will “gain teeth” after continued development into a fully operational Mine Counter Measures system capable of removing bottom objects and neutralising explosive ordnance.

The Royal Navy’s investment in the HARRIER boat comes as the Service commits to embracing and developing the latest technology for frontline operations. Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.



RNMB HARRIER



HARRIER will join sister-boat RNMB HAZARD on the Clyde.



The new boat, HARRIER, conducting trials on the Gareloch



L-R: Robert Blake from Atlas Elektronik UK; Jared Pocock from Defence Equipment and Support; Lt Cdr Ross Balfour, Officer in Charge of Project Wilton; and Chief Petty Officer Joe Morton from the Wilton team.



HARRIER is delivered to the Inverkip Marina.



HARRIER takes to the water at Inverkip.

First training simulator for new submarine-hunting jets delivered to RAF

By Douglas Barrie, PA Scotland
19th August 2020



The first flight training simulator for new submarine-hunting jets has been delivered to RAF Lossiemouth.

A full-scale Poseidon cockpit replica was driven more than 200 miles from Prestwick Airport to the Moray site after being flown in from Orlando, Florida. It will be one of two simulators installed in a £100 million facility at Lossiemouth which will also hold other training devices as well as three of the RAF's nine Poseidon aircraft.

The first of the "game-changing" fleet was delivered to the RAF last October, with the operational flight trainer (OFT) equipment able to simulate complex training scenarios and reduce the cost of carrying out live, in-flight procedures.

Mark Corden, project manager for training in the Poseidon delivery team, said: "The OFT simulators provide training specifically for the pilots who will be flying the Poseidon aircraft

"It's an essential part of making sure the pilots are fully prepared to operate the new fleet of aircraft."

The OFT was transported from Florida to Scotland by an Antonov AN-124 aircraft.

Mr Corden added: "The weight of the simulator is not such an issue. It's the width and height, which make it too big to be transported by any RAF aircraft, such as a C-130J, A400M or C-17.

"The Antonov is one of only a few aircraft in the world large enough to transport it.

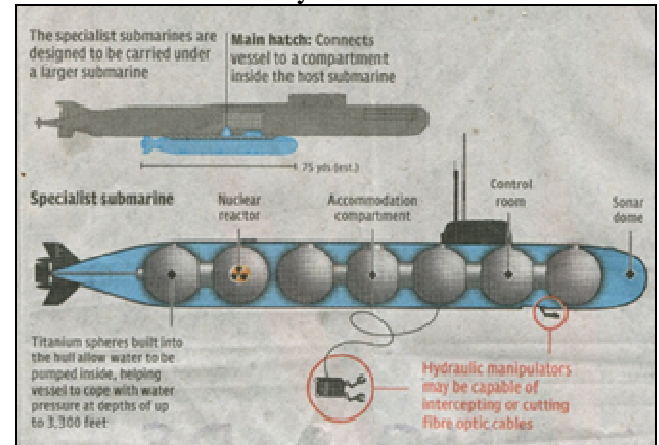
The simulator was flown by a chartered Antonov AN-124 cargo aircraft to Glasgow Prestwick Airport on Monday before being taken by road to the Moray station. The Poseidon jets will enhance the UK's tracking of hostile maritime targets, working to protect the continuous at-sea nuclear deterrent.

After a joint investment with the Ministry of Defence, the base was designed and built by Boeing and is expected to have more than 200 employees focused on maintenance, training and support once fully operational. Torbjorn Sjogren, Boeing's vice president of international government and defence, said: "Boeing is committed to ensuring readiness for the RAF and

enabling local capability to further optimise the UK defence sector.

"We look forward to our continued collaboration with the RAF and our local partners in Moray, and building the competency of mission crews to take full advantage of the P-8A fleet's capability

Russian spy subs targeting under- sea cables, says MoD



Warfare beneath the waves is changing as UK moves to defend crucial communications network

Sunday Telegraph 22nd August 2020

By Dominic Nicholls

Defence & Security Editor

The growing threat to Britain's undersea cables from Russian spy submarines will be a "priority" for the MoD in the future, The Daily Telegraph has been told.

The Defence Secretary has strongly hinted sub-sea operations will feature prominently in the Integrated Review into foreign policy, defence, security and international development, expected to report later this year.

Writing in The Telegraph recently, Ben Wallace said: "The MoD that emerges from this review will be a much more threat-led organisation, pivoting away from what we have become used to in recent decades, and director in a fibre company intelligence most of my military career in the Submarine Service."

Mr Ramsay, who led the world-renowned Perisher course designed to select future Navy submarine commanding officers, said: "Russian undersea warfare expansion began in 2009 and it's been incredible measured, planned - a strategy by a country that recognises the strength of submarine intervention. A key part of that was to lever off their almost unique capability to tap under-sea cables.

"While the UK Submarine Service has a really effective capability to track, taking action at fibre-optic cables thread across ocean present is a gap that needs to be closed rapidly - it can affect our economy, our existence."

Half a million miles of beds around the world, carrying 97 per cent of global digital communications, including \$10trillion (£7.63trillion) of financial transfers and the processing of 15 million transactions each day. The

cables are predominantly owned by private companies and are largely un-protected by international law. Each strand of fibre inside the cables can carry up to 400GB of data per second, or around 375 million phone calls.

A defence source told The Telegraph: "Warfare beneath the waves is changing - and the Armed Forces is changing with it to meet that threat head on."

HMCS OJIBWA

Message forwarded by Les Catlin (Gosport)

From: John Madison

Sent: 09 August 2020 00:12

Subject: FW: Ojibwa SITREP

Hello everyone,

As many of you are aware, HMCS OJIBWA was in dire need of a facelift. The call went out for volunteers and donations and the response was nothing short of outstanding! The boat has been fully painted and looks great (photos attached)

Lots of messages of thanks still to go out, but overall BZ to the volunteers (143 with 135 able to participate) and the many donors.

This has been a fine example of the commitment to "The Trade" that exists in our community. DOLPHIN 72 to all.



HMS UNICORN/HMCS WINDSOR

7th August 2020



HMS UNICORN, last conventional submarine that served in the Royal Navy

The RCN hope to extend her life until mid-2030s.



Busy morning for HMCS WINDSOR as she transits out of the sub shed and completes a successful undocking.



Amazing work by FMFCS team and QHM.

ROYAL NAVY & ROYAL MARINES CHARITY- SUBMARINE FUND (RNRMC SMF)

The Royal Navy and Royal Marines Charity (RNRMC) joined forces with the Royal Navy Submarine Service and existing Submarine Service Family Member organisations to establish the RNRMC Submarine Fund (SMF) in April 2020, drawing on expertise from across the Submarine Community.

With wide SMF Board representation from across the submarine family - Submariners Association, We Remember Submariners (WRS), the Perisher Club, Friends of the Submariner Museum and Team Oardacious - the fund will deliver help and support to serving and veteran members of the Submarine Community and includes dependent family members.

The Board has held 3 virtual Board meeting by Zoom since lockdown in March, has a number of workstreams and requests for support underway and, with the RNRMC and WRS, supported a request for funds from the Submarine Memorial Appeal. The RNRMC SMF has funds, some specifically for the mental health and well -being of the Submarine Community; we are keen to support any and all requests. When a request is received it is discussed and shared between Board members to ensure all Submarine Family members (e.g. SA, WRS, Friends etc) understand the request and

decided how both the SMF and individual Family members can support to optimise contributions, efficiency and effect.

It is of particular note that the CEO of the RMRMC, Adrian Bell has said that "Submariners are demonstrating how communities can and are helping themselves; the SMF model may influence how other specialisations and the RNRMC will evolve in developing closer ways of working."

With the ongoing support of the RNRMC, a workshop was recently held with the members from the Submarine Community to simplify the grants application process. While requests and donations can currently be made direct via the RNRMC website, citing Submarine Request/Donation, the RNRMC is working to provide an option to specifically enable selection of SMF Requests or Donations, the intent is for this revised site to go live by the end of October.

The broad Submarine Community is, perhaps for the first time, more aware and coordinated than ever before, the challenge now is to ensure our communications are effective, that good news is shared, requests for grants are supported and that donations are made to the SMF. Current pressures of families and crews are recognised, with commitments at sea unprecedented, it is why the SMF has opened links with Clyde Naval Family Services such that we can help our own people. Please think about donating to the SMF, it is there to help our community.

In separate news and working with the RNRMC, a small volunteer project team has been established to work with Plymouth City Council, the National Maritime Museum, MoD and the HMS COURAGEOUS Management Group to develop a concept study for the introduction of a Cold War Maritime Museum in Plymouth, focused around the preservation of HMS COURAGEOUS and development of an iconic Cold War Maritime Heritage site. A Newsletter and Crowd Funding page will be released in early September to inform and ask for help to complete the initial study.

THE LISDOONIE CO-OP

From Ben Britten



The conversion of the Lisdoonie into a Supermarket is all but complete. The building on the right is the Lisdoonie Guest House (as I understand it) and the building on the left is the Co-op Supermarket. Will it sell Sunday Roast ready meals I wonder?

ROYAL NAVY DELIVER GIFTS TO GLASGOW VETS TO MARK VJ DAY 75

ROYAL NAVY MEDIA RELEASE

HMNBC 37/20 Friday, 14 August 2020

Scots-based Royal Navy personnel are visiting Second World War Veterans around Glasgow this weekend to say thank you for their service and sacrifice.

On Saturday, August 15th we mark VJ Day, the day 75 years ago when Imperial Japan surrendered and effectively brought WWII to an end. Compared to VE Day, VJ Day is a time when the Royal Navy, working closely with the US Navy came into their own. In particular, the Royal Navy was the only British force that contributed to operations aimed directly against the Japanese mainland.

To mark this occasion, Faslane-based Able Seaman Writer (AB Wtr) Roxanne Castellás visited ninety-six-year-old Margaret Millar on Thursday, August 13, at her home in King's Park, Glasgow. Twenty-six-year-old AB Wtr Castellás presented Mrs Millar with a hamper of goodies and a VJ Day 75 commemorative coin, donated by Legion Scotland and spent time chatting to the Veteran about her service during WWII.

AB Wtr Roxanne Castellás who joined the Royal Navy in September 2019 said: "I felt really special meeting someone who served in the Second World War! It was also significant for me to meet another woman who served in the Navy in a different age and since people like her were the forerunners to women joining the armed forces, I am extremely grateful to her for her contribution."

Mrs Millar, or Mardie, as she likes to be called, was only eighteen years old when she joined the Wrens in 1942 and she spent two years at Bletchley Park decoding German intercepts. One day she was asked to pack a bag and get on a sealed lorry. At this point Mardie had no idea where she would end up.

On arrival at her first destination, Mardie knew she was in Glasgow because she recognised the green and orange coloured Glasgow trams. From there she joined a Naval convoy on the Clyde and set sail for Colombo in Ceylon (modern-day Sri Lanka) where she was responsible for decoding Japanese intercepts.

Mardie recalls VJ Day, noting that as far as she and the team in Ceylon were concerned nothing had changed. She remained in Colombo for some time after the war ended to support the repatriation of British Prisoners of War (POWs) and she still has a large album full of pictures to look back on.

The album holds many memories and one picture in particular shows a piper leading some of the POWs during the Victory Parade in Colombo. Mardie was delighted to share her album full of memories with AB Wtr Castellás during the visit.

The coronavirus pandemic has forced the cancellation of many large-scale events marking the 75th anniversary of Victory in Japan Day including many parades and events around Scotland involving veterans. To make up for this and to recognise the sacrifice, courage and

determination of our veterans, SSAFA, together with the Royal Navy, the Army, the RAF, Legion Scotland and Fares for Free have arranged several visits to veterans by military personnel over the weekend. As well as thanking the individuals for their service, the idea is to dispel some of the loneliness which may have been caused by the restrictions in place during these difficult times.

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



Able Seaman Writer Roxanne Castellás chats to WWII Veteran Mrs Margaret Millar at her home in Glasgow.



Mrs Millar is presented with a hamper full of goodies by SSAFA and Royal Navy and shares some stories of her time in Colombo during WWII with AB Wtr Castellás.

NEW COMMANDING OFFICER FOR FIRST MINE COUNTER MEASURES SQUADRON

ROYAL NAVY MEDIA RELEASE

Wednesday, 12 August 2020

The Faslane-based First Mine Counter Measures Squadron (MCM1) has a new Commanding Officer with the appointment of Commander Neil Griffiths. Commander Griffiths replaces Commander Steven White who has held the post for the last 13-months and has moved-on to another post with the at Portsmouth, helping drive forward new initiatives in mine counter measures.

“It is a real pleasure to re-join the Clyde Community and an honour to lead a Squadron that typifies operational excellence,” said Commander Griffiths.

His previous appointment was as Commander of the UK's Mine Counter Measures Force, operating from Royal Fleet Auxiliary Ship Cardigan Bay in The Gulf. Although it is his first time at the head of the Squadron, Commander Griffiths has previously commanded three Sandown Class mine hunters – HMS Grimsby, HMS Penzance and HMS Pembroke.

The pair handed-over Command on July 21 at the Squadron's headquarters at HM Naval Base Clyde.

Commander Griffiths continued: “We have a busy year ahead and I look forward to building on the hard work of Commander White, supporting our sailors on operations in the UK and abroad as well as continuing the exciting Project Wilton work.”

During Commander White's time in post he helped deliver a plethora of front-line mine hunting operations around the UK, in the Baltic with NATO and in the Middle East. He also helped establish Project Wilton at HM Naval Base Clyde – the Royal Navy's new future autonomous mine hunting capability.

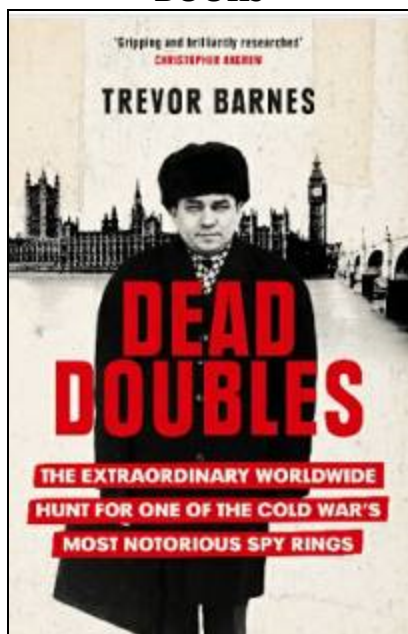
MCM1 operate eight crews across seven Sandown Class mine hunters, each of them equipped with variable depth sonar. Two of the Squadron's ships have been forward deployed in the Middle East since December 2006, with the hulls rotating around every three-years and the crews every six-months. Based on recent crew feedback, the crews are now changing to a four-month rotation model.

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



Outgoing Commanding Officer, Commander Steve White, hands-over to Commander Neil Griffiths at HM Naval Base Clyde.

BOOKS



THE EXTRAORDINARY WORLDWIDE HUNT FOR ONE OF THE COLD WAR'S MOST NOTORIOUS SPY RING

By Trevor Barnes

September 2020 marks the 60th anniversary of the amazing breakthrough by Britain's spy catchers that enabled MI5 to round up the Portland Spy Ring - one of the most dangerous and remarkable KGB espionage rings ever to operate in the UK.

On 3 September 2020, for the first time, the remarkable full story of the top-secret investigation by MI5 into the Portland Spy Ring will be told in DEAD DOUBLES. Based on hitherto secret MI5 and FBI files, and research in the USA and Moscow, espionage historian Trevor Barnes publishes new revelations about the spy ring. Astonishing but true, this new history reads like a John Le Carré thriller but also reveals how Russia's spies are operating the same way today.

The Portland Spy Ring was one of the most infamous espionage cases from the Cold War. People all over the world were shocked in 1961 when its exposure revealed in Britain the shadowy underbelly of deep cover KGB 'illegals' - spies operating under false identities stolen from the dead.

The CIA's revelation to MI5 in 1960 that a KGB agent was stealing secrets from the world-leading submarine research base at Portland in Dorset looked initially like a dangerous but contained lapse of security by a British man and his mistress. The couple were tailed by MI5 'watchers' to covert meetings with a Canadian businessman, Gordon Lonsdale, who in turn led MI5's spy catchers to an innocent-looking couple in suburban Ruislip called Peter and Helen Kroger.

But within weeks the CIA rang the alarm and MI5 was forced to arrest the spy ring - British citizens

Harry Houghton and Ethel Gee, Lonsdale and the Kroger's - immediately. More shocks followed. The Kroger's were exposed as two of the most important Russian 'illegals' ever, whom the Americans had been

hunting for years. And Lonsdale was no Canadian, but a senior KGB controller from Russia

DEAD DOUBLES reveals for the first time:

- the full inside story of how MI5/GCHQ tracked down the spies from the first clue to their arrest
- how 60 years ago on 12 September 1960 MI5 burgled the London bank deposit box of Lonsdale and chanced on damning evidence that he was an undercover KGB spy

the key role of women in the spy ring

- the personal stories of the two main MI5 spy catchers
- how the FBI/MI5 uncovered the real identity of Gordon Lonsdale - a Russian called Konon Molody
- MI5's covert negotiations with Lonsdale while in jail trying to persuade him to defect
- the secret background leading to the famous spy swap in Berlin in 1964 of Gordon Lonsdale for British spy, Greville Wynne (the focus of the high profile Benedict Cumberbatch film, 'The Courier' - due for release in US cinemas on 28 August 2020 and later this year in the UK)
- how the betrayal to the Russians of the secrets of Britain's world-beating sonar for the UK's first nuclear submarine Dreadnought helped the Soviet Navy build their own version
- how the espionage ring did more damage to the West than previously thought, controlling more spies and stealing more secrets
- how Putin's Russia has turned the three KGB 'illegals' in the Spy Ring into national heroes and how Russia and China use 'illegals' as much as ever today to further their spying in the West

DEAD DOUBLES is published by Weidenfeld & Nicolson on 3 September 2020 in hardback at £20.00, eBook £10.99, audio £19.9

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The Amphion Odyssey

Is this just the start of things to come in modern day Warfare?

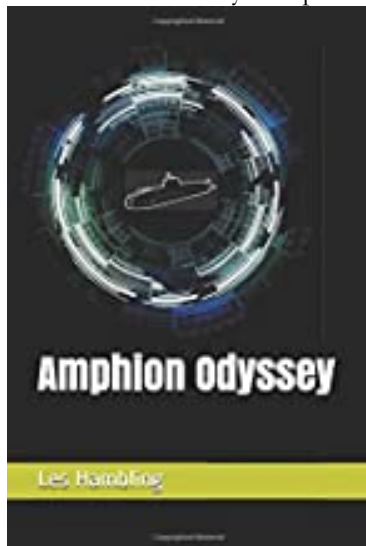
The Amphion Odyssey is a tale of intrigue and subterfuge by a villainous band of Chinese mercenaries. They use latest technology and stolen P.C.B units to create a powerful computer to manipulate Submarines. The authorities in the UK and USA both work hard to find solutions.

The problems unfolding involve de-cyphering code and getting I.T. specialists to re-write system instructions and dismantle links before it is too late.

A 10-year-old boy - Josh - and his Great Grandfather (a retired Submariner) find themselves unwittingly caught up in the affair. A Play Station 2 and Wi-Fi demonstrate dramatically how even child's play can change the way we look at what appears, at first glance, to be just a toy for games.

Did the Authorities find all the units in time?

Did the Chinese Authorities fully co-operate?



By Les Hambling and Mrs Anne Plummer

Published on Amazon

Paperback @ £12.99

FREE Delivery by Amazon

NO OCCUPATION FOR A GENTLEMAN



The story of a boy who became a man serving in H.M. Submarines Thrasher and Trenchant during World War Two.

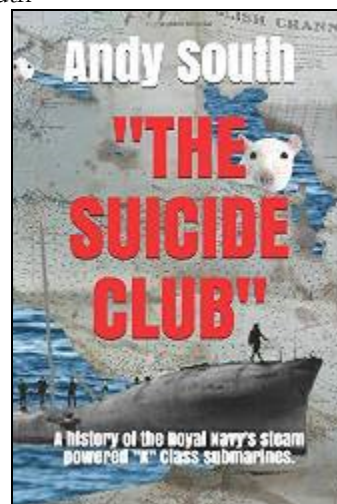
This gripping personal account of life as a young World War Two submariner on two famous Royal Navy submarines, Thrasher and Trenchant gives vivid detail of depth charging, gun actions and other operations including sinking the Japanese cruiser Ashigara, the largest enemy warship sunk by a British submarine during the war, sinking the U-boat U-859 with its secret cargo, towing a midget submarine to attack the German battleship Tirpitz in the Norwegian Fjords, taking a group of SBS soldiers to carry out a daring raid in Sumatra and towing human torpedo 'Chariots' to attack ships in Phuket Harbour.

Leading Stoker Roy Broome's riveting recollections clearly demonstrate the bravery and camaraderie of WW2 submariners and other Allied forces at a crucial time in our history.

The book is available as an eBook on Amazon costing £2.99.

THE SUICIDE CLUB

By Andy South



This book about the 'K' Class Submarines of WWI has been re-released via Amazon in both paper and digital format. It now also, includes an Appendix within the Volume and some newly found personal accounts by 'K' Boat Submariners. The final additions include the Signal Logs from the 'Battle of May Island', revised maps and the Operational Plans for the May Island exercise.

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THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the August issue of Periscope View)

January 1958

I spent my New Year Leave in Londonderry, when we all finalised the coming Easter Wedding. Back to H.M.S. PELLEW for a busy term's work. Close to Easter, PELLEW and another frigate had been detailed as Escorts to the Royal Yacht taking The Queen on an official visit to Holland. The Queen disembarked at Rotterdam and the 3 ships moved around to Amsterdam from whence The Queen would leave in 3 days' time. She would give a Farewell Dinner in the Royal Yacht for the Queen and King of Holland and the Dutch Government and the Yacht would leave immediately

the Dinner finished.

Unfortunately, the Captains of her 2 frigates were also invited to The Queen's Dinner; Wallace-Thompson was over-the-moon. Bad sign. He could hold copious amounts of booze, but he would not be able to fight off sleep when he came back onboard after all the excitement and drink. He had hardly climbed up to the Bridge, still in Full Dress Uniform, when the expected signal zoomed in from the Royal Yacht, "Weigh anchor and rendezvous outside Amsterdam".

A thick fog had settled on the shoals and banks of Amsterdam's estuary and I had a job on my hands navigating the ship through this mess, crowded with other ships groping about in the dark and fog. The Captain knew he could contribute nothing after his party and left everything to me, the 1st. Lt. and the O.O.W. But he sat down on my vital chart table and dozed off. His large bulk partially covered part of the chart we were navigating through and I heaved him to one side each time I had to find our next heading from the chart. We got to our R/V safely, together with the second frigate and, just after midnight, H.M.S. BRITANNIA, ablaze of light, steamed past us and we fell into station astern of her, en route to disembark The Queen at Dover next morning.

I was booked to catch the last train out of Plymouth – where PELLEW had to go – on Saturday, for me to catch the Saturday night ferry from Liverpool to Belfast to get to our Wedding on the Monday in 'Derry. There were no ferries to N. Ireland on Sundays.

My agony began as the Royal Yacht kept signalling slower speeds on the run that night to Dover – the seas had built up a bit and we all knew The Queen did not like rough weather, which meant we were going to be late at Dover, before being released by the Yacht. Towards dawn I had worked a table of speeds PELLEW would have to do, to get me into Plymouth in time to catch that last train. We were released at 9.30 a.m. on Saturday morning and I immediately rang on the revs. for 21 knots and set the tightest course for Plymouth. The top speed for this class of frigates was 22 knots. Wallace-Thompson, who well knew my 'last train' situation, after a night in his bunk, came to the Bridge, had his boyish jokes of, "Let's stop the ship and have a whaler race". I was praying he would endorse my 21 knots order. Then he picked up the 'phone to the Engine Room and barked, "I'll have your guts for garters if you can't move this tin-can at 23 knots". The whole ship knew my deadline and bless 'em, the Engine Room boys did us proud. We stormed down the Channel like a greyhound and berthed in Plymouth with time to spare for me to catch that train, on that Saturday afternoon.

Then the overnight ferry from Liverpool to Belfast and on Sunday morning the train from Belfast to 'Derry. I'd made it! Mike Healey, C.O. of my old M.L., was to be my best man and I was billeted in his house for Sunday night. Just as well, since I had not packed my sword and told him to borrow one from the SEA EAGLE mob – I'd worked that scheme out before departing from PELLEW. What I'd forgot was legion. No cuff links, no starched collar, no black socks etc. All this was supplied from Mike's kit – what are Bestman's for?!

Next day, Monday, off to the Church to marry Hazel at 11a.m. It was Hazel's Presbyterian Church and the Minister had agreed to let SEA EAGLE's Naval Padre share the Wedding Service – all very cosy. Our Naval Guard of Honour was headed by Phillip Pawlett and made up of my old mates in SEA EAGLE. Mr Eaton had a cine camera and took the movie in colour – we still have it too! The Reception was at Sam's Club in 'Derry and Hazel and I left for our honeymoon at 5 p.m. that happy day. Sam had loaned us his nice new Austin Cambridge to tour southern Ireland. First stop was a hotel across the border in Donegal. Thence to Dublin for a week in the splendid 'Grand Marine' Hotel out on Dublin's coast – it's still there and still a superb hotel. Thence over to the west coast and an overnight stay in Cong Castle Hotel – available to millionaires only now. Back to 'Derry for a couple of days packing wedding presents and saying goodbyes before Hazel and I set off to a Bed and Breakfast house in Plymouth. And me back to work. H.M.S. PELLEW had undergone a refit in Plymouth Dockyard and we still had several weeks to finish it. So I was home every night and our Bed and Breakfast landlady made a good home for me and Hazel. PELLEW soon gave a Sunday Lunch Party, mainly for Wallace-Thompson and the Officers to meet Hazel – they heartily approved of her as an addition to the ship's wives. We had bought a brand new Austin A35 Van in Plymouth as our 'family car' and once the refit finished, Hazel set off, loaded with all our worldly possessions, to our Married Quarter in Portland, while we steamed the ship from Plymouth to Portland.

Our Married Quarter was, in fact, a private house, rented out to Admiralty, fully furnished of course, in Wyke Regis, close to Portland Dockyard. A nice place to live, but a bit lonely for Hazel who had little to do in the long day times we men were at sea. The few ship's wives met up regularly for coffees and tennis and the ship did its bit on weekends by having cinemas, suppers, lunches etc. for the wives. And the wives followed us for a weekend visit to Teignmouth, staying in local hotels.

Dorset was a pleasant County to live in and we took weekend drives to Dorchester and the country villages surrounding the County town. We did not like Weymouth – a seaside town which offered little other than Bed and Breakfast houses. During Summer Leave we drove to Cardiff for a few days, visiting my family, all now back in Cardiff. Hazel was now expecting Susan, being monitored by the local G.P. in Wyke Regis, a doctor we had confidence in. He booked Hazel into the Wyke Cottage Hospital for the birth, which was comforting to us.

But...the Navy system overtook this cosy plan. Career wise I was doing well in PELLEW and the Portland Admiral's Navigator got the Admiral to recommend me for specialization in Navigation. Nice of him, but I was determined to specialise in T.A.S. So, I applied through the system and got it. I was to join the 1959 Long T.A.S. Course, starting on 4th January 1959 at the Royal Naval College, Greenwich. All this appointing occurred in late November 1959 and

domestically put the cat among the pigeons! I had to find somewhere for Hazel to live near Greenwich – no Married Quarters in London – and, anyway, the Long Course was spending only one Term at Greenwich before moving to H.M.S. VERNON in Portsmouth for the 15 months following Greenwich. At the last minute a contact with a bloke, about to leave Greenwich, secured us with his rented flat in Blackheath.

Christmas 1958

So, we said farewell to H.M.S. PELLEW and set off for Blackheath in our little van, bulging with our possessions, now increased by bay clothes and accoutrements, on New Year's Day. We had booked into a small hotel in Blackheath for our first night, to give us time to sort the flat out the next day. I telephoned the flat's owner – a wealthy doctor's widow, who said the previous tenant had no right to pass his tenancy on to us, but we met and mollified her and got into the flat. It was a typical large Victorian house, split into 4 Flats, so at least we had 3 other tenants as immediate neighbours. The widow owner lived in a lovely house over on the posh side of Blackheath. Our dwelling was pretty crumbly and rundown, but in the bleak mid-Winter of London we were grateful to get a roof over our heads. Hazel made the flat comfortable, while I went to Greenwich College daily to study Nuclear Physics. After a couple of weeks, we decided to confront the widow for a reduction in rent to compensate for the worn and tatty furnishings and the inadequate heating appliances – the best of which was our own paraffin heater! I carefully chose the day of confrontation to be the day we paid our first month's rent, in cash. This was arranged to be a Friday on my home from College – 4.30 p.m. Arrived at the widow's posh house, to be ushered in by the widow, wearing sunglasses, who told me to sit down while she poured me a drink, to the remark "That she knew how outrageous we Navy boys were, drinking from morning to night". I didn't argue! The drink was a huge measure of gin topped up with vintage cider! She drank the same, but much faster than me. In no time I realised I had a very lonely recluse on the way to being an alcoholic on my hands. We spoke of all subjects in life, except the rent. I stayed for three of the Atomic drinks and reached the limit where I could still drive home. It was unfair, but in going, I made my request for a reduction in rent – instantly granted – and threw in "How about a bit of better furniture and heaters" – to be granted later on! A great factor in this negotiation was that we had established that both the widow and Hazel were Irish. Very soon afterwards she came round to the flat to have tea with us and meet Hazel. The other tenants told us this was a 'Royal Visit' – they lived in terror of her evicting them, so never complained. We felt sorry for her and gave her our friendship which she obviously enjoyed. We were invited for 'Cocktails' but this and subsequent times, I made sure Hazel was with me to stem the alcoholic onslaught.

Our 'Nest' secured, Hazel went off to register with the local G.P. and book a hospital for Sue's delivery. What a 'bombshell' this was! The switched-on G.P. categorically made it clear that no way would Hazel get a bed in any London hospital – they were all booked ahead to chronic demand and only emergency cases got admitted. He told us women had their babies at home and that many, many of the homes were far less suitable than ours.

We felt indignant. It was not our bad planning that had brought about this change of area. So, Hazel passed the news to her father and, next day, Sam Liggot – 'Derry's Obstetrician and friend of the Dowds family – contacted us to say, "Don't worry. I will fix it! And he did. A bed in King's College Hospital, near Greenwich, was allocated to Hazel and the Obstetrician in charge there was Sir John Peel, Obstetrician to The Queen! Phew!

Sue was born on 1st March 1959, after Hazel had been in hospital for 2 weeks – Sue was late. For that 2 weeks, I would visit every evening on my way home from College, driving through dense rush hour London traffic, usually in fog, sometimes through snow and the Ward dreaded my arrival harangue of "Stupid drivers, lousy climate etc." Hazel was more acclimatised to my statements, but, usually, burst into tears each time she reported "No baby today", which silenced me and the rest of the Ward into platitudes of "There, there, no hurry; the baby will come when its ready".

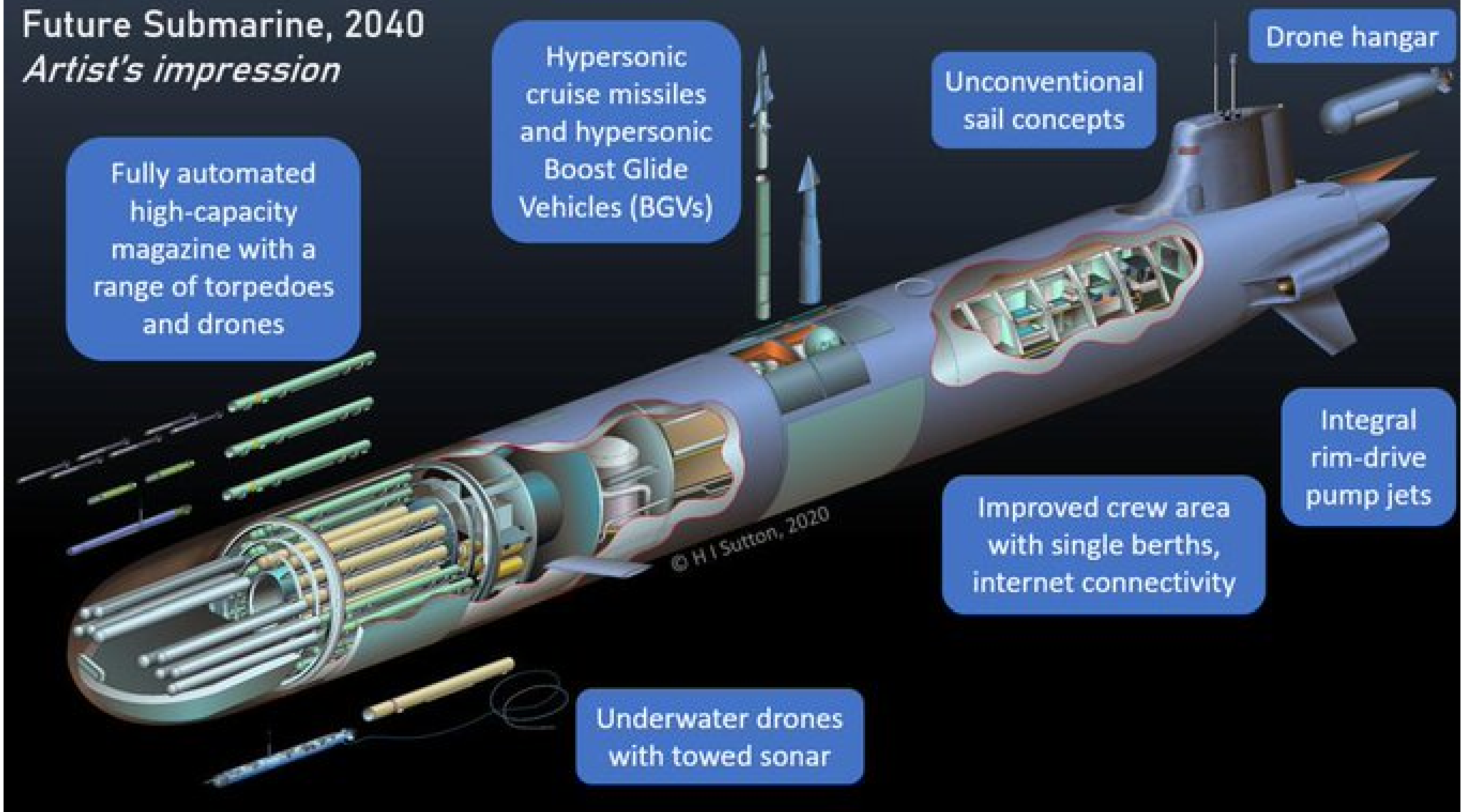
1st March 1959

Conveniently, Sue was born on a Sunday, which allowed Hazel to return home on a Saturday, which gave us the weekend to settle in a Baby routine. And, most fortunately, Hazel's Aunty Evie lived in London and promptly moved in with us to look after Hazel and Sue. Aunty Evie was the best thing to happen at that critical time.

The Term at Greenwich finished in April and we moved to an Admiralty Hiring (private hire) in Gosport, Aunty Evie and all. We had 2 weeks' Easter Leave to settle in before the T.A.S. Long Course recommenced at H.M.S. VERNON – directly across the harbour by Navy ferry boats. The house, fully furnished, was bliss after the London flat and had a garden complete with a tortoise as permanent resident. The area was working-class Gosport, so immensely friendly neighbours and very central for ships and the vital ferry.

The house was, if anything, over furnished and in moving items around to suit our taste, we also integrated our few personal effects. It became apparent that the piano in the middle room was worth moving to another room. Pianos are very, very heavy! Incredibly, me and Aunty Evie did it and that evening we celebrated our success by getting fish and chips from the local chippy-shop and bottles of Guinness from the Off-Licence!

Future Submarine, 2040 *Artist's impression*



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

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Indalo in Spain Branch	5 th August 2020	Christopher F Wright	Leading Seaman (RP)	D086164L	72	Submarine Service from 1968 to 1973 in ANDREW & ACHERON
Non-member	3rd August 2020	A (Mick) Blyth	Chief Engine Room Artificer	TBA	TBA	Submarine Service in DREADNOUGHT (1st Commission Crew) in April 1963
Scottish Branch (lapsed)	11th August 2020	Douglas George Todd	Charge Chief Marine Engineering Artificer	K956766X	79	Submarine Service in RENOWN, CONQUEROR & VALIANT
Non-member	12th August 2020	Philip Bladen	Operator Maintainer (Sonar)	TBA	TBA	Submarine Service in VICTORIOUS (S) (1st Commission Crew) on 7th January 1995 & TURBULENT
Exeter Branch	16th August 2020	David Ash	Chief Radio Supervisor	P/JX 838870	88	Submarine Service from 1954 to 1972 in ALDERNEY (1954), AURIGA (1955), SCYTHIAN (1955 to 1956), SUBTLE (1956), GRAMPUS (1957 to 1961), ANDREW (1961 to 1963), AURIGA (1964), ARTEMIS (1965 & on 'Commissioning' at Chatham on 10th September 1965 to 1966), AMBUSH (1966) & OPOSSUM (1969 to 1970)
Beds & Herts Branch	22nd August 2020	David M Craven	Chief Marine Engineering Mechanic (M)	D095022R	70	Submarine Service from March 1969 to March 1990 in CHURCHILL (1st Commission Crew) 15th July 1970, SUPERB (1st Commission Crew) 13th November 1976, CONQUEROR & CHURCHILL (on 'recommissioning' at Chatham in May 1983)
Submarine Officers Association	22nd August 2020	Michael Dewell Sizeland	Commander	TBA	TBA	Submarine Service from 1957 to 1978 in ANCHORITE (1957 to 1958), TALLY HO (1958 to 1960), FINWHALE (1960 to 1961), ANDREW (1961 to 1963), OPOSSUM *1963 to 1965), ANDREW (CO 1966 to 1967), OBERON (CO 1967), FORTH (SOO SM7 1967 to 1969), CHURCHILL (CO 1974 to 1976) & FOSM (SOO OR 1976 to 1978)
Gosport Branch	August 2020	Timothy Greensides MSM	Warrant Officer Radio Supervisor	D069747D	73	Submarine Service from 7 th January 1977 to 3 rd January 1995 in RENOWN (S) (March 1977 to July 1977) & RESOLUTION (S) (June 1980 to October 1982)
Scottish Branch	August 2020	Colin Chambers	Acting Petty Officer Cook	D155920P	61	Submarine Service in RENOWN, VALIANT & WARSPITE
Ex Hull Branch	22 nd August 2020	Peter Inchcliffe	MEM1	D096155F	69	Submarine Service from 1972 to 1974 in PORPOISE (1972 to 1974)