



# PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch  
of

The Submariners Association

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

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[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

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**Cover Picture: Chaplain Mark Noakes conducts a service in Faslane for the Northern Diving Groups Commemoration of the Sinking of HMS ROYA OAK at Scapa Flow in 1939**

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*'Nothing in the world, nothing that you may think or dream of, or anyone may tell you, no arguments however specious, no appeals however seductive, must lead you to abandon that naval supremacy on which the life of our country depends.'*

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**WINSTON SPENCER CHURCHILL**

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## EDITORIAL

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### Hello Everybody,

In normal circumstances this month would start with the full-scale Submariners Remembrance Ceremony in the Middle Temple Gardens in London followed by a Wreath laying on the Embankment. Then we should have the Remembrance Sunday Parades in Whitehall and in Barrow, and Ulverston.

However, as you all know these are not normal times! The Embankment Service has been reduced to just six on the Embankment – Commodore Perks (COSM), a Junior Rate, the National Standard Bearer, the Association Padre, Ian Mackenzie as Parade Marshal and myself. No Band, No VIPs, no Sea Cadets, no large gathering of Serving or Veteran Submariners! However, we will still have short religious Service (no hymns), the Exhortation, the Reading of the Names of the Submarines lost and the Wreath Laying – followed, of course, by 'Out Hip Flasks!

No major Remembrance Parade in Whitehall either on Remembrance Sunday! No Remembrance Parades in Barrow or Ulverston! Wreath laying only to be by one from the Town Hall and one each from the Service Associations – but socially distanced in time and space! Dave Smith and Dickie Cambridge will do the honours for the Branch at Barrow and Ulverston. A wreath will

also be laid at the AE1/AE2 Memorial – I have volunteered to do that, and Margaret will come along to make sure I do it properly! We will also place Poppy Crosses on our Submariners Graves at Thorncliffe and Rampside.

Are you all still 'Self Isolating', 'Social Distancing', wearing your masks and washing your hands every five minutes? Still sticking to your 'Social Bubble' (whatever one of those is!) and keeping to your 'Group of Six' maximum? All very boring isn't it! Still no end in sight and who knows what the next restrictions will be or when? Let's hope it all gets sorted by Christmas – but I don't suppose it will!

Still enough about all that. At least we (once again) managed a Branch Meeting in October and things are on track for another meeting on 3<sup>rd</sup> November.

Once again not a lot else to tell you this the month, so new you can read what Dave Smith has to tell you from the Secretarial Front. Alex says there is no change from last month on the Social Front! Take care everyone and keep an eye out for your friends, your neighbours and your relations! Hopefully, I will see some of you at the Branch Meeting next week.

Best Regards,

**Barrie**

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## SECRETARY'S REPORT

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Various E-mails received from the National Secretary:

The Association is looking for volunteers to fill the vacant post of Slops Manager and a new Post on the NMRM Submarine Advisory Group (SAG).

### **The Submariners Association 'Slops' Manager:**

Will:

Maintain a stock of Submariners Association Clothing and

Liaise with Suppliers

Process orders from the Association

To liaise with the Treasurer and Website Manager

Arrange for a 'Pop Up' Slops Shop to be available at the Reunion

The full details are in the first attachment.

### **The Submariners Association Representative on the Submarine Advisory Group (SAG)**

This is a new post and would suit someone who is interested in submarine heritage.

The post of Museum Trustee ceased when the Museum became part of the National Museum of the Royal Navy (NMRN)

The main purpose of the Submarine Advisory Group is to ensure that the history and ethos of the Submarine Service is properly understood and reflected by NMRN.

Your job will be to represent the Association at the Meetings and feed back to the NMC

The SAG meets three times a year, 2 hrs max, and produces an annual report to the NMRN Board on how the NMRN is meeting its heritage responsibilities and how to improve.

### **Submariners Association Web Manager**

This post is maintained at the moment by Dave Woolterton. He needs to hand this over as he has too many other jobs within the Association.

The Webmaster reports direct to the Association Chairman as all data and content is his responsibility.

### **Other Items**

**Embankment Remembrance Service** on Sunday 1st November. We hope to have a photographer there and maybe live feed so we can watch. I have not had any information passed to me yet, if I do, I will let everyone know.

**Zoom meeting for Branch Secretaries.** It will be on a weekend so that Australia could join in. As Remembrance Parades are uncertain or very limited, I propose 1300 on 8th November. We could all raise a glass to Absent Friends, then answer any questions on the Minutes.

**SA Diaries** – 6 have been ordered for the Branch as requested..

### **NMC Minutes.**

Letter received from Barrow Town Council with regards to Remembrance Sunday. The Parade is cancelled and one representative from each organization that normally attends is invited to lay a wreath privately after 11am.

Letter from the RBL outlining the reasons why veteran participation will not be possible at this year's March Past at the Cenotaph.

E-mail from: Richard Hinson <Richard.Hinson@cumbriacvs.org.uk>

**Subject: Cumbria Ex-Service Supporters' Network:** We are delighted to inform you about the next Cumbria Ex-Service Supporters' network meeting. The network has great benefits for all who support our ex-service community and provides an opportunity to work with each other, to provide the best support possible in Cumbria. As a reminder the aims of the network are as follows:

**The Cumbria Ex-Service supporters' network.** The 'Ex Services Supporters Network' is an informal network for organisations and individuals who provide direct support to members of the ex-service community and / or their families. The network supports better communication and mutual support between agencies and individuals, shares good practice, increases awareness and understanding of the different roles and offers of support available, identifies areas of unmet need and explore ways to collaboratively address it, establishes priorities areas to improve the support available to the Ex-Service Community, ensures that members of the Ex-Service community have access to better coordinated support. The network has a close relationship with the strategic Cumbria Armed Forces Covenant Partnership, providing regular updates and information for their consideration. The next meeting will take place on Thursday 5th November 2020 1400-1600 hrs, Place Microsoft Teams (Link below)

### **Welfare & Sick Call**

**Bob Pointer** has started the 3rd chemo cycle, had a PICC inserted allowing for easier means for blood tests. Managing short light tasks in the house. Has a scan scheduled for early next week before commencing the 4th cycle to see what

progress has been made. Allowed the occasional pint of Guinness. His wife is pleased that he is eating well and stabilized his weight.

**Alan and Rita West** – No further update - no change in Alan's condition but they are currently managing OK.

**Mick Kirk & Hazel.** Mick remains in the Care Home in Ulverston. He can only see his visitors via the window due to the current restrictions.

**Alan Jones** is still in Risedale Retirement home.

**Ben Britten.** Clarice has now completed her radiotherapy treatment. We are free of any treatment for 5 months when a fresh drug infusion is required. Mrs B is very tired from all the travelling and will spend the next week or so chilling out and getting back to COVID normal. I am now retired from driving to Preston. My new role is making sure Mrs B does as she is supposed to do.

**Dave Smith**

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## SOCIAL SECRETARY REPORT

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### Hi Shipmates

I do hope to see you all soon, keep smiling and stay away from anyone who looks dodgy!!!!

Alex

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### NOVEMBER BRANCH CALENDAR

Embankment Remembrance Ceremony	Sun 1 <sup>st</sup> Nov
Nov Branch Meeting	Tues 3 <sup>rd</sup> Nov
ANZAC Remembrance	Sun 8 <sup>th</sup> Nov
Barrow Remembrance	Sun 8 <sup>th</sup> Nov
Ulverston Remembrance	Sun 8 <sup>th</sup> Nov
Committee Meeting	As Required

### DECEMBER BRANCH CALENDAR

December Branch Meeting	Tues 1 <sup>st</sup> Dec
Adults Xmas Party	Sat 19 <sup>th</sup> Dec

### JANUARY 2021 BRANCH CALENDAR

January Branch Meeting	Tues 4 <sup>th</sup> Jan
Committee Meeting	As Required

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

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### NOVEMBER BRANCH BIRTHDAYS

J. (Julian) Bond	02/11/1971
J.E. (John) Smith	08/11/1943
P. (Pete) Schofield	09/11/1946
G. J. (Gavin) Clelland	10/11/1963
A.R. (Vernon) Miles	17/11/1953
R. (Bob) Pointer	18/11/1948
I.A. (Ian) Clark	18/11/1945
G. (Katie) Boyle	20/11/1961
M.S. (Mike) Lacey	22/11/1946
N. (Neil) Lambert	27/11/1957
T.J. (Trevor) Janes	29/11/1948
J. (Jeffrey) Thomas	30/11/1943

**Happy Birthday All!**

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### REMEMBERING FORMER BRANCH MEMBERS

#### 'CROSSED THE BAR' - NOVEMBER

Montague Lee	1979
Raymond Hetherington	1994
Christopher Crossman	2002
John Graham	2003
Fred Scheunig	2006

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Bill Cole	2006
John Byrth	2007
Tony Evans	2016
David Wilson	2017
Joseph Sharpe	2017

### RESURGAM

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### DISCLAIMER

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### NEWSLETTER CONTACT INFORMATION

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

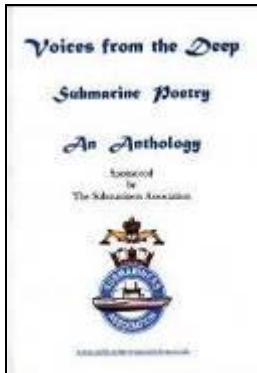
Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e. the last week in November for the December 2020 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next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

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## 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

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### **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

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### **SUBMARINE LOSSES OF WWII** **NOVEMBER 1940**

Two Submarines were lost in November 1940. The first submarine lost was HMS SWORDFISH.

SWORDFISH was based with the 5th Submarine Flotilla based at HMS DOLPHIN was 'lost with all hands' on 7th November 1940. The Submarine sank after striking a mine off the Isle of Wight.

#### **Officers:**

Lieutenant Michael Armitage Langley, DSC, RN  
Lieutenant Harry Arthur Stacey, RN  
Lieutenant Michael Eric Price Ratcliffe, RN  
Lieutenant Alexander Frederick Fry, RNR  
Acting Warrant Engineer Harry Thomas Selway

#### **Ratings:**

CPO Roland William Bush, MiD, J109431  
PO Oswald Kellett J98620

PO Trevor John Bladon Dando J105215  
L/Sea Jack Young C/JX 144322  
L/Sea Arthur Charles Hollingworth D/JX 151882  
L/Sea James Frank Cox J60278  
AB William George Blackmore D/SSX 17741  
AB Reginald Thomas Nicholls J58646  
AB Francis Arthur John Gratton D/JX 126186  
AB David Apps C/JX 141903  
AB Edward Lewingdon Jones P/JX 127991  
AB Reginald Herbert Williams C/JX 148322  
AB James Henry Newton Shipley P/JX 145303  
O/S Charles Walter Leonard Loines C/JX 179106  
PO Tel Arthur Northwood D/JX 135376  
L/Tel Thomas McMann D/JX 134363  
L/Tel Leonard Tonks J112969  
Tel Norman Charles Williams D/JX 142211  
Tel John Hardy Wood D/JX 134058  
L/Sig Harold Davies, MiD P/JX 127080  
EA1 Frederick Ward, MiD C/MX 46205  
ERA2 William Thomas Lee, MiD D/MX 45635  
ERA2 Harold Vincent Spurgeon D/MX 46961  
ERA3 Amos John Owen D/MX 52169  
ERA4 Ernest William Stapley P/MX 56585  
SPO Victor Albert Kennard K59839  
L/Sto Charles Archibald Morrison C/KX 84996  
L/Sto Leonard John Preddy D/KX 83716  
L/Sto Harry Buttress D/KX 81751  
L/Sto William John Crean D/KX 82112  
Sto1 David Jameson Sproat C/KX 83324  
Sto1 Edward George Souris C/KX 83535  
Sto1 Frank Frederick Millerick C/KX 79882  
Sto1 Thomas John Charles Jarrett C/KX 92020  
Sto1 Edward Plested D/KX 86488  
Sto1 Joseph Patrick O'Neill D/KX 84929

The second Submarine lost was HMS REGULUS which was 'lost with all hands' in the Mediterranean on 26th November 1940 after striking a mine in the Straits of Otranto.

#### **Officers:**

Lieutenant Commander Frederick Basil Currie RN  
Lieutenant Anthony Moulton Green, RN  
Lieutenant Sir Gerard Philip Graves Muntz, Bt., RN  
Lieutenant Oliver Charles Round, RN  
Warrant Engineer William Ralph Fielden

#### **Ratings:**

CPO Harry Coe-Smith C/JX 128225  
PO Phillip William George Norris D/JX 135340  
PO Stanley Frederick Jones D/JX 125397  
PO Donald Alfred William Mann C/JX 134823  
A/PO Arthur John Leslie Targett J94664 (Po)  
PO George Francis White P/JX 158379  
PO Alfred George King J111194  
PO John Thomas Burton C/JX 130057  
L/Sea Alfred James Leech D/JX 126602  
L/Sea James Andrew McMilling C/JX 141127  
L/Sea Ernest David Smith P/JX 128860  
L/Sea Joseph Benjamin Greenly Richardson J112709  
L/Sea O V Duffy TBA  
AB Percy Charles George Dudd D/SSX 17399

AB Frederick George Hackett J96353  
 AB Leslie Waghe Bellamy C/JX 141684  
 AB Thomas George Hopcroft C/JX 134065  
 AB Roy Pretty C/SSX 17634  
 AB Walter Leslie Wilkinson J99821  
 AB William John Perry J102887  
 PO Tel John Frederick Smith C/JX 129001  
 PO Tel Ronald Booth McCombe D/JX 134852  
 L/Tel William Eric Kirby P/JX 133601  
 L/Tel Jack Hardy Mitchell C/JX 136589  
 Tel Frank Cecil Howard Mack J107637  
 L/Sig Norman Vincent Kirby C/JX 131229  
 EA Ronald George Hitchcock D/MX 45291  
 PO Ck Robert Bateson Pelan McAteer D/MX 48386  
 CERA George Francis Charles Baker M38805  
 CERA John Henry Mullens M27287  
 ERA2 Maxwell Walker P/MX 49774  
 ERA3 Cecil Bulger C/MX 48563  
 ERA4 Eric Stanley Horwood M38742  
 SPO Norman Pringle C/KX 77504  
 SPO Frederick Johnson K61069  
 SPO Frederick James Davies P/KX 79005  
 L/Sto Joseph Ernest Westcott D/KX 80657  
 L/Sto Eric Sylvester C/KX 81691  
 L/Sto George Wettin Forrester C/KX 84677  
 L/Sto Andrew Middleton Robertson C/KX 83546  
 L/Sto Thomas Edward Tulip P/KX 85026  
 L/Sto Edward McGhee D/KX 81015  
 Sto1 John Whyte P/KX 84416  
 Sto1 William Twine P/KX 84010  
 Sto1 Robert James Morton P/KX 84210  
 Sto1 James Worsley P/KX 83976  
 Sto1 William Shaw C/KX 87397  
 Sto1 William Brown D/KX 88989  
 Sto1 Thomas Manton D/KX 80436  
 Sto1 William Albert Blair P/KX 86257

### DEEP TROUBLE

Nuclear sub sees a quarter of its crew catch coronavirus after sailors breached rules to go boozing

The Sun

Jerome Starkey 13 Oct 2020

A quarter of the crew of a nuclear sub have Covid-19 after sailors went boozing despite strict lockdown rules. Those on the £3billion HMS VIGILANT were under orders not to leave quarters at the Kings Bay US Navy base.

The nuclear submarine's crew broke strict lockdown rules to go boozing in US bars, it is now infected with Covid. But they went to bars, restaurants and strip clubs, sources say, even though Georgia and neighbouring Florida are among the worst Corona Virus hit states in America.

They are said to have travelled as far as Florida's Cocoa Beach, a 400-mile round trip from the base. Chiefs had insisted overnight leave was to be denied during maintenance work on the TRIDENT II Weapons.

But at least 35 crew tested positive, including the doctor and executive officer, one of only two people with codes

to fire the nukes. A source said: "They have been alongside for weeks and sailors do what sailors do."

A message sent to those manning another nuclear sub said the crew at Kings Bay had "breached their guidance and are now in the s\*\*\*". A quarter of the crew onboard HMS Vigilant is infected with the virus.

### FIRTH OF CLYDE EXERCISE SET TO MAKE A SPLASH

ROYAL NAVY MEDIA RELEASE Friday, 23 October 2020  
 Members of the public on Helensburgh waterfront were set for a front-row view of a military exercise when "Clyde splash" comes to the Firth of Clyde. Daredevil military personnel from the Submarine Parachute Assistance Group (SPAG) planned to test their rescue capabilities, conducting two jumps from an RAF aircraft into the icy waters off Helensburgh on Monday, October 26.



The SPAG team badge

The Group, which is now based at HM Naval Base Clyde after moving last year from their previous base in Gosport, act as first responders to a submarine in distress. The mixed team of qualified Royal Navy submariners, divers, medics, Royal Marine and Army Commandos, can be rapidly sent to the scene and deploy by parachute to deliver medical supplies, food and communications equipment to the stricken vessel.

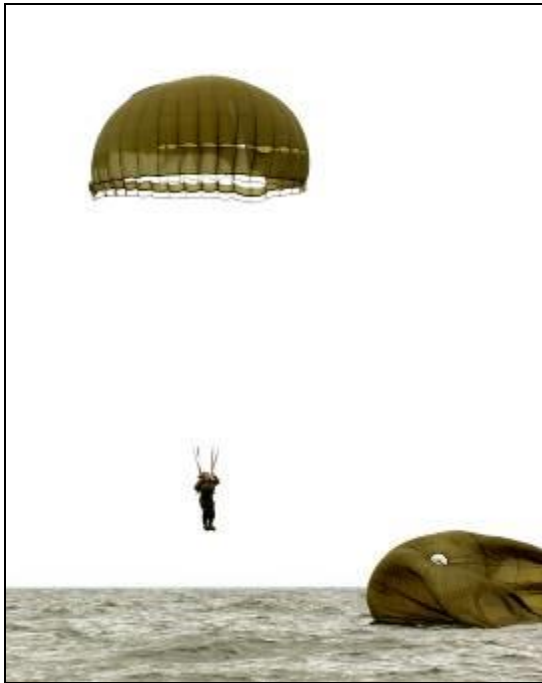
During the planned exercise, the team intended to conduct two jumps on October 26 – one at 3.30pm and a second at 6.30pm. The jumps were weather dependent, so they didn't happen on the Monday and although they were rescheduled for same times on October 27 the weather intervened again. Support vessels from 43 Commando Fleet Protection Group Royal Marines and the MOD Police's Clyde Marine Unit were intended to help recover the parachutists from the water.

The Submarine Parachute Assistance Group were formed in 1960s and for many years were based at the Submarine Escape Training Tank (SETT) in Gosport. Last year they relocated to HM Naval Base Clyde's new state-of-the-art Submarine Escape, Rescue, Abandonment and Survivability (SMERAS) facility where submariners of the future will conduct their escape training.

Also based at Clyde is the NATO Submarine Rescue System (NSRS), capable of docking with a stricken

submarine to ferry the personnel off and back to the surface. Together the three elements – SMERAS, SPAG and NSRS – represent a world-class rescue capability, ensuring that our submariners receive the best possible training and support.

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205 or 01436 674321 Faslane Extension 2984.



The SPAG team in action during a previous exercise

### **Can Plymouth give its Royal Navy Heritage the place it deserves?**

An ambitious plan has been launched to create a new Cold War and Maritime Heritage Museum in Plymouth featuring the retired nuclear submarine, HMS Courageous, as its centrepiece. Here we look at the hurdles that must be overcome to make this exceptional concept a reality

Plymouth has the largest naval base in Western Europe and has a long association with the RN, dating back to the 1500s. Despite its history being deeply intertwined with supporting the navy, the city has somehow failed to develop a major naval heritage attraction. Chatham has a historic dockyard centred around preserved vessels that are open to the public while Portsmouth's exhibits are world-renowned and run by the flagship National Museum of the Royal Navy (NMRN). Plymouth has, however, demonstrated that heritage can be done well. The city museum has been completely rebuilt and recently re-opened as 'The Box', a modern, first-class exhibition which has a few naval artefacts but is primarily focussed on the city's wider history and the arts.

In the 21st Century, there have been two significant efforts to preserve a naval vessel in Plymouth. HMS Courageous was decommissioned in 1992 but a determined group of volunteers managed to persuade the MoD to allow her to go on public display. The

nuclear fuel has been removed and the forward section of the boat is in good condition. Volunteers scavenged other laid up submarines to transform an empty hull with appropriate fittings, equipment, memorabilia and artefacts to represent how she appeared in service. Thousands of man-hours of work to repair, renovate and paint the boat have made Courageous a world-class exhibit. She was first opened to the public in Number 3 dry dock at Devonport South Yard in 2002. (Main photo above)

It was hoped the museum frigate HMS Plymouth could be returned to her namesake city and put on display in a dry dock adjacent to Courageous, but the City Council and MoD were uncooperative. The scheme was finally torpedoed in 2007 when the MoD refused to repair the leaking No. 3 dock cession and it was removed, along with the other cessions at South Yard. HMS Courageous was towed back to re-join the other decommissioned nuclear submarine hulks back in Number 3 basin. She underwent a cosmetic refurbishment in 2016 and has remained partially open to the public, with visiting parties having to book in advance and be taken through the secure dockyard area by minibus. The boat is currently in Number 10 dry dock and undergoing a routine Survey and Docking Period (SADP) to ensure the integrity of the hull while stored afloat. She is expected to return to 3 Basin and be open to the public again in early 2021.

Another volunteer-led effort has created the Devonport Naval Heritage Centre (DNHC). This is a large collection of artefacts, badges, clothing, models and images that record the development of the Dockyard, of warships and Plymouth's role in supporting the Royal Navy. Visitors must book at least 5 days in advance and the collection is worthy of being displayed in a more modern and accessible facility. There is an outline plan for a new NMRN (West) which would house the DNHC collection at Bonaventure House in South Yard.

Not an ideal place for a public exhibit – number 3 Basin in Devonport. HMS Courageous (Bottom right) is surrounded by the hulks of 11 other decommissioned boats. Each of these vessels was involved in daring exploits during the Cold War and since. Properly preserving Courageous as a museum for the long-term would be a fitting tribute to the submariners that manned them.

HMS Courageous would be the prime exhibit for any future naval heritage attraction in Plymouth and there are several good reasons she deserves to be kept for the nation when so many other warship preservation attempts have failed. As well as signposting the importance of maritime power for an island nation in general, she would help raise public awareness and support for the work of RN submarines, past and present. Opening her to the public will help debunk some of the safety myths and around nuclear propulsion and could be used to explain the submarine maintenance, repair and disposal processes undertaken at Devonport. She also has the potential to help promote STEM subjects to students, stimulating their interest in

engineering and innovation, while also encouraging RN recruitment.

A major tourist attraction that draws additional visitors to Plymouth an established naval heritage centre would also benefit the local economy. Courageous would be the only nuclear submarine on display in the UK and one of only three in the world. (USS Nautilus in Groton, Connecticut attracts around 150,000 visitors a year and FS Redoubtable on display in Cherbourg-Octeville sees over 200,000 visits annually.)

Preserving warships in a meaningful and lasting way is a very difficult proposition that is frequently underestimated by many. Not only must the vessel be obtained, and a suitable berth arranged, most importantly, a viable long-term business plan must be in place. After a large initial investment, the project must generate a sustained income stream that is required to support both ongoing costs, as well as fund a major maintenance package at least once per decade.

In the case of HMS Courageous, her long-term preservation would seem to be potentially viable. The MoD has said that it is prepared to work with the existing management group or others and consider innovative proposals for the future of the boat. There is also considerable support within the RN Submarine community, both serving and retired. The boat is already in the port where she will be displayed and there are at least two dry docks that could accommodate her as part of the regeneration of Devonport South Yard area. Subject to some complex conditions, eventual transfer of ownership of the boat from the MoD to a managing trust is potentially possible. Most importantly she would have little competition as there is nothing comparable in the South West region.

There are two Cold War-era conventional submarines open to visitors in the UK, HMS Alliance in Gosport and HMS Ocelot in Chatham but they are quite different and a long way from Plymouth. There are no longer any opportunities for members of the public to visit active boats, the last time a serving submarine was open to the public was HMS Torbay at Plymouth Navy Days in 2006. There is would be a considerable public appetite to visit a unique submarine on display in Plymouth which should help ensure a reliable income for decades to come.

An internal assessment made by Devonport Naval Base staff in 2017 concluded that the best option would be to make Number 1 Dock in South Yard the home for Courageous. The existing flooded dock would need to be converted into a permanent dry dock once she has been fully stripped of declassified items and residual radioactive waste. 1 Dock is slightly too short to accommodate her there and a new dam would have to be built which would extend its length by several feet.

An approximate price for this work was estimated to be around £10million but there would be other significant costs involved. These would include moving the submarine and docking it down on a permanent cradle, modifying access and the internal layout to facilitate

tours by greater numbers of people and creating or converting buildings for administration and support.

An alternative option would be to use Number 2 or 3 dock and cover the whole area to create a weatherproof space for a better visitor experience. Visitors could view the underside of the submarine and other exhibits; a cafe and shop could be housed under the canopy. (Similar to the development at the Cutty Sark exhibition at Greenwich). The conversion cost would be similar to what is involved if 1 Dock was selected but a covered dock would initially be more expensive and would place the boat further away from the proposed naval heritage museum site. The land around 2 and 3 docks is included in Phase 3 of the City Deal & Oceansgate Project, scheduled to be redeveloped into a business and marine industrial area.

Unfortunately, despite the goodwill from the RN, Courageous cannot be simply handed over to a private entity for long term preservation right away. The RN submarine dismantling project continues to progress at a snail's pace. This process is being piloted at Rosyth where phase one declassification work on ex-HMS Swiftsure has been completed which involved removing most of the low-level radioactive waste and classified engineering systems. Phase two will begin in the next few years and should be completed by 2026. Devonport will not begin its disposal work, based on procedures developed at Rosyth, until the early 2030s. Courageous is the fourth boat in line at Devonport and under exiting timetable would be scheduled to undergo the work in the late 2030s. It is possible that Courageous could be moved up to be first in line, subject to MoD agreement, but the even in the best-case scenario, she would not be handed over, ready to be sealed up permanently in dry dock and put on display, before 2035.

As the PWR1 nuclear reactor that propelled Courageous is based on US technology, the submarine is subject to the provisions of the 1958 US/UK Mutual Defence Agreement. This requires classified material relating to the reactor plant and associated systems be removed from the vessel prior to disposal. If the reactor compartment and machinery spaces are ever to be open to visitors, she would need to be fitted with dummies to represent the equipment.

Once the boat has been readied for disposal it could be cost-neutral to the MoD to hand her over for display. The approximately £2 million scrap metal value is roughly equivalent to the cost of preparing her for tow to a breakers yard. Incidentally, towing submarines is difficult at the best of times and an unpowered, hulk will handle very poorly on the surface.

Courageous will reopen to the public in 3 Basin on the existing limited basis in 2021. In the medium term, she could be displayed afloat in South yard until the declassification and decontamination work is completed in the mid-2030s. In the meantime, this allows up to 15 years for fundraising to display her on a permanent basis in dry dock.

The long-term case for preserving the Courageous looks sound but to prevent her being scrapped in the mid-



2030s, a large capital sum, probably in the region of £15 million, will be needed. It is unrealistic to expect the MoD, Plymouth City Council or the NMRN to contribute financially, although it seems possible their support and expertise would be available to assist. A combination of National Lottery, crowdfunding and private sponsorship seems like the most likely source of finance. It should be noted that HMS Alliance secured £6 million in Lottery funding in 2011 for a major refurbishment project, although in the short term the National Lottery says it is reprioritising immediate support toward COVID-19 related projects.

For now, the project needs to establish a leadership team and source £40,000 for an initial feasibility study to look further at the business case. Currently, the Courageous Management Group (CMG) is only an informal grouping of volunteers and has no status as a legal entity. The NMRN is the most likely organisation to be able to provide leadership and experience, especially if the preservation of Courageous can dovetail with their plans for an NMRN (West) naval heritage museum at South Yard.

This plan to save HMS Courageous for future generations is inspiring and challenging but will take time.

## **HMS ROYAL OAK IS REMEMBERED AT HM NAVAL BASE CLYDE**

HMNBC 44/20 Wednesday, 14 October 2020  
ROYAL NAVY MEDIARELEASE

A Service of Remembrance has been held today (Wednesday, October 14) at HM Naval Base Clyde to mark the 81st Anniversary of the sinking of the HMS Royal Oak at Scapa Flow.

Royal Navy personnel would normally travel to Orkney to attend commemorative events and pay tribute to the 835 sailors who lost their lives during the sinking of the Revenge Class battleship. The ship was anchored at Scapa Flow in Orkney when it was torpedoed by a German submarine during World War II on October 14, 1939.

Among those who attend are Royal Navy divers from HM Naval Base Clyde-based Northern Diving Group (NDG), who travel to Orkney every year, to carry out the solemn duty of descending to the wreck to change the White Ensign.

Due to Covid-19, this is the first year since the Ship's Bell was recovered in 1982 that NDG have not been able to support this commitment.

When the decision was made to cancel the trip, Petty officer (Diver) Guy Rudkin, who had started planning this year's visit to Orkney, was keen that the HMS Royal Oak would still be remembered by NDG in 2020. He approached the Chaplaincy at HMNB Clyde and with the help of Chaplain Mark Noakes they organised a special service.

During the service, wreaths were laid, and a White Ensign placed below a photograph of HMS Royal Oak and a list of the names of all those who lost their lives. In

addition, there were readings from Able Seaman (Diver) Toomey and Leading Seaman (Diver) Lund.

The Commanding Officer of NDG, Lieutenant Commander Mark Shaw said: "Northern Diving Group have a long history with HMS Royal Oak and the people of Orkney. For many years we have deployed to Scapa Flow to survey the wreck site and change the White Ensign in the process.

"Unfortunately, this year, Covid restrictions have prevented us from visiting the site of HMS Royal Oak so instead we have held our own Service of Remembrance on the day of the 81st anniversary of the sinking. As well as Royal Navy Clearance Divers from Northern Diving Group, there was representation from Naval Base Clyde and Mine Countermeasures Squadron One. It is a shame we have not been able to dive on the wreck as usual, but we are pleased to have had the opportunity to pay our respects in this way. We are looking forward to deploying to Scapa Flow next year."

Last year marked the 80th Anniversary and Northern Diving Group attended many of the events to mark the day, joining relatives and friends of those who were lost, local residents and members of the Royal Oak Association to pay tribute.

Able Seaman (Diver) Paul West, who was one of those who made the trip last year said:

"After having the privilege of diving the Royal Oak last year and having the honour of changing the ensign, the news that this year's commemorative dive would not take place was disappointing. Only after diving and seeing the ship first hand does her story humble your bones. The sailors that were aboard on that night in 1939 will not be forgotten. We shall remember them."

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



**The White Ensign and wreaths are placed beneath a picture of the HMS Royal Oak and the names of those who lost their lives in the tragedy.**



A member of Northern Diving Group places the White Ensign during the Service.



Members of Northern Diving Group and Naval Base personnel pay tribute to those who lost their lives.



A wreath is laid during the Service of Remembrance.

### A brief history of the sinking of HMS Royal Oak

On 8 October 1939 German submarine U-47 departed Kiel, Germany, to carry out 'Special Operation P' targeting the Royal Navy's Home Fleet's main base in Scapa Flow. It was believed to be a one-way mission. At high tide and under the darkness of a moonless night six days later, U-47 threaded her way through block ships in the poorly defended Kirk Sound. At 00:27am on 14

October 1939, Prien entered in the U-boats log "Wir sind in Scapa Flow!!!". Most of the Home Fleet had been ordered to sea leaving only a small number of ships in the Flow. Prien sailed towards Lyness, but finding no ships or resistance, he reversed course and a lookout spotted a Revenge-class battleship at anchor to the north. The ship was HMS ROYAL OAK.

At 00:58am U-47 fired a salvo of three torpedoes. The first two missed their target, but the third struck the bow of HMS ROYAL OAK at 01:04am. The muffled explosions awoke the sailors onboard, but not for an instant did they believe they were under attack; after all, they were in the safety of the home anchorage. Magazines were checked, but many sailors returned to their hammocks, unaware U-47 was repositioning for a further attack. Prien attempted a shot via the stern tube but missed. After re-loading his bow tubes, he turned towards HMS ROYAL OAK once again and fired a further salvo of three torpedoes. All three found their target.

At 01:16am the torpedoes hit HMS ROYAL OAK amidships and detonated. Explosions blew a hole in the armoured deck, immediately destroying the Stokers', Boys' and Marines messes. The battleship quickly listed to starboard and the open scuttles were submerged below the waterline, causing a rapid intake of water. HMS ROYAL OAK rolled further over, remaining there for several minutes before watertight hatches, left open due to the fine weather, rapidly flooded the ship. At 01:29am, just 13 minutes after Prien's second attack, HMS ROYAL OAK sank.

U-47 successfully escaped Scapa Flow and Gunter Prien returned to Germany a war hero. The loss of HMS ROYAL OAK was a significant propaganda coup for Germany and the attack sent shock waves throughout the Admiralty. As a direct result the Churchill Barriers were built to block the Eastern Approaches to Scapa Flow. Subsequently the Landscape, Seascape and marine environment of Scapa Flow were changed forever

### Norway reopens submarine base to help USN

Monday October 12, 2020, The Times



The base, which was closed in 2002, is a colossal complex carved into a mountain in the north of the country

A secret Cold War-era nuclear submarine base in Norway is to be reopened as America and Russia wrestle for control of the Arctic Ocean.

Olavsvern, which was closed in 2002, is a colossal complex carved into a mountain near the northern city of Tromsø. It includes 9,800ft of deep-water underground docks that can house and refit nuclear submarines.

According to NRK, Norway's national broadcaster, the base will be open to the US navy's three Seawolf submarines. "An agreement on the return of Olavsvern to the armed forces may be ready as early as [this] week, as a result of pressure from the US navy," NRK reported this weekend.



## THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the September issue of Periscope View)

H.M.S. VERNON was one of the top establishments among the 25 to 30 Naval establishments dotted around Portsmouth's huge harbour. Only H.M.S. DOLPHIN (Submarine Headquarters) and H.M.S. EXCELLENT (Headquarters of the Gunnery world) ranked with VERNON.

So our social life was good. A Ball at the end of each Term. The Mess open to families every Sunday for lunch. Regular Cocktail Parties for visiting foreign ships when Officers' wives were expected to attend. Dinner occasionally with the Captain - in the Captain's house. The first time he and Mrs. Morgan-Giles invited the T.A.S. Long Course to Dinner is a story of diamonds. We all knew how his wife was an Australian sheep heiress - the Morgan-Giles family were pretty well off, with a yacht building business in Cornwall too - but we didn't realise how rich Mrs. Morgan-Giles was until that first Dinner. Mrs. Morgan-Giles rode horses, sailed yachts, was a tough cookie and had a heart of gold - but she was certainly not a hot-house flower! At Dinner, our wives thought Mrs. Morgan-Giles was over the top with pop jewellery - large chunks of white stones on rings, earrings and pendants. It was only sometime after that Dinner that we learned they were all solid diamonds! The Captain and Mrs. Morgan-Giles were very good hosts and entertained a lot. One Sunday evening an urgent message from the Captain came into the Wardroom guest had cancelled at short notice. There was only one of our Long Course in the Mess at the time, when the Duty Staff Officer said, "Be a good chap and go and have dinner at the Captain's party".

We had just finished a pleasant 5 Course Dinner in the Mess, but you do not offer weak excuses when a Senior Captain asks you a personal favour, so he rightly moved next door to have dinner again at the Captain's Table, thinking he could get away with helping himself to minute portions at each Course. Captain M-G greeted him warmly and introduced him to the unattached lady whom he would sit next to at the now full, large table. Unfortunately for our bloke (one of our 3 Australians) his 'partner' turned out to be a professional hearty eater and undertook to heap his plates to equate to her own shovellings! He got through the star-studded evening with honours but didn't eat a bite of food for days after!

And another time, Captain Morgan-Giles asked if one of us would join his weekend yacht party. The Hon. Barry elected for this gem and turned up in white flannels, College blazer and cap - what style! The magnificent yacht was moored in one of VERNON's basins, always polluted with oil sludge from the harbour and you boarded from a pram dinghy. Barry was pushing the pram off with Mrs. M-G in it, overstretched and fell in the basin. He swam towards the immaculate yacht, only to hear from M-G, "You can't come onboard in that disgusting state; go away and have a shower"

Years later, M-G sat as our M.P. in Parliament and Barry sat as an Earl in the House of Lords and M-G would always say to Barry, "You didn't really mean to clamber onboard covered in that filthy sludge, did you?"

Earlier in the year Sue was christened in VERNON's Chapel. The Course had decided at the outset, with quite a few Christenings looming, that we would give each child a silver napkin ring, engraved name, date etc. and stamped "The 1959 Long T.A.S. Course". Sue's remains in daily use. The year flew by for us all and in February 1960 came the week of intense Exams. We all passed and became Qualified T.A.S. Officers.

We knew our appointments back to sea would be good ones - VERNON had its own department in the Admiralty appointing office and, anyway, the First Sea Lord at the time was Admiral Sir Charles Lambe, himself a T.A.S. Officer, who had taken the trouble to spend a day with us before we qualified. We were the largest number ever to qualify - previous years averaged 6 or 7 Officers since 1900. After World War II, when the submarine became the deadliest threat to all Nations, the Admiralty increased the number of T.A.S. Specialists qualifying each year until it rose to our number of 22, when it then levelled off.

My appointment was to join the Teaching Staff in the Section that trained Officers at VERNON. We taught Sonar and Torpedoes to qualifying Sub Lieutenants and we taught newly appointed Captains of ships on how to defeat submarines with the equipment fitted in their particular ships. VERNON was a very large Training Establishment, teaching some 3,000 Ratings at different grades at any one time.

Family wise, it was very nice to have an extra year at VERNON – all the others of my Long Course went off to ships spread around the world. The job itself I found very demanding. Teaching the Sub Lieutenants was okay, since their on-going concerns depended on good exam Results. Teaching or updating senior Officers on their way to command ships was more daunting. They looked to you as the T.A.S. Specialist to bring them bang up to date with the fast-changing art of Anti-Submarine Warfare before they took Command of their warships. But they all respected your experience and would often stay late after class by very politely asking you to go over different aspects – like defence of a Convoy – again, to be very sure they had really grasped the tactics of Anti-Submarine Warfare. The younger Officers knew the way to pacify me was by offering me a cigarette at question or discussion time and occasionally the senior Officers would do the same if they asked me for special tips on how to outwit the submarine once the formal teaching was over.

One very hairy duty inherited by the Officer Teaching Section in the past, was to travel in a Dockyard Launch up and down the length of Portsmouth Harbour in the evening, firing off 16oz. charges just below the surface, to imitate the splash made when an aircraft drops a one-ton mine. This happened once every fortnight for the benefit of a Corps of volunteer civilians called Mine Watchers. They are dotted around the British coast in little huts and trained to observe the drop of an aircraft mine and to plot its position accurately enough for our Minesweepers to blow it up. They come to Portsmouth for training, plotting the positions of my bangers. The charges were fitted with a 4 to 7 seconds time fuse, which we triggered off in the boat and hurled over the stern on a piece of string, hoping for 7 seconds firing delay. Those that went off at 4 seconds lifted the stern of the boat clear out of the water!

After one-year teaching in H.M.S. VERNON, towards the end of 1960, I was appointed as T.A.S. Officer to H.M.S. BLACKPOOL, one of the new class Anti-Submarine Frigates, this one just finishing being built in Glasgow. We were even allocated a Married Quarter in Glasgow. Domestically it was all too cosy to be true. We had over 4 months to plan the move, which for me and Hazel included letting No.1 Ellachie as a fully furnished let, before moving to Admiralty's nice fully furnished house in Glasgow. And the ferry from Glasgow to 'Derry meant we could visit Granny Dowds regularly. Hazel was now expecting Billy, whose dates meant he would be born before we had to move to Glasgow. All very convenient.

March 1961. Captain Morgan-Giles sent for me in the middle of a routine teaching day in VERNON. So, off to his Office and he came to the point straight away. One of the Minesweeper Commanding Officers in the Singapore Squadron had slipped a disc in his back and had to be invalided home. This had happened yesterday. Our T.A.S. Appointer in Admiralty had telephoned M-G to say Admiralty had agreed the post could go to a T.A.S. Officer. M-G had selected me. Could I be ready to fly to Singapore in a week? Yes, I answered. M-G probed a bit more. What was my family situation? Well, Hazel is due to give birth next week, but her Mother is resident with us to assist. Right, keep him in touch with Hazel's progress. Billy was late. M-G got a week's delay approved by Admiralty – they were anxious to get the Minesweeper operational as quickly as possible. In the second week, with Billy still in no hurry to be born, there was a general consensus of Hazel, Granny, and Dr. Luffingham that I was better off out of the way. At this stage Captain M-G agreed and I was given a flight to Singapore next day.

Quite recently, the Joint Services had agreed to move their sailors, soldiers and airmen, to and from Foreign Stations, in passenger aircraft rather than the very slow Troopships. The Services contract went to a company flying Britannia's. The 4-engined (propellers) Britannias carried 80 passengers and took 3 days to get to Singapore. Part of the contract said that the Services would nominate one of the Officer passengers in every flight to be in full charge of the other Service passengers, in the event of anything going wrong with the 3 day flight plan, like delays through breakdowns at the 3 fuelling stops or unscheduled landings in foreign airports for emergency repairs. Guess who was Senior Officer Flight, this time? Before boarding I was briefed by an R.A.F. bloke and given the Government briefcase. Inside, amongst a bulk of documents, was the Government cheque book, which I would use to pay hotel bills and transport costs if we encountered unscheduled delays or stopovers. Thankfully, these did not occur on our flight.

The scheduled fuelling stops – Karachi, Bombay and Gan – were of several hours, where passengers could stretch legs or rest in the airports and a good night's sleep for everyone at Gan – an atoll in the middle of the Indian Ocean, owned by the R.A.F. When you finally landed in Singapore – right on the Equator – all 3 Services gave 3 days' Rest to their Servicemen, to recover from the flight and to acclimatise to living in Singapore's hot and very humid climate. My 'rest' was in the luxurious Wardroom of H.M.S. TERROR, the Naval Barracks situated in wonderfully cultured Park grounds (it even had its own 18-Hole Golf Course) close to the mammoth Dockyard, which also accommodated the Officers' Club, vital to all Naval Officers, serving and living on ships. I'd had one night's sleep in TERROR, when my First Lieutenant, temporarily in Command of H.M.S. WILKIESTON, appeared, at my breakfast table, in his best uniform, to welcome me to Singapore and my new Command, H.M.S. WILKIESTON. Very nice and very sensible of him, because I was going to use my 3 day Rest period to acquaint myself rapidly with local knowledge of the Far East Station, the 104th Minesweeping Squadron, and the names and abilities of the Officers and Men in H.M.S. WILKIESTON, before I took formal Command in 3 days' time

**SUBMARINERS 'CROSSED THE BAR' REPORTED UP TO 31<sup>st</sup> OCTOBER 2020**

<b>Branch</b>	<b>Date</b>	<b>Name</b>	<b>Rank/Rate</b>	<b>O/N</b>	<b>Age</b>	<b>Submarine Service</b>
Submarines Association of Canada (E)	1st May 2020	Glyn Albert Gardner			85	Submarine Service in TURPIN, TALENT, ALLIANCE, ALDERNEY, AMPHION, OKANAGAN, ONONDAGA & OJIBWA
Non-member	7th September 2020	Kevin Colley	Cook	TBA	TBA	Not reported
Submarines Association of Canada (E)	13th September 2020	Jean Claud Gourdeau	L/Sto/LSER	RCN D18621E	92	Submarine Service from 1954 to 1957 in SOLENT (1954 to 1955), SIDON (1955), SCORCHER (1955 to 1956), SELENE (1956 to 1957)  Survivor from SIDON on 16th June 1955
Scottish Branch	28th September 2020	John Anthony Goldstone	Leading Signalman	P/J938030	82	Submarine Service from 1958 to 1963 in TACITURN (1958 to 1959), ASTUTE (1961) & CACHALOT (1959 to 1960)
Non-member	28th September 2020	Zac Carroll	TBA	TBA	22	TBA
Ex London & Cambridge Branches	1st October 2020	P A (Tony) Foster	Petty Officer (LTO)	C/JX 152400	99	Submarine Service from December 1941 to July 1950 in H33, OTWAY, TACITURN, U776, TAURUS & TRUCULENT
Submarine Officers Association	3 <sup>rd</sup> October 2020	Julian (Jules) Charles Everard Rogers	Lieutenant Commander X (SM) (N)	TBA	TBA	Submarine Service from 1989 to 20** in DOLPHIN (1989), VALIANT (1990), OPOSSUM (1991), SCEPTRE (1992 to 1995), CSST (1996 to 1997), VENGEANCE (1998 to 2001), SPARTAN (2002 to 2004), FOST Faslane (2005 to 2006), HM Naval Base Clyde (2007), FOST Whale Island (2008 to 2011), UK Maritime Component Bahrain (2012), COMFASFLOT (2013 to 2014)
Gosport Branch	5th October 2020	William (Bill) G Francis	Control Electrical Artificer	M933503	82	Submarine Service from 1967 to 1978 in OLYMPUS (1967), VALIANT (1968 to 1972), CONQUEROR & COURAGEOUS
Submarines Association of Canada (E)	6 <sup>th</sup> October 2020	Terence Herbert Wyss	Lieutenant (N)	TBA	81	Submarine Service in ODIN, AMBUSH, AURIGA, ALDERNEY, FINWHALE, OPPORTUNE, RORQUAL, TACITURN, OKANAGAN (Commissioning Crew)
Non-member	6th October 2020	John Collins	Petty Officer	TBA	TBA	Submarine Service in VALIANT (on recommissioning at Chatham on 16th February 1980) & SEALION
Non-member	10 <sup>th</sup> October 2020	David Leatherbarrow	Chief Petty Officer	TBA	TBA	Submarine Service in COURAGEOUS & CONQUEROR

Norfolk Branch	October 2020	Allan Stanley Goodyear	Petty Officer (Sonar)	P053610	76	Submarine Service from 1963 to 1981 in OTUS (1963 to 1966), TABARD (1966 to 1967), GRAMPUS (1968 to 1969), CACHALOT (1970 to 1971), OCELOT (1975 to 1978) & VALIANT (1979 and on recommissioning at Chatham on 16th February 1980 to 1980)
Non-member	21st October 2020	Anthony Duncan Stanley Mayley	Commander (E) (WESM)	N/A	TBA	Submarine Service from 1966 to 1968 in ALCIDE (1966 to 1968 NL), RORQUAL (1969 NL), RNC Greenwich (1970 to 1971 NL), DREADNOUGHT (1972 to 1973 NL), NEPTUNE (1974 to 1976 NL), DG Ships (1977 to 1979 NL), NELSON (1980 to 1981 NL), DG Ships (1982 to 1984 NL), MOD Bath (1985 NL), DEFIANCE 1966 to 1987), MOD Bath (1988 to 1991) & NELSON (1992 NL)
Middlesex Branch	23rd October 2020	John Jacobsen	Captain (WESM)	N/A	90	Submarine Service from 1962 to 1982 including DOLPHIN, TRUMP, DOLPHIN, VALIANT (on commissioning on 18th July 1966 to June 1967), DG Ships (1968 to 1970), DOLPHIN (1971 to 1972), VERNON (1973), PEMBROKE (1974 to 1977), FOSM Staff (1978 to 1979) & RALEIGH (1980 to 1982