



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL
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Cover Picture: HMS ANSON Naming Ceremony

'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,

I hope everyone had a good Christmas and managed to see some of your family and friends in these difficult circumstances - even if you couldn't see them face-to-face, I know some of you will have been in contact via Facebook and Zoom and other social media. We were able to join in a Zoom meeting with all but two of our children and grandchildren on Boxing Day - scattered between Bolton, Leicester, Scotland and Adelaide in South Australia and - no-one had to drive anywhere.

Now we can look forward to the New Year of 2021 and hope that things will get better and that all these restrictions will be relaxed, reduced or removed in the 'not too distant' future.

With a bit of luck we can get back to Branch Meetings and Social events before too long - there was a Zoom Meeting last week of most of the Hope and Anchor gang - it's not quite the same thing as visiting the pub, seeing everyone, having a beer or two (and a tot or two!) and spinning stories!

Looking back at the January 2020 Newsletter I see I was reporting on the 'nasty cough and cold' that was going round - 'and kept on coming back' - and hoping that you were all managing to avoid it! Was that

the early stages of the 'virus'? Or was it just the usual winter cold and flu?

Last year I also reported on the successful December Socials and Christmas Parties and was looking forward to a full Social Programme for 2020. As you all know most of that Programme never happened.

There were plans last year for some important Anniversary Celebrations as well - VE-Day and VJ-Day and they never happened either.

There are some more important Anniversaries again this year - the 120th Anniversary of the Submarine Service in October, the 100th Anniversary of the Royal British Legion, the 150th Anniversary of the Barrow Shipyard to name but three! Not sure at the moment what is being arranged as yet - or whether anything will be able to take place - but we will wait and see!

I know Dave Smith has already reminded everyone that National and Branch Subs are due again but as payment at Branch Meetings is currently not possible it will be appreciated if you can arrange to pay via Direct Debit (details on the National Website) or Standing Order. If you still want to pay by cash or cheque, then contact Mick Mailey whose contact details are above on the List of Branch Officers.

Best Regards,

Barrie

SECRETARY'S REPORT

As you can well imagine there has been little correspondence over the last month.

The NMC requested an amendment to the Barrow Proposal with regards to a limitation on the amount the NMC can spend without referring to the Branches. The request was to use Zoom rather than call an EGM due to the costs involved in arranging an EGM and the success they have had utilizing Zoom for recent meetings. The general feedback I have received from the Branch is that they agree to the change, but it should be by exception rather than the rule. This means that we shall have to rewrite the proposal and send it out to everyone to agree on the change. This will be done in the next couple of days.

Rob Pointer forwarded a Mesothelioma UK newsletter Winter 2020 which details the Mesothelioma UK commission for a design of a memorial sculptor to honour mesothelioma patients from the armed forces. Should anyone wishing to donate they can do so by visiting www.mesothelioma.uk.com/armed-forces-memorial-donation/ or contact 0800 169 2409.

There have been a couple of Christmas Cards (digital) from the Essex Branch and Dreadnought Association, and the West of Scotland Branch.

As you may know, Rita West, Alan's wife, could not attend his funeral as she was about to have an operation. This is now done, and she is recovering at home.

I attended Willy Clelland's funeral, virtually, this morning (Wednesday 23rd.). His Naval Career from joining as an Apprentice at Caledonia (Class S61) to his retirement as an SD Lieutenant in 1989 was highlighted and there was a White Ensign on the coffin.

Dave Smith

SOCIAL REPORT

No Social Report this month. Unfortunately – as you all know - the Social Programme so carefully put together by Alex for 2020 had to be constantly changed and replanned as circumstances dictated and, in the end, nothing which was intended was able to go ahead.

Alex is working on a Branch Social Programme for 2021 which, hopefully, will include most – if not all – of the usual events but we will just have to wait and see how things progress and if restrictions are either eased or lifted. Already we know that the First Footing to the Morecambe Branch will be later than usual this year.

Also, although the Barrow Branch doesn't arrange it, we have been advised that the K13 Memorial Weekend in Faslane will not take place in its normal form. Travel to Scotland is not currently permitted except for work and, in any case, access to HMS Naval Base is not possible. Instead a limited Remembrance Service will take place in the Base Church attended by Base personnel only and, afterwards, wreaths and poppy crosses will be placed on the graves in the Garelochhead Cemetery

JANUARY 2021 BRANCH CALENDAR

January Branch Meeting Tues 5th Jan
Committee Meeting As Required

FEBRUARY 2021 BRANCH CALENDAR

February Branch Meeting Tues 2nd Feb
Committee Meeting As Required

MARCH 2021 BRANCH CALENDAR

March Branch Meeting Tues 2nd Mar
Committee Meeting As Required

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

JANUARY BRANCH BIRTHDAYS

L. (Lou) Budden	02/01/1971
K (Kate) Pearson	02/01/1947
D. (Danny) Cargill	06/01/2001
R.S. (Bob) Sherriff	10/01/1949
P.C. (Peter) Hearn	22/01/1957
B. (Brian) Reed	27/01/1944
I.W. (Ian) Moore	29/01/1948

P (Piya) Das

20/01/1987

Happy Birthday All!

REMEMBERING FORMER BRANCH

MEMBERS

'CROSSED THE BAR' - JANUARY

Morris Voce	1982
James G W Tiffney	1993
George Green	2007
Peter Bell	2007
Brian Kerr	2008
J S Hards	2010
Leslie Willcox	2012
Colin Lee	2015
Ted Budgen	2016
Norman Hart	2017
Frank Pretty	2019
Thomas S Fell	2020
Richard Watling	2020

RESURGAM

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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.

SUBMARINERS ASSOCIATION DIARIES

2021

The Submariners Association Diaries for 2021 have now arrived – there was a bit of a delay in getting them as SA Committee Member Mark Smith has had a bit of difficulty getting them out of the Printers! The same as last year they are priced at £3.00 each to cover costs and make a small profit for the Branch. The six Diaries ordered are with me at the moment, and I will post them out as soon as I know who ordered them. I will leave it up to those who ordered them to make sure they get their payment to Mick Mailey as soon as possible and if you would like to add on a bit for the cost of the postage, I'm sure Mick will appreciate it!

NEWSLETTER CONTACT INFORMATION

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

Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e. the last week in January for the February 2021 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!

NEW SUBMARINERS PASSING OUT PARADE

HMNBC 61/20

ROYAL NAVY MEDIA Release 17 December 2020

Twenty submariner trainees at HM Naval Base Clyde recently passed-out from the first phase of their Submarine Qualifying Course (SMQ)

On Thursday, December 17, the class of twenty students – being trained for service on board Astute Class submarines – reached the culmination of their ten-week “dry phase”, the classroom part of the course conducted

on dry land at Clyde's Fleet Operational Sea Training (North) (FOST)(N).

Earlier this year, HM Naval Base Clyde – home of the Royal Navy's Submarine Flotilla – was singled out for praise by Amanda Speilman, Ofsted Chief Inspector. A team of her inspectors visited Clyde in October and found the training, welfare and support provided to submariner trainees by FOST (N) to be outstanding.

Throughout 2020, twelve SMQ classes were delivered at FOST (N) – eight Vanguard-Class and four Astute-Class – totalling 240 students who have completed this intense and demanding training before moving on to the “wet phase” of SMQ onboard a Royal Navy submarine.

This class, the last of 2020, graduated on the day with Captain FOST (N), Captain Ian Breckenridge presenting each student with their certificates in the HMS Neptune Supermess under strict social distancing conditions.

The best student award was presented to Able Rating (Warfare Specialist) (Sonar Submarines) Darren Matthews for delivering the best overall performance during the course. This award is based not only on the trainee's academic achievements but also on their attitude, commitment and, most importantly, their teamwork and support of their peers whilst on course.

The “dry phase” of the Submarine Qualifying Course comprises of ten weeks of intensive academic and practical training to ensure they are safe, familiar with submarine systems, drills and routines and can manage their own future training in order to complete the “Wet phase” of SMQ and qualify as a Royal Navy Submariner. Prospective submariners join FOST (North) at HM Naval Base Clyde for the dry phase of their training. After successfully completing a final exam, oral board and walk-rounds of a nuclear submarine, they pass-out, eventually joining a nuclear submarine.

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

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



Captain Ian Breckenridge, Captain FOST (N) with the twenty submariner trainees and their instructors at their passing-out



Able Seaman (Warfare Specialist) (Sonar Submarines) Darren Matthews being presented with the Best Student Award

ROYAL NAVY BOMB DISPOSAL TEAM TACKLES WARTIME MINE IN FIRTH OF CLYDE

ROYAL NAVY MEDIA RELEASE Wednesday, 2 December 2020

THE ROYAL Navy's bomb disposal experts based at HM Naval Base Clyde, sprang into action yesterday after a vessel found a suspected mine in waters around the Firth of Clyde.

The team of explosive ordnance disposal experts from Northern Diving Group (NDG) were called after the Maritime and Coastguard Agency was alerted to the situation around 11.20am on December 1.

Seven crew members were evacuated by Troon Lifeboat and Rothesay Coastguard Rescue Team while the vessel, with the suspected ordnance onboard, was sailed to Ettrick Bay on the Isle of Bute to meet with Northern Diving Group.

After examination, the item, which was described as being in "pristine" condition, was confirmed as being a Second World War German submarine-laid, moored influence, mine. Staggeringly it still contained around 350kg of explosives!

The Northern Diving Group team coordinated the lowering of the ordnance to the seabed off Ettrick Beach and on December 2 they carried-out a controlled explosion to dispose of the mine.

Lieutenant Commander Mark Shaw, Commanding Officer of Northern Diving Group, said: "The mine was trawled in the vicinity of Isla Craig, a small island in the Firth of Clyde. Considering it had been in the water for around 80 years, its condition was remarkable.

"From the initial pictures we were able to easily identify the Mine Type and importantly determine that the explosive fill was intact and therefore presented a significant hazard.

"The vessel was diverted to Ettrick Bay and met by my team, led by Petty Officer (Diver) Robert McCann who safely dealt with the situation."

He continued: "Items of this size are relatively uncommon, however, NDG are approaching 100 call-

outs this year supporting civil authorities with all types of Explosive Ordnance Disposal, ranging from mines and torpedoes to hand grenades and improvised devices. On average, across the UK, Royal Navy Clearance Divers are tasked once a day for EOD assistance.

"This highlights the remaining presence of historic ordnance. Even small items can be unstable and present an explosive hazard; carrying-out a controlled explosion is the only safe way of dealing with them and neutralising the hazard.

"If anyone comes across a suspected piece of ordnance, they shouldn't interfere with it and immediately contact the emergency services."



The German WW2 mine which was trawled by a vessel in the Firth of Clyde



Northern Diving Group detonate the ordnance at Ettrick Bay

The Northern Diving Group

The Northern Diving Group is one of two Fleet Diving Squadron area diving groups whose mission is to provide diving, Explosive Ordnance Disposal and In-Water Maintenance and Repair to the Fleet.

Comprising more than 40 Royal Navy clearance divers and support staff, NDG is located at HM Naval Base Clyde.

To aid civic authorities, NDG provides a perpetual high readiness team of Maritime Explosive Ordnance Disposal, or bomb disposal, experts. They cover an area that starts from the high-water mark in Liverpool and stretches 12 nautical miles out to sea, clockwise around the coast to Hull, encompassing Northern Ireland, the Scottish Western Isles, Shetland and the Orkneys. This vast area was exposed to many bombing raids in World

War Two both on land and at sea, and the team continues to find and deal with hazardous historic ordnance that could still pose a threat.

MesotheliomaUK Commissions Armed Forces Memorial Sculpture.

Mesothelioma UK has commissioned a design for a memorial sculptor to honour mesothelioma patients from the Armed Forces. Once funding is secured the sculpture will be installed at the National Memorial Arboretum in Burton upon Trent, Staffordshire. The permanent memorial will honour all Veterans, Armed Forces service men and women who have died from Mesothelioma.

The planned sculptor is part of Mesothelioma UK's "Supporting our Armed Forces" project that has captured the impact of mesothelioma amongst our forces and established a bespoke service that provides information that provides information, advice and support specifically for armed forces veterans and service personnel affected by mesothelioma.

The planned sculpture is made up of more than 60 carved stone blocks, representing the building blocks of life and public service. The blocks form a tower which although damaged, supported above and below. The supporting blocks represent the support offered by the charity.

The stone blocks are engraved with information about the charity, mesothelioma, asbestos and the armed forces. Blocks can be sponsored in memory of a loved one or supporters can make a donation to the charity to help fund the work

To sponsor the memorial visit www.mesothelioma.uk.com/armed-forces-memorial-donation/ or contact 0800 169 2409

The military experience of Mesothelioma Study is now complete, and the full report can be accessed on the Mesothelioma website.

The aims were to generate evidence on the incidence and prevalence of mesothelioma amongst Armed Forces Veterans. Also to generate insights into their experiences with health support needs with how health professionals and support agencies can best support them

SUBMARINE LOSSES OF WWII January 1941

No Submarines were lost in January 1941, but two Submariners are reported to have died. They were:

(1) A member of the Crew of Submarine HMS TRIUMPH. He was:

Stoker 1st Class Harry Hague O/N D/KX 78310

Harry Hague was the thirty-five years old son of Elizabeth Lawrence of Sheffield. He is reported to have died on 16th January 1941, but the circumstances of his death are not known. He is buried in the Malta (Capuccini) Cemetery, Protestant Section (Mens) Plot 5, Collective, Grave 14.

(2) An Able Seaman serving in HMS DOLPHIN. He was:

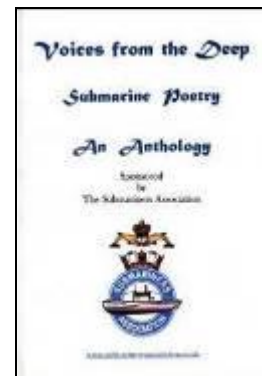
Able Seaman Nelson Ferbrache O/N J111110 (Po)

Nelson Ferbrache was born in Guernsey in the Channel Islands in 1908. He is reported to have died in the Royal Naval Hospital, Haslar on 11th January 1941 and he was buried in the Royal Naval Cemetery at Haslar.

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 COMMISSIONING CREW

Commissioning Crew Lists are still coming in 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

Rita West Thank You Card

Dear Dave, A huge, big thank you to you and the Submariners who braved the weather to come to Dad's funeral on Thursday, Mum and I are so very grateful to you all. Please pass on our thanks and, also apologies for the confusion over the seating arrangements. I do hope everyone was OK. Many Thanks. Wishing you all a Merry Christmas and a very healthy and happy New Year. Rita, Suanne West and Family.

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. 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 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. Many thanks your interest, support and help to the Submarine Community; please share this information and donate to help our own.

DIG DEEP TO HELP SUBMARINERS

Dig Deep to help Submariners, past and present and get the RNRMC Submarine Fund off to the best possible start:

Visit rnrmc.org.uk/donate

Please specify in the Comments box that you wish your donation to support the Submarine Fund

The Royal Navy and Royal Marines Charity is a company limited by guarantee registered in England and Wales (no. 6047294) and is a registered charity (no.1117794) and Scotland (SC041898).

Registered Office: Building 37, HMS EXCELLENT, Whale Island, Portsmouth, PO2 8ER

PROPOSED PLYMOUTH COLD WAR CENTRE

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 were released in early September to inform and ask for help to complete the initial study.

Nine weeks after commissioning a Crowdfunding page to raise £40K to conduct a Feasibility Study to investigate the potential for establishing a Cold War Centre in Plymouth, with a focus on the National endeavour during this period and specifically the unique roles played by Plymouth, I can report that the target has been reached much earlier than anticipated.

Many, many thanks for the support, commitment and enthusiasm given to this project, the level of interest demonstrated far exceeded expectations. All funds are deposited with the Royal Navy and Royal Marine Charity, and I thank them for their support.

Efforts are now underway to form a small project team to develop a Project Initiation Document to share with key stakeholder organisations (e.g. Ministry of Defence, National Museum Royal Navy (NMRN), Plymouth City Council (PCC) and Industrial partners), define project requirements and subsequently develop the Feasibility Study.

The project now has a much-raised profile and the associated networking gained will help in completing the Study during the early part of 2021. It will be important that the Study can demonstrate that not only can the inevitably high capital costs be met but that future income generation will be sufficient to maintain the centre and a submarine.



Equally important will be demonstrating the relevance, to modern STEM subjects and the need for innovative engineering solutions to national and global challenges. The challenges of operating, living and operating underwater for weeks at a time, independent of the surface in a nuclear submarine are a prime example of how technology, research, and design can deliver innovation and engineering solutions to complex problems.

If the project is assessed as feasible, it is anticipated that its development may adopt a two-part process over a possible 10-year period. One element would be to develop a Cold War Centre potentially alongside Plymouth City Council initiatives, while the other and longer element would run in parallel, making the case and preparing for *Courageous* to be made a focal point for both heritage and innovation. Once complete the intention is that the Feasibility Study will inform potential Heritage Lottery and other bids for financial support in 2022 and beyond.

The intent is to release a quarterly progress report, or as and when situations dictate, to the stakeholder community, with copies of the Feasibility Study released once complete.

2021 will be a critical fund-raising year for the Submariner Memorial Fund. Any funds remaining on completion of the Cold War Centre Study will be donated toward that cause.

Once again, many thanks for your support and enthusiasm for this project.

J S Weale CB OBE 17th November 2020

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the December 2020 issue of Periscope View)

Families joining the Men folk Abroad

Admiralty had a simple system. If the men were in shore depots, like H.M.S. *TERROR* in Singapore, where they could go home every night, they were sent to stay for 2½ years and Admiralty would pay for the family to join him, provide a Married Quarter, School and Hospital and increase the man's pay enormously to look after his family inside a foreign country. Men in ships, like Minesweepers and Submarines, permanently fixed to the Station, would only serve 18 months in those ships and subs., but the families stayed at home.

However, Admiralty encouraged any of us 18-month'ers to get families out to the Station, as long as you did it at your own expense. This was only within the means of Commanding Officers and Senior Officers really.

Hazel and I had agreed for her to join me as soon as she and Baby Billy were fit to travel. We had our names down with the R.A.F. who helped us 'Unofficials' by transporting families for free, whenever they had spare seats in their Trooping Aircraft.

Hazel's number came up 2 months after Billy was born, as long as she could get to Lyneham within 24 hours of the 'phone call. Fortunately, Granny Dowds was still staying with us and was able to help getting Hazel, Sue, Billy and baggage safely and in time to Lyneham. We had rented Ellachie Gardens house, fully furnished, to a Naval Submariner and gave him the keys before departing. Granny left Lyneham to return to her home in 'Derry and my family set off on the 3-day journey to Singapore.

Luckily 'Wilkie' arrived back in Singapore on the day Hazel arrived – Bruce Nicholls was waiting on the jetty with the news and his car – so post haste to Changi Airport to collect them.

Bruce already had his family in Singapore, and we stayed in his bungalow for several days, while I put the skids on and

rented a sparsely furnished bungalow in Johore Bahru – just across the Causeway from the Naval Base. Five of the Minesweeper C.O.s had brought their families out – two weren't married – and several Submarine C.O.s also had their families in Singapore. Together, this small band of 'unofficial wives' were a tightly knit club which was treated with respect by the numerous 'official wives' – "How on earth do you manage on half pay and no Married Quarters?". The 'Club' – very resourceful women to have got there in the first place – managed very well thank you and were even envied by the affluent 'official' for the 'Club's' great esprit de corps and 'family' bonding. This started the minute any unofficial family arrived. The 'Club' helped you find a rented house, accumulate extra furniture, buy a second-hand car, groceries, and helped you to choose an Amah. The 'Club' wives and children met every day at the Officers' Club Pool and woe betide any affluent outsider who tried to muscle-in on this 'best' party gathering! The 'official' had to live within a rigid 'pecking order' of rank or seniority of respective husbands and wifely toadying up the ranks to try and enhance their husband's promotion prospects was the cause of the many hilarious daily guffaws that came unabashed from the 'Club's' corner. The 'officials' knew they were being laughed at. And why not!

Just before I left home, we sold our A35 Van and bought a new Morris Traveller, duty-free (£500 instead of £700) to be shipped to Singapore on the first available space aboard the Admiralty Store Ships running to Singapore. It arrived a few weeks after Hazel and the children arrived – a very worthwhile luxury, since there was no public transport suitable for Europeans and the second-hand market consisted mainly of unreliable old Bangers. The car was an essential part of daily family life. We shipped it home again when the 'Wilkie' tour finished in 1962, used it for 4 years in the U.K., then shipped it out to Singapore for the second time in H.M.S. FORTH in 1966 for our use on this second move to Singapore. We sold it to the local Chinese for almost £500 in 1968 when we returned home again. It had been a wise purchase back in 1961.

The Bungalow and Amah

At No.4, Jalan Waterworks, Johore Bahru. Fairly typical block and cement post-war construction, colour-washed inside and out, imitation marble floors throughout (for coolness), windows without glass – iron grilles to prevent burglars and wooden shutters for storms – electric ceiling fans, carport to shade the car, a high wire mesh fence around the entire plot with tall iron gates for car access. The medium-sized garden, mainly set to grass, surrounded the house. All modern plumbing, bath and shower room, 3 bedrooms, a huge open-plan lounge, built-in closets and storerooms. Built on the back of the bungalow was the Amah's room and kitchen and washroom, all very small, as the Chinese were accustomed to spartan, cramped living quarters. Our Amah, Tan Yan Te, aged about 50, lived in, except Sunday night when she returned to her husband and family, spoke virtually no English, but quickly taught Hazel pidgin Malay words, suffice to plan menus and domestic chores, did all the family laundry, cooked every meal and kept the entire bungalow immaculately clean. For all this service, she earned the pathetically low going-rate of £40 monthly plus food and spartan living quarters. We liked her very much and, thankfully, she liked us – particularly Billy, who as a male baby infant was precious in Chinese society. She would quite happily carry Bill on her hip with one arm for hours, while she cooked and cleaned with the free arm. Bill didn't object and often the only way to stop him crying was to hand him to Tan Yan Te when the crying stopped like magic. Her Malay - Chinese diction turned 'Billy' into 'Milly' and Sue was addressed as 'Sue-Zan'. Hazel was Missie and I was Tuan. We were a happy family and lived well on her excellent cooking skills and Hazel's shopping abilities. Buying the family groceries was not easy. Mainstay for Naval wives was the NAAFI Store inside the Naval Base, supplemented by the more expensive cold storage shop in Johore Bahru. Vegetables and fresh fruit were best left to Amah in the crowded native markets.

There was a very irksome complication of driving through the strict Customs Control Station entering Malaya from the Duty-free State of Singapore, at the Malayan end of the Causeway. Each day that Hazel shopped for groceries and household items in NAAFI or any other shop in Singapore we were required by Malayan Law to declare every item and pay any duty arising – small amounts on food items, but hefty amounts on clothing, alcohol, tobacco, furniture, toiletries etc.

The wives 'Club' told us it just wasn't on to declare ordinary items, which incurred delays of paying to Malayan Customs who moved like snails while the kids sweltered in the stationary car. We went along with this daily trip home from the Naval Base, by covering any shopping with swimming costumes and towels and taught Sue to say, 'Nothing to Declare' in the Malay language "Tiadda Appa Abba" and the fearsome, armed Malayan Custom Officers were so fascinated by Sue's blue eyes and blonde hair that they waved us on without the dreaded search.

Johore Bahru was a quaint, quiet rural area to live in and very close to the Naval Base. But only a handful of British Service families chose to live there – us Naval 'Unofficials' lured by the lower rents and cost of living and a sprinkling of 'Officials' who were 'Horsey People' – the Sultan of Johore had his Palace and precious Stud Horses in Johore Bahru. Most Service families were in Married Quarters dotted around the big and glitzy City of Singapore – which they preferred anyway.

THE HMS ANSON NAMING CEREMONY



A Message from John Moorby, Astute Programme Director to all BAE Barrow personnel

Friday, 11th December 2020, saw the official naming ceremony for ANSON, the fifth Astute class submarine. Unlike the usual mass-participation spectacle associated with such events, the naming of Boat 5 was a low-key affair. Coronavirus restrictions meant the ceremony was witnessed by a very small number of people. However, all Yard employees were able to join in the celebrations through a video highlights package. The ANSON naming ceremony provided a fitting conclusion to what was an extremely important year for the Barrow Shipyard.

Dealing with Coronavirus was one of the biggest challenges the Shipyard has ever faced, and considering the multitude of challenges it posed, what has been achieved over the last 12 months is a matter of pride and confidence. Delivering AUDACIOUS safely to the Royal Navy during the initial wave of the pandemic was a fantastic effort. It was made possible by a combination of hard work, resilience, flexibility and collaboration, and those qualities have remained integral throughout the whole of 2020 as the Yard adapted to new working conditions and practices necessitated by Covid.

Following on from the success of AUDACIOUS, great strides have been made in the build cycles of the three remaining Astute boats – ANSON, AGAMEMNON and AGINCOURT – as well as significant progress in the Dreadnought and SSNR programmes.

Although news of imminent vaccines gives us great cause for optimism, Covid-19 has not gone away and continues to test our ability to be agile and innovative in the way we do things – and this includes the ANSON Naming Ceremony.

Despite the restrictions on the number of people who can attend, we were determined that all employees were able to celebrate ANSON reaching this pivotal milestone and we went to great lengths to ensure digital footage of the event was available.

It was another proud moment for both the business and the local community. And as we close in on another year and look forward to 2021 and the 150th anniversary of Barrow shipyard, it is also a timely reminder of the crucial role we continue to play in defence of the nation.

PROGRESS ON THE DREADNOUGHT CLASS SUBMARINE PROGRAMME

<https://www.savetheroyalnavy.org/progress-on-the-royal-navy-dreadnought-class-submarine-programme>

December 10, 2020

The first of Britain's new nuclear deterrent submarines, HMS DREADNOUGHT has now been under construction for over 4 years. Although still relatively early days and available information is inevitably limited, some further details of the boat's design and progress on this vast project have emerged since our first article on the subject in 2017.

First steel was cut for DREADNOUGHT in October 2016 and work on the second boat, VALIANT was begun in September 2019. The third boat will be named WARSPITE and the final boat, KING GEORGE VI. The first 3 names echo famous battleships of the 20th Century, although WARSPITE and VALIANT were also used for two of the RN's first-generation SSNs. KING GEORGE VI is new to the RN, being named after Queen Elizabeth's father who served in the navy where he saw action at Jutland in WWI.

The programme is currently in Delivery Phase 2 (DP2), which runs until March 2021 and had seen expenditure of around £7Bn on the concept, assessment, and early delivery phases up to April 2019. The next 5 years will be the most expensive phase of the programme, but the NAO says, so far, the project "remains within budget and on track for the first of class, DREADNOUGHT, to enter service in the early 2030s". Unfortunately, this week it has emerged that the disruption caused by the pandemic has delayed the project by around 5 months. Over such a long programme there may be opportunities for the lost time to be made up. BAE Systems has worked very hard to create a COVID-safe working environment with 95% of employees now back at work in Barrow.

The Dreadnought class are designed from the outset to have a service life of 35-40 years. This is a significant increase over their predecessors which should reduce through-life support costs but has contributed to the high initial price tag of £31Bn for the four vessels. A further £10Bn contingency fund has sensibly been allocated and has already been drawn on to reduce long-term costs and future risk primarily by supporting industry through advanced orders and investment.

Design indication

DREADNOUGHT will have a very clean hull form without the missile compartment 'hump' of the Vanguard-class and will feature a distinctive raked fin. The forward hydroplanes have been located in a lower position (similar to the Trafalgar class boats) and will almost certainly be retractable for berthing the boat alongside.

The X-tail plane arrangement is also new to the RN and is more complex to design and manufacture but has several advantages. It reduces noise caused by turbulence as the water flow from behind the fin meets the vertical rudder. The planes can be smaller for the same control effect, further reducing noise. At high speed, they are also more stable because when a submarine turns, it rolls (in the opposite direction to the turn) and the vertical rudder can start to act as a stern plane.

DREADNOUGHT is larger than the Vanguard-class, with a submerged displacement some 8% greater, totalling 17,200-tons. They will also be 3 metres longer than their predecessors, despite having fewer missile tubes. A bigger vessel allows for a larger and inherently safer reactor, further quieting technology and provides more room for improved crew comfort. This will be the first RN submarine designed from the outset to accommodate both male and female personnel and have a dedicated sickbay for the embarked doctor, a gym space, classroom and study areas on board as well as a new lighting system simulating day and night.

The boat will almost certainly have Integrated Electric Propulsion (IEP) and be driven by electric motor instead of the steam turbines used on RN nuclear submarines until now. The reactor provides steam for turbo generators that provide power for the motors and the rest of the boat's requirements. Motors avoid the need for noisy reduction gears and allow more flexibility in the layout of the propulsion system. Most analysts assume that DREADNOUGHT will not adopt a submarine shaftless drive (SSD) system or use Pseudo-magnetic Direct Drive (PDD) motors as the technology is not sufficiently mature and presents too much risk.

A multi-faceted industrial enterprise

Following on from its involvement in fabricating steel parts for the Astute-class boats, in October 2018 Cammell Laird was awarded a contract to manufacture items for the Dreadnoughts. The pressure hull itself is made entirely by BAES in Barrow as it demands specialist welders and processes to work with High Yield steel. CL will supply 29 non-pressure hull components for each boat including decks, bulkheads, ballast tanks and the fin structure. They will also make keels for the hull of sufficient strength to support the boat if resting on the seabed. Manufacturing has already begun, employing around 150 people for the next decade, with the last items due to be delivered by 2030. Completed components are transported by sea from Birkenhead direct to the yard at Barrow.

In a sensible move to reduce duplication of effort, the Dreadnought class share a common missile compartment design with the US Navy's Columbia class SSBNs. Babcock in Rosyth and Bristol are involved in the manufacture of the Missile Tube Assemblies (MTAs) and since 2014, has won contracts for 57 MTAs. Another contract was secured in June 2020 for an additional 18, will bring the total made by Babcock to 75. The MTA is a quad-pack of 4 tubes that can be about 80% fitted out with wiring and pipework before insertion into the pressure hull. Each Dreadnought boat will be fitted with 3 MTAs, giving 12 tubes while the USN Columbia's will have 16 tubes.

Although procured together in a joint contract with General Dynamics Electrical Boat (GDEB), the initial tubes will mostly be supplied for the Dreadnought programme with later batches for Columbia. In June 2018 welding quality issues were identified with some of the tubes made by US contractor BWXT. The original technique for inspecting 100-inch-long welds was inadequate but later non-destructive testing by the USN inspectors identified the issue. This was not Babcock's fault, but it may delay supply of the MTAs to be installed in Dreadnought. As the heart of the ballistic missile submarine, this issue has demonstrated the wisdom of manufacturing the tubes well in advance of fitting to the boats.

The MTAs are far more complex than just metal tubes and Babcock is believed to be largely responsible for the complex launch system. The 58-tonne Trident missiles are ejected from the tubes by steam cannon. An explosive charge is used to vaporise a tank of water into steam. As the boat 'hovers' a few meters below the water, the expanding steam pressure forces the missile out of its launch tube with enough momentum for it to clear the water surface before the rockets ignite. Each tube has its own independent launch system that demands precision engineering to resist very high-pressure steam and safely eject a large nuclear-tipped rocket. The tubes must also allow maintenance access so the missiles can be inspected at sea.

Besides the launch tubes and their subsystems, an SSBN requires a sophisticated trim and compensation system to keep the boat stable during and after missile launch. As the missile leaves the tube, it has a substantial effect on the trim of the boat and water and air has to be rapidly moved between ballast tanks to ensure the submarine remains stationary in the hover position during successive launches. Consisting of a series of sensors and controls linked to valves, pipework, pumps, high-pressure air vessels and tanks, this is and one of many demanding engineering challenges. In 2018 it emerged the design and manufacture of this system for the Dreadnought class would cost £270m, more than 4 times the original estimate.

SUBMARINERS 'CROSSED THE BAR' REPORTED TO 31st DECEMBER 2020

Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Beds & Herts Branch	21st June 2020	Andrew F Smart	Leading Stoker	C/KX 526748	95	Submarine Service from October 1945 to July 1947 in STORM & OBERON
Non-member	2nd December 2020	Robert Murray	TBA	TBA	TBA	Submarine Service including SCEPTRE
Non-member	3rd December 2020	John Brian Reilly	Leading Marine Engineering Mechanic (L)	TBA	TBA	Submarine Service including REVENGE (P) on recommissioning at Rosyth on 4th September 1982, TORBAY (1st Commission Crew) on 7th February 1987 & VANGUARD (P) (on Commissioning – 1st Commission Crew at Barrow in Furness on 14th August 1993)
Non-member	5th December 2020	William Clelland	Lieutenant (SD) (MESM)	TBA	TBA	Submarine Service as MEA(P) in COURAGEOUS (1st Commission Crew), VALIANT & DREADNOUGHT & as Lieutenant (MESM) SPARTAN (1984 to 1985), SM2 AMEO (1986 to 1988) & DEFIANCE (1989)
Non-member	10th December 2020	Allen D Cook	Chief Steward	TBA	TBA	Submarine Service including ANCHORITE (on Commissioning at Singapore) on 11th October 1962, ARTEMIS (on 'Commissioning' at Chatham on 10th September 1965), CHURCHILL (on commissioning at Barrow on 15th July 1970)
Scottish Branch	18th December 2020	Alan White	Warrant Officer Marine Engineering Artificer (P)	D055239C	77	Submarine Service from 1965 to 1988 in OTTER, WARSPITE SOVEREIGN & TRAFALGAR
Nottingham Branch	20th December 2020	Douglas Cliff	Cook	P081699	74	Submarine Service from March 1967 to June 1970 in OTUS
Basingstoke Branch (ex-Royal Berkshire)	21st December 2020	Robert A Hunt	Charge Chief EL	P/MX 893664	86	June 1955 to October 1975 in TABARD, SHRIMP, TAPIR, TACITURN (6th Commission from 24th October 1960), RESOLUTION (S) (1st Commission Crew on 3rd October 1967) & RENOWN (S)
Dolphin Branch	December 2020	John Woodhouse	M(E)1	P/SKX 948503	83	Submarine Service from 1959 to 1964 in ACHERON (1960), TABARD (1960 to 1961), ANCHORITE (1961 to 1962 on Commissioning at Singapore on 11th October 1962 & RORQUAL (1963 to 1964)
Non-member	24th September 2020	Ronald Walker	Chief Mechanician	TBA	TBA	Submarine Service from 1964 to 1986 in AENEAS, ANDREW, RENOWN, PORPOISE, ODIN & SEALION