



# 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: **BRANCH MEMBERS AT THE TEMPLE GARDENS ON 7<sup>th</sup> NOVEMBER 2021**

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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.'*

**WINSTON SPENCER CHURCHILL**

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## EDITORIAL

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**Hello Everybody,**

I hope you are all keeping well and taking the chance to get back to normal. Well, once again and like I said last month, hasn't this been a busy month for Submarines, Submariners, and the Barrow Branch?

Unfortunately I had to miss the November Branch Meeting as I had to self-isolate before a hospital appointment but, starting on Saturday 6<sup>th</sup> November it was the opening of the Field of Remembrance - which includes a Submarine Section - at Westminster Abbey plus the Laying of a Wreath at The Combined Services Memorial inside the Abbey. The Serving Submariners in attendance mustered around the Tomb of the Unknown Warrior where the background of the Field of Remembrance and the selection of, and interment of, and significance of the 'Unknown Warrior' was explained.

On Sunday 7<sup>th</sup> November Branch Members took part in the Submariners Remembrance parade and Wreath Laying in the Middle Temple Gardens in London. The group photo of Branch Members on the front page was taken after the Ceremonies. We can only apologise to George Hyde for the photographer cutting him in half. A full report on the London Ceremonies has been circulated separately to all members.

On Thursday 11<sup>th</sup> November the Branch was invited to join in the BAE Crane Memorial Service at the Dock Museum recognising the two Vickers Shipyard workers who were killed whilst 'fire watching' during WWII when the hammerhead crane in the yard was hit by a bomb during the Barrow Blitz.

On Saturday 13<sup>th</sup> Members attended Barrow Railway Station for the annual Remembrance Service marking the bombing of the station during WWII and all Furness Railway employees who lost their lives in WW1 & WWII.

Sunday 14<sup>th</sup> saw Remembrance Ceremonies at the AE1 & AE2 Memorial and the Main Barrow Parade & Service at the Cenotaph in Barrow Park - Branch Members took part in both these Ceremonies and details and photos are included in this issue. This year a representative of BAE Management, Angela Barker, attended the AE1 & AE2 service and laid a Wreath on behalf of the Shipyard. Returning to the Legion after the Remembrance Sunday ceremonies the Branch held is Submariners Remembrance - listening to George Luck's poem - and raised a Glass to Absent Friends afterwards.

Friday 19<sup>th</sup> November saw our Annual Dinner/Dance back after a year's break - but that is covered by Alex's Social Secretary's Dit and by a selection of photos from the evening in this newsletter.

The December Branch Meeting will be on Tuesday 7th December in the Concert Room at the RBL in Holker Street at 1930. Usual time, usual place! See you all there and don't be late!  
If I don't get the chance to see you at the Branch Christmas Party or before make sure you have a very Merry Christmas and a Happy New Year!

Best Regards, Barrie

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## SECRETARY'S DIT

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### Hello Everyone

The following emails and correspondence have been received over the last month (Attachments have been distributed to members.)

1. E-mails and attached newsletters from National Secretary.
2. INS NANGGALA.

Letter of thanks from the Chief of the Indonesian Navy recognising the support to the INS NANGGALA Families from the UK Submariner Community following the loss of their Submarine and its Crew.

3. Dave Ottley is now nominated as SA Rep to the Submarine Advisory Group (SAG) to the Royal Navy Submarine Museum.

Also, as Mark Butchart has now left the RN, he has stood down as a Serving Representative on the NMC. As COSM has nominated two Serving Reps (only one Vote - in case of 'Sea Time') there is a vacancy for a Serving Representative on the NMC. COSM is aware and there may already be a willing volunteer!

5. NMC October Minutes.
6. Western Australia Newsletter of the HMS ASTUTE visit to Perth.
7. SA Committee Report on the Embankment Parade.

8. The National Secretary issued a gentle reminder that the renewal of Membership Subscriptions are due at the end of the year. Also, that for Proposals and Recommendations for the 2022 Conference you have till the end of December to have Proposals and Recommendations to the National Secretary. In addition there are Vacancies on the NMC for one NMC member, Vice Chairman, Membership Secretary and Web Master

9. Latest copy of RNA Semaphore Circular.

10. Email - WO1 WS(TSM) D Bathgate - Subject: Military vs Cancer

Good afternoon, I just wanted to say thank you for the incredible support from across all SA branches towards Military vs Cancer and the raffle for the Flagon of Rum very kindly donated by Mr Neil Martin. The raffle raised just over £11,000 and went towards the total of £28,000 raised and donated to Macmillan Cancer Support and Cancer Research UK.

The flagon was won by CPO Anderson from HMS Queen Elizabeth and will be presented to him on his return from sea. Due to the support of yourself and the Branches, Military vs Cancer has now raised a total of £94,186.52 and is currently making the transition to becoming a registered charity.

By Sea, Land, Air and All, together let's make cancer fall

Yours aye,

David Bathgate

**David A J Smith**  
**SA Barrow Branch Secretary**

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## SOCIAL SECRETARY REPORT

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### Hi Shipmates

Happy December everybody, hope that this finds everyone well.

November was a month of Remembrance and the Dinner Dance. Remembrance day was a treat with the town starting to open up again and us being able to pay our respects in the time honoured way. The Standard flew proudly over the AE1 & AE2 memorial and was marched (accompanied) by the "agony" bags to the cenotaph. Afterwards we enjoyed a few scoops at the Legion and if you ventured into town were given a tot in most pubs – very painful the next day.

The Dinner Dance was put back to the 19th this year at the Imperial Hotel, and although the food wasn't what I expected the company and fun we had was. A great night of drink, dance, laughing and generally just getting dressed up

and letting your hair down. Many thanks to the 13 members who supported this and their lovely spouses who make up most of our Associate members and their guests. BZ my friends.

Well, that leaves us the Christmas Party at the Legion on Saturday 18th December (last Saturday before Christmas) tickets are on sale; £6 each, bring a plate and lets end the year on a bang – as promised if I get enough support for this then there may be enough dosh in the kitty to have a pint or two at the Alfred or Seaweed Corner before the end of the year – looking at Tuesday the 28th December.

I will be bringing along some mince pies for the December meeting and looking to get back into full swing for the January meeting; birthday beer, raffles, members draw, smally eats and anything else I can think of to get us back to normal.

A date for your calendar is Friday 4th February when we first foot the Morecambe branch. £10 a place and is heavily subsidised by the branch.

As promised I can say that our Gibraltar trip on behalf of the children and families in Scotland raised a whopping £1,290 on the 'just giving' site, once the final bits and pieces are added and gift aid attributed it probably will be very close to the £2,000 mark. Many thanks to all who have so generously donated to this.

If you aren't attending the Christmas party then please let me be the first to wish you all a merry Christmas and a happy new year.

**Yours Aye**

**Alex**

### **DECEMBER 2021 BRANCH CALENDAR**

December Branch Meeting	Tues 7 <sup>th</sup> Dec
Branch Xmas Party	Sat 18th Dec
Committee Meeting	As Required

### **JANUARY 2022 BRANCH CALENDAR**

Branch Meeting	Tues 4 <sup>th</sup> Jan
K13 W/E	28th-30th Jan
Committee Meeting	As Required

### **FEBRUARY 2022 BRANCH CALENDAR**

Branch Meeting	Tues 1 <sup>st</sup> Feb
Morecambe Branch First Footing	Fri 4 <sup>th</sup> Feb
Committee Meeting	As Required

**NOTE: December, January & February Meetings and Events may still be subject to cancellation at very short notice - dependent on further Government advice!**

### **DECEMBER BRANCH BIRTHDAYS**

J L.W. (Lindsey) Thwaites	02/12/1965
P.G. (Paul) Douglas	03/12/1965
G.S. (Stan) Livingstone	06/12/1947
A.B. (Tony) Handley	10/12/1954
I. (Ian) MacIntyre	11/12/1964
P. (Phillip) Webb	11/12/1950
M. (Mick) Bown	15/12/1945
A. (Andrew) Waller	17/12/1972
M (Martyn) Hillier	18/12/1942
N. (Nigel) Hutchinson	26/12/1975
D. (Dave) Cattroll	28/12/1957
S. (Stephen) Doughty	28/12/1964
T.D. (Terence) Pyne	31/12/1934

**Happy Birthday All!**

### **REMEMBERING FORMER BRANCH MEMBERS**

#### **'CROSSED THE BAR' - DECEMBER**

George Cubiss	1966
Harold McMillan	1972
Laurence Pattison	1967
Norman Tubb	2003

John Streets	2005
Mick Hulbert	2006
Tim Coop	2008
Keith Myers	2011
Sir Tim Kimber	2012
Tom Kennedy-Wilson	2012
Jan Mead	2014
Brian Wilkie	2014
Ginge Cundell	2015
Carl Moody	2016
David Birkhead	2016
John Houlding	2018

### **RESURGAM**

### **DISCLAIMER**

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

### **NEWSLETTER CONTACT INFORMATION**

Do you have a story to tell or have information you feel should appear in the Newsletter - then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is 'The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. You may also send your contribution by e-mail to me on [frozzennorth55@gmail.com](mailto:frozzennorth55@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 December for the January 2022 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

## **SUBMARINE LOSSES OF WWII DECEMBER 1941**

Two Submarines were lost in December 1941 and one other Submariner is reported to have died. The first Submarine lost was:

**HMS PERSEUS** which was ordered to carry out a patrol off Eastern Greece whilst en route from Malta to Alexandria. The submarine is reported to have struck a mine in the late evening of 6th December 1941 and then to have settled on the bottom. It is reported that five of the crew (including one passenger) survived the initial explosion and made an attempt to escape. Only one man managed to survive and that was the passenger. – Leading Stoker John Capes - he reached the shore on the island of Cephalonia and was sheltered by the locals for approximately eighteen months before he reached Alexandria. The story of the passenger was disbelieved by many for a long time, but the wreck of HMS PERSEUS was discovered by divers and examination of the wreck tended to confirm information given by the survivor. The Crew were:

### **Officers:**

L/Cdr Edward Charles Frederic Nicolay DSO RN

A/Lt Andrew Spence Robertson RN

Lt Joseph Tait RNR

Lt Thomas Michael Geoffrey Codrington DSC RNR

A/Wt Eng Alexander Johnson, DSM

### **Ratings:**

### **Survivor:**

L/Sto John Capes

### **Casualties:**

PO Reginald Charles Fisher Meek, MiD P/JX 129408

PO Eric George Oxley J110824

PO Harry Geoffrey Deacon J113765

L/Sea Cyril George Richardson, MiD J114005

L/Sea Gordon Dobson C/JX 127847

L/Sea Percy Charles Hugh Chetham J92112

L/Sea William Albert Edward Gilbert P/JX 136821

L/Sea Leonard Henry Symons D/JX 140715

AB Andrew Mackie Craw D/SSX 29779

AB Frank Sangster Robertson RNR/X/10053/B

AB Donald MacDonald, MiD P/JX 131771

AB Alistair Andrew Beresford Mapstone P/JX 148951

AB Cyril Jones P/SSX 22128

AB William Joseph Burford P/SSX 28802

AB Norman Frank Hammond P/SSX 28564

AB Charles Ernest Mead P/SSX 28326

AB Abbott Moore Lloyd C/JX 159457

AB Crawford Henderson D/JX 143656

AB George Arthur England D/JX 183994

AB Herbert Robert Caselton D/JX 200382

AB Thomas Fraser Craig D/SSX 17358

AB Thomas Henry Craig (D/JX 136196)

OS Horace John Luckham D/JX 208475

CPO Tel Henry Vallance Wardrop, DSM J72812

Tel Jack Render C/SSX 29326

Tel James Williams Holden C/JX 151775

O/Tel Ronald F F Dickerson D/JX 159406

L/Sig Peter Thomas Neale C/JX 143914

L/Cook George Albert Duell P/MX 50439

Std Albert Ernest Hartley D/LX 23842

EA John Whalley D/MX 48772

ERA Andrew Moffatt Whyte D/MX 60091

ERA John William J Wotherspoon P/MX 45661

ERA3 William Hull O/NP/MX 53813

ERA Claude Francis P/MX 60192

ERA Jack Stanley Griffin P/MX 69988

ERA 4th Class Douglas Frank Plant P/SMX 22

SPO Thomas Norman Preddy D/KX 80586

SPO Stanley George Lattimore P/KX 75890

L/Sto Alfred Bury C/KX 85297

L/Sto Henry John Carpenter C/KX 91062

L/Sto Francis Lehane C/KX 85218

L/Sto Frederick Albert Kearey C/KX 89086

L/Sto Charles Lullford D/KX 88705

A/L/Sto Roland Francis King D/KX 77851

A/L/Sto Charles Cranston Peacock D/KX 86396

Sto1 Alexander Storrie Law C/KX 116859

Sto1 Sidney James Stanley C/SKX 165

Sto1 Robert Frederick Gunter P/KX 112291

Sto1 Thomas John Rees D/KX 85461

Sto1 John McDonald Dickson D/KX 89139

Sto1 Frederick William John Oldridge D/KX 90881

Sto1 Raymond Edward Hodson D/KX 105140

### **The Submariner lost was:**

Lt Patrick Lainson Field RN

He was a Command Qualified Officer on the Books of HMS DOLPHIN and he died on Thursday 16th Dec 1941. It is understood that he was a passenger in an aircraft en route to Gibraltar which was shot down. He was on his way to take up a Staff appointment in Gibraltar.

The second Submarine lost was

### **Submarine HMS H31**

At the time that the German Battle Cruisers SCHARNHORST and GNEISENAU were expected to leave BREST Submarine H31 was sent to form part of a circle of submarines around the French Port. H31 was escorted as far as the Wolfe Rock and left her escort on 19th December 1941. Nothing more was seen or heard of Submarine H31 which was presumed lost in the Atlantic along the North-West Coast of Spain. There were no survivors from the Crew which consisted of the following personnel:

### **Officers:**

Lt Frank Bridger Gibbs RN

Lt Alexander Ian Merritt RN



T/Lt Maurice Eynon, RNVR  
T/Lt Peter Donald Nathaniel Campbell, RNT

**Ratings:**

PO Major Thomas Truckle C/JX 136099  
PO Dennis Spencer C/JX 126519  
L/Sea Levi Thomas Goodman J67558  
AB Charles H B Champion, DSM P/JX 132918  
AB John Bartle Hurley P/JX 236581  
AB Albert Edward Ensby D/JX 212952  
AB Harold Doughty P/SSX 23412  
AB Sidney William Thomas Munns J91162  
AB Alexander Smith P/JX 154288  
AB James Conway Richards P/JX 141477  
AB Arthur Edward Maynard C/SSX 32166  
AB Kenneth Sylvester Jarvis C/JX 178820  
L/Tel Wilfred Augustine O'Brien J20699  
Tel Frank Harold George Dowdell P/JX 161520  
Tel William Leonard George Harley C/JX 190830  
O/Tel Ronald Benson C/JX 190448  
O/Sig Norman Cyril Jones C/SSX 34101  
O/Sig Robert Frederick Morse C/JX 233982  
CERA Eric Newton Jarvis C/M 38815  
ERA Allan Fraser C/MX 70093  
ERA Stanley Edward Rollins C/MX 92306  
ERA Alfred John Crager C/MX 76209  
A/SPO E Bartlett K65556  
A/L/Sto W Holroyd K64818 & RFR/Po/B.19482  
A/L/Sto John McGregor Stamper C/JX 91029  
A/L/Sto James Corry D/KX 90385  
Sto1 Joseph Stanley Bailey C/KX 117457  
Sto1 John Harris Carson P/SKX 224  
Sto1 J Joseph James Grainger D/SKX 1220

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## SUBMARINE COMMISSIONING CREW LISTS

Commissioning and Re-dedication Crew Lists – are still arriving, thank you very much.

I am still looking for 'First Commission' Crew Lists as follows: PORPOISE, GRAMPUS, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS, UNICORN & AUDACIOUS

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat – SSN & SSBN. Crew Lists for any Commissioning or Decommissioning of any Diesel 'A,' 'S' or 'T' Class Boat refitting in Home Dockyards or in Malta, Singapore or Sydney are also required. 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. Thanks, Barrie Downer

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## A SELECTION OF PHOTOS FROM THE BRANCH DINNER







## NEW COMMANDING OFFICER SUBMARINES FOR FLEET OPERATIONAL SEA TRAINING

ROYAL NAVY MEDIA RELEASE

HMNBC 46/21 Wednesday, 17 November

The Organisation responsible for training Royal Navy Submariners in Scotland – Fleet Operational Sea Training (Submarines) (FOST (SM)) – has a new Commanding Officer. The current Captain FOST Submarines, Captain Iain Breckenridge, formally handed over to Captain Neil Lamont on Tuesday, 16 November, during the supersession at HM Naval Base Clyde.

Captain Breckenridge said: “As I hand over to Captain Lamont, I complete my final assignment and I am delighted that it was in FOST SM, enabling me to work with a superb team and still go to sea in submarines. “I have no doubt that Neil will continue to take FOST SM forward and meet the at sea training need whilst bringing new capabilities into service. I wish him and the whole FOST SM team every success.”

The Capt FOST SM post will be Iain’s final assignment in the Royal Navy after 37 years of service. Educated at The Glasgow Academy, he joined the Royal Navy in September 1984 and joined the Submarine Service in 1987. During an illustrious career, he served with HMS OPOSSUM during the first UK submarine visit to Russia since the Second World War, as the Operations Officer on HMS TRENCHANT and, after passing the Submarine Command Course in 1996, as Executive Officer of HMS SUPERB and the Commanding Officer of HMS TIRELESS and HMS ASTUTE.

He also enjoyed several US deployments over the years, including a US exchange visit, the completion of the US Submarine Command Course in 2005 and time working in Washington DC and the Pentagon. Iain took command as FOST Captain SM in September 2018 with responsibility for all Royal Navy submarine training both on shore and at sea.

Taking over the role is Captain Neil Lamont. No stranger to HM Naval Base Clyde, Neil has spent three years in command of HMS Vigilant and HMS Vengeance. Captain Lamont said: “I am delighted to be taking over this demanding and challenging role in FOST SM, leading a highly skilled and dedicated team. “Captain Breckenridge has done a fine job in maintaining training output throughout Covid and transforming Submarine Training to maintain our fighting edge.” “I look forward to continuing this process and supporting the UK’s highest military priority – Continuous at Sea Deterrence.”

Joining Britannia Royal Naval College (BRNC) in 1986 as a General List Seaman Officer, Captain Lamont began specialising as a Submariner in 1989.

Over the years he has served deployments on all classes of submarines eventually completing the Submarine Command Course in 2004. This was followed by a three-year assignment as Executive Officer of HMS TIRELESS. There was also a spell in charge of Warfare Training at the Royal Navy Submarine School at HMS RALEIGH before he headed back to sea with HMS VICTORIOUS. Selected for promotion and command in 2015, Neil went on to command HMS VIGILANT and VENGEANCE as well as joining the Submarine Flotilla for two years.

Based at HM Naval Base Clyde, FOST SM provides the highest standards of training for Submariners, led by a dedicated team of experts and working under the guidance of Commander Fleet Operational Sea Training (COM FOST) based in Plymouth.





**Captain Iain Breckenridge, formally hands-over to Captain Neil Lamont.**



**Captain Neil Lamont.**

Sent by: Royal Navy Communications & Influence,  
Regional Press Office (Scotland & Northern Ireland),  
HM Naval Base Clyde.

### **BARROW REMEMBRANCE 2021**

The Barrow in Furness Branch of the Submariners Association held a Remembrance Ceremony at the AE1 & AE2 Memorial in Ramsden Square at 0945 on Sunday 14th November 2021 prior to the main Barrow in Furness Remembrance Parade & Service. The Ramsden Square Ceremony is held in Remembrance of the first two Australian Submarines – HMAS AE1 and AE2 - built by Vickers, Sons & Maxims in Barrow in 1913 and their mixed Crews of RN & RAN Submariners also including one New Zealander. Both Submarines were lost during WWI – AE1 in September 1914 and AE2 in April 1915. The Memorial was installed and dedicated in 2013 using funding provided by the descendant families of the Crew members in Australia & UK and the Barrow Submariners.

The AE1 & AE2 Ceremony and Service was led by Barrie Downer.



**Leading the Service**



**Mark Butchart lays the Branch Wreath**



**Angela Barker lays a Wreath on behalf of the BAE Shipyard**



Following Prayers, a Reading from the Scriptures by Barrow Branch Secretary Dave Smith, the Act of Remembrance, and a One Minute Silence Wreaths were laid by Mark Butchart – Vice Chairman of the Barrow Branch and Angela Barker from BAE Management. Piper Mike Ramsay played the Lament ‘Flowers of the Forest’. The Ceremony was concluded with the reading of the Kohima Epitaph. After the AE1 & AE2 ceremony Scarlett, a pupil at St Pius Roman Catholic Junior school laid a third Wreath which Scarlett made herself. Scarlett has laid a tribute herself for three of the last four years. She decided to do this after she noticed by chance that the name of the 3rd Hand of HMAS AE1 was called Scarlett - although no relation. Scarlett has now involved her School (St Pius Roman Catholic School in Barrow) in holding an Annual Remembrance Service to which the Veterans Associations are invited.



**The Wreaths at the AE1 & AE2 Memorial**

Some thirty-four people, including five Standard Bearers and a Piper (Mike Ramsay) attended the AE1 & AE2 Ceremony representing Submariners, the RAF Association, the Royal British Legion, the Duke of Lancaster's Regimental Association and BAE.. On completion those attending moved off for the Town Hall Square prior to joining in the Main Barrow in Furness Remembrance Parade.



**Branch Members and Standard Bearers at the Barrow Station Remembrance Service**

## **DONATIONS & BEQUESTS TO THE SUBMARINE MUSEUM**

For anyone thinking about making a Donation to or possibly leaving a Bequest to The Royal Navy Submarine Museum in your Will, please be aware that the Submarine Museum no longer exists as a Charity with its own finances. This is because the Submarine Museum is now part of The National Museum of the Royal Navy (NMRN). Any future Donations or Bequests for the Submarine Museum should therefore be directed to either the Friends of the Submarine Museum or to the National Museum of the Royal Navy.

**BEQUESTS**  
Should you wish to preserve the Submarine Heritage by making a bequest to the Submarine Museum in your will, you can achieve that via the Society of Friends of the Royal Navy Submarine Museum. We advise members to consult their Solicitors and use a form of words such as:

*"I give, free of tax, the following legacies: To the Society of Friends of the Royal Navy Submarine Museum (Charity No 1046251), Haslar Jetty Road, Gosport PO12 2AS, the sum of....."*

Bequeathing to the 'Friends' is one way of ensuring that the money benefits specifically the Submarine Museum. Virtually all the monies bequeathed to the Friends go directly to the Museum to support projects approved by the Friends Committee.

Our administration costs are very low and, since 1995 a total of £428,748 has been used to the benefit of the Submarine Museum. The latest support being provided for the purchase of the Cochrane Medals & Memorabilia and funding the production of a Submariners 'Digital Book of Remembrance' - which will be accessible 'on-line'

**KRI NANGGALA  
THANK YOU LETTER**



**CHIEF OF THE INDONESIAN NAVY**

Jakarta, 8 November 2021

**Commodore James Perks**  
Head of the Royal Navy Submarine, Royal Navy

*Dear Admiral*

On behalf of Indonesian Navy, please allow me to express my sincere appreciation in commemoration of sinking KRI NANGGALA-402 which was held on October 7, 2021 by the Royal Navy. The initiation that you have carried out is a form of good relations and friendship and solidarity among navies, especially for the submariners.

Again, thank you very much for your kind support and also prayers, may God bring more blessings, happiness, prosperity and togetherness for you and your family, and also hoping this great cooperation can grow closer by supporting one another. I also thank to the British Ambassador in Jakarta for his assistance and cooperation for making all this happened.

Let me take this opportunity to wish you the very best of health and success.

*Sincerely yours*

**Yudo Margono**  
Admiral, Indonesian Navy

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**UPHOLDER CLASS SUBMARINES  
DESIGN & REACTIVATION FOR THE RCN**

Call for Assistance - Can you help?

Paul T Mitchell has begun a multiyear study of the acquisition and operationalisation of the Upholder class submarines by Canada. While he has excellent support from the RCN, he would like to learn more about the history of the design of the class, as well as its reactivation post 1998 as they were prepared for sale to Canada. Records on these aspects are limited or entirely non-existent in Canada.

This is "putting the word" of his project in the hopes of finding some who might be willing to share what information exists outside of public records, which are unlikely to be available any time soon!

If you can help Paul you can contact him as below.

Paul T. Mitchell  
mitchell@cfc.dnd.ca  
Professor, Canadian Forces College  
National Defence  
Government of Canada

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## THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the November 2021 Issue of Periscope View)

It was decided, at a Mess Meeting, that Adamant's Mess Cash, which was considerable and had been accrued from previous generations of Submarine Depot Ship Officers, would be given to H.M.S. FORTH to start off her brand-new Wardroom Mess. Submarines have to be self-reliant by nature and this aspect of personality leads naturally to an inventive streak. So, none of us were surprised to be summoned to Captain SM2's Cabin to learn of his 'invention' sketched out on a scrap of paper. The idea was to fit our submarines with a wickedly shaped chunk of metal resembling a ploughshare which they would release and tow above the submarine, flying like a kite, while the submarine was at speed, dived. The need arose since the Submarine Gun had deliberately been abandoned in the design of modern submarines. Now, Britain was involved in several minor conflicts – Indonesia trying to snatch Borneo; Aden and the Yemen, trying to break free from British rule etc. – and submarines faced small targets, like Dhows and armed Trawlers which were too small to sink with a torpedo. Charlie's device was intended to scythe the antagonistic small craft in half!

Cdr. S/M and S.O.O. toadied up to Captain S/M saying, "What a brilliant idea, Sir!" They knew perfectly well the job of actually making this monster would fall to me and the Staff Engineer! All S.O.O. had to do was to wheedle an allocation of one of our own submarines out of Flag Officer, Submarines. He got H.M.S. NARWHAL for 6 days and not a day later!

The C.O. of NARWHAL was quite sanguine about having fallen victim to this hairy scheme, since it replaced a very dull trial originally allocated to the R.A.F. We persuaded the Dockyard to make the 'Plough' and steel wire to tow it. The wire was shackled to NARWHAL's bow and the other end to the 'Plough.' We incorporated a minesweeping kite under the 'Plough' to cause it to rise above the submarine and run just below the sea surface. The rig was laid flat on NARWHAL's casing with the Plough resting just in front of the Conning Tower. Any fool could design a means of keeping the 'Plough' secure on the casing, against heavy seas washing over the casing, but how did the submarine release the holding device when dived? Any mechanism which could be operated inside the sub meant making a hole through the pressure hull and that required top Admiralty approval and six weeks' work in dry dock. Out of the question!

So, the Engineer did some dubious calculations on breaking strains of ropes, trying to arrive at a size of rope, which would break when NARWHAL got up to thirteen knots, dived and releasing the Plough.

On our first sea trial, mercifully, the rope lashing did not break. Back to harbour to refine the lashing and next day, Attempt No.2. This lashing broke as NARWHAL dived, ending up with 4 cwt. of Plough and kite hanging on its wire below the submarine! The Dockyard were not amused at having to provide a Tug with a crane at short notice in a deep patch inside Plymouth Sound.

More adjustments and refinements with NARWHAL back alongside ADAMANT. Then off to sea again a couple of days later for Trial No.3. NARWHAL dived and very gently built-up speed at periscope depth. Alleluia, the restraining lashings broke at 8 knots speed, up flow the Plough and kite, broke surface and then dive bombed with unerring accuracy to score a resounding hit on NARWHAL's casing. By now, NARWHAL's C.O. and his entire Crew gave us a clear message – find another submarine for this lunatic Trial – they had suffered enough. From the outset, when Captain S/M came up with this idea, I knew we hadn't a snowball's chance in hell to make this work – look at the massive chunks of money and resources poured into developing the Mk. 24 Torpedo – 60 Scientists, huge Laboratory Workshops, the whole weight of Admiralty etc. and 5 years to see the project through. We were 2 Staff Officers, one Submarine C.O. and only the workshops of ADAMANT to achieve this project in 6 days! But no way do I, or any other Staff Officer, tell Charlie, our Captain, impossible. I did know, however, that the project would be killed stone dead by Charlie's superiors as soon as they got a whiff of this impossible enterprise. It came as a short, sharp signal from Flag Officer, Submarines, saying, "Cease these activities forthwith." Phew! We were off the hook.

One invention that did work was a towed moving underwater target for our practice Mk.20 Acoustic Homing Torpedoes to be fired at. This was Cdr. S/M's idea. All Submarine Squadrons were equipped with an Electronic Noisemaker which replicated the same sound frequencies made by submarine propellers – the Mk.20 Torpedo was designed to be fired by our submarines at enemy submarines – but, unfortunately, the Electronic Noisemaker could only be used by hanging it below a stationary vessel. Not a realistic target for our submarines to shoot at. The enemy would not be so obliging as to sit there 'stopped' while we shot at him! We needed a moving target to practice on!

I organised the 'kit' and did a few runs of our Torpedo Recovery Vessel towing the Noisemaker strapped on to a Minesweeping kite and we were soon ready for some test firings from a submarine. It worked a treat. So much so, that out of six single shots, three of the torpedoes physically hit the kite – 4ft. x 4ft., and all six locked into homing on the Noisemaker being towed through the water at 12 knots, the kite keeping a steady depth of 60 ft., to imitate a target S/M.

There is an Admiralty Trust Fund that dishes out small monetary Awards to anyone in the Navy who comes up with inventions and good ideas that are adopted officially in the Navy. I got £60 – very nice in those days.

One last story from my days in ADAMANT. The Americans had built and brought into service the world's first submarines powered by a Nuclear Engine. Revolutionary in every sense. The 'Nuc' Submarine could go twice as fast and three times deeper than ordinary submarines, but, above all, it never had to surface. All ordinary submarines had to suck



in air through the SNORT mast at periscope depth every 3 days to run diesel engines to re-charge the battery power plant. Very soon, the U.S. Navy announced that one of its Nuc. Submarines had successfully operated underneath the North Pole.

It had long been established that the North Pole was in the middle of the Arctic Ocean, permanently covered with thick ice a thousand feet thick in most places. Recent Arctic studies had discovered that this permanent sheet of thick ice was dotted with small patches of relatively thinner ice, about 20ft. thick, called Polynya. Now that the U.S. Navy had shown they could operate in this huge ocean under the Pole, we all knew the Russians would quickly follow this feat. Britain was given the know-how to copy American Nuc-propelled Subs, but our first 'Nuc' was still a couple of years away. Not good enough for Admiralty. Admiralty decided to send one of our ordinary submarines under the Pole, to prove we could fight under the ice as well, while waiting for our first 'Nuc' Subs.

H.M.S. OTTER, still commanded by the irascible 'Shorty Turner' from my ONGAR days, was chosen for the job. They had to prove the theory that a conventional submarine could surface by crashing the Conning Tower through the ice of a Polynya and suck in air to run the diesel engines. 'Shorty' his Officers and Crew, did a brilliant job. They proved you could find these small polynyas by looking for the light coming through the thin ice, by using the periscope underwater and they learned the hazardous technique of positioning the submarine exactly beneath the polynya at a deep depth to gain sufficient momentum in surfacing to crash through the polynya ice. An extremely perilous patrol of 3 weeks, which H.M.S. OTTER executed bravely and successfully.

The several times that OTTER broke through polynyas, as well as charging batteries, up went the Radio mast, to keep Admiralty informed of their progress and to take in all the signals for OTTER that had accrued, until she broke surface.

One of these signals was one from Admiralty informing the whole Navy that H.M. The Queen had given birth to Prince Edward. Shorty, euphoric from his success, sent a personal signal to The Queen, saying:

*"Your Majesty, allow me to be your first ever Obedient Servant, situated directly beneath The North Pole, to offer our congratulations on the birth of your son, Prince Edward."*

Within minutes of this signal arriving at the Radio Centre at Buckingham Palace, the Palace Official on duty sent a copy to Admiralty, with a terse note saying:

*"It appears that your Commanding Officer of H.M.S. Otter has gone mad. No doubt you will take appropriate action."*

Poor old Shorty! He knew the simple protocol that had been in place for centuries. The only persons in the Sovereign's Armed Forces, who could communicate directly with the Sovereign, were the Heads of the Army, Navy and, latterly, the R.A.F. For us, in the Navy, that person is the First Sea Lord of the Admiralty. What then, caused Shorty to stick his neck on the block? Naiveté. He really thought the cold-fish officials at 'Buck House' would turn a blind eye to protocol in view of the fact that he was the first British C.O. to operate his Submarine underneath the North Pole. No dice – those Palace officials live by protocol. Admiralty said nothing to Shorty, until a couple of weeks later, when Shorty brought H.M.S. OTTER alongside ADAMANT at the end of his scheduled Patrol.

ADAMANT had a very long ladder stretching from the Quarterdeck down to the waterline for Officers to board from boats and our submarines. I was Duty Lt. Cdr. that day and my bit of ceremony was to stand at the top of the ladder, with my sword, and order "Pipe the Side" to the couple of sailors standing with me – traditional ceremony accorded to all Commanding Officers of any warship. Shorty, approaching the top of the ladder in his best Uniform and Sword, got his first glimpse of who the Reception Committee was – normally Captain S/M and Cdr. S/M - he spotted two Admirals with them. A quick stage whisper as he ascended the last couple of steps: *"What's going on Desmond?"* My stage whisper reply: *"Shorty, you are in the mire; that signal to The Queen."*

Thus forewarned, his lightning brain switched to phrases of unmitigated apologies, as Captain S/M coldly introduced him to the 2nd Sea Lord and the Commander-in-Chief, Home Fleet. They all descended to Captain S/M's Cabin, where Shorty was torn off a strip by both Admirals – a scaring couple of minutes when they reduce you to soggy pulp. But – they then went on to commend Shorty, his Officers and Crew, for the highly skilled operation of taking H.M.S. OTTER under the North Pole cap. The signal to The Queen incident was closed – no Court Martial.

Enough of my days on H.M.S. ADAMANT amongst that magnificent breed of Submarines, the likes of which will never be seen together in one Squadron Group again.

**To be continued in the January 2022 Issue of Periscope View.**

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## Me and Submarines

By S/M Ray Berry

A few weeks ago, I was given some pictures of old submarines. One of the pictures started bells ringing, which prompted me to help our editor out with a short article, which may or may not interest some of you, and tell something about my service.

Like many thousands of youths at the outset of WWII, I waited for my eighteenth birthday with some trepidation. Call-up papers would arrive - as they did in November 1940! My request for service in the Royal Navy was granted. I knew a lot who made the preference known who didn't get the service they wanted, so maybe I was just lucky.

I was to report to HMS RALEIGH, Torpoint, for basic training. Following this, the next stop was the gunnery school HMS DRAKE (Gus Barracks). There I learned about guns, director tops, and many new drills, eventually qualifying as an OD Gun Layer 3rd Class and I felt pretty chuffed about it. But what happened next shook me a bit.

I volunteered for D.E.M.S. (Defensively Equipped Merchant Ships) but for some reason was drafted to Fort Blockhouse 'for submarine training'. Blockhouse being overloaded at the time, I was sent to Blyth, Northumberland to DOLPHIN II (and later named HMS ELFIN) and there learned how submarines worked, and something about how to work them. I must say I was intrigued and found the subject very interesting. Then came the days at sea in a training boat H49, a 1918 vintage boat. What has all this to do with some photo's I was given? Well, one of the pictures was of L26. My Class of Submarine Gunners was sent to Scotland to do shoots from this very boat, vintage 1919. It was then talking to one of the 'sea-daddies' that I thought about submarines in the first world war. They must have been even more temperamental and more crude than this one, a real hazard. At every evolution, we were making mistakes all the time but luckily survived thanks to the patient and capable crew.

A question I have often been asked since I was demobbed is: "Were there really steam driven submarines"? The answer is yes. Between the wars the Admiralty regarded the submarine as an integral part of the fleet, the 'K' class boats were designed with this in mind. They were powered by steam turbines for surface running and could steam at an incredible twenty-four knots on the surface, and so were able to keep up with the fleet. Standard electric motors provided submerged propulsion. But the complexities of sealing the funnel, dousing the fires, and getting rid of surplus steam before diving was to prove the idea a failure. Many 'K' boats were involved in disastrous accidents and incidents. A book entitled "The Battle of May Island" tells of the worst that befell them.

Next came four 'M' class - along with new ideas. They were built into discarded 'K' hulls which had been strengthened. M1 sported a twelve-inch gun and was thought to be a submarine monitor. But the loading of the gun could only take place after surfacing. Since this took some three minutes, the boat was very vulnerable. M2 had the gun removed and a small hangar put on. This was to house a Parnall 'Peto' seaplane. Again, this proved to be a flop. M2 was lost 'with all hands' off Portland in 1932.

Progress was made with later new Classes of subs. The 'O', 'P', and 'R's were successful, but proved too large and cumbersome for the last war - the same as the 'River' Class. Even so, they did great work getting submarine warfare underway.

Anyway, I was sent to Gib and there joined a 'S' boat - P211 - later to become S/M SAFARI. After several patrols and cargo runs into Malta, I was to report sick at Malta and was left there while SAFARI went her way. My service with the famous Fighting Tenth (10th Flotilla) based there was full of peaks and troughs.

The 'U' Class - I served with two of these great little boats, but too many were not returning. After 15 patrols in 19 months I was, eventually, sent home. I married my Geordie sweetheart whilst standing by a 'V' class boat at Walker Naval Yard. That was in June 1944. So, on my demob in January 1946, my navy days ended. But in 1952 I joined S.O.C.A. and by the end of 1959 my Navy Days started again when I joined the then Newcastle and Gateshead Branch RNA. There were times in the Med that I didn't enjoy at all, but since then my Navy days have always been a pleasure.

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By Editor: As I had a bit of space to fill in this Issue I looked through some Obituaries that I was sent quite a few years ago – not sure now who sent them to me!

The title 'Me & Submarines' caught my eye so I thought I would choose that one to fill the gap. It is not actually an Obituary but more a record of Ray Berry's Submarine Service. There may be a few errors in his memories of Submarine Classes but not too many!

Ray Berry says he joined SOCA in 1952, presumably at about the time that the North-East Branch of SOCA was formed at an Inaugural Meeting in the Bridge Hotel at Newcastle on Tyne on 30th October 1952 or shortly afterwards.

There were two R Berry's listed in the October 1963 List of SOCA Members. One lived in Newcastle-on-Tyne and the other in Sunderland – so which one was it? Branch Records may provide more information.

Genealogists might like to investigate, a date of birth around November 1922 and a marriage year of 1944 should help to pin it down. Other clues are that he served in SAFARI, two U Class Boats and a V Class built at Walker on Tyne. This seems to pin him down as WWII Submariner Able Seaman (CR2) R Berry who served in SAFARI, UNSEEN, UNRULY & VOTARY – he seems to fit the bill.

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## SUBMARINERS 'CROSSED THE BAR' REPORTED NOVEMBER 2021

Branch	Date	Name	Rank/Rating	Official Number	Age	Submarine Service
Non-member	3rd November 2021	Raymond George	Warrant Officer Coxswain (SM)	TBA	79	Submarine Service from 1962 to 1992 in CACHALOT (1963 to 1965), TACITURN (1965 to 1966), TABARD (1966 to 1967), TIPTOE (1968 to 1969), FINWHALE (1969 to 1973), RENOWN (1974 to 1977), RENOWN (1979 to 1981), CSST & NEPTUNE (SOA 10) (1989)
Non-member	9th November 2021	John (Joe) Spencer	Chief Petty Officer Weapons Electrical Artificer	TBA	TBA	Submarine Service to 1989 in OLYMPUS (April 1974 to May 1978), SCEPTRE (August 1978 to November 1981) & SPARTAN (June 1987 & 2nd Commission Crew at Devonport on 15th October 1988 to January 1989)
Non-member	November 2021	Danny Godfrey	Warrant Officer MEA (L)	TBA	TBA	Submarine Service from 1970 to 19** in VALIANT (on recommissioning at Chatham on 12th May 1972) & DREADNOUGHT on 'Recommissioning' at Chatham on 9th October 1976
Non-member	19th November 2021	Kenneth Jones	TBA	D151369R	63	Submarine Service from June 1975 to May 1979
Non-member	23rd November 2021	Ronald Denley	Engineering Mechanic	TBA	TBA	Submarine Service in 1950s & 1960s including TACITURN (6th Commission from 24th October 1960)
Essex Branch & Espana Levante.	24th November 2021	Albert (Bert) Terry	Chief MEM (M)	D066614A	76	Submarine Service from 1965 to 1984 in ONSLAUGHT (1965 to 1966), AMPHION (1966 to 1967), OTUS (1968 to 1970 & 2nd Commission Crew on recommissioning on 1st December 1967), CACHALOT (1970 to 1974) & OPPORTUNE (1977 to 1979) & (1982 to 1984)