



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: Barrow Branch Members at the 2022 SA Reunion

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,

April already? This year seems to be slipping by quite fast. So, what did we do in March? The Branch Meeting on Tuesday 1st March was very well attended – in fact, more Members and Associate Members were there than since before Covid plus we had visitors as well. It was quite a lively and a very serious meeting as we discussed the Proposals and Recommendations coming up at the 2022 Conference and decided how our Delegate, Steve May, should vote. What else? There was the 'Buddies in Boats' visit to Barrow on Weekend 4th to 6th March which several Members joined in with – as well as an afternoon/evening at the Blue Lamp a Social evening at the Legion there was a gathering and wreath laying at the Barrow Cenotaph. On the same weekend other Branch Members including Dave Smith and Dickie Cambridge were in Plymouth for the SUPERB/SM2 Reunion Weekend. Saturday, 19th March was the St Patrick's Party at the Legion – very well organised by Alex and very well attended by Members and Friends. A good and very lively evening was had by all!

The following weekend saw six of us travelling to Leicester for the annual SA Conference and Families Weekend in the Holiday Inn. The Hotel, which the Association last used for the Reunion/Conference three years ago, looked after us very well! Although the SA Patron - Lord Boyce, the SA President - Niall Kilgour, and the Association Padre - Steven Dray couldn't attend on medical advice (vulnerability issues) everything seem to go of quite well. The food was well p to standard and it was good to meet up with many friends again. The Conference on the Saturday morning was very lively and, at times, quite acrimonious but the Delegates all represented their Branch well and Steve May put over our Branch's case for the Proposals and Recommendation in a very professional way. Steve will present his Delegate's Report from the Conference at the Branch AGM on Tuesday 5th April.

What else in this Issue? Several articles provided by the PR Team at Faslane on news from the Base, an item about the 'Trim and Incline dive' of HMS ANSON in the Devonshire Dock and some news from Australia about their future submarine intentions. Most of you will be aware that this month sees the 40th Anniversary of the Falklands Campaign and I know that several Branch Members and others in Barrow were in the Boats involved and others of us were at sea in other Boats at the time. Four Barrow Built Boats and four Barrow built Ships took part in the Campaign. Later, the Barrow Branch 'commissioned' a painting of the Barrow Ships and Submarines in the Falklands War, and, in this Newsletter, I have included a scan of the Painting plus a brief summary of the parts they played and the names of the

Commanding Officers. Although all of the Barrow Built Submarines returned safely one of the ships - HMS SHEFFIELD - didn't! Perhaps we should raise a glass at the April Meeting to remember HMS SHEFFIELD and the Crew Members lost.

The Desmond Gerrish Story is continued – in this month's extract he describes the movements of the Submarine Depot Ship HMS FORTH from Suez to Singapore in 1965.

Are you going to be in Gosport this April? If you are, then remember that the **HMS AFFRAY Memorial Service** will be held at the HMS AFFRAY Memorial on Gosport waterfront on Sunday 17th April at 1045. On completion all are welcome at the Gosport Conservative Club.

That's about it for now – don't forget the Branch Annual General Meeting on Tuesday 5th April – usual time – usual place and don't be late!

Best Regards

Barrie

SECRETARY'S DIT

Hello Everyone

The following is a summary of the emails received by the Branch Secretary. Attachments have been distributed to members where applicable.

- A. Branch President – Secretary – Meeting comments for minutes.
- B. National Secretary – Branch Secretary:
 - i. National Secretary notice of resignation.
 - ii. Response to queries raised at last meeting on SA R&C and TSF.
 - iii. Minutes of NMC Emergency meeting and details of new Web Manger and Membership Manager.
 - iv. Details of vacant positions on the NMC and those positions that are the be voted on at the NCC. Also, an email with a link to MS forms for the voting of NMC positions.
 - v. Requesting details of Branch Delegate for the NCC.
 - vi. SA End of Year Accounts.
 - vii. The HMS Affray Memorial Service will be held at the HMS Affray Memorial on Gosport waterfront on Sunday 17th April at 1045. On completion all are welcome at the Gosport Conservative Club
 - viii. Update on the proposed AGM/Family Weekend NI 2023.
 - ix. Details of SA Secretaries Zoom meeting.
 - x. Changes to NMC Minutes and Branch members response to those changes.
 - xi. Details of the availability of Zoom so members can observe the NCC.
 - xii. Minutes and Action Tracker for the first TSF Board meeting.
 - xiii. On behalf of Alex Hodson - Commission a memorial to Petty Officer Kenneth "Paddy" Kerr, who was lost at sea attempting to row the Atlantic in 1980.
- C. National Chairman – Branch Secretary – Response to queries raise at last meeting on SA R&C and TSF.
- D. Branch members responses to NMC minutes.
- E. Roy Morden - Query raised on payment of SA subscription and Branch Treasurer's response.
- F. Barrie Downer on behalf of Ron Hisman – Requesting support for a local residential home, Tarn House Barrow.
- G. Branch Treasurer response to the K2B Committee with regards to support for the 2022 walk in May.
- H. Branch members response to items discussed at the Secretaries Zoom meeting.
- I. TSF PR – Secretary – Posters and Flyer promoting the TSF, now the SA is a member. In addition, an offer from the TSF PR team to visit the Branch to explain the role of TSF and how it can support the SA.

Regards

David A J Smith

SA Barrow Branch Secretary

SOCIAL SECRETARY REPORT

Chairman, Ladies & Gentlemen

No Social Report this month but I have checked Alex's Social Calendar and currently there is nothing Social programmed for April except there will be a short service at the AE1/AE2 Memorial to mark ANZAC Day on Sunday 24th April am – time to be confirmed. Afterwards there will be the Duke of Lancaster's St George's Day Parade – seatails to be advised – probable at the Meeting on Tuesday.

The only other thing for April is the Army/Navy Rugby at Twickenham on the Weekend 29th 30th April but I'm sure the Rugby devotees will know all about that – and the details.



Buddies in Boats at the Barrow Cenotaph



Relaxed Dinner at the Reunion

Yours Aye
Alex

APRIL 2022 BRANCH CALENDAR

Branch Meeting & AGM	Tues 5 th Apr
AE1/AE2	Sun 24 th Apr
St George's Day Parade	Sun 24 th Apr
Army/Navy Rigby (Twickenham)	29 th -30 th Apr
Committee Meeting	As Required

MAY 2022 BRANCH CALENDAR

Branch Meeting	Tues 3 rd May
Cameron Blue Plaque (Carluke)	Sat 7 th May
Branch Birthday Party at Brown Cow	Sat 14 th May
Submariners Memorial Unveiling	Wed 18 th May
Buddies in Boats (Bridlington)	27 th -29 th May
Committee Meeting	As Required

JUNE 2022 BRANCH CALENDAR

Branch Meeting	Tues 7 th Jun
Morecambe Bew House Visit	Sat 25 th Jun
Committee Meeting	As Required

APRIL BRANCH BIRTHDAYS

T.A. (Tom) Rawbone	02/04/1958
R. (Joe) Cornelius	04/04/1947
J.D. (John) Flower	06/04/1959
D. (Des) Murphy	09/04/1953
R.W. (Edward) Anderson	10/04/1956
J.P.H. (John) Fulford	11/04/1959
O. (Axel) Rose	12/04/1995
J. (John) Shipley	16/04/1938
K. (Karl) Allerton	17/04/1971
M (Michael) Corran	17/04/1958
J. (Jamie) Reid	19/04/1985
R. (Richie) Phillips	19/04/1973
J.V. (John) Hart	18/04/1934
S.N. (Steve) May	18/04/1963
G (Gethin) Bermingham	22/04/1958

I. (Ian) Winstanley 28/04/1950
M (Margaret) Hart 28/04/1936

Happy Birthday All!

REMEMBERING FORMER BRANCH

MEMBERS

'CROSSED THE BAR' - APRIL

Joe Burlison	1984
Leonard Ingram	1984
Harold Carter	1984
Norman Cloke	1985
Mick Terry	1992
James Vince	1997
Tony Mitchell-Knight	2001
Frederick Jordan	2001
Graham Harries	2003
John Dixon	2009
Donald Wade	2017
Graham Anderson	2021

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.

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 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

APRIL 1942

Four Submarines were lost in April 1942. The first loss was:

Submarine HMS P36 which was a 'U' Class submarine. During an air raid on Malta on 1st April 1942 Submarine P36, which was alongside at the Submarine Base at Manoel Island, was hit by a bomb, which breached the pressure hull. The submarine sank but there were no casualties as the crew were all ashore in shelters. The wreck of Submarine P36 was raised in August 1958 and sunk in deep water off Malta.

The second Submarine lost was:

Submarine HMS PANDORA. During an air raid on Malta on 1st April 1942, which was alongside at Grand Harbour, Malta off-loading stores, was hit by two bombs, which sank the submarine in less than four minutes. Twenty-five of the crew were killed in the sinking. The wreck of PANDORA was raised and beached in Kalkara Creek. Those lost were:

Officers:

Lieutenant Lyndon Walford, Royal Naval Reserve
Wt Eng Frank John Hickman DSC M38354

Ratings:

CPO Arthur Vernon, MiD J103781
CPO Edward Charles Breen J89821
L/Sea John Herbert Thomas Paton C/JX 136388
L/Sea Arthur Edward Grummitt C/JX 144446
L/Sea George William John Smith P/JX 145167
L/Sea Phillip West J105383
L/Sea Desmond Thomas Worth D/JX 151384
AB Ronald James Heseltine C/JX 199487
L/Sea George Henry Cockwill D/JX154246
PO Tel John Francis Lynch, MiD P/JX 128952
L/Tel Thomas Benoni Jones P/JX 151718
Tel Stanley William James Watts J80287
Tel Stephen John Charles Cook P/JX 162713
Ck (S) John Phillip Kirton C/MX 62679
L/Std Henry Seeley C/MX 22470
Electrical Artificer P D Slade O/N TBA
CERA William James Colbourne DSM M38811
ERA4 Robert Douglas Hitchcock P/MX 55833
ERA4 Peter Donald Slade D/MX58175
SPO John Garland P/KX 75494 (RFR)
SPO George Henry Hogben P/KX 82690
Leading Stoker John Arthur Hughes P/KX 91147
Leading Stoker Arthur Collis Lewin D/KX63629
Sto1 Leslie Marsh P/KX 86061
Sto1 Reggie Legg P/SKX 216
Sto2 William Thomas Mechen P/KX 134592

NOTE: In 1957 the submarine was broken up as she lay and during the breaking up the skeletons of two of two crew members were found. These remains were buried at sea from the Submarine HMS TUDOR on 1st July 1957. The burial Service was read by the former Commanding Officer of HMS PANDORA – Captain R L Alexander DSO, Royal Navy.

The third Submarine was lost on 14th April 1942 and was:

Submarine HMS UPHOLDER. Those lost were:

Officers:

Lt Cdr Malcolm David Wanklyn, VC, DSO** RN

Lt Peter Russell Hay Allen RN

Lt Francis Ruck-Keene, DSC RN

Temp Sub Lt John Harsent Norman RNVR

Ratings:

PO John George Swainston, DSM* P/JX 125082

PO Frederick J Martin, MiD D/JX 134305

L/Sea Robert W Davidson, DSM P/JX 143409

L/Sea John E Partleton DSM, RFR J108856

L/Sea Lambert Saunders, MiD D/JX 147943

L/Sea William Robert Turner, MiD J110765

AB Thomas Cyril Brown, MiD C/JX 125029

AB George John Foster, MiD J113636

AB Gwilym Hughes C/JX 208360

AB Seiriel Francis Lane, MiD D/JX 208153

AB David Andrew Miller, DSM* D/JX 164986

AB George Edward Richardson Smith D/JX 203092

AB James Smith C/JX 208095

L/Sig Rex Simmonds DSM J108490

PO Tel William Eric Anderson, DSM D/JX 136036

L/Tel Leopold Blake, DSM P/JX 142985

Tel Patrick McCann Newlands, MiD P/SSX 28994

Ord Tel Edmond Gregory, MiD C/JX 211752

A/CERA Frederick J Frame DSM D/M 38773

ERA2 Charles L Burgoyne DSM C/MX 51007

ERA3 Norman D Board P/MX 55599

SPO Frederick W Gregory, DSM C/KX 80267

L/Sto Frederick W Perkins P/KX 84691

A/L/Sto Alfred T Heath, MiD, RFR C/KX 75161

A/L/Sto John Rowe P/KX 84337

A/L/Sto Fred Topping P/KX 84500

Sto1 F W Perkins O/N TBA

Sto1 Ernest Edward Self, MiD D/KX 80123*

Stoker 2nd Class Edward Munday C/SKX 1500

The fourth Submarine lost was:

Submarine HMS URGE sailed from Malta for Alexandria in Egypt on 29th April 1942. At the time of the loss the submarine was carrying ten ratings as passengers - in addition to the normal crew as part of the evacuation of the 10th Submarine Flotilla from Malta to Alexandria.

The crew of the Submarine, who were all lost, were:

Officers:

Lt Cdr Edward Philip Tomkinson, DSO * RN

Lt James Malcolm Stewart Poole, DSC*, RN

Lt David Bennett Allen, MiD, DSC Royal Navy

Temp Lt John Sandeman Deane-Ransome, DSC, RNR

Ratings:

CPO Coxn Charley John Jackman, DSM*, MiD** J110919

PO (TGM) Henry Ronald Joseph Watts, DSM, MiD P/JX 129967

L/Sea Herbert George Arthur Osborn, DSM C/JX 134094

L/Sea Laurence Frank Groves, DSM J101563

L/Sea Jesse Norris, DSM C/JX 142500

AB John O'Neill, MiD P/JX 217252

AB Leslie Gordon Baxter RNVR L/DX 2971

AB John Kenneth Rowley, DSM C/SSX 21371

AB Frederick Day C/SSX 20578

AB Ronald Henry Goss, MiD D/SSX 20989

AB Robert Davison D/JX 190316

AB Richard Wildman D/JX 204322

AB John Leslie Parkinson D/JX 204152

PO Tel Peter Dugdale Wiseman, MiD D/JX 134000

A/L/Tel John Maidment P/SSX 22031

L/Tel Harold George Ashford D/JX 127562

L/Tel Reginald William George Rogers, DSM SS 26082

Tel Henry Ernest Twist, DSM D/SSX 26005 & D/JX 225829

L/Sig Eric Charles Law, MiD C/JX 145120

CERA Charles Herbert Toms, DSM M35358

ERA3 Reginald Hellyer, DSM C/MX 47775

ERA3 Eric Varley, MiD D/MX 52497

SPO William George Ashford, DSM C/KX 82966

L/Sto James Wilfred Lamb P/KX 94635

L/Sto John Edward Woolrich P/KX 90716

Sto1 Albert Edward Bryant, MiD K61633

Sto1 Cyril Brown P/KX 84490

Sto1 Joseph Creswell Dixon McMillan, MiD D/SSX 32970

Sto1 Marcus Stanger D/KX 90258

Passengers:

PO Henry John Botting C/JX 137747

L/Sea Frederick Harold Morris P/JX 145545

L/Sea Sidney William Chamberlain P/SSX 22878

AB Frederick McDiarmid P/SSX 32644

L/Sig Ronald William Leeke P/JX 154364

EA Ronald Frederick Rutter C/MX 59915

ERA4 William Peter White C/MX 76840

ERA4 Stanley Gordon Harman C/MX 76070

L/Sto Samuel Cornelius Wilkes C/KX 81223

Sto1 Robert Henry Attewell D/KX 11645

Also onboard was an unofficial passenger - the War Correspondent

SUBMARINE COMMISSIONING CREW LISTS

Commissioning, De-commissioning and Re-dedication Crew Lists – are still wanted, 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

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the March 2022 Issue of Periscope View)

Singapore Naval Base – May 1966



Situated on the northern point of Singapore Island, very close to the Causeway Road which joined Singapore to Malaya at Johore Bahru the perimeter of the Base enclosed an area as big as a large town and included a huge Dockyard, with dry docks big enough to service Aircraft Carriers, a sprawl of Barracks and nests of Married Quarters for Dockyard Officers and others for shore-based R.N. uniformed personnel. The Base had had a lot of money spent on improvements since I was last there in H.M.S. WILKIESTON in 1961 to 62. It was Britain's major Base in the Far East, not only for the Navy up at the Naval Base, but for the Army who had Barracks at several other locations on the Island, as did the R.A.F., with no less than 3 Airfields spread around Singapore Island. The Services shared schools and hospitals for the families of all Service Personnel, mostly run by the Army.

H.M.S. FORTH's billet was to lie at specially laid Head and Stern Buoys out in the Straits right opposite the creek leading to the Dockyard, where we had plenty of sea-room for our submarines to berth alongside FORTH. However, obviously, we were allocated an alongside berth in the Dockyard for our first few days in Singapore, to off-load cars and sort ourselves out before moving out to the Buoys.

One of the first people to come onboard, as soon as the gangway was secured, was my Chinese Laundryman from WILKIESTON days. He was very proud to tell me he had built up a small laundry business in the Dockyard after his initial job in WILKIESTON. There you go – loyalty of the best sort. He had found out I was in FORTH and made it his business to greet me on arrival. And to help me find a suitable home ready for Missy's arrival with Sue and Bill. He arranged to take me to Johore Bahru next day to look at bungalows for renting. We chose one, almost brand new, in a new estate at Kim Teng Park, not too far away from our first home in Jalan Waterworks. It was unfurnished, which I wanted because I knew I could acquire all necessary furniture very cheaply. Even better, Ang Boo (Laundryman) had an uncle who owned a furniture factory in Johore Bahru and he made all the furniture we needed to get started – beds, chairs, tables, sideboards, cupboards etc. – for ridiculously low prices. The bungalow was ready to live in within ten days and all Hazel had to do on arrival at her new home was to choose an Amah – we two mere men were not going to interfere in the business of choosing a living-in Cook/Housekeeper! This time, as a family in Singapore, we were 'Official', which meant Admiralty flew the families out in chartered airlines and, above all, paid me those Singapore Allowances, which amounted to doubling my pay. We had found tenants for our own house who paid us a good rent and Hazel, Sue and Bill joined me in Johore Bahru. Sue, age 7, joined the Navy School and Bill, age 5, joined the Army School, both little schools situated in Majidee Barracks, close to where we lived in Johore Bahru.

We all worked the Services 'Tropical Routine'; start work early in the morning before the day got too hot and finish work for the day at 1 o'clock – which applied to me and the children – a very civilised way of life. We all rested after

a late lunch at home, then invariably drove to the Officers Club in the Naval Base, to relax around the swimming pool. Hazel had engaged a young Chinese Amah who had a daughter the same age - and just as naughty as Bill - who lived with her mother in the small Amah's rooms at the back of our bungalow.

Up until H.M.S. FORTH's arrival, the Far East Fleet had Half-a-Squadron of Submarines - 4 or 5 'A' Class Submarines, run by a Commander S/M from a small Base on the fringes of the Dockyard. Like all small specialist outfits, they had entrenched themselves very smoothly and efficiently within the grand Far East Fleet, which had much respect and regard for this small group of submarines, which could do, and did, many daring missions in support of the main Task Force. Not surprisingly, they viewed FORTH's arrival, going up to a full Squadron of 8 to 10 more modern submarines and preparing for our first Nuclear Submarine, all commanded by a Senior Captain S/M, as an end of a privileged era for the ½ Squadron. In short, for a month or two, they stuck together like leeches, critical of anything 'Big Brother' did. I rapidly discovered what we already suspected and confirmed why Admiralty had sent us 'Submarine Big Guns' out to Singapore. The little ½ Squadron had no other Submarine Seniors to check on them - the entire and powerful Far East Fleet was all surface ships, manned by Admirals and Staffs who had no knowledge whatsoever of operating submarines - it was a Black Art to them. FORTH's Staff only had to scratch the 'polished' reputation the 'Elite Few' had concocted for themselves, to find that things were dangerously inefficient in most aspects of submarine warfare.

In the torpedo side of my job, I quickly found gross deficiencies. To be fair, the supply, maintenance and training of torpedoes had been left in the hands of a S/M Chief Petty Officer Torpedo Man and he had done his best at that level of rank. I blamed the ½ Squadron Officers - Cdr. S/M and the couple of Submarine C.O.s who made up his Staff - they had happily ignored anything to do with torpedoes, leaving the entire responsibility to dear old 'Chief'. Not one submarine in that ½ Squadron had carried out a practice torpedo firing in living history. The live torpedoes in the submarines were way out of date for overhaul at the Torpedo Depot and, much worse, the several major modifications made to the different types of torpedo back in the U.K. had not filtered through to sleepy Singapore. My first report to Captain S/M shocked him. "Sir" I said, "if any one of those four 'A' Class Submarines have to fire torpedoes to sink an enemy ship, not only will the enemy not be sunk, but our own submarines will be in mortal danger from their own useless torpedoes". Captain S/M accepted my judgment - other Departments were giving him similar reports - and he quickly called a full Staff Meeting to construct a remedial programme for those 4 Subs, lasting a couple of months, but above all, starting that day. We had much to do.

As FORTH integrated with the High Command in Singapore - after all, we were the newly formed 7th Submarine Squadron with modern submarines 'en route' from the U.K. to swell our numbers - so C.-in-C.'s Staff had to give us a place at C.-in-C.'s Weekly Planning sessions; it slowly became clear why the ½ Squadron had neglected submarine fundamentals. Intelligence of potential enemies' movements was paramount to the High Command. The Cold War in the Far East was escalating. Threats from Communist China, Indonesia's attempt to seize Borneo back from the British and the Philippines vulnerable to a Communist take-over by their own people. With such vast distances involved in the Far East, the British C.-in-C. was terrified of having his Fleet in the wrong area if a 'hot firing war' broke out on this half of the world. So, he needed 'snoopers' to track the movements of all Communist Bloc warships within an area stretching from China to Australia.

The 'A' Class submarines had been designed in the War specifically to meet the huge distances of the Pacific. With one load of fuel, they could cover distances of between 4 to 5 times that of any surface warship. And they could remain on patrol for 2 months - plus without any further supplies, while the surface ships had to be refuelled and re-provisioned every 10 days.

Even aircraft are no match to a submarine for trailing the enemy for months on end. The R.A.F. with Long Range aircraft often found an 'enemy' Task Group, but the time another relieving aircraft had finally got to that position, the enemy had disappeared - alerted by the first aircraft. At sea, Carrier aircraft could trail the 'enemy' around the clock, by 'Mother' Carrier moving parallel with their quarry - given good flying weather - little cloud and settled conditions. But deadly dangerous. The Enemy Task Group knows it's being shadowed by an opposing Carrier group and simply signals its submarines saying, "This is my position, I will steer due South for the next 24 hours". Which means our 'shadowers' will steer the same course. Plenty of time for the 'enemy' submarine to get dead ahead of our Carrier Group and slaughter prevails. Not surprisingly, C.-in-C. was not prepared to hazard his vital Carriers in the game of snooping. Hence his prime 'shadowers' were that little group of 'A' Class Submarines - could stay shadowing the 'enemy' continuously, without the 'enemy' knowing they were being trailed - and that mini-Squadron volunteered to devote 100% time to this simple task, much to the pleasure of C.-in-C. But, to the detriment of other submarine tasks - like the ability to kill with torpedoes, amongst others - FORTH was going to right the situation, but we had to be very firm with C.-in-C. and his Staff.

Five of the modern 'P' and 'O' Class submariners were on their way to join our Squadron. All voyaging out from the U.K. at slightly varying times and proceeding as single units. Some came eastbound around South Africa's Cape and others traveled westbound across the Pacific. All of them reporting the positions of Russian Warships and Submarines to Admiralty. Four of them made the trip to Singapore without incident. The fifth, H.M.S. RORQUAL, commanded by Tom Green, an experienced C.O. who I had worked a lot with in the past, had a mechanical explosion in her engine room

as they approached Cape Town. Two Engine Room Crewmen were killed. RORQUAL's Crew made sufficient remedial repairs for Tom to get his injured submarine into Cape Town as fast as possible. The bodies were flown back home to their relatives. Flag Officer Submarines sent his best Engineers to Cape Town to sort out what had malfunctioned mechanically and to improve the design of the component involved, so that there would be not re-occurrence of this fault in the other thirty 'O' and 'P' Class submarines. Tom handled all this superbly well and the minute F.O.S.M.'s Team had finished, he sailed RORQUAL at best speed for the long leg to Singapore, endeavouring to catch up from the week's delay at Cape Town. Apart from the shattering loss of two shipmates, RORQUAL joined the Squadron in Singapore in tip-top condition, barely a couple of days late and ready for operations. They, like the other 'O' Class submarines, were professionals.

FORTH, now with nine submarines, could fit in all the 'snooping' important to C.-in-C. and carry out all those other fundamental submarine activities as well. We had arrived and were functioning as a very efficient Submarine Squadron, after our first turbulent 3 months in the Far East. The Far East was a hotbed of intrigue as it has been throughout history and now it was sharply flavoured by mainly American obsession that Communists were about to take over the East. Naval secrecy had inflicted out of all proportion and each level of command, starting at the top with C.-in-C., would withhold information from their next echelons down the tree. It was absurd. Unfortunately, the very nature of submarine warfare is a secretive business. No one should be allowed to sight a submarine once out in the oceans, not know which area of ocean the submarine was in. So, this general aspect of secrecy in the submarine world was added to the fetish for secrecy with the Far East H.Q. It's a wonder any of us in FORTH knew what was going on. But we did, because at the coalface, the Higher Staff had to give us sufficient info of any planned mission for us to get the right weapons, with correct settings into the submarines and we soon knew what the missions were.

One such as these was the sensible ability to parachute specialist Command Teams at night into the ocean, just out of sight of land and for a submarine to fleetingly half-surface, just long enough for the Commando to scramble out of the sea into the submarine. The dived – and therefore invisible – submarine would then proceed very close to the target bit of coast where the Commandos had to land, spit them out as fast as they got in and leave them to canoe themselves ashore. The submarine would quietly move back out to deeper water and wait for the Commandos to complete their mission when they would signal asking the submarine to come back in again to pick them up. In these uneasy days in the Far East, this was a powerful tool, not only to C.-in-C. but also the British Government itself, since it overcame those vast areas to be watched; at speed – R.A.F. plane to the Drop Point and a submarine, already in the general area of the target to rush to be underneath that Drop Point. Better, no one in the world would know which country landed that Commando Team to do whatever it was, so important to the British military. Obviously, fast-moving daring stunts like this cannot work without careful preparation and training, followed by regular practice. Easy for the small elite Commando Teams to train themselves, but for us in the Squadron, it meant training nine of our submarines to be able to do this stunt and to keep them all practiced at doing it for real at sea. Navigation by the aircraft and submarine was critical. If a job cropped up – invariably at short notice – Admiralty would select the Drop Point, a mere pin prick on the chart and tell it to the aircraft and submarine. If either of them was in error of navigation of more than ten miles, the Commandos were likely to drown. Thankfully, the many times we practiced this in the South China Sea, the navigation by the aircraft and submarine resulted in the Commandos floating with their canoes within a distance of one to two miles from the submerged submarine. The aircraft never saw the submarine and vice versa – no lights, strict Radio Silence and the submarine remaining submerged for Radar invisibility.

The Royal Marine Commando Officer in charge of these Attack Teams was Paddy Ashdown, later in life to become Leader of the Britain's Liberal Democratic Party. He always 'dropped' with his men and, physically, was very courageous. He was inventive too, as I found to my cost, when shortly after FORTH arrived, he buttonholed me to work with him, converting one of our electrically propelled torpedoes into a 2-man ride-on chariot for the Teams to get to the target beach faster than in their paddled canvas canoes. He and I worked on this for over a year, off and on, since it had no official backing and we ended up with a working prototype – him diving in his Frogman Suit up and down the Straits alongside FORTH throughout the many test runs we made. C.-in-C.'s Staff encouraged us to persevere, but in the end, Admiralty turned the idea down saying they had a similar project underway with G.E.C. no less. Just as well, since the most challenging area of the design was for our 'Chariots' to be launched from the submarine's torpedo tubes or, alternatively, to be parachuted down from the aircraft – the latter idea meeting severe resistance from the submarine C.O.s, who had no wish to be sunk by ½ ton of converted torpedo! And Paddy wanted the 'Chariots' to run at 15-feet below the sea surface. I well remember the first time I was onboard a submarine at sea, doing one of these Marine Jumps. It was included in the programme of Captain S/M's Inspection of H.M.S. OBERON – Phillip Cookson was her C.O. We were off the Borneo coast, a pitch-black night, and the sea state very marginal for the Drop – a S.W. Monsoon was blowing – and we left it to Phillip whether to go on with the Drop or abort it for peacetime safety-of-life reasons. He told us conditions were marginal, the waves were running 5 to 6 feet high, but he was quite confident his men could get those 6 Marines out of the sea as long as the aircraft did an accurate Drop. Phillip got a lot of Brownie Points from us Examiners for his decision not to abort the Drop. It takes a lot of effort and time all round to set up these practice exercises – and they dropped about two miles from us. Phillip moved his submarine very fast at periscope depth to get close to the 6 men

in the water and OBERON hauled the 3 canvas canoes and 6 Commandos onboard in record time. Nothing is left to chance. Initially Phillip could not see them through the periscope, but his Sonar soon detected the Sonic Beepers strapped to the Marines' feet, (the Beepers must be below the sea surface for our Sonar to hear them).

I'd been in the Bow Torpedo Compartment after leaving the Sonar Room, to examine the proficiency of OBERON's Torpedo Crew, get the 3 canoes and 6 men through the Torpedo Loading Hatch in darkness – no light must escape from the submarine – in doubled quick time – the submarine is only going to expose its bow above sea surface for 30 seconds – radar on the enemy shore could get an echo and that Torpedo Entrance Hatch must be firmly closed and clipped before the bow dips again – or we all drown”!

Once dived again and the lights switched on, I guided Paddy to the Wardroom for a drink, where Captain S/M and the rest of the Staff were taking a breather. With one accord, we all greeted him with “Paddy, you must be bloody mad to jump out of some crappy R.A.F. Bomber, in the middle of the night into a rough and empty ocean, trusting that a submarine will miraculously pop up to give you a gin and tonic!” Paddy smiled and quietly said, “Funny, we think you lot are mad to spend your lives in submarines!” Touché.

To be continued in the May 2022 Issue of Periscope View

From: NAVYLOOKOUT.com

This brief photo essay shows Royal Marines of Surveillance and Reconnaissance Squadron, 30 Commando Information Exploitation Group conducting a small boat raid from a Royal Navy Astute class submarine.

In Lyngensfjord, east of Tromsø, a small team of Commandos rehearsed subsurface insertion using small inflatable boats from an ‘Astute’ class SSN (most likely HMS AMBUSH). The aim was to conduct reconnaissance missions on the rocky and icy shoreline while avoiding the multi-national ‘enemy’ force hunting them. The Surveillance and Reconnaissance Squadron are trained to gather information on the terrain, the enemy and suitable beach landing places for larger amphibious forces to come ashore, arriving by ski, snowmobile, boat, all-terrain vehicles, helicopter, or parachute, depending on the situation and environment. Commodore Jim Perks, the head of the RN Submarine Service, said:

“The ability to operate undetected for significant periods of time with top quality kit ensures that a submarine remains a formidable delivery mechanism, in this case enabling the covert deployment of the Surveillance and Reconnaissance team as showcased in the exercises off Norway. Our ability to work together highlights the remarkable attributes of the team and the platforms in which we operate.”

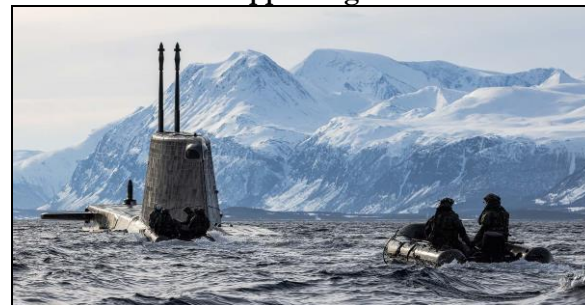
The team are recovered by slowly surfacing the submarine under the dinghy. The ‘Astute’ class have a large flat after casing that makes them well suited to this activity. However, manoeuvring a large SSN in shallow and confined waters is demanding and although quite possible, is high risk and a task better suited to smaller conventional boats that the RN does not possess.



Casing Party



Disappearing Act



Spectacular surroundings.



The training is a small but important phase of the Cold Response 2022 exercise – proved the usefulness of using submarines to access strategically important areas without being detected. It was also part of wider intensive raiding and reconnaissance operations the UK's commandos have been carrying out in northern Norway during Cold Response.

The UK is one of very few nations capable of operating in this demanding environment. The Royal Marines have been conducting cold weather training in Norway

for over 50 years and are the UK's force of choice for the region.

Brigadier Rich Cantrill, in charge of the UK's commando forces, said:

"Cold Response 22 provides an unparalleled opportunity to come together as a NATO force in the very harsh conditions of the high

north and to operate across all the domains, land, air, and sea. When you are in the high north and when you are in the maritime or ashore, it's real, you've got to cope with the environment first before you can then think about the adversary, and so there is no more realistic environment or harsh environment than up here, which is a huge opportunity for all of us."



**HMS/M TALENT
S92**

**FINAL S/R's MESS DINNER
(Last Commission)**

**HMS DRAKE
Wednesday 25th May 2022**

Contact:- iain.hamblin886@mod.gov.uk

John Braune

SUBMARINERS 'CROSSED THE BAR' REPORTED MARCH 2022

Branch	Date	Name	Rank/Rating	Official Number	Age	Submarine Service
SAOC	13th December 2021	Eugene Joseph Sheplawy	Petty Officer Cook	RCN	90	Submarine Service for three years including TRUMP on Commissioning at Neutral Bay, Sydney on 8th April 1963
SAOC	4 th February 2022	Lionel (Tex) Ranger	Chief Electrician	18793-H RCN	87	Submarine Service from 5th August 1955 to 1976 in AMPHION (5th August 1955 to 18th April 1956), ALLIANCE (19th April 1956 to 29th January 1957), ASTUTE (as P2ET4 27th August 1963 to August 1964), OJIBWA (as P1ET 31 August 1964 to 4th December 1966), as C2ET 30th January 1967 to February 1972 & as C2ET April 1972 to June 1973), ONONDAGA (1972 to 1978) & OKANAGAN (1976)
Non-member	21st February 2022	Bernard William (Dick) Richardson	Warrant Officer 1	TBA	TBA	Submarine Service in SPARTAN, SUPERB & other S Boats
Non-member	5th March 2022	Martin Andrew Keith Cropper	Lieutenant Commander (S)	N/A	64	Submarine Service from 1985 to 2001 in DOLPHIN, TIRELESS (1986 to 1989), NEPTUNE, DRAKE & SM2
Australia Branch	8 th March 2022	Peter Dermot Hurford	Lieutenant Commander	N/A	90	Submarine Service from 1953 to 1969 in SEASCOUT (29th June 1953), AUROCHS, TIRELESS, ARTEMIS (17th October 1955), SCORCHER, TALLY HO (1958), ADAMANT (January 1960), MESSINA (1962), TRENCHANT (IL), TACITURN (CO 17th January 1964), ORACLE (CO 20th February 1967) & NEPTUNE (1969)
Leicestershire & Rutland	12 th March 2022	Alan Nye	Leading Marine Engineering Mechanic (M)	D129626X	68	Submarine Service from 1972 to 1994 in DREADNOUGHT (1973 & on 'Recommissioning' at Chatham on 9th October 1976 to 1978), CHURCHILL (1978), DREADNOUGHT (1978 to 1979), WARSPITE (1980 to 1982) & VALIANT (1983 & on recommissioning at Rosyth on 19th November 1988 to 1992)
We Remember Submariners	28 th March 2022	Lyall David Plant	Radio Operator	Not given	67	Submarine Service including ONSLAUGHT & SEALION

BARROW BUILT SHIPS AND SUBMARINES AT THE FALKLAND

THE PAINTING below is part of the Barrow in Furness Submariners Association 'SUBMARINE HERITAGE COLLECTION' was completed to commemorate the contribution made by 'Barrow Built' Ships and Submarines during the Falklands War of April to June 1982. In all, eight Barrow Built Ships and Submarines were deployed to the South Atlantic and of these, one was sunk in action. This Painting shows (from Left to Right) HMS INVINCIBLE, a 'Type 42' Destroyer (representing HMS SHEFFIELD and HMS CARDIFF), HMS HERMES (the Flag Ship of the Task Force) and a 'Valiant' Class Submarine (representing HMS VALIANT, HMS COURAGEOUS, HMS SPARTAN and HMS SPLENDID).

THE STORY

Following the Argentine occupation of the Falkland Islands a Naval Task Force was assembled and dispatched to the South Atlantic in **Operation CORPORATE** intended to remove the invaders from the Islands and restore the Islands to British rule. The Task Force was commanded by Rear Admiral Sir John 'Sandy' Woodward who selected HMS HERMES as his Flag Ship.

HMS HERMES (Captain L E Middleton, Royal Navy) first entered the Operational Area (Exclusion Zone) on 25th April 1982. Embarked in HMS HERMES were two Squadrons of Sea Harriers – 800 Squadron (Lieutenant Commander A D 'Andy' Auld) and 899 Squadron (Lieutenant Commander N W Thomas, Royal Navy). Also embarked - the Sea King HAS 5 Helicopters of 826 Squadron (Lieutenant Commander D J S Squier, Royal Navy) and Sea King HC 4 Helicopters of 846 Squadron (Lieutenant Commander Simon Thornewill, Royal Navy)

HMS INVINCIBLE (Captain J 'Jeremy' Black, Royal Navy) first entered the Operational Area (Exclusion Zone) on 25th April 1982. Embarked in HMS INVINCIBLE were two Squadrons of Sea Harriers – 801 Squadron (Lieutenant Commander N D 'Sharkey' Ward, Royal Navy) and 809 Squadron (Lieutenant Commander T J H 'Tim' Gedge, Royal Navy). Also embarked - the Sea King HAS 5 Helicopters of 820 Squadron (Lieutenant Commander Ralph J S Wykes-Sneyd, Royal Navy)

HMS SPARTAN (Commander J B 'Jim' Taylor) first entered the Operational Area (Exclusion Zone) on 12th Apr 1982. SPARTAN (armed with a mixed war load of 25 Mk 24 Mod 0 'Tigerfish' and Mk 8 Mod 4** Torpedoes) was the first RN Vessel to arrive off the Falklands and commenced patrolling immediately after arrival.

HMS SPLENDID (Commander R C 'Roger' Lane-Nott, Royal Navy) first entered the Operational Area (Exclusion Zone) on 19th Apr 1982 and immediately joined HMS SPARTAN in patrolling the Exclusion Zone. SPLENDID carried a similar war load of torpedoes to SPARTAN.

HMS VALIANT (Commander T M 'Tom' Le Marchand, Royal Navy) was in the second wave of Submarines to arrive in the Exclusion Zone – first entering the Operational Area on 16th May 1982. VALIANT was armed with a mixed war load of 32 Mk 24 Mod 0 'Tigerfish' and Mk 8 Mod 4** Torpedoes. Reported that VALIANT was unintentionally 'near missed' and slightly damaged by a returning Argentinian aircraft jettisoning its bombs at sea before landing.

HMS COURAGEOUS (Commander R T N 'Rupert' Best, Royal Navy) was also in the second wave of Submarines to arrive in the Exclusion Zone – first entering the Operational Area on 30th May 1982. COURAGEOUS was also armed with a mixed war load of 32 Mk 24 Mod 0 'Tigerfish' and Mk 8 Mod 4** Torpedoes.

HMS SHEFFIELD (Captain J F T G 'Sam' Salt, Royal Navy) first entered the Operational Area (Exclusion Zone) on 20th April 1982. During Operations in the Exclusion Zone on ** May 1982 SHEFFIELD was hit and badly damaged by an EXOCET Missile fired from an Argentine Air Force 'Super Etendarde' jet. The Ship later sank south-east of Lafonia (the southern part of East Falkland).

HMS CARDIFF (Captain M G T 'Mike' Harris, Royal Navy) first entered the Operational Area (Exclusion Zone) on 23rd May 1982.

Apart from HMS SHEFFIELD the above named 'Barrow Built' Ships and Submarines returned home safely in June and July 1982 after the successful conclusion of the war. Of note is the fact that these Barrow Ships and Submarines (with the exception of HERMES and INVINCIBLE) were commanded by Nuclear Submarine 'Command Qualified' Officers and, in HERMES, the Task Force Commander was also a Nuclear 'Submarine Command Qualified Officer.

