



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 Lake District 'Field of Dreams' 2022

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,

July over already! On the run down towards Christmas so soon? So what has been happening? Apart from the Branch Meeting there was the Cartmel Races Trip organised by Alex - supported by the usual suspects and, a new event for the Branch – the 'Lake District Field of Dreams' which is a Tri-Service weekend event for Veterans – this year held at Haverthwaite. There is a report - with photographs in this issue - provided by John Sullivan (who organised the weekend) & Dave Smith.

July was very sad month for the Barrow Branch with three members 'Crossing the Bar' – Mike Kirk & Carl Haythornthwaite – both on 3rd July, and Brian Reed on 23rd July. Branch Members attended the funerals of both Mike Kirk and Carl Haythornthwaite at Thorncliffe and Beetham respectively. Brian (Blood) Reed's funeral will be on Thursday 11th August at 1430 at Thorncliffe and after at the Masonic Hall - please let Maxine know if you will be going – numbers are needed for catering purposes.

Thanks to those who have sent in contributions for this Newsletter – it makes things a lot easier for me to fill the pages! We also had a Branch Committee Meeting in July where Dave Smith debriefed us on the recent SA Emergency General Meeting - Dave Smith discusses everything which was covered in his Secretary's Report.

Branch Members who were around in 2013 will recall that the Branch arranged a series of events that year to mark the 50th Anniversary of the formation of the Barrow Branch! Well, 2023 will see the 60th Anniversary of the Branch. Your Committee thinks that this should also be marked – there have been a number of suggestions on how to do this and a Sub Committee has been formed to come up with some plans, however if you have any ideas on what should be arranged please let the Committee know as soon as possible!

That's about it for now – don't forget the August Branch Meeting on Tuesday 2nd August – usual time (1930), usual place (Concert Room at the RBL, Holker Street) – no guests this month as far as we know at the moment – might be a few new Members - but as ever don't be late!

Best Regards

Barrie

SECRETARY'S DIT

Hello Everyone

Summary of correspondence, emails received since the last meeting. Where necessary details and attachments have been forwarded to members:

a. The Chair of 'We Remember Submariners' - Ian Atkinson - tendered his resignation on 7th June 2022. At the subsequent Trustee Meeting this resignation was accepted. In the interim the Vice Chair, Mick Dewhurst, will step into the Chair role until the next AGM.

b. National Secretary – EGM voting results
The following positions on the NMC were ratified:

- Chairman – Iain MacKenzie
- Secretary – Ron Gordon
- Committee – Graeme McCabe

Proposal: For the Association to subsidise members costs for the 2023 AGM/Family weekend in Belfast by £40 per person (members and partners). Maximum number that can be accommodated in the hotel is 180 equating to a maximum cost of £7200 in subsidy from Association funds.

Result: For 21, Against 2, Abstentions 2.
Proposal carried.

There were 24 Branches in attendance and one Proxy vote. Only 6 Branches sent their apologies. From my perspective this is very disappointing as it means 16 Branches didn't send apologies. Now there may be good reasons for a Branch not to send an apology but all it takes is an email. By doing this the roll call becomes a lot slicker as I know who is not attending. Also if not attending there is always the option of having a Proxy vote so that your members vote can be counted especially when voting on important matters.

The other item on the agenda was an update on proposed changes to the Rules and Constitution which was given by Andy Knox.

Full minutes will be issued once approved.

c. Branch Committee meeting 26 July:

i. Discussion on membership card and subscription renewal stickers. The Treasurer raised a query on the way forward as the current membership cards state: 'Not valid without date sticker attached'. The sticker was issued once the annual National Subscription was paid. However, as this is no longer required it is unclear what the way forward is. The Secretary has contacted the NMC, and they have said that this is work in progress and will let the Branches know what the routine will be as soon as the decision has been made.

ii. In the meantime, the Branch subscription remains at £5 and members should adjust their Standing Orders to suit. If they are not changed then any additional amounts will be put into the Branch funds and not the National.

iii. Alex Webb is looking for support as Standard Bearer. Due to personal circumstances, he is struggling to meet weekday commitments. If there are any Branch Members who would like to step up and support Alex, please give their details to Alex or the Branch Secretary.

iv. Alex also highlighted the up-and-coming social events to the Morecambe Brewhouse, 3 vacancies (£20pp), and Canal Trip with 23 seats available (£45pp). Members are encouraged to attend these events to ensure they are not run at a loss to the Branch.

v. There was a discussion on which Members and Past Members should be on the Roll of Honour on the Website. It was concluded that all paid up full and affiliated members, and those who have lapsed due to poor health, should be included. Anyone who has relinquished their membership will not be included.

vi. A small sub-committee has been set up to investigate the celebrations for next Year's Branch 60th Anniversary. Members are encouraged to forward any suggestion to Alex Webb for consideration.

vii. The renewal of the loan agreement with the Dock Museum and an audit of the SHC Painting need to be carried. The Secretary is to produce the new agreement and contact the Dock Museum Curator to seek a date to facilitate the audit.

Regards

David A J Smith
Barrow Branch Secretary

SOCIAL SECRETARY REPORT

Hi Shipmates

July been and gone already!! Cartmel Trip also been & gone – hopefully every one enjoyed themselves and didn't lose to much on thr nags! So, the social program for the next few months is this:

The trip to the Brew House in Morecambe to meet up with our buddies there is on Saturday 6th August – next Saturday. We shall depart the Ferry at 11am (various pick-up points), go to Morecambe and meet up with the troops. Pie and Peas for lunch and depart to come back at 6pm. Cost £20, rig is anything you want, ladies Due to the lack of support last time I have only booked a 16-seater for this and I have three places left.

Saturday September 10th is our trip to Bilsborrow and our Canal Cruise & Party. Depart 2pm from the Ferry (various pick-up points) go to Bilsborrow, on the coach we shall have a couple vodka jellies, arriving Bilsborrow just after 4pm. Set up a wine and nibbles table for a couple swift ones before Harbour Stations. Depart at 6pm for a 4-hour party aboard the Jungle Queen; with a packed lunch for everyone. Will have absent friends' cocktail on the barge and Nikki will be our DJ for the evening. Leave to come back at 10pm – everyone indoors safely tucked up by 12. The cost for this is £45 per person and I am limiting it to 35 people. This is a great price for this type of trip so please support it.

See you at the meeting.

Yours Aye

Alex

AUGUST 2022 BRANCH CALENDAR

| | |
|---------------------------|--------------------------|
| Branch Meeting | Tues 2 nd Aug |
| Morecambe Brew House Trip | Sat 6 th Aug |
| Committee Meeting | As Required |

SEPTEMBER 2022 BRANCH CALENDAR

| | |
|---------------------------|--------------------------|
| Merchant Navy Day Service | Fri 2 nd Sep |
| Branch Meeting | Tues 6 th Sep |
| Canal Trip | Sat 10 th Sep |
| Committee Meeting | As Required |

OCTOBER 2022 BRANCH CALENDAR

| | |
|-------------------|--------------------------|
| Branch Meeting | Tues 4 th Oct |
| Committee Meeting | As Required |

AUGUST BRANCH BIRTHDAYS

| | |
|-------------------------|------------|
| R. (Roger) McMorris | 01/08/1948 |
| W. (William) McLaughlin | 03/08/1946 |
| R.H. (Robert) Hagen | 10/08/1944 |
| A. (Alan) Webb | 10/08/1952 |
| G. (Whisky) Walker | 11/08/1948 |
| M. (Margaret) Downer | 12/08/1946 |
| N. (Nick) Hopkinson | 14/08/1962 |
| D.J. (Dave) Parsons | 18/08/1946 |
| D.B. (Dave) Harwood | 21/08/1951 |
| G. (Gloria) Shipley | 21/08/1940 |
| D. (Dave) Sales | 29/08/1953 |
| M.R. (Matthew) Payne | 20/08/1991 |

Happy Birthday All!!

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.

REMEMBERING FORMER BARROW

BRANCH MEMBERS - AUGUST

| | |
|-------------------|------|
| John Lothian | 1968 |
| Reginald Potter | 1969 |
| William Pope | 1973 |
| C H Green | 1976 |
| John Ogden | 1977 |
| Jerry Jackson | 1994 |
| Bob Buchanan | 1994 |
| Peter Braithwaite | 2003 |
| Hugh Anderson | 2004 |
| David Tull | 2006 |
| Roger Fry | 2015 |
| Michael Davenport | 2017 |
| Frank Bowen | 2018 |
| David Craven | 2020 |
| Cedric Madin | 2021 |

RESURGAM

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 August for the September 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

AUGUST 1942

One Submarine was lost (With All Hands) on 7th August 1942 and two other Submariners are reported to have died – one on 2nd August 1942 and the second on 10th August.

The first Submariner lost was a member of the crew of HMS TRUANT, and he died in Colombo, Ceylon (now Sri Lanka) of a fracture of the base of the skull – the result of an accidental fall. He was:

L/Sto John David Ellis D/KX 77274

NOTE: There is a local Barrow connection as thirty-five-year-old Welshman John Ellis was the husband of thirty-two-year-old Mona Ellis (nee Clitheroe) of West View, Barrow in Furness, Lancashire. John Ellis is buried in the Colombo (Kanatee) General Cemetery in Ceylon (now Sri Lanka) in Plot 6c, Row A, Grave 6.

The second Submariner lost was a member of the crew of the Submarine Depot HMS MEDWAY II, the Submarine Base at Beirut in The Lebanon. It is reported that he was accidentally electrocuted on 10th August 1942 onboard Submarine X-50 - which was the former Italian Submarine PERLA. He was:

AB (ST) Edgar Harold Swannick P/JX 221854

Harold was from Berwick in Shropshire and, pre-war, he had been a timber feller as listed in the 1939 Register. Twenty-five-year-old Edgar Swannick is buried in the Beirut War Cemetery in Plot 3 Grave F1.

The Submarine lost was Submarine HMS THORN which is believed to have been sunk 'With All Hands' on 6th August 1942 after an attack on an Italian convoy in the Mediterranean in position 34°25'N, 22°36'E. A Ju-88 aircraft had been seen to make a machine-gun attack ahead of the convoy. The Italian torpedo boat PEGASO then detected a contact and carried out a series of depth charge attacks. After seven attacks a large air bubble was seen, as was a large oil slick. HMS THORN had been expected to arrive at Beirut but was declared overdue on 11th August 1942 when she did not arrive. The Crew of HMS THORN was:

Officers:

Lt Cdr Robert Galliano Norfolk DSO, RN

Lt Chester James Parker, RNVR

Temp Lt Arthur St George Hawksworth, RNR

Sub Lt L J Ingledon, RN

Lt A E C Bell, RNR

Wt Eng Leonard Frederick Davies

Ratings:

CPO William James Eason, MiD J97357

PO Arthur James Hatchard, DSM P/JX 125830

PO Dennis Herbert Gossman C/JX 149240

Petty Officer Frederick William Hendren J105303
PO Henry Bernard Robert Burns Butcher D/JX 145695
PO William Stanley Magness, MiD D/JX 137447
L/Sea Frederick Boon, MiD D/JX 144535
L/Sea Kenneth Dodd P/JX 148630
L/Sea James Collier D/SSX 19469
L/Sea Joseph William Balshaw RNVR/M/DX 2547
L/Sea George Edward Cockwill, MiD D/JX 212772
AB James Burton Laird C/SSX 20927
AB Frederick Bernard Gibbons P/JX 189434
AB Walter William Gilmore Upton, MiD P/SSX 27533
AB Thomas Mitchell P/SSX 21743
Able Seaman Reginald John Chalcraft P/JX 235692
AB Joseph Jones P/JX 220357
Able Seaman Reginald Edward Porter P/JX 223838
AB Frank Harry Brodie D/JX 196780
AB Kenneth James Yardley D/JX 160450
AB Frank Albert John Webb D/JX 199782
AB Thomas Crompton D/JX 190274
AB James Barrow D/SSX 33705
O/S Claude Levi Hayler D/JX 199995
PO Tel Charles Donald Elphick P/JX 137927
L/Tel Cyril Maples P/JX 157413
L/Tel Leslie Edward Hayward, DSM TBA
Tel Alan Godfrey Bond P/JX 154890
Yeo of Sigs Herbert Torr, MiD J154890
PO Std Thomas Edward Milliken D/LX 21430
L/Cook Charles Neville Paul P/MX 50840
EA W Nuttall D/MX 60274
CERA E A Woods P/MX 51717
ERA T Price DSM P/M 22637
ERA R Moorcroft P/MX 47791
ERA C McInnes C/MX 73106
ERA G N Webster D/MX 58988
CSto P Hayes DSM D/K 58034
SPO J Freese MiD D/KX 85980
SPO T M Aitchison C/KX 83016
L/Sto J L Newland C/KX 88353
L/Sto R Reeson C/KX 94382
L/Sto S Burr C/KX 100265
L/Sto F C Detton P/JX 160578
L/Sto J A Smithson D/KX 92434
Sto1 J J Milburn D/KX 129666
Sto1 J Hay D/KX 118044
Sto1 P Cafferty D/SKX 910
Sto1 P Flockhart C/KX 113074
Sto1 B J Wood C/KX 138477
Sto1 J E Pope C/KX 111806
Sto1 J A Paterson C/KX 97396
Sto1 A Bell P/KX 76158
Sto1 D McCarthy P/KX 110877

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 records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone. Thanks, Barrie Downer

LAKE DISTRICT 'FIELD OF DREAMS' 2022

This was a camping event which took place in Haverthwaite, Cumbria on the 8th to 11th July for Veterans from all three Services. Field catering was provided by Veterans of the Army Catering Corps and a field kitchen was set up to provide evening meals with three choices per sitting.

An entertainment marquee was set up to provide excellent guitar music, singers, a karaoke, and quiz evenings. Members of the Royal Navy and Submarine service attended, including Andy Bain - the National Treasurer of the Submariner's Association.

On Sunday morning on the 10th of July a 'Remembrance and Honour' Service took place at the Haverthwaite War Memorial - with a Piper and four Standard Bearers - took place.

Members of the Barrow Branch of the Submariner Association - including the Chairman - Steve McKay - and past Chairman Richard Cambridge took part. Alex Webb and Des Murphy were among the Standard Bearers. David Smith - the Secretary of Barrow Branch, Submariners Association laid the Wreath on behalf of the Royal Navy and Andy Bain - the National Treasurer of the Submariners Association gave the Reading on behalf of the Navy Veterans. A Parade took place afterwards led by Parade Marshall - Tony Eglin.

Many more will attend next year's event and we look forward to greeting them.

John Sullivan

Lake District 'Field of Dreams' Event Organiser



HMS THETIS/HMS THUNDERBOLT CONNECTIONS

From Bill Foster via Peter Schofield

The 1950 film 'Morning Departure', directed by Roy Ward Baker was based on a stage play of the same name by Kenneth Woollard that itself was based on the loss (with 99 casualties) of Submarine HMS THETIS (N25) in Liverpool Bay in June 1939. The play was very popular at the time the film was made. Besides being presented on stage in several theatres in Britain, it had already been made as a live TV play by the BBC, firstly on 1st December 1946. The film starred John Mills and Richard Attenborough and was the feature film debut of Michael Caine. The actor, James Hayter, who was a relative of one of the Naval Officers who died in HMS THETIS, Commander Reginald Hayter, plays the cook AB Higgins in the film. The film features the accidental sinking of a British Submarine - HMS TROJAN, when on exercise. The submarine detonates an unexploded mine from WW2 and sinks to the seabed after several compartments are flooded due to the explosion, killing the majority of the submarine's crew. Of the surviving crew in a watertight compartment, eight are able to escape through an escape hatch using the only available breathing apparatus. The remaining crew wait for the submarine to be salvaged. This is eventually abandoned due to bad weather, and they perish.

The cause of the loss of THETIS - flooding due to both inner and outer torpedo tube doors being open to the sea - was also used in the 1968 film 'Ice Station Zebra', where the character played by Patrick McGeehan describes a method of sabotaging a submarine by

blocking the tube test cocks, fooling a torpedoman into believing the outer door was closed. How it got open in the movie without displaying on the appropriate indicator boards was avoided.

Alexander Fullerton's 1994 novel 'Not Thinking of Death' centres around a fictionalised account of the sinking (with THETIS renamed to TRUMPETER).

The loss of the THETIS was the inspiration for part of the "Railway Station" episode (Episode 2) of British science fiction television series 'Sapphire & Steel'.

In 1997, BBC Radio 4 broadcast a radio play about the THETIS disaster. The play was called 'Close Enough To Touch' and was written by Liverpool writer Fred Lawless. The play was also broadcast on BBC Radio Merseyside and the BBC World Service. In 1999, a play entitled 'HMS THETIS' by Mark Gee in association with David Roberts, was performed at the Liverpool Bluecoat Chambers and at Birkenhead's Pacific Road Theatre. The play starred John McArdle and also the newly employed 'First Year' Apprentices from Cammell Laird Shipyard (Paul Gillies, Dave Gill, Alan Lane, Chris Motley, Mike Jebb, Steve Taylor, Ollie Dodson, Stacie Dicken, Mark Poland, Ben McDonald, Tony Cummins, Barry Hayes, Chris Hall, Martin King, Graham Crilly, Billy Coburn, Matty Brassey).

In 2000, the documentary 'Death in the Bay', produced by BBC Northwest, was broadcast in the UK. It covered the loss of the vessel and the subsequent enquiry, together with interviews with relatives of two of the men lost in the tragedy and the son of one of the only four survivors, Leading Stoker Arnold.

CHARITY CYCLISTS VISIT HOME OF SUBMARINE SERVICE AHEAD OF TOUR DE FRANCE CHALLENGE

ROYAL NAVY MEDIA RELEASE Wednesday, 13 July 2022

ROYAL Navy Submariners who are about to undertake an epic charity cycle ride have visited the Home of the UK Submarine Service to drum-up support. Lieutenant Commander Darren Lunn and Warrant Officer Adam McCrohan, supported by two fellow Submariners, are heading to France in August, aiming to cycle the 2020 Tour de France route in the same time as the professionals. Over 23 days they will cover some 3,484km and 54,000m in elevation. But before the "Tour" begins the pair visited HM Naval Base Clyde's Supermess on Tuesday, July 12th, to seek the backing of fellow Submariners and to raise money for the charity HELP-Jim's story – a sub-fund of the Royal Navy and Royal Marines Charity (RNRMC).

Setting up static bikes in the site's Supermess, the Submariners challenged themselves by attempting to ride 200km over the course of the day.

HELP – Jim's story was set up in memory of Submariner Captain Jim Simpson who sadly took his own life in 2020. The charity aims to both educate and tackle the stigma surrounding mental health in the Royal Navy and wider armed forces.

"We would like to thank everyone at HM Naval Base Clyde for their support," said Lieutenant Commander Lunn.

"The team and I are immensely proud to support HELP-Jim's Story, formed in memory of Captain James Simpson who sadly died in 2020.

"We are also striving to raise higher awareness of mental health and the issues connected, as well as supporting Jim's family. We want to promote awareness across the Fleet in the form of mental health foundation courses and with more frequent mental health awareness weeks too. These initiatives are gathering more and more momentum." To support the Submariners' cycling challenge please visit their Just Giving page at:

<https://justgiving.com/fundraising/tourdesubmariner>. To learn more about the charity visit: www.help-jimsstory.com.



Photos of Lieutenant Commander Darren Lunn (left) and Warrant Officer Adam McCrohan (right) drumming up support in HM Naval Base Clyde's Supermess on July 12th.

ROYAL NAVY BOMB DISPOSAL EXPERTS TACKLE ORKNEY TORPEDO

ROYAL NAVY MEDIA RELEASE Tuesday, 12 July 2022

Bomb disposal experts from the Royal Navy's Diving & Threat Exploitation Group (DTXG) travelled to Orkney on July 8th after a survey ship found a suspected torpedo on the seabed at Scapa Flow. The MV Athena was carrying out survey work ahead of cable laying when they identified the object on the seabed between Flotta and South Ronaldsay. The Coastguard was alerted and a 100-metre exclusion zone set-up around the location.

Enter the highly trained Explosive Ordnance Disposal team from Charlie Squadron of the Diving & Threat Exploitation Group. Five of the experts made the almost 400-mile trip from their headquarters at HM Naval Base Clyde, arriving on the scene on the evening of July 8th.

"It was a challenging task," said Charlie Squadron's Chief Petty Officer (Diver) Roy Edwards, who attended the scene.

"The suspected ordnance was located 210 metres from an oil pipeline and the weather was also an issue with a sea state 2-3 and wind gusting at 20 knots.

"The torpedo was very degraded, and we needed to move it to a safe location, away from the pipeline, before it could be safely disposed of. It was a delicate job."

The operation was broken down into several phases. After diving, locating, and marking the torpedo, the team next attached straps and used underwater lifting equipment to raise it carefully to the surface.

The torpedo was then towed some four kilometres to a new location well away from underwater cables, pipelines, and fish farms.

Finally, just after five p.m. on Sunday, July 11th, the divers carried out a controlled underwater explosion to dispose of the ordnance.

Unfortunately, the condition of the torpedo was poor and could not be definitively identified, although it was thought to be a Mark 8 torpedo, a type which first entered production in the 1920s.

The task at Scapa Flow is the third which Charlie Squadron have attended on Orkney this year. In total the team have tackled 63 conventional munitions disposal tasks and three improvised explosive device tasks throughout their area of operation.

Charlie Squadron – formerly known as Northern Diving Group – are a group of highly-trained Royal Navy Clearance Divers, held at ten-minutes notice to provide Explosive Ordnance Disposal support to Police and Coastguard. Their area of responsibility stretches from Liverpool to Hull, northward to encompass Scotland including all the outlying islands.



The Big Bang!

Sent by: Royal Navy Communications & Influence, HM Naval Base Clyde, T: 01436 677205.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the July 2022 Issue of Periscope View)

The first person I met on the night sleeper was Freddy Fox, one of the nineteen of us who completed the 1959 Long T.A.S. Course. Freddy was now First Lt. of a Frigate resting in Mombasa and was using his free weekends to climb Mount Kenya, near Nairobi; climbing was his passion. A good chin wag over a couple of whiskeys in the train's bar before turning in was slightly marred by the disgraceful behaviour of a middle-aged white Kenyan woman - clearly a descendant of the old British Ruling Class, who just could not come to terms with democratic Independence. She berated the train's staff - all black Kenyans - worse than shouting at slaves. Alright, the air-conditioning wasn't working and the only drinks available in the bar were whiskey and Kenyan beer - a small concession to the overwhelming factor of peace in a land whose people now governed themselves. She sent for the train's conductor and berated him for the appalling state of 'her' train - the train was clean and quite comfortable, considering its age and wear and tear over the years. Around Mombasa, we in the R.N., who were all supporters of Kenya's Independence, met nothing but genuine friendliness and great politeness from all Kenyan Blacks from every walk of life. So this exhibition was a nasty shock for me and Freddy. Not much we could do. The ghastly Colonial had consumed too much whiskey for any discussion with her and the best we managed behind her back was to make signs to the conductor that we would all be better off when she collapsed into her bunk!

I was met by my hosts next morning in Nairobi's Rail Station and driven to their home. The Drummonds were family friends of a Navy schoolmaster's family in Singapore, who had become friends of our family. So, I was meeting the Drummond family for the first time - him, her and 2 young children. We had spoken on the telephone several times during FORTH's 3-month stay in Mombasa - amongst other things, they had invited me to spend Xmas with them (my Duties didn't allow that) - and here I was at last. Their home was a lovely, expansive bungalow on the outskirts of Nairobi, looking out into the Nairobi National Park - a wildlife Reserve.

Drummond was a life-long Kenyan Policeman. No many years previously, he had become quite famous as one of the few courageous Kenyan Police Officers, who undertook the hair-raising ruse of going into the Bush, for weeks on end, to make contact with the elusive Mau Mau Gangs, ostensibly Freedom Fighters to gain independence from British rule. Unfortunately, Mau Mau terrorism was unspeakably gruesome and their murders of White Kenyan and British Government people sickened the Western World. The Mau Mau had to be eradicated. Easier said than done. The Gangs

had the cover of Kenya's vast areas of bush land, which they roamed mainly undetected, living off the land as their not-too-distant Tribal ancestors had done. Britain's fight against these atrocity-committing Gangs relied very heavily on the White Kenyans – the Police and the Planters – the British Armed Forces were not appropriate to this particular situation of relatively small-numbered Gangs hiding in the vast bush lands.

The R.A.F. tried hard to find these small and widely scattered Gangs by endless low-level searching flights. No good. A Gang could hear the 'plane miles away and merely hid in the tall elephant grasses. They did however capture a few Gangs who were caught without cover. The 'plane circled and guided in the nearest helicopter full of R.M. Commandos.

It was these few captures that set the role Drummond would engage in. The Mau Mau prisoners were sentenced to death but got reprieved if they came onto our side. They were trained by the Kenyan Police to work as Gangs roaming the Bush again, but this time looking for other Mau Gangs and with a Kenyan Policeman – suitably 'blackened all over' – as their leader. This ruse worked and the elimination rate of the Mau gangs rose sharply. I say 'elimination rate' rather than 'capture rate' because of the nature of the ruse. Contact with a Mau gang was to meet very tentatively at first, with suspicion and mistrust rife. Once a few credentials had been established, both Gangs would slowly rise from their hiding places, armed with sub-machine guns and, again, very tentatively, greet each other. Then it was a campfire and evening meal ritual - both Gangs guns stacked on opposite side of the clearing. Our Gang always had a good supply of root beer to make the party more convivial and to make their opponents more vulnerable. So, the two Gangs would eventually settle down to sleep for the night. In the middle of the night Drummond would get the signal and our Gang would deal the Mau gang – to get the guns from the stack on the edge of the clearing would have woken the sleeping Mau gang. Drummond was awarded the George Medal for his part in the eventual defeat of the Mau Mau Terrorists.

All this had been over for some years when I met him. He had published his book, 'Mau Mau Manhunt', and gave me a signed copy. On Sunday I joined in with a family-favourite day out – a boating picnic on lovely Lake Vanessa, situated near the great Rift Valley. Mrs. Drummond drove us there – about 2 hours driving through the countryside and carrying as well as me and the children, the picnic lunch and tea.

David had some business to attend to and would join us at Lake Vanessa in his two-seater Aeroplane. He arrived in time for lunch, after we had been boating and swimming, by landing on a very small grass field right next to our picnic camp. A swarm of delightful Kenyan children appeared from nowhere and clambered all over his little Cessna, playing and laughing! I helped him carry the picnic cold beer bottles; I asked whether the children would unscrew vital bits off his aeroplane for souvenirs? "They will try" he replied. "but they have only their fingers and I've lost nothing in the past". So we walked over to the lake side for lunch, leaving the children playing all over the little Cessna, me thinking, "Oh well, it's his neck not mine for the return flight to Nairobi". How wrong I was! After Tea, packing up the car to drive home, I was clearing some baskets which had been dumped on my seat, when Mrs. Drummond said, "Not necessary Desmond, you are going home with David". There was no argument. The car was going to collect an elderly Aunt en-route and my only seat was in the Cessna!"

I was terrified! He shooed the children away from the plane, gave them a handful of loose sweets, jumped in, and started the engine. I got in and we were away, just clearing trees in the surrounding Bush and on course for Nairobi, which sits on a plateau 6,000ft. above the floor of the Rift Valley, from which we had taken off. He admitted the small engine of the Cessna had to struggle to gain that sort of height with a full load onboard. Too late for me to offer to walk! In my continuing terror, I heard myself saying, "Are those volcanoes over there?" They were to our right and just below us and, suddenly, so were we. The volcanoes were extinct, but he was determined to fly the 'plane for me to gape down their throats. After this brief diversion, we pointed again at the Nairobi Plateau, still slightly above us, until, at last, as we approached it, we levelled off, with the flat expanse of ground on top of the plateau, no less than 300ft. below us.

We landed safely, at a Police Air-station where Drummond kept his plane, not too far from his home. These Police Air-stations were scattered throughout Kenya because the Kenyan Police Force had a large contingent of Flying Policemen – and Drummond was one of these. Unfortunately, after he resumed normal duties at the end of the Mau Mau war, he struck a newly erected radio mast while coming in to land, on one of these small Air-stations. His face was very badly burned and the Kenyan Government arranged for him to be treated by London's top Plastic Surgeons who did a very good job of re-building his face.

A brave man all round and I was glad to have met him and his family in my last weekend in Kenya. They enjoyed my company too, for, as with other British Colonials around the world, they hold the Royal Navy in very high esteem. I travelled on the Sunday night-train, to be back in H.M.S. FORTH on Monday morning. That week, we said Farewell to Kenya, having been in Mombasa for 3 months and set sail for Singapore. We were all glad to be back with our families and quickly reverted to our normal task of running the Submarine Squadron.

February 1968

My tour of duty in this job came to its end. Hazel and the children flew home in early February, leaving me to handover to my relief, pack our furniture and belongings for shipping home by sea and, regretfully, to sell our Morris Traveller car – still in pristine condition – it was too expensive to ship home. A Chinese gent paid me almost the same amount as we had

paid for it brand new 7 years ago and, even better, the Chinese gent let me keep it for the 3 weeks I had left before flying home.

So, all of us back in our own house in Alverstoke towards the end of February. And we were going to stay there, because my next appointment had come through – I was to be First Lieutenant, Second-in-Command, H.M.S. ANDROMEDA, just finishing being built in Portsmouth Dockyard. I had a month of leave before starting work again – time to get house and garden spruced up, getting Sue and Bill enrolled for school in Alverstoke and to buy a new family car. This was a white Renault 4. The Renault 4 Model had been in production for only a couple of years but had already become the most popular working car in Europe and now being launched in Britain. An article by 'The Times' newspaper Motor Journalist said it was the best value-for-money car he had ever known and our ownership of one proved him dead right. It cost just under £900, while similar tailgaters in Britain cost £2,500. And one big advantage over the Morris Traveller was that it had 4 passenger doors, so Sue and Bill had a door of their own! We also kitted ourselves up with bicycles – all second hand but very functional – and of appropriate sizes; Alverstoke and Gosport were flat lands and ideal cycling territory. Happily, the Alverstoke Junior School was in the centre of the village, so both Sue (9 years) and Bill (7 years) comfortably walked to and from school.

I began work again in March. Firstly to undergo three Training Courses for 1st Lts. newly appointed to ships. One week at H.M.S. VICTORY (now HMS NELSON) – the still huge Barracks in Portsmouth – to get refresher tuition in Administration and Naval Law. First Lieutenants dealt with most offenders, only the more serious cases of Naval law breakers being passed on to the Captain. Next a week at H.M.S. PHOENIX – on the outskirts of Portsmouth. This was the Centre which taught R.N. personnel how to save your ship from sinking, following enemy actions intent on sinking you. The Damage Control Repairs are mainly carried out by the Engineers and Electricians, but are directed by the First Lt. Once in battle, fire and flooding resulting from enemy hits are the chief dangers. And, true to Naval tradition, once you were well taught in theory, you go and do the stuff for real. Worst for me was to put out an oil fire, several decks down, in the life-size section of a warship at Phoenix, wearing breathing gear and asbestos suiting, lugging the hose, in complete blackness, with the model rolling heavily, just as a wounded ship does in a rough sea. Lights are no use. The black dark is the dense smoke from the oil fire, which light cannot penetrate. So, 'touch' is your only guide. You follow the four walls of the compartment. I was groping along the second wall when suddenly I could see the hazy flames of the fire. Open the hose nozzle to get the wall-of-water shield and edge in towards the fire. In minutes the fire is out and, about two minutes later, the smoke has left the compartment. I was most impressed with the dramatic success of just one man following this simple procedure. Only a few months later, when ANDROMEDA was practising Action Stations, the Stoker sent into a compartment full of practice smoke, came out saying he could not find the fire-beacon-simulator. His Engineer Officer ordered the compartment to be sealed off, ready for flooding. I countermanded that order and sent the Stoker in again, by telling him that if he groped around all four walls, he would find the fire-simulator. He did and, like me, he was now perfectly confident to do the drill again in the event of a real fire in the ship.

H.M.S. PHOENIX brought me fresh up to date with all aspects of Damage Control and particularly every First Lieutenant's chief responsibility in modern war, in sealing the entire inside of the ship from outside atmosphere when steaming through radio-active mist following explosions from nuclear weapons. They were able to tell me that ANDROMEDA was fitted with the most up-to-date external seawater sprinkler system for washing off radio-active particles from every bit of the ship's superstructure, including the masts. They reminded us of the blinding obvious – be very sure every last door, hatch cover and fan inlet is securely sealed off before switching on the high-pressure wash down system!

The third Refresher Course centred on the ship's helicopter – the Wasp – whose chief role was to drop Homing Torpedoes into the sea above where ANDROMEDA's Sonarmen reckoned the enemy attacking submarines was – day or night. This Course was based at Portland, H.Q. of the Helicopter Fleet Air Arm. Amongst other things, they trained the helo crews before the helos joined their respective ships.

The half dozen of us First Lieutenants on this Course flew in Wasp helicopters quite a lot that week; worst, of course, were the night flights. The Wasp is a 2-seater, Pilot and Navigator, so, obviously, we flew in the Navigator's seat. The Wasp helicopter had only come into service recently and there had been a small number of losses – if you were lucky, the loss occurred over the sea, where the Crew could escape, once ditched, on the sea surface. So, a bit like PHOENIX, you dressed in special suiting; this time a watertight suit similar to that a diver wears, with the inevitable Life jacket, last to be put on. Once again, the overall responsibility for the ship's helicopter fell to the 1st Lt. Transforming the ship's Quarterdeck into a helicopter pad before the Wasp was trundled out of its hangar – your Seamen dropped all the guardrails which toppled horizontally outboard and laced with rope netting to make the Flight deck bigger – detailing two of the Ship's Officers to become Flight Controllers – short specialist training for them – and a Fire Fighting Team on the Flight deck every time the Wasp took off or landed.

By the time I had completed these specialist training weeks, H.M.S. ANDROMEDA was now within 3 months of completion and I joined the skeleton crew housed in shore side offices. In fact, our 'offices' were in a stately house – No.5, The Parade – which previously had been a Married Quarter for Admirals and our neighbour in No.4 was the

General Manager of Portsmouth Dockyard. Nos.3, 2 and 1 were still occupied by Senior Officers belonging to the Portsmouth Command and their families.

ANDROMEDA's Captain – Mike Stacey – had joined No.5 a couple of weeks earlier than me, as had the Weapons Officer and our two Supply Officers. I had met Stacey some years back when he was a Commander. He was a T.A.S. specialist too. He had chosen me to be his First Lieutenant when he was newly appointed to be Captain of H.M.S. ANDROMEDA and Captain of the 4th Frigate Squadron – another 3 Frigates commanded by Commanders, all under the Command of ANDROMEDA. We all buckled down to the job of receiving our full Crew – 260 Officers, Senior Rates and Men – trickling in week by week, so as to be ready to move aboard the ship on the designated date that Portsmouth Dockyard – the builders – handed ANDROMEDA over to the R.N. As is normal, when a newly built warship is very close to completion, the uniformed R.N. people work hand-in-glove with their respective civilian counterparts – Engineers with Engineers, Weapons with Weapons etc. – to get the last-minute fine-tuning completed. At this stage the First Lieutenant is to all intent and purposes looked upon as the sole 'New Owner' of the ship – is all the accommodation, storerooms, paintwork inside and out, ship's boats, booms, masts and ladders, galleys and dining rooms, the anchors and capstans, the Sick Bay, the NAAFI canteen etc. – all to my entire satisfaction? The more specialist stuff, like the Gun Turret, AA Guns, Ammo Magazines, the Radars, the Wasp hangar, the engines, and boilers, are the responsibility of the Gunner, Engineer, and Electrical Officers.

Traditionally, with a warship nearing completion, the First Lieutenant spends a lot of time and effort with the Foremen of the various trades imploring them for 'finishing touches' to make the ship slightly better than the laid-down standards, particularly in the living spaces of the ship. ANDROMEDA was going to be a honey pot without me having to beg for any tit-bit! Portsmouth Dockyard, primarily a Repair and Refit Complex, had, for many centuries, been allowed to build one warship at a time, and the boast of the Royal Dockyards – Plymouth, Portsmouth, and Chatham – was that they had the skills to build warships every bit as good as the commercial shipbuilding yards who built warships in large numbers. Government cut backs since the war had already put Plymouth and Chatham out of building and shortly after the keel of ANDROMEDA was laid down (3 years ago), it was announced this was the last ship to be built by Portsmouth. Feelings ran high in the Royal Yards, where many generations of families had men that passed the lifelong skills of the various ship-building trades from father to sons, with a lot of family pride involved. Nelson's Flagship – H.M.S. VICTORY – had been built by their great grandfathers in Portsmouth Dockyard and is still there today, 200 years on – the finest single warship museum in the world! The fight was on against this very unpopular move by the Government of the day. The other 2 Royal Yards supported Portsmouth and all three Royal Dockyards joined in the very real intent to make such a good job of building ANDROMEDA – the 23rd Leander Class of modern frigates to be produced for the Royal Navy, most having been built in Britain's major ship-building yards – in a last-ditch effort to show the politicians that their 'cutback' deprived the Royal Navy of its best sources of warships. And the politicians came frequently, to walk over this nearly finished Leander Class frigate, with all the improvements in weaponry and hull design, learned from the first two batches of Leander Frigates to come off the drawing boards.

So, I was inheriting a superbly built ship (still in service today, Year 2000, in the Indian Navy who bought her from Admiralty in 1996), and no doubt will live on for some years yet. The only effort I had to put into 'finishing her off' was to have the bunk in the Captain's Cabin extended by 6 inches – Mike Stacey was 6' 3" tall!

To be continued in the September 2022 Issue of Periscope View

SUBMARINERS 'CROSSED THE BAR' REPORTED JULY 2022

| Branch | Date | Name | Rank/Rating | Official Number | Age | Submarine Service |
|-------------------|----------------------------|---|---|--------------------|-----|--|
| Ex Dolphin Branch | 6 th June 2022 | William Ian (Nick) Nicholson | Petty Officer (WS) (S) | D 219053 R | 53 | Submarine Service to 2021 in ODIN, OSIRIS, TURBULENT, TIRELESS, VICTORIOUS (S), VENGEANCE, TALENT & TRENCHANT |
| Barrow in Furness | 3 rd July 2022 | Michael John (Mike) Kirk | Leading Electrical Mechanic | P059334K | 78 | Submarine Service from August 1962 to July 1970 in EXCALIBUR (December 1962 to June 1964), ANDREW (July 1964), OLYMPUS (March 1966 & on 'Commissioning' at Portsmouth on 21st October 1966 to October 1967) & OCELOT (October 1967 & on Commissioning to November 1969) |
| Barrow in Furness | 3 rd July 2022 | Alfred Ian Carlstrom (Carl) Haythornthwaite | Commander (E) | CO 04420E | 85 | Submarine Service from January 1963 to June 1979 in OLYMPUS (1st August 1963 to 5th September 1965), OSIRIS (6th September 1965 to 13th December 1965), RENOWN (15th August 1966 to 20th September 1970) and RESOLUTION (12th September 1970 to 12th December 1972). |
| Non-member | 15th July 2022 | Stuart Michael Thorpe | Commander (X) (SM) | TBA | TBA | Submarine Service from 1963 to 1980 in RORQUAL, ARTEMIS (on commissioning 10th September 1965 to 1966), ONSLAUGHT (1967), FORTH (1968), ANDREW (1969), OTUS (1970 to 1971), COQC (1980), GRAMPUS 1972), St ANGELO (1973 to 1975), SOVEREIGN (IL 17th September 1975 to 1977) & FOSM Staff (1978 to 1980) |
| Barrow in Furness | 23 rd July 2022 | Brian (Blood) Reed | Chief Petty Officer Marine Engineering Mechanic | D065272 & D136731P | 78 | Submarine Service from October 1963 to May 1986 in TRUMP (1964 to 1965), TABARD (on 'Commissioning' at Sydney in 1965, TACITURN (1966), WALRUS (1967), ODIN (1967 to 1971), RESOLUTION (S) (1973 & on recommissioning at Rosyth on 27th September 1976 & DASO on 14th July 1977 to 1978) & WARSPITE (1982 to 1986) |
| Non-member | 24th July 2022 | Richard John Killick | Captain (E) (WESM) | N/A | 86 | Submarine Service from 1962 to 1988 in OBERON 1962 (NL), VALIANT (1966 & on commissioning on 18th July 1966 to 1968), RESOLUTION (S) (2nd Commission Crew on Commissioning at Rosyth on 10th July 1971 to 1973) & NEPTUNE (1986 to 1988) |
| Non-member | July 2022 | Dan Gardyne | Not given | Not given | N/A | Submarine Service in TURBULENT (2006) |

THE HMS DREADNOUGHT PAINTING



This painting was commissioned in 2000 by the Members of the Dreadnought Association for the 'Submarine Heritage Paintings Collection'. A spokesman for the Association commented as follows, "This excellent painting is a fine tribute to both HMS DREADNOUGHT herself and to the Vickers Armstrong workforce that took up the challenge of a new era of submarine building so successfully." The picture is a montage of watercolours depicting, clockwise from top left, the Keel Laying ceremony performed by HRH the Duke of Edinburgh, the Launch Ceremony performed by Her Majesty the Queen, HMS DREADNOUGHT at the North Pole, the sinking of the disabled chemical tanker "ESSENBERGER CHEMIST" and various 'snapshot' drawings, including the symbol of nuclear energy. The upper mount has two pencil drawings of HMS DREADNOUGHT. The lower mount shows previous warships named DREADNOUGHT. The most recent in a long line of 'firsts' for HMS DREADNOUGHT is that this original painting was signed by HRH the Duke of Edinburgh at Buckingham Palace on 3rd December 2002. His signature is also on the lower mount.