



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: The Barrow Branch Gang at the 2022 Canal Outing

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,

Well, I wasn't quite sure how to write the Editorial this month. Having watched all the comings and goings in London with the choosing, by the Government of a new Leader and Prime Minister and her formal appointment by the Queen, I thought that things would get back to some sort of normality. However, as they used to say, no-one expects the unexpected and the loss of our Queen so soon after was a bit of a shock to us all although, at ninety six years of age, I suppose it we should not have been quite so surprised. However, for most of us The Queen had always been there. I, and some other Branch Members, will remember the death of King George VI in 1952 followed by the Accession of the Queen and, then her Coronation in 1953, with the Coronation Procession and Crowning Ceremony which I watched (with my parents, brother and sister) on a very small TV screen in a Hall at the British Legion in Poole - with dozens of other people – hardly anyone had a TV in the own house in those days. My parents didn't have an electricity supply to the house – let alone a TV!

On the formal side of things locally I took a call and Dave Smith got a letter from the Town Hall inviting the Branch to be represented at the Formal Proclamation of the new King at the Barrow Town Hall – the Chairman, the Secretary and myself attended on behalf of you all.

The events of the following ten days – the return of the Queen from Balmoral to London, the Lying-in-State at Westminster, the Funeral Procession, and the Funeral itself was all done so well and, with the professionalism of all involved – especially of the Armed Service Personnel went like clockwork – as was only to be expected. The performance of the Coffin Bearers and the Naval Gun Carriage Team was particularly notable and it was good to see that there was at least one Submariner in the team.

I just need to remember, when it comes to the next Branch Meeting, that the Loyal Toast will now be – Ladies and Gentlemen – 'THE KING' and, of course he is 'The Duke of Lancaster'.



The Proclamation Ceremony at the Barrow Town Hall

Our Association President Rear Admiral Niall Kilgour sent a Letter of Condolence to the Royal Family on behalf of the Association as follows:

"I write on behalf of the Submariners Association to express our heartfelt condolences on the death of Her Majesty Queen Elizabeth II. From the days of the Tot and active service to our retired veterans in the many association branches throughout the United Kingdom, Her Majesty had always been the beacon which inspired our pride in the United Kingdom and the Submarine Service. That loyalty will always be there, and we offer all our loyalty and heartfelt sympathy to you and your family at a time of such loss."

I have the honour to be Sir,
your humble and obedient servant,

Rear Admiral Niall Kilgour CB
President of the Submariners Association

Thanks to all those who have sent in contributions for this Newsletter – it makes things a lot easier for me to fill the pages! Dave Smith covers the information coming in from National and others in his Secretary's Report and Alex updates us all on the Social front in his Report.

Although I was unable to attend the Canal Trip this year those Members and Branch Friends, including our colleagues and their partners from who joined from Morecambe, may well find themselves in one of the photos - either on the front Page or on the inside pages. I understand it was a most enjoyable outing and thanks, as ever, are due to Alex for organising everything although, I am told, he was not responsible for the hold ups on the M6 resulting in late arrival of the Barrow Team and the very late return to Barrow!!

That's all for now – don't forget the October Branch Meeting on Tuesday 4th October – usual time (1930), usual place (Concert Room at the RBL, Holker Street) – no guests this month as far as I know at the moment – hopefully there might be a few new Members - but as ever - don't be late!

Best Regards

Barrie

SECRETARY'S DIT

Hello Everyone

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

- a. Emails from the National Secretary:

- i. With all the application forms for the 2023 AGM and Family Reunion in the Holiday Inn Leicester. All the forms were distributed. If you require a copy, please contact the Branch Secretary.
 - ii. Announcing that Sandy Powell has volunteered to fill the vacant position on the NMC and following due process he has been voted onto the NMC thus bringing the NMC up to full capacity.
 - iii. Reference the National Chairman's visit to the Gosport Branch and his anticipation of visiting as many Branches as possible. Should we wish him to visit the Barrow Branch then all we need to do is forward a request.
 - iv. With a copy of the letter of condolence by our President to the Equerry to His Majesty King Charles III, on behalf of the Association.
 - v. Giving clarification on the AGM Reunion Weekend Application forms. 'Please be aware that the following statement in the application form for the 2023 AGM & Family Reunion " I need your SA and TSF membership number to confirm booking " does not mean that if you do not have a TSF membership number you cannot apply. If you haven't joined the TSF for whatever reason just enter your SA number and that will suffice.
 - vi. At the request of TSF he sent out a (very basic) Monkey survey. As they are trying to gauge who our audience is and what direction to move as we develop TSF. FYI, this survey is going to family groups also, which is why it is not a very detailed survey. <https://www.surveymonkey.co.uk/r/LV2TX3R>
 - vii. Reference subscriptions paid by Direct Debit.
- As you are aware our National Subscriptions were cancelled once we became a part of the Submarine Family. This has now happened, and things are moving forward at a good pace. A lot of members have already cancelled their direct debits to National. In order to clarify the position, we are in I will be cancelling all Direct debits with the exception of the Dolphin Branch so members do not need to do anything as I will be doing it all for them. Branch Treasurers will have to collect the branch fees, if applicable to that branch, from any member who used to pay via National direct debit. Branch Treasurers, please note this requirement from them.
- Dolphin Branch only. All members that pay by direct debit have had their direct debits amended so that only the branch fees will be collected so no action is required.

- b. Email from the Barrow Town Hall inviting the Branch to attend the Royal Proclamation. The President, Chairman and Secretary attended. A follow-up event was also conducted in Ulverston at which the Branch was represented.
- c. Email inviting the Branch to attend the RAFA Battle of Britain Parade in Barrow. The Branch Standard Bearer and Secretary attended the parade.
- d. Email from National Membership Secretary confirming that a new membership card will be issued, and the annual sticker will no longer be required.
- e. A request from Rob Brice who is researching his grandfather who served in K Class submarines in WWI. He is trying to locate further documents to confirm his grandfather's service on K13. Can you help?
- f. Emails between the Social Secretary and the Branch Committee reference actions for the preparation for the 60th Anniversary Dinner next year.
- g. Email from Steve May requesting the number of people who may attend the 60th Anniversary Dinner next year who are vegetarian. There have been no responses so far.
- h. Email from the Morecambe Bay Branch inviting the Branch to their Trafalgar Night Dinner on 22 October. We have 6 reserved places, but they need responses as soon as possible to arrange the accommodation. There has only been one taker so far.

Regards

David A J Smith, Barrow Branch Secretary

SOCIAL SECRETARY REPORT

Hi Shipmates

September saw us have our canal trip; plan A was always a stretch but to put the M6 out of action to make us go the scenic route was damned underhand. However, we did go most of us were tipsy before we left the coach and the canal trip was nothing but a blue; a very happy, liquid and fun blur. Thanks to everyone who attended and a special thanks to our friends in Morecambe who dusted their wives off and brought them along.

Of course, we then had the Battle of Britain parade on the 18th and sadly our late Boss' funeral on Monday 19th – RIP Elizabeth proud to have served you.

Things to come; Saturday 8th October DTS at the West Shore Club with pie and peas and a wee shot. All those who have put your names down and paid please be there at 12 noon prompt and don't forget to bring your £2 coins for the scratch card/s/es.

Hopefully, everyone has heard about Morecambe's Trafalgar night celebration on Friday 21st October; sadly, I will be overseas but if you do want to go, please get hold of them. I am sure this will be a great night (stag only) and I would have gone if I was available.

For those who haven't heard the lady's night on the 11th November is now cancelled, so I will see those who are coming at the Remembrance Parade on Sunday 13th.

Finally, this year (unless we meet for an impromptu pint at Seaweed corner) is the Christmas bash at the Legion on Saturday 17th December, bring a plate, party dress, 7.30 until midnight, raffle and maybe a prize money giveaway – all for the ridiculously cheap price of £6 per person (reduced price because I managed to get a cheap deal on the act; Stewart who sings and does the disco.

See you at the meeting.

Yours Aye

Alex

OCTOBER 2022 BRANCH CALENDAR

Branch Meeting	Tues 4 th Oct
West Shore Club DTS	Sat 8 th Oct
BAE 150 th Anniversary Dinner	Fri 14 th Oct
Trafalgar Day	Fri 21 st Oct
Committee Meeting	As Required

NOVEMBER 2022 BRANCH CALENDAR

Branch Meeting	Tues 1 st Nov
Embankment Parade	Sun 6 th Nov
BAE Crane Memorial	Fri 11 th Nov
Railway Station Remembrance	Sat 12 th Nov
AE1/AE2	Sun 13 th Nov
Remembrance Day	Sun 13 th Nov
Committee Meeting	As Required

DECEMBER BRANCH CALENDAR

Branch Meeting	Tues 6 th Dec
Branch Christmas Party	Sat 17 th Dec
Committee Meeting	As Required

OCTOBER BRANCH BIRTHDAYS

M.C. (Mick) Mailey	02/10/1942
G. (Gareth) Roberts	07/10/1969
P. (Peter) Blake	10/10/1962
J. (John) Rogers	10/10/1949
D. (Dave) Young	14/10/1949
J. (Janet) Webb	15/10/1964
C. (Colin) Taylor	17/10/1956
D. (Darren) Chamberlain	21/10/1976
J.N. (James) McDougall	23/10/1985
L. (Lawrence) Carr	25/10/1937
S. (Stephen) Cannon	23/10/1976
S (Sally) Hambling	28/10/1957
R E. (Red) Skelton	30/10/1930
A. (Andy) Roberts	30/10/1965
L. (Lee) Burke	30/10/1985
D. (David) Howard	31/10/1964

Happy Birthday All!!

DISCLAIMER

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opinions expressed in this Newsletter but encourages publication as a matter of interest.

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 - OCTOBER

Michael Kiely	1996
George Crane	2001
William Walker	2006
Bill Butters	2008
George Meadows	2008
Michael Bycroft	2011
Keith Charters	2012
Alex Hustwayte	2012
George (Vic) Buxton	2018
David A Yeomans	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 October for the November 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 OCTOBER 1942

One Submarine was lost 'with all hands' in October 1942.

On 10th October 1942 Submarine **HMS UNIQUE** was on passage from UK to Gibraltar and had been ordered

to conduct a patrol off North Spain on the way to intercept any possible 'blockade runners'. Submarine HMS URSULA, which had similar orders heard sounds of explosions whilst crossing the Bay of Biscay and assumed that Submarine HMS UNIQUE was being attacked. No claim for an attack was made but it was assumed that the Submarine was lost with all hands after the attack. Those lost were:

Officers:

Lieutenant Robert Evelyn Boddington, Royal Navy

Lieutenant Anthony Howard Martin, Royal Navy

Lieutenant G A Adlard, Royal Navy

Sub Lieutenant Charles Ian Reed, Royal Navy

Ratings:

Chief Petty Officer A R Tuck

Petty Officer L A E Collins

Petty Officer A E Fennell

Leading Seaman Leslie John Riley C/JX 144677

Able Seaman W Breen

Able Seaman G H Holland

Able Seaman K Amos

Able Seaman E J H Woodman

Able Seaman S M Neil

Able Seaman B Bowl

Able Seaman M F Morten

Able Seaman J B Mead

Able Seaman N Thewlis MiD

Ordinary Seaman A G Worland

Ordinary Seaman J W Burgess

Petty Officer Telegraphist S Fitall

Leading Telegraphist R F H Turnbull

Telegraphist G G W Frith

Telegraphist L J Venn

Yeoman of Signals R J W Bond DSM

Chief Engine Room Artificer R Frith

Engine Room Artificer C F Gardner

Engine Room Artificer G A Waterhouse

Stoker Petty Officer C Chapman DSM

Leading Stoker E Moss

Leading Stoker A E Denne MiD

Leading Stoker A Bartley

Stoker 1st Class G E Booth

Stoker 1st Class A B Bryson

Stoker 1st Class Stanley Martin Edgar D/SKX 315

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

CANAL TRIP 2022 PHOTOS



**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



FS SUFFREN Arrives at Faslane



The new French SSN - FS SUFFREN - which is the lead boat of the “Barracuda” Class, is shown above as it arrives for her first visit to Faslane on 22nd September 2022

HMS UPHOLDER REUNION - 2023

Dates: 19th – 21st May 2023
Location: Barrow-in-Furness
Organiser: Barney Naylor
Contact: Steve (Daisy) May
email: snm18463@yahoo.co.uk

The year 2020 was the 30th Anniversary of HMS UPHOLDER being ‘Commissioned’ and sailing from Barrow-in-Furness for what was supposed to be the last time, although we now know she later returned, along with her sister vessels, to be laid up before being sold to the Canadians.

Ex LRO 'Barney' Naylor thought it was time that 30 years was a milestone that could not pass without a Reunion and where better to hold that than Barrow-in-Furness where UPHOLDER was built and to invite not only the Ships Company but also some of those who helped to build and test UPHOLDER in VSEL (now BAe) - particularly some of the DTO squad from the Yard who we got to know very well - especially considering how many times we were on Sea Trials. Unfortunately, along came Covid-19 and scuppered the plans for 2020 so the Reunion was put on hold and Barney continued to plan to hold a Reunion which, eventually, took place 1st – 3rd October 2021. The weekend started on the Friday evening with Mel (who is Landlady at The Blue Lamp Pub) hosting all the attendees and providing “Big Eats” and Karaoke for the evening. We discovered that most Submariners are as good at Karaoke as they are at Marching!!!



The 1st Reunion Group Photo

During the day on the Saturday was free time to do as they wish and, as some of the guys had not been back to Barrow since leaving with the Boat in 1990 they had chance to get about and see the changes and reminisce or independently meet up with some of the old shipmates for a few more wets.

The Saturday evening was spent at the Barrow Royal British Legion and we were joined by some members of the Barrow-in-Furness Branch of the Submariners Association for a casual evening for everyone to catch up with old shipmates properly without the noise of the Karaoke, and this went very well and a good time was had by all.

There had been no intention to set out to raise any money for any charities when the Reunion was planned but, as time progressed towards the reunion, some donations were received along with items that could be raffled off to raise a few quid and Alex Webb (Barrow SA Social Secretary kindly donated a few “Scratchcards” for us to raise a few more pounds. By the end of the weekend and, after the Raffle on the Saturday evening, we discovered that due to everyone’s generosity there £470 had been collected and this was donated to the Chelmsford Sea Cadets - who were our affiliated Sea Cadet Unit.

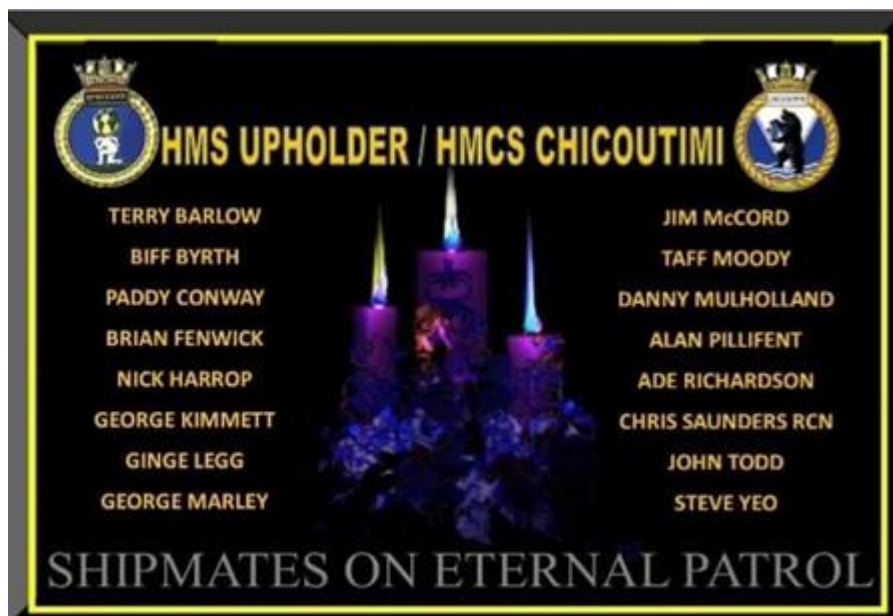
Following the 2021 Reunion everyone stated that they look forward to the next and hope that it becomes a regular occurrence - so the next UPHOLDER Reunion will again be held in Barrow-in-Furness as shown above.

Again the weekend is again not about making any money for charity but it is clear that peoples generosity does allow us to raise a few quid for a good cause(s), so there will again be a Raffle on the Saturday evening. If anyone has anything they would like to donate for the raffle then please bring it along at the Reunion Weekend -we will confirm nearer the time where and when any donations can be dropped off, and also nearer the time a decision will be made where any money raised will be sent.

We look forward to seeing everyone again next year.

Finally, there were, unfortunately, some who were unable to attend the Reunion in 2021 as they had “Crossed the Bar” before it took place and, since then, more have been added to the list of those who have CTB. Please all raise a glass to remember them – “To Absent Friends”

The List below includes Ships Company, DTO and the Royal Canadian Navy Officer, and we believe it is up to date but if anyone is missing from the List that you know of then please let us know.



HMS NARVIK

(from an report by Peter Schofield)

October 2022 celebrates the 70th Anniversary of Operation HURRICANE, when Britain detonated its first nuclear weapon in the Montebello Islands off the NW Coast of Australia.

On 29th July 1945, Landing Ship (Tank) 3044 was launched at Barrow. In 1947 her name was changed to HMS NARVIK. After conversion to a Landing Ship Carrier (LST 3) HMS NARVIK was used as the Health Ship for the British Task Force for 'Operation Hurricane' and was extensively equipped with decontamination facilities. Her role also included technical control and monitoring of Operation HURRICANE.

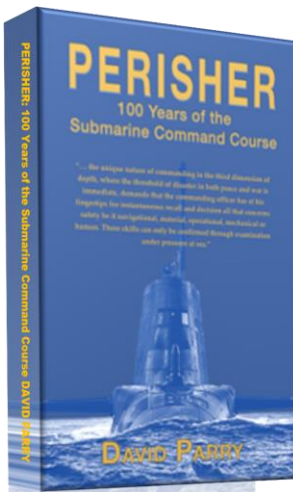
After the Montebello Test HMS NARVIK returned to Chatham and her return was reported in the press with the comment "*At Chatham a Royal Naval squad checked the vessel with Geiger counters for any traces of radio-activity*". HMS NARVIK then served as a Depot Ship at Malta for the 108th Minesweeping Group and Submarines.

From 1966 to 1968 NARVIK was based at Faslane on the Gareloch and was utilised as an Accommodation Ship during the original construction of the Clyde Submarine Base. NARVIK was moored inboard of the Submarine Depot Ship HMS MAIDSTONE. After the Clyde Submarine Base was opened by Queen Elizabeth, the Queen Mother in May 1968 NARVIK became surplus to requirements and was 'Paid Off' for scrap and was broken up in Antwerp in 1970.



Perisher: 100 Years of the Submarine Command Course.

by David Parry



Reviewed by Rear Admiral John Lang DL
Submariner, former Perisher and Teacher.

This is a unique book that records the history and story of, arguably, the world's most rigorous, demanding, and formidable qualification course known as the "Perisher." Today it is called the Submarine Command Course and lasts five months but, when it started in 1917, it was a five-day course designed to train suitable submarine officers of the Royal Navy to conduct a dived attack using a periscope at an establishment called the Periscope School. The name "Perisher" is derived from this humble beginning.

The catalyst for the book was its 100 years of delivering excellence that led to Dr Parry researching its history to hope that all those who have ever qualified for, or aspire to, submarine command, would discover compelling reading.

By its very nature, the narrative embraces the language, abbreviations, and acronyms of the submariner. In amelioration, the author seeks the reader's forgiveness for this necessity and includes a comprehensive list of abbreviations. A good example is the rather curious order "Flood Q" that initiates a quick change of depth to duck under a rapidly approaching escort. Its inclusion, in both English and, curiously, Latin, will bring back many happy memories to those who qualified in a diesel propelled submarine (SSK). To those who seek further enlightenment I suggest they seek out any submariner of

the old school who will delight in telling tales of derring-do about life below the waves.

The Perisher has a single aim. To qualify officers to command the most complex sea going vessel known to man, the submarine. As the nation's most senior submariner, Admiral of the Fleet, the Lord Boyce reminds us in his foreword to the book, the submarine commander has to contend with an expansive underwater element, the operational independence, a way of life that necessitates living cheek-by-jowl and the continuance of responsibility for both vessel and lives under pressure and stress, not for hours or days, but for weeks.

Punctuated by touches of humour, the book will also appeal to a wider audience interested in how one branch of the navy qualifies its officers to master the responsibility, intricacies, and challenges of a highly complex warship for long periods at a time with very little material support.

The reader will judge for himself whether the ever-evolving Perisher is the best way to train officers for this extraordinary task but I was very struck by the last sentence in David Parry's excellent book which relates a sentiment, probably apocryphal, of a post-Cold War Russian Admiral who felt moved to say that the best submarine would have American technology, Russian weapons, and a British Commanding Officer. This book neatly presents compelling evidence to support this final judgement.

The book is available to purchase from:
perisher100@gmail.com £19.95 + £2.90 p+p
Or, to save the postage and attend one of the presentations listed below (book through perisher100@gmail.com)

10 Oct	Southampton ARNO
11 Oct	Lympstone: Exeter Flotilla
12 Oct	Devonport , Naval Heritage Centre
31 Oct	HQS Wellington: link
https://www.thewellingtontrust.org/events/live-eventthe-perisher-story/	
9 Nov (tbc)	The Studio, The Forum, Barrow
10 Nov (tbc)	Helensburgh Submarine Museum
21 Nov	Bath
Jan (tbc)	Portsmouth

HMS AUDACIOUS First Operational Patrol

The Royal Navy's newest and most advanced nuclear attack submarine has completed her maiden operational deployment. HMS AUDACIOUS is the fourth of seven new cutting-edge £1.3bn Astute-class submarines, all of them based at HM Naval Base Clyde. The submarine, launched in 2017, joined her sisters – HMS ASTUTE, AMBUSH and ARTFUL – on the front line for the first time in January, having first arrived on the Gareloch in April 2020 and been commissioned last September. The boat's first operational deployment was spent in the Mediterranean and North Atlantic after training and final trials were carried out off the Scottish coast.

The submarine joined her sisters – HMS ASTUTE, AMBUSH and ARTFUL – on the front line for the first time in January after formally being commissioned in September 2021, spending months in the depths of the North Atlantic and Mediterranean. After loading Tomahawk missiles – just one part of the Astute-class’s powerful armoury alongside the Spearfish heavyweight torpedo – in Gibraltar, AUDACIOUS sailed into the Mediterranean and completed exercises with NATO allies, including training with Greek, Turkish and United States allies. The training tested AUDACIOUS’ ability to evade, track and engage her foes underwater and on the surface.

It offered NATO allies the chance to pit their wits against a nuclear attack submarine – a relatively rare training opportunity for many navies, as they looked to hunt down AUDACIOUS beneath the waves. “These exercises helped HMS AUDACIOUS to demonstrate her prowess as the newest, most capable SSN that the UK has to offer while also strengthening NATO capability and interoperability and demonstrating our resolve towards NATO Missions,” said Commanding Officer, Commander Jim Howard

Audacious followed this up by carrying out a period of NATO operations to provide security to the region, something the Royal Navy regularly carries out alongside allies and partners. Before her foray into the Med, AUDACIOUS carried out essential training off the coast of Scotland, during which submariners were put through a range of mock crises on board, from fires to floods, to ensure they are ready to work together and respond calmly in a real emergency. Final trials were completed, too, which thoroughly tested systems on the cutting-edge boat to make sure they will stand up to the stresses and strains of extended operations

The ‘Astute’-Class are capable of circumnavigating the globe while submerged, producing their own oxygen, and drinking water to sustain the crews on arduous and lengthy deployments. Making sure all equipment is ready for long-term action is vital before AUDACIOUS stepped off on operations. AUDACIOUS’ first deployment also marked the completion of qualifications for many crew members, which sees them learn the location and function of hundreds of valves aboard and ‘earn their dolphins’ to become fully-fledged submariners

Fresh from her own deployment to the Arctic, in which she carried out a number of missions including sub-surface stealth raids with Royal Marines Commandos, sister submarine HMS AMBUSH joined AUDACIOUS as she limbered up for full operations off the Scottish coast. The two submarines went head-to-head in underwater battles, going toe to toe in a range of warfare scenarios and training together. The first vessel in the class, HMS ASTUTE, was commissioned in August 2010

HMS VANGUARD REDEDICATION

In a parade watched on by the Fleet Commander and families of her crew, HMS VANGUARD was rededicated into the Royal Navy on 16th July 2022 in a ceremony held at Devonport Naval Base. Commissioned in August 1993, HMS VANGUARD is the lead boat of a four-strong class of nuclear-powered submarines whose role is to provide our nuclear deterrent. At 150 metres the submarine is almost as long as St Paul’s Cathedral, carrying out her duties silently and undetected, patrolling the world’s oceans at depths in excess of 250 metres. With the capability to generate her own supply of water and oxygen, VANGUARD’s range is limited only by the amount of food the submarine can carry onboard. VANGUARD’s two separate crews take it in turns on duty while their opposite numbers are on leave or train at their home base of Faslane in Scotland.

HMS VANGUARD’s Commanding Officer, Commander Ben Smith, said: “This is a great day for my Ship’s Company as we rededicate the submarine and I look forward to delivering our upcoming Operations and future Deterrent Patrols. Having served previously on HMS VANGUARD as the Executive Officer, I am honoured to be the Commanding Officer as we move to the next phase of our maintenance programme which will bring the Submarine back into Fleet Time. It is fantastic to share this moment with so many of our families and friends in attendance today.”

VANGUARD’s Deep Maintenance Period is one of the most comprehensive refit and refuelling projects undertaken at Devonport, involving complex and challenging engineering work. She is the first boat of her class to receive an extensive life extension package of works that will support the remaining Boat life without further refuelling. Paul Watson, Managing Director of Babcock’s Devonport operations said: “Today marks an important milestone in the deep-maintenance programme of HMS VANGUARD as she is rededicated into the Royal Navy. This has been a complex programme which has seen Babcock deliver 5.5 million working hours, including renewing 38,000 anechoic tiles which are vital to the submarine’s effective operation. This has only been possible due to the strong co-operation with the Royal Navy and Submarine Delivery Agency, alongside the commitment and expertise of our workforce here in the South West. I would like to thank everyone involved for all they have achieved in reaching this point and look forward to handing HMS VANGUARD back to the Royal Navy in excellent condition to continue her critical role within the UK’s submarine fleet.”

Although today was a special day for all the Ship’s Company, for one crew member it was an extra special day. Warrant Officer Richard Smith (Smudge) first joined HMS VANGUARD in 1991 when the boat was ‘in build’ as a young junior Marine Engineering Mechanic. Richard remembers: “When I joined the boat, she was still in three pieces and the Main Machinery Space was just a huge void. I am immensely proud once again to be part of HMS VANGUARD’s Ship’s

Company and never thought at the outset of my adventure on board that I would be here in Plymouth bringing it back into service 30 years down the line.

I was a young 24-year old Stoker when I joined the boat in Devonshire Dock Hall in Barrow-In-Furness back in 1991. All the tubes were still being aligned and the hull was awaiting its final coming together and welding shut. It has been marvellous today, being a part of the rededication ceremony getting ready to get her back into the Fleet."

HMS VANGUARD is part of the UK's independent nuclear deterrent which has existed for over 60 years to deter the most extreme threats to our national security and way of life, helping to guarantee our safety, and that of our NATO allies. It is our ultimate security guarantee and the country's number one defence priority. The risk of nuclear conflict remains remote, but the threats the UK faces are increasing in scale, diversity, and complexity. That is why we must be able to deter the most extreme acts of aggression against us and our NATO allies.

The UK's Continuous At Sea Deterrent would not be possible without the skill and dedication of the men and women of the submarine service. They place their duty to protect the UK above all else, missing out on many things we take for granted to help keep us safe.

Designing, building, maintaining, and operating the UK's independent nuclear deterrent is a national endeavour, directly supporting tens of thousands of jobs across the country. During her refit package, around 2,500 people have worked on the project, 21,851 items were removed and handled in Babcock's site shops and factories, 38,000 tiles have been replaced and around 32,000 litres of paint has been applied to the submarine, making HMS VANGUARD the most extensive submarine refit ever carried out at Devonport.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the September 2022 Issue of Periscope View)

Hazel and I gave a Party in our Spy Flat for all the C.P.O.s and P.O.s of ANDROMEDA. Drinks and small eats. Our guests numbered about 20 and it was a great Party. Chiefly because in H.K. it was a rarity to be entertained in a private home and, cream in the cake, for it was Boss-man First Lieutenant paying!

The banter ran along the lines of laughs we had all experienced since we commissioned ANDROMEDA and, now and then, they would reveal accounts of mishaps or joke situations which I had not known about on the ship. But the best of all, well on in the evening, Hazel asked 'Buffer' (Chief Bosun's Mate and my right hand N.C.O.) about his survival after being sunk in H.M.S. EXETER during the Battle of the Java Sea, taken Prisoner-of-War by the Japanese, and finally being shipped to Hiroshima to work as a Draughtsman (he could barely read and write never mind being a Draughtsman which he lied about when the Japs were touting for these skilled men in the Death Camps around Indonesia. Once in the Jap aeroplane factory, he made himself so useful, making tea and cleaning the floors etc. that the Jap civilian foreman kept him on, instead of revealing Buffer's lie, for which he would have been executed by the Jap Military. When the Atom Bomb exploded in Hiroshima, he was skiving work, having a smoke out of sight behind a wall in a field next to the factory. The position of that wall sheltered him from the burning flash and shockwave following the Atom Bomb burst and saved his life. Most of the thousands of Jap factory workers were killed outright.

Most of us, including his Messmates, knew this had happened to him, but none of us had ever got him to talk about the fascinating details of his heroic odyssey, until now, this happy evening in our borrowed Flat, when he recounted all to Hazel with the rest of us listening in rapt silence. C.P.O. Dunlevy was awarded the M.B.E. after the war, when he was released from Jap captivity when Japan surrendered. At the end of a lovely two weeks in H.K., Hazel returned home to Sue and Bill who had been farmed out to friends in Alverstoke during their Mother's absence. I was immediately besieged by those ANDROMEDA Officers who still had wives staying in H.K., all wanting my Flat in Kennedy Road. I was hard pressed to find excuses and the best I came up with was that the owner, Derek Banford was going to move in himself. Nearly true. I had given the keys of the Spy Flat back to Derek on the day Hazel flew home.

A memento we still have of that Spy Flat is the copy we had made of the Flat's coffee table. It was a rosewood rectangular top, fixed to a central pedestal with 4 feet. Hazel and I liked it so much that we commissioned one of the Dockyard Chinese Carpentry Contractors to make us an exact copy. Two days before Hazel left, a couple of Chinese carpenter men called, with one old newspaper and a pair of scissors. The newspaper was cut to the exact dimensions and shape of the table and off they went. In the couple of weeks after Hazel had gone home, I continually nagged the Boss-man Contractor for delivery of the table to me in ANDROMEDA. They delivered it to me onboard one hour before ANDROMEDA left H.K. for good! The cost of this handcrafted coffee table, complete with brass claw feet, was less than a round of drinks. They never let you down!

We sailed from H.K. at the end of our 6 week stay, with the ship's boilers cleaned and other machinery maintenance completed. We met up with H.M.S. WHITBY, who had returned from her detachment to Australasia, at a refuelling atoll island called Gan. Gan was a coral atoll, barely 2 miles in diameter, in the middle of the Indian Ocean, approximately 800 miles due South from the tip of India. The British first commandeered the atoll in the last war, evacuated the tiny native population to mainland India and built an airstrip and fuelling depot for ships. We still use Gan as a staging post for aircraft and ships (1970), but, at least, we had arranged for the natives of Gan to return to their mid-ocean home. So, there we were, ANDROMEDA and WHITBY, anchored inside the atoll. Hardly had the anchors gone down when a signal

flashed by Aldis from WHITBY inviting me for lunch with the new Captain of WHITBY. Of course, I well knew that new Captain was none other than Lynn Middleton, one of Hazel's old boyfriends before I came on the scene. He was a South African who had joined the Royal Navy in preference to joining the S. African Navy and he was a pilot in the Fleet Air Arm. Lynn was older than me, married now and very ambitious for further promotion.

This was in the hands of Mike Stacey, Captain D4 in ANDROMEDA and Lynn was a junior Commander, in command of one of D4's four Frigates in the 4th Frigate Squadron. Hence Lynn's desperation to pick my brains as to what his boss, Mike S., expected of his C.O.s before Lynn formally presented himself to Captain D4 onboard ANDROMEDA that afternoon. He plied me with his best food and drink, asked about Hazel and begged for my advice on how best to please Captain D4. Fair enough! I had been Mike Stacey's second-in-command for 18 months now and I knew Mike very well. So I gave Lynn the essential character and personality of his new Boss.

Back in ANDROMEDA, shortly before Lynn was due, Mike asked me what I had told him – we all knew what the Lunch invitation was about – that was the way it worked!

My answer to Mike was truthful. "I told Lynn that you had fought in the war, that you were a professional to your fingertips and that you expected the highest standards of seamanship and battle-readiness from everyone under your command and that you expected any Commanding Officer to put his ship and its Crew above all else in life. I also mentioned your liking for good skylarks and lively parties and that your stamina in drink would outmatch any South African!"

"Good!" said Mike. We both knew that accurate appraisal of where you stood at the outset speeded up the process of doing what the Boss wanted.

Lynn Middleton achieved his ambition. He was promoted to Captain after his time in command of H.M.S. WHITBY and did several Captains' jobs ashore and finally getting command of the Aircraft Carrier, H.M.S. HERMES. It was towards the end of his time driving HERMES that the Falklands War erupted (1982) and Hazel and I were able to see Lynn on Television News frequently as BBC Correspondents asked him 'How the war has gone today!' Hazel's main comment was that Lynn's' previously fairly normal waistline had developed into a considerable 'pot' and that she is glad she married me rather than Lynn.

ANDROMEDA and WHITBY left Gan to rendezvous with the Far East Fleet in the South China Sea for major war exercises over a period of a couple of weeks, terminating with a huge Fleet 'Get-together' at an anchorage at Pulau Tioman (the island off the coast of S.E. Malaya, which I knew so well from my days in command of H.M.S. WILKIESTON).

ANDROMEDA, in deference to our seniority as a Squadron Leader, was offered a choice: anchor (like most of the Fleet) or berth alongside H.M.S. FORTH. The minute this signal arrived, the Squadron Engineer Commander and myself confronted Captain D4 saying berth alongside FORTH. "Explain your reasoning" said Mike. Engineer said we hook up to FORTH's power supplies, allowing me to shut down our generators and save manpower. I said, we use FORTH's launches for moving people around the anchorage and ashore to the beaches; we close our Radio Room and FORTH's Radio Centre cover for us; our Crew can use FORTH's Bars and Cinemas and our Officers can use FORTH's very huge Wardroom Mess. Mike buzzed for his Chief Radioman. "Send this signal to C.-in-C. 'Prefer to berth alongside H.M.S. FORTH.' And that was that.

We knew it was not easy to coax ANDROMEDA into this tight berth. Submarines were already berthed 3 on either side of FORTH's bows, leaving room but with inches to spare to lie alongside FORTH's stern area. Mike controlling the engines and me the berthing wires, got ANDROMEDA snugly alongside with only a minor bump. And now we could relax for a few days alongside this 'floating hotel.'

Having left FORTH for my appointment to ANDROMEDA just two years ago, there was still a sprinkling of people left in FORTH whom I'd worked with, so I could extract favours from FORTH fairly easily, to the benefit of ANDROMEDA.

On the first night of any major Fleet Gathering, all Commanding Officers dine with the Commander-in-Chief in his Flagship. Mike Stacey returned from C.-in-C.'s Dinner at midnight and joined us in the Wardroom for a nightcap. At half past midnight, the door into the Wardroom burst open and a bunch of submariners sprayed us with foam fire extinguishers. The leader was Sam Salt, C.O. of H.M.S. FINWHALE and his face fell to his boots as he realised he was spraying Captain D4 in full Mess Dress. You can't switch off extinguishers once set going! They thought they were raiding me and the handful of my Officers still awake. Deathly silence!

Mike quietly said, "SALT, report yourself to me in Sword and Medals at 0900 tomorrow. Now leave my ship." Sam saluted and marched off briskly together with his Officers – all very white-faced. The Dress of Sword and Medals usually indicates an impending Court Martial.

Sam, a pint-sized submariner with a widespread reputation akin to pure dynamite, was a close friend of mine, going back to being Sub Lieutenants in the same year. His career was progressing very favourably. One of the first submariners to qualify as Long T.A.S. and now in command of his second submarine, H.M.S. FINWHALE.

Meanwhile, we burst out laughing – our uniforms would be dry-cleaned in FORTH at Sam's expense – and we savoured the expression of horror on Sam's face as he recognised Captain D4, who shouldn't have been there! Mike was enjoying the

prospect of scaring the living daylights out of Sam next morning – “High time these cocky submariners were taken down a peg or two.”

We all knew the outcome. Sam would report to me in very good time before 0900, dressed in his best uniform, Sword, and Medals, ready for me to wheel him into Captain D4’s Day Cabin. Sam had a quick puff from one of my cigarettes, composed himself as well as he could and said, “Okay Des, let’s go to the slaughter.” I guided him into Mike’s cabin and left them to it.

Sam came back to my cabin after 40 minutes where I had a glass of brandy waiting for him. He was completely relieved. No Court Martial! Mike had made Sam sweat, but eventually offered Sam a way-out, when Mike switched to the results of our recent War Exercise where Sam’s submarine was the only one out of four ‘attacking’ submarines to get past our defensive screen of Frigates and ‘torpedo’ an aircraft carrier in the Convoy. “How did you do it?” asked Mike.

“Well Sir” began Sam, “I know ANDROMEDA would detect me because you are the Ace against submarines, so as soon as I established where ANDROMEDA’s position was in the Screen I altered course violently to move over to that part of the Screen furthest away from you and I went deep in-between two Frigates who did not detect me”.

This had to be true of course, because the post-exercise analysis would show the track of every ship in the Convoy, every Frigate in the Screen, and every attacking submarine. It was Sam’s reasoning that ANDROMEDA was the ‘ace’ Frigate to avoid that won the day for him! Captain D4 and all ANDROMEDA’s Officers were invited for drinks onboard H.M.

Submarine FINWHALE that evening. Peace was made!

To be continued in the November 2022 Issue of Periscope View

Submarines rather than ships could be the Royal Navy’s future

By Ben Wallace:

Submarines could be the future of the navy rather than ships, the Defence Secretary has said as he launched a major review of its fleets.

Ben Wallace has asked naval chiefs to assess the “balance” between the surface and submarine fleets.

The study is expected to take no longer than six months. It may align with a wider review of foreign, defence and security policy that defence sources have said could be ordered by the new prime minister. Mr Wallace pointed to the emerging threat of surveillance technology and long-range weapons in nations such as China and Russia as a cause for concern.

Comparing Britain's 27 major surface vessels and 11 submarines, Mr Wallace said: "We're planning on growing our surface fleet, but is our sub-sea fleet big enough? "If it isn't, do we trade one off against the other [or] do we find money from elsewhere?"

Speaking to The Telegraph in Barrow-in-Furness at the commissioning of HMS ANSON, Britain’s latest hunter-killer submarine, Mr Wallace said: “We should ask ourselves what the role is for sub-sea in the future. “I’m commissioning a review to determine if we have the right balance between the surface and sub-sea fleets for the future. “Our adversaries cannot replicate the skills we have in Barrow, or the expertise of our submariners and they may well be the deciding factor in a future conflict.”

Submarines can remain undetected even when very close to an adversary’s coastline, enabling covert eavesdropping of communications, the deployment of special forces teams or the launch of advanced technology such as reconnaissance or suicide drones.

Concern over other nations' long-range weapons

At present only the US and UK submarine services could get inside the defences of a country such as China, Mr Wallace said. “It’s extraordinary what Royal Navy submarines do,” he added. “Sub-sea has a barrier to entry that means all those proliferation challenges, that are going to threaten our air forces and our surface ships, don’t present themselves.

“The barriers to land, air and surface platforms are huge. Even the new stealth planes can eventually be seen when you’re close to the target. But you can still remain undetected by submarines.”

Military forces on the sea, on land and in the air are increasingly able to be targeted at long ranges from so-called Anti-Access Area Denial (A2AD) systems - but submarines are more able to evade attack.

These missile and radar weapons, which are relatively cheap, are seen by Western defence chiefs as a threat of the future.

A defence source said: “The Ukraine conflict underlines that missile ranges and surveillance systems in space and on aircraft are now such that even surface ships still in harbour can be targeted and destroyed.

“Submarines can remain undetectable to modern space-based assets and long-range missiles and hypersonic [weapons].

“Even as capabilities to detect submarines improve, their greater depth, distances and deception plans keep them hidden beyond anything on land, or in the sky or space.

“Britain and its allies continue to have a significant industrial and technical advantage in sub-surface technology relative to our adversaries, developed over decades of specialisation in capability development and operations.

“Our integration of capabilities as well as our torpedo and sonar technologies can fundamentally hold at risk any enemy maritime force and can pop up inside A2AD bubbles to engage surface targets in a way that no other assets can replicate.”

SUBMARINERS 'CROSSED THE BAR' REPORTED SEPTEMBER 2022

Branch	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
SAOC	9th October 2021	Thomas (Tommy) E Goddard	Leading Rate	TBA	TBA	Submarine Service in OKANAGAN (on commissioning on 22nd June 1968) also served in OJIBWA & ONONDAGA
Non-member	31 st May 2022	Thomas Bissett Taylor	Chief Electrician	TBA	93	Submarine Service in ARTEMIS, TIRELESS, ADAMANT & AENEAS
SAOC	31 st July 2022	John David Smith BEng MD	Commander, RCN	TBA	77	Submarine Service in ACHERON, OKANAGAN & ONONDAGA (1970s)
Ex-Eastern States	25th August 2022	John Williams	Chief Marine Engineer Mechanic	P/K939981F	84	Submarine Service from 1957 to 1977 in ALDERNEY (November 1957 to April 1958), SCORCHER (September 1958 to July 1960), TALENT (July 1960 to January 1961), TOTEM (January 1961 to January 1963), OCELOT (September 1963 & on commissioning at Chatham on 20th January 1964) & on Commissioning in January 1967 to March 1969) & ONYX (July 1973 to January 1976)
Non-member	27th August 2022	Tom Cosgrove	Marine Engineering Artificer 1st Class (P)	P/M981622E	TBA	Submarine Service in OPPORTUNE, RESOLUTION (P) (2nd Commission Crew) on 10th July 1971, COURAGEOUS, WARSPITE & VALIANT
SAOC	28 th August 2022	Charles Thomas Holloran	Not Given	TBA	60	Not Given
Non-member	2 nd September 2022	Peter Sanderson	Commodore MESM	TBA	TBA	Submarine Service in RNC Greenwich, REVENGE (1976 to 1977), RNC Greenwich, DRAKE, SPARTAN (1981 to 1982), VULCAN (1983 to 1985), COURAGEOUS (1986 to 1987)
Non-member	12 th September 2022	Martin La Touche Wemyss CB	Rear Admiral	N/A	94	Submarine Service from 24th October 1949 to 1973 in ALARIC (3rd Hand), TOKEN, XE-7, XE-12, SCORCHER, TABARD (IL), SENTINEL (CO), ALLIANCE (CO 18th January 1960) & SM3 (1970 to 1973)
Non-member	14 th September 2022	Julian Montague Osborne	Commander	N/A	91	Submarine Service in TRENCHANT (March 1954), TOKEN (1958), TALENT (IL July 1959), TRUNCHEON (CO April 1961), FINWHALE (CO 1965), OPOSSUM (CO on commissioning at Devonport 29th January 1968), DOLPHIN (1970)

Birmingham Branch	September 2022	Brian L Goodwin	Radio Operator	P/SSX 899359	87	Submarine Service from January 1956 to April 1960 in ACHERON, ANDREW, ARTFUL, TUDOR, TRENCHANT, TALLY HO & RAHAV (Israel).
Non-member	September 2022	John Henry	Leading Torpedo Operator	TBA	TBA	Submarine Service in STURDY, SCYTHIAN, AUROCHS, TELEMACHUS
Brierley Hill Branch	2022	Len E Wood	Able Seaman (UC2)	P/J978669	83	Submarine Service from April 1963 to July 1965 in ACHERON, TRUNCHEON, ORACLE & TIPTOE

