



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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November 2022



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Cover Picture: THE MORECAMBE BAY BRANCH TRAFALGAR DINNER 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,

Well here we are on November already! The clocks have gone back to GMT – I hope you remembered to alter your watches and clocks? We are now getting into the Remembrance season and, as you will see from the November Branch Programme there are quite a few now that we have got back to normal after all the Covid 'hoo-haas' of the last few years. Hopefully you will be able to provide full support for these events – I don't expect everyone to attend them all but it will be good to have Branch Representation at each. Dave Smith will be attending the London Submariners Remembrance at the Middle Temple Gardens and the Embankment and laying the Branch Wreath. If you are thinking of going to London you should be able to travel on the trains for free!! Having attended in London for the last two years when I was National Chairman I would like to have gone again this year but for a number of reasons it's not possible for me to travel. Another event I am recommending is a talk by Commander David Parry – who some of you may know – in the Rydal Suite at the Forum on Wednesday 9th November. If you have wondered about the Submarine Commanding Officers Qualifying Course – the 'Perisher' – how it started, how do they do it, how it's changed over the years, how many Officers have passed the course – it's now over the thousand since 1917, who were the characters etc. this is your chance to find out!

I have included some photos taken at the recent, well supported Branch 'Dinner Time Session' at the West Shore Club (thanks Alex) and photos from the Morecambe Bay Branch Trafalgar Dinner (courtesy of Jim Halliwell) and attended by the Morecambe Team and members from Barrow and Blackpool. Several Branch Members attended the BAE Shipyard 150th Anniversary event at the Dock Museum recently. The original plan was for a posh Dinner at the Abbey House Hotel in their actual anniversary year – which never happened and was cancelled at very short notice - for a number of reason. The BAE MD made a speech, there were some sea shanties from a BAE singing group, light refreshments and a 'goody bag' and lots of BAE and local dignitaries and attendees'.

I have included all the usual items in this issue- WWII Submariner Casualties, Books, Desmond Gerrish Story, Submariners 'Crossed the Bar' etc. Don't forget the November Branch Meeting on Tuesday 1st November – usual time, usual place- see you there – as ever – don't be late!!

Best Regards

Barrie

SECRETARY'S DIT

Hello Everyone

Branch Matters

Bob Faragher is now in St Mary's Hospice and his health has taken a turn for the worst. Dave Oakes is in contact with the family and will update the Branch as necessary.

One of our founder member's wife, Dot Moody passed away on 18th October. Her funeral will be on 2nd November at St Mary's Church in Dalton. Little and Cain are the Directors. No flowers by request. Hopefully we can provide a good turnout on the day.

A bid for support from TSF for the Branch 60th Anniversary is in the process of being worked up. It is anticipated that this will reduce members individuals costs and transport to and from the venue.

The Branch was represented at the following events:

QE II Commemorative Tree Planting in Barrow Park

BAE Shipyard 150th. Anniversary evening at the Dock museum

Morecambe Bay Branch Trafalgar Dinner.

The Branch has also provided volunteers for the RBL Poppy box delivery and collection.

Email from Martin Bates, BDAE, Programme Secretary announcing the 'Perisher 100 years' lecture at the Barrow Forum on Wednesday 9th. Nov at 7.30

National Secretary:

The following emails and correspondence has been received and distributed to members where necessary.

Information on the membership requests from a number of sources but in particular via TSF. New members will not be registered on the SA National Database (spreadsheet) until contact has been confirmed with the nominated branch.

Details of the discussion at the Secretaries Zoom Meeting on 8th. October. Mainly on the progress of the SA and TFS Websites. Mindworks are no longer involved.

Results of the TFS survey on the reasons for joining or not etc.

A reminder for members to complete the applications for the 2023 AGM and family weekend in March next year.

Appeal for Branches to provide volunteers for the RBL Festival of Remembrance Queen's Tribute.

A copy of the TSF Presentation explaining its role in the SM community was distributed.

Details of the RNA Welfare workshop, 3 - 5th. Feb 2023. Branch Welfare Reps are encouraged to attend.

Details of the Medway Branch memorial service for HM/S TRUCULENT at 1050 in the St George's Centre, Chatham. Refreshments afterwards.

Details of free travel for members who are going to attend the SM Remembrance Parade in London.

Request for the number of 2023 Diaries required by the Branch.

Regards

David A J Smith

Barrow Branch Secretary

SOCIAL SECRETARY REPORT

Hi Shipmates

October saw us have our DTS at the West Shore Club. 30 people attended and we had a heck of a time. Good company loads of laughs and alcohol, a wee tot and pie and peas to boot. Also, in the process managed to raise some funds for the port issue at the 60th birthday party next year.

Socials

We are coming up to the business side of the social programme now and the next event is:

The Xmas party, being held at the RBL on Saturday 17th December, £6 per person, bring a plate, live entertainment, big raffle and if enough attendance a big ticket draw giveaway.

I am hoping to have a little party in Seaweed corner between Christmas and New Year; details to follow.

Finally, and on a personal note, we have done the walk/run in memory of our son and to raise money for the children up in Glasgow. If you haven't sponsored us yet – you can still do so either on the just giving page

https://www.justgiving.com/fundraising/alex-jan1516?utm_source=Sharethis&utm_medium=fundraising&utm_content=alex-jan1516&utm_campaign=pfpe-mail&utm_term=572db359004742a1ae3615a9f5fd7e93

or, we will be bringing the sponsorship form along to the meeting one last time in November. Jan and I both appreciate the support we have received for this and thank you all so much.

Yours Aye

Alex

BAE Crane Memorial at the Dock Museum Friday 11th November

For those attending the 'Running Order' for the day is as follows:

10.40am – Arrival at the Dock Museum

10.45am – Opening words and prayers

10.50am – Laying of the Wreaths

11.00am – 2 Minutes Silence signified by member of the Sea Cadets playing the bugle

11.05am – Closing words

11.15am – Refreshments at The Dock Museum

11.45am – Depart from The Dock Museum

Please Note. The Museum will be open at 1030 am to allow you all entry in case the weather is poor.

NOVEMBER 2022 BRANCH CALENDAR

Nov Branch Meeting	Tues 1 st Nov
Embankment Parade (London)	Sun 6 th Nov
Perisher Presentation	Wed 9 th Nov
BAE Crane Memorial	Fri 11 th Nov
Railway Station Remembrance	Sat 12 th Nov
AE1/AE2 Remembrance	Sun 13 th Nov
Remembrance Parade (Barrow)	Sun 13 th Nov
Remembrance Parade (Ulverston)	Sun 13 th Nov
Committee Meeting	As Required

DECEMBER 2022 BRANCH CALENDAR

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

JANUARY 2023 BRANCH CALENDAR

Branch Meeting	
Committee Meeting	As required

NOVEMBER BRANCH BIRTHDAYS

J. (Julian) Bond	02/11/1971
J.E. (John) Smith	08/11/1943
P. (Pete) Schofield	09/11/1946
G. J. (Gavin) Clelland	10/11/1963
A.R. (Vernon) Miles	17/11/1953
R. (Bob) Pointer	18/11/1948
I.A. (Ian) Clark	18/11/1945
G. (Katie) Boyle	20/11/1961
M.S. (Mike) Lacey	22/11/1946
N. (Neil) Lambert	27/11/1957
T.J. (Trevor) Janes	29/11/1948
J. (Jeffrey) Thomas	30/11/1943

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 - NOVEMBER

Montague Lee	1979
Raymond Hetherington	1994
Christopher Crossman	2002
John Graham	2003
Fred Scheunig	2006
Bill Cole	2006
John Byrth	2007
Tony Evans	2016
David Wilson	2017
Joseph Sharpe	2017
Alan West	2020

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 November

for the December 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

NOVEMBER 1942

HM Submarine X-3

Submarine X-3 sank in a training accident in Loch Striven on 4th November 1942. The Submarine was raised later the same day by the Salvage Vessel HMS TEDWORTH. After refitting at Vickers at Barrow in Furness the Submarine was returned to service. There were no casualties - all three Officers onboard (all Sub Lieutenants) were Trainees and managed to escape safely using DSEA sets after about 40 minutes on the bottom in approximately 110 feet of water. One (Sub Lieutenant John Thornton Lorimer RNVR) continued to serve in X-Craft but the other two - Sub Lieutenants Gay and Laites - transferred to another Branch of the Navy.

HMS TITANIA

One member of the team appointed to the Submarine Depot Ship HMS TITANIA for 'Chariot' Training died on 8th November 1942. The circumstances of his loss are that, during a practice attack on the 35,000-ton Battleship HMS HOWE, the No. 1 of the 'Chariot' passed out and, although his No. 2 (Able Seaman Worthy) took control and returned to the surface, the No. 1 was found to be dead. It is understood that he died of oxygen poisoning. He was:

S/Lt (66643) John Edward Grogan SANF(V)

John Grogan was the 23-year-old son of Meredyth Grogan and Gabrielle M A Grogan. He is commemorated on the Plymouth Naval War Memorial on Panel No. 74 Column No. 1.

Submarine HMS UNSHAKEN

Three members of the Crew of Submarine HMS UNSHAKEN were lost on Wednesday 25th November 1942. The Submarine was on the surface in the Gulf of Genoa in the Mediterranean to charge the battery, but the weather was very rough. The Submarine rolled badly, the Conning Tower flooded, and the lower hatch was shut to prevent the Submarine from sinking. By the time order was restored and the hatches could be re-opened the Commanding Officer and two lookouts had been washed over the side and lost. The First Lieutenant – Lieutenant H P Westmacott, Royal Navy, took over as the temporary Commanding Officer until a new Commander was brought on board via a Catalina Flying Boat during the passage back to Gibraltar. Those lost were:

Officers:

Lt Charles Ernest Oxborrow DSC

Twenty-six-year-old Charles Oxborrow (a former Fleet Air Arm Rating Pilot) was the son of the late William

Oxborrow & Eliza Oxborrow (nee Dewhurst) and the husband of Hazel Elaine Oxborrow of Maesteg, Glamorgan. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 62 Column No. 1.

Ratings:

Yeoman of Signals Sidney Bertie Bennett P/JX 136644

Sidney Bennett who, when a Leading Signalman, had served previously as Liaison Crew in Dutch Submarine O24, was the twenty-six-year-old son of Bertie Stanley Bennett and Mabel Bennett. He was the husband of Dorothy Irene Bennett, and he is commemorated on the Portsmouth Naval War Memorial on Panel No. 66 Column No. 2

AB Charles Richard Thorn C/JX 167444

Charles Thorn was the twenty-three-year-old son of Richard Morrison and Bertha Seline Thorn of Chadwell Heath, Essex. He is commemorated on the Chatham Naval War Memorial on Panel No. 56 Column No. 2.

Greek Submarine TRITON

Two Royal Navy Liaison Crew members died when the Greek Submarine TRITON was lost on 28th November 1942. TRITON (Lt. Cdr. E. Kontoyiannis, HN) was sunk in the Aegean Sea east off Kafirea, Euboea Island by the German auxiliary submarine chaser UJ-2102. Those lost were:

Officer:

S/Lt (330689) Alfred Samuel Carter, SANF(V)

Alfred Carter was the husband of M Carter of Durban, Natal, South Africa. He is commemorated on the Plymouth Naval War Memorial on Panel No. 74 Column No. 1

Rating:

POTel George Willian Aubrey Cole P/JX 130765

George Cole was the son of William & Rose Cole and the husband of Amelia Helen Cole (nee Politi) of Sidi-Gaber, Egypt. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 66 Column No. 3

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 and ANSON

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

THE RUN ASHORE TO THE WEST SHORE CLUB, WALNEY ISLAND

I think these pictures capture everyone who turned up at the West Shore Club – except the Chairman, President, and partners! Was it something we said?

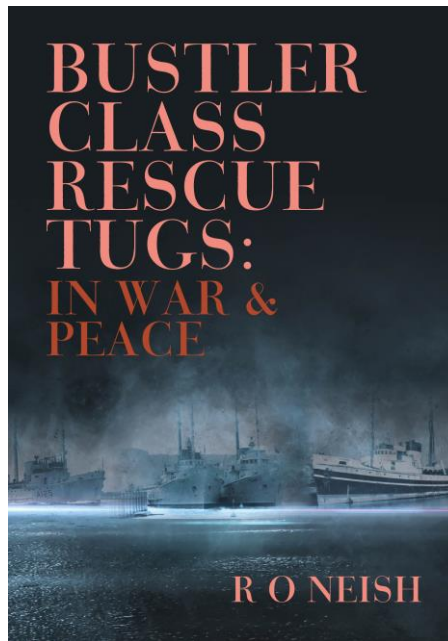


THE MORECAMBE BRANCH TRAFALFAR DINNER



BUSTLER CLASS RESCUE TUGS

In War & Peace



This book by R O Neish describes the 'Bustler' Class of eight 'Ocean-Going' Rescue Tugs built by the Henry Robb Shipyard at Leith for the Royal Navy during the Second World War. Designed at Admiralty request to fill a shortage category these powerful Tugs provided an essential service during WWII accompanying North Atlantic and other Convoys. Their role included rescuing survivors from ships (both Merchant and Naval) which had been sunk from torpedo attack and mining, and salvaging damaged ships and towing them to safety at the nearest safe harbour. Another service was towing Admiralty Floating Docks to where they were required around the world. Post-WWII the 'Bustler' Class Tugs continued to provide valuable services world-wide to the Royal Navy and to various towage and salvage companies to which they were 'on charter' when not required by the Navy

The Foreword is written by Submarine Engineer Captain Ken Day – who many of you may know, and whose father, Lieutenant Commander P A C Day, commanded one of the Tugs, the MEDIATOR. Ken, therefore, has some first hand knowledge of these Tugs and describes some of the perils attached to towing Battle Practice Targets in the Mediterranean for the benefit of 15" and 16" Battleships. Other submarine interest includes the long distance tow of the 'T' class diesel Submarine TURPIN from the West Indies to UK following a major propulsion failure, CYCLONE towing the 'S' Class Diesel Submarine SERAPH to the shipbreakers and performing the same function for the 'A' Class diesel Submarine ASTUTE and the tow of AFD 59 from Portsmouth to Barrow to support the fitting out of SSN 101 DREADNOUGHT in the 1960s.

Some of the 'Bustler' Tugs continued to provide towing and salvage services up to the 1980s as RMAS Vessels notably the CYCLONE, working out of Gibraltar in the late 1970s, and towing the SSN HMS SUPERB from the Gibraltar Exercise areas to Gibraltar following a rudder failure. Some members may recall the maritime saga in 1952 of the unsuccessful salvage of the FLYING ENTERPRISE (Captain Carlsen) by the tug TURMOIL which filled the BBC news broadcasts for several days. Another notable event was the tow of the Battleship HMS VANGUARD from Portsmouth to Faslane for scrapping when VANGUARD decided to ground itself and pop into the 'Still and West' pub for a quick half before leaving harbour. RO Neish has managed to gather a wealth of information about these tugs and their people to make an eminently readable story.

ISBN 978-1-84995-504-1

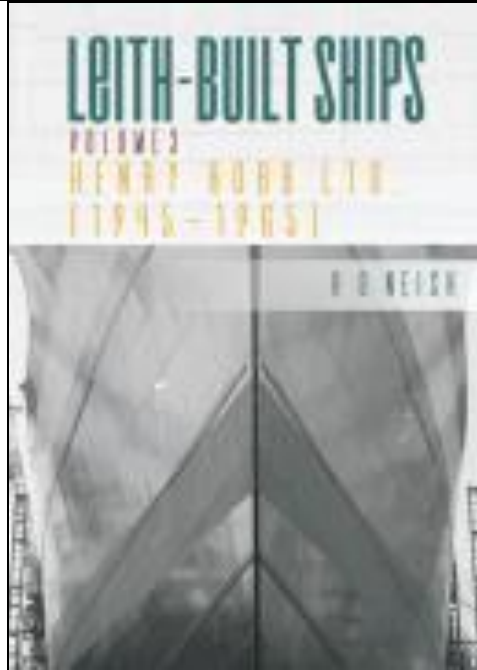
240 × 170 mm 145 pp liberally illustrated with photographs and ships' plans. Softback.

£17.99. 2022

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LEITH-BUILT SHIPS

VOL. 3, Henry Robb Ltd. [1945–1969]



LEITH BUILT SHIPS Volume 3

Leith Shipyards - HENRY ROBB Ltd (1945 to 1965) by R O Neish

This book, with a foreword by Captain Peter Wallace RN Retd, is the third in a series of four books about the part played by Leith Shipyards in our great maritime heritage. Volume 1 was reviewed in 'In Depth No.67' and Volume 2 in 'In Depth No 73'.

In this volume the author continues the history of the ships built in Leith shipyards, and in this case, the Henry Robb Shipyard. No specific Submarine work came the way of the Leith Shipyard in this period but there is still much to interest the submarine community.

The story covers the days immediately post WWII when shipbuilding was flourishing and a variety of designs was attracting orders including dredgers, tugs, barges, cargo ships, passenger ships, pontoons, tankers & bulk cement carriers – all for a variety of customers from home and abroad. None were particularly large ships in today's terms and, of the near 150 ships and vessels listed, the largest was only some 4,800 tons but most were individual designs by Henry Robb to meet the specific requirements of the Owners.

Diesel propulsion was the norm but there was a wide variety of engine types used – some with four cylinders, some with five and another type with seven cylinders. Submarine engineers will be interested to know that one design was fitted with an ASR1 submarine diesel engine but, there appears to have been a mismatch between the diesel and the propellor as, at high revs, severe vibration was encountered threatening to shake the after ends to pieces – this was overcome by limiting maximum revs used to 900 rpm.

'Leith Shipyards 1945 to 1965' continues the chronological story covered in Volumes I and II and provides a fascinating illustrated story that reveals the remarkable and ongoing story of shipbuilding for which Scotland and the UK were renowned.

The amount of information on the ships, shipyards, and personalities that the author has managed to squeeze into this slim volume (as he also managed in Volumes 1 & II) is quite remarkable. Many of those who worked on or served in these ships have provided memories and anecdotes and this mixture of information from both builders and users ensures that it is also very readable – this all bodes well for Volume 4 – '1965 to 1984' yet to come

ISBN 978-1-84995-507-2

240 × 170mm 144pp liberally illustrated with photographs and ships' plans. Softback.

£17.99. 2022

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Caithness KW6 6EG Scotland

BARROW SHIPYARD – New Wet Dock Quay Update



Plans for New Steam Generation Plant at Barrow

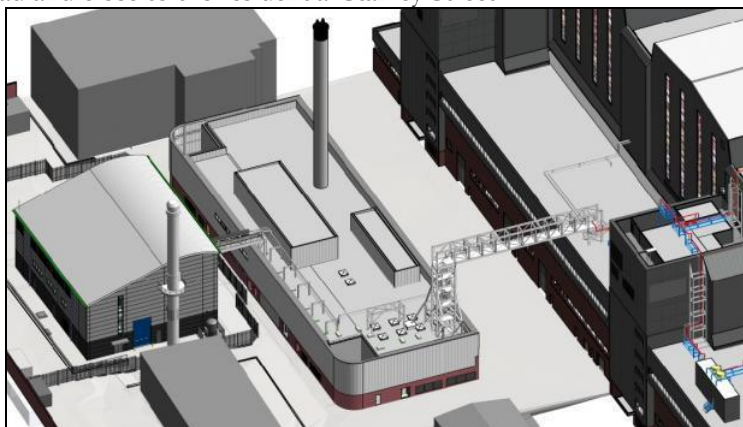
22nd October

By [Darren Shield@DarrenShield82](mailto:DarrenShield82@BarrowBoroughCouncil.gov.uk)Reporter

BAE Systems has been given the green light to build a major new steam generation facility (SGF) for the testing of submarines.



Barrow Borough Council has approved the application, submitted in April 2022, to build the 14,000 square-metre facility at its complex on Bridge Road and close to the residential Stanley Street.



A planning statement submitted with the application said the development would be "critical in supporting the ongoing operations of BAE Systems in Barrow." "The application will support the continued employment generation and economic investment provided by BAE Systems, both towards the local area and nationally," it said. The development will be permanent and will replace the existing mobile facility. The new building would comprise the main hall - containing the boiler - as well as support accommodation 'including control room, amenity, workshop and plant accommodation'. The design statement says: "The internal configuration places the boilers furthest away from the southern site boundary and the neighbouring residences, with buffering offered by the ancillary accommodation. "This arrangement also enables the height of the building to be reduced towards the site boundary and residential area." Further measures to mitigate the impact on neighbouring residential areas, including in relation to lighting: "Existing lighting on the BAE Systems operational site will be replaced with modern lighting, four to five metres lower than the existing and with far less light spillage. "It is considered that there will be an improved lighting environment in the area. "The facades are designed to be simple and consistent with no exaggerated features, with an emphasis on simple, robust details which will prove reliable in the coastal climate and keep maintenance to a minimum. "The section and curved roof help to reduce the visual impact when viewed from outside the site, and in particular from the houses along Stanley Road. "Located to the north of the residential buildings, the SGF will not cast unwanted shadows." The application cited from Barrow Borough Council's Local Plan in support of the application: "Barrow is known throughout the world as a centre of excellence for marine engineering and the construction of sophisticated military ships and submarines, with BAE Systems continuing to be the main economic driver for Barrow."

HMS TRUCULENT MEMORIAL SERVICE 2023

Dear friends and shipmates.

Medway Towns Submariners Association are holding a Memorial Service for those who lost their lives when HMS/M Truculent was sunk following a collision at sea on 12th. January 1950. Sixty four naval and dockyard personnel lost their

lives - the dockyard personnel were onboard for post-refit sea trials). The crew of five of an Avro Lancaster from RAF Kinloss were also killed when their plane crashed taking off to search for survivors.

The Service will take place on Saturday 14th. January 2023 in St. Georges Centre, Chatham, Kent ME4 4UH on the University Campus (used to be HMS PEMBROKE) which is situated at the bottom of Dock Road, Chatham.

The Service will start at 1050 hrs, and will be followed by buffet/tots/wine/coffee/tea etc.

Any questions, please contact Derek Grant E-mail d.grant384@btinternet.com Tel. 01634 717384

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the October 2022 Issue of Periscope View)

Another event at this particular Fleet Gathering was First Sea Lord, Mike Le Fanu attending, specifically to say Goodbye, just before he retired. He was hugely popular throughout the entire Navy. He met us all – Officers and Sailors – at a marathon of social events over four days: lunches, dinners, drinks parties and beach picnics etc. I was lucky enough to be included at his Lunch for Second-in-Commands. Regrettably, Mike Le Fanu died from cancer shortly after leaving office – a sad loss of a great Admiral.

Going back to the War Exercise, I remember my exciting experience in the middle of the night. I was on the Bridge ready to take control of the ship while it was being steered 'blind' by the Captain and his Ops. Team in the Control Room, with all its Radars and Plot Screens. They also had the task of directing the other Frigates making up the Screen defending the Convoy, since ANDROMEDA was Screen Commander. And it was established practice that come night time, the ship's First Lieut. would close-up on the Bridge to override the 'blind' (Radars only) Ops. Room if a confused situation of Frigates manoeuvring at close quarters at high speed, chasing a submarine contact, arose. And it frequently did. Just to keep us 2nd In-Commands on our toes, as in wartimes, all ships in the Force were 'blackened out' – above all, NO NAVIGATIONAL LIGHTS. Your eyesight and night vision had to be A1. In past Fleet War Exercises, I had often over-rode the Ops. Room and steered ANDROMEDA away from collision. But until now, no Frigate had steered at night through the lanes of ships making up the Convoy. The advent of the nuclear-propelled submarine with its underwater speed of 30 knots and hence her ability to shoot in deep right underneath the Convoy from astern forced us to evolve new tactics.

I was one of the first to have my nerve tested at steering through the on-coming Convoy. The Quarter-moon that night was my solution, as Captain D in the Ops. Room said, "Number One, a Nuclear has got underneath the Convoy. Are you able to steer us into the Convoy?" I was prepared for this. Earlier in the night I kept looking through binoculars at the lead ships of the Convoy as ANDROMEDA zigzagged ahead of them and I could just pick out their big black hulks.

"Yes" was my reply, as I turned ANDROMEDA round to face the oncoming Convoy and, at the same time, reducing our speed to 'Slow'. The only sound from my Bridge crew of Lookouts and Helmsmen was the occasional 'click' of a cigarette lighter as they lit cigarettes for me under a shielded table, passing them to me in very cupped hands! It took about half an hour to sweep through the Convoy and our Sonars detected the 'Nuc' who beat a hasty retreat, knowing an attack on him was imminent. He didn't think a Frigate was able to grope its way through the Convoy at night. Since those early days of the need to get amongst the Convoy itself, Navies rapidly perfected Infra-Red Binoculars for just this situation.

Once I had turned back into the Convoy lanes, I quickly gained confidence, realising my night vision picked out the large dark silhouettes of Carrier and Supply Ships clearly enough for me to steer ANDROMEDA past them and, knowing the Convoy Commodore had been ordered to cease zigzagging, so the ships in the Convoy all steered the same steady course which I knew. It was the many Officers and sailors that made up the Command Centre Team in the Ops. Room who suffered a bad attack of 'Nerves'. They had to sit looking into the many Radar Screens and watch ANDROMEDA's own echo in the middle of the Screen, getting closer and closer to an Aircraft Carrier until the two echoes merged - the phenomenon of Radar, indicating collision or a very close pass by two ships. At first they braced themselves ready for the violence of two ships colliding, but as I went on through the Convoy lanes and the first merged Radar blob gradually opened into two echoes again, they overcame their fears somewhat. Some of them admitted to me afterwards, that they were sheepishly putting air into their Life jackets – just in case I passed 'too' close to any of the Goliaths of the Convoy! After the Fleet Gathering, all ships dispersed. ANDROMEDA went back to Singapore Dockyard for maintenance and restoring. Then we left to carry out H.M.S. WHITBY's Annual Sea Inspection – Captain D and his Staff were the 'Inspectors' – so once again, I was left in command of ANDROMEDA. The two ships were in the India Ocean and the Inspection covered a period of 2½ days, during which time ANDROMEDA was used to test WHITBY's ability at taking charge of searching for subs, carrying out shore bombardment, armed boarding of enemy warships, towing ANDROMEDA etc. So all my offers of what to do with ANDROMEDA came from the C.O. of WHITBY, with Mike Stacey and his Staff watching your every move and response to given tasks.

The only time Captain D. intervened was when ANDROMEDA was not required by WHITBY for a four-hour spell (the Inspectors were carrying out internal drills in WHITBY), and Mike noticed ANDROMEDA had disappeared over the horizon. "Where are you going to No. One?" came over the radio. "We are tracking a shoal of fish on sonar tap get into the middle of the shoal, stop and let the Crew have a quiet spot of fishing over the side" was my reply.

When Captain D came back onboard next day, he admitted that seeing his own ship steering away over the horizon under my command had given him a momentary lapse of logic and thoughts of Captain Bligh's mutiny rushed through his mind! He was serving fresh fish for dinner that night – compliments of the Crew's anglers! In the weeks that followed, ANDROMEDA was given a visit to Bangkok, for rest and recreation. Always a popular place to visit and the British Embassy in Bangkok laid on a very full programme of social and sports events for Officers and sailors. We all enjoyed the four-day stay, of course, but for me it wasn't quite as good as the very splendid visit I had made in H.M.S. WILKIESTON and the 104th Minesweeper Squadron, as guests of the King, on the occasion of his birthday.

This time, we had to moor at a buoy in the river – the Minesweepers had been given the plum berths alongside, close to the Royal Palace – so trips to and fro shore had to be made in ANDROMEDA's own boats. This time too, we had to make do with taxis, whereas my first visit we were transported around Bangkok in Government limousines. Not a fair comparison really and the overall visit was greatly enjoyed by all onboard. After Bangkok, there were several weeks of routine work at sea, though we did achieve a visit to Subic Bay the U.S.N. Base in the Philippines, after exercising with U.S.N. Squadrons. And then back to Hong Kong for maintenance and restoring. By now, we had been nine months away from our families left behind in Britain. Remembering this was 1970, when commercial air travel was readily available to everyone, at modest fares, it was stupid of Admiralty to keep us detached in the Far East for a whole year with no leave for the Crew to visit home, even at their own expense. I had sixty C.P.O.s and P.O.s – all very intelligent and highly paid middle management - mature men with good families of their own and I had two hundred Sailors, mostly with young families. There was no war anywhere and even the Cold War was easing. So, daily, I would be asked the question by differing members of the Crew, "Why can't we visit Home, Sir?"

Captain D. and myself knew our chief responsibility at this nine month stage of detachment – with another three months to go – was to keep our Crew as reasonably happy as we could under this harsh period of absence from their families. We both knew Admiralty would not budge. He and I, in agreement with each other, broke several of the Navy's minor Laws – the alcohol ration of two cans per Sailor per day, we often increased on special occasions, chiefly with family news of a birth etc. The C.P.O.s and P.O.s had their own Bars in their Messes, but similarly rationed. So we gave approval for 'Open Bar' when one of those Messes had a social evening in port, entertaining people who had 'hosted' them ashore – just like the Officers did. In other words, the Messes throughout ANDROMEDA were the only 'Home' the Men had for twelve months and the archaic petty Admiralty Rules existed from days gone by when Sailors were a rougher, less well educated breed of men. These petty restrictions on how to live your life in your inboard home were anathema to our men of today. Admiralty was lagging badly in the advance of better living conditions for the modern generation of the Navy's men.

The N.C.O.s and Sailors had no grudge with the Captain or me – they knew it was the all-powerful Admiralty that had to change – and many times they expressed their gratitude to us for being in tune with their complaints – indeed they well knew the needless length of separation from families applied to their Officers as well, and that the Captain and myself could be Court Martialled if Admiralty wanted to curb our relaxing of their rules at our own discretion.

It was because of this daily problem of keeping up the morale of our Crew that I so badly missed Mike Stacey when the time came for him to leave ANDROMEDA and so end our very fruitful partnership. We knew it was coming, for Admiralty kept up a sensible planning policy for Squadron Leader Ships where the Captain D. would be relieved first, leaving the old First Lieutenant for another six months to 'bed down' the new (and often inexperienced) Captain D. Mike left us in Hong Kong, where the entire ship's company gave him an emotional send-off to his new job as Deputy Director of Operations in Admiralty (The Director of Ops. Division, Mike's new Boss, was none other than Captain Bell-Davies, from my FORTH days).

ANDROMEDA's new Captain D. was a David Smith, who, earlier in his career, had specialised in Navigation, as opposed to Gunnery, T.A.S., Air or Submarines. It was the one specialisation which kept you remote from ships' crews. He was younger than Mike and therefore had only been involved in the tail end of the war, he had one command some years ago – a Corvette based in the Arabian Gulf - and his last job had been in Admiralty. Most of his sea-going jobs had been in Aircraft Carriers. So, basically, he was a 'Big Ship' Officer, with little experience of Destroyers and Frigates. Now he was in command of a Squadron of Frigates. The portents for me and the Ships' Company were not rosy!

One bright spot was ANDROMEDA's programme for our last 3 months abroad. It would take us on a tour around Australia on our homeward leg. The Crew were very much looking forward to Australia and New Zealand – relatives and friends there – and a break back into Western life after nine months in the Orient. The day before we were due to sail from Hong Kong came an imperative signal from Admiralty. It said, "The Duty Frigate in the Arabian Gulf had run aground and would be out of action for three months being repaired in Portsmouth. ANDROMEDA was to proceed at best speed to Bahrain in the Gulf. Cancel Australia!"

In his few days onboard, even David Smith instantly recognized that this was a hammer blow to the morale of our Crew. He spoke to the entire Ship's Company telling them of our new orders and said it was unfair, unkind, and bitter twist of fate. Nevertheless, every man jack onboard knew well that Operational Orders from Admiralty have to be obeyed implicitly and with great alacrity. So, David Smith, very sensibly, went on to some of the good things we could extract from this unwelcome duty. He began by saying how disenchanted he was – a Squadron Leader in the state-of-the-art

ANDROMEDA, stuck up the Gulf with no Squadron to command and doing the job of a more ancient Frigate with a few old-fashioned popguns! The Crew warmed to his honesty. And they believed him when he went on to say, "I will tell our new Boss, Commodore-in-Charge, Bahrain, that I want ANDROMEDA to have the best visits within the Gulf and to India, laid on for us, starting right now before we even arrive". Also, he would badger Admiralty to give us a couple of really good port visits on our long voyage from Hong Kong to Bahrain.

To be continued in the December 2022 Issue of Periscope View

Submariner Funerals

Submariner funerals are interesting. Standards will be paraded. Old men will line up awaiting the coffin. Alarming, when given the command, "Submariners - submariners HO!", these old men will come to attention so smartly, it was as if they'd been practicing on Whale Island for the past two weeks.

The chapel at the crematorium is always packed.

After the move to the Royal British Legion for the wake, or more correctly 'drinks at the RBL', there is always an assault on the bar. Then there will be the food. Salads usually get a good stiff ignoring, but otherwise, the Scotch eggs disappear almost immediately, and the sandwiches and chicken wings follow soon after.

And then, there will be rum. There is always rum. And it is always Pussers. There is a toast, the glasses are upended and that warm sensation in the depths of one's innards slowly radiates.

These are occasions for everyone to catch up and to discuss matters submarine, but usually, those from previous decades for these are men from those decades. Its interesting times as stories from one generation are shared with another - it's a two-way flow; one group did 'mystery tours', the later did 'sneaky patrols'. Both did the same, but the name changed somewhere through the years.

Badges are everywhere. Dolphins! Of course! And not just British ones for some of these old gentlemen will wear Australian or Canadian Dolphins for they served in the Submarine Squadrons in those countries. There are medals galore. Some wear nothing but a lapel pin. There are one or two who have Parachutist wings on the shoulders of their civilian jacket. There is any number of non-service badges or pins. Some wear theirs just on their lapels so they resemble an aged 3rd Former from my grammar school days. Others have one or two, whilst there are those who wear many and some of these are so big it looks as if the wearer was attacked by a vicious paintball assassination squad outside on the car park.

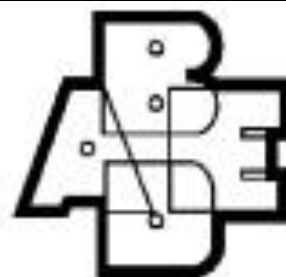
They are always cheerful events but when looking at the comrades assembled, one has to wonder when the next one's life will be celebrated and the next tot drunk.

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Barrow & District Association of Engineers

(Founded 1908)

www.bdae.org.uk



President: Russ Watson – CEng, FIMarEST

*Hon Vice Presidents: Charles Rowntree & Peter Gillett Programme Sec: Martin Bates
Minute Sec: Josh Ashley*

Media Release:

Lecture - "Perisher": 100 years of the Submarine Command Course

Find out how and why the "The Perisher", the moniker for the Submarine Command Course or SMCC, was started and how it has evolved to prepare our Submarine Commanding Officers for the high-pressure, high-risk situations that they have faced in times of war and peace over the 100 years of its existence, 1917 - 2017.



This story of Perisher's evolution is a new dimension to the history of the Royal Navy that will be of interest to submariners of all nations, naval officers and historians, and all who have an interest in sea-command, pressure management and training, and the world of submarines. It covers the early days, the intensity during World War II and then the changes during the cold war and the advent of nuclear submarines.

Dr David Parry, himself a Perisher graduate, has researched Perisher's 100-year history and captured it in a book.

The presentation will be at Rydal Suite, The Forum in Barrow at 7.30pm, on Wednesday, November 9th. The talk is free and available to all. Information is also available on the website: www.bdae.org.uk

Copies of the book 'Perisher: 100 Years of the Submarine Command Course' will be available to attendees at the reduced price of £19.95, cash or card.

SUBMARINERS 'CROSSED THE BAR' REPORTED OCTOBER 2022

Branch	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
Ex Norfolk Branch	18th September 2022	Peter Murray	LCEM	P081582	75	Submarine Service from September 1966 to July 1969 in VALIANT & on recommissioning at Chatham on 12th May 1972
Non-member	4th October 2022	Geoffrey Hall Bown	Captain (E) (WESM)	N/A	88	Submarine Service from 1960 to 19** in TOTEM (on recommissioning on 21st September 1959), DOLPHIN, Dounreay, DREADNOUGHT, Greenwich, NEPTUNE, SWIFTSURE (on commissioning on 17th April 1973), DEFIANCE & FOSM Staff
Non-member	5th October 2022	Peter (Parts) Carney	Leading Ordnance Electrical Mechanic	P090563	TBA	Submarine Service from 1971 to 1975 in OPPORTUNE
Non-member	6th October 2022	John Burt	TBA	TBA	84	Submarine Service in AURIGA
Non-member	11 th October 2022	Andrew Waddington	Lieutenant (E) (MESM)	TBA	TBA	Submarine Service in VIGILANT
Ex Teeside Branch	12th October 2022	Kenneth (Shady) J Lane	Petty Officer (RP1)	P065691	76	Submarine Service from February 1965 to 1973 in WALRUS, DOLPHIN (February 1965), WARSPITE (1st Commission Crew) on 18th April 1967, OBERON & REPULSE(P) (on recommissioning in 1972)
Non-member	18 th October 2022	Peter (Blood) Reid	Chief Petty Officer MEM	TBA	TBA	Submarine Service including CONQUEROR
Gosport Branch (vice president)	21 st October 2022	William R Williams	Chief Radio Supervisor	D064266G	82	Submarine Service from February 1963 to September 1983 in AUROCHS (1963), FINWHALE (1963 to 1967), TRUMP (1967 to 1969), ODIN (1970 to 1974), SOVEREIGN (1976) & ORPHEUS (1979 to 1980)
Non-member	23rd October 2022	Kenneth (Biscuits) Crawford	Petty Officer Electrician	TBA	TBA	Submarine Service from 1970 to 1978 in OPPORTUNE (1971 to 1973), ONSLAUGHT (1974 to 1975) & FINWHALE (1975 to 1978)
	18 th October 2022	'Dot' Moody			96	Widow of former Branch Member ERA 4th Class Bob Moody who died in 2002.

