



PERISCOPE VIEW

Submariners Association Patron: Admiral Sir James Perowne KBE
Submariners Association President: Commodore Jim Perks CB

**The Newsletter of the Barrow-in Furness Branch of
The Submariners Association**

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Cover Picture: Familiar Faces Stewarding the 2023 K2B/CTB!

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,

I hope everyone is keeping fit & well? Here is your June Branch Newsletter – a bit later than intended but better late than never! June already – nearly half way through the year already! At least it has finally warmed up so I hope you are all enjoying this nice sunny and dry weather!

Did you all watch the Coronation on television? I think the coverage was pretty good – especially of the Armed Forces on Parade – especially the Royal Navy! I see the King has recently presented Royal Victorian Medals to the sailors who have taken part in the recent ceremonies!

I hope you all supported the Branch activities on the Social front in May – Stewarding for the K2B and CTB and Jenk's Pub Run. There are some pictures in this Issue of both events. Then of course there were the Cartmel Races! Please support as many of the activities as you can – they all take a lot of organising for your benefit! Next is the June Branch Meeting on Tuesday 6th June and then there is the Branch 60th Birthday Party on Saturday 24th June – heavily subsidised by the Branch and the Royal Navy & Royal Marines Charity Fund.

In case you missed it there was an item in the Evening Mail last week about David Cole – son of our late Branch Member Bill Cole and Joan Cole. He is currently working as a Head Teacher in the Ukraine and in the capital Kyiv – which as you all know is a dangerous war zone. For those who haven't seen it the article can still be accessed on the Evening Mail Website. We wish David Cole (and Joan Cole) well and hope that David stays safe.

I have included a number of items about further planned developments in the Barrow Shipyard and on Barrow Island so you will see that BAEs building programme will be continuing for quite a time to come – and they still haven't started the recladding of the Devonshire Dock Hall or completed the Wet Dock Quay! apart from that all the usual items are in this Issue.

I hope you find something to read and enjoy! Hopefully I will see you all at the June Branch Meeting. Usual place – so don't be late! If you are unable to attend in person please remember to send your apologies to Dave Smith

Best Regards, Barrie

SECRETARY'S DIT

June 2023

It has been a quiet month with regard to correspondence.

Les Hambling and I, with our wives, attended the Morecambe Bay Coronation Dinner where Tim Roberts (Branch President) and Jim Halliwell (Branch Chairman) received a SA Patron's Commendation for their 20-plus years in post. The presentation was made by Morecambe Bay Secretary, Mark Lister. More details are in the article below. A great night with good food, good company, and plenty of refreshments.

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

Emails from the National Secretary:

O Boat Periscope Clamps - Gus Mellon (gusmellon@hotmail.com) in Australia tells me that HMAS OTAMA is being scrapped at Henderson (near Fremantle) and they need to remove the periscopes. He asks can anyone in our circle supply a manufacturer's drawing of a 9.5-inch periscope clamp.

He has checked all Aussie sources and the O boat gear has long since been scrapped. If possible, without risk of being accused of espionage, a drawing of a current-day 10-inch clamp would suffice, as only the diameter changed on the drawing (from memory), can anyone help?

Branch Matters:

Email from Duke of Lancasters: We are raising the Armed Forces Day Flag at the Town Hall Barrow on 19th June at 9.30 am. Would the Branch be represented on the day?

National Chairmans Visit to Blackpool. Although the Branch has indicated that it does not wish to attend the SA Chairman's visit to the Blackpool Branch if anyone wishes to attend, they can do so on Friday 18th August at the Guards Club, 37E, Whitegate Drive, Blackpool FY3 9DG. Meeting Starting at 2000. Morecambe and Manchester Branches will be in attendance.

K2B. Thanks to all those who contributed to the K2B marshalling.

Date of next Branch Meeting – 1900, Tuesday 6th June 2023.

SOCIAL SECRETARY REPORT

Hello shipmates.

May saw us getting back into full swing with things to do and places to go. Firstly, we started off with the King's Coronation on the 6th; various parties and events all over the place. I hope that you all found a place to be and some company worthy of being there with.

Then we had the K2B on the 13th, me and Jan were stewarding but the likes of Bob, Nobby and Baff were in full swing walking their socks off for their respective charities. Very good atmosphere, lovely weather and the odd beer or two.

Then we had Jenk's pub crawl up the lakes – again a glorious day with great company and some very unusual pubs, beautiful scenery and a very relaxing afternoon. And, if that wasn't enough, you also had the Upholder boys in town blowing the froth off more than one.

Finally, we had the Cartmel races on the last bank holiday of the month. Can't fully write about it because it hasn't happened yet; but if the past ones are anything to go by then it will be a hoot.

Socials

June sees the annual pilgrimage to Bridlington in the name of Buddies in Boats on the weekend of 2 – 4th.

The 60th birthday party on the 24th, is now closed and I am really looking forward to this heavily subsidised party in Kendal.

Then the final trip for June is on Thursday 29th June where we are off to Lancaster for a couple of beers and take in the great music which was the Everly Brothers.

July the 1st a lot of us are off to the Arboretum

Jul 15th is the run ashore to Morecambe Brewhouse to meet up with our friends and have a great afternoon of drinking, singing and partying. The list for this is open and is restricted to 22. Cost is £20 per person.

The Canal Trip on Saturday 9th Sep is now open and will be £40 per person for the transport, barge party for 4 hours, food, wine table and absent friends cocktail. This again is limited to 33 persons.

The members draw at the June – stands at £45. If not won then an extra £5 will be added to £50 then and it must be won at the July meeting – however, there will be a quiz and the draw will take place on completion of the quiz.

That's it from me.

Alex

JUNE BRANCH CALENDAR

Bridlington BIBs	w/e 2nd Jun
Branch Meeting	Tues 6 th Jun
60 th Anniversary Dinner	Sat 24 th Jun
Committee Meeting	As Required

JULY BRANCH CALENDAR

Arboretum Run Ashore	Sat 1 st Jul
Branch Meeting	Tues 4 th Jul
Brewhouse Run	Sat 15 th Jul
Committee Meeting	As Required

AUGUST BRANCH CALENDAR

Branch Meeting	Tues 1 st Aug
Committee Meeting	As Required

June BRANCH BIRTHDAYS

B (Bernard) Riley	03/06/1934
P. (Patricia) Bell (A)	05/06/1938
A. (Angela) Sharp (A)	06/06/1959
P. Owen (Baff) (A)	07/06/1957
S (Sue) Smith (A)	08/06/1955
C. (Chris) Brown	17/06/1947
R. (Bob) Palmer	17/06/1939
G (Gill) Owen (A)	20/06/1963
M. (Martin) Law	21/06/1978
B.K. (Barrie) Downer	23/06/1945
D. (Derek) Pallister	29/06/1954
A. (Tony) Griffiths	09/06/1950

Happy Birthday All!!

DISCLAIMER

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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

REMEMBERING FORMER BARROW

BRANCH MEMBERS - JUNE

Frank Arthur Rewell	1969
George Chantrell	1981
Thomas Herriot	1986
George Hughes	1986
Peter Weeks	2007
Claude Roberts	2011
Alfie Hines	2016
Eric Hamer	2018
Colin Hutchinson	2019
Alan Derek Jones	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 June 2023 for the July 2023 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/SUBMARINER LOSSES OF

WWII - June 1943

No Submarines were lost in June 1943, but one Submarine Officer appointed to HMS PRESIDENT appointed to HMS PRESIDENT died on Thursday 3rd Jun 1943. He was:

Lt Cdr Francis John Brooks

The circumstances of his death are as follows:

As a Command Qualified Officer he had been appointed to HMS DOLPHIN as a 'Staff Officer' in February 1942 and in July 1942, he was appointed to HMS PRESIDENT for the 'Operations Division' at the Admiralty. Francis Brooks was killed on 3rd June 1943 when a BEAUFIGHTER (Aircraft 'W' of 236 Squadron, RAF) in which he was flying as an Observer was attacked by a flight of Ju88's. Both the Navigator and Francis Brooks were wounded and, although the aircraft crash landed at Predannack, Francis Brooks died of his wounds. He was the thirty-two years old son of Henry

Arthur and Frances Brooks and the husband of Helen Maria Brooks of Hampstead, London. He is commemorated on the Chatham Naval War Memorial on Panel No. 67 Column No. 3.

K2B RUNNERS?



JENK'S PUB RUN PHOTOS

VANGUARD RETURNS TO THE FLOTILLA - AT LAST

The nuclear submarine HMS VANGUARD has finally left Devonport after a seven-and-a-half-year refit. The Submarine was beset with issues and delays while it underwent a refit at Devonport dockyard in Plymouth.

The 492ft-long Barrow-built sub arrived for maintenance in December 2015 for a what was meant to be a three-and-a-half-year refit and an unscheduled refuelling with a new Reactor core. The submarine, which is one of the four Trident submarines that maintain the UK's nuclear deterrent, is now due to re-join the deterrent force after trials and training of crew.

Controversy surrounded the boat in February when reports emerged it had been repaired using 'superglue'. According to reports, 3,000 bolts on the boat were repaired by civilian workmen who had accidentally sheared off the heads of bolts that held insulation to the cooling pipes around the reactor due to over-tightening. Instead of taking time to bore out the snapped bolts and report the damage, the workers glued them back into place, national newspaper reports said.

The Ministry of Defence said were 'no nuclear safety implications associated with the issue identified' and preparations for final testing of the submarine's onboard system could 'safely continue without any impact on the programme'. However it prompted the Royal Navy to launch an investigation.

The impacts of Covid-19 and additional challenges with refuelling were said to have resulted in VANGUARD's refit taking about 89 months - longer than the 83 months it took to originally build the submarine.

HMS VANGUARD was the lead boat of four Vanguard-class submarines that carry up to sixteen Trident ballistic missiles that can hold multiple nuclear warheads. One boat of the four submarines is always at sea - while another is kept at high readiness.

The £3 billion VANGUARD was built by Vickers in Barrow and was commissioned in 1993.

HMS VICTORIOUS, the second Vanguard-class submarine, is also due to face a refit - hopefully it won't take as long as the VANGUARD refit

BAE in Barrow is currently working on the next generation of submarines to replace the Vanguards - the Dreadnought Class. The boats are due to enter service in the 2030s.

UK Aircraft Carrier Returning to Pacific in 2025

Britain will send an aircraft carrier back to the Pacific as part of a Carrier Strike Group in 2025, Downing Street said Thursday 18th May 2023 as Prime Minister Rishi Sunak visits Japan.

HMS QUEEN ELIZABETH passed through Asia in 2021, making port calls in Japan, as Western allies push back against China's growing military power in the region. Sunak, who is in Japan for the G7 summit in Hiroshima, stopped first in Tokyo to visit a naval base,

where he announced Britain will double the number of UK troops in upcoming joint exercises. London and Tokyo will also agree a formal "consult clause," committing them to discuss regional and global security issues and measures in response.

He said the returning Carrier Strike Group would "work alongside the Japanese Self Defence Forces and other regional partners to help defend peace and stability in the Indo-Pacific." He will meet later in Hiroshima with Japanese Prime Minister Fumio Kishida, with the pair expected to announce the "Hiroshima Accord."

The agreement will cover deals on defence, trade, science, and technology, and issues like climate change, Downing Street said, without giving further details. Before his departure for Japan, he said the summit was coming "at a pivotal moment" for the alliance as it faces "complex threats to global peace and prosperity." He said Britain would "galvanize international action on economic coercion by hostile states and shore up support for Ukraine."

It is assumed that the Carrier Strike Group will also include an ASTUTE Class Submarine and make a visit to Australia in support of the AUKUS Programme. BKD

Royal Navy Divers help clear the Baltic Sea of Unexploded Ordnance

Royal Navy divers are making vital Baltic Sea shipping lanes safer by recovering unexploded mines and torpedoes as part of a NATO security mission.



Specialist divers are involved in a multinational explosive ordnance disposal (EOD) exercise hosted by Latvia, operating closely alongside the hosts and teams of experts from Estonia, Lithuania, Germany, Belgium, Canada and the United States.

Delta Squadron of the Diving & Threat Exploitation Group safely recovered two ground mines and one torpedo two days into the exercise, already increasing the safety of the region. "The aim is to continue our close working relationships and to make the sea lanes safer by identifying and disposing of historic maritime explosive ordnance, much of which is a legacy of WWII," said Chief Petty Officer James Roberts. "All nations are

working together, contributing to the planning, identification, confirmation and recovery of explosive ordnance, building operational capability and increasing the ability to operate as a coherent task group.”

The aim of the exercise – codenamed Open Spirit – is to clear the Baltic Sea from sea mines, torpedoes, and other explosive remains from both World Wars and the Cold War. The Baltic was the scene of heavy fighting during these conflicts and were heavily mined, while air bombardments, naval gunfire and submarine warfare only added to the ordnance lying on the seabed.

The dangerous ordnance is hunted using cutting-edge autonomous underwater vehicles – submarine robots packed with the latest sensors that creates images of the underwater objects. Each piece of ordnance removed, and every inch of the seabed mapped, ultimately makes the region safer and helps the Baltic nations understand their own backyard – ensuring they are able to spot changes if new mines are laid.

CPO Roberts added: “From the most junior seamen to senior operators, working closely with our partners and allies demonstrates the resolve and commitment of the UK and all NATO to regional Baltic security and the principles of collective defence. “It’s fantastic to be working with our friends in the Baltic again, this constant drumbeat of exercise allows real relationships to grow, bound by our shared values, stronger together and ready to defeat aggression.” Exercise Open Spirit has taken place since 1997 and rotates between Estonia, Latvia and Lithuania.

**A Service of Thanksgiving for Admiral of the Fleet The Lord Boyce will be held at Westminster Abbey on Thursday 13th July 2023
11.00am - 12.00pm**

Our Late Patron of the Submariners Association Admiral of the Fleet The Lord Boyce joined the Royal Navy in 1961 and after completion of basic training he qualified as a Submariner in 1965. He served a full and successful career in the Royal Navy. He was appointed First Sea Lord and Chief of Naval Staff, and First and Principal ADC, in October 1998, serving as professional head of the Royal Navy until January 2001. He was Chief of Defence Staff and professional head of the Armed Forces from 2001 until 2003. He was awarded the Honorary appointment of Admiral of the Fleet in 2014.

Lord Boyce was elevated to the peerage in June 2003. He was appointed Lord Warden and Admiral of the Cinque Ports and Constable of Dover Castle in 2004; and King of Arms of the Order of the Bath from 2009 to 2018. He was made a Knight Companion of the Order of the Garter in 2011 and appointed Vice Admiral of the United Kingdom in 2021. In retirement he was chair of numerous advisory boards and supported many charitable organisations.

Booking information

Tickets can be booked (for free) via ‘Eventbrite’

MORE CHANGES PLANNED AT BAE

A major new building is due to be added to the BAE site if plans are approved. BAE is planning to construct the Ramsden Dock Facility and has begun the process to obtain planning permission. The building, which would bring what BAE describes as a pre-paint outfitting facility, would be built on land currently used as a car park.

BAE has submitted a screening report for an environmental impact assessment to Westmorland and Furness Council. The development would house around four hundred workers during the day shift, two hundred and fifty during the night shift and one hundred and sixty-five office workers according to the plans.

A statement describing the proposals said: "The site of RDF is located towards to the southern end of Barrow Island and is accessed via Dova Way which forms its southern border. "The site extends to circa 4.1 ha (10.9 acres) and currently comprises multiple areas of hard standing and has historically been used for industrial purposes related to Barrow Port. "The RDF building would provide a new Pre-Paint Outfitting Facility, required as part of the Boat Build program, which would be similar in nature to the Central Yard Facility (CYF) which is located within BAE Systems main site, with the addition of an annex structure on the western elevation of the building to house a Goliath crane. "Construction of the RDF would require piled foundations and a floor slab to support a steel-framed, clad envelope.

"A drainage system would also be installed with attenuation and storage if required. "The main works would also include hard standing pavement and soft landscaping." The proposals said the nearby roadwork may have to be altered to allow the transportation of heavy loads during the construction." According to plans, the new development would comprise the Main Production Hall and an adjoining Support Building.

The screening report asks the council whether a full environmental impact assessment is needed as part of a future planning application. It includes an ecological report into the land off Dova Way. The project will be similar to the £130m Central Yard Complex, opposite the main shipyard gate in Bridge Road.

Building 36 - A Former Munitions Factory on BAE Systems Site to be Demolished

22nd May 2023

BAE Systems has been given the go-ahead to carry out a series of demolitions and removals in Barrow in preparation for a new development project on the site. Westmorland and Furness Council have agreed that no prior approval is needed for BAE Systems to demolish Building 36 which is an early 20th-century warehouse and former munitions factory on land north of Buccleuch Road and east of Michaelson Road. It has recently been used to store equipment and parts for the ASTUTE Programme.



Building 36

The plan is part of BAE Systems Site Regeneration Programme (SRP), for which an EIA (Environmental Impact Assessment) Screening was prepared in 2014. On the basis of this, the council concluded that 'further amendments to the project can be rescreened for any additional significant impacts.'

A cover letter submitted with the application states why the demolition is required and outlines a future plan for the site. It says: "A planning application is currently being prepared for Project Spartan, which is proposed to be delivered on the site of Building 36 following demolition.

Apparently the two new buildings planned for the site will be up to five stories high - one of which will provide the long-awaited new 'Crew Accommodation' for 'new build' submarines to replace the old 'Temporary Facilities' provided for the VANGUARD Program in the late 1980s and now used for the ASUTUE Program. The second building will provide facilities for BAE Offices and personnel. BKD

BAE to recruit 6,000 new jobs as AUKUS deal promises 'jobs bonanza'

17th May 2023



This photo shows Prime Minister Rishi Sunak during a meeting with US President Joe Biden and Prime Minister of Australia Anthony Albanese at Point Loma naval base in San Diego, US, to discuss the procurement of nuclear-powered submarines under a pact between the three

Shadow defence minister Chris Evans has urged the Government's promise of a 'jobs bonanza' in relation to the AUKUS submarine project to be 'underwritten by contractual guarantees'. Australia will operate a new generation of nuclear-powered submarines based on a British design as both countries modernise their navies. The AUKUS deal - involving Australia, the UK and US - will see the new boats in operation in the late 2030s following a construction phase which will create thousands of jobs in the UK.

The new SSN-AUKUS submarines will be in operation for the Royal Navy by the late 2030s under the plan and will also give Australia its first nuclear-powered capability.

Speaking in a debate about defence in the House of Commons he asked: "The AUKUS agreement is a real game-changer not only for our forces, but also for British industry. Now, the Government has promised a jobs bonanza for generations to come in places like Derby, Barrow-in-Furness and Devonport ... will this promise be underwritten by contractual guarantees and ensure that future generations are trained in the skills that we need for this vital programme?"

Defence Secretary Ben Wallace replied: "They are already underwritten by contractor guarantees. In Barrow-in-Furness, BAE are recruiting from 11,000 to 17,000 jobs. Derby itself is investing for the next generation of reactor and that is starting.

"So, the key point of AUKUS is not only it gets a commitment from Treasury and the Government for the British replacement of the ASTUTE-class, but it locks in that potential of Australian supply chain and working together collaboratively, not only for skills here, but also in Australia.

"So, it is already under that process, £2 billion were unlocked recently to start building the infrastructure needed both in Derby and BAE in Barrow and we'll continue to do it. This is not just the beginning, this is actually further down the path, but the real work starts now."

He added: "Building complicated machines such as submarines has the benefit of a long and broad supply chain. The AUKUS model will be truly collaborative: while based on a UK submersible ship nuclear replacement, I expect it over time to be built by Australian hands and with United States skills and supply chains, which will provide opportunities to both countries, alongside ourselves. That is good news for British industry, for skills in places such as Barrow-in-Furness, and for our alliances with Australia and the United States."

MORECAMBE BAY BRANCH CORONATION DINNER & PRESENTATION OF SA PRESIDENT'S AWARDS

Point of Order! Mr Chairman could you please ask the President to be seated. If Mr President has not yet thanked the staff at the Golf Club. Before I start I would like to echo the Presidents thanks to the staff here at the Golf Club for a

fabulous meal and a great service. This is our second event here and it is rapidly becoming a firm favourite with us and we look forward to a long a fruitful relationship with you here at the top end of the Bay at Morecambe.



THE GROUP PHOTOGRAPH

Mr Chairman you think that we are gathered here to commemorate the forthcoming Coronation of the King, and while that may be true in spirit it is not the real reason that we are here tonight. We are here to mark the 20th Anniversary of your taking up the Chair of this fine organisation. We have been planning for many months to surprise you and needed a function befitting the enormity of the occasion and what better ruse than to use his Majesties Coronation to get you here. Now you will be aware that many of the longer serving members of the association are not with us tonight, but they all send you their sincerest thanks for an exemplary run as our leader. John Giblin specifically has put in a great deal of work to keep the surprise from you, and he sends his best from the Okhotsk Sea on his way to Japan. So, what of your 20-year run as our chairman. Originally enrolled in the Merseyside branch on leaving the service, you were asked in 1997 to help reinvigorate the Lunesdale Branch of the Submarine Old Comrades Association and started your stint on the committee as the Social Secretary, slowly but surely building up the membership, the branch started to flourish once again. There have been many changes since you took over as Chairman on 25 April 2003, SOCA to SA and Lunesdale to Morecambe Bay and latterly when asked if the SA could join as an element of the Submarine Family. That you have done this while maintaining the ethos within the Branch and growing the membership is testament to your wise counsel and dedication, and so it is only right and proper that we recognise that achievement and this was our first opportunity after your anniversary last week. Therefore, it is with great pleasure that we can present the driving force behind the Chair with a small token of our appreciation so if I can call on Richard Glenister to present Rita with a small gift from all of us. Oh, and just in case you need a reminder of this significant Milestone Mr Chairman Craig Farebrother has a small gift for you also.

Now if you are a certain Branch Official of the Morecambe Bay Submariners Association, you will be thinking how can this be the case as I am sure that I have been in place a great deal longer than him, I was trained as a Tiff and he is only a Mech. Well, Mr President you happened to cross the 20-year Milestone while deep in the throws of a global pandemic, 29th Sep 2020 to be precise, and it was not possible to conduct this sort of gathering to celebrate it, but we have not forgotten. There is an issue to discuss however, we should be celebrating your 26th Anniversary had you just picked up the phone. You were the unanimous person of choice for the Branch President in 1997 but they could not get hold of you, I suspect that it has something to do with you being a Tiff and knowing how the telephone works but expecting a Mech to answer it for you. Well, Mr President it gives us great pleasure to recognise your valued contribution on this night of celebration and thank you also for your dedicated service to the Branch and Association. Therefore, could I ask

Tony Plater to present Ave with a small gift from us all. And now Keith Holmes could you let the president have his reminder for this evening please.

You will find that both flasks are loaded, and should you wish to christen them this evening I am sure that there are many well wishers that would accept a nip and get to see your gift as we have kept the whole thing pretty much under wraps. When we were setting up this evening we intended to get you a bottle of something to go in the flasks, but when we asked your better halves what your favourite tipples were they gave us choices that no respectable Officer or Rating would put in a Naval hip flask and so we have had to compromise. One of you will actually get what you wanted and the other will just have to do without sherry, I will let you all work out who wanted what later. So could I please ask Dave Andrew and Chris Hennedy to present the President and the Chairman with their gift.

Mr President. It would be wrong of us to just mark your Presidency with Local Recognition and so we sought and was Granted, from the National Organisation of the Submariners Association, a President's Certificate of Appreciation and I would like to read your nomination out for everyone to hear. Could I please ask Ian Pinington to present the President with his Certificate. Now I thought it was just the Officers that received this sort of recognition but no I was mistaken as I appear to have an accepted nomination for the Chairman as well. Bill Budding could you please present the Chairman with his Certificate.

Well, I think that about wraps up the celebration for two extremely dedicated Branch Officials and therefore, could I ask all of the Members of the MBSA and Our Friends to stand and join me in a Toast to Our President and Chairman "To Tim and Jim"

HMS VANDAL MEMORIAL SERVICE 2023



From the Arran Banner (May 12, 2023)

Last Saturday, 6th May 2023, saw the Annual Service of Commemoration for the thirty seven officers and Ratings men who were lost when the Submarine HMS VANDAL sank in a tragic accident off Lochranza in 1943.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the May 2023 Issue of Periscope View)

The night before ANDROMEDA was to leave Portsmouth for two months on 'Fish' Patrol, the Wardroom Mess and Captain Smith gave me a Farewell Dinner. I was the last remaining member of the entire Crew who had commissioned ANDROMEDA 2¾ year ago. I was glad to go home and rest for a few days.

'Granny' Edwards, my Appointer, on the 'phone, a few days after I had left ANDROMEDA, saying I could choose my next job – a perk for any First Lieutenant who had successfully completed that posting. I was ready for him and simply said, "Thanks David, give me any job within a one-mile radius of my house!"

Within that radius was the Diving Experimental Unit, The Medical Research Centre (over the wall from our garden), a top-secret S.B.S. Unit at Fort Gilkicker (you were not even allowed to mention it over the 'phone!), an M.T.B. Unit near

Haslar. The Navy's H.Q. Hospital, also at Haslar and finally H.M.S. DOLPHIN - H.Q. of the Submarine Service and also the Base of the First Submarine Squadron.

David took my list and appointed me as the Staff T.A.S. Officer to the First S/M Squadron based at H.M.S. DOLPHIN and there I stayed for my last five years in the Navy. I bicycled to work daily, through the Golf course and along the seawall leading to DOLPHIN. Two other people chose to bike to work; one was Flag Officer Submarines (our Admiral boss), the other, the Captain of the Squadron, who was also Captain of DOLPHIN itself as well. No car heading for DOLPHIN ever dared to overtake us intrepid cyclists on the narrow road. Most went out of their way to arrive early to get into DOLPHIN ahead of the Admiral. Often the three of us would be in close formation approaching DOLPHIN's Main Gate and, nearing the end of my time in the Navy, the Admiral, 'Randy Roxborough', finally discovered my closely guarded secret. It was New Year 1976 and 'Randy' received a Knighthood in the New Year's Honours. My neighbour in Ellachie Gardens gave a Drinks Party for 'Randy' to which me and Hazel were invited. So, I congratulated 'Randy' who was as affable as Admirals can be, until he asked what was my contact with our host. Like a fool, I let slip I lived next door! 'Randy's home was 3 miles from DOLPHIN as was Captain S/M's. It was only $\frac{3}{4}$ mile from my home. All this time he thought I had pedalled from miles away. He quickly worked out that he was departing home much earlier in the mornings than me! It didn't help much when I pointed out that he was getting a lot more healthier exercise each day than me!

To finish off the bike saga (bought second-hand in Gosport for £2), the machine knew its own way to and from DOLPHIN, particularly on the monthly Mess Dinner Nights, always highly alcoholic. The Breathalyzer Law was still some years in the future, but public feeling was stiffening against drink-driving and DOLPHIN measured the ambience of Mess Dinners on the count of cars going home that never made it – in ditches and scrub along the Golf Course road or, very occasionally, submerged in the sea along the seawall stretch.

No accidents	=	dull Mess Dinner.
One accident	=	not too dull
Two accidents	=	lively night
Three accidents	=	particularly good Mess Dinner
Four accidents	=	Rare Vintage Night

Like drinks the world over, no one was ever seriously hurt.

The bicycle protected me from car hazards. But it did deliver me into those same bramble-clad ditches occasionally while travelling around bends on the road. Mess-dinner uniform included a Boiled Shirt which I blamed for my steering lapses. [2002 – the same bicycle, in good working order, is in our bicycle shed at the Farm].

DOLPHIN made my last 5 years in the Navy thoroughly enjoyable. I worked with the very best people in the Navy – top of the impressive 'pile' was John Fieldhouse, an old friend from earlier days, who went on to be First Sea Lord (the first Submariner ever to be the First Sea Lord) and then to become Chief of all three Armed Services. I served three Admirals in succession – Admiral McGeoch was the Flag Officer, Submarines when I joined Dolphin in 1971; he was relieved by 'Randy' Roxborough, who in turn was relieved by Jake Raikes.

Rear Admiral 'Jock' McGeoch

Commanded a Submarine based in Malta in 1942. Achieved three or four successful Patrols, sinking Italian Warships and Supply Ships. On his last Patrol out of Malta, he intercepted a larger than usual Supply Convoy from Italy, headed to re-supply Rommel in North Africa. McGeoch got undetected in amongst the Convoy and started torpedoing the Supply Ships. Inevitably, the batch of Italian Destroyers, guarding the Convoy, detected Jock's Submarine and plastered it with a maelstrom of depth charges. The Submarine, still submerged, trying to escape, suffered fatal damage, so Jock 'blew' it to the surface, to give his Crew a chance of survival. Every man, including Jock, was rescued out of the sea by the Italian Navy ships, as his Submarine rapidly sank. Several crew members, including Jock, had suffered injuries from shrapnel hitting them during the depth charge attacks. In Jock's case, the splinter of shrapnel had embedded itself in his left eye. The Italians, (an honourable and civilised race of people), gave utmost priority to treating our wounded. The Doctor treating Jock in the Destroyer, which had rescued him, said to his Captain that unless Jock got to Italy's best Eye Hospital in Rome, he would lose the sight in the injured eye. The Destroyer landed Jock at the nearest port in Italy, where a plane was ready to fly Jock to Rome. On arrival in the Rome Eye Hospital, lying on the trolley outside the Operating Theatre, Jock suddenly realised he was in Civilian Hospital, with no military guards. As a Prisoner-of-War, it would be his best chance to escape. He got off the trolley and started his escape, knowing he would be blind forever in his left eye. He got all the way back to England, assisted by the Underground Forces of Europe and, a few months later, was back in command of another submarine. So, who better to be Chief of Britain's Submarine Service in 1971 – all of us in the Submarine Service found Jock very easy to work with.

What a pity that, in the 'Seventies, the Navy Board only promoted Rear Admirals further up the chain if they were clever dickies, who could manipulate the politicians who held the purse strings in Westminster. Jock was a fighting sailor, not a political schemer and, to our regret, he was retired when his time was up at DOLPHIN.

Vice Admiral 'Randy' Roxborough (1972 – 1974)

Took over from McGeoch in 1972. The post of Flag Officer, Submarines, had gone up a rank, since Britain now had Nuclear-propelled submarines and, much more devastating, we had submarines carrying 16 Nuclear Hydrogen Missiles – end of the world for all of us if ever the British Prime Minister ordered them to be fired at Russia. The age-old Board of Admiralty, always five Admirals from the Surface Fleets, promoted the first Submariner ever to join them on the Board, John Fieldhouse, our best submariner and this move effectively made Fieldhouse in direct control of the growing Submarine Fleet with F.O.S.M as his Number Two in DOLPHIN.

Like McGeoch, Roxborough had been a Submarine Captain during the war and had fought the enemy successfully throughout the war. Now though, he was part of the political chain since the Nuclear Submarines were clearly becoming Britain's first line of defence. He was away from DOLPHIN at meetings in London on a regular basis. He got his Knighthood in 1974.

This biography will be concluded in the July 2023 Issue of Periscope View

The China Fleet Club (CFC)

As Chairman of the SA I was invited to visit the China Fleet Club, a place close to my heart as I was on the committee as the Submariners rep shortly after it opened in 1991. In those days it had a lot to offer.

I had a personal tour by Gee (Gordon Hanah, CEO) around the CFC. Gee is a retired General Service WO1 who is passionate about the CFC, he had noticed a general lack of submariners serving and veterans taking advantage of the fantastic offers given by this exclusive club. He aired his concerns with Rear Admiral John Weale, who as we all know has a great interest in Submariners and just happens to have been asked to join the Board of the CFC! John contacted me, hence my involvement.

Below are my impressions I gathered during my stay:

The present-day has far more to offer!

When you first arrive by car there is a large free car park with e-charging points (a bonus for me) at very competitive charges.

Accommodation comprises of 4 star self-catering apartments they are spacious, immaculate and have everything you need.

Best of all if you own a dog, they have recently opened up some of the apartments as "Dog Friendly".

A fantastic fitness suite with state-of-the-art machines that would not be out of place in a top fitness club. The pool is set in an airy light setting with all the accompanying extra features like spa pool, foot spa, steam room, sauna and in case you are missing the sea a salt steam room.

You can also go a round of golf on the 18 hole course that also offers "Toptracer Driving Range".

If the thought of all that fitness sounds exhausting then you can relax in the Bar or eat in the Restaurants or Cafe. I found the prices very competitive and lots to choose from on the menu.

Overall this is a fantastic escape for the weekend/short break. It is exclusively for the use of past and present Royal Navy/Royal Marine personnel and families, the rates offered in no way reflect the high class amenities and service on offer.

They cater for weddings, private functions, reunions and Mess Dinners.

To find out more go to www.china-fleet.co.uk / phone 01752848668 / China Fleet Country Club Ltd, Salt MI, Saltash, PL12 6LJ.

Or check out the link on the SA Website Submariners Association: Welcome
Shipmatessubmarinersassociation.co.uk
<https://submarinersassociation.co.uk>

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SUBMARINERS 'CROSSED THE BAR' REPORTED IN MAY 2023

Reported by	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
SAOC	28th November 2022	Larry Daniel Markham Pearce	Able Seaman (ET)	RCN	80	Submarine Service from 1965 to 1970 in AMBROSE, OJIBWA, ONONDAGA & OKANAGAN (on commissioning on 22nd June 1968)
We Remember Submariners	12th April 2023	Dennis Leslie Alderson	TBA	TBA	92	Submarine Service TBA
Medway Towns Branch	2nd May 2023	Graham (Bomber) Bourne	Chief Petty Officer MEM	P068504	TBA	Submarine Service from 14th June 1966 in VALIANT & on recommissioning at Chatham on 12th May 1972, SPARTAN, 'T' Class & DEFIANCE
We Remember Submariners	2nd May 2023	Adrian Kelly	TBA	TBA	TBA	Submarine Service TBA
We Remember Submariners	3rd May 2023	Ronald George Wright	TBA	TBA	TBA	Submarine Service in AURIGA, ONSLAUGHT & other Diesel Boats
Gosport Branch	May 2023	Barry J Dearsley	Chief Petty Officer Mechanician	P/K 934990	96	Submarine Service from 1954 to 1976 in SIDON, SCORCHER, TUDOR, SEADEVIL, TRENCHANT, TOTEM, ALARIC, CACHALOT, RESOLUTION & REPULSE (May 1969)
We Remember Submariners	12th May 2023	Edward N (Bungy) Gwilliam	Petty Officer Marine Engineering Mechanic (Mechanical)	TBA	TBA	Submarine Service in WARSPITE on recommissioning at Chatham November 1973, VALIANT (on recommissioning at Chatham 16th February 1980) & TORBAY (1st Commission Crew) 7th February 1987
We Remember Submariners	15th May 2023	Barry Auld	Leading Steward	TBA	TBA	Submarine Service in VALIANT (& on de-commissioning at Devonport 12th August 1994), SCEPTRE, SPARTAN, SUPERB, RENOWN & SPLENDID
We Remember Submariners	19th May 2023	Paul Hanlon	TBA	TBA	TBA	Submarine Service in SEALION, WARSPITE, SPLENDID & TRAFALGAR
We Remember Submariners	20th May 2023	Ivan Collison	TBA	TBA	TBA	Submarine Service in 1940s including TANTIVY
We Remember Submariners	28th May 2023	Sydney Evans	Chief Petty Officer WEA	TBA	TBA	Submarine Service in O Boats, R Class, URSULA (1st Commission Crew 8th May 1992), RNSMS & Periscope Workshops

Reported by	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
We Remember Submariners	28th May 2023	R Kevin Apedale	Warrant Officer 1 (MEA)	TBA	TBA	Submarine Service including REVENGE (P) on recommissioning 4th September 1982, Vanguard Class & HMNB Clyde (MACCO) in January 2006
Hull Branch	May 2023	Neil Simpson	Petty Office Marine Engineering Mechanic	D104720E	70	Submarine Service from 1971 to 1979 in RENOWN

