



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
Issue No: 252 www.submarinersassociation.co.uk July 2021



INDEX

Editorial	Pages 2 & 3
Secretary Report	Page 3
Social Secretary's Report	Page 3
SM Losses of WWII (July)	Pages 4 to 6
Articles	Pages 6 to 10
Desmond Gerrish Biography (continued)	Pages 10 & 12
Crossed the Bar	Page 13

BARROW BRANCH OFFICERS

Hon President:

Alan Hoskins

01229 588792

Abhoskins@btinternet.com

Chairman:

Richard Cambridge 01229 586668

Richardcambridge@outlook.com

Secretary:

David A J Smith 01229 583008

davidajsmith@msn.com

Social Secretary:

Alex Webb 01229 839551

alexjan1516@hotmail.com

Treasurer & Membership:

Mick Mailey 01229 821290

Michael.mailey@btinternet.com

Chaplaincy:

Vacancy

Committee Members:

Steve May 07974 357014

snm18463@yahoo.co.uk

Mark Butchart 07965 272933

m.butchart@hotmail.co.uk

Jeff Thomas 01229 464943

jeffbrendathomas@tiscali.co.uk

Welfare:

Mick Mailey 01229 821290

Michael.mailey@btinternet.com

Newsletter Editor:

Barrie Downer 01229 820963

froznorth55@gmail.com

Standard Bearer:

Alex Webb 01229 839551

alexjan1516@hotmail.com

Slops:

Malcolm Hogg 07768 170325

bloke52@hotmail.co.uk

Website Manager:

Dave Oakes 01229 475140

Dave.oakes@btinternet.com

Cover Picture:

HRH Prince William, Commodore-in-Chief of the Submarine Service, with Commodore Jim Perks OBE, Head of the Submarine Service, during the official opening of the SMERAS Facility at Faslane.

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,

Some sad news to start with this month. Branch Member, former Branch Chairman and Honorary Padre Alan Jones very sadly 'Crossed the Bar' in the Risedale Rest Home on 24th June 2021 at the age of 80. The funeral will be at the Trinity Church in Abbey Road on Monday 12th July at 1130. The Branch will be in attendance but the numbers in the Church will be by invitation only. As well as being our Chairman & Padre Alan was also very much involved with the planning and establishment of our Australian Submarine Memorial in Ramsden Square.. Alan was a great supporter of Askam school where he took assembly on many occasions and also helped out with their IT skills for some of the younger pupils. Alan will be greatly missed by all and by his many Methodist Minister friends.

Joan Cole (wife of our late Branch Member Bill Cole) has been in touch. Some of our older members will remember that Bill was a member of the Branch Committee, was involved with the planning of the 100th Anniversary of Submarines celebrations in Barrow back in 2001. He was also a leading light in the planning for the Submarine Heritage Centre and the production of the Submarine Paintings Collection. Joan will be 90 in

July so perhaps we can raise a glass to her at the July Branch Meeting and wish her a Very Happy Birthday.

Last Saturday was Armed Forces Day. For the second year running our Flag Raising Ceremony and Parade through Barrow had to be cancelled – as was the Barrow Carnival. It had been hoped that we could achieve a limited Flag Raising ceremony as we have done in earlier years but access to the Town Hall at the Car Park side was restricted owing to the Covid Testing Centre and possible plan for s Ceremony on the Forum Side was ruled out as the Barrow Bid Team had planned a Festival of Colours in front of the Forum. So, very reluctantly, the Flag Raising Ceremony was called off. In the event so was the Festival of Colours! Luckily, Dave, from the Stewards Department at the Town Hall was able to raise the AFD Flag for us on Monday 21st June so it was flying for the whole Armed Forces Week after all! All's well that ends well – thanks Dave.

I hope you are all looking forward to Alex's bus trip extravaganza to Morecambe and Lancaster on Saturday 3rd July and to the July Branch Meeting on Tuesday 6th July. Alex says don't forget to take some change with you for the Scratch Card games. See you there at both events! Also, don't forget that the Cartmel Races trip is

on Saturday 17th July – I won't be there for that as I have a NMC Zoom Meeting to attend!
Take care everyone. Don't be late for the July Branch Meeting!

Best Regards,
Barrie

SECRETARY'S DIT

Hello everyone

All messages from the National Secretary have been circulated to the members. There were a couple of queries arising from Issue 7 of the National Rules & Constitution but answers were received from National addressing these points. I have contacted Alan Jones's daughter to make sure we can support the family's requirements for the funeral.. Updates on the arrangements will be issued as required..

Don't forget Alex's Bus Trip this weekend and also the July Branch Meeting next Tuesday 6th July

Regards

David A J Smith
SA Barrow Branch Secretary

SOCIAL SECRETARY REPORT

Hi Shipmates

Another little delay but not long now – watch this space.

First on the books is the (group title of) First Footing, Pub Crawl, Gallon Club, American Independence Day and great run ashore happening on **Saturday 3rd July** – which I have 13 reliable drinking companions. Depart the Ferry at 11 via normal routes and stop at the Anglers Arms; Haverthwaite to pick up a couple bods, then proceed to Morecambe to a pub called the Cross Bay Brewery where we will meet up with the Morecambe branch for a couple then go to Lancaster to the 3 mariners and a couple others for food and keep the fluid levels high. Depart Lancaster 6pm. Cost is £15 per person (transport only).

Saturday 17th July is our annual trip to Cartmel, (also Dickie Cambridge's birthday run) £15 per person transport only, payment will be taken on the bus. Have reduced the size of the bus to a 22 seater due to reduced demand and it is full. I will contact all who put their names down to confirm. Please be aware you need a ticket in advance to gain entry

Saturday 11th September is the Canal trip, loads of fun, alcohol, food, transport, great company, scenic views £40 per person limited to 46 persons only – if you haven't done this yet it is a definite bucket list item. This is a fantastic run ashore and I am taking names, but will need payment no later than the September meeting.

Friday 12th November will be our annual dinner dance – don't know where or how at the moment – watch this space.

I am very keen to get our pie and pint trip which normally takes place at the Prince of Wales Foxfield to occur and will keep you informed of progress.

Stay safe, get vaccinated and dust off your party outfits.

Yours Aye

Alex

JULY 2021 BRANCH CALENDAR

Alex's Bus Trip Extravaganza	Sat 3 rd Jul
July Branch Meeting	Tues 6 th Jul
Cartmel Races	Sat 17 th Jul
Committee Meeting	As Required

AUGUST 2021 BRANCH CALENDAR

August Branch Meeting	Tues 3 rd Aug
Dunoon Memorial	W/E 6 th to 8 th Aug
SA Reunion	W/E 20 th to 22 nd Aug
Committee Meeting	As Required

SEPTEMBER 2021 BRANCH CALENDAR

September Branch Meeting	Tues 7 th Sep
Canal Trip	Sat 11 th Sep
Valiant Reunion (Liverpool)?	W/E 17 th to 19 th Sep
Committee Meeting	As Required

NOTE: July, August & September Meetings and Events are still subject to cancellation at very short notice and are dependent on further Government advice!

JULY BRANCH BIRTHDAYS

Joan Cole's 90th Birthday on 19th July

MR (Mike) Gardner	02/07/1955
M.J. (Mike) Kirk	06/07/1943
I.L. (Iain) Bradford	11/07/1980
B.D. (Brian) Downie	13/07/1948
M. (Mark) Butchart	13/07/1979
M. (Malcolm) Hogg	15/07/1957
R. (Dickie) Cambridge	16/07/1947
V (Veronica) Pointer	17/07/1949
J.A. (John) Davies	20/07/196
D.J. (Dan) O'Connell	23/07/1937
R.G. (Bob) Faragher	24/07/1940
J. (Jason) Costello	24/07/1971
S. M. Stephen McKay	24/07/1961
C. (Cheryl) Hagen	25/07/1974
B. (Barney) Naylor	27/07/1964
A. D. (Alan) Jones	29/07/1938
A. (Adele) Groundwater	29/07/1973

Happy Birthday All!

REMEMBERING FORMER BRANCH

MEMBERS

'CROSSED THE BAR' - JULY

N T V Evans	1985
Herbie Rowlands	1988
Francis Jordan	1992
Kenneth Martin	1993
Len Malkin	1998
David Melvin	2001
Christopher Breeze	2010
Ben Skeates	2010
Terry Spurling	2015
Peter Lorking	2015

RESURGAM

DISCLAIMER

This Newsletter is published by the Submariners Association (Barrow in Furness) and is © 2021. The opinions expressed in these pages are not necessarily the opinion of the Editor, The Submariners Association, the MoD or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the 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.

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 froznorth55@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 July for the August 2021 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 **JULY 1941**

Three Submarines were lost in July 1941. The first was:

HMS UMPIRE was lost following a collision with the Trawler PETER HENDRIKS in the North Sea (off the coast of Suffolk) on 19th July 1941. This new build submarine had just left the building yard of Chatham Dockyard and was on the way to a Work-Up on the Clyde. The submarine sank and the two Officers and two Ratings on the bridge were swept into the water and the Submarine sank very quickly. Of the four from the Bridge only the Commanding Officer was rescued from the water. The rest of the crew was trapped in the submarine when it hit the bottom. An escape was organised but of these only twelve survived. The Crew was:

Officers:

Survivors

Lt Mervyn Robert George Wingfield, Royal Navy
Lieutenant Edward Young, RNR

Casualties

Lt Peter Charles McConnell Banister DSC, Royal Navy
Lt Stephen Anthony Golder Godden, DSC, Royal Navy

Ratings:

Survivors

CPO Arthur Stephen Kingston Lee J113443
CPO (TI) William 'Bill' Nicholas Treble, BEM, J95987
L/Sea Albert Charles Band, MID, P/SSX 18977
L/Sea Joseph Angus Duffy P/SSX 19625
L/Sea Edward Dainton TBA
AB Alexander Meikle D/SSX 24353
AB Robert James Herbert Newell P/JX 144811
AB Victor Griffiths D/SSX 14360
AB P P Davis TBA
L/Tel Thomas Ernest Funnell D/JX 134478
L/Tel Ronald John Hansford D/JX 134677
CERA George Stewart Killan DSM BEM D/MX 46543
ERA3 Alfred James Florence, DSM P/MX 56191
SPO Ronald Goulden Shorrocks DSM D/KX 82482
L/Sto Paige TBA

Casualties:

L/Sea Joseph Angus Duffy P/SSX 19625 (Po)
A/L/Sea Patrick John Hoey P/JX 149552
AB Frederick Welham C/JX 200030
AB Robert Roberts P/SSX 23548

AB Victor Edward Baker J11449 RFR/Po/B.18675
AB Frank Sumner P/SSX 30914
L/Tel Charles Beddie P/JX 148841
Tel Henry William Henson P/SSX 20811
ERA3 Class Charles Henry Foster, MiD C/MX 51214
L/Sig Harold Jennings D/JX 132675
A/L/Sto Ronald Thomas Town C/KX 87518
Sto1 Walter William Lewin K61449 RFR
Sto1 Victor George Phillips D/KX 91724
Sto1 William John Houston C/KX 85859 (Ch)
Plus, one unknown Civilian technician from Chatham

The second Submarine lost was:

HMS UNION was lost 'with all hands' in the Mediterranean on 20th July 1941. The Italian Torpedo Boat CIRCE carried out a depth charge attack south south-west of the Island of PANTELLARIA in position 36 degrees 26 minutes North, 11 degrees 50 minutes East. This attack took place after UNION had carried out a torpedo attack on a convoy which the CIRCE was escorting. The Crew consisted of the following:

Officers:

Lt Robert Malcolm Galloway, Royal Navy
Lt David Lawrence Carr, Royal Navy
Lt Resbury Douglas C G Simmons, Royal Navy
Lt Daniel Alexander Tarrant, Royal Naval Reserve

Ratings

CPO Charles Clark J111325
PO Herbert Ernest Prince Brown C/JX 128506
PO Albert Henry Gillan J98639
L/Sea Cyril Chipp C/SSX 13497
AB Arthur Frank Lockwood C/JX 138250
AB Cyril Hubert Lewis C/JX 148112
AB Clifford Walter Moreton J52429
AB Cornelius McMahon, MiD, D/JX 134654
AB Frederick Walter Terry D/SSX 20656
AB George William Acott J82584
AB William John Eddy J95504
AB Charles Ernest Greaves J115204
AB James Henry Gibbs P/JX 167388
PO Tel John Barr Yuille C/JX 135830
L/ Tel John O'Reilly D/JX 144567
Tel Albert Ernest Bousell J78305
Tel Anthony Pearson P/JX 251650
Sig David Fraser D/JX 155672
CERA Sidney Leonard Summers P/M 39496
ERA2 Edward Spittle DSM P/MX 47342
ERA2 Arthur Martin C/MX 47785
SPO Bertie Williams P/KX 99431
L/Sto Roland Henry Hayter C/KX 76736
Sto1 Ronald Alfred Kempshall P/KX 93649
Sto1 Frederick Constable P/KX 111322
Sto1 James Keers P/KX 109081
Sto1 Edwin James Wickstead K65157
Sto1 Harry Gravell D/KX 77615

The third Submarine lost was:

HMS CACHALOT left Malta for Alexandria on 26th July 1941. In addition to her Crew the submarine was carrying a number of passengers. Geoffrey Jones in his book 'Submarines versus U-Boats' (William Kimber, London 1986 ISBN 0-7183-0626-0) reports that there were ninety-two passengers and crew onboard. On 30th July Lieutenant Commander Newton was on the lookout for a tanker reported to be in the area off BENGHAZI. Having sighted a possible target whilst on the surface Submarine HMS CACHALOT was rammed by the Italian Torpedo Boat ACHILLE PAPA (Capitano di Fregata Gino Rosica). The 'Z' Tank was damaged, and the submarine was scuttled. All of the passengers and crew took to the water and all but one (a Maltese Steward) were rescued by the ACHILLE PAPA. The crew became Prisoners of War. Sixty-nine of the Crew of the submarine and the passengers have been identified as follows:

Officers:

Survivors:

Lt Cdr Hugo Rowland Barnwell Newton, Royal Navy
Lt J E F Dickson, Royal Navy
Lt Roger David Campbell Hart, RNVR
Sub Lt C E S Beale, Royal Navy
Lt George Allen, Royal Naval Reserve
Lt (E) Edmund Hort Player, Royal Navy

Ratings:

Casualty:

Assistant Steward Guisepepe Muscat* E/LX 22991

Survivors:

CPO (TGM) George Lanham DSM J106170
CPO (Coxn) Leonard C Hooton J110951
PO Charles Davies J115171
PO Alfred William Reginald Curtis, DSM* J110997
PO (LTO) Frederick Spender J105914
L/Sea William Crude D/JX 128223
L/Sea William Crude D/JX 128223
L/Sea Louis Edward Whitburn J43410
L/Sea Frederick Edward Rumsey D/JX 136133
AB John Chadwick, MiD P/JX 207929
AB John Green P/SSX 24927
AB Aubrey C Harrold C/JX 150597
AB Ronald D Slattery D/JX 138884
AB Victor W E Pearce P/SSX 20521
AB William Yeoman P/JX 93414
AB Gordon Cutforth P/SSX 23558
AB William George Picton J74016
AB William Thomas Tanner J79647 RFR/Ch/B.17866
AB John A Lockyear C/SSX 29300
AB Roland Edward Fry J89374
AB John Graham D/SSX 29604
Ord Sea Anthony J Chambers D/JX 195215
Ord Sea Albert H Flowers D/JX 200572
Ord Sea William H Pearson D/JX 246804
PO Tel Thomas A Boulton P/JX 135101
L/Tel Walter Dunn J67574
Tel Edward E Collis P/SSX 27572
Tel James A Hadley C/JX 199391

Tel Albert E Hannis P/JX 137200
Tel Jack L Mumford P/JX 143330
Tel Frederick C Payne P/JX 139543
L/Cook William Day, MiD P/MX 68229
EA2 Edward J G Holland D/MX 46977
CERA Alfred G Mills C/MX 38387
ERA3 Frederick James William Crook, MiD C/MX 47306
ERA3 William Wright, MiD C/MX 51426
ERA4 Frank King, DSM P/MX 58181
ERA4 Ernest H Belcher M73119
A/ERA4 John D Bastable P/MX 57810
ERA John O Muir D/MX 73713
ERA James C Moncur P/MX 58297
SPO Albert E Hughes D/KX 80748
SPO Charles Sandercock K58654
L/Std Jasper Donald Goodbeer D/L 13757
L/Sto James E Bull P/KX 85915
L/Sto Cecil S Osmond P/KX 75339 (RFR)
L/Sto John Carey D/KX 85887
L/Sto Henry J Foulkes D/KX 85830
L/Sto Arthur W A Short P/KX 69633
L/Sto Charles H Avery C/KX 91510
A/L/Sto Glyn E Sells P/KX 80755
A/L/Sto Tom Taylor P/KX 77145
A/L/Sto James O'Brien D/KX 85370
A/L/Sto David Herd P/KX 46977
Sto1 Terence E Bishop P/KX 116313
Sto1 John Charles Ackroyd, DSM D/KX 95355
Sto1 Wallace H D Blunden C/KX 85336
Sto1 Walter Boa P/KX 83883
Sto1 Alexander McLaughlin C/KX 85136
Sto1 Henry F Metcalfe P/KX 116291
Sto1 Henry C F Thetford C/KX 93255
Sto1 Edward Trimming P/SKX 204

SUBMARINE COMMISSIONING CREW LISTS

Commissioning Crew Lists are still coming in however, things have slowed down a bit of late. I am still looking for 'First Commission' Submarine Crew Lists/Brochures as follows:

PORPOISE (1958), GRAMPUS (1958), NARWHAL (1959), CACHALOT (1959), WALRUS (1961), OBERON (1961), ORPHEUS (1960), ODIN (1962), OTUS (1963), ONYX (1967) & UNICORN (1993)

Also, any Crew Lists for any Re-Commissioning and Re-Dedications of any Conventional 'A', 'S', 'T', 'O' & 'P' Class, and any refitting Nuclear Boat - SSN & SSBN. 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 – see Page 2. Thanks, Barrie

“EX” CLASS STORIES

MORE HASTE, LESS SPEED (All Gas and Gaspers)

(Author unknown)

In the little-known world of the 'Ex' Boats it was always a good scheme to keep a few tons of the good stuff (HTP) in the bunkers for our own benefit at the end of a day's running.

The usual routine was to run on the plant until all the fuel was gone and then call it a day. When we surfaced the skimmers would be dots on the horizon high tailing it to whatever fleshpot they had in their sights, and we would be left to plod back to Campbeltown on our one 'U' Boat engine (six knots with following wind and tide) to try to get there before the Royal closed its doors at 2100 or 2130 in summer. Get in before closing time and you were OK for a lock in but no chance if you missed the deadline.

On this particular occasion we had a few tons left and so we flashed up again on the surface (always a bit of a hit and miss event) and almost tripled our speed in a trice. Needless to say the diesel was kept on to save a bit on charging time alongside. All was well with our world and we were looking forward to a few jars during the official licensing hours.

The main exhaust discharge from the plant was fairly large 'whacks' of CO₂ which was compressed and pushed out through tailpipes which ran under the casing way back aft. What we didn't know was that the tailpipes had developed some pretty large holes due to corrosion/erosion and quite a lot of the gas was discharging under the casing. From there it was no problem for the gas to amble forward up inside the fin and, with the help of the diesel, straight down the tower where the ventilation system promptly spread it through the boat – easy! Meanwhile, down below, the newly arrived Jimmy was draped over the chart table wondering if these boats always made the crew drowsy and a bit short of puff and supposed he would get used to it in time. In the motor room/turbine platform the starboard turbine plant operator, who had been hung over all day, reckoned that he was feeling progressively better and was looking forward to another night's refreshment. The EA was tapping the glass of his CO/CO₂ recorder (he referred to this as calibrating) wondering why the needle was doing its best to force its way out of the casing "Bloody things on the blink again". The EO was crouched at the gas analysis panel by the turbine room door to see if we were burning up the good stuff efficiently and was wondering why he was getting a bit short of puff: "Ah well, get on with the analysis".

The limit of alertness was fast disappearing and we were rapidly realising that all was not well. It was back to basics and a quick check on the little piece of kit that everyone knew about – the good old faithful Ringrose Indicator it was at the top of the tube. Take steps!!

Fortunately it was a nice calm day so it was a case of shutting down the plant, stop generating, open hatches and everyone up on the casing – the diesel room killick stoker swears someone passed him in the hatch!

I don't think anyone realised how fast hearts can beat when they suddenly get the chance to operate on lungsful of decent air – quite an experience.

Once the cause of the problem had been shut down the atmosphere rapidly returned to normal and we were able to get underway again rotating just enough watchkeepers below to keep the thing going along. The rest of the crew were on the casing draped in blankets etc, when we were overtaken by an 'A' boat on its way to Faslane. They just waved and went on their way – must have thought we'd stopped for 'hands to bathe'.

So there we were - back to six knots and we never did make it back to the Royal in time.

Faslane had been informed of our little escapade and the following day we were descended upon by the Surgeon Commander and his team for interviews as to effect on all concerned and, as far as I know, neither at the time nor subsequently nobody suffered any adverse consequences wither physically or otherwise. ADAMANT knocked us up a couple of new tailpipes and we were back in business,

When it was all over, I'm sure most people could be spotted giving a passing glance at the Ringrose on their way through the motor room (even alongside?) – once bitten

NOTE: For those who haven't heard of the Ex-Boats (EXPLORER & EXCALIBUR) these were two experimental submarines built in the Vickers Yard at Barrow in the 1950s to investigate the possibilities of high-speed submarines in the days before nuclear propulsion. The propulsion system was based on some of the German 'Walter' U-Boats of WWII one of which was brought to Barrow post war – along with the larger proportion of Professor Walter's design team – for investigation and experimental purposes. The HTP fuel component (effectively peroxide – similar to that once used by ladies to bleach their hair) was highly volatile. Although some high speeds were achieved the fuel was dangerous to handle and use (and very expensive). Once the Americans had shown that Nuclear propulsion was a success further work with HTP ceased and the 'Ex' Boats quietly sold off and scrapped.

HRH PRINCE WILLIAM OFFICIALLY OPENS NEW £34M TRAINING FACILITY AT HOME OF THE SUBMARINE SERVICE

Royal Navy Media Release - Tuesday, 29 June 2021

His Royal Highness Prince William visited the Home of the UK Submarine Service in Argyll and Bute today (June 29) to meet with service personnel and to officially open a multi-million-pound training facility. The Prince, who is Commodore-in-Chief Submarines, spent the afternoon at HM Naval Base Clyde, Scotland's largest military establishment, beginning with an update on operations delivered by members of the Submarine Flotilla.

While at the site His Royal Highness officially opened the new £34M Submarine Escape, Rescue, Abandonment and Survival (SMERAS) facility. Known as "Thetis" building, after wartime submarine HMS Thetis which sank in Liverpool Bay in 1939, the facility is used to train Royal Navy Submariners in how to safely escape from a stricken submarine.

The state-of-the-art building features a realistic simulator capable of mimicking a variety of weather conditions and sea states. Trainers can put students through their paces in the water, giving them the opportunity to practise abandoning a submarine and escaping to life rafts while wind, rain and even thunder and lightning rage around them. Submariners can also practise Escape from Depth methods in a realistic training environment, simulating the expected conditions on board a submarine in distress.

Captain Iain Breckenridge OBE, in charge of submarine training with the navy's Flag Officer Sea Training organisation, said: "We were delighted to host our Commodore-in-Chief to open this fantastic and world-leading submarine escape training facility. "His Royal Highness toured the entire building, met training staff and students, and enjoyed some hands-on operation of the escape towers and wave generator."

While officially opening the SMERAS facility Prince William also signed the guest book on the same page as his Grandfather, Prince Philip, did in 1961, and his father, Prince Charles, signed in 1972. The guest book was inherited by the SMERAS team from the previous submarine training facility, SETT (Submarine Escape Tank Trainer), at HMS Dolphin in Gosport. Generations of Submariners undertook their training at the Gosport establishment's famous escape tower before its closure last year. The new SMERAS facility at HM Naval Base Clyde has taken up the baton, becoming the site where all current and future Submariners will be trained in vital escape skills. SMERAS is part of the transformation of the Naval Base into the Submarine Centre of Specialisation.

Other development work underway at the site includes the construction of a new £100M Submarine Training School. Royal Navy Submarine School training is currently held at HMS RALEIGH in Cornwall but will be transferred to the new Faslane facility in the future, along with the Defence School of Marine Engineering, the Nuclear Systems Group and Nuclear Department and HMS SULTAN in Gosport.

More than 6,700 civilians and Service personnel are employed at HM Naval Base Clyde with this number set to increase in preparation for the arrival of the Dreadnought class of submarines, the next generation of the deterrent at the end of the decade.

Commodore Jim Perks OBE, Head of the Royal Navy Submarine Service, said: "This visit has been an excellent and important opportunity to update the Submarine Service's Commodore-in-Chief on recent operations. It has also provided us with an opportunity

to highlight the ongoing work on the Clyde to make the Naval Base the Royal Navy's Submarine Centre of Specialisation.

“These are exciting times to be a Submariner at HM Naval Base Clyde as we continue to shape the future of the Service.”

Serving Submariners were also able to speak with The Prince outside of HM Naval Base Clyde's Neptune Building Supermess at the site's Submariners' Memorial Garden. The Prince heard from personnel about life in the Submarine Service, and about ongoing initiatives aimed at helping to improve mental health of members of the armed forces.

His Royal Highness Prince William has been Commodore-in-Chief Submarines since 2006. He has previously visited attack submarine HMS ARTFUL at sea in 2016 where he presented Dolphins badges to newly qualified Submariners and conducted his first submarine dive. The Prince has also presented deterrent pins to Submariners at HM Naval Base Clyde and also attended a service at Westminster Abbey in 2020 which marked 50 years of the Continuous At Sea Deterrent.



Submariners demonstrate their escape skills within SMERAS



HRH Prince William receives a tour of the new SMERAS facility



The Prince meets Royal Navy Submariners in the Submariner Memorial Garden



His Royal Highness meeting Royal Navy Submariners undergoing escape training



Taking time to chat with serving Submariners

Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.

NEW COMMANDER FOR SCOTLAND'S LARGEST MILITARY ESTABLISHMENT

Royal Navy Media Release Tuesday, 15 June 2021

Scotland's largest military establishment, HM Naval Base Clyde, has a new Naval Base Commander with Commodore Donald Doull handing-over to Commodore Bob Anstey. The socially distanced hand-over ceremony took place at Faslane on June 15, with representatives from HMS NEPTUNE, the Submarine Flotilla, 43 Commando and other base departments and units attending.

Commodore Doull, who has been the Naval Base Commander since June 2018, will be promoted to Rear Admiral and move on to London to work with the Defence Nuclear Organisation (DNO)..

Speaking about his time at HM Naval Base Clyde, Commodore Doull said: "It has been an honour and privilege to command HM Naval Base Clyde for the last three years. "During this time, the Naval Base has received significant investment to become home of the Submarine Service

"I have greatly enjoyed working with all our partners both within the base and in the local community to realise this exciting vision."

Commodore Doull left the Naval Base for the final time in style. Boarding a P2000 patrol boat alongside Faslane, the outgoing Commodore was played-off by a piper and given a waterborne salute by Serco tugs.

Taking-over is Commodore Bob Anstey who is a familiar face at the Clyde base having most recently served as Deputy Director Submarines and Senior Officer Scotland and Northern Ireland. "I am delighted and hugely privileged to be 'taking the baton' from Commodore Doull as Naval Base Commander for HMNB Clyde", said Commodore Anstey.

"We have seen significant, positive changes in the base during the last few years and, despite the challenges of the last 18 months, the team on the Clyde have maintained the momentum and drive to keep improving as we go forward.

"I am looking forward to joining a great team and working with the whole Clyde community to continue to deliver key elements of UK Defence from the home of the UK Submarine Service in Scotland."

Joining the Royal Navy in 1986 Commodore Anstey volunteered for service in Submarines in 1989 after service with HMS ANGLESEY and HMS ARK ROYAL.

His early career with the Submarine Service was spent on Trafalgar class attack submarines HMS TORBAY, TIRELESS and TRAFALGAR. He later went on to serve as Executive Officer – second-in-command – of HMS VICTORIOUS and VENGEANCE before assuming command of HMS VIGILANT.

He has also spent a considerable time at HM Naval Base Clyde – in 2014 he took command of Flag Officer Sea Training (FOST) Submarine and Minor War Vessel training at Clyde, and ,in 2018 was appointed Assistant Chief of Staff Submarines and then Senior Naval Officer Scotland and Northern Ireland and Deputy Director Submarines.

Her Majesty's Naval Base Clyde is the Royal Navy's main presence in Scotland. Split between two sites, Faslane and RNAD Coulport, the base is home to the core of the Submarine Service, including the nation's nuclear deterrent, and the new generation of hunter-killer submarines, the Astute Class.

More than 6,700 civilians and Service personnel are employed by the site and this is set to increase as the base becomes the home of the UK Submarine Service by 2022 and prepares for the arrival of the Dreadnought class, the next generation of the deterrent at the end of the decade.

HMNB Clyde provides a base port to the ships and submarines of the Submarine Flotilla (SUBFLOT) and supports dozens of other visiting vessels each year. In addition, the base is home to Sandown Class Mine Countermeasure Vessels (MCMVs), 43 Commando Fleet Protection Group Royal Marines, Fleet Operational Sea Training (North), Northern Diving Group and the NATO Submarine Rescue System.



The outgoing NBC Clyde, Commodore Donald Doull, hands-over to new Naval Base Commander, Commodore Bob Anstey.



Commodore Donald Doull bids farewell to HM Naval Base Clyde.



The three Commodores based at HMNB Clyde.

L-R: Commodore Bob Anstey, the new Naval Base Commander Clyde, Commodore Donald Doull, the outgoing NBC, and Commodore Jim Perks, Head of the Submarine Service.



Outgoing NBC Clyde, Donald Doull, leaves HMNB Clyde onboard P2000 boat HMS Raider.

Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the June 2021 Issue of Periscope View)

June 1962

Hazel, Sue and Billy returned to England. We sold most of the furniture we had accumulated during our stay in that unfurnished bungalow, in Jalan Waterworks, Johore Bahru. – no great deal really, since you had bought cheaply and sold cheaply to other Service families, coming and going in those days. We did, however, ship our virtually new Morris Traveller car back to Britain and filled it with some items of furniture we had grown fond of and still have now. My date for going home was in August and by then, with the family back at home and no car, living in H.M.S. TERROR whenever my ship was in Singapore – I was itching to get away.

Towards the end of July, Admiralty appointed John Caughey – we had joined the R.N. together, became Officers together and qualified T.A.S. Specialists together – to relieve me in Command of H.M.S. WILKIE in August. Great news for me. Much easier to hand over Command to a close chum, rather than someone you had not met previously. Quicker too, since chums trust each other and no need for nitty gritty audits and counting the ship's stores etc.

There was a flight home on the day after John arrived, so I booked it. The next flight was a whole week after that one. 'WILKIE' was programmed to remain in Singapore for 3 weeks, undergoing a normal overhaul, so John would have plenty of time to get to grips with his new Command before going to sea. Nevertheless, a handover in 24 hours was pushing it a bit – most handovers were spread over 3 days, interspersed with lots of 'drinks' parties to meet other C.O.s, Staffs and bosses.

I pencilled in a programme which didn't waste a minute and started with a fast drive from Changi Airport the minute John's plane landed. I had sent an Admiralty car together with my First Lieutenant and his orders from me was to get John back to the ship and I gave John my cabin to change into Uniform. He opened his suitcase and exposed a plethora of woman's clothing! He had collected an identical suitcase without checking the label. John, notorious for doing things like this, had struck again! My First Lieutenant went back to the airport to exchange cases, while John and I began the Handover Programme with him in civilian clothes.

We completed the Handover Programme with time to spare and I departed home from the same Changi Airport next day. I had a couple of months of Foreign Service Leave due to me and we spent most of this time happily, improving our house and garden in Alverstoke – we had let it out to a Submarine Officer and his nice family, Martin Bourdillon – who handed it back to us in better condition all round than when we left. They so loved the house, they asked for first offer if we ever wanted to sell. We took a holiday to stay with Granny Dowds in L'derry and another to spend a few days with the Girvans.

September 1962

My next appointment was to join the Admiralty Underwater Weapons Establishment at Portland, as Trials Officer for a programme designing a new type of torpedo, to replace the long-outdated ones still in service with R.N. Submarines, including Britain's first ever Nuclear Submarine. A.U.W.E. was the Navy's 'Factory' where Navy Scientists and Naval Officers had to invent the weapons for fighting under the water: - Sonars, Torpedoes for our S/Ms to fire, torpedoes for

ships, aircraft and S/Ms to kill enemy S/Ms, mines for us to use against enemies and minesweeping devices for us to negate enemy mines and depth charge type weapons for our ships to kill enemy S/Ms.

At this time, the world was at the peak of the Cold War – the West lined up against the Communist Bloc – and Russia's Fleet of Nuclear S/Ms was the worst threat against America and us Allies. So, A.U.W.E. was a very busy place and all our work was very secret. Originally Code-named 'ONGAR'. Now in service as the Mk.24 (Tigerfish).

The 'Inventors' had already spent three years creating this new torpedo when I joined the Team. There were six of these prototype Torpedoes, hand built in A.U.W.E.'s Laboratory Workshops, ready for Test Firings. Another Team of Admiralty Scientists and Naval Officers from the Sonar Division of A.U.W.E. had also spent three years, designing and building an Electronic Cabinet (as big as a wardrobe!) to guide the torpedo through the water, altering course and depth as the victim submarine violently evaded. Steering the torpedo was done by sending electric signals to it down a very thin wire which peeled out of the torpedo as it raced towards its target, firstly at 24 knots (to stay quiet) and then at 35 knots as it closed the submarine target. There was a Sonar set in the head of the torpedo to guide itself for a hit on the target in the final stages of the attack. The Naval Officers working with the Scientists were all highly qualified Engineer and Electrical Officers. As a Seaman Officer, my job, as Trials Officer, was to take charge of one submarine to fire the torpedoes, a second submarine to act as target, a Factory Ship to service and load the torpedoes into the firing submarine and several small craft designed to lift each torpedo as it surfaces on completion of its firing-run and bring it back to the Factory ship. The boss of submarines (Flag Officer Submarines – F.O.SM.) and my boss at A.U.W.E. (a Seaman Captain) both instructed me with the two paramount responsibilities: -

- (1) Give the Scientists every type of Test Firings they asked for, short of sinking one of the submarines
- (2) Do not lose even one of those precious six Prototype Torpedoes, which had to get us through a series of tests, experiments and proving Firing Runs over the next two years.

The Scientists themselves gave me a 3rd message: Do not let any of your men – the Torpedo Crews in the Submarines and the Admiralty civilians in the Recovery and Factory Ships – even scratch the delicate skins of these 2-ton torpedoes, as they loaded and recovered them and, heaven forbid, they ever bump them, risking damage to the delicate arrays of electronics which packed the inside of their precious torpedoes!

Top marks to the Scientists. This aspect was really important. All previous torpedoes had been made of thick, very strong steel and the works inside them were all strong, metal mechanical devices. They were designed and made in the same robust way we make farm machinery – to take all the punishment a harsh environment would inflict on them and still function. Our new torpedo was, in fact, a Guided Missile, which had to have kid-glove handling, on its every journey from a jetty, into the Torpedo Compartment of the submarine, along the rails to be rammed gently into the Torpedo Tube. And after the firing, to be plucked out of an invariably choppy sea, to be taken back to the Factory Ship. So, the submarine sailors and Admiralty boatmen had to be re-educated. This I often did when they were loading or recovering, chiefly with blistering, paint removing, nautical swearing, as they handled these 2-ton monsters, swinging about on crane wires. The message got through. "The Trials Officer will have our guts for garters if we even as much as scratch one of his precious tin fishes!"

Autumn 1962

Family wise, we moved from our own house to a Married Quarter house in Wyke Regis – halfway between Portland and Weymouth. It was one of about 30 newly built houses in one estate that Admiralty had built to accommodate the families of R.N. Officers. The estate was well laid out around a central park of grassland and the houses were very pleasant to live in, with fairly big gardens too. We rented our own house, fully furnished, again to an R.N. Officer, posted to that area. We had barely settled in, in December 1962, when weather forecasts said snow for the U.K. in general. Hazel remarked on this while shopping at the local Butchers. The Butcher replied that the Weymouth area never had serious snow because the Dorset hills protect us.

There was an almighty blizzard next day and the whole of Dorset was cut off for 6 weeks! Poor old Bill (approaching 2 years old) and Sue (approaching 4 years old) did not know what hit them. A few months ago, living on the Equator in Singapore, now living in an Artic freezing world of snow! Following the initial blizzard, there were frequent additional falls of snow, but the worst aspect throughout were the sub-zero temperatures which remained day and night. A number of people lost their lives throughout the County of Dorset. Worst case was a family of four visiting relatives by car in rural Dorset and caught in the first blizzard when returning home. Their car was found under a snowdrift, only when the thaw came 6 weeks later. We were perfectly alright in Wyke Regis. Portland Dockyard combined with the Council to keep the main road clear of drifts between Portland and Weymouth. We drove to work and shops, very gingerly and at slow speed on the gritted hard packed frozen snow.

Our Torpedo Test Firings were carried out in Loch Fyne which you approached just inside the very broad estuary of the River Clyde. Loch Fyne because it is the deepest water without going off Britain's' Continental Shelf out into the Atlantic. Loch Fyne is like a fjord, importantly to us over 800 feet deep. The advent of the Nuclear Submarine allowed these subs to dive to hitherto unknown depths of 800ft. So, our new torpedo had also to operate in these crushing great depths under the ocean surface. Amongst other things, a series of tests had been planned to run our torpedo, gradually deeper, until we got her running down to 600 ft. Also, Loch Fyne was quite near to Glasgow at the head of the Clyde, with rail,

road and air links to the south coast of England. Even better, moving away from Glasgow down the Clyde was the port of Greenock and an Admiralty Base for ships and cranes to load our torpedoes which were transported from A.U.W.E. in Portland, to Greenock, in convoys of Admiralty lorries.

We would spend several months at A.U.W.E. preparing the 6 Torpedoes for a 6-week series of Firing Runs in Loch Fyne, together with alternative components to find out which component parts in the torpedo gave the best results. When everything was ready, the 6 Torpedoes, plus alternative Torpedo Heads, plus spare torpedo batteries and boxes and specialist tools and recording equipments, were sent in lorries from Portland to Greenock for loading onto R.F.A. Sarepta, our Torpedo Trials Factory Ship. The Scientists, me and my partner (an Engineer Officer – Pat Threadingham) would travel to Greenock by overnight sleeper train, London to Glasgow and join Sarepta at Greenock, to sail down the Clyde and set up our base in Rothesay Island. The Scientists and Trials Officers had lodging in small hotels or boarding houses near Rothesay Pier. Our own launches would ferry us out to SAREPTA (moored overnight on an Admiralty buoy in Rothesay Bay) each morning and return us ashore again in the evening.

The two submarines joined our flotilla. H.M.S. CACHALOT, the firing submarine, fitted out with the Torpedo Guidance Console and H.M.S. OTTER, the target submarine, fitted with steel guards over her vulnerable spots like the main vents, rudders and propellers. SAREPTA would load the 6 torpedoes into CACHALOT and off we all sailed to the nearby Test Area in the Clyde Estuary. I was always in CACHALOT to set up each firing run, placing the two submarines about two miles apart and telling them what courses to steer and spreads to use and what depths to go to, before I started the Run by ordering the 2 subs to dive. Then CACHALOT would fire a single torpedo and the Scientists would guide it to hit OTTER, (the torpedoes had special heads designed to crumple easily minimising the collision damage to OTTER). Throughout our two-year series of Test Firing runs, we achieved an average of one hit out of every two shots, against a target sub which zigzagged and radically altered depth to try and avoid being hit. This was a huge step forward in Torpedo Warfare where the best hitting rate was one hit for every ten torpedoes fired, against “sitting duck” targets of surface ships, Naval and Merchant.

At the end of each Test Firing, the torpedo would blow water out of its ballast tank (same as a submarine surfacing) and bob to the surface, to be hauled from the sea by our Recovery Launches and taken back to SAREPTA where the A.U.W.E. Mechanics would strip it, put in new batteries etc., ready for firing again next day. Yes, the Mechanics worked through the night and slept in daytime.

There were, of course, setbacks on many days of Firing Trials – apart from anything else, our ‘Laboratory’ was the sea and even in the wide Clyde Estuary, it could be very rough. Searching for a torpedo when its guidance had failed was very time consuming – it could have gone in any direction for 5 miles. They floated just below the surface and very difficult to see. They were fitted with a small noise beeper which Sonar could pick up when within ½ mile of the torpedo. This and sometimes a smoke marker as well, helped a bit, but you still had to get close to the torpedo, before seeing it. In poor weather conditions we would stop the Trials and form up the two submarines and the two Recovery Launches to search the Area in Line. Occasionally, when gales were forecast and time for finding the rogue torpedo was running out, I would signal for aircraft to assist with the search. In the end, we always finally found the rogues which had surfaced. Not so those which dived out of control straight to the bottom and stuck fast in the muddy seabed. Out of the 5 firings that did this, we got 4 back, but one was lost forever.

Once we had diagnosed a lost rogue was on the seabed, it became a case of two Recovery Launches towing a chain, one end fastened to the stern of the second craft. The 2 boats would steam ahead, dragging this loop of chain over the seabed, in the hope of dislodging the ‘stuck’ torpedo, which would then float up to the surface. It was a slow, laborious search which could take one, two or even 3 days.

Our second lost torpedo is embedded in the sheer cliff face, 300 feet below sea level, of Loch Fyne. We were doing a series of test runs to take the torpedo as deep as we dared (500ft.) in the narrow canyon which formed Loch Fyne – barely ½ mile wide in places. On this particular firing, all went well initially. We had positive guidance after launch at periscope depth and was stepping the torpedo down in 50ft. steps, when, having got down to 300ft., the torpedo’s gyro failed. It took a hard turn to port and seconds later hit the underwater cliff face head on, at full speed (35 knots). There was an explosive noise in our headphones – we always tracked the torpedo on the S/M’s Sonar – then deathly silence. After 9 months of many test firings, we now had lost two out of six of these precious missiles. However, A.U.W.E. came up trumps and made two more to bring our total back to six again!

To be continued in the August Issue of Periscope View.

SUBMARINERS 'CROSSED THE BAR' REPORTED JUNE 2021

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non-member	25 th May 2021	Brian Pearce	Petty Officer (UC)	TBA	83	Submarine Service from 1953 to 1965 in ALDERNEY, OTTER & SERAPH
Portsmouth Branch	27 th May 2021	John L Baber	Charge Chief Electrician	M941376T	82	Submarine Service from August 1968 to July 1978 in RESOLUTION (S) & REVENGE (S)
Wales Branch	30 th May 2021	Robert Henry Read, DSC	Lieutenant Commander	N/A	101	Submarine Service from 1943 to 1945 in THRASHER & TRENCHANT (NO on commissioning on 26 th February 1944)
Non-member	1 st June 2021	Wynford Clive Ellis	Able Seaman Sonar	TBA	72	Submarine Service including COURAGEOUS & VALIANT
Gosport Branch	4 th June 2021	Derek Sidney Day	Chief Petty Officer (UW1)	P/JX 842877	88	Submarine Service from March 1953 to March 1973 in UPSTART, SENTINEL, AUROCHS, TIPTOE, TRUNCHEON, ORPHEUS & RESOLUTION (P) (1 st Commission Crew) on 3 rd October 1967
Non-member	9 th June 2021	Willem Van Vliet	Commodore RNeth Navy	N/A	N/A	Submarine Service including TIJGERHAAI (CO)
Ex Gosport Branch	23 rd June 2021	William James Patrick Woodcock	Lieutenant Commander (E) (MESM)	CO19802U	75	Submarine Service in 1973 to October 1988 in WARSPITE, RESOLUTION & RENOWN
Barrow in Furness Branch	24 th June 2021	Alan Derek Jones	Chief Control Electrician	M950059	82	Submarine Service from November 1968 to June 1978 in FINWHALE (1969 to 1971) & OTUS (1971)
Non-member	24 th June 2021	Barry Michael Cole	Petty Officer (Underwater Control)	TBA	83	Submarine Service in WALRUS, TRUMP on 'Commissioning' at Sydney in 1965, WARSPITE on recommissioning at Chatham in November 1973 & COURAGEOUS