



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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Editorial	Pages 2 & 3
Secretary Report	Page 3
Social Secretary	Pages 3 & 4
WWII Submarine Losses	Pages 5 & 5
Brew House Visit Photos	Pages 5 & 6
Articles	Pages 6 to 10
Desmond Gerrish Biography (continued)	Pages 10 to 13
Submariner Crossed the Bar	Page 14

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Cover Picture: The Group Photo at the Morecambe Brew House Outing

Nothing in the world, nothing that you may think or dream of, or anyone may tell you, no arguments however specious, no appeals however seductive, must lead you to abandon that naval supremacy on which the life of our country depends.'

WINSTON SPENCER CHURCHILL

EDITORIAL

Hello Everybody,

Well, that's the last of this year's Bank Holidays over - until Christmas! We seem to have had a lot of them this year so far! Thanks to all those who have sent in contributions for this Newsletter – it makes things a lot easier for me to fill the pages! Dave Smith covered the information coming in from National and others in his Secretary's Report and Alex updates us all on the Social front in his Report.

Those Members and Friends who joined us for the Brew House Trip to Morecambe may well find themselves in one of the photos - either on the front Page or on the inside pages. It was a most enjoyable outing and thanks are due to Alex for organising everything. I expect many of you will be looking forward to the upcoming Canal Trip where we will (again) be joined by Members from the Morecambe Branch so you can carry on those conversations with them that you didn't have time to finish last time!

I was beginning to think that there wasn't too much in the way of local news for this Issue but HMS ANSON came to the rescue as - almost without any notice - the Submarine was 'Commissioned' on Wednesday 31st August. The first Barrow Commissioning of a Submarine since the Trafalgar's! Not only that but, in Barrow for the Ceremony' was the Prime Minister - Boris Johnson, the Secretary of State for Defence - Ben Wallace and the Australian Deputy Prime Minister Richard Marles, following up on the AUKUS Agreement, seeing an Astute Class boat for himself (and also the Shipyard) and also confirming that Australian RAN Personnel will train in the RN Boats. Whether there will eventually be an Exchange programme with the RAN remains to be seen. Whether the Australians will choose the Astute design or the equivalent US design remains to be seen but Ben Britten has copied a report to me where a US expert suggests that taking on a build programme for the RAN would be an overload to their own submarine build capacity.

Rather disappointingly no one from BAE let the Branch know about the Commissioning in time so there was no SA attendance possible. The Sea Cadets were there - but in much reduced numbers - as both Sea/Marine Cadet and SCC Officer numbers have seen a considerable reduction owing to Covid restrictions/effect on Cadet operations. Also, there is, currently, no Sea Cadet Band. On the subject of the Sea Cadets I understand that there are no plans (at the moment) for a Trafalgar Dinner this year. However, I am advised that some Barrow Sea Cadets are currently at sea on the Sailing

Ship PELICAN – some for the second time – and that the Pelican returns to Barrow for this weekend and should be open to visitors on Saturday at the Town Quay!

That's about it for now – don't forget the September Branch Meeting on Tuesday 6th September – usual time (1930), usual place (Concert Room at the RBL, Holker Street) – no guests this month as far as I know at the moment – hopefully there might be a few new Members - but as ever - don't be late!

Best Regards

Barrie

SECRETARY'S DIT

Hello Everyone

Branch Secretary's Report, September 2022.

The following messages, emails and correspondence have been received by the Branch Secretary and where necessary have been circulated to the Branch Members.

- a. Message from Maxine Baron, Brian (Blood) Reed's daughter, thanking the Branch Members for attending her father's funeral. A donation will be made to the Branch funds.
- b. The Merchant Navy Day Service at the Town Hall on Friday 2nd September has been cancelled due to the lack of numbers. However, the Merchant Navy Flag will be flown from the Town Hall on Saturday 3rd September.
- c. The Upholder Reunion is planned for the 19th - 21st May 2023. The Saturday Night (at the RBL) will be the big night again but once details are confirmed where the Meet & Greet will be on the Friday of course everyone will be welcome to that as well
- d. TSF members now have a 50% discount on entry to the Submarine Centre in Helensburgh. This discount can be made on the door by producing your digital membership card. Not only do we have a fantastic discount on entry, but on displaying your membership card, you will also get 20% discount on all merchandise.
- e. The National Chairman has asked for Branches to submit their requests for their wreaths for the November Ceremonies
- f. Dundee Memorial Service on Saturday 10th September 2022 Dundee City Council is pleased to be able to organise the annual Dundee Memorial Service again to commemorate those that were lost on Submarines that departed from Dundee in WWII and did not return. They are "Still on Patrol". Organised in conjunction with the Scottish Branch of the Submariners Association and the International Submariners Association GB, the event will take place on Saturday 10th September 2022 at 11.00 AM at the Submariners Monument in Dundee. Representatives from Dundee City Council will be leading the Service and are inviting the attendees and others to join them to pay their respects and lay wreaths or flowers during the Service. On completion of the Service all participants are invited to the reception held either in the City Chambers* or the Apex Hotel* courtesy of Dundee City Council. (*availability of venue tba.) Cdre Bob Anstey OBE Commander of the Naval Base HMNB Clyde (Faslane) will also be in attendance again. We also welcome the President of the International Submariners Association Mr. Ian Vickers and Officers and Members of several Branches of the Submariners Association. Invitations are also extended to our foreign friends that normally attend the Service.

Regards

David A J Smith

Barrow Branch Secretary

SOCIAL SECRETARY REPORT

Hi Shipmates

August, the height of our summer has been and gone. We had our postponed run ashore to the Brew-House in Morecambe and (again) another very fluid and enjoyable day that was. I would like to thank all those who attended this and supported the cause – and the newly revamped Submarine Scratch Cards.

Saturday September 10th is our trip to Bilsborrow and our Canal Party. Depart 2pm from the Ferry (various pick-up points) go to Bilsborrow, on the coach we shall have a couple vodka jellies, arriving Bilsborrow just after 4pm. Set up a wine and nibbles table for a couple swift ones before harbour stations. Depart at 6pm for a 4-hour party aboard the Jungle Queen; with a packed lunch for everyone. We will have an Absent Friends' cocktail on the barge and Nikki will be our DJ for the evening. Leave to come back at 10pm – everyone indoors safely tucked up by 12. The cost for this is £45 per person and those of you who haven't paid I will need this no later than the September meeting. This trip is now full; thanks in no small part to the support of the 10 peeps coming along with us from the Morecambe branch. Everything is paid for, the cocktail and wine bought and it is now down to the weather and those attending to make it very memorable.

I have recently added a new outing to the social calendar; a Dinner Time Session at the West Shore Club on Walney – 12 until 6 or even later for us party animals. There will be pie and peas available, all this for the princely sum of £5 per person. The pie is optional but I do need to know the numbers because we are limited to how many people I can have attending. Saturday the 8th of October, dress is smart casual and I will need to know the numbers and pie numbers by the 25th September.

See you at the meeting.

Yours Aye

Alex

SEPTEMBER 2022 BRANCH CALENDAR

Branch Meeting	Tues 6 th Sep
Canal Trip	Sat 10 th Sep
RAF B of B Parade	Sun 18 th Sep
Committee Meeting	As Required

OCTOBER 2022 BRANCH CALENDAR

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

NOVEMBER 2022 BRANCH CALENDAR

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

SEPTEMBER BRANCH BIRTHDAYS

J. (Jim) Thomson	08/09/1952
D.J. (Dave) Oakes	09/09/1954
G. (Glyn) Stevens	10/09/1949
L.A. (Les) Hambling	13/09/1951
K. (Kathleen) O'Donnell	14/09/1950
B (Brenda) Thomas	20/09/1945
P. (Peter) Oakes	25/09/1946
J (Joe) Crossland	27/09/1988
D. (Polly) Parrott	28/09/1981
I.R. (Emma) Peel	28/09/1981
C. (Christine) Byrne	28/09/1942

Happy Birthday All!!

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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 - SEPTEMBER

William Winn	1978
Thomas Hill	1981
Bruce Collins	2008
R Nigel Buckley	2009
Donald Byrne	2010
Derek Lowe	2011
Graham Wynn	2015
Robin Emmerson	2016

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 September for the October 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

SEPTEMBER 1942

One Submarine was 'lost with all hands' in September 1942 and one other Submariner is reported to have died. One member of the crew of **Submarine HMS P512** died in Canada on Saturday 12th September 1942. It is understood that he was accidentally drowned. He was: AB Colin Walter Forward D/JX 181211. Twenty-three-year-old Colin Forward was the son of James and Hettie Forward of Little Bay Island, Newfoundland. He is buried in the Pictou (St James) Cemetery, Nova Scotia in Lot No. 39B.

The Submarine lost was **HMS TALISMAN** which left Gibraltar on 10th September 1942 with stores bound for Malta. She reported sighting a U-boat off Philippeville, Algeria on the 14th, but was not heard from again. HMS TALISMAN is presumed to have been lost on Italian

mines in off Sicily. She had been due to arrive at Malta on 18th September 1942. Those lost were:

Officers:

Lt Cdr Michael Willmott, DSO
Lt Oscar Stephen Verity Waterlow, MID
Lt Michael John Brendon
Lt William Donald Heath Eves
Cd Eng William John McNally

Ratings:

PO Edward Morris P/JX 128030
PO Kenneth Patrick Abbott C/JX 146230
PO David Flynn, MiD D/JX 134042
PO John Henry Collins D/JX 136207
L/Sea Leonard George Coleman, DSM P/JX 129212
L/Sea Albert Edward Algar D/JX 137238
L/Sea James Fairfield D/JX 136787
L/Sea Stephen Jancey D/JX 127692
AB Arthur Robinson Bell P/SSX 20192
AB Patrick Mahoney P/SSX 25966
AB John Craig McEdward P/SSX 23361
AB Ronald John Merritt P/SSX 32643
AB Herbert William Abbott P/JX 274845
AB John Bousfield C/JX 148165
AB Frank Stanley James J109512
AB Ronald James Carey C/JX 203003
AB William Robinson C/JX 147371
AB Richard Deary C/SSX 30938
AB James Thomas Milligan D/JX 198543
AB William George Morse, DSM D/JX 202869
AB Andrew Joseph Hayburn D/JX 160711
AB Joseph Beckett D/JX 190290
AB Francis Joseph Gormley D/JX 169386
PO Tel Harry George Oakes, MiD C/JX 133119
L/Tel John Main Beaton C/JX 157253
Tel William Charles Musgrave P/SSX 29947
Tel George James Bowers C/JX 155109
Sig George William Tolley P/SSX 31689
EA3 Richard Jackson, DSM P/MX 54422
L/Std John Thomas Foley D/LX 22224
PO Cook David William Mack D/MX 50509
ERA1 Edward Thomas Bullock, DSM M34905
ERA3 Donald Douglas Forsyth P/MX 57727
ERA4 Arthur Edward Lewis D/MX 74704
ERA4 George Wood C/MX 77710
ERA4 Theofiel Robert Robson C/MX 59052
ERA4 Thomas Paterson Neilson C/MX 77954
SPO James William Wheeler P/KX 78798
SPO James Foulger, MiD, C/KX 83317
L/Sto Arthur Albert Aven, MiD, P/KX 93116
L/Sto Patrick Brand C/KX 83617
L/Sto Patrick John Sullivan D/KX 88242
Sto1 Edward Humble Carlisle D/KX 132725
Sto1 Frank Callaghan D/KX 122480
Sto1 Herbert Stanley Haydon D/KX 81275
Sto1 Maurice Willard Kirby P/KX 89474
Sto1 Kenneth Hazzard P/KX 117737
Sto1 Albert Arthur Thornhill P/KX 117421
Sto1 Leslie Ronald Witham P/KX 112598

Sto1 Stanley Freeman P/KX 100519
Sto1 George Beattie P/SKX 220
Sto1 Frederick Charles Alfred Street P/KX 135119
Sto1 Jack Connolly C/KX 101049
Sto1 William Henry Calvert C/KX 135226
Sto1 Norman George Coulter C/KX 92557
Sto1 William Job Grant C/KX 90653
Sto1 Carl Edward Gall C/KX 114291
Sto2 Albert Richard Marshall C/KX 144382

SUBMARINE COMMISSIONING CREW LISTS

Commissioning, De-commissioning and Re-dedication Crew Lists – are still wanted, thank you very much.

I am still looking for 'First Commission' Crew Lists as follows: PORPOISE, GRAMPUS, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS, UNICORN & AUDACIOUS

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat – SSN & SSBN. Crew Lists for any Commissioning or Decommissioning of any Diesel 'A,' 'S' or 'T' Class Boat refitting in Home Dockyards or in Malta, Singapore or Sydney are also required. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone. Thanks, Barrie Downer

MORECAMBE BREW HOUSE PHOTOS





HMS TRIUMPH UPDATE

HMS TRIUMPH was 'cold-moved' from the Refit Complex at Devonport Dockyard to the South Yard, Devonport on 24th August 2022 – see picture below.
Is this a sign that TRIUMPH's lengthy final Refit may finally be nearing an end, and will we be seeing her back at Faslane and back on Patrol soon?



HMS ANSON
COMMISSIONING CEREMONY AT BARROW
31st August 2022



HMS ANSON was ‘Commissioned’ in a Ceremony at the Barrow Shipyard on Wednesday 31st August 2022. The Ceremony was attended by the Prime Minister Boris Johnson, as part of his farewell tour, the Secretary of State for Defence – Ben Wallace and Australian Deputy Prime Minister Richard Marles. The Australian Deputy Prime Minister was invited to attend as part of the security deal between the UK, US and Australia known as the AUKUS Pact, which will see London and Washington share secrets and technology with Canberra to help build a new fleet of Royal Australian Navy Submarines. Welcoming Mr Marles to Britain, Mr Wallace said: “We have lots of work ahead, responding to growing threats in the Indo-Pacific region and progressing our ambitious defence programmes within the AUKUS initiative. Boris Johnson’s farewell tour continues today as the outgoing Prime Minister attends the unveiling of Britain’s latest nuclear submarine.

The Australian Defence Secretary Richard Marles confirmed Australian submariners will train on UK nuclear submarines. Australian naval officers will be allowed to train inside Britain's nuclear-powered submarines for the first time giving them access to technology that has until now been a top secret to foreign countries, it has been reported.

In an interview with The Times newspaper, Australia's deputy prime minister Richard Marles said RAN naval officers would be allowed to see nuclear engineering at work for the first time as part of plans under discussion by British and Australian ministers today.

The £1.45 billion HMS ANSON is part of the 'Astute'-Class programme and took nine-and-a-half years to build. It is the fifth of the seven planned Hunter-Killer/Attack Submarines which are replacing the Trafalgar-class. The 318ft, 7,800-ton vessel will be armed with Tomahawk cruise missiles and Spearfish torpedoes.

BORIS JOHNSON IN BARROW SHIPYARD



The Prime Minister with the Barrow Sea Cadets

(Photo and words courtesy the Evening Mail)

Prime Minister Boris Johnson paid tribute to Barrow in one of his last appearances as prime minister.

Speaking at the commissioning of BAE's latest attack submarine, he praised the town's efforts in helping to protect the nation.

The outgoing PM applauded the thousands of workers who helped to build HMS Anson, the newest Astute-class submarine.

At 97 metres long and with a displacement of 7,800 tonnes, the nuclear-powered submarine is the fifth of seven in the Astute class.

Mr Johnson said: "It's fantastic to be here in Barrow, which is the crucible of British marine engineering of course and the historic maternity ward of these steel leviathans.

"And when you look at HMS Anson, you're looking at the climax of 11 years of high precision effort by 10,500 shipwrights and sonar experts and weapons engineers, a concentration of talent and expertise that can be mustered by only two or three other countries in the world.

"And on this special day we give them our thanks."

Anson is the fifth of seven new hunter killer submarines being built at the shipyard.

Mr Johnson said: "You're looking at a vessel that is five times as long as the chamber of the House of Commons and I think you will agree as an international argument considerably more persuasive than some of the things you that are deployed in the chamber.

"This is also, as the lady sponsor has wonderfully pointed out, the place of work, play and rest for 110 brave submariners at sea, week in, week out, in the service of our country.

"To them, in anticipation, I think we should give our thanks.

"When you when you're looking at HMS Anson you're also of course looking at a vast UK industrial project that represents all that I mean by leveling up: it's driving jobs and growth and the acquisition of skills up and down the country.

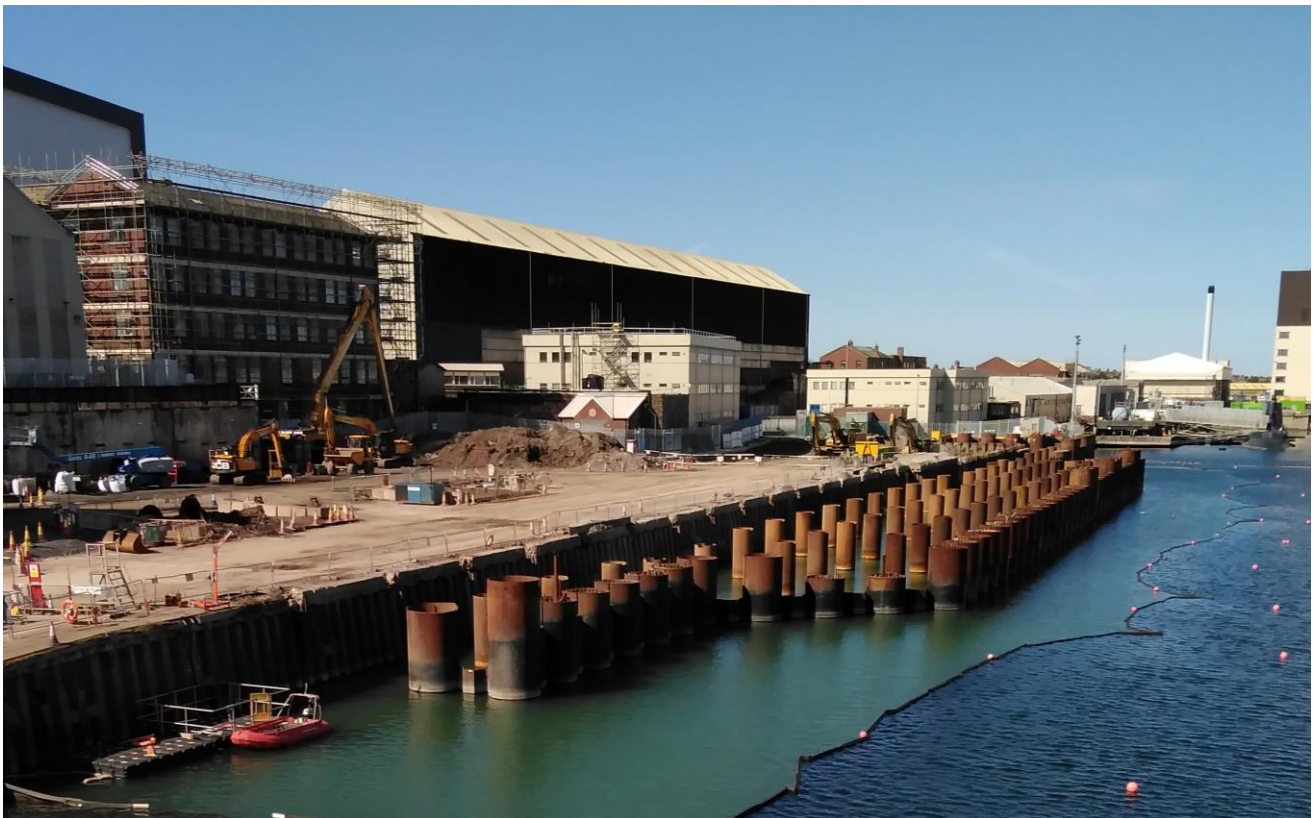
"The element of surprise is crucial and that is why HMS Anson is so vital for our defences.

"Some people will continue to insist that this is a weapon of War, I tell you that she is a guarantor of peace and in this uncertain world we need that guarantee more than ever.

"I congratulate all those who designed her, all those who built her.

"And I know in decades to come when she's out at sea keeping us safe, we'll remember the day we were here in Barrow."

PROGRESS ON THE NEW WET DOCK QUAY



NEW FACILITIES PLANNED AT THE BARROW SHIPYARD

(Report from the Evening Mail)

Permission for an extension to a facility that supports BAE's core operations has been granted. The application is to see three cabins set up to the back of the Calibration Laboratory in Buccleuch Dock Road.

A covering letter submitted in support of the application said the cabins were to provide 'much-needed' additional capacity 'due to the demand across all programmes for critical manufacture and calibration activities'.

"The current facilities are unable to cope with the current workload and requirements," said the statement from Savills.

The project is to see three cabins set up, adding 239 sq. metres of floor space. This is to include CCTV and the necessary groundwork.

A covered walkway connecting the new cabins to the calibration laboratory is to be put in place.

'PERISHER' HISTORY PRESENTATIONS

Commander David Parry has now confirmed the following 'Perisher' Presentations that may be of interest to Submariners Association Members:

GOSPORT

Friday 7 October

Hornet Sailing Club (next to the Submarine Museum)

1800 Bar opens

1830 Presentation

o/c Lasagne supper £10

Most people who expressed an interest in this presentation have signed-up but there are still a few places left. If you would like to join us, please reply to perisher100@gmail.com indicating if you would like the supper or not.

The GOSPORT Presentation is now fully booked but another presentation may be arranged if there is sufficient support!

DEVONPORT

Wednesday 12 October

Naval Heritage Centre, off Granby Way, Devonport, Plymouth, PL1 4RW

1830 Presentation

£5 contribution to the Centre and for tea and coffee. (Pubs nearby!)

If you would like to attend this presentation, please notify me at perisher100@gmail.com

LONDON

Monday 31 October

HQS Wellington

1800 Bar opens

1830 Presentation

o/c buffet supper £25

£10 contribution to the Wellington Trust (who maintain the heritage ship)

If you would like to attend this presentation, please sign in at:

<https://www.thewellingtontrust.org/events/live-eventthe-perisher-story/>

BATH

Monday 21 November

Venue tba

1830 for 1900 presentation

If you would like to attend this presentation, please confirm with Jake Rigby at jakerigby@live.co.uk

There will also be presentations in BARROW and HELENSBURGH.

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

By Editor: David Parry will keep me informed of the plans for the **Barrow Lecture** which may well be at The Forum and I'll pass the information on as soon as I know.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the August 2022 Issue of Periscope View)

January 1969

On Monday 6th January 1969 we formally commissioned H.M.S ANDROMEDA into the Royal Navy, with her full complement of Officers and Men, on parade on the jetty, Royal Marine Band, pertinent V.I.P.s and families of this, Andromeda's first, Crew.

In the following days, we took her out to sea in the Channel and did basic tests on her engines, anchors and sea boats. Thence to Portland for 6 weeks' very intensive training and testing of every aspect of the Crew and Weapons in War actions, all carried out at sea in the Channel Areas south of Portland Bill, where live ammunition can be used against the varieties of moving targets. The Wasp helicopter joined us at the start of Portland's 6 weeks, now an integral part of the ship's weaponry. By coincidence, the Wasp Pilot was Derek Scott, who had been one of my 'green' Sub. Lieutenants back in 1961 when I commanded H.M.S. WILKIESTON. Now a Lieutenant and an Aviator, he was an experienced Officer and did a great job flying his Wasp through the entire 2½ years of ANDROMEDA's first commission.

We completed the furious 6 weeks under our taskmasters – the very experienced Portland Staff Officers who came to sea with us day and night – with flying colours and no major mishaps. The Portland Admiral sent his signal to Admiralty saying H.M.S. ANDROMEDA was fit in all respects to take up duty with the Operational Fleet. We had passed first time. Some warships are held beyond the 6 weeks, when they fail to achieve the Fleet Standards in one or more Departments. Mindful of our forthcoming programme – 12 months with the Far East Fleet and leaving the families at home – we grabbed every opportunity for holding family events before we left Home waters. The short trip from Portland to Portsmouth was one of these opportunities. We organised coaches to bring our families from Portsmouth to Portland and they came onboard for our sea passage to Portsmouth – about 4 hours. Great fun and the children had a whale of a time – luckily the English Channel that day was flat calm.

One test we had kept up our sleeves for this trip was to establish the maximum speed the ship could do, short of risking blowing up her boilers. Our Engineers got her up to 28 knots – 2 knots faster than the standard for the Class. Nice to know for those inevitable situations when you need speed at sea, above all else. Back in our Home Base of Portsmouth, we gave 2 weeks' leave to both Watches and to allow Portsmouth Dockyard to repair the wear and tear incurred at Portland and to fine tune engines and weapon systems following the Portland 'hard test'.

Admiralty gave us two 'Holiday' trips. One to Ipswich, hosted by H.M.S. GANGES – the large sprawling Establishment that trains young newcomers to the Navy, and the other to Malmo, in Sweden. These two short visits gave us a chance to try out entertaining guests, chiefly on our large Quarterdeck, tented-in with a canvas roof-awning and canvas walls. With fifteen or so Ship's Officers as hosts, we found we could handle up to sixty guests for Cocktail Parties on the Quarterdeck. H.M.S. GANGES is up the River Stour at Ipswich and not deep enough for ANDROMEDA, so we anchored at the Port of Harwich, who also 'adopted' us. The Mayor of Harwich was an extrovert female, who took a shine to ANDROMEDA and gave us all the usual Councils benefits – Cocktails in the Town Hall, Council cars to ferry us around etc. – we gave her a two Gun Salute when we sailed.

One of the Training Staff at GANGES was Roger Venables – a S/M C.O. who had been with us in the Singapore Squadron. Chatting to him about old times at a GANGES Cocktail Party, I found him quite subdued from his normal strident cock-sure self and said so to him. Out came the explanation. At the prestigious GANGES Summer Ball – Admirals etc. up from London as guests – the loudspeaker system to pipe the dance music around the several restaurant marquees was too loud for conversation at Roger's dinner table. So, the bold Roger got a pair of insulated wire cutters and neatly snipped the main power cable. It put the loudspeaker system out of action for the remainder of the night, but typical of Roger, he was unaware that the offending cable also supplied the power to the lights! The Captain of H.M.S. GANGES and the Admiral responsible for that area were still mulling over whether to Court Martial Roger. Worse, he was in the GANGES job to secure his promotion to Commander! He survived that brush with authority, got promoted to Commander, which then allowed him to command a Nuclear Submarine and went on over the years to end up as Captain of H.M.S. DOLPHIN, which is where I last saw him at a Submarine Reunion Party.

After these two very pleasant trips, ANDROMEDA returned to Portsmouth. Leave was given to both Watches again, preparatory to departing to the Far East and saying goodbye to our families for a whole year. Wives and children all gathered at our jetty, together with a R.M. Band, plus a few local Nobs and quite a large number of Dockyard Officers and tradesman who had built ANDROMEDA.

When the time came to go, most of the wives and children burst into tears. I was busy ordering letting-go our berthing hawsers, when my Chief Bosun's Mate – C.P.O. Dunlevy, M.B.E. – always at my side for leaving harbour, said. "Which is your family, Sir?" I looked down from the Bridge and saw Hazel, Sue and Bill beaming as they waved goodbye and I waved back. Dunlevy said, "But they seem pleased to see you go!" They were. Hazel would have the house and garden and car to herself and Bill and Sue were free of any fatherly restrictions – like watching TV, eating supper off their laps etc. We went the long way round. A brief stop at Gibraltar, where our other three Frigates in our Squadron joined us, hence south towards Cape Town, searching for and reporting to Admiralty all sightings and detections of Russian warships or submarines. It's a long leg Gib. to Cape Town, so we fuelled all four ships twice on the way there, from R.F.A. Tankers, strategically positioned in the South Atlantic. We did quite a few war-type exercises as well, to get the Squadron coached like any crack team. ANDROMEDA was allocated a six-day Rest in Cape Town; the other three dispersed to separate tasks, like S. Atlantic patrols and one of them, H.M.S. WHITBY, to make her way to Australia. Visits to Cape Town by R.N. warships officially didn't occur. World sanctions against South Africa's White supremacy Apartheid aimed at isolating S. Africa from the civilised world. The British Government got round this particular breach of U.N. Sanctions by saying our warships had to call at Cape Town for fuel and provisions on the long voyages to and from the Far East! Absolute rubbish! We could have gone by the shorter route through the Suez Canal and, anyway, we could get all the fuel and provisions from our own R.F.A.s at sea.

However, we R.N. Crews were wholeheartedly behind this bit of political deception since Cape Town was one of our favourite visits. So, me and the Captain explained to our two hundred and fifty Sailors to play it very softly ashore, since any brawl or riot in the pubs would get the attention of the Press and U.N. would have to put a stop on these 'illegal' visits. Then we had to drop the potential bomb. ANDROMEDA had three black British Sailors in our Crew and S. African Apartheid Law at that time would not allow Blacks to mix with Whites or to enter White Only towns. The Captain and myself knew what our Crew's reaction would be initially - which was unanimously "If three of our shipmates are barred from going ashore, then none of us are going ashore".

We moved on to explain this situation had arisen to every R.N. ship visiting Cape Town over the last few years and, once again, the S. African Navy had connived a way out. They sought the help of Native Tribal Chiefs from Black Homelands up the coast and fixed for British Blacks to spend their 6 days' leave as guests of the Tribal Chiefs. The S. African Navy repaid the Chiefs by smuggling prohibited goods to the Chief's villages. The Tribal Chiefs boarded us on arrival, together with the S. African Port Admiral. They were extremely well educated and dignified gentlemen. Our three Black Sailors were introduced to the two Chiefs and were given a private cabin to have coffee and chat about life in the villages. In a

very short time, our three Sailors came out to tell their mates they were going with the Tribal Chiefs for a 'holiday of a lifetime'. And so it was.

The rest of the Crew, well satisfied with this outcome, had put aside all other inhibitions and set off to drink Cape Town dry. They well knew that after six days in Cape Town, ANDROMEDA was burdened with seven weeks on the ghastly Beira Patrol – no contact whatsoever with the shore and all those days at sea going up and down the short Patrol Line at slow speed, hardly ever seeing another ship even. We all enjoyed our stay in Cape Town. As I have said, the S. African Navy (whose Base we were berthed in), were bosom friends of the Royal Navy – most of their Officers had been trained at Dartmouth with us – and the civilian community, whose ancestors had come as settlers from Britain, overwhelmed us with their very warm hospitality. For them, we were links with their Motherland – Britain – and they were suffering a massive majority Afrikaner Government (the Dutch Boers) who were the creators of Apartheid.

I went off with a retired couple who drove me to see the best scenery of Cape Province. One day was inland ending up for lunch in the charming wine town of Stellenbosch and touring the vineyards and wineries. That evening, these nice people came as my guests for dinner in ANDROMEDA – they were thrilled to bits being guests in a Royal Navy warship – and other Officers were, similarly, repaying hospitality by inviting their S. African hosts for dinner on board ANDROMEDA. On another day, my hosts drove me on an excitingly scenic coast road from Cape Town going north. Spectacular waterfalls, high rocky headlands being washed by the S. Atlantic ocean, wildlife of all sorts everywhere and lovely stops for morning coffee, lunch, and tea in the tourist cafes along the route – Whites Only though. All S. African Whites of ex-British stock hated Apartheid as much as we outsiders did. But it came from a Government with a large majority, so they had to go along with beastly Apartheid. My hosts – ex-Britishers – supported their son, who, while qualifying as a lawyer, deliberately chose to get his degree in the Dutch Afrikaners' University because he could learn his Law in the new official language of S. Africa – Afrikaans.

We sailed from Cape Town for our dreaded seven weeks on the Beira Patrol. The Patrol Line was 6 miles out to sea off the port of Beira – you could just see outlines of buildings and at night you saw the city lights and moving traffic. During our seven weeks, barely a dozen ships approached the port and all of them were cleared by Admiralty as non-Blockade runners.

Our mail was delivered twice weekly by a Shackleton Bomber. The 'plane came in very low at the slowest possible speed to drop the mailbag close to ANDROMEDA and we would race to pick it up using the ship's seas boat. The entire Crew always lined the ship's Upper deck to watch and wave to the bomber's crew. The first mail drop ended in disaster as 250 Sailors watched their mail sink when the flotation airbag split asunder on impact with the sea surface. Deathly silence. Then the ship's loudspeakers came alive again with the bomber Pilot saying, "Okay – relax men. It's our little joke to welcome you to the Beira Patrol. Our next run is the real mail drop". The R.A.F. have a corny sense of humour.

We had no way of sending mail out from the ship, so Admiralty allowed everyone – Captain to Junior Cook – to send a twenty-word message to their family by ships' radio to Admiralty in London, where Admiralty then posted the messages onto the families. This concession was allowed once a week. Most of us grew beards for the seven weeks in isolation from normal life. And, of course, daily life onboard became endless discussions about people's beards. Ugly ones, handsome ones, prolific ones, beards that did not warrant the title of 'beard' etc.

At the end of our seven weeks, going up and down our blockading Patrol Line at very slow speed, the Frigate relieving us turned up bang on time. We both remained on the Patrol for another 24 hours for us to greet them and handover the scraps of intelligence we had gathered during our seven weeks. Then we turned our bow to point at Singapore and we were off like a racehorse.

The voyage to Singapore was interspersed with bouts of intensive activity. One whole day was spent replenishing fuel – oil for the ship's boilers and octane petrol for the helicopter – water and food. All these great volumes came over the jackstays and fuel hoses from three different R.F.A.s A great deal of manpower work as we hitched up to and unhitched from each R.F.A. in turn, while maintaining a brisk speed throughout in the direction of Singapore. It took us another full day unpacking and storing away the goodies collected from the heavy days shopping from the R.F.A.s

The most active day of all was shooting pilotless aeroplanes out of the sky with ANDROMEDA's twin 4.5-inch gun turret. The target 'planes had arrived from Singapore in a traveling circus of Launcher Tugs, Recovery Boats and a Control Boat which steered the target 'planes by radio-control. They were a specialised outfit to meet up with warships in the open ocean to enable warships to test and practice their ability to defend the ship from air attack. ANDROMEDA's radars had to lock on to the attacking 'plane and computers aimed the guns. We still relied on men to feed the twin barrels with the heavy 4.5-inch shells. A good Turret's Crew could get twenty shots a minute away from each barrel. But it was frantic drill and quite dangerous. A Tug launched the target 'planes, about a quarter of the size of real warplanes from a launch ramp and once airborne the Controller had eight minutes of flying time to make attacking runs at ANDROMEDA. On average, we shot down the target 'plane after about four minutes' flight. The recovery boats picked up the pieces of these targets for re-assembly.

Having spent a full day shooting at these drones, our workload next day was replenishing 4.5" ammo from the armament R.F.A. and renewing our twin barrels, the spent barrels going back to the R.F.A. for rebores. And one sailor had the laborious task of scrubbing off the thick black coating of cordite grease which had stained most of the shop's

superstructure, resulting from having fired several hundred rounds. We were within a couple of days steaming for Singapore now and these days were used to spruce up ANDROMEDA ready for our ceremonial entrance to that still very large Naval Base and present ourselves to the Commander-in-Chief Far East Fleet. We would be under his orders for the next nine months. We were given a week or so in harbour to carry out minor repairs etc. before sailing to join the Far East Fleet and take part in various war exercises involving not only the R.N. Fleet but also to exercise with our major ally – the U.S. Pacific Fleet.

This was my third tour to Singapore, but this time without Hazel and the children. Living onboard the ship at a Dockyard berth was a lonely situation for all of us. We Officers spent most of our free time at the Officers Club, swimming at the Club Pool and lounging around the Pool, talking to the resident families during the afternoons and back to the Club for the film show in the evenings. So all of us, Officers, and sailors, were much happier to be at sea with the Fleet, plus the short visits to ports in the Philippines, Thailand, and Borneo.

ANDROMEDA's programme fortunately involved a major engines and boiler overhaul to be carried out by the Hong Kong Naval Base – a subsidiary of the main Base at Singapore – and the dates for this included the Christmas period. About half of the Officers had previously arranged to fetch their wives out to Hong Kong for the Christmas Holiday in a chartered aeroplane from London. The costs for the flight were quite reasonable but the costs of accommodating our wives for 2 weeks in hotels were formidable. ANDROMEDA arrived in Hong Kong the day before the wives were due to fly in. That evening of ANDROMEDA's arrival included a Cocktail Party to welcome us to H.K. given by the Officers Mess in H.M.S. TERROR, the shore-based Barracks. One of our hosts was an old friend from my WILKIE days back in 1961, Derek Banford, who, like me, has been in command of one of the Minesweepers in that happy Squadron. Derek quickly asked if Hazel was coming out on tomorrow's charter, to which I relied, "Yes" and his next natural question, "Where had I booked a hotel for Hazel?" "Nowhere yet Derek, haven't had time". He guided me out of the crowded gathering to a quiet corner and said, "Look Desmond, I know the First Lieutenant's job in any ship is an extremely busy one; I've been a First Lieutenant myself. So I'm going to do you a favour. As Head of Naval Intelligence in Hong Kong, I control a Flat in Kennedy Road (close to the Dockyard), which we use to house the Captains and Chief Officers of Soviet Bloc Merchant ships calling into H.K. We have no 'visitors' at the moment, so the Flat is empty. You and Hazel can use it for the time being, as long as you vacate at short notice if a Russian Bloc Merchantman heads for H.K. The fridge is well stocked with booze and food, but it's all Admiralty money, so replace what you use". Derek didn't have to tell me the Flat was wired to record all speech – I knew any Intelligence room was 'bugged'. But he did mention the other obvious point of not telling Hazel it was an Intelligence Flat – "Just say it's my Flat which I let out to friends". Hazel arrived next day together with other ANDROMEDA wives on the chartered aeroplane and we set up house in the 'Flat'. And the proximity of Kennedy Road to the Dockyard meant we could both get to ANDROMEDA very easily by walking the short distance. During the day, the wives would go shopping - H.K. at that time was still the best place in the world to shop for luxury items – and come aboard ANDROMEDA for morning coffee, lunch, and afternoon tea, or whatever suited their programme. Much of the shopping started onboard. The long-standing tradition of allowing tailors and jewellers to sell their wares onboard ship was still in being. As ever, the Captain and First Lieutenant would agree which contractors would be allowed the lucrative 'appointment' to trade on board and once decided, their lucky names were signalled to the H.K. Naval Base several days before the ship was due to arrive in H.K., giving the Base time to issue Passes etc. to those traders selected. All H.K. Chinese businessmen knew that the Captain and First Lieut. were sole arbiters of who could trade onboard. And Chinese culture dictated that these two key figures were to be revered, given high-class hospitality, and showered with gifts. All very nice for the Captain and me, but unwritten rules within the R.N. were that gifts should be modest and hospitality restrained to just one event, which all of us went along with. The Boss-man tailor, who knew me from my days in WILKIE and FORTH, on Day One, insisted on 'Missy' being measured for a tailored overcoat of her choice, as a gift from him. Okay, me and Hazel said, this would be our ONE gift and thank you very much. Not a bit of it, as time went on, other small gifts were donated. We were also honour bound to buy specific items on our shopping lists from them, which was still much better value than buying them from the Emporiums which served the tourists. Hip Seng, the jeweller, who both Hazel and myself knew from WILKIE and FORTH days, took Hazel's collection of jade to be re-set as a matching outfit – earrings, pendants etc. – all the work and gold frames free of charge!

To be continued in the October 2022 Issue of Periscope View

SUBMARINERS 'CROSSED THE BAR' REPORTED AUGUST 2022

Branch	Date	Name	Rank/Rating	Official Number	Age	Submarine Service
Dolphin Branch	20th April 2022	Michael H Simmonds	Commander (E)	N/A	96	Submarine Service from January 1950 to December 1955 in TOTEM, ANCHORITE & TACTICIAN
Non-member	July 2022	Dan Gardyne	Not given	Not given	N/A	Submarine Service in TURBULENT (2006)
Hull & East Yorkshire Branch	3rd August 2022	Cyril Raines	Leading Seaman (UC2)	P069884S	75	Submarine Service from January 1966 to July 1974 in VALIANT (on recommissioning at Chatham on 12th May 1972) & CHURCHILL
Non-member	4 th August 2022	Sir Robert (Bob)Walmsley	Vice Admiral (E) (WESM)	TBA	81	Submarine Service from 1964 to 1978 in DOLPHIN, OTUS (1966), NEPTUNE, CHURCHILL (1969 & on commissioning in Barrow on 15th July 1970 to 1972)
Non-member	15th August 2022	Gareth D (Harry) Harries	Leading Seaman (Sonar) (Submarines)	TBA	65	Submarine Service in in COURAGEOUS & TORBAY (1st Commission Crew on 7th February 1987)
Non-member	17 th August 2022	Benny (Taxi) Carr	TBA	TBA	40	Submarine Service in TALENT & TORBAY
Non-member	August 2022	Russell Brumby	TBA	TBA	TBA	Submarine Service in COURAGEOUS