



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

President: Rear Admiral Niall Kilgour

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Cover Picture: HMS ANSON IN THE WALNEY CHANNEL (Picture Edward Downer)

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

WINSTON SPENCER CHURCHILL

EDITORIAL

Hello Everybody,

I hope everyone is keeping well? Here is your March Newsletter – on time this month! The main local news this month is that HMS ANSON – the fifth ASTUTE Class boat (Commander 'Bing' Crosby) - has left Barrow and is now at HMS Naval Base Clyde ready for Sea Trials and Work Up to Operational Readiness. There were the usual very big crowds on Saturday to see the ANSON leave Devonshire Dock and transit the Dock System to the Entrance Lock and again on Sunday to see the exit into the Walney Channel and head off past Piel Island into the open sea. Those who followed proceedings on Facebook will have seen the message from Commander Crosby thanking all Barrovians for their support and for the turn out to watch the departure from Barrow.

No doubt very soon we will be seeing the sixth ASTUTE Class boat - HMS AGAMEMNON - 'Rolled Out' and lowered into the Devonshire Dock and going alongside at the Wet Dock Quay. Other local news is that the first steel has now been cut for the third DREADNOUGHT class Boat - HMS WARSPITE - to join HMS DREADNOUGHT and HMS VALIANT under construction! Not sure which one will be for ASTUTE boats or for DREADNOUGHT's but road closure were in force on Barrow Island on 1st March for equipment deliveries from ABP facilities to the Central Yard facility and the Top Yard.

Two Press Releases from Faslane in this Issue - one covering the Passing Out Ceremony from Initial Training for nineteen VANGUARD Trainees and thirteen ASTUTE Trainees – all being presented with Certificates and Cap Tallies by Commodore Submarines. The second Press Release covered the recognition of Long Service by four Naval Base Personnel totalling 168 years of Service. I have also included a report discussing the possibility of building a Nuclear powered submarine for the Australians. No book reviews this month but, apart from that, All the usual items are in this Issue.

Hope you find something to read and enjoy! See you all at the March Branch Meeting. Usual Time – Usual Place – don't be late!

Best Regards, Barrie

SECRETARY'S DIT

All correspondence and associated attachments have been forwarded to members as necessary:

Emails from National Secretary

1. RNA Welfare / Wellbeing Workshop - Gary Newman (IOW) attended a training weekend as the IOW RNA Welfare Officer (BWO). The one of the big things he took away was the fact that you don't have to be a member of the RNA to get the support of a BWO. So, any SA members who need or know of someone in need of support can contact their local RNA for help & advice.
2. TSF Help Desk - Several queries have been received from members about issues with the TSF website. Most of them I have had to forward to the TSF help desk. Could you please let your members know that if they have issues with the TSF website (logging on, etc) they need to contact their support team at TSFsupport@rnrmc.org.uk
3. Management Guidance – Barrow Branch raised a question on the new Guidelines Paragraph 5 which states 'Branches **shall** follow the guidance of this document **'where applicable'**'. The expression 'shall' (means mandatory) and 'where applicable' (is ambiguous). When referring to Paragraph 8.a. Is it a mandatory requirement that Branch Treasurers use independent Chartered Accountants, or can we continue with the Branch annual Audit process (what the Branch considers to be suitable and sufficient to meet is financial due diligence?)

Response from the National Secretary - The guidance is that Branches shall follow the guidance of this document but only where applicable. i.e. Not every article is applicable to every Branch. Therefore, in para 8.a. this is not applicable to your Branch nor indeed any of the branches I would say. It is probably only applicable to National.

Branch Matters

4. Morecambe Bay Branch Coronation Dinner

The MBSA is holding a Coronation Dinner, at the Morecambe Golf Club, on the evening of 5 May 2023, the night before the actual Coronation of our King and incorporate some Branch celebrations as well. With that in mind we wanted to ask a number of people they know well, from our closest Branches and dearest Friends, to celebrate these achievements.

The is chosen on the previous excellent service provided for other Branch functions.

The cost will be in the order of £30/person, partners will be included, the start will be around 1900 for a 1930 sit down.

The Coronation of King Charles III on 6th May'23 is a once in a lifetime occasion that is unlikely to be repeated for some considerable time and therefore merits some form of celebration, so for all intents and purposes that is why we are referring to it as a Coronation Dinner.

With the above in mind the invitation is extended to our fellow submariners and their partners of both the Blackpool and Barrow Branches of the SA and we will be absolutely delighted to see any and every one of you who would like to join us on this very special occasion. I have attached a menu (see below) for your information which for ease of accounting is rounded up fractionally to £29 and our branch will be providing rum and sherry for the toast and wine with the dinner. Members are expected to wear blazers and ties and ladies to dress more comfortably in summer clothes rather than having to dress up. Numbers are important with respect to which room will be allocated to us and could affect the layout of the table(s). Either way we will be dressing up the room to suit both our presence and the occasion. At the moment we have 2 rooms on hold for us to choose from but we need to confirm which one asap so as not to be disappointed.

Contact the Branch Secretary if you wish to attend, Dave Smith.

STARTERS

ASSIETTE OF MELON with seasonal Berries & Champagne Sorbet (VG)(V)(GF)

SALMON PARFAIT with brown toast and Red Onion Chutney

BATTERED KING PRAWNS served with Chilli Jam

STACKED BLACK PUDDING with Smoked Cheese topped with Wholegrain Mustard Dressing (GF)

MAINS

(all mains can be adapted to be GF)

BACON WRAPPED CHICKEN in Madeira Gravy

PORK BELLY in a Caribbean Jerk Sauce S

LOW ROASTED RUMP OF LAMB in red berry gravy

BAKED HADDOCK in a cheddar cheese & prawn sauce

GRILLED SEABASS in a lemon & tarragon butter

CARAMELISED RED ONION & GOATS CHEESE TART (V)

DESSERTS

COFFEE & WALNUT STICKY TOFFEE PUDDING with vanilla ice cream

CHEESE & BISCUITS

RASPBERRY & WHITE CHOCOLATE ROULADE with seasonal berries (GF)

Freshly brewed Coffee & Mints Pre orders are required 10 days prior to your function. All Dietary requirements can be catered for. Vg- Vegan, V- Vegetarian, GF- Gluten Free

5. WRS Inaugural Ball 2023 – The WRS have put a link on the Friends of WRS Face Book page for those who would like to attend their Inaugural Ball in Plymouth (HMS DRAKE SR Mess) on 22 April. Tickets are £60pp. <https://we-remember-submariners.com/events>

<p style="text-align: center;">We Remember Submariners</p> <p style="text-align: center;">Inaugural Ball</p> <p style="text-align: center;">Menu</p> <p style="text-align: center;">Starter</p> <p style="text-align: center;">Smooth pate served with chutney and crusty bread (V) Sundried tomato and chickpea terrine</p> <p style="text-align: center;">Main</p> <p style="text-align: center;">Slow cooked lamb shank (V) Mixed bean, sweet potato, and spinach Florentine Champ potatoes Lemon & Ginger carrots Pan fried savoy</p> <p style="text-align: center;">Dessert</p> <p style="text-align: center;">Double chocolate brownie with vanilla ice cream</p> <p style="text-align: center;">Vegetarian and dietary requirements organised on request</p>

6. Branch 60th Anniversary Dinner - We now have 41 people booked to attend the Diamond Jubilee Dinner (so **we require at least another 13 people**), and everyone who has booked has also confirmed they have booked a hotel room so at present it seems booking a coach is pointless, especially a large one if everyone is staying at the hotel overnight following the dinner.

There have been no bookings from anyone who does not intend to stay at the hotel and therefore **if there is anyone who wish to attend but not going to stay at the hotel, they need to urgently send me a completed booking form** otherwise there will be no place set for them at a table and no food ordered for them.

7. Bob Pointer - An update on Bob. He remains in the hospice, and Veronica is managing to get up to see him regularly - lifts from friends including Gordon Walker and from neighbours and a few bus trips. Bob is quite weak and not eating properly and gets confused easily but knows who everyone is.

Date of next meeting 1930, Tuesday 7th March 2023.

SOCIAL SECRETARY REPORT

Hi Shipmates

February saw us go to Morecambe for our first footing trip, lots of fun – I think we almost outnumbered them. Always a pleasure. Since this we have obviously had a meeting so you know everything.

3rd to 4th March - Buddies in Boats (BIBs) is coming to Barrow, I am giving this a miss this year and opting to go to Plymouth for the SM2 reunion; never served on an SM2 Submarine but I have been drunk on one or two so that qualifies me. I am saving my BIB's run to Bridlington this year.

24th to 25th March is the annual conference, again have decided to give this a miss so anyone fancy dragging the standard down then please get in touch. I am again saving myself for the Belfast trip next year.

Don't forget about the 60th birthday party at Kendal – Sat 24th June. Transport laid on and it is heavily subsidised so get your bookings in before all the spaces have gone.

Social programme - and it is now available but, like most things it is subject to change; and has!!

1st July we (or should I say Nobby) has organised an away day to the Arboretum and an overnight party at a local hotel. If interested, we can give you the details.

Brew House run ashore is now rescheduled for the 15th July and not the 8th.

The Christmas party has now been rescheduled for the 23rd December and not the 16th.



First Footing at Morecambe

Below is the updated Social List:

<u>Date</u>	<u>Day</u>	<u>Event</u>	<u>Date</u>	<u>Day</u>	<u>Event</u>
		<u>March</u>			<u>July</u>
3 - 4th	W/E	Barrow BIBs	1st Jul	Sat	Arboretum Run Ashore
24 - 25th	W/E	Annual Reunion (& Conf.)	15th Jul	Sat	Brewhouse Run
		<u>April</u>			<u>September</u>
23rd Apr	Sun	St Georges Day	9th Sep	Sat	Canal Trip
		<u>May</u>			<u>October</u>
13th May	Sat	K2B	7th Oct	Sat	DTS West Shore Club
19th May	W/E	Upholder Reunion			<u>November</u>
20th May	Sat	Jenk's Pub Crawl	12th Nov	Sun	Remembrance Sunday
29th May	Mon	Cartmel Races			<u>December</u>
		<u>June</u>	23rd Dec	Sat	Christmas Party - Adult
2nd Jun	W/E	Bridlington BIBs	28th Dec	Thu	Half Time Free Drinks
24th Jun	Sat	SA 60th Dinner Party			
29th Jun	Thu	H&A & Everly Brothers			

Well that is it again from me. Hope to see you all at the meeting, members draw stands at £35. You must be present to win it.

Yours Aye Alex

MARCH 2023 BRANCH CALENDAR

Buddies in Boats	3 rd /4 th Mar
Branch Meeting	Tues 7 th Mar
SA Reunion/Conference	24 th /25 th Mar
Committee Meeting	As required

APRIL 2023 BRANCH CALENDAR

Branch Meeting	Tues 4 th Apr
St Georges Day	Sun 23 rd Apr
Committee Meeting	As Required

MAY 2023 BRANCH CALENDAR

Branch Meeting	Tues 2 nd May
Committee Meeting	As Required

MARCH BRANCH BIRTHDAYS

J. (Jimmy) Rimmer	04/02/1974
D. (Yorky) Thornton	20/02/1948
W.P. (Billy) Daniels	24/02/1940
A. (Alex) Webb	16/02/1960
R. (Richard) O'Callaghan	21/02/1974

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.

SUBMARINE COMMISSIONING CREW LISTS

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

I am still looking for 'First Commission' Crew Lists as follows: PORPOISE, GRAMPUS, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS, UNICORN, AUDACIOUS and ANSON. Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat – SSN & SSBN. Crew Lists for any Commissioning or Decommissioning of any Diesel 'A,' 'S' or 'T' Class Boat refitting in Home Dockyards or in Malta, Singapore or Sydney are also required. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone. Thanks, Barrie Downer

REMEMBERING FORMER BARROW BRANCH MEMBERS - MARCH

Frederick Ralph Pillifent	1982
Walter A Brakewell	1995
Wallace King	1999
Geoffrey Bond	2000
Robert Moody	2002
Ronald Cooper	2007
Kenneth Williams	2014
David Crossland	2014
Anthony Sainty	2015
Alan Geoffrey Pillifent	2019
John Dalton	2019
John W B Taylor	2019

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 February 2022 for the March 2023 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

SUBMARINE LOSSES OF WWII **MARCH 1943**

Two Submarines were lost in March 1943 and one other Submarine Command Qualified Officer was lost.

HMS THUNDERBOLT

HMS THUNDERBOLT (previously HMS THETIS) was 'lost with all hands' in the Mediterranean off Cap San Vito, Sicily on 14th Mar 1943. HMS THUNDERBOLT was detected, in the early hours of 14th Mar, by the Italian Destroyer CICOGNA (Lieutenant Augusto Migliorini). Following a three-and-a-half-hour pursuit the CICOGNA made a depth charge attack at 0845. This brought the stern of THUNDERBOLT to the surface before the submarine finally sank.

Officers:

Lieutenant Commander Cecil Bernard Crouch DSO*
Lieutenant Reginald Peter Webb
Lieutenant Gerald Peter Horlick
Lieutenant John Edgar
Lieutenant Edmund Phillip Maw
Lieutenant (E) Dudley Abel Montague Woodcock

Ratings:

CPO Fred Ringham J97099
CPO Harold Percy Walters, DSM, MiD P/J98724

PO James Alfred Cale, DSM P/SSX 26425
 PO Henry James Webb Whitbread, DSM C/JX 106284
 PO Thomas Curry, MiD C/JX 138437
 PO Charles Stanley Elliott D/JX 139568
 PO James Augustus Lee D/JX 143469
 L/Sea Eric Heathcote P/JX 157609
 L/Sea Charles Henry Arthur Crane P/JX 149527
 AB Richard Edwin Mitchell P/JX 221806
 AB Douglas John Preece P/JX 162089
 AB Donald Harvey White P/JX 179118
 AB Stanley Gilroy P/JX 187751
 AB John Kenneth Hughes P/JX 173883
 AB Samuel Rice P/JX 214984
 AB Frank Saunders C/JX 190657
 AB Raymond Kelsey C/JX 161166
 AB Leonard Jack Moore, DSM C/JX 179027
 AB Ronald Keenan C/JX 155544
 AB William Michael McKinley Bradley C/JX 204483
 AB William Thomas Galloway, MiD* C/JX 136132
 AB Sidney Leslie Johnson C/JX 186158
 AB Horace Dent Wilson D/JX 287111
 AB Leslie David Hussey-Yeo, DSM D/JX 134450
 AB Victor Randolph Harris, MiD D/SSX 17822
 Ord Sea William Joseph Trayler P/JX 353799
 PO Tel Stanley Reginald Freeman P/JX 141452
 L/Tel Thomas Tonar Blane P/JX 159608
 L/Tel George Nicholas Murray D/JX 159124
 Tel Alexander William Japp D/JX 157609
 L/Sig Reginald Stanley King C/JX 155695
 EA4 Stanley Cook C/MX 51807
 PO Ck (S) Ernest William Bird P/MX 49264
 PO Std Thomas York C/LX 21793
 CERA George William Curtis, DSM, MiD P/M 39537
 CERA Roderick Lynch, DSM C/MX 51374
 ERA3 James Edward Newcomb P/MX 58510
 ERA4 Ronald Wilfred Spice C/MX 76114
 ERA4 Albert Edward Downham D/MX 74036
 SPO Thomas Aldous Boulton, DSM D/KX 81414
 SPO Frederick Lowe D/KX 82007
 L/Sto Richard Newton D/KX 90151
 L/Sto Samuel Cooper D/KX 92324
 L/Sto Michael Alphonsus Daly D/KX 103259
 L/Sto Victor White Hines C/KX 91728
 L/Sto David Brister C/KX 92825
 Sto1 Frederick Waller Prince P/KX 132450
 Sto1 Edward McGow O.N P/KX 126874
 Sto1 William Henry Golding P/KX 108144
 Sto1 Daniel McNally P/KX 116725
 Sto1 Ronald John Norwood C/KX 133877
 Sto1 Daniel Archibald McLeod C/KX 112961
 Sto1 William George Doughty C/KX 102107
 Sto1 Clifford Stanley D/KX 118463
 Sto1 Frederick Charles Newman D/KX 129348
 Sto1 Martin Cannon D/KX 120019

Submarine HMS TURBULENT

HMS TURBULENT was presumed to have been sunk on or about 14th March 1943. The Submarine had sailed from Algiers on 24th February 1943 for what was to be

her last patrol in the Mediterranean before returning home. A signal was sent to TURBULENT on 20th March giving a route back to Algiers. No reply was received concerning this signal. It is thought that there were two likely reasons for the loss of TURBULENT. These were a depth charge attack by a Ju88 and the Italian Destroyer ARDITO on 6th March 1943 in the Bay of Naples or striking a mine in the minefields north and east of Sardinia between 12th and 14th March 1943. The entire crew of sixty-two Officers and Ratings was lost. The Crew was made up of the following personnel:

Officers:

Commander John Wallace Linton, VC, DSO, DSC
 Lieutenant Brian Clement Wilson Clements DSC
 Lieutenant John Priestley Blake DSC
 Lieutenant Arthur Osmond Baker
 Lieutenant J M Lawson
 Lieutenant (E) Clive Frederick Evelyn Chartres

Ratings:

CPO Albert Roy Lyfield, MiD J91592
 CPO George Harold Wilkes, DSM C/JX 125656
 PO Henry Frederick Walker, DSM, MiD C/JX 129558
 PO William Hogg, DSM, MiD J102496
 L/Sea Leonard Charles Oates P/SSX 24653
 L/Sea William Henry Joseph Biddlecombe P/JX 152619
 L/Sea William Edward Farrow C/SSX 20124
 AB Frederick George Newhouse Bennett J104115 & RFR/Po/B.19424
 AB Robert Ridley Ridley, MiD P/JX 191213
 AB Geoffrey Alwyn Williams P/JX 295817
 AB Brian Hunnisett P/JX 235817
 AB Charles Ogden P/JX 219262
 AB Frederick Percival De Maine Stone, DSM C/JX 135333
 AB Robert Herbert Reeves, DSM, MiD C/JX 129071
 AB William Arthur Glester, DSM, MiD C/SSX 32771
 AB William Henry Glover C/JX 208273
 AB Cyril Davis Ford C/JX 199416
 AB Harold Walter Wheldon C/JX 198111
 AB John Albert Deller C/JX 200606
 AB John Stead, MiD C/JX 194867
 AB Leslie Walton D/JX 208533
 AB Charles Henry Pearce, MiD J101914
 AB Morgan Ensor Billingsley D/JX 212938
 AB Cyril Edward Morris D/JX 213565
 AB Henry Brokenshire D/JX 155487
 AB Maurice Ormerod D/JX 200569
 AB Norman Edwin Jones D/JX 333005
 CPO Tel William Kerby Hadley, DSM J107992
 L/Tel William Richardson, DSM P/JX 154518
 L/Tel Ronald Arthur Dennis P/JX 155585
 Tel Norman Brown, MiD C/JX 162871
 Tel Bernard Gorman C/JX 156512
 Yeo of Sigs William Carton Peebles, MiD C/JX 142798
 EA Frederick Charles Morris, DSM M38173
 PO Ck Thomas Gardner, MiD* P/MX 49964
 PO Std James William Weatherley, MiD P/LX 22249
 CERA Harry Bromby, DSM P/MX 50465

ERA Arthur Stanley Crowston, DSM, MiD P/MX 54553
 ERA Malcolm Simpson, MiD P/MX 72069
 ERA Frederick Charles Wallis, DSM C/MX 64815
 ERA Hugh McLaren Whyte D/MX 72694
 ERA George Leonard Mason D/MX 74845
 SPO William Edward Sharp, DSM D/KX 66108 RFR
 SPO Christopher Albert Lloyd, MiD D/KX 82609
 L/Sto Harold Stranaghan, MiD D/KX 89193
 L/Sto Albert Ernest Maynard C/KX 99264
 L/Sto Frederick Thomas Wheeler, MiD C/KX 94979
 L/Sto Charles Alfred Tod C/KX 80479
 Sto1 Victor Cornwall Boyce P/KX 93352
 Sto1 Walter James Dye, MiD P/KX 90571
 Sto1 Albert Edward Bourne P/KX 146418
 Sto1 Cecil Darling, MiD C/KX 132024
 Sto1 Joseph William Thomas Tunnell, MiD C/KX 110965
 Sto1 James Michael Boyce C/KX 114884
 Sto1 Richard Hall C/KX 112418
 Sto1 George Hay C/KX 113319
 Sto1 Cyril Frank Courtnall C/KX 120654
 Sto1 Joseph Sweeney D/SKX 1219
 Sto1 Thomas John Willicombe, DSM D/KX 95054
 Sto1 Cyril Stanley Thomas Down D/KX 86557
 Sto1 Andrew Goldsworthy RNR/Dev/SR/59417

HMS MEDWAY

An Officer appointed to the Submarine Depot Ship HMS MEDWAY died on Tuesday 23rd March 1943. The circumstances are that he was reported to have been killed when a LIBERATOR aircraft, in which he was a passenger, was shot down.

He was:

Lieutenant Paul Seymour Skelton, Royal Navy
 He is commemorated on the Portsmouth Naval War Memorial, Panel No. 72 Column No. 3

ROYAL NAVY RECOGNISES 168 YEARS COMBINED SERVICE AT HMNB CLYDE

ROYAL NAVY MEDIA RELEASE Friday, 3 February 2023
 Royal Navy personnel at HMNB Clyde were recently recognised for their outstanding service and contribution to the Royal Navy and Continuous at Sea Deterrence. Naval Base Commander, Commodore Sharon Malkin, attended the award ceremony in the Warrant Officers and Senior Rates' Mess where she presented the awards to the Superintendent Faslane Site community.

The awards were given for Long Service and Good Conduct (LS&GC) and between them, the four individuals receiving the awards, have clocked up over 168 years of dedicated service. Naval Base Commander, Cdre Sharon Malkin, said: "On behalf of the Royal Navy and the nation it was a pleasure to be able to award the recipients with their respective LS&GC Bars and Valedictory certificates today. "Often unseen, often far from home and in challenging circumstances, they have all served very long and distinguished careers in the Royal Navy and should be rightly proud of their achievements."

Among those receiving an award was Warrant Officer (WO) 1 Glenn Male who was presented with his third Long Service and Good Conduct (LS&GC) clasp and his gold valedictory certificate for a remarkable 45 years of service in the Royal Navy. Glen joined the Royal Navy in 1977, aged 17, and on completion of his initial training began his first deployment, joining HMS ARK ROYAL for her final deployment. In 1981, he married his wife and in 1982 served in the Falklands on-board HMS PENELOPE, which was one of the last ships to come under attack during the conflict. He returned home from the Falklands in September of that year to meet his first daughter who was born in July and was already two months old. Glenn said: "I signed up for the Royal Navy after chatting with my best mate from school who was home on leave and telling me all about the places he had visited. So, initially I signed up for three years, however after 18 months I withdrew my 18 months' notice and decided to give it a bit longer."

Glenn went on to complete the Artificer Candidate Course at HMS SULTAN in 1983 before volunteering for the Submarine Service. He joined HMS DOLPHIN for basic training in 1985 and later that year welcomed the birth of his second daughter. "When I had seen some of the world, I joined the Artificer Candidates Course at HMS SULTAN where I learned about the 'Silent Service' from a Submariner on the course. Having a family and looking for more stability, the patrol life of the Polaris submarines really appealed to me, so I volunteered." explained Glenn. He enjoyed a varied career in the Submarine Service, a total of 36 years, completing patrols on all four Resolution Class submarines, joining his first, HMS REPULSE in 1986. He went on to serve on HMS VICTORIOUS & VENGEANCE and completed his final sea draft on VANGUARD in 2009.

One of the highlights of his time as a submariner was receiving the Herbert Lott Award while serving as Nuclear Chief of the Watch on HMS VENGEANCE in 2003. The Herbert Lott prize is given in recognition of exceptional efficiency and dedication to individuals or units who stand out from the ship's company for demonstrating marked efficiency in their duties and commitment to the unit and the Service.

He was recognised, not only for his professional performance and technical knowledge, but also for his contribution to the overall wellbeing and morale of the Ship's Company. He was responsible for organising a whole range of activities including a nine-hole golf tournament which ran the length of the submarine and a garden fete complete with fortune teller. Glenn continued: "I always felt it was important to keep morale raised especially in situations where we are separated from our families, and I was delighted to be recognised for the part I played in encouraging team spirit and a bit of friendly rivalry whilst also raising some cash for good causes." "I have enjoyed my time in the Royal Navy, and I am truly grateful to the unique group of people

who have supported me throughout. I would like to give special thanks to my wife and two daughters who have been there with me every step of the way. Without this support I would not be where I am today.” Glenn will leave the Royal Navy but will still be a familiar face around the Base as he takes up his new post with Babcock in the Spring.

Also achieving an outstanding 45 years’ service and receiving his third LS&GC clasp was Chief Petty Officer (CPO) Ian March. Ian joined the Navy when he was only 16 and joined his first submarine in 1979, HMS OTUS. It was on this Oberon Class Submarine he earned the right to wear the coveted “dolphins” badge – the mark of a qualified submariner. Three others also received awards: CPO David Allan, another submariner, received his second clasp to his LS&GC medal for almost forty years of service, CPO Ian March also received his second clasp, and WO1 Leslie Giffen received a silver valedictory certificate for having completed 34 years of service.

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

Photos PO Andrew Wells



WO1 Glenn Male, WO1 Leslie Giffen, Commodore Sharon Malkin, CPO Ian March, and CPO David Allan



WO1 Glenn Male receives his award from Naval Base Commander Clyde, Cdre Sharon Malkin

ROYAL NAVY SUBMARINER TRAINEES PASS-OUT AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE
HMNBC 08/23 Monday, 27 Feb 2023

Two classes of Royal Navy submariner trainees recently passed-out from the first phase of their Submarine Qualifying Course (SMQ) at HM Naval Base Clyde.

The two groups of students – being trained for service on board Vanguard and Astute Class submarines – reached the culmination of their ten-week “dry phase”, the classroom part of the course conducted on dry land at Clyde’s Fleet Operational Standards and Training (Submarines) (FOST)(SM).

Naval Base Commander, Commodore Sharon Malkin, presented each student with their certificates in the HMS Neptune Supermess.

There were 19 students completing the Vanguard Class course with 13 qualifying for the Astute Class, each of them delighted to have reached this milestone in their training. As well as their certificates, each submariner trainee received the much-coveted HM Submarine cap tally.

Naval Base Commander, Commodore Sharon Malkin said: “It was a privilege to present both classes with their HM Submarines Cap Tallies as they complete ‘Dry Phase’ training and continue their journey in the Submarine Service. This is an important first step for them on their road to becoming fully fledged Submariners and each should be proud of their achievements to date.”

There are more than 100 roles to choose from in the Royal Navy, with the Submarine Qualifying Course providing future submariners with the knowledge essential for joining their first Royal Navy submarine. The course instils the absolute professionalism demanded by the Submarine Service with trainees required to demonstrate an intimate understanding of more than 30 complex engineering systems which operate the nuclear submarines and keep the crew safe.

One of the youngest students, Engineering Technician (Marine Engineering) Bailey said: “I found the Submarine Qualifying Course very challenging but also very enjoyable. Today was a great achievement for me and I am happy to have passed the course. I am now looking forward to starting the next part of my career and qualifying as a submariner and receiving my dolphins.”

In addition to the presentation to students, Leading Hand Supply Chain (LSC) Lockyear, an instructor at SMQ, was presented with his Long Service and Good Conduct (LS&GC) medal in recognition of 15 years of service.

Commodore Malkin continued: “I was also able to present the LS&GC to LSC Lockyear. The award is given for 15 years unblemished service in the Armed Forces, and it was evident that LSC Lockyear has contributed significantly in both the submarine operational and support environments, as well as setting a fine example whilst supporting and leading the trainees in his current role.”

Prospective submariners join FOST (SM) at HM Naval Base Clyde for the “dry phase” of their training. After

successfully completing this, the second phase of training begins – known as the “wet phase”. Students complete their SMQ training at sea on board a Royal Navy submarine and it is only then that they are entitled to wear the coveted “dolphins” badge – the mark of a qualified submariner.

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



Commodore Sharon Malkin addresses the two classes of submariner trainees at their passing-out



Commodore Malkin presents Engineering Technician Bailey with her certificate and cap tally



Leading Hand Jeffries is presented with his certificate and cap tally



Leading Hand Lockyear receives his Long Service and Good Conduct medal from Cdre Malkin

BAE Systems in Barrow could provide Nuclear Submarine for Australia

13th February

By Dan Taylor@DanTaylorJourno

Chief Reporter

The UK could provide Australia with a submarine, following the agreement of a three-way pact between the two countries and the USA. And ministers in Britain are said to be open to the idea of building a nuclear-powered submarine for Australia, similar to the Barrow-built Astute class, securing thousands of jobs for years to come.

A national newspaper reported that ministers would not lend a Royal Navy submarine to Australia but would be open to building a sub for another ally, such as Australia, in Barrow.

The AUKUS pact hopes to get a new type of submarine beneath the waves for Australia by the mid-2040s. The report suggests it could take 15 years for crews to gain the necessary experience to command a nuclear sub. But the Royal Navy and Royal Australian Navy have already started training together on the British nuclear fleet. Australia would also need to build a submarine dock technologically capable of storing a nuclear submarine for months at a time.

Simon Fell, Barrow's MP, said he was hopeful a submarine could be built in Barrow, but an agreement was yet to be reached. "We're still waiting on an imminent decision from Australia as to what design they choose," he said. "I'm hopeful it will be a UK design, but we will have to wait a little longer to find out."

The Government said: "Royal Navy submarines are not being lent to Australia. Australia requested the UK's support in acquiring nuclear-powered submarines. As close partners, we are meeting that request. "While talks are ongoing, we will not pre-judge the outcome of the current scoping period, which is being used to understand Australia's capability requirement. "We share a long history* of co-operation with Australia on security and defence, including on submarines."

The BAE shipyard in Barrow is currently building the final Astute Class hunter-killer submarines. Work has also started to produce three Dreadnought Class submarines, which will form the UK's nuclear deterrent.

*The Vickers Barrow Shipyard - as we all know - built Australia's first two Submarines HMAS AE1 and HMAS AE2 before the First World War and also built the next

two - HMAS OXLEY and HMAS OTWAY – in the 1920s. Might we see another two Submarines built for the RAN in the 2020s?

Construction starts on the third DREADNOUGHT Class Boat

On 9th February 2023 BAE Systems marked the start of construction of the third DREADNOUGHT Class submarine, WARSPITE, at its shipyard in Barrow-in-Furness, Cumbria. WARSPITE is the third of four DREADNOUGHT Class ballistic missile submarines being designed and built by BAE Systems. Due to enter service from the early 2030s, the boats will carry the UK's nuclear deterrent and be the biggest, most powerful and technically advanced submarines ever delivered to the Royal Navy. Construction of the first two boats, DREADNOUGHT and VALIANT, is already well underway.

Steve Timms, Managing Director of BAE Systems' Submarines business, said: "Today's milestone is a really significant moment for the thousands of employees here at BAE Systems and across the submarines enterprise who are working together to deliver the DREADNOUGHT Class. "We are immensely proud of the role we play in delivering this truly national endeavour for the Royal Navy and our contribution to protecting national security."

Attending the ceremony, Defence Procurement Minister Alex Chalk KC MP, said: "Our nuclear deterrent protects every UK citizen from the most extreme threats, every minute of every day and progress on the DREADNOUGHT Class is crucial to maintaining our national security. "This milestone is a significant step forward in the DREADNOUGHT programme, supporting thousands of jobs and apprenticeships across the country and protecting the UK and our allies for decades to come."

BAE Systems Submarines makes a significant contribution to the UK economy, supporting more than 11,000 jobs, the vast majority of which are in Barrow-in-Furness, in the north west of England. The business is continuing to grow its workforce and this year it expects to recruit more than 2,000 new employees. In addition, a record number of apprentices and graduates will join the business with more than 800 roles available in 2023. This early careers population will learn their trade working on one of the world's most complex engineering programmes. Over the life of the DREADNOUGHT programme, an estimated £7.5 billion will be spent with UK suppliers, supporting upwards of 11,800 jobs in the supply chain.

Alongside the DREADNOUGHT Class, BAE Systems is delivering seven ASTUTE Class hunter killer submarines, five of which are in-service with the Royal Navy. Design and concept work is also underway on the Submersible Ship Nuclear Replacement (SSNR) programme, the eventual replacement to the ASTUTE Class.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the February 2023 Issue of Periscope View)

Out of the frying-pan into the fire.

Our next port of call was Karachi, Pakistan's largest city and chief port, also the Naval Base of Pakistan. Their Warship Fleet was made up of old R.N. Ships sold to Pakistan at scrap prices. Many of us recognised ships we had served in our earlier days. And the Pakistanis had them beautifully polished and painted and in tip-top condition. Like India, Pakistan sent its Officers to Britain to be trained, so at least we had something in common with them and, of course, they spoke perfect English. We had old friends too, since they trained alongside ourselves and were an integral part of our Sub Lieutenant Groups, along with the Indians, Australians, New Zealanders, and Canadians. I enquired about the three Pakistanis who had been in my group. One had left the Pakistani Navy on the death of his father to succeed as Rajah of his Province; the other two were at sea. We were there to liaise with the Pakistani Navy and they looked after us very well. Just as well.

The city of Karachi frightened me. It was hideously overcrowded - population approximately ten million – and I knew the figure was an under estimate, since no one could ever count this seething mass of humanity accurately. But the worst part was the degree of poverty. Millions were homeless and lived their entire lives on the streets, pavements and parches of waste land. They died where they lived and every day the struggling government sent lorries to collect the dead off the streets for burial elsewhere.

The Pakistani Navy went to great lengths to shield us from the deprivations of Karachi, chiefly with several official cars and buses to take us to the few destinations available to us. Officers were made honorary members of the Karachi Club – swimming pool, bar, and restaurant – while the sailors were entertained in Pakistani Navy Barracks.

Pakistan's Muslim Laws on alcohol were more lax than that of the Arab Muslims. Non-Muslims were issued with Ration Books to exchange at the few outlets – hotels, clubs etc. – for drinks.

One event they organised for us, was heavily oversubscribed. This was for a party of Officers and sailors to visit Pakistan's capital city, Islamabad, and, from there, to visit the Khyber Pass. It was a distance of 1,500 miles from Karachi to Islamabad, so that ruled out me and the Captain – too far away from the ship for Command. We worked out which

Officers we could do without if ANDROMEDA received orders to sail at short notice. Scotty, the Helo Pilot, couldn't go – he was the sole Pilot. Other Departments were better off, since there were two or more Officers to each Department. It worked out that we could spare six of our eighteen Officers. The same constraints applied to the Crew and forty were allowed to go. They flew in a Pakistani Army plane and were accommodated in Islamabad by the Pakistani Army. A wonderful full day in the capital, seeing the sights and two days travelling to the Khyber Pass in Army trucks, camping overnight. One more day back in Islamabad before flying back to the ship. Those of us who couldn't go at least benefited from the graphic accounts of this very exciting expedition from those who had gone – lucky chaps!

ANDROMEDA's programme took us down the Indian Ocean, with a brief stop in Mauritius to refuel and restore, ready for three weeks on the hated Beira Patrol. But, at least, we were on our way home after ten months away and morale was quietly picking up. The days trickled by on patrol off Beira, with fairly regular mail drops by the R.A.F. Shackletons and we could answer our families' letters in part, by the few sentences we were allowed with the Admiralty Radio messages.

We spent two days handing over to our relief Frigate and set sail for a brief visit to Port Elizabeth in South Africa. It was winter in the Southern Hemisphere and we had to battle through some very heavy seas to get to Port Elizabeth. Worse, the Port Elizabeth Sea Cadets begged us to take a party of forty Cadets on our leg to Cape Town for sea experience – we couldn't refuse as we had made many friends in Port Elizabeth on our way out and the townspeople's hospitality to us was very generous.

Poor kids! As we steered south towards Cape Town, we soon ran into gigantic rollers caused by a worse than usual winter storm. Even for us seasoned mariners, it was a terrible night. We had to maintain a steady speed in order to have enough engine power for the ship to climb the mountainous wall of water from each trough she had slid down to. And the screaming wind was blowing spray everywhere – we could hardly see out of the Bridge windows.

The Sea Cadets were very, very seasick, lying on the floor of the Wardroom, thinking their end had come. We had to spread mattresses and long cushions between them, to stop them from being injured as they rolled helplessly from one side of the Wardroom to the other. Our Medic spent the night, together with some of our veteran N.C.O.s, with them watching for any serious deteriorations in their condition and keeping them warm with a sea of blankets.

Next day, already late, we stood off Simonstown Harbour – the South African Naval Base – while we talked on radio, on how and when we should attempt the entry, with the Base Commander, thankfully, a very experienced and seasoned seaman. The storm was bad enough to cause him to leave his home to take charge of the harbour, where several other ships lay alongside the concrete jetties, struggling with fenders and hawsers which kept breaking in the violent surges getting through the Breakwater.

Had it not been for the Sea Cadets, we would have delayed our entry into Simonstown until the worst of the storm had abated. The Cadets were tough South Africans, ages fourteen to seventeen. However, this storm had appeared with no warning and Port Elizabeth was suffering the same battering as Cape Town, to the alarm of the Cadets' parents living in Port Elizabeth. They were in constant touch with the Naval Authorities in Cape Town and naturally anxious for their children's safe return to dry land.

The chief reason ANDROMEDA was programmed by Admiralty to call into Simonstown was to fill all our fuel tanks – engine fuel, diesel and helicopter petrol – three types of specialist fuel, only available in Naval Bases or from our own R.F.A. Tankers, ready for the long run up the west coast of Africa. And our time itinerary had already slipped twelve hours.

So, when the Base Commander reported he had two of his best Tugs now ready to assist us inside the harbour, we decided to make the run in. Passing through the narrow Breakwater gap meant a fairly high speed, to maintain the accurate steering required and we warned the Commander we would be FULL ASTERN on both propellers the second the ship was through the gap. It all went off very well, in the still wild weather – the two Base Tugs grabbed us the instant we rang off from FULL ASTERN, with the ship momentarily stopped in the middle of the harbour – and before the wind could blow us out of control onto the jetties, Once safely berthed, the fuelling commenced and would take three to four hours to complete.

To be continued in the April 2023 Issue of Periscope View

SUBMARINERS 'CROSSED THE BAR' REPORTED IN FEBRUARY 2023

Branch	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
Fisgard Association	6th November 2022	T J (John) Vendy	Warrant Officer Weapons Electrical Artificer	TBA	TBA	Submarine Service including REPULSE (S) (1st Commission Crew) on 28th September 1968 & RESOLUTION (S) on recommissioning at Rosyth on 27th November 1976, RESOLUTION (DASO 14th July 1977) & RN Polaris School (1989)
Non-member	21st January 2023	Peter J Collier	CPO Marine Engineering Artificer	TBA	74	Submarine Service in ONYX, OBERON, TRAFALGAR (1st Commission Crew) on 27th May 1983, TURBULENT & TORBAY (1st Commission Crew) on 7th February 1987)
Gosport Branch	28th January 2023	James Michael (Jimmy) Savell	Warrant Officer (2)	D180288J	59	Submarine Service from 12th April 1986 to 28th January 2023 in OTUS, OSIRIS, VANGUARD, VICTORIOUS, VENGEANCE, TURBULENT, TRIUMPH
Non-member	1st February 2023	George James Goodings	Lieutenant Commander (E)(MESM) (ex MEA1)	TBA	TBA	Submarine Service in WALRUS (on recommissioning in October 1975), OCELOT, WARSPITE (1986 & 1987), NEPTUNE (NTD), REPULSE (P) (1994 & 1995), RENOWN(P) (1996 to 1999), FASLANE (2000 to 2005) & Duty NBO Faslane (2006 to 2023)
We Remember Submariner	9th February 2023	Brian M (Andy) Capps	Warrant Officer (Medical Technician)	P/M 947460	TBA	Submarine Service from January 1965 to March 1982 in OPOSSUM, WARSPITE, VALIANT, RESOLUTION, WARSPITE, SWIFTSURE & VALIANT
We Remember Submariners	9th February 2023	Dean M A Rogers MBE	Warrant Officer Coxswain	TBA	TBA	Submarine Service including OTTER (on commissioning at Gosport on 17th May 1980), ONYX (4th Commission Crew) at Rosyth on 23rd November 1985, DOLPHIN (SETT), RAN (SETT) & VICTORIOUS Died 9th February 2023
Ex-West of Scotland Branch	17th February 2023	John A Hamilton	Chief Engine Room Artificer	M928959	85	Submarine Service from September 1964 to June 1974 in WALRUS (1964 to 1964), RORQUAL (1965 to 1969) & REVENGE (1969 to 1972)
We Remember Submariners	19th February 2023	Peter B Bent	Marine Engineering Artificer (P) 1	TBA	TBA	Submarine Service including SWIFTSURE (1st Commission Crew) on 17th October 1972 & SCEPTRE (1st Commission Crew) on 14th February 1978
West Riding Branch	24th February 2023	Douglas A Pointon	Chief Petty Officer Stores Accountant	D132343M	81	Submarine Service from 1974 to 1986 in RENOWN (S) & RESOLUTION

Branch	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
We Remember Submariners	24th February 2023	Patrick B Bolt	Chief Petty Officer Marine Engineering Artificer	TBA	TBA	Submarine Service in RESOLUTION (P) (on recommissioning at Rosyth on 1st October 1984) & WARSPITE
We Remember Submariners	28 th February 2023	Ray (Butch) Downing	Petty Officer TI	TBA	81	Submarine Service to 1979 in VALIANT, DREADNOUGHT, SEALION, OTUS & WARSPITE on recommissioning at Chatham in November 1973
We Remember Submariners	February 2023	Christopher Argent	Chef	TBA	TBA	Submarine Service TBA
Non-member	February 2023	Christopher Harper	TBA	TBA	TBA	Submarine Service from 1981 including WARSPITE

Also – Pat Bell – the widow of our former Branch Member Charge Chief Electrical Artificer Peter W Bell - has recently died. Her funeral took place at the Holy Church (off Hollow/Rating Lane) on Tuesday 28th February. Rest in Peace - Pat.

