



PERISCOPE VIEW

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

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

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Cover Picture: We Remember Submariners Inaugural Ball

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

WINSTON SPENCER CHURCHILL

EDITORIAL

Hello Everybody,

I hope everyone is keeping fit & well? Here is your Branch Newsletter – May already – doesn't seem possible but I do hope it warms up a bit soon! I see Barrow (and Weatherspoon's) is in the Newspapers, on the Websites, and on the National News as someone, unfortunately, left some documents concerning ASTUTE Submarines in the toilets. Going to be a bit embarrassing for someone when the 'witch-hunt' starts- if it hasn't started already!

Barrow and the Shipyard should also be in the news in early May for happier reasons – the Australian Prime Minister Mr Anthony Albanese – who will be in UK for the Coronation of King Charles III on 6th May - is also scheduled to visit the Shipyard for an update on the progress on the AUKUS programme. Hopefully he might find time in his busy schedule to lay a wreath at the Australian Submarine Memorial in Ramsden Square.

Are you all ready for the Coronation? I expect many of you will be watching it on television. Some of you may recall seeing the 1953 Coronation of Queen Elizabeth II. I watched it on television with my parents and my older brother and sister on a very small screen at the Poole Ex-Serviceman's Club (my father was a Committee Member) along with many of the other Club Members & their families. Afterwards there was a sit down tea for all and in the evening the afternoon there was a street party followed by a bonfire in the evening.

Apart from that there is quite a busy month coming up on Branch activities and on the Social front as detailed in Alex's Social Report. Please support as many of the activities as you can!

One book reviews this month 'THE MAGNETISM OF ANTARCTICA' but I can also recommend 'BREAKTHROUGH – HMS DREADNOUGHT' at the North Pole' compiled by Commander Robin Whiteside OBE - who was onboard DREADNOUGHT as the XO to Commander Alan Kennedy OBE 'in Command' with as Chris Napier as the Navigator. It is a good read with Forewords by Vice Admiral Sir Tim McClement and Commodore Jim Perks. Both deal with Navigation in the Polar regions and it is easy to highlight the differences between sailing ships in the early 1800s and Nuclear Submarines in the 1970s when operating in the higher latitudes. apart from that all the usual items are in this Issue.

I hope you find something to read and enjoy! Hopefully I will see you all at the May Branch Meeting. Usual place – but half an hour earlier than usual as this will be our Annual General Meeting and there will be quite a lot of business to get through - so don't be late! If you are unable to attend in person please remember to send your apologies to Dave Smith

Best Regards, Barrie

SECRETARY'S DIT
May 2023

A big thank you to Les Hambling for doing last month's minutes as I was away in the Southwest for a few weeks. It has been a quiet month with very little correspondence (email traffic). One of note is that there is a rumour that the Branch has left the Submarine Association. We have not and are and will remain full members of the Submarine Association until such time as the whole Branch Membership decide otherwise.

I attend the inaugural WRS Ball in HMS DRAKE last week which was well supported and a good evening. The speeches and raffle were short with plenty of refreshment for all. Next year's will be held on the 4th. April 2024. The venue will be announced in the not too distance future, but it will be further north.

A quicky summary of the Association Secretary's meeting held at the weekend. Nineteen of the 49 Secretaries attended the zoom meeting. The Association Chair and Vice Chair, Association Website Manager and John Lewis from TSF also attended.

1. A short debrief on the National AGM and Family weekend was given by the National Secretary supported by the Chair and Vice Chair. The consensus was that it was a success but with limited numbers. The National Secretary read out a response to the question as to why we still have a conference if there is no debate, and all the voting is done electronically. Basic answer to promote comradeship and friendship.

2. The Chairman also outlined next year's reunion in Belfast and hoped that there will be a good attendance.

3. John Lewis gave a briefing on the TSF, its growth since inception, its role in the submarine community and what it hopes to achieve in the future.

4. Gary Strange updated the meeting on the Association Website site and stated there is still some way to go before it is fully functional. He also asked what members want to see on the website and that more cooperation with other sites is also needed, e.g., WRS and TSF to prevent duplication of work and coordinating communication to the target audience.

5. A question was raised about the new Management Guidance where new trainee submariners can become full members before they are qualified and what happens if they fail or withdraw from the training? We will cross that path if it happens was the short answer. In addition a question was asked how the new Patron and President were chosen? It was the Association Committee along with the previous incumbents wishes.

6. Portrait of the King: The SAC have been advised to ask COMSUB if he can ask for an additional 49 portraits for the Association when he orders those for those he requires for the establishments and vessels under his command.

Date of next Branch Meeting (AGM) – 1900, Tuesday 2nd May 2023.

SOCIAL SECRETARY REPORT

Hi Shipmates

1. April saw us all enjoy Easter and to finish off we had our St Georges Day Parade; my son says if you don't have anything positive to say then don't say anything.

Programme:

May sees us involved in the K2B run on the 13th May; some of us are stewarding, some are running/walking and some of us are off to Twickenham for the Army Navy.

Then we have the Upholder visit (19th-21st) with Jenk's pub crawl (20th) stuck in the middle. Jenk's pub crawl is now full, and if you need any information about the Upholder reunion see Steve May.

Finally, for May we have the annual Cartmel race course visit – Bank Holiday Monday 29th May; there has been little interest in this but if I can get another 5 people it will still go ahead.

Things to look forward in June are:

The Bridlington Buddies in Boats weekend of 2nd June. The 60th Branch Birthday party – Steve May will brief that at the meeting. Rounding off with the theatre trip to Lancaster to see the Everly Brothers show on Thursday 29th June.

Below is the updated list:

<u>Date</u>	<u>Day</u>	<u>Event</u>	<u>Date</u>	<u>Day</u>	<u>Event</u>
		<u>May</u>	1st Jul	Sat	Arboretum Run Ashore
13th May	Sat	K2B	15th Jul	Sat	Brewhouse Run
19th May	W/E	Upholder Reunion			<u>September</u>
20th May	Sat	Jenk's Pub Crawl	9th Sep	Sat	Canal Trip
29th May	Mon	Cartmel Races			

			7th Oct	Sat	October DTS West Shore Club
2nd Jun	W/E	June Bridlington BIBs			November
24th Jun	Sat	SA 60th Dinner Party	12th Nov	Sun	Remembrance Sunday
29th Jun	Thu	H&A & Everly Brothers			December
			23rd Dec	Sat	Christmas Party - Adult
			28th Dec	Thu	Half Time Free Drinks

That's it from me, don't forget the meeting on Tuesday; the AGM, so will start at 7pm and I will be bringing along a little snack to help us get through it. The members draw now stands at £40 – you must be there to win it, sadly, last month Dave Smith was in Plymouth so didn't pick up the £35 prize HA! HA! HA!

HMS AFFRAY MEMORIAL SERVICE 16th April 2023



The Gosport Branch of the Submariners Association held their annual HMS AFFRAY Memorial Service at the AFFRAY Memorial on Gosport Waterfront on Sunday 16th April. There were approximately 50 attendees including the Mayor of Gosport, Councillor Jamie Hutchison, Councillor Graham Burgess, and members of the Gosport and Portsmouth branches of the Submariners Association. The service was taken by the Reverend Stephen Ashley-Emery RN Chaplain from HMS SULTAN.

Special guests were the daughter and family members of CPO Reginald Whitbread who was one of the 75 men who lost their lives on HMS AFFRAY when she was lost on April 16th 1951.

HMS AFFRAY, commanded by Lt. Blackburn DSC, sailed in the early evening of Sunday April 15th, 1951, from the HMS DOLPHIN submarine base to take part in exercise 'Spring Train' in the western approaches. She dived off the Isle of Wight later that evening to make a dived passage west. Her crew was reduced from 61 to 50, to accommodate a class of 21 trainee Officers and Instructors on a training course and a detachment of 4 SBS Marines who were to carry out an exercise during her transit west. This made her complement 75.

She was lost some time between midnight on the 16th of April and 08.00 in the morning when she failed to send a routine signal. Extensive searches for her were carried out over the following two months but it wasn't until the 14th June that she was located lying in the Hurd Deep just 17 miles northwest of the Island of Alderney by HMS LOCH INSH on the 4th June.

She was later identified as HMS AFFRAY by divers from HMS RECLAIM and is now designated as a war grave.

MAY 2023 BRANCH CALENDAR

Branch Meeting	Tues 2 nd May
K2B	Sat 13 th May
Upholder Reunion	w/e 19 th May
Jenk's Pub Crawl	Sat 20 th May
Cartmel Races	Mon 29 th May
Armed Forces Day	Sat 20 th May
Committee Meeting	As Required

JUNE BRANCH CALENDAR

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

JULY BRANCH CALENDAR

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

MAY BRANCH BIRTHDAYS

M. (Mary) Hagen (A)	01/05/1945
H (Hugh) Porter	03/05/1958
S (Sue) Sullivan (A)	04/05/1959
D.A. J. (David) Smith	06/05/1952
D.A. (David) Cooper	07/05/1954
N. (George) Hildrew	12/05/1947
K. (Ken) Brumby	17/05/1944
G.(George) Hyde	19/05/1960
L. (Lilian) Rankin (A)	24/05/1967
T.C. (Tim) Chittenden	25/05/1951
D (David) Woods	28/05/1963
R. (Ben) Britten	31/05/1955
B. M. (Brian) Jones	31/05/1934
N (Nikki) McKay (A)	31/05/1973

Happy Birthday All!!

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SUBMARINE COMMISSIONING CREW LISTS

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

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

REMEMBERING FORMER BARROW BRANCH MEMBERS - MAY

Edward Moffat	1989
Albert Cheale	1990
George Day	1986
Tom McQuade	1993
Kenneth Walker	1996
Ernie Newton	2001
Harry Wetton	2007
Donald Michie	2007
Stuart Hammill	2010
David Jenkins	2013
David Dunford	2013

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

SUBMARINE/SUBMARINER LOSSES OF WWII

MAY 1943

One Submarine was 'lost with all hands' on 29th May 1943. HMS UNTAMED was on a training exercise with the 8th Escort Group in the Firth of Clyde on 30th May 1943 acting as a target. In a second Exercise UNTAMED was used as a target for anti-submarine mortar practice by the yacht HMS SHEMARA. When UNTAMED did not respond to attempts to contact her

nor surface, assistance was summoned. SHEMARA located UNTAMED with sonar and heard the sounds of her engines being run and tanks being blown. HMS THRASHER arrived but no more was heard from UNTAMED after 17:45. Poor weather prevented divers from inspecting the Submarine until 1st June. There was no outward sign of any damage, and it was not until after UNTAMED was salvaged on 5th July 1943 that it was found that the Submarine had been accidentally flooded through a sluice valve. The Crew Members were:

Officers:

Lieutenant Gordon Maurice Noll
Lieutenant John Priestly Duncan
Sub Lt Peter Glyn Carr Acworth,
Sub Lt Geoffrey Thomas Charles Higgins, RNVR
Sub Lt Peter Lambert Clayton, RNR

Ratings:

PO Clarence Charles Welfoot D/JX 126328
PO Wilfred Tippett D/JX 151254
L/Sea Norman Thomas Gates P/JX 155381
L/Sea Ronald Leonard Archibald Beard C/SSX 20048
AB William Hickson D/JX 207948
AB John Joseph Frederick Gibson C/JX 179395
AB Peter Bothams C/JX 157949
AB Gordon Douglas Floyd C/JX 153536
AB Joseph Frederick Cooper C/SSX 30887
AB Henry A W Green C/JX 130775
AB John Richard Stephen Arkwright P/JX 296512
AB Jack Bates P/JX 248057
AB Hugh L Bowyer D/SSX 33293
AB Alfred Charles Flinn P/SSX 22083
AB Ronald Wheeler RNVR/LDX/3427
OS Peter Male P/JX 366078
PO Tel Leslie George Smith P/JX 140888
L/Tel Peter Playfair C/JX 162409
Tel Leslie Clarence Mitchell P/JX 229043
Tel James Dow D/JX 197814
L/Sig Arthur George Read P/JX 147778
CERA Thomas George Gilbert Challoner, DSM D/MX 49479
ERA Henry Nichol D/MX 74180
ERA George Victor Danks P/MX 79014
SPO George Herbert Ball C/KX 83009
L/Sto Frederick Arthur Miles P/KX 89365
L/Sto Robert William Wishart C/KX 114973
Sto1 Robert Buchan Walker P/KX 121962
Sto1 Henry Ernest Douglas Cole D/KX 136417
Sto1 Albert Spencer D/KX 133120
Sto1 Roy George Pendleton D/KX 145468

Royal Navy investigates after official documents found in Wetherspoons

The Royal Navy says it is investigating after documents marked "official sensitive" were reportedly found in a Wetherspoons pub toilet.. The files carried details about HMS ANSON- one of the navy's most advanced vessels.

The paper says the files were left in the Furness Railway pub in Barrow-in-Furness, with a source saying they were found on the floor of a toilet cubicle.

The Navy said they were "generic" papers with no classified information. In a statement, the Royal Navy spokesman: "These are generic training documents that carry no classified information.

"However, we take all security matters extremely seriously and will investigate the circumstances of their discovery."



HMS ANSON which recently departed the BAE Systems Shipyard in Barrow-in-Furness

HMS ANSON is a nuclear-powered attack submarine, which was built at the BAE Systems' shipyard in Barrow-in-Furness, in Cumbria, very close to the pub where materials were found.

The 97m-long (318ft), 7,800 tonnes, nuclear-powered vessel is the fifth of the new Astute-class attack submarines to join the Navy fleet. According to the Ministry of Defence, Astute-class submarines are "the largest, most advanced and "most powerful" attack submarines ever operated by the Navy - and Anson is capable of circumnavigating the globe without resurfacing. The Submarine is now at His Majesty's Naval Base in Clyde, Scotland.

A source said that the files were discovered on the floor of a cubicle on what was "quite a lively night".

North Atlantic Council and Military Committee

Defence Minister Baroness Goldie recently hosted the North Atlantic Council and Military Committee at HMNB Clyde, underlining our commitment to NATO Nuclear Deterrence.





AMBUSH WELCOMES FAMILIES TO HOME OF SUBMARINE SERVICE

HMNBC 16/23 Tuesday, 25 April 2023
ROYAL NAVY MEDIA RELEASE

Royal Navy Submariners recently welcomed their loved ones to their workplace when HMS AMBUSH held a families' day at HM Naval Base Clyde.

The Astute class vessel – one of five currently in service with the Royal Navy and base-ported at HMNB Clyde – opened her hatches and welcomed over 120 family members onboard for a guided tour.

Commander Chris Bate, Commanding Officer of HMS AMBUSH, said: "HMS AMBUSH is one of the most sophisticated and advanced submarines in the world, however it cannot operate without a team of highly skilled personnel."

"Hosting our families onboard provides a unique opportunity for the crew to illustrate to loved ones, life onboard a submarine, giving them a better understanding of the professionalism required and why, we, as submariners feel such a sense of pride. It is also a chance to say thank you to our families, whose support is vital in maintaining the morale of personnel onboard."

This is the first time in a few years that it has been possible to bring families on to the Naval Base and give them some insight into how their loved ones spend their time at work.

As well as been shown where the submariners eat, sleep and live while they are deployed, they were also shown some of the sophisticated equipment onboard including sonar and optronics systems in the control room. The

crew members tried to take their families through 'a day in the life' of a submariner and wannabe submariners could even try a submarine escape suit for size during the tour.

Chief Petty Officer Gregory was delighted to be able to show his family round the submarine.

He said: "This is a great opportunity to show my family where we work, giving an insight into what we do and a small way of saying thank you for the support they provide to us whilst we are deployed"

The Astute-class submarines are the largest, most advanced, and most powerful attack submarines ever operated by the Royal Navy and they travel all over the globe, taking part in training serials with our allies and keeping all of us safe. Just recently, HMS AUDACIOUS returned to HMNB Clyde from a record-breaking patrol. HMS AMBUSH was launched on January 5, 2011, and arrived at her homeport of HM Naval Base Clyde for the first time in September 2012. All seven of the Astute class boats will eventually be based on the Clyde.

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





A selection of photos showing family members being shown round HMS AMBUSH

Royal Navy personnel speak of their pride as they prepare for coronation



Royal Navy sailors have spoken of their pride at taking part in the King's coronation as they carry out rehearsals for the guard of honour. More than 900 naval personnel will march in London on May 6 with 60 taking part in the Tri-Service Guard of Honour.

The personnel have been making final drill rehearsals with the Royal Marines Band Plymouth at HMS EXCELLENT on Whale Island, Portsmouth, Hampshire.

The band's drummers have been kitted out with a new drum for the occasion featuring the Royal Cypher and the King's Crown.

Lieutenant Victoria Rogers, 48, from Helensburgh, Argyll and Bute, said that she would be following in the

footsteps of her late father, Trevor Rogers, who took part in the Queen's coronation while serving in the King's Troop Royal Horse Artillery. Inspired by her father, she had wanted to join the Army but the King's Troop was not taking women at the time so she joined the Royal Navy as an Environmental Health Officer (HO) in 2019 having been in the reserves for seven years.

She told the PA news agency: "We grew up hearing all his stories and everything about the Coronation when he actually did it, I never thought I would get the chance so to actually be in the services whilst this is occurring and to be chosen to carry the Colour is more than I ever could possibly have imagined. "I was a bit of a daddy's girl I am sure he is watching me from somewhere and making him proud and to be able to walk in his footsteps is brilliant. It's a dream. "I am so excited, so proud and so honoured to be part of this event which is so magnificent. "The guys and girls have been working so hard and tirelessly, everyone is in good humour, lots of smiles and lots of excitement and everyone is so aware of the honour to be part of this."

Rear Admiral Jude Terry, the navy's director of people and training, said: "They feel immense pride to be showcasing the Royal Navy on behalf of His Majesty the King on what will be such an international and memorable day. "The hard work from the teams has really paid off."

Lance Corporal James Clements, a bugler in the Royal Marines Band Plymouth, said: "I am extremely proud to be a part of this historical and momentous occasion for the United Kingdom especially representing the Royal Navy.

"Our standard is always immaculate, we will be ready by the Coronation, there's not much left to do but there are always things to fine tune."

A navy spokesman said: "For the navy, the parade is a chance to honour and celebrate 'one of its own': the then Prince of Wales served between 1971 and 1976, rising to command minesweeper HMS BRONINGTON before returning to royal duties.

"The event also sees the largest number of Royal Marines on parade in nearly a decade – and an opportunity for the Corps to march for the first time for their new Captain General, an honorary title famously held for decades by the King's late father. "Given the significance of the occasion – the first in 70 years – many personnel of all ranks and branches, drawn from ships, submarines, Fleet Air Arm squadrons, Royal Marines units and bases throughout the UK have volunteered to participate."

BOOK REVIEW

THE MAGNETISM OF ANTARCTICA

The Ross Expedition 1839 – 1843

By John Knight



This book will be of interest to members of the Navigating Specialisation – particularly those who have navigated in Arctic or Antarctic Waters and are aware of the peculiar effects relating to negotiating the upper latitudes. More up to date Navigators might not be aware of any particular difficulties now that Satellite & GPS Navigation and WECDIS systems are in place.

Back in earlier times (or should I say 'olden times') - when ships were reliant on magnetic compasses, chronometers & sextants etc., things were very much more difficult and dangerous.

The Royal Navy has always been interested in exploring and navigating in the far Northern and Southern water with many Expeditions such as those searching for the North West Passage, the North and South Magnetic Poles, charting the various islands and the Antarctic Continent – some of these Expeditions failed - sometimes with near fatal (Shackleton) or with fatal consequences – the Franklin Expedition and Scott of the Antarctic for example. In modern times with steel ships and all the modern technology and instant communications these things are seemingly easy and large Cruise ships explore these areas without difficulty.

But just imagine trying to find the North West Passage in a wooden ship with canvas sails, no engine, no communications, no charts, virtually no navigational equipment and being totally reliant on whatever stores were onboard, your own resources and limited manpower. However, with the determination and back up of the Admiralty successful Expeditions were mounted of which the Ross Expedition is an example. However, the Expedition lasted the better part of four years and was carried out many thousands of miles from any hope of relief or rescue had than gone badly wrong.

John Knight has done a remarkable amount of detailed research resulting in a very readable account of an ultimately successful Expedition, the special preparations for it and also covering some of the less successful previous Expeditions

As is usual with such books there is much detail concerning the primary characters but he has also

researched into the lives and backgrounds of some of the lesser ranked crew members without whose efforts the result might well have been different.

John Knight's book 'The Magnetism of Antarctica' is the first thorough account of this expedition. Never before or since has the Antarctic pack ice been breached by two wooden warships powered by wind alone without the aid of charts or any prior knowledge of what they were about to carry out and discover.

This under-documented expedition was a pivotal moment in the annals of polar exploration and was the starting point, in historical terms, of revealing the great unknown continent of Antarctica. It was the first time in nearly 70 years since Captain James Cook had circumnavigated Antarctica, that a Royal Naval voyage of discovery had ventured so far South. They set a new 'furthest south' record in the process beating the one set up by James Weddell in a whaling ship in 1823.

The expedition set sail from Greenwich in 1839. It consisted of two wooden sailing ships commanded by Captain James Clark Ross and Commander Francis Crozier. The ships were manned exclusively by Royal Naval personnel and each ship had a complement of 64 men and officers. Their primary task was of a scientific nature to study the Earth's magnetic field and build up a set of results that could provide a greater understanding of the effects of magnetism on compasses and their use in navigating the world's oceans. This voyage had a set of planned targets and all were accomplished. In the process a vast amount of scientific information was collected.

Many exotic places were visited during the voyage amongst them Madeira, St Helena, Cape Town, Kerguelen Island, New Zealand, Australia, and the Falkland Islands but the pinnacle was the discovery of the Ross Sea, the Ross Ice Shelf and the mighty volcanoes of Erebus and Terror (named after the two ships). The crews experienced the dangers of navigating in ice-strewn waters and narrowly escaping being crushed by icebergs. Illness was kept at bay although several lives were lost due to accidents. It would be another 60 years before the scenes of their greatest discoveries were visited again and then the Age of Discovery was ushered in with the likes of Scott, Shackleton, and Amundsen.

Contents: Part 1 The Expedition, In the Beginning, Targets and instructions; James Clark Ross and Francis Crozier, Setting sail to Madeira and the Atlantic Islands; Cape Town and beyond; Next stop Hobart, Tasmania; First taste of the ice; Amazing discoveries and wonders to behold, Turning North, South again to the Great Ice Barrier, Impending Disaster; Wild cattle hunt and a third winter away, Return to the Antarctic. **Part 2** The sailors' stories **Part 3** The ships and their sailors, Muster list for HMS EREBUS, Muster list for HMS TERROR.

Readership: All those interested in exploration, adventure and natural history, maritime and naval history

and anyone with a particular interest in the Antarctic will find this a hugely enjoyable and informative read.
ISBN 978-184995-501-0. 240 × 170mm. 240pp.
Illustrated with 7 maps, c.85 photos, drawings and paintings. Full colour throughout. Softback £18.99.

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WRS INAUGURAL BALL



WRS FOUNDERS SPEECH



I have often said that as founder of We Remember Submariners, that I am occasionally wheeled out of my box, dusted off, painted over, and put on display when needed. This is one of those times.

I think they did a good job with the gold design this time.

Firstly, my thanks to all those responsible for organising this event, and the dignitaries here for attending, to our Patrons Gill and Chairman Mick.

I am particularly pleased that this Ball is being held in the Nat Gould Room and looked down on by Nat himself – a painting of mine that has been hidden for 25 years!

WRS has grown from its humble beginnings in my living room in 2012 into a properly constituted Charity, with many (unpaid!) Trustees and Members. I want to particularly thank my good friends Nigel and Terri Mellor who have been with me on this growing journey almost from the beginning.

WRS has dealt with many Crossings of the Bar of submariners, serving, and retired over the years – some from accidents or disaster, some from the awful pandemic, and many from the more natural effects of ageing.

Back in 2011 my sole aim was to somehow gather funds from supporting retired submariners in order to purchase a wreath for Lieutenant Commander Ian Molyneux's funeral, after his murder aboard HMS ASTUTE.

Many folks suggested opening a bank account for the fund, electing a treasurer etc.. all time consumable. My idea essentially bypassed this – as I said at the time, if you buy a special lapel pin from me (which I shall have made) then the money will be mine, but I promise to use the profit to purchase the wreath....!!

The first pins ordered in 2012 totalled 208 with the company who made them (14c Publicity) actually doing this without any advance payment. We still use this company today, out of loyalty, and we now sell around 9,000 every year. If you had bought a £5.50 pin in 2012 it is now worth around £250...

We raised enough money for that wreath, and we had money left over, so we decided to keep going with the idea and raise the money for a wreath for EVERY submariner who Crossed the Bar. Last year we sent out 139 wreaths!!

In 2017 we became a registered Charity which gave us the ability to help service families far more, beyond just supplying wreaths, cards & Moly pins.

So here we are in 2023, in a new age. There are both male and female Submariners serving, protecting our country having signed over their lives to the King.

A new ethos has emerged for the Submarine Service (something I have personally wanted for many years), a 'cradle to grave' idea of support for our serving Submariners, their families left at home, and for our retired Submariners too.

I was greatly pleased to hear our previous Commodore Submariners say that he now considered WRS to be the third arm of the Submarine Service alongside the SA and the Service itself.

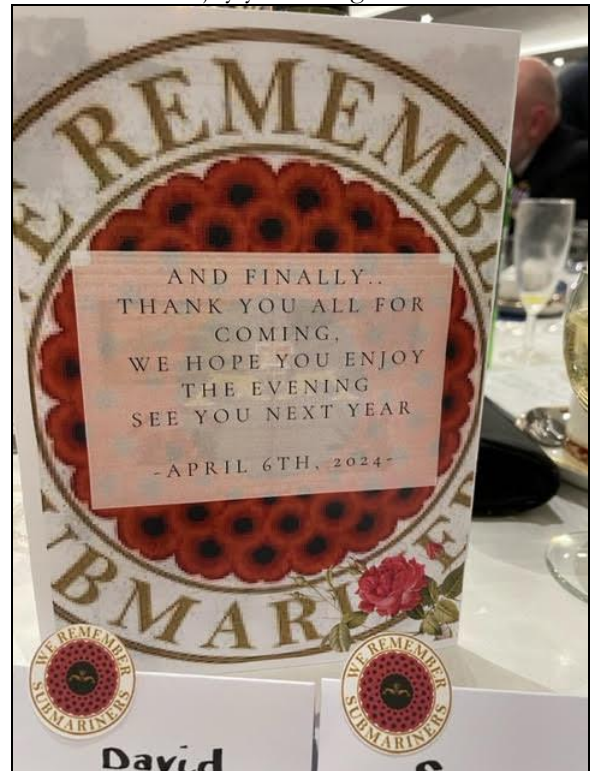
I am happy that WRS is now firmly established with members in charge who are far above my pay grade and that we are doing our best to support our bereaved families. But I am also happy that we are now able to do so much more supporting our members in need, supporting our serving brothers and sisters!

Our latest plan is to purchase static caravans for Families to use for respite, and to rent out to submariners serving and retired to use. I am looking forward to testing this accommodation out myself!

Finally, I have to tell you that I consider the creation of WRS and my small part in the ongoing development to be the greatest achievement of my own otherwise mundane Submarine career.

But I am most proud of YOU All, for YOUR support to WRS, without which we would have achieved NOTHING.

Now it is time to enjoy your inaugural WRS Ball.



AN AUSSIE ANZAC DAY DAWN SERVICE



In Australia the ANZAC Day services always start at Dawn – marking the time that the ANZAC Forces 'landed' at Gallipoli in April 1915. The Memorial shown above is at Edwardstown, Adelaide, South Australia just before the Service started.

Picture supplied by Cassie Pescud (Downer)

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the April 2023 Issue of Periscope View)

ANDROMEDA left Gibraltar, heading for Portsmouth and Home! My worst headache on the way was drawing up two lists. The first saying which half of the Crew would be granted 17 days' Leave on arrival and the second list then completed itself – the other half who would day-work on the ship, but free to go home overnight, if not on a slimmed-down Duty Roster, until their turn came around for their 17 day Leave.

I looked at the essential details of each man. Married or single? If married, was his family living in Portsmouth or long distances away? Who were fathers of babies they had not seen? Who had relatives seriously ill? Etc.

When my list naming the first half to go on Leave on arrival in Portsmouth was published, it received the unanimous approval of the entire Crew.

Portsmouth Dockyard had polished up the best jetty for us. Families were assembled there in comfortable seating and listened to the Royal Marine Band playing music. Then they saw ANDROMEDA steaming at a brisk rate down Portsmouth Harbour, heading straight for their jetty. All the Crew (except Engine Room staff) were aligned on deck in their best uniforms. We made a fast alongside, to the deafening cheers from the families and the instant the Gangway was secured, they poured onboard. We were home after 12 months' absence.

Hazel, Sue, and Bill were soon ensconced in the Wardroom, together with other Officers' families, tucking into cakes and goodies laid on for teatime. I left them, once the Tea Party was underway, to deal with Customs.

There is no distinction between R.N. Warships and Commercial Shipping in the Customs Laws. Any vessel, private yacht, ferries, aircraft carriers having arrived in Britain from an overseas port, must be met by Customs Officers, for you to declare goods purchased abroad, for them to charge you the Duty payable on those goods and also for them to search your ship if they think you haven't declared everything. No Commander, including the ship's Captain, may proceed ashore, until Customs give the Green Light. As Portsmouth was primarily a Naval port, they were used to dealing with the very large number of Crew in warships and sent teams onboard appropriate to the size of the warship – in our case, a team of 8 Customs Officers to quiz 260 men.

ANDROMEDA was well favoured by Portsmouth Dockyard – she belonged to Portsmouth, built there, and crewed mainly by Portsmouth men – so the Customs men were co-operative in 'freeing' the Crew in as short a time as practical and were lenient in the Duties they had to charge.

It still meant my family had to wait until after most had left, me entertaining the Customs Officers to a 'thank you' drink, but again, they knew I wanted to go home and they downed one stiff drink and departed, having done a fast job for us.

The ship was now strangely quiet. Everyone had gone, save the 30 Duty Watch men who would keep the ship ticking over through the night. The four of us left, crossed on the Gosport Ferry and our car soon had us in Ellachie Gardens, Home at last, And 17 days for me staying at home – I did go over to ANDROMEDA a few times, at a leisurely pace, to deal with alterations to the ship's programme and clear my In-tray etc., and one expedition to collect the Persian carpet, which went straight in the lounge at home.

Back to work, fully refreshed after Leave, to get the ship ready for our next trip - a major Fleet Exercise including NATO Navies in the North Sea, ending up with a NATO Fleet visit to Oslo. And it was at Oslo that Captain F4, David Smith, really put his foot in the mire! He had done very well in the Fleet Exercise as Screen Commander, having 6 Frigates under his control, to protect the Task Force from conventional and nuclear submarines attacking the Task Force.

And first day in Oslo, at the Exercise Analysis, he came out smelling of roses – the analysis basically showed that his manipulation of the Screen had beaten off the submarine attacks and was credited with a few submarine 'Kills' – well done ANDROMEDA! The whole Exercise had taken place over a period of 5 days and included air as well as submarine attacks against the Carrier Task Force. Altogether, quite a big show for a NATO Exercise.

That evening was the 'Big Wigs' Dinner, hosted by the British C.-in-C., in H.M.S. ARK ROYAL and the chief guest was The King of Norway, followed by the Senior Officers of the NATO countries and our own Senior Officers. Captain Smith, to his delight, fell into the latter group.

This NATO Fleet made up of British, French, Dutch, German and Norwegian warships, was anchored off Oslo, so ships' boats had to do all the ferrying around and to and from the jetties in Oslo itself. There had been several riotous pre-Dinner parties ashore, at the different Embassies and ANDROMEDA's boat went to collect our Officers from these parties. Captain Smith was with me at our Gangway as our boat approached. We could both see a gaggle of strangers in the boat together with ANDROMEDA Officers. Our lot came onboard saying the 'strangers' had asked for a lift to ARK ROYAL, for the Dinner.

David Smith blew his top. That was his boat and he alone would be taken to ARK ROYAL in it! We tried to persuade him no harm in giving this half dozen foreign guests of the C.-in-C., all dressed in dinner jackets, a lift to the ARK. Not on your Nelly! “Get those people out of my boat, they can be ferried to ARK after me!”. C'est la vie! I politely asked them to come aboard and wait – they had heard every word anyway. Captain Smith set off on his short ride to the ARK alone. It would be no longer than ten minutes before our boat returned, but nevertheless, I asked the Dinner jackets if they would like a drink with us while waiting. One of their group spoke perfect English, thanked me but declined and apologised to me for upsetting my Captain. Our boat was now back and, at last, off went the group to the ARK. It was midnight when David Smith returned and I met him at our Gangway. He was ashen-white and greeted me with “Number One, my career is finished!”. He was clearly badly shaken and I said come and have a nightcap in the Wardroom, all the rest have turned in. He needed to talk to me.

One of the group of Dinner jackets, he had so rudely and stupidly turfed out of ANDROMEDA's boat, was The King of Norway! The King had apologised to the C.-in-C. for arriving late at the Dinner, explaining a ‘minor difficulty’ with boat timetables. Everyone there and particularly the C.-in-C. knew the ‘minor difficulty’ centred on ANDROMEDA's boat. Later, after Dinner, the C.-in-C. cornered Captain Smith and asked, “What was the cock-up Smith?” David Smith recounted the episode truthfully (you NEVER try to pull the wool over the eyes of a Fleet Admiral), and he generously reported that what he had done was also against the advice of his First Lieutenant.

The C.-in-C. merely said, “Make an effort to stop putting your foot in it, Smith”, turned and went off to talk to other guests. I managed to relieve David Smith of his worst forebodings that late night – saying the Fleet Admiral was most impressed with Smith's skill in warfare and a tiny contretemps of a social nature would not influence C.-in-C.'s overall report to Admiralty on his suitability for higher promotion. Really, I often wondered why Admiralty had promoted him to Captain rank – I knew plenty of more deserving Officers who had not been promoted in his age group, but that's the way the cookie crumbles in any management outfit.

Another of David Smith's contemporaries had been promoted to Rear Admiral (again, I don't know why – he was not worth the rank), decided to ride home in ANDROMEDA. The usual downgrading of accommodation; the Rear Admiral in the Captain's quarters, the Captain moving to the Navigator's cabin and the Navigator on a camp-bed in the Wardroom.

We sailed from Oslo, bound for Aberdeen, with another Frigate in close company. Next morning the Rear Admiral decided to carry out a series of manoeuvres with just us 2 Frigates – big deal! To spice it up, he told Smith to conduct the manoeuvres, with me in command of ANDROMEDA, while Rear Admiral sat back and watched the sport! Ludicrous, but we did it. It was with some relief next day when we transferred the R. Admiral to the other Frigate, which was bound for Portsmouth.

Next day, right in the middle of the North Sea, half way to Aberdeen, we ran into a storm. I had battened down the ship ready for the rough conditions, but we all forgot to check the whereabouts of our 3-man civilian Chinese Laundrymen. It was late that night, at the height of the storm, we realised the mountainous waves had surged up over our stern ramp, which housed our towed Sonar Dome and partially unseated the hatch which covered the Steering-gear Compartment, by now shipping in serious amounts of seawater. Nothing else for it, somebody had to get down there to tighten those hatch clips. I took the Buffer and two of our strongest sailors, all of us roped together, to make our way aft, without getting washed overboard. We got there and the sailors hammered the clips tight. Just to the side of us was the Ship's Laundry and one Chinese frantically attracting our attention with a torch through the glass porthole. I radioed the Bridge and we worked out the nearest internal phone to talk to the Laundry was in the Helo Hangar. So we got to that phone and spoke to our 3 Chinese in Pidgin English. Their electricity had gone, but they had plenty of food and water and no seawater was getting into the Laundry. We all settled for them sitting the storm out – to have unclipped their door was too dangerous, with monster seas rolling up the ramp and completely submerging the door.

Finally, ANDROMEDA entered the safe haven of Aberdeen Harbour, to stay for a few days and time to repair our storm damage.

Fortunately, Hazel had reminded me of a couple living in Aberdeen who were close friends of the Girvan's and whom we had met on previous visits to the Girvan's when they lived in Aberdeen. I invited them onboard for our official Cocktail Party and afterwards they stayed for dinner. They were thrilled to bits! They had posts at Aberdeen University, but only rare contacts with Aberdeen's bustling harbour. Thence, back home to Portsmouth.

By now I had been First Lieutenant of ANDROMEDA for well over 2½ years – usually the maximum time in any posting. My Appointer in Admiralty – David Edwards, a T.A.S. Officer I knew well – kept stringing me along with ‘phone calls, saying my intended relief had gone sick, or was not suitable to Captain Smith, or suddenly needed in Moscow because he was a Russian speaker etc. Back in Portsmouth from Aberdeen, David rang me to ask if I could hold on for 3 years – he had run out of suitable candidates to relieve me.

However, the Fish War with Iceland was in full spate. Iceland, out of the blue, had announced to the world, that it had extended its claim to territorial waters from 3 miles offshore to 200 miles off its coastline! This meant that Britain’s Northern Fishing Fleet – a huge industry – were excluded from the rich cod fishing areas off Iceland, which we had fished for centuries. The British Government said Iceland’s announcement was an illegal claim of sea territory and sent the Royal Navy to defend our Fishing Fleets against the Iceland Navy’s Gunboats who shot at any fishing boat who entered the new 200-mile limit.

It was an exciting time. The Iceland Navy were superb seamen, who drove their well-armed Gunboats (similar to small Frigates) like ferocious terriers. They were equipped with special gear, towed over their sterns, to cut the wires of the Trawlers’ nets close to the Trawler’s stern. The subsequent loss of a Trawler’s complete set of nets was financially ruining to the owners and the Trawler had to retreat to its homeport for a new set. The British Navy Frigates soon equipped themselves with towed cutters to cut the Iceland Navy’s cutters, which involved hair-raising close passes at high speed and the inevitable minor collisions often occurred in these desperate manoeuvres at high speed in very rough sea conditions. Neither side wanted to shoot. Shooting kills crews. We fired our big guns for the shells to explode ahead of the Iceland Navy’s ships as warning shots to make them turn away from the British Trawlers they were going for. It was all very fast moving and tested the strongest of nerves among ‘salty’ Captains.

So, if I remained First Lieutenant of ANDROMEDA for 3 years, just to get my Appointer in his cushy office in Admiralty out of an admin mess, it would mean doing 3 months with ANDROMEDA on Fish Patrol in the Iceland War. No thanks!

I organised my Relief myself. He was to be the Squadron Gunnery Officer, who had deputised for me in Gibraltar. ANDROMEDA, on the Fish Patrol, was once again to be a single Frigate with no Squadron to boss over. Therefore, Captain Smith did not need his Squadron Staff Officers, temporarily surplus to the job in hand. Nevertheless, he was less than enthusiastic when I propositioned that Squadron Gunnery Officer was free to take my position as First Lieutenant. ‘Guns’ was thrilled to bits – it meant a promotion for him and he nagged the reluctant Smith into giving it a go, for the couple of months it would take Admiralty to appoint an overdue new First Lieutenant.

To be continued in the June 2023 Issue of Periscope View

Mr Terry Hall

POINTS OF LIGHT AWARD

Thank you to the many people who have congratulated me on ‘**The Points of Light Award**’ that was presented to me by our Derbyshire MP, Mrs Pauline Latham OBE, MP on Friday 14 April 2023 at the Spondon Conservative Office. The personal letter from the Prime Minister predominately referring to my Welfare work on Remembrance in reference to the WWII crashed Wellington Bomber W5795 in Stanley Village, Memories of Stanley Village Trust (MOSVT), but also mentioned my long Service to RBL Poppy Appeal since 1966 and I am still a serving and fairly active Poppy Appeal Organiser since 2003, and it also mentioned the Derbyshire Submariners Newsletters I have produced since 1997 as SOCA Derby, thence Submariners Association Derby and from 2011 Derbyshire Submariners. However, I must stress **THIS AWARD IS NOT JUST TO ME**, it is for **ALL OF YOU**, who support the various Ex Services events I organise or attend, and proving, **YOU ALL ENSURE WE DO REMEMBER THEM.**

Yours Sincerely

Terry Hall

SUBMARINERS 'CROSSED THE BAR' REPORTED IN APRIL 2023

Branch	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
We Remember Submariners	11th April 2023	David Johnson	Chief Petty Officer Weapons Electrical Artificer	TBA	TBA	Submarine Service including RENOWN (P) (1st Commission Crew) on 15th November 1968
We Remember Submariners	11th April 2023	David J Sharp	Chief Petty Officer Electrical Artificer	TBA	TBA	Submarine Service from July 1969 in OTUS (1969 to 1971 2nd Commission Crew), OTUS (1974 to 1976) & OPOSSUM (1980 & on 'Commissioning' on 14th November 1981 to 1982)
SAOC (Central)	12 th April 2023	Anthony Tasker	Lieutenant RCN	TBA	68	Submarine Service in ONONDAGA & OKANAGAN
Friends of SM Museum	17th April 2023	Stephen Kenneth Firth OBE	Captain (E) (MESM)	TBA	TBA	RNC Greenwich (1978 to 1979) REPULSE 1980 to 1981), CONQUEROR (1982), RNEC (1983), RALEIGH (1984), RNEC (1985), MoD Bath (1986), TRAFALGAR (1987 to 1988), TURBULENT (1989), NEPTUNE CSST (1990), Mod Bath (1991 to 1995). MoD London (1996), DG Ships (1997), Ship Support (1998 to 2001), DRAKE (2002 to 2009)
We Remember Submariners	18th April 2023	Alan Thomas Scott	Chief Petty Officer (Operations) (Submarines)	TBA	TBA	Submarine Service from 1973 to 1995 in CONQUEROR, COURAGEOUS & UPHOLDER (1st Commission Crew) on 9th June 1990
We Remember Submariners	19th April 2023	Michael J Morgan	Marine Engineering Mechanic (Mechanical)	TBA	TBA	Submarine Service including SPARTAN (1st Commission Crew on 22nd September 1979)
SAOC (Central)	23 rd April 2023	Frederick Schatz	Petty Officer 1 (Sonar)	RCN	78	Submarine Service from 1969 to 1991 in ONONDAGA (1969 to 1970), OKANAGAN (1971 to 1972), ONONDAGA (1972-82), DOLPHIN (1982 to 1984), ONONDAGA (1984 to 1990), OJIBWA (1989) & OKANAGAN (1990)

