



# PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch  
of

The Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

Issue No: 242

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

August 2020



Editorial	Page 2
Secretary Report	Pages 3 & 4
Social Secretary's Report	Pages 4 & 5
Submarine Losses of WWII	Page 6 to 8
Articles	Pages 8 to 10
Desmond Gerrish Biography (continued)	Pages 10 to 13
Books	Pages 13 & 14
Crossed the Bar & Obituaries	Pages 15 to 18

## BRANCH OFFICERS

Hon President:

Alan Hoskins

01229 588792

[Abhoskins@btinternet.com](mailto:Abhoskins@btinternet.com)

### Chairman:

Richard Cambridge 01229 586668

[Richardcambridge@outlook.com](mailto:Richardcambridge@outlook.com)

### Chaplaincy:

Vacant Post

### Newsletter Editor:

Barrie Downer 01229 820963

[frozensnorth55@gmail.com](mailto:frozensnorth55@gmail.com)

### Secretary:

David A J Smith 01229 583008

[davidajsmith@msn.com](mailto:davidajsmith@msn.com)

### Committee Members:

Steve May 07974 357014

[snm18463@yahoo.co.uk](mailto:snm18463@yahoo.co.uk)

Mark Butchart 07965 272933

[m.butchart@hotmail.co.uk](mailto:m.butchart@hotmail.co.uk)

Jeff Thomas 01229 464943

[jeffbrendathomas@tiscali.co.uk](mailto:jeffbrendathomas@tiscali.co.uk)

### Standard Bearer:

Alex Webb 01229 839551

[alexjan1516@hotmail.com](mailto:alexjan1516@hotmail.com)

### Social Secretary:

Alex Webb 01229 839551

[alexjan1516@hotmail.com](mailto:alexjan1516@hotmail.com)

### Slops:

Malcolm Hogg 07768 170325

[bloke52@hotmail.co.uk](mailto:bloke52@hotmail.co.uk)

### Treasurer & Membership:

Mick Mailey 01229 821290

[Michael.mailey@btinternet.com](mailto:Michael.mailey@btinternet.com)

### Welfare:

Mick Mailey 01229 821290

[Michael.mailey@btinternet.com](mailto:Michael.mailey@btinternet.com)

Richard Britten 01229 820265

[r.britten@btinternet.com](mailto:r.britten@btinternet.com)

### Website Manager:

Dave Oakes 01229 475140

[Dave.oakes@btinternet.com](mailto:Dave.oakes@btinternet.com)

---

**Cover Picture: Lock down? Social distancing? Nah! Let's have a Party! More pictures inside!**

---

***'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,

What? Still at home? Or have you been able to get back to work? I hear we are starting to get back to 'near normal' but it doesn't seem much like it to me! I have finally managed to get a haircut – is your barber or hairdresser back in business? Have you managed to get back into your local for a beer or two? The pubs on Barrow Island are open but I've not been into one yet!

So, when will we be able to have our next Meeting at the Royal British Legion? Dave Smith and I have been in contact with Bob Palmer at the Legion and the August Meeting is definitely OFF! However, we should be able to hold our September Meeting but, it will be a bit different to our usual arrangements - as Dave explains in his Secretary's Report

Not much news about Submarines/Submariners in this Newsletter but I have been sent several Press Releases from Faslane which I have included. Also, there are three new book releases which you might want to read – one about a WWI submariner who, unfortunately, died from an illness whilst serving in the Baltic Flotilla. The second is about a WWII Submariner – Leading Stoker

Roy Broome - who served in HMS THRASHER & HMS TRENCHANT. And the third is about the Portland Spy Scandal in the 1960s.

One bit of local news – not Navy related - is the story of the lad out for a walk on Black Combe who found a metal bracelet in the bushes. On examination it was engraved with "E E WILLS AUS 429711". Investigations revealed that it was an identity bracelet belonging to Australian Wireless Operator/Gunner in the RAAF who had been based at RAF Haverigg during WWII. With the help of many local people & including Radio Cumbria & the Evening Mail and people in Western Australia it was found out that Ernest Wills from Kalgoorlie in Western Australia had survived the War but had died in the 1960s. However, a surviving daughter has been now traced in Western Australia and action is in hand to return the bracelet to the family who are surprised and delighted at the find.

Keep safe everyone & don't forget your social distancing and you face masks!

Best Regards,

**Barrie**

---

## SECRETARY'S REPORT

### Correspondence:

I have been informed that our Branch Padre, Andy Batchelor, will be moving on in September to pastures new in Warwickshire. He supported the Branch over the last year or so in particular at the Tri Service Parade, AE1/AE2, the laying up of the old Standard and Dedication of the new one. He also attended Funeral Service for Lofty Sibbitt. We thank him for his service and support during this time and wish him well for the future in his new role.

There have been a number of e-mails and other correspondence from the NMC with regards to the following:

#### 1. November Ceremonies 2020.

No wishing to steal the National Chairman's thunder, the Middle Temple garden will be used again despite the refurbishment of the Hall that is currently taking place. However, due to this and the rules on Social Distancing etc. it will be a ticketed event and require the numbers to be reduced. This will be limited to a maximum of 10% of members from any one Branch, not including the Standard Bearer. Requests for tickets should be forwarded to:

Mr Iain Mackenzie, 41 Grafton Road, Worthing, BN11 1QY with Branch name, Telephone number and email address to reach me by COP Friday 18th September 2020. Accompanied by a SAE.

NOTE: If the member requires a Carer (restricted to 1) he will need their contact details as well.

Another point he raised was on the purchase of Wreaths. Barrow has traditionally provided its own via John Hart. This will need to be discussed at the next full meeting which hopefully will be 1 September (more about later).

Below is the comment from Ian Mckenzie:

Wreaths will be laid as normal and, given this year's circumstances, I would encourage all Branches to order a wreath through me. The cost of a wreath is £25, cheques to be made out to "Submariners Association Wreaths" and sent to my address as above. Wreath orders must be with me by COP 4th September 2020.

#### 2. Submariners Association Diaries:

Submarine Association Diaries, Mark Smith has taken on the responsibility for the diaries and is in the process of taking over from Brian Tate. In the meantime, could the Secretaries ascertain how many diaries they require, and let Mark know. Mark Smith (m.smith@fnc.co.uk). Currently I have an order for 1.

#### 3. Communications:

An inquiry has been received from a Branch asking about the use of Facebook and other online sites/platforms for Recruitment and Communications purposes and whether the NMC had any views. This was discussed at the recent NMC Meeting and the following advice is offered:

The NMC have no problems with how a Branch finds new Members, communicates with them or sets up Websites.

However, there are several things that must be followed:

1. GDPR Regulations must be strictly adhered to at all times
2. Use of Personal Data and Photographs must be with the express permission of all concerned.

And remember, not all online sites are completely secure and once personal data it is out there - you can't get it back. If you have any queries about the operation of GDPR you should contact the Association Webmaster who should be able to advise.

#### 4. The Submarine Memorial Appeal:

We now have a Crowdfunding campaign underway; we would ask you all to consider giving and sharing to your family and friends and via social media. If you are thinking about doing a run or row or cycle ride or anything for charity then our Crowdfunder site helps you setup your own event page with 100% of the money you raise coming to our appeal - there are no hidden charges. Our competition is going to run until the end of August and now we have linked with Sea Cadet organization.

Limited Edition John Lang Prints

We are very grateful to Tim Honnor of the Periscope Press and Rear Admiral John Lang, the artist, for the donation of a limited edition of 50 superb letterpress prints in aid of the appeal. Each print will cost you £25 which includes P&P. The prints are on 100% cotton card using an antique platen, and a block made from the original drawing. The overall size including the mounting card is A4. If you want one of the remaining 48 then be quick, pay by BACS Transfer to: Account Name: THE SUBMARINER MEMORIAL APPEAL

Account Sort Code: 20-17-20

Account Number: 40778311

With your surname and the word PRINT as the reference and then email submaineregsec@gmail.com with the delivery address. Or if you want to pay by PayPal then scan this QR code and again email.

Thanks for all your support and do spread the word.

Cdr Tom Herman OBE RN - The Submariner Memorial Appeal Project Officer

#### 5. National Treasurers Report:

Overview: The Association accounts remain in a healthy condition in the main, the Slops account whilst overall is reasonably healthy the majority of the cash is tied up in stock holding. The Handover from Stuart. A. Brown to Andy Bain - the incoming Treasurer continues at snail's pace due to slow processes at the bank. Accounts status - as at 31st of June 2020 as follows

**Association main account:**

Balance on the account £69,949.01  
Income for June 2020: £485.00  
Expenditure for May 2019: £593.00

**Blue plaque account:**

Balance on the account: £2,313.65  
Income for June - £0  
Expenditure for May 2020 - £9.00

**Reunion account:**

Balance on the account: £17,486.45  
Income for June 2020 - £0.00  
Expenditure for May 2020 - £132.00

**Slops account**

Balance on the account: £573.12  
Income for June 2020 - £178.00  
Expenditure for May 2020 - £9.00

Slops turnover is largely static, and stocks remain high, at the current run rate the stock turnover is 1:18 i.e. it will take approximately 18 months to rotate the stock.

**Date of Next Barrow Branch Meeting:**

I am currently in discussion with the RBL with regards to being able to hold a full Branch Meeting. At the moment, the most likely date is Tuesday 1st. September. The RBL Committee are currently making sure that all the relevant conditions are in place to ensure the safety of members and compliance with the regulation is achieved. There may be a limitation on numbers and, should that be the case, the Branch committee will meet to discuss what or if any management arrangements need to be put in place. The branch membership will be consulted on any such decision, if necessary.

**Welfare**

1. Bob Pointer is now at home after nine nights at the FGH and is relieved and feeling better. Further treatment may be required once he has completed a series of further test and the results are known. Bob mentioned that he was in the same ward as Gabby Hayes, a former member, who was due to go home the following day.

2. Mike Kirk is still in the care home but there has been no news of his progress. I have continued to deliver the Branch, SA National and RNA News Letters to keep him interest up to date.

**David A J Smith**

Branch Secretary, Barrow-in-Furness Submariners Association

---

**SOCIAL SECRETARY REPORT**

---

**Hi Shipmates**

I hope that you are continuing to keep safe & well, whilst looking out for others who may need it.

July saw our first Social since St Patrick's Night and, although we had the hassle of social distancing and ensuring the pubs visited could take us all; or were even open, we did very well. Thoroughly enjoyable and thanks to all who came along.







Now is the part where I give you a diary check, this has changed a bit, and I will keep you updated with progress:

#### **Diary Check:**

- Saturday 26th Sep is our alternative date for the Canal Trip, the restrictions at the moment include I can only get 25 on the coach, whereas I normally take about 40 on this. However, I still need to wait and ask the barge if they are running, how many people I can have on there and indeed what the rules will be. It is my firm intention to do something on this date and, even if it is a only day out, pub crawl, barge cruise for a shorter period then I will see and update in the September Newsletter.
- The re-arranged Cartmel Trip in August has now had to be abandoned due to the race days selected and that any racing will be done behind closed doors – maybe next year.
- Other items:

Due to the restrictions placed upon us at the meetings (30 attendees max. and no Raffles) I feel it wouldn't be fair or financially viable to continue with the Members Draw or Birthday Beers until we are fully back to normal. So until we are given the go ahead for normal attendance and ability to fund raise then I am sorry to inform you that there will be no Raffle, Members Draw, Birthday Beers or Food available until further notice at the meetings.

Look after yourselves, your families, your friends and anyone who needs your assistance. **Alex**

#### **AUGUST BRANCH CALENDAR**

August Branch Meeting	Cancelled
Cartmel Race Day	Cancelled
Committee Meeting	As Required

#### **SEPTEMBER BRANCH CALENDAR**

September Branch Meeting	Tues 1 <sup>st</sup> Sep
Dundee Memorial W/E	Sat 5 <sup>th</sup> Sep (?)
RAF B of B Parade	Sun 13 <sup>th</sup> Sep(?)
K2B/C2B Walk	Sat 26 <sup>th</sup> Sep (?)
Canal Trip	Sat 26 <sup>th</sup> Sep (?)
Committee Meeting	As Required

#### **OCTOBER BRANCH CALENDAR**

October Branch Meeting	Tues 6 <sup>th</sup> Oct
Race Night	Sat 10 <sup>th</sup> Oct

**NOTE:** All Meetings and Events are subject to cancellation at short notice and are dependent on further Government advice!

#### **AUGUST BRANCH BIRTHDAYS**

R. (Roger) McMorris	01/08/1948
W. (William) McLaughlin	03/08/1946
A. (Alan) West	09/08/1931
R.H. (Robert) Hagen	10/08/1944
A. (Alan) Webb	10/08/1952
G. (Whisky) Walker	11/08/1948
M. (Margaret) Downer	12/08/1946
N. (Nick) Hopkinson	14/08/1962
D.J. (Dave) Parsons	18/08/1946
M.R. (Matthew) Payne	20/08/1991
D.B. (Dave) Harwood	21/08/1951
G. (Gloria) Shipley	21/08/1940
D. (Dave) Sales	29/08/1953

**Happy Birthday All!**

#### **REMEMBERING FORMER BRANCH**

##### **MEMBERS**

##### **'CROSSED THE BAR' - JULY**

John Lothian	1968
Reginald Potter	1969
William Pope	1973
C H Green	1976
John Ogden	1977
Jerry Jackson	1994
Bob Buchanan	1994
Peter Braithwaite	2003
Hugh Anderson	2004
David Tull	2006
Roger Fry	2015
Michael Davenport	2017
Frank Bowen	2018

##### **RESURGAM**

##### **DISCLAIMER**

This Newsletter is published by the Submariners Association (Barrow in Furness) and is © 2020. The opinions expressed in these pages are not necessarily the opinion of the Editor, The Submariners Association, the MoD or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest.

Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

### **NEWSLETTER CONTACT INFORMATION**

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. You may also send your contribution by e-mail to me on [frozenorth55@gmail.com](mailto:frozenorth55@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 August for the September 2020 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!

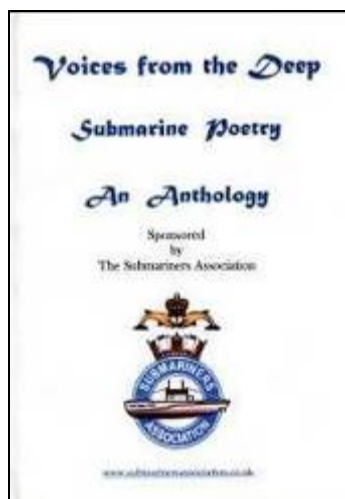
### **SUBMARINE COMMISSIONING CREW LISTS**

Commissioning Crew Lists are still coming in - thank you very much! I am still looking for 'First Commission' Submarine Crew Lists/Brochures as follows:

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

Also, any Crew Lists for any Re-Commissioning and Re-Dedications of any Conventional 'A', 'S', 'T', 'O' & 'P' Class, and any refitting Nuclear Boat - SSN & SSBN. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone – see Page 2. Thanks, Barrie

### **VOICES FROM THE DEEP**



A while ago the Submariners Association sponsored a book - 'Voices from The Deep - Submarine Poetry - An Anthology' (see front cover below) as a way of raising funds for the Association. Orders for the Book (14 copies still available) should be sent to me:

Barrie Downer, The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. Or you can always ask me at a Branch Meeting – whenever we have the next one!

Cheques (£5.00 per copy) should be made payable to the Submariners Association and enclosed with each application

### **SUBMARINE LOSSES OF WWII AUGUST 1940**

Three Royal Navy Submarines were lost in August 1940. One was lost with three casualties – the rest of the crew surviving and the other two were lost 'with all hands'. The Submarines were:

#### **HMS OSWALD**

On 1st August 1940 HMS OSWALD was rammed by the Italian Destroyer VIVALDI off Cape Spartivento. The Submarine sank and three of the crew members were lost. The remainder of the crew survived and were taken as Prisoners of War. The Crew was as follows:

#### **Officers:**

Lt Cdr David Alexander Fraser, MiD, RN  
Lt Grahame Roy Marsh, RN  
Lt Michael Donald Pope, RN  
Lt Marmaduke Storr Hodson, RNR  
Warrant Engineer George Mitchell

#### **Ratings:**

#### **Casualties:**

LStd Leonard Norman Woodfield D/LX 20563  
ERA William Chaffe M38778  
Sto1 Frederick George Young P/KX 90511

#### **Survivors:**

CPO Coxswain William John Pettifer J108206  
PO (TGM) Edwin Clay J104506  
PO (LTO) Walter Boatman C/JX 134162  
PO (2nd Coxswain) Cyril Kennedy D/JX 130287  
LSea Harold Moore C/JX 35318  
LSea Jack Ernest Stanley Tooës P/JX 157485  
LSea Albert Edward Penny P/JX 125054  
LSea Joseph Hunt C/JX 141738  
AB Eric Richard Burbridge J108441  
AB Frank Seaton P/JX 147519  
AB Stanley George Dryer D/JX 140364  
AB Andrew McIlquham McLean D/SSX 22068  
AB Harry Martindale D/SSX 21180  
AB William Bishop D/JX 129356  
AB Herbert Symons J113454  
AB (GL) Arnold Smith J110356  
AB Robert Jameson C/JX 157361  
AB Harry Hanniford C/SSX 19880  
AB Robert Walton D/SSX 15899  
LSig R Reed J107423  
PO Tel Reginald Frame \*/JX 131545  
LTel Frank Branold C/JX 129019

LTel Reginald Challis P/JX 129019  
 LTel John Cunningham D/JX 775704  
 Tel Thomas Hull D/JX 137915  
 PO Cook George Thorp D/MX 48023  
 EA Arthur Hunter D/JX 38102  
 CERA John Alfred Ferraro M36161  
 ERA William Allen M36107  
 ERA William Roach D/MX 48553  
 Sto1 John Kirk C/KX 85225  
 CSto Charles Collier C/KX 64606  
 SPO Frank Oakes D/KX 80618  
 LSto Raymond Farrow D/KX 81935  
 LSto Allan Griffiths D/KX 82819  
 LSto Joseph Cahalane D/KX 82031  
 LSto John Abel P/KX 82124  
 Sto1 William Wood C/KX 84991  
 Sto1 Cecil Andrews C/KX 85036  
 Sto1 Walter Wort C/KX 62956  
 Sto1 Frederick Underwood D/KX 77876  
 Sto1 Walter Holmes D/KX 77393  
 Sto1 Francis McElroy D/KX 85229  
 Sto1 Robert Scott P/KX 79139  
 Sto1 Stanley Hall P/KX 84879  
 Sto1 Ronald Elliott P/KX 85036  
 Sto1 Joseph Thomson D/JX 86138

oooOOOooo

#### **HMS SPEARFISH**

Submarine HMS SPEARFISH was 'lost with all hands' on 2nd August 1940 after being torpedoed by U-Boat U-34 about 180 miles West of Stavanger in Norway. The Crew was as follows:

##### **Officers:**

Lt John Hay Forbes, DSO RN  
 Lt Donald Anthony Pirie DSC, RN  
 Lt Arthur Robert Gimblett, RNR  
 Sub Lt John Phillip Best, RN  
 Warrant Engineer Henry Edward Archer

##### **Ratings:**

CPO William Ibbotson D/JX 48891  
 PO John William Thomas Foster, DSM J105134  
 PO Arthur George Smith J114194  
 LSea Phillip Gordon Walker D/JX 141264  
 LSea William Stephen Iverson J95767  
 LSea Albert John Glover P/JX 143787  
 AB William Albert Victor Pester 364865  
 AB John Ainsworth Verdun Carter D/JX 136337  
 AB Robert William Carpenter P/JX 137114  
 AB Alec Gillett C/SSX 21172  
 AB Ronald Eustace Hill D/SSX 14854  
 AB Edward Henry Daniel Hawes C/JX 149819  
 AB Thomas Benjamin James D/JX 135857  
 AB Frank Lynch D/SSX 14231  
 AB Ernest George Morey, DSM, MiD C/JX 134230  
 PO Tel Edward Curle Carlton, DSM, MiD D/JX 136385  
 LTel George William Tuson D/JX 136092  
 Tel Francis James Williams P/SSX 14240  
 Tel Ernest Walter Smith P/JX 141692  
 Tel Herbert Francis Bird P/JX 137358  
 LSig Ronald Joseph John Clifford J39219  
 EA Arthur John Thomas Bird M39323

CERA Stanley Noel Peel, DSM M27347  
 ERA Jack Maunder Smith, MiD C/MX 50827  
 ERA Oswald Oliver D/MX 53256  
 ERA Edward Ernest Peacock O'Hair P/MX 51968  
 SPO Reginald Royle P/KX 75033  
 LSto Ronald Walton Bruce D/KX 86483  
 LSto Arthur Thomas Rawlings C/KX 83005  
 LSto Edward John Darch K63190 (incorrect ?)  
 Sto1 William Mordue P/KX 82401  
 Sto1 Harry Edmund Binns P/KX 88596  
 Sto1 Arthur Delussey D/KX 86125  
 Sto1 Maurice James Maxwell D/KX 81056  
 Sto1 Harold William Walker D/KX 90217  
 Sto1 Maurice Alan Evans C/KX 92190  
 Sto1 Ernest Smith C/KX 82894

oooOOOooo

#### **HMS THAMES**

HMS THAMES was lost with all hand on 3rd August 1940. The Submarine was on its first patrol in the North Sea following a refit. The cause of the loss is not known but may have been the result of striking a mine. The Crew was as follows:

##### **Officers:**

Lt Cdr William Donald Dunkerley, RN  
 Lt Francis Robert Cecil Talbot, RN  
 Lt Fenton Harry Morris, RN  
 Lt Daniel Edward Treyman Newell, RNR  
 Acting Sub Lt John Edward Wesley Worrall, RNR  
 Lt Cdr (E) Bernard Eoghan O'Brien, RN

##### **Ratings:**

CPO Herbert Edwin Mott J53601  
 PO Stanley Edward Murgatroyd J114755  
 PO Harold Wilfred Curtis J17423  
 PO William John Edward Abrams J108293  
 LSea Harry Richard Beach P/JX 134081  
 LSea Robert Cecil Trebilcock P/JX 39160  
 LSea Frederick George Bird P/JX 131057  
 LSea James Harold Marner P/JX 127383  
 AB Harry George Harbert J107261  
 AB George Russell Shepherdson J107545  
 AB Francis John Timms C/JX 101687  
 AB Charles Henry Weeks J115433  
 AB Eric Robinson Moody P/JX 145046  
 AB George Dennison P/JX 125285  
 AB Arthur Henry Dyer P/JX 136368  
 AB Reginald Victor Millson P/JX 137273  
 AB William Alfred Barford J100888  
 AB Melvin Bertram Parratt D/JX 143827  
 AB William Bertie Howard J87524  
 AB Leonard George Rowland Harris P/JX 136307  
 PO Tel Reginald Arthur Weaver Clark D/JX 125057  
 PO Tel Ernest James Tindall J106647  
 LTel John Parish Hewett P/JX 134732  
 Tel William Arthur Stribbling J107755  
 Tel Norman Taylor P/JX 148934  
 LSig Archibald James Peterson P/JX 164967  
 PO Cook Albert Wilfred Southwell D/MX 48279  
 LStd Harold Ridlough Balshaw D/LX 21494  
 EA Robert Owen C/MX 46269  
 CERA Herbert Fasham Keyzar M34527

CERA Herbert Charles Flower M34522  
 ERA 2 William John Baker M39417  
 ERA 3 John Kelson Parker P/MX 54368  
 ERA 3 Alfred Joseph Ford C/MX 47965  
 ERA 3 John Edwin Lee D/MX 49596  
 ERA 3 Cyril Frederick Maguer Painter D/MX 52618  
 SPO Frank Waite K58562  
 SPO Edward Dowling P/KX 75699  
 SPO Leonard Edwards D/KX 79973  
 LSto Edwin Dean D/KX 81956  
 LSto Henry Cunningham D/KX 77606  
 LSto Leonard Thomas Hall C/KX 85850  
 Sto1 Abraham Cummings K89724  
 Sto1 Joseph Hindson P/KX 91139  
 Sto1 Frederick John Arnold P/KX 84332  
 Sto1 William Charles George Bantick C/KX 77712  
 Sto1 Percy William Godtbill C/KX 88740  
 Sto1 Thomas Richard Ryan C/KX 83436  
 Sto1 Andrew Hunter Johnston C/KX 93627  
 Sto1 Ernest Harry Bell C/KX 85441  
 Sto1 Frederick Wilfred John Geared C/KX 86860  
 Sto1 Frederick Kane D/KX 78870  
 Sto1 Arthur Taylor D/KX 89784  
 Sto1 Douglas Irvine D/KX89066  
 Sto1 James Andrew Harker D/KX 80811  
 Sto1 John Stokes K64755

## **AT HOME ON THE RANGE - CLYDE COMMANDOS TRAIN FOR THE FUTURE**

ROYAL NAVY MEDIA RELEASE Friday, 17 July 2020  
 ELITE Royal Marines from Clyde-based 43 Commando Fleet Protection Group have been testing new technology to aid their top-secret mission of protecting the nation's nuclear deterrent. Around 30 highly-trained Commandos spent the weekend of July 11th-12th practicing close quarter fighting and method of entry skills at Jackton Police College's range.

The indoor and urban training environment in East Kilbride was the perfect place for the Marines to put new technology and techniques to the test, including high-tech drones and robots used to spy-out the battlefield.

"The facilities at Jackton Police College allowed us to develop a concept for the use of the Remotely Piloted Aerial System and figure out how we would integrate it within an urban environment," said Captain James Spencer RM, Second-in-Command of P-Squadron, 43 Commando. "Such technology is a game changer in the face of a threat. It informs commanders and troops on the ground and allows them to make tactical actions swiftly and effectively."

As well as aerial drones, the other tool in their arsenal is the "Throwbot". A small and robust remotely-operated ground vehicle, the Throwbot provides a better picture of the situation on the ground. The Throwbot can be thrown into rooms and windows – hence the name – to quickly give Marines a picture of what awaits them. Lieutenant Charles Roberts RM, Commander of Anzio Troop, P-Squadron, said: "It can give the Marine and

Tactical Commando on the ground that extra bit of initiative to make decisions quicker and better. It is all about making the Marine as operationally effective as can be.

"As members of P-Squadron, 43 Commando, we conduct nuclear security missions. Part of these operations involves working in an urban, maritime and industrial environment. Close Quarters Battle and Close Quarter Marksmanship are the tactics and techniques most suited to the mission."

The training allows 43 Commando to build on more advanced technological techniques as they move towards the Future Commando Force. Future Commando Force aims to transform the Royal Marines into an innovative, potent and elite fighting force shaped for special operations and for operations in high-threat, demanding and politically sensitive areas.

Through persistent forward-positioning in areas of strategic importance and the ability to operate independently in contested areas, Future Commando Force will play a key role in modern deterrence and be a core component of the UK's crisis response force.

43 Commando Fleet Protection Group Royal Marines is a 550-strong unit based at HM Naval Base Clyde in Argyll and Bute. From snipers who can disable a moving speedboat from a pursuit helicopter, through to close combat and cold-weather warfare specialists, 43 Commando are the elite warriors who protect the UK's strategic nuclear deterrent.

The unit works closely with the Ministry of Defence Police but also supports the Atomic Weapons Establishment, US Marine Corps and the US Coast Guard. Ready and able 24/7/365, 43 Commando delivers specialist capability in a uniquely complex urban, maritime, and industrial environment.



**Marine Commandos from 43 Commando get to grips with new technology at Jackton Range**





#### **A Marine practicing throwing the Throwbot.**



**Members of 43 Commando with the remotely-operated Throwbot, used to scout potential enemy positions.**



**One of the drones used to give an aerial view of the battlespace**

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

(Picture Credit Pepe Hogan, FPU(N)):

---

#### **New £100m home for submarine hunter aircraft handed over to MoD**

By Katrine Bussey, Press Association Scotland Political Editor 23<sup>rd</sup> July 2020



© Provided by PA Media

A £100 million “state of the art” base for a fleet of RAF planes has been handed over to the Ministry of Defence.

The new home for the Royal Air Force’s P-8A Poseidon fleet at RAF Lossiemouth has been delivered by Boeing for Defence Equipment and Support – the contracting arm of the Ministry of Defence (MoD).

The hangar bay there can hold up to three of the nine submarine-hunting Poseidon Maritime Patrol Aircraft (MPA) the air force will have in its fleet.

The facility also provides accommodation for two squadrons, as well as training and mission support facilities, including state of the art simulators due to be delivered later this summer.

Minister for defence procurement Jeremy Quin said: “The new Poseidon fleet will reassert the UK in the maritime patrol arena.

“It will play an invaluable role in our national security for decades to come.

“The state of the art Lossiemouth facility provides the fleet with an ideal base while helping to create and sustain jobs in Scotland.”

The base – a joint investment by Boeing and the MoD – was designed and built by Boeing, with up to 300 people involved in the building work at the project’s peak.

As well as the jobs created during construction, about 470 additional personnel will be based at RAF Lossiemouth in support of the Poseidon air fleet – taking the total number of personnel there to around 2,200.



© Provided by PA Media

The UK’s first submarine-hunting P-8A Poseidon maritime patrol aircraft as it arrived at the Kinloss Barracks in Moray (Andrew Milligan/PA)

Boeing expects to have more than 200 employees focused on maintenance, training and support at RAF Lossiemouth when the facility is fully operational later this year.

---

#### **ROYAL NAVY’S MAGNIFICENT SEVEN SET FOR SUMMER DEPLOYMENT**

HMNBC 25/20 Friday, 3 July 2020

The Royal Navy’s very own Magnificent Seven are preparing to ride North for the Summer. Seven Archer Class P2000 Patrol Boats will spend a fortnight sailing around Scotland’s coastline, providing an opportunity for important Operational Training for their crews.

The seven ships – BITER, CHARGER, EXPRESS, TRUMPETER, ARCHER, EXPLORER and EXAMPLE – all support University Royal Naval Units (URNU) and can reach the parts that other navy ships can’t reach. At just over 20 meters long they are some of the smallest vessels in the Fleet, giving them the ability to sail to some of the smaller Scottish harbours.

Captain Chris Smith, Naval Regional Commander for Scotland and Northern Ireland said: “It is great to be able to bring the Royal Navy near to some of our smaller communities which, because of harbour size, don’t usually get a visit from our ships. “The P2000s may be small, but they pack a punch, and regularly exercise around the UK and Europe as well as

supporting the Fleet.” He continued: “Usually we would be hosting visits from local groups and organisations while alongside but, with the current situation, this is unfortunately not possible. We hope to engage with local organisations across social media and using new technologies, and if people spot them in their area do give them a wave!”

The Summer deployment will provide the crews of the seven vessels with a unique opportunity to practice seamanship and navigation skills. Each ship has a core crew of full-time Royal Navy sailors which, in normal times, would be augmented by members of the University Royal Naval Units (URNUs). While this is not possible this time, due to the current restrictions, each vessel will use new technologies to have a weekly virtual drill night with their associated URNU.

The Royal Navy has 14 Fast Inshore Patrol Craft which together form the First Patrol Boat Squadron. Although their primary role is to support the URNUs, they also contribute to a wide range of Fleet Tasking. Two of them, TRACKER and RAIDER, are permanently based at HMNB Clyde where they are part of the team safeguarding the nuclear fleet.

Beginning July 4th, four of the ships – TRUMPETER, ARCHER, EXPLORER and EXAMPLE - will sail up the East Coast of Scotland, while BITER, CHARGER and EXPRESS will follow the West Coast route. Harbour stops along the way include Leith, Peterhead, Wick, Kirkwall, Westray, Stromness, Inverness, Fraserburgh, Port Ellen, Oban, Fort William, Kyle of Lochalsh, Ullapool, Stornoway, Loch Boisdale and Tobermory.



**Four Archer Class P2000 Patrol Boats together at sea.**

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

---

### **Naval Museums thrown lifeline with Government funding**

By Ben Mitchell, Press Association 23rd July 2020

The National Museum of the Royal Navy has been saved from the “verge of insolvency” thanks to emergency funding from the Government.

The Museum, which has sites in Portsmouth, Gosport, Belfast, Hartlepool and Yeovilton, was left with a shortfall of £6.35 million after having to shut its doors because of the Covid-19 lockdown.

The lifeline means that the Museum will be announcing opening dates for its centres apart from HMS CAROLINE in Belfast which will not reopen this year. Dominic Tweddle, director general for the NMRN said: “I cannot express the relief we all felt when we were told that additional funding would be made available to us.

“It has been incredibly difficult over the last weeks and months with so much uncertainty around the future of the museum.

“We are incredibly grateful to HM Treasury, MoD (Ministry of Defence) and the Royal Navy for all of their support and, also to all of those who have advocated on our behalf.

“We are still liaising with the Department for the Economy in Northern Ireland to see if we can come to an agreement which will also offer HMS CAROLINE a more certain future.”

The NMRN, which self-generates 81% of its funding, has received support from the government to support its position for the rest of the financial year.

Mr Tweddle said: “We are realistic that whilst this money is welcome, difficult decisions will still need to be made to ensure that we will still be here next year and the year after.”

**NOTE:** It is anticipated that the Royal Navy Submarine Museum in Gosport will be able to reopen in mid-August – probably ‘Winter’ opening hours only - and it is unlikely that the Waterbus will be operating. It is uncertain whether tours of HMS ALLIANCE will be available in the short term.

---

---

### **THE DESMOND GERRISH AUTOBIOGRAPHY**

(Continued from the July issue of Periscope View)

#### **September 1956**

Another big NATO Exercise and this time the M.L. was based at the ferry port of Larne, the only other decent harbour on the Irish coast in-between ‘Derry and Belfast. A good week and a pleasant change of scenery (Pubs!) for the Crew.

#### **November 1956**

Our last break this year from day running in and out of ‘Derry recovering Sonar buoys to the tiny fishing port of Coleraine, situated just round the corner from Portrush. For once, the Staff had come up with an idea of jobs for the M.L.s which neither S.N.O.N.I. nor myself could reject as madcap!

There was a big floating iron box – called pontoons in maritime lingo – belonging to Admiralty, left over from the war and almost forgotten, still moored to the Quay at Coleraine.

The brainy Staff had worked out that this pontoon would create another berth in ‘Derry for destroyers - if it was attached

to the main dockyard jetty. So, I was ordered to go and get it! I said that was no job for a self-respecting M.L.; send a Tug instead. The Staff played their trump card by pointing out that the entrance to the River Bann was too shallow for a Tug and only the shallow draught of the M.L. could cross the sandbar at the mouth of the river – at the top of the tide and with both my engines Full Ahead to cut a groove through the sandy bar. Charming! We did it, and, once across the bar, the 12-mile run-up the River Bann was blessed with deep water. Crossing the same sandbar coming out was now complicated by the fact that I had a 30-ton slab of pontoon in tow. We built up our speed as the river mouth came into sight and hurled the M.L. and pontoon into the surf breaking over the sandbar. The M.L. made it okay, but the strain was too much for the wires towing the pontoon, which snapped like paper streamers! So, we were safe in deep water out in the open sea again, but the pontoon, also in the open sea, was adrift and heading for the rocks.

We roared after the bucking pontoon and managed to get one line secured to it, just sufficient for me to tow it, slowly and gently, further out to sea away from the coast, when we got more tow-lines secured and began the slow tedious voyage back to 'Derry. On arrival, the Staff said, "There you are, we told you it could be done". My reply was, "Roll on the next war – it must be easier than peacetime!"

### **January 1957**

Charles Patterson, the C.O. of the other M.L., was duly relieved by Alan Burns. Alan was junior to me, so I became Senior Officer, M.L.s. He was married with one small child and I soon became fond of him and his very nice little family. Much to the annoyance of my splendid Crew since becoming Senior Boat meant I could allocate the grottier jobs to the other M.L. and pick the nicer ones for ourselves, but they soon found I was undertaking the jobs which kept us out until late at night, so that Alan could get home earlier to his little family.

Once my Crew had sussed out this twist of fate, they concluded it was high time for me to get married and spent all their chat on the virtues of married life and reminding me that 'Age 26 years' was pushing it a bit to remain a bachelor! They didn't have to wait long.

### **Spring 1957**

I first set eyes on Hazel at one of SEA EAGLE's Cocktail Parties. A large and crowded Ante-room, Hazel and chum, Oona, in the middle, standing aloof and clearly indicating a frosty atmosphere. So, the usual question to my chums – "Who's that girl?". My know-all friends came up straight away with the clear answer, "Forget that one. She is the Mayor's daughter, doesn't drink and is quite unapproachable".

I left it at that for this evening and continued our serious business of downing as many drinks as possible before the C.T.P., together with the regime of free drinks, ended. I did, however, issue the boast to my crowd of cronies, that, within a few days, I would date the same Mayor's daughter and I vaguely remember a bet or two was made with the odds stacked against me. What are friends for?

On a very dull and dreary evening a few days later, lounging around the Mess in SEA EAGLE after Dinner, the Army contingent of our cronies club admitted to the rest of us – Navy, R.A.F. and a Marine – that they were going to honour a charitable pledge to support the local Workhouse Hospital's Dance and would the rest of us make an appearance too! Our boredom and lack of prospects on that particular evening were so severe that we reluctantly agreed to shuffle off with them on the age-old philosophy of always support your mates, however grisly the prospect may be.

As we walked out of the Barracks the plan very nearly evaporated when the two Army blokes, sheepishly revealed that there was no alcohol at the Dance! I quelled the outburst of protests by saying "Walk on, towards my M.L. (a slight detour) for drinks there first". That salvaged the situation and, several drinks later, the mob was ready to face a Workhouse Hospital's Dance with tee-total refreshments.

Completely surprised, I spotted Hazel as soon as we walked into the Dance. I went into top gear. Danced the first couple of dances with Matron to enlist her support in my conquest plans. Matron introduced me to Hazel – a Nursing Sister at this Hospital – whom Matron approved of. The conquest plan flowed like a dream – dances with Hazel, stayed late to help with the clearing up.

Next day I bought some flowers and had them delivered. Shortly afterwards Hazel agreed to spend an evening with me, having dinner in one of the city's hotel restaurants. From then on, on my part, it was an all-out Blitzkrieg. Frequently round to Hazel's parents' house, very conveniently around the corner from SEA EAGLE, for tea or, later, to cajole Hazel to come out with me. I took great care to be nice and polite to Hazel's parents, Grandmother and immediate neighbours, all of whom tolerated me very well. Weekends were the main times for me to drive this conquest on. We would motor off on Saturdays and Sundays, across the border into lovely Donegal for lunches or evening expeditions for dinner. I gained another notch up the ladder when Hazel introduced me to her very close friends, Pam and Roger, at their home on Buncrana, in Donegal. The other M.L. now took the brunt of being last in and certainly caught any weekend duties that cropped up, much to the delight of my Crew. They accepted that for me to be engrossed seriously with Hazel was as good as getting me married. And I know more than Crew, parents and neighbours. For by now it was simply a case that Hazel and I would marry and spend the rest of our lives together. All I had to do was to bring Hazel round to the same conclusion. I still had some way to go to carry Hazel off to the altar – there were plenty of rivals on the periphery who might up-the-anti and crash in with counter prospects if they got wind of my bid.

Fortunately, I had powerful support in progressing this new relationship towards a wedding. The entire Wardroom of SEA EAGLE were backing me. Best of all, Phillip Pawlett, our chief at SEA EAGLE, was a close friend of Hazel's father – Sam Dowds, the Mayor of 'Derry – and he obviously told Sam that I was quite suitable to marry Hazel. All the

married Officers' wives, including Mrs. Pawlett, went out of their way to impress upon me that Hazel was too good a prize for me to lose at this early time in our romance and for me to watch my P's and Q's very carefully. I did.

The relationship galloped on at a fast pace set by me, slowed only by my duties with the M.L., like every other night patrolling down river. On these dark nights Hazel would switch on and off the upstairs loo light in the Dowds' house, sending a 'Goodnight' as the M.L. passed that bit of the river seen from the house. Her father, Sam, had to steady Hazel standing on the loo seat for her to see our Signalman flash back our reply which was just a series of flashes on the Aldis light. Very nice.

Until one day Alan (the other M.L.) and myself were urgently summoned to an Anti-I.R.A. emergency briefing in Sea Eagle. Ushered in behind closed and guarded doors, there was S.N.O.N.I., the Ulster Police Chief, the Army Brigadier and a gaggle of each Department's Intelligence Officers. So was Sam Dowds, as head of the City's Council. The Ulster Police had called the Meeting to tell us their Intelligence knew the I.R.A. were about to shift their wave of terrorist bombings from Belfast to 'Derry. Amongst other tit-bits of intelligence they shared with the meeting was this one. 'They had intercepted FLASHING LIGHT SIGNALS across the river but the EXPERTS were still trying to CRACK THE CODE'!

Three people in that room knew it was Hazel's loo light 'Goodnights' to me. Sam said nothing. Neither did Alan (the other M.L.). And no way was I going to own up. The Ulster Police did not have a sense of humour! Needless to say, we packed up flashing lights to each other. I suspect the Ulster Police are still trying to crack the CODE THAT NEVER WAS, or, at least, still have it on file!

We had a good romance. Tennis fairly frequently (Hazel was a good player and often she beat me – to my surprise). Teas and dinners as guests of friends on both sides. Hazel attending the Saturday afternoon hockey matches – I played for SEA EAGLE – and more teas after the game. We gave one Cocktail Party in the M.L. for Hazel's friends. Dinner a couple of times as guests of the Pawletts, along with Hazel's parents. And the Summer Ball. We spent a weekend in Edinburgh staying with Hazel's married sister, Sylvia, married to Douglas Girvan, crossing from 'Derry to Glasgow in the ferry which carried a lot of cattle and a few passengers. Hazel's father gave us £5 to buy dinner for the 4 of us in one of Edinburgh's best restaurants and this we did easily inside the sum of £5 in 1957. Work that out for inflation – roughly equivalent to £80 in 1987. Sylvia and Douglas approved of me – another test passed. And I became a frequent guest to dinners at Deanfield – Hazel's home.

Towards the end of 1957 I knew my next R.N. posting was brewing. So I had to strike. Hazel agreed to become engaged to me – thank Heaven. Shortly after this great event my posting came through – to be seconded to the NEW ZEALAND NAVY! I had completely forgotten that, back in H.M.S. AISNE, a call came from N.Z. to Admiralty asking for R.N. Volunteers to help build up N.Z.'s Navy – and at the time, unattached, it was attractive to me and I volunteered. This little bombshell from the past was dealt with immediately by a 5 minute 'phone call by S.N.O.N.I. – my boss – to Admiralty, cancelling the N.Z. appointment and replacing it with an appointment to the Frigate Squadron at Portland. All without any discussion with me! As a father figure to both Hazel and me, he told me later that day that, not only was N.Z. out of the question with our impending marriage – I would have been absent alone in N.Z. for 3 years – but because we should shortly be newly-weds, it was important that I had a posting where I came ashore regularly to consolidate our marriage. He got me a plum job too. It was to go as Navigator to H.M.S. PELLEW, the ship of the Squadron Leader of the Portland Squadron. The date of my appointment to H.M.S. PELLEW was 4th November 1957. Hazel and I planned our wedding to take place in her Church in Londonderry during my Easter Leave in 1958. So off I went. But not before selling my Rover car to SEA EAGLE's Engineer Officer – he had first option – and it was George Wood, who had been the Engineer in AISNE with me, so I couldn't refuse an old mate anyway. Hazel knew salaries of younger Naval Officers did not allow luxuries while struggling to support a wife!

In fact, the Admiralty's view of marriage was still autocratic. If you married at age 25 and upwards your pay doubled. The Officer who dared to marry before age 25 stayed on single pay until he became 25 years old. Very few did. I was okay at age 26.

#### **November 1957**

The bloke sent to take over my M.L. - Mike Healey – was senior in rank to me, so poor old Alan on the other M.L. would remain the junior boy. I departed to Portland.

The Portland Squadron was made up of ten Type 14 Frigates, recently designed and built as specialist Anti-Submarine Frigates and the Squadron's job was daily to take classes to sea just south of Portland and teach them how to find and sink submarines, always using real submarines as targets. My job in this daily treadmill was to drive the ship out of Portland Harbour and to our assigned 'Box' in the English Channel, together with another frigate as escort. With luck, the submarine assigned to me for the day would be on the right spot I had told him to go to the night before and I would position the 2 frigates at the other end of the Box. Then we would tell the sub. to dive and the classes had to find him with the ship's sonars and carry out dummy attacks when they found him.

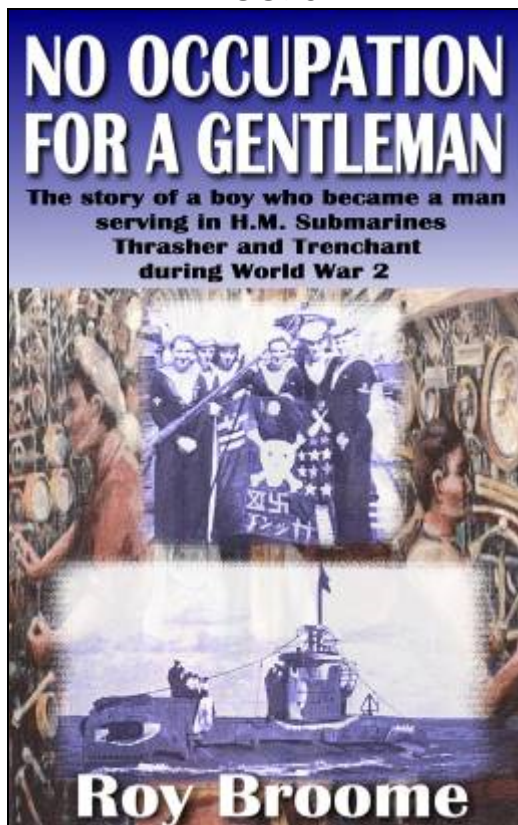
We were usually back in harbour for the night at about 6 p.m., after repeatedly making searches and attacks on the evading sub. throughout the day. And, of course, we lived on our ship – no cushy shore accommodation this time.

H.M.S. PELLEW's Captain was Commander Wallace-Thompson, a Fleet Air Arm Pilot rising in the ranks. He was big, drank like a fish and was a martinet. If you did your job well and with vigour, he was fine. If you did your job badly, or faltered, he would crush you. I got on with him okay, but not without a few stand-up fights. The First Lieutenant was a



quiet type and did not stand up to outbursts from the Captain which only resulted in Wallace-Thompson berating him needlessly. The other six ship's Officers fell equally into the two camps; those who were self-assured in their abilities and would tell the Captain to his face if he ordered something dodgy in their own departments and the other half, who gave in and endured unnecessary beratings. Even the Commanding Officers of the other frigates were scared of Wallace-Thompson and he was their boss. It helped if you were able to match him when drinks were on the go – I had no difficulty in this department!

## BOOKS



This gripping personal account of life as a young World War Two submariner on two famous Royal Navy submarines, THRASHER and TRENCHANT gives vivid detail of depth charging, gun actions and other operations including sinking the Japanese cruiser ASHIGARA, the largest enemy warship sunk by a British submarine during the war, sinking the U-boat U-859 with its secret cargo, towing a midget submarine to attack the German battleship TIRPITZ in the Norwegian Fjords, taking a group of SBS soldiers to carry out a daring raid in Sumatra and towing human torpedo 'Chariots' to attack ships in Phuket Harbour.

Leading Stoker Roy Broome's riveting recollections clearly demonstrate the bravery and camaraderie of WW2 submariners and other Allied forces at a crucial time in our history

The book is available as an eBook on Amazon costing £2.99 (A paperback version should be ready in a few months).

On the Amazon website you are given the chance to "Look inside" to read the first few chapters free of charge, and this gives a flavour of the book.

Amazon also provide a free 'app' for people to read the book on a tablet, computer or smart phone if they don't have a Kindle eBook reader.

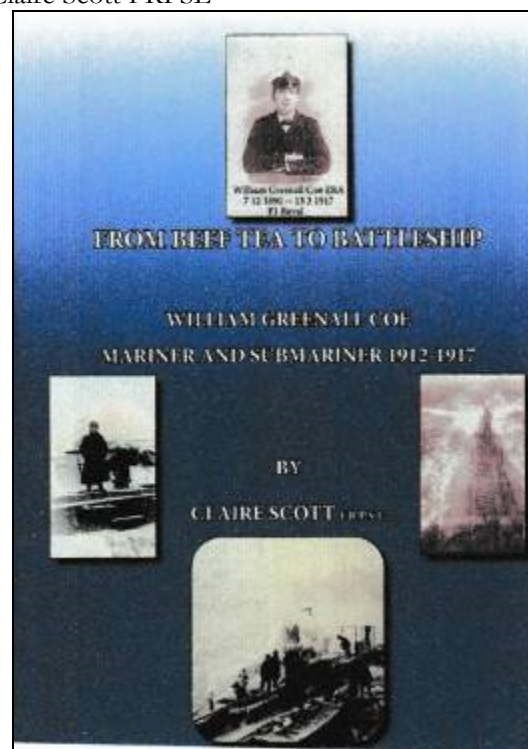
By Editor:

Remarkably one of the Crew of both HMS THRASHER & HMS TRENCHANT is still around – he is Lieutenant Robert Read – a 100-year old member of the Submariners Association now living in New York. I passed information about Keith Broome's book to Bob who is now in contact with Keith. Bob Read and Keith Broome's father (Roy Broome) both contributed to a previous book about TRENCHANT 'HMS TRENCHANT at War' by its WWII Captain and former FOSM – Vice Admiral Sir Arthur Hezlet KBE, CB, DSO\* DSC

## FROM BEEF TEA TO BATTLESHIPS

William Greenall Coe, Mariner and Submariner, 1912 to 1917

By Claire Scott FRPSL



Adelaide Coe kept the letters her beloved son wrote home after he joined the Navy in 1912. By 1914 he had become a Submariner and joined the British Submarine Flotilla in the Baltic with the mission to disrupt the Swedish exports to Germany. Sadly, he died in 1917 and was buried in Revel.

'Boy' wrote home every week during his service, although not all of his letters made it safely to London.

However, what does survive gives us a unique account of life in the Royal Navy as he progresses during his training and subsequently serving on Battleships before experiencing harrowing times during a turbulent period

of Russian history. Both his comments and the letters themselves show how naval mail was handled at the time and the impact which the deficiencies in communication had on morale.

'Boy' and the author share a common great grandparent and this is his story as told by him.

The book has 123 pages, illustrated throughout in colour, with original material including his letters, envelopes and the photographs he took.

Price £20 plus postage! U.K £3.00, EEC £10.00, elsewhere £10.00

Available from the Postal History Society at: [claire@historystore.ltd.uk](mailto:claire@historystore.ltd.uk)

Claire Scott, Tumblins, Winterborne Stickland, Blandford Forum, DT110ED.

Cheques payable to The Postal History Society

PayPal: [john@historystore.ltd.uk](mailto:john@historystore.ltd.uk), please add £2.00 to cover Paypal charges

---

## DEAD DOUBLES

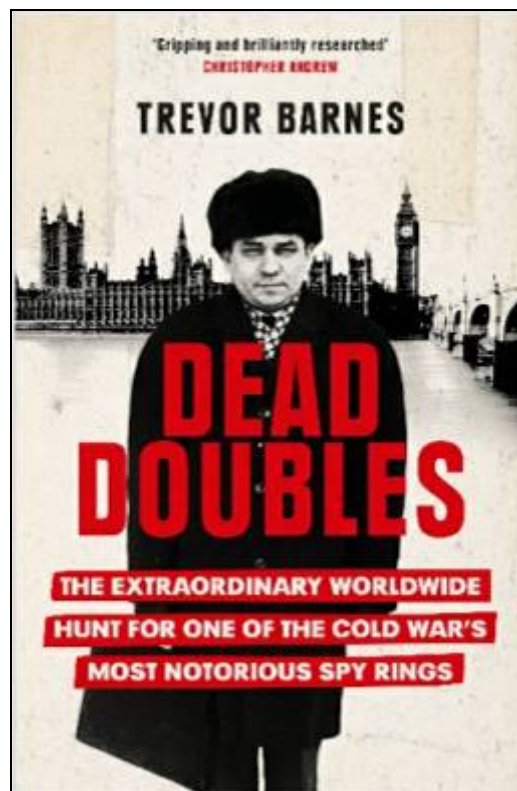
### THE EXTRAORDINARY WORLDWIDE HUNT FOR ONE OF THE COLD WAR'S MOST NOTORIOUS SPY RINGS

by TREVOR BARNES

"An enthralling account of one of the last great spy mysteries of the 20th Century - I loved it"

John Preston, author of A Very English Scandal

Published by Weidenfeld & Nicolson on 3 September 2020 in hardback at £20.00, eBook £10.99, audio £19.99



For further information contact Elizabeth Allen,  
Campaigns Director  
T: 020 3122 6810 | E: [elizabeth.allen@orionbooks.co.uk](mailto:elizabeth.allen@orionbooks.co.uk)  
THE ORION PUBLISHING GROUP Carmelite  
House, 50 Victoria Embankment, London EC4Y 0DZ  
[www.orionbooks.co.uk](http://www.orionbooks.co.uk)

**SUBMARINERS 'CROSSED THE BAR' REPORTED UP TO 30<sup>th</sup> JULY 2020**

<b>Branch</b>	<b>Date</b>	<b>Name</b>	<b>Rank/Rate</b>	<b>O/N</b>	<b>Age</b>	<b>Submarine Service</b>
Submarines Association of Australia	19th April 2020	William John Phillips	Engine Room Artificer 2nd Class	*/MX 73970	94	Submarine Service from 23rd October 1950 to September 1955 in DOLPHIN, MONTCLARE, AENEAS (23rd February 1951 to 20th March 1952), THOROUGH (22nd April 1952 to 10th November 1953) & TELEMACHUS (24th February 1954 to 31st May 1954)
Plymouth Branch	2nd June 2020	Neville Jones	Chief Petty Officer UW(A)1	D056453V	75	Submarine Service from February 1964 to March 1975 in TURPIN, ODIN on Commissioning at Rosyth on 19th August 1966, AMPHION, RORQUAL, ALLIANCE, GRAMPUS, OTUS, OBERON & WALRUS
Non-member	14th June 2020	Mark A Rose	Radio Operator 1st Class (Submarines)	N/K	55	Submarine Service from 1989 to 2000 in TALENT (1st Commission Crew) on 12th May 1990, TRAFALGAR, TORBAY, TURBULENT & TRIUMPH
Nottingham	29 <sup>th</sup> June 2020	Alan Mulvey	MEM1	P/SKX 894544	87	Submarine Service from 1954 to 1960 in ASTUTE (1956 to 1958) & AMBUSH (1958 to 1960)
We Remember Submariners	June 2020	Tom Sawyer	Chief Petty Officer	N/K	N/K	Submarine Service in REVENGE
Submarines Association of Australia	1st July 2020	Ian Donald George MacDougall	Vice Admiral, RAN		82	Submarine Service from October 1963 to January 1986 in DOLPHIN, ALARIC (March 1964), OTUS (June 1965), OXLEY (IL 27th March 1967, PLATYPUS, NEPTUNE (Spare CO), SAT Bute (September 1969), OTTER (CO 1st October 1969), ONSLOW (CO December 1971 to August 1973), Captain, Australian Submarine Squadron (January 1985 to January 1986)
New Zealand Branch	10 <sup>th</sup> July 2020	Norman Keith Langdon	Chief Petty Officer Coxswain	J936695	81	Submarine Service from 1957 to 1979 in ALARIC (57-58), TEREDO (58), ANDREW (59-60), ANCHORITE (60-61), ODIN (61-64), TRUMP (64-66), TACUTURN (66), TRUNCHEON (67), FINWHALE (68-73) & CONQUEROR (73-79)
North Staffs Branch	14th July 2020	Anthony T Gisby	Able Seaman (Radar Plotter 3)	P/SSX 839659	83	Submarine Service from 1954 to 1958 in ALLIANCE, TALENT (on 'Commissioning at Devonport' on 13th February 1956), TELEMACHUS, AUROCHS & THOROUGH (1957)
We Remember Submariners	23rd July 2020	Thomas (Tom) Pace, MBE	Surgeon Commander	TBA	TBA	Submarine Service from 1973 to 1986 in RNH Haslar, REPULSE (1973 to 1975), NEPTUNE (1976 to 1977), NATO (1978 to 1979), NEPTUNE (1980), VALIANT (1982) & NEPTUNE (1983 to 1986)

We Remember Submariners	23 <sup>rd</sup> July 2020	Andrew (Andy) Anderson	Petty Officer (TS)	TBA	TBA	Submarine Service including SOVEREIGN
Submarine Officers Association	24 <sup>th</sup> July 2020	Roger Osborne Shellard	Commander	TBA	TBA	Submarine Service from 196* to 1983 in DOLPHIN, OLYMPUS (TO on commissioning on 7th July 1962), TABARD (IL on commissioning in Sydney in 1965), DRAKE (1967), MAIDSTONE (1968), GRAMPUS (CO 1969), FORTH (1970 to 1971), EAGLE (1972), NEPTUNE (1973), RENOWN (P) (IL 6th November 1973), RENOWN (P) (CO 1976 to 1978), Captain Naval Drafting, FOSM (Northwood (1980 to 1981), RAN (1982 to 1983) COQC 1968
We Remember Submariners	July 2020	William James (Jim) Stuart Simpson	Captain (MESM)	TBA	44	Submarine Service from 2000 to 2020 in BRNC (2000), FOSM Staff (2001), SULTAN (2002), VICTORIOUS (2003), VANGUARD (2004 to 2007), VIGILANT (2008), VANGUARD (2010), FOST (2011 to 2012) & FOST (SM) (2014) & (??)
We Remember Submariners	July 2020	Andrew (Taff) Shaw	TBA	TBA	TBA	Not given
We Remember Submariners	July 2020	‘Scouse’ Neill	TBA	TBA	TBA	Submarine Service in COURAGEOUS (1977 to 1981)
We Remember Submariners	July 2020	‘Yorkie’ North	Chief Stoker	TBA	TBA	Submarine Service in REPULSE (1973)

## OBITUARIES

### Vice-Admiral Ian MacDougall, RAN

Vice-Admiral Ian MacDougall, who has died aged 82, was a submariner who became Chief of Navy and then a fire chief. MacDougall specialised as a supply officer (logistician) but in 1963 he volunteered to be one of the first Australians to become a submariner: “I jumped at the chance. The opportunity to enter a new and challenging area of the Navy was very attractive.” After three years’ arduous training in the Royal Navy, MacDougall was appointed second-in-command of the newly-launched HMAS OXLEY, the first submarined built for the RAN. In 1968 he was selected for the ‘Perisher’, the Submarine Commanding Officers’ Qualification Course, where his ‘teacher’ was Commander (later Admiral Sir) Sandy Woodward, and then he commanded British submarine OTTER. MacDougall toyed with the idea of transferring to the Royal Navy, hoping to drive a nuclear-powered submarine. Instead he opted return to Australia, where in 1972 to 1974 he commanded the submarine HMAS ONSLOW. Next, MacDougall commissioned Australia’s own Submarine Command Team Trainer and began to establish his reputation as a change-maker in the Royal Australian Navy. After attending the US Naval War College, he was promoted to Captain and in 1982 he commenced three years as Director of Submarine Policy. There, his leadership and vision shaped the nascent Australian submarine service into the effective strategic force that it is today, with modern torpedoes and missiles and he relocated the submarine base from Sydney to Western Australia so that the boats were some 7 days closer to their main operating areas. He also oversaw the decision that a new generation of Swedish-designed Submarines should be built in Australia, and when in 1985 he was appointed Commander, Australian Submarine Squadron, MacDougall was first graduate of the Royal Australian Naval College to do so.

Ian Donald George ‘Doogie’ MacDougall was born in Sydney, where he was brought by his Widowed mother. Entering the Royal Australian Naval College, Jervis Bay in 1954, a month before his 16th birthday, he completed training at the Royal Naval College, Dartmouth, and before serving in the Australian destroyers ANZAC and VAMPIRE and the



carrier MELBOURNE. In 1986-87, as Director General of Joint Operations and Plans of the Australian Defence Force, MacDougall melded the operational capability of the three armed forces. Meanwhile, when a new generation of cadets began to join with degrees, he studied at night for a BA. Promoted to Rear-Admiral, MacDougall commanded the Australian Fleet in 1989-90, and in 1991-94, as a Vice-Admiral, he was the first submariner and first supply officer to be head of the RAN. As Chief of Naval Staff he was a proponent of women-at-sea, including in submarines, and he started the cultural changes which were necessary for the RAN to become more innovative and independent of the mother navy.

After the Navy, MacDougall was appointed Commissioner, New South Wales Fire Brigade 1994. The service was heavily unionised, and at his first meeting with the Fire Brigade Employees Union president, he was confronted by the bust of Stalin. MacDougall was small in stature like his hero Napoleon (he made a pilgrimage to St Helena and maintained a 600-book library on Napoleon's strategy and tactics), and on the union president's return visit he confronted him with a half-life size bust of the Corsican general. Nevertheless, over the next decade he modernised the service, which received better communications and technology, and he saw the need for the service to develop its own people. His skill was in managing and guiding subordinates: he was keen to have his people take responsibility and be decisive and thought that every decision he had to take was a personal failure of his delegation. One of his finest achievements was to ensure his successor came from the ranks.

MacDougall was made an Officer of the Order of Australia in 1991, Companion of the order in 2003, and also awarded Fire Service Medal. He married three times and is survived by two sons and two stepsons.

---

Jim Taylor sent these additional words:

"Ian MacDougall relieved Mick Milne-Home in OTTER in 1969. OTTER had always enjoyed something of a reputation as a party animal, as anyone who can remember the cocktail party for the Squadron Training Period in Gibraltar in '69 will testify; if they can remember. OTTER was a target submarine and as John Chadwick has said, spent so much of her life in torpedo trials, as someone, anyone, tried for years to get the Mk 24 torpedo to work. The various and unreliable tracking systems installed onboard fell under the aegis of a truly remarkable succession of Greenies – Hilary Synnott, Doug Gardner, Eric Thompson and John Chadwick. I was 3rd hand and Sonar Officer until leaving for the Army School of Languages in August '70.

Operationally, Ian was the absolute master of the Pursuit Attack. For younger readers, this involved – in the marked absence of any worthwhile homing weapon – positioning yourself directly underneath the enemy snorting submarine, matching for course and speed, then pulling out at Full Batts-in-Series – younger readers will need to have this explained – to take up a firing position for a Mk 8 Zero GA shot on optimum track at 600 yards. He simply loved doing this, and was remarkably good at it.

Ian was endlessly patient, always approachable and his good humour and his remarkable ability with people were apparent, as he went cheerfully about every compartment, wearing his trademark bomber jacket and smoking a cheroot. Soon, the after periscope roundabout was decorated with Florence, Dougall and the others, as "MacDougall's Magic Roundabout." After a visit to Aarhus in Denmark (Why Aarhus? Because there's always room in Aarhus!) where in accordance with the rather more liberal attitude in Denmark, what would be seen in the UK as hard-core and illegal pornography was freely on sale; and equally freely purchased by the entire Ships company. Much of it was not so much hard core as gynaecological.

Ian understood the situation perfectly. On passage back to Faslane, he told the Ship's Company on main broadcast that this would not pass legal muster back home, so 2 very large bags, suitably weighted were placed in the after end of the Control Room, for the dodgy material – i.e. all of it – to be placed for ditching. And as Ian said, "No swapsies." Everything was to go. And it did!

---

### **Chief Petty Officer WEM (O) Bill 'Tom' Sawyer**

Bill (Tom) Sawyer, who served in HMS REVENGE, was Member of the West of Scotland Branch. Bill 'Tom' sadly passed away early today, 2nd June 2020, at the RAH hospital. Bill took really poorly on Tuesday and sadly finally lost his battle today. Tom was a real character and left the navy as a CPO WEMO. He then worked on the oil rigs as the senior Health and Safety Officer, using his excellent style of man management to keep his crews safe whilst on duty. He will be sadly missed - on eternal bomber patrol now with many of his old comrades, and greatly missed by the rest of our family.

Alan Mulvey who was a Member of the Nottingham Branch served on ASTUTE (1955 to 1958) followed by a draft to AMBUSH (1958 to 1960) 'Crossed the Bar' on 29th June 2020. Alan spent time with the 6th Submarine Squadron based in Halifax. Nova Scotia. Alan was an active member of the Nottingham branch attending meeting, and social events. He also attended 'Buddies in Boats' events, northern Diesel Boat Reunion, and some other reunions too. Alan is well known to the Submariner Social Media fraternity. We all enjoyed hearing Alan's stories.

---

### **Commander (WESM) Harry Anderson**

Harry Anderson Crossed the Bar on the 18th June 2020, in Hornsby - an outer Sydney suburb. Many of you will recall that Harry started life as a Baby Tiff in HMS FISGARD and CALEDONIA where he qualified as an Ordnance Artificer. He went on to receive a Commission as an SD officer. In 1970 Harry joined RESOLUTION while she was undergoing her first refit in Rosyth and went on to become the second APSO of the Starboard Crew (relieving Douglas Fry). Harry was the APSO that took the Boat through DASO in 1972. In later years Harry (on promotion to Lt Cmdr.) was a PSO on RESOLUTION.

Harry retired from the RN and transferred to the RAN reserve with the rank of Commander. He went on to be the lead Battle Systems Project Manager on the RAN 'Collins' Class project at the ASC in Adelaide. It was while I was the Systems Engineering Manager for Apple Computer Australia Ltd. that I renewed my acquaintance with him, firstly in the QANTAS Club Lounge in Sydney's domestic airport one memorial Friday afternoon (with resultant effect of drinking copious amounts of Chivas Regal!) and later at the Adelaide ASC on a more official capacity and a much more sober note.

On retirement from ASC Harry and his family moved to Sydney. Always a keen snooker player and natural organiser, Harry became a very active members of the Hornsby RSL and went on to become Chairman of the Hornsby RSL. Not generally known was the fact that Harry was a recognised Scotch whisky sommelier (a trained and knowledgeable scotch whisky expert), an interest (and his instruction) which has brought many a big smile over a Wee Dram to many of us over the years. Vale Harry, always a gentleman but never a snob. Always keen to assist and a bloody good nose for a fine wee ha!