



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL
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Cover Picture: The AE1 & AW2 Memorial on ANZAC Day 2022

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

WINSTON SPENCER CHURCHILL

EDITORIAL

Hello Everybody,

Well, that's April done and dusted already? Now for May! This year still seems to be slipping by very fast. So, what did we do in April? I'm afraid I missed the Branch meeting but I hear it was well attended.

What else in this Issue? The Cover Picture is of the AE1 & AE2 Memorial – thanks to all those who attended on Sunday 24th April – the first time in three years we have been able to mark ANZAC Day. Thanks also to those who attended the St George's Day Parade which and the Church Service and Social Afternoon at the Legion which followed – all arranged by the Duke of Lancaster's Association,

You will find all the usual items in this Newsletter – Branch plans for May, June & July, Branch Members Birthdays, Remembering Former Branch Members, Submariners Crossed the Bar, and the Desmond Gerrish Story is continued – in this month's extract he describes the 'doings' of the Submarine Depot Ship HMS FORTH at Singapore including the visit of HMS DREADNOUGHT to the Far East which some of you may recall!

Some Branch Members are off to the National Arboretum on 18th May to take part in the Ceremonies for the unveiling of the new National Submariners Memorial. Bearing in mind it was only just over three years ago that this Project was started off it is quite a remarkable achievement for the organisers to have raised some half a million Pounds, designed the Memorial, had it made and got it installed. Everyone involved in whatever capacity - including all those who have contributed can give themselves a big pat on the back. To match in with the unveiling an 'ON-LINE BOOK OF REMEMBRANCE' (OBOR) has been created to tell the stories of all those lost in RN Submarines whilst on Duty. This lists some 5,900 names and has been created by 'Mindworks', funded by the Friends of the Submarine Museum 'the Friends' - a small Team of whose Members have researched and populated the OBOR. This OBOR can be updated continuously as new information comes to hand and corrects the many errors and omissions in the data on the Submarine Museum 'Wall of Remembrance' which will also be replaced with a new physical version in due course – also funded by the Friends.

That's about it for now – don't forget the Branch Annual General Meeting on Tuesday 3rd May but at 1900 – this will be our first Annual General Meeting for three years as the Secretary has reminded you – apart from that its in the usual place in the Concert Room at the Legion - and the Agenda is in the Secretary's Dit – a lot to get through so don't be late!

P.S. The Social Secretary was right – it was bad news from the Army/ Navy Rugby at Twickenham last Saturday – although it was a close match for much of the game – the Army did win again!

Best Regards

Barrie

SECRETARY'S DIT

Hello Everyone

Agenda for the May 2022 Branch AGM Meeting of the Barrow in Furness Branch - Submariners Association.

Tuesday 3rd May 2022 at 1900 at the Royal British Legion

1. Chairman's welcome: Welcome to tonight's postponed AGM.

2. New Members:

3. Visitors:

4. Apologies:

Members: Mick Kirk, R McMorris, Martyn Hillier.

Associate Members:

5. Attendees:

Associate Members:

6. Crossed the Bar reported since the issue of the April 2022 Newsletter. (Secretary to read out). List to be added before meeting.

7. Minutes for 2019 AGM The Minutes of the 56th AGM were accepted as correct by a how of hands at the May 2019 meeting.

8. Matters Arising from 2019 AGM:

a. The introduction of Associate Membership for the Branch. Actions Complete.

b. Branch Funds. Formal incorporation of the changes to the Branch Rules regarding expenditure of Branch Funds and the Charity Chest funds. Action Complete.

c. Formal change of start time of Annual General Meeting to 1900. Action Complete.

d. Branch Welfare Pack It is intended to introduce an updated Branch Welfare Pack to be maintained and held by the Welfare Team which will include Next of Kin Contact details, their addresses, land line & mobile numbers & E mail address and could also include your wishes if anything unexpected should happen to you. Welfare Representative needs to be appointed and work with the Branch Secretary to set up the system of contact details and wishes. Action remains ongoing.

9. Chairman's Report to 2022 AGM.

10. Secretary's Report to 2022 AGM.

11. Social Secretary's Report to 2022 AGM.

12. Treasurer's Report to 2022 AGM, including Audit Report.

13. Election of Committee Members

a. Positions vacant:

i. Chairman – Only one proposal has been received. Steve McKay – Proposed – Peter Wells, Seconded by

Les Hambling

For: Against: Abstain:

ii. President – The Branch Committee propose Barry Downer is elected as Branch President

For: Against: Abstain:

iii. Members Representatives -

Les Hambling – Proposed: Steve May, Seconded by Alex Webb.

For: Against: Abstain

Peter Hearn – Proposed: David Smith, Seconded by Bob Hagen .

For: Against: Abstain:

iv. New Rum Bosun - Peter Hearn has volunteered to take over as Rum Bosun from Jeff Thomas who has decided to stand down in the role.

v. Mark Butchart to be ratified as Vice Chair.

For: Against: Abstain:

b. Amendment to Branch Rules and Constitution – Postponed until National R&C hasav been amended and approved. However, there is one change the Committee would like to put forward. - To increase the number of Members Representative on the committee to three.

Justification: This will allow the Member's Representatives to align with the other Committee members 3 year term of office on a rolling basis with one up for election each year to support the continuity within the Committee. R&Cs section 11 sub paragraph a)(viii).

For: Against: Abstain:

Peter Hearn – Proposed: David Smith, Seconded by Bob Hagen.

For: Against: Abstain:

14. Treasurer's Annual Report

15. Website Managers Annual Report:

16. Newsletter Editor's Report:

17. May 2022 Branch Meeting (to be held after AGM)

18. Minutes of April 2022 meeting: Proposed Seconded

19. Matter arising from April Branch Meeting:

a. It has been confirmed that the TSF team will be attending the June meeting to give a presentation on TSF.

b. Branch Committee meeting has been held to discuss the impact on the Branch due to the changes agreed at the NCC.

20. Social Secretary Report:

The Branch Committee have proposed that the outgoing National Chairman and his wife, Branch President and his wife and Branch Chairman are dined out as the Branch guests at the Branch Birthday Dinner on 14th. May. This is to thank them for the service and guidance over their tenure in office to the Association and in particular the Branch.

For: Against: Abstain:

21. Welfare & Sick Call:

a. Mick Kirk, remains very poorly in the nursing home.

b. Ken Brumby, his recovery from his fall continues but remains frail.

c. It was reported that Dave Parsons is currently going through a recovery process in preparation for further treatment.

22. AOB:

K2B Marshal's rota has been distributed to those who have volunteered.

Details of the preparations for New Submarine Memorial ceremony have been forwarded to the Branch Standard Bearer have been issued

23. Date of Next Branch Meeting: Tuesday 7th June 2022 at 1930.

24. Meeting Shut at.....

25. Up Spirits & Loyal ToastRegards

David A J Smith

SA Barrow Branch Secretary

SOCIAL SECRETARY REPORT

Hi Shipmates

April was full of spills and thrills; nothing much occurred socially in the Branch but we did have the Grand National. I went to a long overdue concert in Newcastle with the family, had our St George's Day parade and ending with a very painful experience (I predict) at the Army Navy match at Twickenham.

Next up in May we have our 59th birthday party at the Brown Cow in Dalton. I have 8 places left and the low down is; Saturday 14th May at 6pm at the Brown Cow

Cost £25 per person

Dress Jacket/Blazer and Tie

3 Course Meal

Choices are

Starter Soup/Prawn Cocktail/Chicken Strips

Mains Traditional Chicken, Beef or Lamb Roast Dinner

Brown Cow Combo Dinner – Slice of each meat plus vegetables

Gammon Steak

Cauliflower and Broccoli Bake

Dessert Apple Pie

Warm Fudge Cake – either with Cream, Ice cream or Custard.

Ice Cream on its own.

Please note that the price does not include drink or tea/coffee after the meal.

The only other thing I will mention at this time is the Cartmel races day otherwise known as Dickie Cambridge's birthday bash Saturday 16th July. Tickets £15 each return coach trip, ticket for your entry will be extra cost to you.

See you at the meeting.

Yours Aye

Alex

MAY 2022 BRANCH CALENDAR

Branch Meeting & AGM	Tues 3 rd May
Cameron Blue Plaque (Carluke)	Sat 7 th May
Branch Birthday Party at Brown Cow	Sat 14 th May
Submariners Memorial Unveiling	Wed 18 th May
Buddies in Boats (Bridlington)	27 th -29 th May
Committee Meeting	As Required

JUNE 2022 BRANCH CALENDAR

Branch Meeting	Tues 7 th Jun
Morecambe Brew House Visit	Sat 25 th Jun
Committee Meeting	As Required

JULY 2022 BRANCH CALENDAR

Branch Meeting	Tues 5 th Jul
Cartmel Races	Sat 16 th Jul
Committee Meeting	As Required

MAY BRANCH BIRTHDAYS

M. (Mary) Hagen	01/05/1945
H (Hugh) Porter	03/05/1958
D.A. J. (David) Smith	06/05/1952
D.A. (David) Cooper	07/05/1954
D.E. Barlow	09/05/1947
N. (George) Hildrew	12/05/1947
K. (Ken) Brumby	17/05/1944
S (Stacey) Phan	17/05/1986
B. (George) Hyde	19/05/1960
J. W. Wilkinson	24/05/1985
T.C. (Tim) Chittenden	25/05/1951
S. (Sam) Benzie	25/05/1992
C. (Colin) Small	26/05/1967
D. (David) Leather	29/05/1980
J. R. (Roddie) Blaney	29/05/1967
R. (Ben) Britten	31/05/1955
B. M. (Brian) Jones	31/05/1934

Happy Birthday All!

REMEMBERING FORMER BRANCH MEMBERS

'CROSSED THE BAR' - 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

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

SUBMARINE LOSSES OF WWII **MAY 1942**

Three Submarines were lost in May 1942 and an Officer serving in HMS DOLPHIN also died. The first Submarine lost was:

Submarine HMS URGE sailed from Malta for Alexandria in Egypt on 29th April 1942. At the time of the loss the submarine was carrying ten ratings as passengers - in addition to the normal crew as part of the evacuation of the 10th Submarine Flotilla from Malta to Alexandria.

The crew of the Submarine, who were all lost, were:

Officers:

Lt Cdr Edward Philip Tomkinson, DSO * RN

Lt James Malcolm Stewart Poole, DSC*, RN

Lt David Bennett Allen, MiD, DSC Royal Navy

Temp Lt John Sandeman Deane-Ransome, DSC, RNR

Ratings:

CPO Coxn Charley John Jackman, DSM*, MiD** J110919

PO (TGM) Henry Ronald Joseph Watts, DSM, MiD P/JX 129967

L/Sea Herbert George Arthur Osborn, DSM C/JX 134094

L/Sea Laurence Frank Groves, DSM J101563

L/Sea Jesse Norris, DSM C/JX 142500

AB John O'Neill, MiD P/JX 217252

AB Leslie Gordon Baxter RNVR L/DX 2971

AB John Kenneth Rowley, DSM C/SSX 21371

AB Frederick Day C/SSX 20578
AB Ronald Henry Goss, MiD D/SSX 20989
AB Robert Davison D/JX 190316
AB Richard Wildman D/JX 204322
AB John Leslie Parkinson D/JX 204152
PO Tel Peter Dugdale Wiseman, MiD D/JX 134000
A/L/Tel John Maidment P/SSX 22031
L/Tel Harold George Ashford D/JX 127562
L/Tel Reginald William George Rogers, DSM SS 26082
Tel Henry Ernest Twist, DSM D/SSX 26005 & D/JX 225829
L/Sig Eric Charles Law, MiD C/JX 145120
CERA Charles Herbert Toms, DSM M35358
ERA3 Reginald Hellyer, DSM C/MX 47775
ERA3 Eric Varley, MiD D/MX 52497
SPO William George Ashford, DSM C/KX 82966
L/Sto James Wilfred Lamb P/KX 94635
L/Sto John Edward Woolrich P/KX 90716
Sto1 Albert Edward Bryant, MiD K61633
Sto1 Cyril Brown P/KX 84490
Sto1 Joseph Creswell Dixon McMillan, MiD D/SSX 32970
Sto1 Marcus Stanger D/KX 90258

Passengers:

PO Henry John Botting C/JX 137747
L/Sea Frederick Harold Morris P/JX 145545
L/Sea Sidney William Chamberlain P/SSX 22878
AB Frederick McDiarmid P/SSX 32644
L/Sig Ronald William Leeke P/JX 154364
EA Ronald Frederick Rutter C/MX 59915
ERA4 William Peter White C/MX 76840
ERA4 Stanley Gordon Harman C/MX 76070
L/Sto Samuel Cornelius Wilkes C/KX 81223
Sto1 Robert Henry Attewell D/KX 11645
Also onboard was an unofficial passenger - the War Correspondent

An Officer appointed to HMS DOLPHIN is reported to have been drowned in a diving accident on 6th May 1942. He was:

Temporary Lieutenant Patrick Charles Annesley Brownrigg, RNVR
Patrick Brownrigg was appointed to HMS DOLPHIN on DTBR. It is understood that he died whilst undergoing training for working with Chariots. Twenty-seven-year-old Patrick Brownrigg was from Pirbright in Surrey. He is buried in the Royal Naval Cemetery at Haslar.

The second Submarine was **HMS OLYMPUS** which was lost after striking a mine shortly after leaving Malta for UK on 8th May 1942. The submarine was carrying a large number of passengers from submarines which had been sunk at Malta in bombing raids. There were only nine survivors out of the ninety eight crew and passengers.

Officers:

Lt Cdr Herbert George Dymott

Lt Brian Hugh Band, DSC
Sub Lt John Francis Wilford, RNVR
Lt R A Milne-Thompson
Lt (E) William (Bill) Keeping
Wt Eng Harry George Howes

Ratings:

CPO William Stanley Burton, MiD J83485
PO Richard Albert White P/JX 152155
PO James Wilfred Highmore C/JX 129077
PO William Patrick Davis C/SSX 28400
PO Alfred Victor Hale O/N D/JX 136297
PO John Collinge O/N D/SSX 17483
L/Sea George Edward Frederick Pike P/JX 164965
L/Sea Harry James Hall P/SSX 28505 (Po)
L/Sea Geoffrey Laister C/JX 149546 (Ch)
L/Sea David Wickford White RNVR L/DX 4866
AB Ronald William Poxon P/JX 149626 (Po)
AB Frederick Robert Jones C/JX 207963 (Ch)
AB Edward Jack Stovell C/JX 175288 (Ch)
AB Peter Noel Bertram Lewis Hill C/JX 209826
AB James Alma Rescorla RNVR L/DX/4792
AB Frederick Henry Holt D/SSX 16872 (Dev)
AB Paul Arden Harrison D/JX 238495 (Dev)
AB Arthur Fox O/N D/JX 217807
AB Frank Carty O/N D/SSX 24853
AB Albert Edward Hurlock O/N D/SSX 27585
AB Harry Bayley O/N D/JX 237586
AB Frank Trueman O/N D/JX 217221
POTel Stanley MacDonald Berwen Hammond D/JX 134886
L/Tel William H Marchant D/JX 144895
Tel Maurice William Gumbrell P/JX 159116
Tel John Staff P/JX 156217
Tel Stanley Martin O/N P/JX 161153
L/Sig Stanley Ashton O/N D/SSX 31775
L/Std Kenneth Albert Edward Jones O/N P/LX 22896
L/Ck Frederick G Wilson O/N C/MX 63385
EA H F W Edmunds TBA
CERA Puttick TBA
CERA W C Guest TBA
ERA Frederick G (Geordie) Talbot P/MX 49956
ERA P Rayner TBA
ERA Samuel Plant TBA
ERA F Collins TBA
ERA R N Butterworth TBA
ERA J Goodier TBA
SPO W E Arnold TBA
SPO N Law TBA
SPO A R Best TBA
SPO James Alfred Jackman, DSM P/KX 80753
L\Sto R J W Piper TBA
L\Sto W G Pearson TBA
Sto1 Class W Over TBA
Sto1 Class F T Mowbray TBA
Sto1 B Reeve TBA
Sto1 P Butterfield TBA
Sto1 P R Dawson TBA
Sto1 F R Thompson TBA

Sto1 I T Price TBA
Sto1 J Ripley TBA
Sto1 R Boothroyd TBA
Sto1 G Garston TBA
Sto1 L Leigh TBA
Sto1 E Pearson TBA
Sto1 J S Hoath TBA
Sto1 W T Davis TBA

Passengers from P39:

Officers:

Lt Norman Marriott DSC, Royal Navy
Sub Lt Geoffrey Paul Bulmer, Royal Navy
T/Lt R P Gowen, Royal Naval Reserve
T/Sub Lt Douglas Hawkyard, Royal Naval Reserve

Ratings:

PO Arthur John Davey J108330
Survivor from P39. The date of his draft to 'Submarine HMS OLYMPUS' is not yet established.
Leading Seaman Frederick Makin Crowe P/SSX 24969
Survivor from P39
Able Seaman William Robertson C/SSX 19870
Survivor from P39
AB Gordon Arthur Peck O/N C/JX 133494 (Ch)
AB Richard William Jarvis J48947
AB Albert Ernest Knott C/SSX 29489
AB William Sidney Harland Walton D/SSX 26689
AB George Edward Ellis P/JX 193943
PO Telegraphist Raymond Joseph Regan C/JX 141885
Tel William Henry Graham C/JX 148786
Tel Jack Smith D/JX 134036
Sig Ernest John Robert Cordrai C/SSX 32667
AB Albert Edward Collins C/JX 208347
PO Electrician Sydney Seymour TBA
Sydney Seymour was a survivor of the sinking of HMS OLYMPUS
ERA William George Wright C/MX 48335
William Wright was a survivor of the sinking of HMS OLYMPUS
Leading Stoker (Ginger) Hiscock TBA
Leading Stoker Hiscock was a survivor of the sinking of HMS OLYMPUS.

Passengers from P36

Officers:

Lieutenant Harry N Edmonds DSC,

Ratings:

PO Albert Frank William Neale P/JX 138304
Tel Albert Edward Hadley P/JX 128290
PO Francis Gordon Selby, DSM C/JX 145558
He was a survivor of the sinking of HMS OLYMPUS.
Able Seaman Peter Roy Beale P/SSX 27869

Passengers from PANDORA

Officers:

Lt James Anthony Lindsell

Ratings:

Eric William Hawes */SSX 17390
Eric Hawes served in Submarine HMS TRUANT, was a survivor of the sinking of HMS PANDORA and OLYMPUS

Passenger from HMS PENELOPE

Ratings:

Wtr Richard Thorpe D/MX 71555 (Dev)

Polish Submarine JASTRZAB

Two Royal Navy Liaison Crew members were lost when the Polish Submarine JASTRZAB was sunk on 25th May 1942. Two Officers and twenty-eight sailors rescued. Those lost were

Ratings:

L/Sig Thomas Askern Beard, MiD D/JX131762
L/Tel Martin Dowd, MiD J70746

**SUBMARINE COMMISSIONING
CREW LISTS**

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

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

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

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the April 2022 Issue of Periscope View)

Phillip Cookson had a good tour of duty as C.O. of H.M.S. OBERON and we became family friend. Surprisingly – he was very clever and an excellent submariner – Phillip was not promoted to Commander and eventually resigned. As well as being family friends in Singapore, we continued this friendship over the succeeding years, since his family house was also in Alverstoke. I remember him qualifying as a Fellow of the Institute of Chartered Accountants in his first few years after leaving the Navy - the average accountant takes 6 to 7 years of studies before passing the Institute's Exams. Phillip did it in 3 years with no previous experience of Accounting! Hardly having got a job as a qualified accountant, he was head hunted by the Chief of the Sultan of Oman's Defence Force, to take command of one of Oman's 3 fast gunboats, at a salary many times that of an accountant and Phillip and his family moved to Oman. He quickly rose up the Command structure of this tough, but very well-funded Defence Force and, after a few years, became its Chief. By this time (1977)

we had bought and moved to our little farm in Wales, when I received an imperative letter from Phillip saying he wanted me to join him as his Assistant, because the Force was being expanded and I was the ideal person for this challenging job. Very tempting offer, which we pondered on for a day or two – you choose your furniture at Harrods before leaving for the palatial house waiting for you in Oman – all at the Sultan's expense – and a very high salary.

Two areas of plain common sense brought us to our senses. Firstly, I had chosen never to work for anyone again, hence our little farm. Secondly, I had visited Oman in H.M.S. ANDROMEDA in 1970 and saw a way of life akin to the 15th Century, in a scorched rock-desert. We unhesitatingly turned Phillip's offer down after our short deliberation. Good of him to think of me though.

And what a coincidence: a neighbouring smallholding was owned by an ex-Police Superintendent who had specialised in Mounted Police work – he lived for horses – and, like Phillip, chose to work in Oman as Superintendent of the Sultan's Mounted Bodyguard. He and his nice family got 3 months' leave every year and spent the entire 3 months on the smallholding, tending their valuable string of Arab horses, which they left in the care of a resident employee whilst absent in Oman. Now, back to FORTH and life with the 7th Submarine Squadron in Singapore.

For the only time in my life, I hated going to sea – albeit only for 3 or 4 days at a time – in submarines. Because of the humid heat of the Equator. The 'A' Class submarines had no air-conditioning whatsoever and even the more modern 'O' Class only had small air-conditioning units sited in a few living areas. Once dived, which you remained for 95% of time at sea, you were literally entombed in a steel oven. You breathed hot air with a 100% humidity and poured buckets of sweat night and day. Sweat ran in rivulets which cascaded down the forehead into your eyes, ran off the tip of your nose and both elbows. We wore a Chinese sweat rag (muslin) around our necks and continually towelled off sweaty hands, face, and arms, wringing the rag dry again in the buckets placed all over the place for just this purpose. If you had deskwork to do, you would treat yourself to a bath towel to keep the rivers of sweat from soaking the papers or charts. When closed up at Action Stations, one sailor would do nothing else other than stay alongside the submarine's Captain at the periscope to frequently wipe the stinging sweat off his Captain's forehead and eyes – no use being half-blind for 5 seconds looks through the Attack Periscope! The very worst 'sweats' were at Action Stations, when the Sub's re-circulating fans were automatically switched off, so that no whine from the electric motors driving the fans could be detected by the Sonars of the searching Frigates.

In my Department, a terrible design error had occurred when the 'A' Class Subs were on the drawing boards. The vital Sonar Shack ended up being placed underneath the deck of the Forward Torpedo Compartment – deep in the bowels of the Sub. and as far from the Control Room as you can get. This stemmed from the 'dark' ages of the War, when Sonars were in their infancies – crude devices, capable of detecting only very loud noises close to the submarine and not very accurate at measuring the direction of the 'noise'. The wartime submarine spent most of its time on the surface using their eyes and only dived just before attacking or on being attacked itself. Even when dived, they spent most of their time at periscope depth allowing the Sub. Captain to watch his target and all other surface ships. It was only when forced deeper than periscope depth by attacking warships did Sonar become the only 'eyes' of the submarine. Ongoing post-war massive research in the Sonar field soon developed more advanced sonars, allowing submarines to detect their targets at great ranges with fine precision – in fact for a submarine to carry out a full attack on Sonar info alone, whilst deep, below periscope depth. When the new, post-war 'O' Class were being designed, the vital Soar Room was situated right next to the Control Room and next to the Captain's Cabin.

Back in the 'A' Class, that distant sweatbox of a Sonar Room was a lonely place only visited by the reluctant Operators and Staff T.A.S. Officers - like myself when we inspected the proficiency of those poor Operators. Because of the insufferable heat, this Far East outfit had simply decreed that the two Watch Operators only did half hour shifts at a time. This effectively made the use of the Sonar totally useless in these 'A' Class – it takes any Sonar Operator a good half hour to familiarise himself with the noises all round him, both from creatures that live in the ocean (whales right down to shrimps) and the propeller noises of ships (aircraft carriers right down to small fishing boats). Another of our urgent 'put right' jobs in FORTH was to make a case to Admiralty for air-conditioning units to be fitted in the Sonar Rooms of the 'A' Class. And, to everyone's relief, this happened quickly. Operators could now settle down to 2-hour Watches at a time.

Mind you, we made mistakes in FORTH too. One of the 'A' Class – H.M.S. AMPHION, C.O. Roger Venables (an excitable chap), had spent several weeks getting ready for an important and very sensitive 'snooping' patrol. One of the last items, in their preparatory programme, was to check that AMPHION's two propellers did not make a noise at high revs. This was done by AMPHION making fast runs over Singapore's Noise Range. Horror! The Range accurately detected a high frequency 'whine' from her port propeller – on the day before she was due to sail. No problem though. Again, my Department includes the Divers, especially trained to change submarine propellers with the submarine alongside the Depot Ship – no question of long delays involved in Dry Docking (if a Dry Dock is vacant).

So, late that evening, my Diving Officer, and his Team got to work on AMPHION – undo the securing bolts with special 'monster' spanners that my cranes pull on and once all bolts are off, we 'blow' the propeller off its tight fit to the shaft with a precise amount of specially shaped explosive. All went well and the replacement propeller – supplied by FORTH's Engineering Department – was on by dawn. Roger sailed crack on time at 0800. Unfortunately, he didn't get far from FORTH. We watched aghast as AMPHION 'crabbed' like a drunken walker down the Straits. We had fitted a

STARBOARD – shaped propeller instead of a PORT - shaped one! AMPHION was re-berthed on FORTH with the help of tugs and we immediately began a second propeller change. Whilst waiting for her to re-berth, people were offering themselves up as Court Martial sacrifices. My Diving Officer insisted to me that he must be held to blame – professional pride speaking. The Engineer Officer went to Captain S/M saying he must take the Court Martial – it was his Department who supplied the propeller to my Divers, and it was not the Divers' fault. The Submarine Captain, not to be outdone, put his neck on the line, saying he accepted full responsibility in that his submarine Engineer Officer should have checked the prop. before my Divers started to fit it – after all, it was his submarine being mended!

As far as I was concerned, all that mattered was that not a minute to be lost in getting the correct prop fitted. I called up fresh Divers as the First Team were tired and stood Tom (my Diving Officer) down to rest. I would take his place. About an hour into the job and Tom appeared on AMPHION's stern, refreshed after a meal, and insisted on taking over from me – “You've got more important things to do” was his reasoning!

We got AMPHION away in 4½ hours – a record time for a prop. change – and that was that. We all agreed, including C.-in-C.'s Staff, that it was just one of those irritating cock-ups which occur from time to time, in the best run organisations; learn the lesson for the future and move on.

And the next prop change to crop up had a Litany of Officers – the Diving Officer, FORTH's Engineer Officer, the Sub's Engineer Officer – all confirming the stamp mark of the new prop to be the correct prop. Knowing this bit of Gilbert and Sullivan was going on, Captain S/M sent the Squadron Padre down to that sub's stern – to bless the prop!

Back at our bungalow in Kim Teng park, Hazel's most proficient organisation was also tested. Bill (age 5) and Amah's daughter played together disastrously – both egging the other on to do naughty things. Hazel thought she had remedied this state of affairs, by lectures to Bill and to Amah. One day, Hazel and Sue enjoying post-lunch rest on the bamboo recliners in the spacious lounge, watched Bill come in from the garden at a brisk pace and leave again, just as briskly, carrying a cup of water. Hazel watched Bill get as far as three such trips in quick succession before issuing the cracked gramophone phrase of “What are you up to?” Bill and Amah's daughter were trying to extinguish a brush fire they had started with stolen matches in the garden! Bill got a backside tanning with a hairbrush and Amah got a warning of dismissal if her daughter failed to change her ways! I think the Fire Brigade extinguished the brush fire.

A car crash accident brought a terrible sense of shock to us close-knit FORTH families, when Mary Allen (John, our Navigator's wife) on a routine shopping trip with both her young children with her in the car, skidded on a grassy road and hit a stone wall. Caroline aged seven was killed. Mary was splintered with broken glass and Simon was alright. We all got this dreadful news very fast – mainly from a tearful Captain S/M – work was suspended for the day, and we all went home to our tearful families. It took us a long time to get over Caroline's death – we spent a lot of time in each other's company as a way of life and we knew Caroline like we know our own children.

After our first year in Singapore, Johnny Moore, the original Commander S/M from the previous ½ Squadron, was relieved by Sam Fry, a newly promoted Commander, and bang up to date with modern submarines, which brought a guff of new enthusiasm to the Staff. Everything Cdr. Moore did in operating the submarines was influenced towards pleasing C.-in-C. and his hefty Staff. Sam, like most of us in the front line, knew the weapon of evolving naval warfare worldwide and he considered C.-in-C.'s Staff as already redundant, operating their Aircraft Carriers, Cruisers and Frigate Squadrons. The boot was on the other foot! My own immediate superior on C.-in-C.'s Staff, was a senior T.A.S. Commander called Figgy Dick. A nice bloke, who, in J. Moore's days, would slip me bits of the ridiculous hush hush stuff, whenever he asked me to pop in and see him in the palatial office in H.Q. – and, when he needed to pick my brains of specialist detail of torpedoes or sonar in submarines. Shortly after Sam had made his mark, Figgy would telephone me, to see if it was convenient for him to visit us in FORTH! At least Figgy acquitted himself better, by walking around the Torpedo Workshops and the torpedo compartments in the submarines, by being out of his office and in the heart of the submarine world.

Also lying behind this shift of emphasis towards submarines was the exciting prospect of H.M.S. DREADNOUGHT – Britain's first nuclear-propelled submarine – joining FORTH's Squadron, for a short tour of duty with us, to study the effects of operating nuclear submarines in the Tropics. She duly arrived, having made the entire voyage from Portsmouth to Singapore submerged and at a speed which broke all of the previous records of liners making the voyage.

The entire High Command were on FORTH as DREADNOUGHT came alongside and during the week she stayed alongside us, every day saw three conducted tours of V.I.P.s being taken through her.

Conversely, we Staff in FORTH were asked by DREADNOUGHT's Captain – Cdr. Peter Cobb (we all knew him well), to inspect our different Departments in DREADNOUGHT to see if they were operating correctly and whether any improvements could be achieved.

I knew the general layout of her Torpedo Compartment from drawings Admiralty had previously sent to us, but I was still astonished at the sheer size of her Torpedo Room when I first stepped into it – just like entering a cathedral. Her Torpedo-men were, of course, the best we had in the submarine world – again I knew quite a few of the Senior Torpedo Chief Petty Officers – and they were very proud to show me, loading and unloading torpedoes into and out of her 6 Torpedo Tubes, with DREADNOUGHT's 'new-age' automated machinery. I could find very little to improve on and told Peter Cobb (always very knowledgeable about torpedoes throughout his career in submarines) just that.

Our appointments to Singapore were, in general, for 2½ years. This qualified everyone for Station Leave – I think it was one week's leave for every 6 months served on Station – and you could travel within the boundaries of the Far East Station for your holiday. Our first family holiday was up the west coast of Malaya in our own car, staying at Malacca.

Our second holiday was the best, when we travelled by train right up to Penang and stayed in the excellent Services Hotel with its own private beach.

Apart from Station Leave, we would occasionally use weekends if I was not a Duty Officer on that particular weekend, for local jaunts up the sparsely populated east coast of Malaya, staying overnight in Government Rest Houses – there were no commercial hotels in those days. The many islands lying off the east coast, often uninhabited, attracted quite a few families, enticed by the adventure of camping out for the weekend on an uninhabited tropical island. Never appealed to me - I had seen enough of the uninhabited Far East in H.M.S. WILKIESTON – and, as a family, we preferred rooms to tents. Sure enough, we soon heard of cases of people being bitten by scorpions while marooned on the island – you have no boat to get back to the mainland – a local boat had taken you to the island and was booked to collect you again on Sunday evening. Panic! The Service Doctors briefed everyone, that you must get to a hospital within 8 hours following a scorpion or snake bite for the vital anti-dote, or your risked death!

To be continued in the May 2022 Issue of Periscope View

MARITIME MYSTERY PUT TO REST WITH SUBMARINE MEMORIAL UNVEILING

ROYAL NAVY MEDIA RELEASE Thursday, 28 April 2022

AN 80-YEAR-OLD maritime mystery has finally been put to rest with the unveiling of a memorial to a Royal Navy submarine lost off Malta.

Serving Submariners from HM Naval Base Clyde and relatives of the crew of HMS Urge travelled to the Mediterranean island on April 27 for a memorial service recalling those who perished when the Wartime submarine struck an Axis mine off the coast. Thirty-two crew, eleven naval passengers and one civilian were lost in the tragedy.

For almost eight decades the final fate of HMS Urge was unknown and it was only thanks to a remarkable feat of historical detective work that the mystery was solved.

The U-Class submarine, which was commissioned in 1940 and initially based at Dundee, was assigned to the Tenth Submarine Squadron in Malta in April 1941.

During her time in the Mediterranean she served with distinction, completing some 18 patrols, torpedoing an enemy battleship, sinking an enemy cruiser, and attacking enemy ships supplying the Axis troops in North Africa.

The submarine was even involved in top secret missions to land intelligence agents and some of the earliest Special Boat Service (SBS) Commandos on enemy-occupied soil.

But the intensity of attacks on Malta during this point in the War forced the Royal Navy to eventually move their vessels to Alexandria in Egypt. Out of the five submarines which sailed only four made it to their destination. HMS Urge was never heard from again.

It was assumed that the Commanding Officer of Urge, Lieutenant Commander Edward Tomkinson DSO* and his crew fell victim to enemy action. But it wasn't until Francis Dickinson, the Lieutenant Commander's grandson, teamed up with the University of Malta and a Canadian naval researcher that their final fate was known.

“Malta was among the most heavily bombed places during the Second World War and it got to the point that it was safer to be at sea than in harbour there,” said Francis Dickinson.

“In my search for HMS Urge, naval researcher Platon Alexiades and I contacted Timmy Gambin at the University of Malta and together we formed a search project..”

He continued: “Records of HMS Urge's patrols are held in the National Archives, including records of the route which she was to take on leaving Malta.

“Using these, and my grandfather's Wartime letters, we began putting together the answer to what happened.

“Timmy Gambin's expert knowledge of the waters and wreck sites around Malta and search capabilities were vital, and Platon Alexiades provided invaluable research on Axis plans which revealed that they had laid a minefield on the route HMS Urge was to take, just a few days before she sailed for Alexandria.”

Using this knowledge, in October 2019 the University of Malta team pinpointed what they believed was the wreck of Urge a few miles off the Maltese coast. Although they were almost certain, a dive of the wreck was needed to confirm it.

Unfortunately, the COVID-19 Pandemic interfered with plans and it was only in 2021 that Timmy Gambin could coordinate the dive team which made the 300-foot descent to the resting place of the submarine. The team were able to positively identify lettering on the hull confirming that it was HMS Urge and also confirm evidence that she had been damaged by a maritime mine.

The new memorial to HMS Urge is situated at Fort St Elmo, facing out to sea in the direction of the remains of the submarine. The solemn unveiling was also attended by President of Malta, George Vella, and British High Commissioner, Katherine Ward. Members of the Armed Forces of Malta performed a gun salute in honour of HMS Urge.

There was also the opportunity for families and Submariners to lay wreaths in the sea above the wreck of HMS Urge and a service at St Paul's Pro Cathedral on the island. Head of the Royal Navy Submarine Service, Commodore Jim Perks, also gave a talk at the University of Malta the day before the memorial unveiling. Francis Dickinson, said: "One of the best things about the discovery of HMS Urge has been the way it has brought together families of crew members. About 35 of us have made the journey to Malta for the memorial service with many more following in the UK and beyond.

"It is a privilege to remember all those who were lost in HMS Urge," he said. "This is also a story of appreciation for Malta and the Maltese people. I would like to pay tribute to them and their endurance and spirit during the War years and the connections formed with Malta today through this work."

Commodore Jim Perks, the Head of the Submarine Service, who also attended the memorial unveiling, said: "It has been an absolute privilege and an honour to be able to represent the Royal Navy Submarine Service at the commemoration events held this week.

"To meet the families and the team from the University of Malta and Malta Heritage who have made this possible has been genuinely humbling. Our heritage and history remain important to all Submariners today."

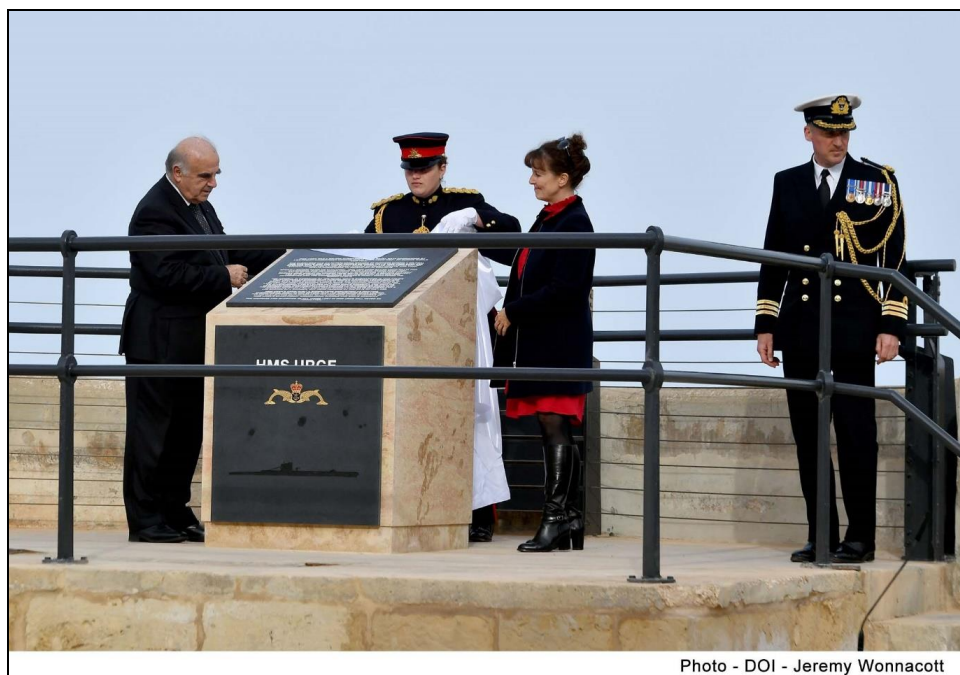


Photo - DOI - Jeremy Wonnacott

President of Malta, George Vella, and British High Commissioner, Kathrine Ward, unveil the monument to HMS Urge
(Picture courtesy of DIO – Jeremy Wonnacott).

SUBMARINERS 'CROSSED THE BAR' REPORTED APRIL 2022

Branch	Date	Name	Rank/Rating	Official Number	Age	Submarine Service
Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non-member	6th April 2022	A (Tony) Noble	Marine Engineering Mechanic	TBA	59	Submarine Service from 19** to 1986 including OCELOT (1983)
Submarine Officers Association	April 2022	Keith Douglas, MBE	Lieutenant (SD (E) (MESM)	TBA	TBA	Submarine Service from 197* to 1988 (NL) in RESOLUTION (S) 1971), RNC Greenwich (1977 NL), WARSPITE (1978 NL), VALIANT (16th February 1980 to 1981 (NL), DREADNOUGHT (1982 NL), CFM Devonport (1983 NL), DEFIANCE (1984 to 1985 NL). SCEPTRE (1986 to 1987 NL) & Devonport Naval Base (1988 NL)
Submarine Officers Association	9 th April 2022	Nicholas (Nick) Breakspear Kirby	Captain (E) (WESM)	CO 05541T	80	Submarine Service from 1965 to 1977 in DOLPHIN, WALRUS (1965), GRAMPUS (1965 to 1966), VALIANT (1967) & SWIFTSURE (1972 & on commissioning on 17th April 1973 to 1975)
Non-member	13th April 2022	John (Paddy) Daly	Petty Officer MEM (L)	TBA	64	Not given
Non-member	April 2022	David Wheelband	Leading Weapons Electrical Mechanic	TBA	TBA	Not given