



# 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: HMS AUDACIOUS on Deployment in the Mediterranean

*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**

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### EDITORIAL

#### Hello Everybody,

Halfway through the year already! How was your June? Mine has been a bit different! After our June Branch Meeting we had a presentation on The Submarine Family from Tom Herman, which was quite informative and, afterwards he took questions from the Members present. We had hoped that crew members from ANSON would have joined us but, apparently, there was a clashing event. Subsequent to the Meeting some additional questions were sent to Tom Herman any these have been answered. Dave Smith discusses everything which was covered in his Secretary's Report.

I know there were several events associated with the Falklands 40 and also the Armed Forces Week in both Barrow and Ulverston in June and, I understand, several Branch members attend these. I have included an item about the Falklands 40 in this Newsletter – adapted from a newspaper article. I have been out of the loop this month so I was, unfortunately, not able to attend any of these events.

That's about it for now – don't forget the July Branch Meeting on Tuesday 5th July this time back at our normal start time of 1930 – no guests this month as far as we know at the moment – might be a few new Members - but as ever don't be late!

#### Best Regards

Barrie

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### SECRETARY'S DIT

#### Hello Everyone

Summary of correspondence, emails received since the last meeting. Where necessary details and attachments have been forwarded to members:

The following emails from the National Secretary:

(i) Details of the 'Crossed the Bar' Notification is now active on The Submarine Family website under the Contact menu. On completion SA Secretaries will receive a notification. On completing the form, the notifier receives this message:

"Thank you very much for letting us know this information which has now been passed to the Submariners Association, We Remember Submariners and Friends of the RN Submarine Museum. Once we have confirmed that the Next of Kin wish the news passed on it will be sent out to the Submarine Family."

If you are content, please let your members know that this is now the route to notify this sad news.

(ii) The agenda for the upcoming EGM by Zoom on 16th July 2022, 1030 – 1130 is as follows:

1. Chairman's opening remarks.
2. Secretary roll call. (Followed by Proxy voters)
3. Ratification of the following positions:
  - Chairman
  - National Secretary
  - NMC Member
4. Update on changes to the R&C. (It will be an update on progress by the team working on the review of our R&C's)
5. Permission for £40 PP to subsidise AGM/Family Weekend Belfast 2023.

(iii) **New NMC member** - Following the email dated 15th May in which volunteers were requested to fill the two vacant positions on the National Committee, only Graeme McCabe has volunteered. As he is the only volunteer, he will be co-opted onto the NMC and this will be ratified at the EGM on the 16th July. No members vote required as he is the only volunteer.

(iv) **Membership Suspension** - On 4th May 2022 Mr David Woolterton was informed by letter that he was suspended from the Submariners Association for a period of 12 months. Mr Woolterton was informed, in the same letter, that he had 28 days in which to appeal against the suspension. Mr Woolterton has not appealed. Therefore, in accordance with clause 3 (g)(iv), I am writing to you to inform you that Mr Woolterton cannot be a member of any Branch of the Association until his 12 months suspension ends on 4th May 2023.

(v) **Response to the Barrow Branch query** on the lack of details R&C item on the EGM agenda. It will be an update on progress by the team working on the review of our R&C's and not what the changes are. They will be forwarded for Branch consideration later.

Barrie Downer responded to a query raised on the CTB notification processes detailed above and the distribution of the details. His response was this is nothing to do with TSF wanting to inform the world of anything. This Form was originally devised by, and has been used by, the SA for many years and is intended to ensure that the Association Membership Secretary is informed of a Member 'Crossing the Bar' so that checks can be made with his Records and the relevant Branch Secretary to be certain of personal details from Branch Records and what his wishes were/are and if the Family/NOK is happy before anything is made public. The Form will be back on the new Submariners Association Website as soon as it is up & running.

Using our Form (slightly modified) is a recognition by SMF, WRS & Friends that the SA has had it right all the time and makes sure that individuals/families wishes are followed. Much better to get it right the first time!

a. The following is a precis of Alan Hoskins' email to TSF (Tom Herman) with follow up questions after his presentation to the Branch.

- i. The main concern is over the Charitable status of the Organisation and its constituent parts. It is understood that the RNRMC is a charity that is well established but is it correct in saying that it is the overarching charity of TSF?
- ii. What exactly does this mean? The SA is not a charity, and neither is TSF, is that correct?
- iii. Where exactly does the SA stand in relation to RNRMC, TSF and the Charities Commission.
- iv. What exactly does it mean to be an element of TSF? Is TSF similarly an element of RNRMC?
- v. We were independent before but are we now? What decision making powers have we surrendered?

d. Response from TSF on Alan Hoskins questions.

- i. TSF is part of RNRMC, RNRMC is a Registered Charity and their lawyers have been all over the TSF plans and are content with it.
- ii. The relationship between the three elements and TSF is governed by an agreement - none of the elements have joined TSF so are not legally part of it. In fact, the final words of the agreement are:

"Nothing in this agreement removes the right for each Element to continue to function as an independent organisation with its own Board and exercise financial accountability."

iii. The SA is not a charity and thus has no relationship with the charity commission.

The SA has not given up any decision-making powers and, like the other elements, remains totally independent. I hope this answers your query.

e. David Parry sent an email highlighting the imminent publication of his book 'The Story of the Submarine Command Course, Perisher 1917-2017'. It is intended to hold a few presentations for the benefit of all ranks serving, veterans/retired submariners and others, families, historians, and any other interested parties in: London, Portsmouth/Gosport, Devonport, Barrow and Faslane. The London date and venue will be 12th December on HQS Wellington as the 'Institute of Seamanship Annual Lecture.' He would be grateful if those who are interested in attending a presentation, no commitment, by emailing the preferred venue name to: perisher100@gmail.com

f. A Letter from Barrow Mayor's Office inviting the Branch to attend the 'Civic Sunday Parade & Service' on 31 July 2022. Organisations are asked to muster at the Town Hall by 12.50. The Parade forms at 13.30 and will leave the Town Square at 13.45 for a service at St. Mary's Church. A buffet lunch will be provided at the Town Hall on completion. Let the Branch Secretary know if you intend to take part by 17 July.

g. A Letter from Barrow Mayor's Office inviting the Branch to attend the Merchant Navy Day Memorial Service in the Banqueting Hall in Barrow Town Hall on Friday 2nd September at 1100. A sandwich lunch will be provided for guests following the Service. Let the Branch Secretary know if you plan to attend. Numbers are required for catering purposes

Regards

**David A J Smith**

**Barrow Branch Secretary**

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### SOCIAL SECRETARY REPORT

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#### Hi Shipmates

June been and gone, June should have seen us go to Morecambe for the day but sadly with everyone busy or on holiday this did not come to fruition.

So, the social program for the next few months is this:

Sat 16th July – 49-seater bus going to Cartmel. Depart Ferry at 11, various pick-up points then return 30 minutes after the last race; approx. 6pm. Cost is £20 per person and is for the return bus trip only. This is going to be a great day with the horses, beautiful countryside, guaranteed transport in comfort and of course it is Dickie Cambridge's birthday so lots of drink and fun. I have only 22 people signed up for this so I do need a lot more support to allow me to break even on the coach.

The trip to the Brew House in Morecambe to meet up with our buddies there is now Saturday 6th August. We shall depart the Ferry at 11am (various pick-up points), go to Morecambe and meet up with the troops. Pie and Peas for lunch and depart to come back at 6pm. Cost £20, rig is anything you want, ladies Due to the lack of support last time I have only booked a 16-seater for this and I have one place left.

Saturday September 10th is our trip to Bilsborrow and our canal party. Depart 2pm from the Ferry (various pick-up points) go to Bilsborrow, on the coach we shall have a couple vodka jellies, arriving Bilsborrow just after 4pm. Set up a wine and nibbles table for a couple swift ones before harbour stations. Depart at 6pm for a 4-hour party aboard the Jungle Queen; with a packed lunch for everyone. Will have absent friends' cocktail on the barge and Nikki will be our DJ for the evening. Leave to come back at 10pm – everyone indoors safely tucked up by 12. The cost for this is £45 per person and I am limiting it to 35 people. This is a great price for this type of trip so please support it.

See you at the meeting.

**Yours Aye**

**Alex**

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#### JULY 2022 BRANCH CALENDAR

Branch Meeting	Tues 5th Jul
NMC EGM (Zoom)	Sat 16th Jul
Cartmel Races	Sat 16 <sup>th</sup> Jul
Civic Sunday Parade & Service'	Sun 31 <sup>st</sup> Jul
Committee Meeting	As Required

#### AUGUST 2022 BRANCH CALENDAR

Branch Meeting	Tues 2 <sup>nd</sup> Aug
Morecambe Brew House Trip	Sat 6 <sup>th</sup> August

Committee Meeting

As Required

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#### SEPTEMBER 2022 BRANCH CALENDAR

Merchant Navy Day Service	Fri 2nd Sep
Branch Meeting	Tues 6 <sup>th</sup> Sep
Canal Trip	Sat 10 <sup>th</sup> Sep
Committee Meeting	As Required

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#### JULY BRANCH BIRTHDAYS

MR (Mike) Gardner

02/07/1955

M.J. (Mike) Kirk	06/07/1943
I.L. (Iain) Bradford	11/07/1980
B.D. (Brian) Downie	13/07/1948
M. (Mark) Butchart	13/07/1979
M. (Malcolm) Hogg	15/07/1957
R. (Dickie) Cambridge	16/07/1947
V (Veronica) Pointer	17/07/1949
J.A. (John) Davies	20/07/196
D.J. (Dan) O'Connell	23/07/1937
R.G. (Bob) Faragher	24/07/1940
J. (Jason) Costello	24/07/1971
S. M. (Stephen) McKay	24/07/1961
C. (Cheryl) Hagen	25/07/1974
B. (Barney) Naylor	27/07/1964
A. (Adele) Groundwater	29/07/1973

### **RESURGAM**

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

### **REMEMBERING FORMER BARROW BRANCH MEMBERS - JULY**

N T V Evans	1985
Herbie Rowlands	1988
Francis Jordan	1992
Kenneth Martin	1993
Len Malkin	1998
David Melvin	2001
Christopher Breeze	2010
Ben Skeates	2010
Terry Spurling	2015
Peter Lorking	2015

### **RESURGAM**

### **NEWSLETTER CONTACT INFORMATION**

Do you have a story to tell or have information you feel should appear in the Newsletter - then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. You may also send your contribution by e-mail to me on [frozensnorth55@gmail.com](mailto:frozensnorth55@gmail.com). Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e., the last week in July for the

August 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 JULY 1942**

No Submarines were lost in July 1942, but one Submariner is reported to have died. He was:

Ldg Tel Lewis Lloyd Kerry O/N P/JX 155610

Lewis Kerry served in Submarine HMS PORPOISE. He is reported to have died from meningitis on 9th July 1942 in the 42nd General Hospital in Kantara in Egypt. Joel Blamey, who was the Engineer of PORPOISE, reported that Lewis Kerry had not been well for a number of days whilst at sea and died a few days after returning to harbour. Lewis Kerry was the son of Mr. G V Kerry MM & Mrs N Kerry, and the twenty-one-years-old husband of Doreen Jessie Kerry from New Cross in London. He is buried in the Ismalia War Memorial Cemetery in Egypt in Grave No. 4.B.5

### **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

### **Bruce Collins – An Update**

Back in November 2019 I was contacted by a Mrs Shirley Tilley from Norfolk – she was a friend of the late Lieutenant Commander Bruce Collins, MBE – a former member of the Barrow Branch, and later, President of the now defunct Central Lancashire Branch at Leyland. He (Bruce Collins) 'Crossed the Bar' in 2008 in Norfolk. It turns out that Bruce's Submarine sank a ship in the entrance to Tromso Fjord in Norway during WWII – bottling up several German warships. In 1955 Bruce visited Tromso for a commemoration of that event and was presented with a history of Tromso by the City's Mayor. This book was in the possession of Shirley Tilley's late husband, and she was trying to return it to the Collins family. I still have the book – written, of



course, in Norwegian (which I can't read!) and was trying to locate any surviving members of Bruce's family to return the book – hence the article in the November 2019 Periscope View.



**Bruce Collins**

Well, on 18th June 2022, I have just been contacted by Charli Collins – one of Bruce's his granddaughters. She happened to be looking for information on the internet and our November 2019 edition popped up.

Luckily, I had kept the Norwegian book safe (and I still haven't read it) together with Mrs Tilley's contact details - so now I can return the book to Bruce's family and tell Mrs Tilley 'mission accomplished'. As a bonus Charli has sent a photo of Bruce 'in uniform' so now we know what he looked like!

#### Bruce Collins Career Details

Bruce served in submarines as Lieutenant to Lieutenant Commander from 7th November 1941 to September 1951 in UMBRA (NO), TRADEWIND (IL), SEAWOLF (CO), U-1105, U-889 (CO), UNIVERSAL (CO), THULE (CO), TRUMP (CO), SPORTSMAN (CO), SEANYMPH, THULE, TABARD (CO), THERMOPYLAE, TOKEN (CO), ASTUTE (CO), TOTEM (CO 19th April 1948). He took and Passed his COQC in January 1944

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### FALKLANDS REMEMBRANCE SERVICE



The twin brother of a Barrow sailor tragically killed in the Falklands conflict has described a Memorial Service as 'heart-warming'. Able Seaman Sean Hayward was among the twenty-two crew members who died on May 21, 1982, after HMS ARDENT was attacked by Argentine aircraft.

After being attacked, Commander Alan West steered the ARDENT toward Grantham Sound, however, Sean and his shipmates were killed whilst working on damage control duty on the aft end, where a direct hit in the hangar ended their lives.

Able Seaman Sean Hayward (inset above) was just 18 years old at the time of his death. A Commemoration Service was held at the Thorncliffe crematorium, organised by members of the Riders Branch of the Royal British Legion, in which the life of Sean and his crew mates were remembered forty years on from the harrowing events at the Falklands.

Members of the Barrow military community joined with Able Seaman Sean Hayward's family for the service. The family was left 'particularly touched' by the attendance of members of the Sea Cadets, as Sean had been part of the Sea Cadet Unit alongside his twin brother during their younger years. Sean's brother, Barry Hayward, said: "It was heart-warming to see so many people at the Memorial Service, and I can safely say that the Riders Branch of the Royal British Legion certainly did honour Sean's memory and those of his fallen comrades forty long years ago.

"I was particularly touched to see members of TS SOVEREIGN (Sea Cadets) turn out too, Sean and I were both Cadets in the TS SOVEREIGN Marine Cadet Detachment. Judy Swarbrick delivered a beautiful reading, and the Standard Bearers lowered and raised the standards marking the start and finish of a two-minute silence.

"I am so grateful to Simon and Helen and the Riders, Standard Bearers and former Cadet colleagues, Officers, and members of TS SOVEREIGN; and the many family and friends who joined us on the day. "We shall remember them."

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## HMS AUDACIOUS

The Royal Navy's newest submarine hits the Med on its first NATO mission

Adapted from Jamie Phillips For Mailonline

The Royal Navy's newest £1.6billion submarine HMS AUDACIOUS, equipped with Tomahawk cruise missiles, Spearfish torpedoes and 18,000 sausages, has travelled to the Mediterranean for its first NATO mission.

AUDACIOUS, among the most advanced and powerful nuclear attack submarine ever operated by the Royal Navy, is the fourth of seven new Astute-class subs with its sisters HMS ASTUTE, AMBUSH and ARTFUL.

The submarine was commissioned in September 2021 before undergoing two months of intensive sea training around its naval base in Clyde, Scotland, designed to test its equipment and sailors 'to the limit'.

AUDACIOUS left UK waters to head south in January, first sailing to Gibraltar to be loaded with Tomahawk missiles before joining its sister subs and spending months in the depths of the North Atlantic and Mediterranean.

The ultra-advanced warship carried out security operations and training with Greek, Turkish and US naval forces.

The training exercises 'tested AUDACIOUS ' ability to evade, track and engage her foes underwater and on the surface'.

The Royal Navy's newest and most advanced nuclear attack submarine HMS AUDACIOUS has carried out NATO security patrols in the Mediterranean. They also offered NATO allies the opportunity to carry out rare training against a nuclear attack submarine, which included attempting to hunt The Royal Navy's newest and most advanced nuclear attack submarine HMS AUDACIOUS has carried out NATO security patrols in the Mediterranean beneath the waves.

Commander Jim Howard, the warship's commanding officer, said: "These exercises helped HMS The Royal Navy's newest and most advanced nuclear attack submarine HMS AUDACIOUS has carried out NATO security patrols in the Mediterranean to demonstrate her prowess as the newest, most capable SSN that the UK has to offer while also strengthening NATO capability and interoperability and demonstrating our resolve towards NATO Missions."

The Royal Navy's newest and most advanced nuclear attack submarine HMS AUDACIOUS has carried out NATO security patrols in the Mediterranean followed the training exercises by carrying out a period of NATO operations to provide security to the region.

The Royal Navy has said the submarine has 'set a new standard in weapons load and stealth'. The Astute-class submarines are said to be capable of circumnavigating the globe while submerged and produce their own oxygen to sustain the crews on lengthy deployments.

The Royal Navy's newest and most advanced nuclear attack submarine HMS AUDACIOUS has carried out NATO security patrols in the Mediterranean, described as the 'most capable' submarine ever built for the Royal Navy, pictured during its first outing in April 2020

AUDACIOUS ' maiden deployment also marked the completion of qualifications for many of its crew, which sees them learn the location and function of hundreds of valves aboard and 'earn their Dolphins' to become fully fledged submariners.

It was joined by HMS AMBUSH, which recently carried out its own deployment to the Arctic to carry out a number of missions including sub-surface stealth raids with Royal Marines Commandos.

The two submarines went head-to-head in underwater battles involving a range of warfare scenarios and training together.

AUDACIOUS was officially named during a ceremony at BAE Systems' Submarines site in Cumbria, back in December 2017.

Lady Jones, AUDACIOUS ' sponsor and wife of Admiral Sir Phillip Jones, the First Sea Lord, and Chief of Naval Staff, chose the name.

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## THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the June 2022 Issue of Periscope View)

My total of 'Holidays' was growing alarmingly. Just before FORTH left Singapore for Mombasa, C.-in-C.'s Staff decided that 'Figgy' Dick (F.T.A.S.O.) and me should attend the Annual T.A.S. Conference in Portsmouth. The T.A.S. Conference – always held in H.M.S. VERNON – was a 3-day event, with speakers such as the Navy's Chief Scientist, Flag Officer, Submarines, Head of Operations in Admiralty, The R.A.F.'s Chief of Coastal Command etc. All of them to brief us T.A.S. Officers in progress made in Weapons and Tactics during the year in the Navy's prime task of defeating Russia's vast Submarine Armada if war broke out.

My fortuitous holiday came about from the simple timing of dates. It was going to take FORTH 2 weeks' voyage to get to Mombasa. The dates of the T.A.S. Conference fell right in the middle of this 2-week voyage and my orders were to re-join FORTH as soon as she arrived in Mombasa. So, apart from the 2 days at Conference, I was a free agent in Britain. A few days staying with friends in Alverstoke allowed me to go over our house with our tenants and organise repairs, renewals etc. Also, a couple of sessions with the Staff in DOLPHIN with a shopping list of items wanted by our submarines in Singapore and to receive their ideas for us to try out in Singapore.

Then leaving the Portsmouth area, I moved to Warwick, to spend a few days with Sylvia and Douglas for a 'family' update – Douglas was on the Registrar's Staff at Warwick University.

**1967**

While in Warwick, with trips to nearby Coventry as well, I was astonished at the increase of car numbers on the roads of these two big cities. The car boom had occurred during the 15 months we had been in Singapore, and it alarmed me then, in 1967. Now, in 1999, the very numbers of cars and lorries in the world is a threat to the climate of Planet Earth and no one is able to abate this monster. When I commented about the increase of cars to Douglas, he merely said every family now had 2 cars and it was good for business!

Thence off to stay with Hazel's cousin, Pat, in Knightsbridge - ready for my flight from Heathrow to Nairobi - and to see Auntie Eva, who lived close by.

My flight was with Kenyan Airways, and, in those days, you checked in at a Terminal Building in Piccadilly. My flight was at 2.30 p.m., but I hadn't read the small print saying be at the Piccadilly Terminal 2 HOURS BEFORE!

So, Pat had arranged a celebratory lunch for me, Auntie Eva and a neighbour friend and I toddled off on the short Tube ride to the Terminal, slightly later than was prudent.

As soon as I got to the desk bedlam broke out. Shouts of "Here he is at last" and Supervisors running in to say my only chance was to take the fastest taxi in London to Heathrow Airport. One of the Supervisors took me outside and hustled me into a specific taxi in the line-up and said "You are the fastest driver here. Get this idiot to Heathrow in time for the 1430 Nairobi Flight and he will pay you a bonus". He did. And I was hustled through Passports by an Airline girl who rushed me aboard the 'plane. The 'plane's door was closed as I stepped aboard, and we were off. Whew! The next flight to Nairobi was in 3 days' time. I sat next to a Kenyan Indian of about my age and he was friendliness itself. FORTH was not due in Mombasa until the following day, so I asked him what was a reasonable hotel to overnight in Mombasa once I'd done the short connecting flight from Nairobi to Mombasa. "Out of the question, Old Boy! You would not arrive until approaching midnight and Mombasa Airport is just an Airstrip way out from town and hotels, I work for Kenyan Airways and will arrange for you to overnight in one of our Hotels in Nairobi at no extra charge". "Your Flight to Mombasa leaves at 7a.m.". He was as good as his word and I was in my hotel by early evening, with nothing to do until my early morning flight. So, let's have a beer and take a look around the beautiful city of Nairobi! Mistake again". I soon fell into conversation with a bunch of Anglo Kenyan businessmen and drinks-all-round occurred many times, followed by a slap-up dinner in a posh restaurant – their treat; by now I was their honoured guest – not often do they have the company of a British Naval Officer in land locked Nairobi! It was 2 a.m. before I piled into bed with instructions to the Night Porter to drag me out of bed at 6 a.m. He did and the Hotel minibus drove me to the Airport. Straight on this small 'plane – a twin-engine Focke-Wulf, that seated 20 passengers.

What with my giant-sized hangover and a lunatic pilot, it soon became the worst flight of my life. He flew the machine like a Fighter-plane: diving, banking, tree-top skimming (for the passengers to see the considerable wildlife in Kenya's National Park) and landed at 3 scheduled stops with grass strips as flew down the coast to Mombasa.

Finally, the last hop to Mombasa. I saw FORTH approaching the buoy as our 'plane nose-dived towards the Landing Strip. Never was I so relieved to get out of an aircraft. I was onboard FORTH in time for lunch.

Back in London, the Prime Minister, Harold Wilson, had taken the dramatic and sudden step of de-valuing the Pound. For the next few days in Mombasa, there was real anguish among the local Kenyans since the Kenya currency was based on the



British pound. They accosted us in the streets, always with a 20 shilling note in their hand, saying, "Yesterday this was worth 20 shillings, today only 17 shillings. Why have you British done this to us?"

Malaria was always a threat in the Far East. The Navy supplied all men and their families with copious supplies of Paludrin tablets – one a day, but NEVER miss the daily dose. Hazel established a reliable routine at home and Bill and Sue always swallowed the pill at breakfast. Most people were conscientious about taking the daily pill, but as ever, there were the few who tailed off – couldn't remember, so what if you miss the odd day etc. They were usually struck with a mild dose of malaria – the mosquitoes bit you EVERY DAY. We were all brought up with a frightful shock, when 2 of our young sailors in FORTH at Mombasa died from Cerebral Malaria within 48 hours of being bitten by mosquitoes. They clearly had not stuck to the daily dose of Paludrin. Worse, we had endless propaganda saying keep yourself covered with long-sleeved shirts and long trousers immediately after sunset when the mossies' came out to feed on your blood. They were ashore in short-sleeved tops and shorts after sunset. Things creep up on us all to catch you unaware as to what is happening. Only a few years previously, when Kenya was still under British rule, the malaria-carrying mosquitoes had been eliminated from cities, towns, and suburban areas, after decades of unremitting spraying. But repeated spraying costs money. So, after Independence, the new Kenyan Government, trying to run a tight budget, said "There is no malaria in Kenya now, so cut the expenditure of large sums of money for spraying". The extensive spraying stopped and inevitably, the malaria-carrying mossies' bred again in ever increasing numbers. We were all caught out. Following the 2 deaths in Forth and other deaths in R.N. ships putting into Mombasa, Admiralty leapt into action by cancelling previous 'Guides to Kenya' which said malaria almost conquered in Kenya and rapidly issued new Guides to all R.N. ships, saying 'Malaria now rampant and dangerous in Kenya'.

Jomo Kenyatta, thankfully, was the absolute ruler of Kenya during FORTH's stay in Mombasa. Having been released from captivity by the British as a Freedom Fighter shortly before Independence (very similar to Nelson Mandela thirty years later). On Election Day, he was overwhelmingly voted in as Kenya's first President. The Kenyan locals loved him ('Father of Kenya' they called him), and his long reign produced excellent Government. As President, he had to spend the working week at Government H.Q. in Nairobi. But his private home was on the outskirts of Mombasa – his family and Kikuyu Tribe's homeland. He retreated there every Friday night for his weekend off and at sunset every Friday evening the area became alive with Tribal drums welcoming him home. Tribal Africa at its best.

We unfortunately didn't meet the 'Great Father' himself, but we did meet most of his senior Ministers in dribs and drabs, who came to FORTH for Drinks Parties – a different group of them would accompany Kenyatta home each weekend. Very interesting talking to them too – most of them had been Freedom Fighters with Kenyatta in their struggle for Independence.

Jomo's single greatest achievement as Kenya's first President was his ability to make himself wholly acceptable as the country's leader to the other rival Tribes as to his own Kikuyu Tribe. At the time leading up to Independence, many British Colonial Officials were muttering a blood bath would ensue between Kenya's 3 main Tribes as each sought for dominance after Independence. They failed to see J. Kenyatta's greatness in totally averting their grisly predictions. Thirty years later, Nelson Mandela has done the same thing in South Africa.

We spent Christmas Day still moored firmly in Mombasa Harbour. I started my festivities after breakfast by serving coffee from a silver coffeepot, usually reserved for Mess Dinners, to a group of my cronies in the Mess. The more senior Officers, the Commanders, passing by were very suspicious. "Why is S.T.A.S.O. being so civilised to his Messmates?" Their uncharitable, but well founded, doubts were substantiated by about 11.30 a.m., when Captain S/M arrived in the Wardroom and came straight over to our "Coffee Party" and joined us for a cup of my 'coffee'. It was, of course, Remy Martin Brandy! His Steward had blown the gaff on me, having collected the daily gossip from our Wardroom Stewards, who had necessarily been in on my scam from the start! Captain S/M thoroughly enjoyed the 'coffee' I poured for him and loudly proclaimed to the others in the Wardroom that it was a pity they hadn't joined S.T.A.S.O. for 'coffee' earlier on! In truth, I was merely copying this superb trick from my days in H.M.S. ADAMANT, when the irascible Cdr. S.M – Johnny Merewether – would occasionally hold the daily Staff Meeting in his commodious cabin when the 'coffee' was similarly served into coffee cups from a silver coffeepot on his desk. That Captain S/M and often visiting Admirals passed by, seeing only the mundane mid-morning coffee refreshment being imbibed as we got on with the day's business. No one ever spotted the absence of a milk jug!

This Captain S/M – Bell-Davies – had once enjoyed one of J. Merewether's 'coffees' on a visit to ADAMANT a few years ago, so he knew my 'coffee' had to be Remy Martin Brandy!

Captain Bell-Davies was always vigorously enthusiastic about whatever task was in hand. And today's task was for everyone to enjoy themselves. At this pre-Xmas Lunch drinks gathering in the Wardroom, he announced that the Staff Officers were to join him for Xmas Lunch in his Stateroom. Loud cheers from the much-relieved Ships' Officers! At a stroke he had removed the threat of the 5 worst troublemakers in the Mess, ruining their precious Xmas Lunch with rumbustious pranks. Equally, Captain S/M was an ace prankster and, assisted by the power of his rank, clearly thought he could match us in the High Jinks Stakes on his home ground.

It was a superb and delightfully lively Xmas Lunch. At 4 p.m. – cigars and brandy stage – he crucified us with his direct order that all 6 of us were to proceed ashore to the Mombasa Sports Club, there and then, no changing (we were in white

shorts, day uniform anyway) for a Tennis Tournament! We were all evenly matched in that we were all delightfully tipsy with a capital T. Our limbs all functioned well enough, but co-ordination by brain and eye, was sadly missing. Thankfully, the Club was deserted, except for the handful of local Kenyan ball boys, who rolled around in the dust, half paralysed with ecstatic laughter at our display of tennis! A great day – the whole world was at peace. And we slept well that night.

Early in the New Year (1968), Admiralty gave orders for H.M.S FORTH to return to Singapore on something like 10th January.

Now this left me with just one weekend remaining to visit friends in Nairobi, which had been on my conscience since continually promising to visit them throughout our 3-month stay in Mombasa. Now the deadline had arrived. I was clear of roster Duties Friday, Saturday and Sunday and was free to book a berth on the overnight train, to Nairobi, which departed Mombasa 6.30 p.m. nightly. At 4 p.m., with the day's routine work ending, Captain S/M detailed me off to be his Guard Officer and meet H.M.S. ILLUSTRIOUS, the Navy's biggest 'Carrier, entering Mombasa for rest and recreation after weeks patrolling off the Yemen. This is an old Navy custom when a ship new to the Station approaches harbour. Bell-Davies knew this would scotch my Nairobi weekend and allowed himself a smile – a win for him in our cat and mouse vendetta of scoring off each other! One bit of news in my quick briefing was that the Captain of H.M.S. ILLUSTRIOUS had fallen ill some days previously and had been transferred to a Hospital Ship, relinquishing his command to his 2nd In-Command – none other than our old submarine friend – Commander John Fieldhouse.

So off I set, down river, in the Captain's posh launch dressed in my best uniform, with bags of mail eagerly awaited in the 'Carrier and a copy of 'The Times' under my arm for John F. I boarded as ILLUSTRIOUS entered the river and was taken straight to the Bridge. John F. in the Captain's Chair guiding this massive 'Carrier into harbour. "How nice to see you Desmond". Me to him, "Captain Bell-Davies's compliments, Sir and would you call on him for a drink as soon as you have berthed". Preliminaries over, we both lapsed into submarine chat. "How is Lance (Captain S/M) in his Glory-seat of being Senior Officer, Mombasa?" I replied with a couple of thumbnail accounts. "Oh, dear says John F., "it's going to be difficult to take him down a peg or two, but I'll work on it. Stay and have a drink with me once we've berthed". In saying thank you, I added, "It will help to drown my sorrows". John F. rapidly drew the story out of me of missing the Nairobi train. It was now 5.30 p.m. He turned to his Commander (Air) at his side and said, "Helicopter Desmond to FORTH, for him to change and then lift him to Mombasa Rail Station".

The smiles were reversed as this huge helicopter alighted me on FORTH's Quarterdeck and Bell-Davies glaring at me as I reported to him, "Commander Fieldhouse accepts with much pleasure and will call on you as soon as ILLUSTRIOUS is safely berthed".

Formality over, I said "Unless you require me for any other duty, Sir, I will toddle off to visit friends in Nairobi". His overwhelming urge to hit me on the head with his ceremonial telescope was only curbed by the close proximity of astonished onlookers. Game, Set and Match. He conceded with a genuine grin and said, "Enjoy your weekend in Nairobi"!

To be continued in the July 2022 Issue of Periscope View

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## **HM Submarines TALENT and TRENCHANT decommission as new Submarine Fleet sails forward**

20 May 2022

As the Royal Navy's new Astute class Submarines sail on operations around the globe, submarines HMS TALENT and TRENCHANT were decommissioned at Devonport Naval Base today. Crews from both nuclear-powered attack boats paraded in Plymouth for the final time in front of HRH The Princess Royal – HMS TALENT's patron – as well as high-profile guests and former commanding officers.

TRENCHANT's operational career came to an end last year, while TALENT completed her final patrol earlier this spring. Both boats served for 32 years with distinction. As hunter-killer submarines, it was their mission to protect first 'Polaris', now 'Trident' – the country's Strategic Nuclear Deterrent – and to detect, track and classify targets.

The boats are capable of gaining intelligence, covertly inserting troops ashore, or striking at enemy submarines and ships with Spearfish torpedoes and targets ashore with Tomahawk cruise missiles.

HMS TRIUMPH remains in service, but the Trafalgar class will be replaced by the seven state-of-the-art Astute-class submarines. Four Astute's have been 'Commissioned', soon to be joined by number five, HMS ANSON, which has completed successful diving checks. Like the T-boats before them, they are deployed around the globe daily: HMS ASTUTE sailed to the Pacific and back with the Carrier Strike Group last year; HMS AMBUSH launched furtive raids by Royal Marines in Norway's fjords as part of wider UK/NATO operations in the Arctic this spring; and the newly-'commissioned' HMS AUDACIOUS has been on patrol in the Mediterranean having reached full operating capability on 4 April.

Commodore James Perks, Commodore Submarine Service, said: "The 'Trafalgar' Class developed a world class reputation and defended UK interests unstintingly across the world's oceans. The 'Astute' submarines have now taken up the baton, continuing to protect the UK from threats with deeply professional submarine crews.

"As we look back with appreciation at the service provided by HMS TALENT and TRENCHANT, we can also look forward with excitement to the future. We have some of the best attack submarines in the world in the Astute class and

developments in submarine training mean that we will continue to have the best men and women sailing and fighting them, protecting our nation far into the future.”

Following TALENT’s initial workup period, in 1991 she sailed straight to the Mediterranean and played an active role in the first Gulf War, with the boat's efforts praised by the US Officer Commanding the submarine task group, Admiral Ryan, who personally congratulated the crew.

Lieutenant Commander David ‘Freddie’ Fox, TALENT’s last Commanding Officer, said “This was an emotional day for many of the ship’s company. I am well aware of the bond shared by all who have worked onboard TALENT throughout her time in the Fleet. Numerous port visits, exercises, memories, and stories are all interwoven into the rich and inspiring history of a submarine which has maintained a steady vigil on the forefront of the defence of the United Kingdom and indeed, the world. The dedication, fortitude and commitment shown by the ship’s company over the years is commendable and TALENT will be sorely missed now her Ensign has been lowered for the last time.”

Both boats have spent much of their time away from her base port of Devonport – without the regular access to communications with loved ones back home that their colleagues in the surface fleet have enjoyed, especially with the advent of email and phone calls at sea.

“All of this success would not be possible without the unwavering support of families and loved ones back home – it’s often an overlooked sacrifice, but nevertheless one which the men who have served on her will not forget,” Lieutenant Commander Fox added. Members of TALENT’s affiliates that the boat has built up over the years were represented at the ceremony, among them Hope House Hospices, the boat’s chosen charity, the Intelligence Corps, and the town of Shrewsbury.

TRENCHANT’s career has been no less impressive, the memories imprinted on her crews just as vivid. Commander Gareth ‘Bats’ Batsford said she had provided “sterling service to the RN over an illustrious career. “As a previous member of her ship’s company I can attest to the durability and reliability of the ‘Tiddy T’. Whether gathering information on global warming or being deployed at short notice, this marks the end of an outstanding career, and she will be missed by all those who have served in her over the years.”

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#### THE SUBMARINE BOAT

In 1900 Viscount Goschen made his views well known  
As the submarine belonged to the weaker Nation  
But Viscount Selbourne's views were of a different tone  
They made their mark in this new situation

To follow on with classes B, C and D  
The winner in First World War was Class E  
This Class with patrols in all theatre's of War  
From the Dardanelles to the Baltic in action they saw

The birth of the Submarine Boat was Selbourne's view  
With another arm of the Royal Navy made new  
In 1901 five Boats were ordered by Selbourne  
To assess their true value this new arm was born

After World War One the Boat was here to stay  
With modern features being made day by day  
So peace gave us time to make a new start  
As the Third Reich threatened to tear us apart

As first Submarine Inspector the job he had taken  
This was a headache for Captain Bacon  
Holland's design was to be one of frustration  
When was the first Boat to come on station

So we were ready for Hitler's might  
With new classes of T's, U's, V's and S's to fight  
It all went wrong for us at first  
In the end we won the final burst

Captain Bacon could see this was not to be  
The type of Boat he would put to sea  
So a new design by Vicker's and Bacon  
Known as the A class with progress taken

The modern true Submersibles sail the Oceans wide  
Defending the peace of the world with pride  
Sailing away on patrols for months on end  
The Nuclear age make it the ultimate to defend

To the brave Submariner's who sailed these Boats to sea  
Who represent a proud tradition of the Royal Navy.

Alec Dancer, April 2001

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**SUBMARINERS 'CROSSED THE BAR' REPORTED JUNE 2022**

Branch	Date	Name	Rank/Rating	Official Number	Age	Submarine Service
Non-member	April 2022	Terence (Terry) (Brum) Cockbill	Warrant Officer Radio Supervisor (SM)	D113946A	TBA	Submarine Service including Northwood (CTF345), SM2 & DEFIANCE
Nottingham Branch	June 2022	Christopher J Booker	Petty Officer (WEM) (R)	D080301C	74	Submarine Service from August 1967 to April 1988 in REPULSE (P) (1st Commission Crew) on 28th September 1968), RESOLUTION & REVENGE (P) (on recommissioning at Rosyth in August/September 1975)
Non-member	4 <sup>th</sup> June 2022	Lewis Friel	Able Seaman (WS) (TSM)	TBA	TBA	Submarine Service in VANGUARD, VIGILANT & VICTORIOUS
Non-member	11 <sup>th</sup> June 2022	Mark W Wilkie	Marine Engineering Mechanic (L)	TBA	TBA	Submarine Service in SUPERB on re-commissioning at Devonport on 28th September 1985
Non-member	11 <sup>th</sup> June 2022	Jeremy Houston	Lieutenant (X) (SM)	N/A	TBA	Submarine Service from 1968 to 1975 in DOLPHIN, ALLIANCE (1968 & 1969), ORPHEUS (1970 & 1971), RENOWN (1972) & NEPTUNE (1973 to 1975)
Former SOCA member	13 <sup>th</sup> June 2022	R W (Bob) (Pop) Purves	Leading Radio Electrical Mechanic	TBA	TBA	Submarine Service in FINWHALE & AMPHION (previously SOCA Secretary)
Non-member	24 <sup>th</sup> June 2022	Albert Tatlock	Leading Seaman Radar Plotter 2	TBA	78	Submarine Service in WALRUS on recommissioning at Devonport on 3rd December 1969 & RESOLUTION
Non-member	June 2022	Nick Nicholson	TBA	TBA	53	TBA
Middlesex Branch	June 2022	Robert Ian (Bob) Cremin	Leading Seaman (Sonar)	D105013B	69	Submarine Service from November 1970 to August 1979 in AURIGA (1970 to 1971), ANDREW (1972 to 1974). RESOLUTION (S) (1973 & on recommissioning at Rosyth on 27th November 1976 to 1977) & RESOLUTION(P) (1977 to 1979)