



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 BARROW TEAM AT MIDDLE TEMPLE GARDENS NOVEMBER 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,

December is here – so soon already I hear you say!! This seems to have been a very quick year – well for me at least! We are now on the countdown to Christmas – only twenty three shopping days left and counting - have you got all your presents, cards and food sorted? Otherwise there will be all the usual panics and last minute shopping.

Well at least we got through all the November Remembrance events with some Branch attendance at all of the local events in Barrow and Ulverston and in London – the front page Picture shows those who made it to London for Westminster Abbey on Saturday and the Middle Temple Gardens and the Embankment on the Sunday. Dave Smith – our Secretary was in London with Sue and also attended the RBL Remembrance Ceremony at the Albert Hall and marched in the Whitehall Parade – you might have seen him on the television if you watched – in case you didn't there is a screen shot in this Newsletter. Unfortunately I was unable to travel to London this year or march in the Barrow Parade but at least I was able to be at the AE1 & AE2 Memorial and see the Parade march past.

Several sad events for the Branch in November included the funeral of our late friend Bob Faragher – a long-time supporter of Association events, yachtsman and occasional relief Standard Bearer - and that of Mick Mailey who has been the Branch Treasurer and a stalwart of the Association for longer than I can remember! Both will be very sadly missed and thanks to all those who attended the funerals and the wakes. I must also mention the funeral of Dot Moody - the widow of former Branch Member Bob Moody which Branch Members attended. One other sad event was the loss of our Association Patron Admiral of the Fleet Lord Boyce - who many members will have served with and will remember well. His funeral was a private family one but there will be an official Memorial Service at a date to be advised.

I have included most of the usual items in this issue- WWII Submariner Casualties (including those of one Submarine unfortunately missed out of the November Newsletter), no Books this time!, Desmond Gerrish Story, Submariners 'Crossed the Bar' etc. Alex reminds you about the Decembers Social events in his Social Secretary Dit. But don't forget the December Branch Meeting on Tuesday 6th December – usual time, usual place- see you there – as ever – don't be late!!

Best Regards Barrie

SECRETARY'S DIT

The Branch was represented at all the local and London remembrance ceremonies. The London Submariners Remembrance was held indoors at the Middle Temple for the first time and whilst the SA platoon for the Cenotaph parade was small this year, many Submariners were supporting other groups in particular the South Atlantic 40 group. Well done and thank you to all those who made the effort.

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

1. Emails from the National Secretary:

i. K13 weekend 27-29 Jan 2023 a weekend of Remembrance for the RN Crew and Civilian personnel that lost their lives onboard HMS K13 when she suffered a fatal accident in the Gareloch on 29th January 1917. It is intended to 'return to normal and hold a full weekend of Remembrance to include a formal dinner on Sat 28th Jan 2023. Hopefully will be supported by veterans and serving submariners from far and wide 30-40 cabins have been secured in HMS NEPTUNE for those wishing to travel. They will be allocated on a first-come-first-served basis.

The following security details for weekend access to HMNB Clyde will be required before 15th December 2022:

- Full Name, DoB, Place of Birth, SA Branch and contact No.

The cost for the weekend will be approximately £20pp which includes a four-course meal on a Saturday evening with wine and port (to be confirmed nearer the date) and a hot buffet on Friday evening. The full itinerary has been forwarded to Branch members

ii. All Association diaries requests must be in by the 30th November

Note: 10 Diaries have been ordered for the Branch.

iii. Following on from the previous email sent reference branches using unlicensed media in newsletters/websites etc, can you please confirm that your branch fully understands the consequences of using such material without the permission of the owner of the material? The consequences can be quite expensive and National will not be responsible for any such material being published without the consent of the owner of the material. Please reply to this email.

iv. Update on TSF paper applications and membership cards from the TSF Ops Manager. Full details were distributed to members.

REMEMBRANCE CEREMONIES & PARADE PHOTOS



Dave Smith at the Albert Hall



The Submariners Association Platoon at the Cenotaph Parade



Senior & Junior Submariners at Westminster Abbey



The Submariners at Westminster Abbey



Hugh Porter with the South Atlantic Platoon



The Barrow Civic Party on Parade



The Barrow Standard on Parade

SOCIAL SECRETARY REPORT

Hi Shipmates

November saw us remember our fallen at the Dock Museum, the Train Station, the AE1 & 2 Memorials and finally at the main Barrow Parade. Also sadly, we had to say goodbye to two of our members, who will be greatly missed.

Things to come; Saturday 17th December is our Christmas Bash at the Legion. Starts 7.30pm, dress party animal gear, cost £6 per person and bring a plate. New act this year; Stuart. Also, a Raffle and if I get the support a free ticket giveaway; only if I get the support. Tickets on sale and will be available at the meeting on the 6th.

Finally, this year we can meet up for a couple during a Dinner Time Session at Seaweed Corner on Tuesday 27th December, I will be in the King Alfred from 1pm proceeding to Seaweed Corner at 3pm.

I have asked if we can have food and supply a tot to those attending so there may be a small charge for this which I will get on the day. If you are interested, please let me know purely for numbers.

I will be producing a program for next year's events which will be available from the January meeting.

If I don't see you at the party or the meeting, please let me be the first to wish you all a merry Christmas and a Happy and Healthy New Year.

Jan and I would like to thank everyone who sponsored us for the run in memory of our son Jack. We raised an amazing £1,095 pounds and add to that the Gift Aid we raised just short of £1,400. Thanks everyone.

Yours Aye
Alex

Admiral of the Fleet the Lord Boyce – Our Late Patron



As you won't have seen him before!! 'The last 'Perisher Dinner' at DOLPHIN was in danger of becoming a shambles. An 'all day breakfast' for which we had all got 'dolloped up' was to be served by one cook and two elderly waitresses. It was never going to happen in time and so Mike led the way by becoming a waiter while others either followed him or became cooks of the galley. He saved the blushes of the organiser and the outgoing RASM!!

I remember it all too well!! Doug Littlejohns!!

Lord Boyce's leadership to smooth over an otherwise disastrous 'dinner' was an example of his true character. He will be very sorely missed

DECEMBER 2022 BRANCH CALENDAR

Branch Meeting	Tues 6 th Dec
Branch Christmas Party	Sat 17 th Dec
Seaweed Corner DTS	Tues 27 th Dec
Committee Meeting	As required

JANUARY 2023 BRANCH CALENDAR

Branch Meeting	Tues 3 rd Jan
Truculent Memorial at Chatham	Sat 14 th Jan
K13 Weekend Faslane	27 th /29 th Jan
Committee Meeting	As required

FEBRUARY 2023 BRANCH CALENDAR

Branch Meeting	Tues 7 th Feb
Committee Meeting	As required

DECEMBER BRANCH BIRTHDAYS

L.W. (Lindsey) Thwaites	02/12/1965
P.G. (Paul) Douglas	03/12/1965
G.S. (Stan) Livingstone	06/12/1947
A.B. (Tony) Handley	10/12/1954
I. (Ian) MacIntyre	11/12/1964
P. (Phillip) Webb	11/12/1950
M. (Mick) Bown	15/12/1945
A. (Andrew) Waller	17/12/1972
M (Martyn) Hillier	18/12/1942
N. (Nigel) Hutchinson	26/12/1975
D. (Dave) Cattroll	28/12/1957
S. (Stephen) Doughty	28/12/1964
T.D. (Terence) Pyne	31/12/1934

Happy Birthday All!!

DISCLAIMER

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REMEMBERING FORMER BARROW BRANCH MEMBERS - DECEMBER

George Cubiss	1966
Harold McMillan	1972
Laurence Pattison	1967
Norman Tubb	2003
John Streets	2005
Mick Hulbert	2006
Tim Coop	2008
Keith Myers	2011
Sir Tim Kimber	2012
Tom Kennedy-Wilson	2012

Jan Mead	2014
Brian Wilkie	2014
Ginge Cundell	2015
Carl Moody	2016
David Birkhead	2016
John Houlding	2018

RESURGAM

NEWSLETTER CONTACT INFORMATION

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

Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e., the last week in December 2022 for the January 2023 Issue. Please ensure you have any information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition - keep them stories coming!

SUBMARINE LOSSES OF WWII

DECEMBER 1942

This List includes a report for HMS UTMOST - inadvertently missed out from November's Newsletter. Three Submarines were 'lost with all hands' in December 1942 and three other Submariners also died.

Submarine HMS UTMOST

It is believed that HMS UTMOST was lost with all hands in a minefield as she was returning to Malta from Patrol on 25th November 1942. Her Crew Members were:

Officers:

Lt John Walter David Coombe
Lt John Harold Des Voeux
Sub Lt Brian William Taverner
Sub Lt John Claude Hudson Wood

Ratings:

PO T W Simons DSM* C/J 114129
PO A E H Lee C/JX 136973
L/Sea D Williams P/JX 148900
L/Sea A M Gascoigne C/JX 138270
Act/L/Sea Frank H Woodcock C/SSX 20569
AB A Alderson P/SSX 23867
AB S B Jones DSM P/J 95513
AB John McLachlan P/SSX 30855
AB A C White P/SSX 18042
AB A Betts C/SSX 29116
AB W A Brown C/SSX 29095
AB J Shannon DSM D/JX 131173
AB A S Davison D/JX 134010
OS R L Hodgkinson C/JX 203433
PO Tel K R West C/JX 137628

Tel Kenneth J West C/JX 140959
Sig Wilfred Newton D/JX 164995
L/Tel T B Cockburn C/JX 134985
Tel A V Williams P/JX 127921
CERA L H Page D/MX 34929
ERA R D Wilson DSM P/MX 56274
ERA J Gough C/MX 76833
SPO J Clabby DSM MiD P/KX 75337
A/L/Sto C Kettle C/KX 80337
A/L/Sto R B Lever D/KX 92920
Sto1 K G Wilby P/KX 132601
Sto1 R A Seal C/KX 105335
Sto1 P C Dean P/KX 135199
Sto1 T Meredith D/KX 114111

Submarine HMS TRAVELLER

HMS TRAVELLER was reported overdue on 12th December 1942 and is presumed to have been lost with all hands to Italian mines in her patrol area on 4th December 1942. The Crew Members were:

Officers:

Lt Cdr Drummond St. Clair Ford
Lt Wyndham Bertram Hulbert
Lt John Russell Wild
Sub Lt W A Hardwick
Sub Lt H D S Russet
Lt (E) Robert David Verner-Jeffreys

Ratings:

CPO C E H Payne DSM P/JX 129472
PO C A B Wickenden C/SSX 14418
PO T A Morrow D/JX 138627 MiD
PO A J Dean D/JX 135454
L/Sea S F Pickrance D/JX 143645
L/Sea E Newberry P/SSX 19851
L/Sea R McMoncrieffe P/SSX 28335
L/Sea N W Hutton C/SSX 25256
AB R J H Newell P/JX 144811
AB C O'Brien P/JX 247150
AB P Hedges P/JX 237283
AB G A Smith C/JX 215077
AB D R Bolton C/SSX 25844
AB E R Reed C/JX 152603
AB W G A Deller C/JX 160643
AB W G Rush C/JX 150776
AB B Owen D/JX 208331
AB H Ellgood D/JX 198550
AB H C Hills D/JX 199982
AB W H Hooton D/JX 213000
AB A Meikle D/SSX 24353
AB P R Parkinson D/JX 237788
AB L C Nelson D/JX 238548
AB M Ross D/SSX 33710
AB A L Groves D/JX 256009
PO Tel V T Finn C/JX 133600
L/Tel J E Nicholson C/JX 136212
Tel J J Hutchings P/JX 146019
Tel H Cooley C/JX 166344
Tel W McBride D/J 108623

Yeo of Sigs S Tolson P/JX 139762
EA R Y D Ellis P/MX 66698
PO Cook R A Wilson P/MX 53659,
L/Sto S C Odam D/LX 22897
CERA V J Bartlett DSM D/MX 48222
ERA W F Hubbard C/MX 59040
ERA C Baker D/MX 49170
ERA J Scholes D/MX 73359
ERA H W Robinson P/MX 78482
ERA A R Holman C/MX 72247,
Ch Sto T W Christopher P/K 61482
SPO C V Davies P/KX 88300
SPO J McGuire C/KX 87895
SPO F J S Paris C/KX 82464
SPO S Palmer D/KX 80440
L/Sto R Dickinson P/KX 98125
L/Sto A Bylast C/KX 78646
L/Sto G W Reid C/KX 93243
Sto1 S Astley D/KX 122366
Sto1 J Berry D/KX 136712
Sto1 R Price D/KX 138543
Sto1 H Pinkney P/KX 138052
Sto1 W Taylor P/KX 93841
Sto1 W F Groves P/KX 98006
Sto1 R S Ramsay C/KX 85854
Sto1 E P Mills C/KX 137193
Sto1 A McL Brown C/KX 97870
Sto1 R Hunter C/KX 126609
Sto1 F Hewlett C/KX 117088

Submarine HMS P222

Submarine P222 failed to arrive at Algiers and was reported overdue on 21st December 1942. It was claimed that she was sunk by depth charge attack from the Italian torpedo boat FORTUNALE on 12th December, south-east of Isola di Capri in position 40°29'N, 14°20'E. This assumed to be reason for the submarine's loss 'with all hands' on 12th December 1942. The Crew Members were:

Officers:

Lt Alexander James MacKenzie
Lt Anthony Hemelryk
Sub Lt Anthony John Dalzell Taylor
Sub Lt Michael Anthony Cousins
Wt Eng Leonard Frederick Taylor, DSC

Ratings

CPO B A Brooks C/J 106898
PO J E W Morgan C/JX 134896
PO W F Parfitt P/J 100705
PO W F Dunkinson P/SSX 20876
L/Sea A F Staines C/JX 140820
AB A P Fylan P/JX 157042
AB W J Knox P/JX 156418
AB L G Evans C/JX 203926
AB T Wilcock C/JX 290035
AB J S Finn C/SSX 28172
AB A D George D/JX 145607
AB F H Jones D/J 106630

AB S J Tancock D/JX 208452
 AB J Bibbs D/JX 237672
 AB A Manson D/JX 144228
 AB S E Gillard D/JX 212988
 OS R Leverett C/JX 319322
 OS V A Stanley C/JX 327418
 PO Tel A Kerry P/JX 128667
 PO Tel J W Storr P/JX 49736
 L/Tel R W Absolom P/J 102709
 Tel P A Ricks P/JX 157504
 Tel D V Herbert P/JX 154232
 L/Sig J E Close C/JX 155239
 EA L Wilkinson P/MX 45394
 ERA S J G Cusack D/M 34913
 ERA J O Wyndham D/MX 46580
 ERA N B Murray D/MX 58058
 ERA E F Bird D/MX 54216
 ERA R T Newman C/MX 77055
 SPO R Deakin P/KX 82717
 L/Sto A J Salter P/KX 90114
 L/Sto H Saunders P/KX 120189
 L/Sto John Scanlan P/KX 84238
 L/Sto J R Morton P/KX 93701
 L/Sto F B Gowing D/KX 85886
 Sto1 B V Rogers P/KX 93968
 Sto1 R Paxton C/KX 139300
 Sto1 F A Giles D/KX 86320
 Sto1 W Hartley D/KX 85352
 Sto1 G Clarkson D/KX 148140
 Sto1 G E Arkely D/KX 86682

Submarine HMS P48

Submarine P48 was most likely sunk on 25th December 1942 in the Gulf of Tunis in position 37°15'N, 10°30'E by depth charge attack by the Italian torpedo boat ARDENTE north-west of Zembra Island. The Crew Members were:

Officers:

Lt Michael Elliot Faber
 Lt Peter Caddy
 Lt Stephen Edward Spring-Rice
 Sub Lt M Swaffield-Torton

Ratings:

PO F H Barber P/J 97480
 PO C W Butler C/J109352
 L/Sea W McLaren P/SSX 22585
 L/Sea J E Howard P/JX 144086
 L/Sea F G Ingram C/JX 179129
 L/Sea A J Pearce C/JX 134364
 AB A McIntosh P/JX 263547
 AB B R Byrne C/JX 131373
 AB J P Keyte C/JX 300966
 AB T H Day D/JX 203059
 AB R Heywood D/JX 192786
 AB M E Barton D/SSX 28256
 AB C D Williams D/SSX 36520
 AB A R Mealyou D/JX 223636
 AB R T W Melhuish D/JX 204404

PO Tel M Brookling D/JX 140910
 Tel L A Scarlett P/JX 158661
 Tel W M John D/JX 156509
 Tel E Bryson D/JX 154530
 Sig C Baddeley P/SSX 20694
 CERA J Browning P/MX 45271
 ERA T E Furlong P/MX 59023
 ERA E Dudgon C/MX 76016
 SPO A E Finlayson C/KX 82465
 L/Sto A Comfort P/KX 94774
 L/Sto A L V Lawson P/K 65052
 Sto1 J D McBeth C/KX 102752
 Sto1 Robert Reginald Gunn D/KX 133727
 Sto1 W A Allen D/SKX 374
 Sto1 T Andrew D/KX 118482

Submarine HMS TACTICIAN

One member of the crew of Submarine HMS TACTICIAN (P314) died on 21st December 1942. He was lost overboard from a skiff when returning from Arrochar, Loch Long to the Submarine which was moored to a buoy in the Loch. Although reported to be a strong swimmer he was weighed down by his clothing and boots and was drowned. He was:

AB Donald Doyle McLeod D/SSX 28215

Donald McLeod was the twenty-year-old son of Edward and Jean Campbell McLeod. He was the husband of Isabella Jane McLeod of Lybster. He was buried in the Latheron Parish Churchyard (East Extension), Caithness in Grave No. 217.

Submarine HMS SEA DOG

One member of the crew of Submarine P216 (HMS SEA DOG) died on Thursday 24th December 1942. He was lost on the day after HMS SEA DOG sailed for a Patrol off the coast of Norway. He was:

Temp Lt Richard Arthur Edmunds, RNVR

The date of his appointment to 'Submarine HMS SEA DOG' is not yet established. Thirty-one-year-old Richard Edmunds was the son of Charles Claude and Dorothy Edmunds and the husband of Phyllis Audrey Edmunds. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 71 Column No. 1.

Submarine HMS UNRIVALLED

One member of the crew of Submarine HMS UNRIVALLED died on 25th December 1942. He was wounded during a gun action against an Italian sailing vessel and died onboard later that day. He was:

AB Jack Sim C/SSX 32496

Twenty-year-old Jack Sim was the son of George and Ella Sim of Ilford, Essex. He is commemorated on the Chatham Naval War Memorial on Panel No. 56 Column No. 1.

MURAL UNVEILED AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE Tuesday, 29 November 2022

HM Naval Base Clyde has a new centrepiece after graffiti artist “Barry the Cat” paid a visit to the military site. The interior of HMS NEPTUNE Admin Building – the administrative hub of the Naval Base - recently underwent a major refurbishment. The exterior, however, was a blank canvas and Base Executive Officer, Commander Peter Noblett, saw an opportunity to celebrate HMS NEPTUNE and the Submarine Service.

“During a visit to the Drumfork Community Centre in Helensburgh I was impressed by the large murals that had been painted on many of the walls,” said Commander Noblett. “I found out that the artist was the highly regarded ‘Barry the Cat’ so I got in touch to discuss options for a new HMS NEPTUNE sign.

“I provided some suggestions for the scene and Barry provided several stunning pieces of artwork, based on ancient statues of NEPTUNE. The first draft had a Russian submarine in it, but that was easily sorted!”

Glasgow-based artist “Barry the Cat” – real name Barry Jenkins – merged myth, nature, and the Royal Navy’s cutting edge submarines for the final mural which

encapsulates the Silent Service. On November 29, sailors, submariners and civilian staff from the Naval Base gathered as Commodore Bob Anstey, Naval Base Commander Clyde, officially unveiled the mural.

Painting on walls for the past 25-years, Barry first became interested in graffiti art in 1986 through his love of hip-hop culture. His work has brightened up walls throughout Glasgow and the surrounding areas with several local business displaying his artwork on shutters and exterior walls. “It took me four days to complete the mural,” said Barry the Cat. “The most difficult part was getting the beard and hair right on the depiction of NEPTUNE. “It’s probably the most unusual place I have ever painted a mural,” he said. “It was quite daunting coming into the high security base, but the sailors from HMS NEPTUNE looked after me well.”

Commander Peter Noblett continued: “There was also a lot of preparation and other work required. I’d like to also thank the Babcock team who rendered the wall to create the perfect painting surface, and who upgraded the lighting.”

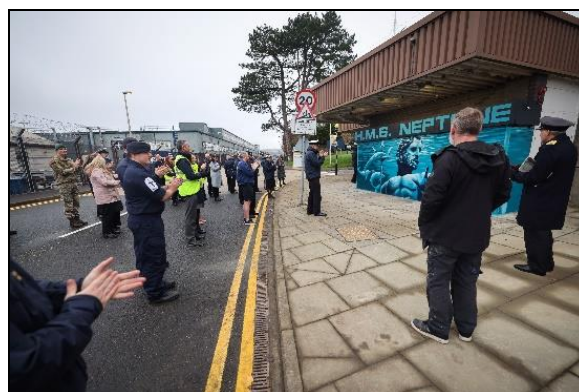
Following the unveiling, Commodore Anstey also took the opportunity to present Commander Noblett with a second bar to his Long Service and Good Conduct Medal, signifying 30-years of Service.



L-R: Commodore Bob Anstey, Naval Base Commander Clyde; Barry the Cat; and Commander Peter Noblett, Base Executive Officer.



Graffiti artist Barry the Cat at work on the mural.



Personnel at HM Naval Base Clyde gather for the unveiling of the new HMS NEPTUNE mural.



Barry the Cat, real name Barry Jenkins, who created the eye-catching mural.



Commodore Bob Anstey presents Commander Peter Noblett with the second bar to his Long Service and Good Conduct Medal, signifying 30 years of RN Service.

Mystery of British submarine that vanished in World War 2 may have been solved

Story by Ian Randall



**HMS REGENT
Ships Badge**

Divers have located a wreck off of Italy's Adriatic coast that they believe may be HMS REGENT - a submarine that vanished during April 1943, in the middle of World War 2. Experts believe that the 62-man sub sank after striking a mine off of the coast of Monopoli on April 18 that year. Historical accounts note that an unidentified submarine attacked an Italian convoy that afternoon, and later that day an explosion was heard off the same coast. The Navy assumed the REGENT lost when she failed to return to her base in Beirut, Lebanon, to re-fuel and take on supplies as expected by May 1, 1943. In the following weeks, four bodies - three of which were dressed in the Davis Submerged Escape Apparatus used by British submariners - were washed ashore south of Monopoli. However, the individuals, who were buried in the Bari War Cemetery, were not identified.

The newly identified wreck - located off of the coast near Villanova di Ostuni, some 19 miles from Monopoli, was discovered by divers with the Italian Naval League. Marine explorer Fabio Bisciotti leads the underwater study group at the Italian Naval League. He said: "The wreck lies at a 75 metre [246 foot] depth and it's upside down.

"When we arrived on this wreck, in the first moment, it was difficult to understand that we were talking about the REGENT. But if you study the hull, the composition of the steel, and the stern and the bow, we have seen that we are talking about a British design. "The dimensions of this wreck match with a British design and, of course, on the bow we are talking about six torpedo tubes - three per side. If we are talking about a German U-boat or an Italian submarine, we are talking about four torpedo tubes - so, two per side."

Mr Bisciotti's team - which includes Acquelibere Sub Diving Club of Padua members Stefania Bellesso and Michele Favaron - were able to obtain footage of the wreck. In this video, there is evidence that the vessel was the victim of an explosion.

The blast damage seen on the wreck would fit the theory that the REGENT sank after striking a mine in April 1943. Given this, the location of the wreck and the recorded submarine deployments of the time, Mr Bisciotti is emphatic that there is only one possible candidate that could have produced the wreck in question.

He explained: "Mathematically, it's not an opinion. If we want to talk about this wreck, it's surely the REGENT, because nobody else was in this area.

"In April 1943, watching all the diaries of the submarines from Great Britain in the Mediterranean Sea, only the REGENT was patrolling the area."

A Royal Navy spokesperson said that - with the wreck being upside down and having key sections buried in the seafloor - it would not be possible at present to confirm the discovery. However, they added, this could change as and when more information comes to light. They added: "We appreciate the efforts to locate the wreck of HMS REGENT which, even after the passage of eight decades, would bring a sense of closure to the families and descendants of those tragically lost when she sank.

"We are also especially grateful for all the efforts made in protecting the last resting place of those who gave their lives in the service of our country."

One family who are hoping to locate the REGENT are those of William Trice - the submarine's CERA. The trauma of William's death, they explained, has reverberated down through the generations.

SUBMARINE COMMISSIONING CREW LISTS

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

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

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat –

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

NAVAL BASE PERSONNEL GATHER TO REFLECT & REMEMBER

ROYAL NAVY MEDIA RELEASE Friday, 11 November 2022

Naval base personnel at Faslane took a moment to reflect and remember on Armistice Day (Friday, November 11). In the morning, military and civilian workers at the site gathered at St Mungo's Naval Base Church for the annual Remembrance Service. Led by the Naval Base Chaplaincy team, Senior Officers laid wreaths to commemorate the sacrifice of those who have died during conflicts.

Following the service, personnel headed to the base's waterfront where there was another Remembrance-themed event – the official naming of "DMS POPPY", King's Harbour Master Clyde's newest pilot vessel. The 16-metre boat, which was procured by Defence Marine Services (DMS), will be used within the Dockyard Port of the Clyde, and can carry up to ten pilots and passengers.

"It's fitting that we gather here on Armistice Day to name our new vessel DMS POPPY," said Ian White, King's Harbour Master (KHM) Clyde. "While she is operating on the Dockyard Port, hopefully for many years to come, she will be a reminder to all of the bravery and sacrifice of those in our armed forces."

The delivery of the new pilot boat is the culmination of collaboration between King's Harbour Master Clyde and dockyard port staff. Senior pilots helped select the design of the boat and developed key user requirements.

Sent by: Royal Navy Communications & Influence, HM Naval Base Clyde, T: 01436 677205



Reverend Mark Dalton at the Naval Base's Remembrance Service.



Personnel gather at St Mungo's base church for the Service.



Commodore Paul Dunn, Commodore of the Submarine Service, lays a wreath.



Captain Nick Gibbons, Captain of the Base, pays his respects.



The base Chaplaincy led the naming ceremony at the waterside.



DMS POPPY, KHM Clyde's newest pilot boat, is named on Armistice Day.

HMS TRUCULENT MEMORIAL SERVICE 2023

Dear Friends and Shipmates.

Medway Towns Submariners Association are holding a Memorial Service for those who lost their lives when HMS/M Truculent was sunk following a collision at sea on 12th. January 1950. Sixty four naval and dockyard personnel lost their lives - the dockyard personnel were onboard for post-refit sea trials). The crew of five of an Avro Lancaster from RAF Kinloss were also killed when their plane crashed taking off to search for survivors.

The Service will take place on Saturday 14th January 2023 in St. Georges Centre, Chatham, Kent ME4 4UH on the University Campus (used to be HMS PEMBROKE) which is situated at the bottom of Dock Road, Chatham.

The Service will start at 1050 hrs, and will be followed by buffet/tots/wine/coffee/tea etc.

Any questions, please contact Derek Grant E-mail d.grant384@btinternet.com Tel. 01634 717384

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the November 2022 Issue of Periscope View)

There was a busy 24 hours loading stores and charts etc. needed for the Bahrain Detachment and off-loading stores meant for Australia. We sailed from Hong Kong next day bound for the Seychelles. Admiralty were well aware that the accident of the Gulf Frigate going aground had dealt ANDROMEDA a very nasty change to programme. They laid on two good visits for us en route to the Gulf. A five day stop in the Seychelles preceded by a visit to Colombo – both extremely popular ports-of-call with all R.N. Ships. Our Crew cheered up no end as we passed this better news to them, which came into ANDROMEDA's Radio Centre minutes before slipping our jetty in Hong Kong.

So we had a pleasant few days working our way down the South China Sea from Hong Kong at a brisk speed to go to the Singapore Naval Base for a brief stop to top-up with fuel, fresh provisions and mail, before continuing the leg to Colombo in Ceylon (now Sri Lanka), through the Malacca Straits and then northwest to reach Colombo, in the northern half of the Indian Ocean – on ocean closer to the Atlantic and Home! The visit to Colombo gave time for groups to go inland to see Kandy, while those left behind in the ship enjoyed Colombo's beaches and bars. Thence off on the leg due south to the Seychelles Islands. Hardly had we left Colombo, David Smith, our new Captain F4, gathered me, his Engineer Commander and his Electrical Commander in his cabin. He lost no time in dropping his 'bombshell'. His last job had been in Operations Division in Admiralty and he described to us the famine of knowing where Russian warships were in the vast Indian Ocean – how many, what groups did they operate in etc. So, he was going to get Admiralty the info they badly needed, by increasing ANDROMEDA's speed to maximum and steering a broad zigzagging search pattern across the Indian Ocean to expose these elusive Russian Battlegroups!

In terms of fuel for engines, ships are no different to cars – moderate speed means moderate fuel consumption and flat-out speed burns up your fuel alarmingly fast. The three of us 'old hands' all protested simultaneously. Captain F4 quelled

the outburst and said one at a time please. Commander Engineer made his case – “We will arrive near the Seychelles with empty fuel tanks and none left to get us into port”. Commander Electrical made his argument – “Two or three days from the Seychelles, Commander Engineer will have to cut off fuel driving the ship’s generators to keep the propellers going. No electricity means our Radars and Weapons Computers go dead”.

My turn last as Second-in-Command. “The risk involved of deliberately running low in fuel, way out in the Indian Ocean is not justified. I sense the Russian ‘threat’ does not exist. ANDROMEDA detected no Russian warships during our six week patrol off Beira, nor during our passage to Singapore after Beira and we looked hard for them with our radars, sonars and equipment which detects their radar or radio transmissions, twenty-four hours a day, with no results. However, there will always be factors arising, demanding a good reserve of fuel – storms, other ships in difficulty needing our assistance, being diverted by Admiralty away from the Seychelles for operational emergencies. Don’t do it, Sir. I wouldn’t”.

David Smith sat silent for a moment or so, mulling over our advice. He gave us his decision. “In general, I had already taken into account most of the points you have put to me. Except No. One’s analysis that there are none, or very few, Russian warships in the Indian Ocean. Fair comment for the period six months ago when ANDROMEDA last transited the Indian Ocean, but, since then, we in Admiralty saw a steady build-up of Soviets from reports of six or so R.N. Warships transiting the Indian Ocean. Therefore, I am going to carry out this high-speed search. Admiralty have ordered our Tanker in the Seychelles to rendezvous with us 200 miles north of the Islands. Let’s get cracking!”

We all replied, “Aye-aye, Sir!” but we all three spoke our concerns that this plan left no margin for error. We left the ‘Meeting’ with alacrity. We all had a lot of things to do in a short time to get this crazy Search Plan underway. I had to organise the whole Ship’s Company into a three Watch System, so that any one Watch had enough people of the appropriate qualifications to man all the radars, sonars, intercept radios etc., enough visual Lookouts, sufficient men in the Engine and Boiler Rooms to keep us at high speed and the Cooks to feed the men at irregular intervals. In essence, every man and Officer was on Watch for four hours with just eight hours off-Watch in between, for the next six days. I had all this done and given out as orders to the Crew in just over an hour. So, the Search commenced.

ANDROMEDA, at twenty-eight knots, through the moderate swells and waves of the Indian Ocean, became a very unstable platform for our two-hundred and sixty Crew to live on. As our ship skewered, lurched, bumped and rolled at this very high speed, we humans onboard could only walk like drunks, eat whatever meals the poor old Cooks were able to concoct, by hand-to-mouth and otherwise, lay in our bunks for safety. The Navigator and Engineer checked fuel remaining against distance to go every eight hours. All this unpleasant existence and not one Russian ship to be found after five days’ search.

On the 6th day we began our approach to the rendezvous point for meeting the Tanker R.F.A. in worsening weather, when a FLASH signal came in from Admiralty. It read, “R.F.A. ENNERDALE has struck a submerged pinnacle while exiting the Seychelles channel and is sinking. Proceed at best speed and take charge of salvage. No tugs or salvage craft available in Seychelles”. This event was a major emergency. Firstly, could we get ANDROMEDA into harbour with two-hundred miles to go with almost empty fuel tanks? We did! By going at the most economical speed of twelve knots and by shutting down all generators to ensure every gallon of fuel was conserved for propulsion. It was touch and go. If the engines died for lack of fuel before the ship docked in Mahé (the main Island and solitary port in the Seychelles group), ANDROMEDA would be swept onto the reefs, adrift, in the now strong Monsoon. There was no other ship (not even a Russian one!) within 500 miles of us, to take us in tow.

Chief Engineer and his men went into every fuel tank compartment to decide just how much top sludge they dare allow to go to the engines without clogging the supply pipes and the sprayers inside the boilers, before shutting each tank off. Chief went ‘white’ overnight! Any Marine Engineer gives daily attention to ensuring that fuel passing from tank to boiler is squeaky clean and now here he was, deciding how much of the top layer of sludge he dare risk going through. As we limped along, we flew the Ship’s Helicopter off to Mahé to take the Navigator ashore. He would hire the most suitable launch and get himself alongside the sunken R.F.A. – she had settled on the bottom with her decks awash – and begin the plan for stage one of any salvage effort, which was to seal off those fuel tanks which had not been ruptured by the ‘tin-opener’ pinnacle.

The magnificent skills of our Engineers allowed us to berth ANDROMEDA safely in Mahé twelve hours after we had despatched the helicopter. On the last few miles through the channel leading to Mahé, the boilers were burning the last of the acceptable sludge – it was a very tense hour for all onboard. Fuel was waiting for us at the jetty, thanks to Navigator’s organisation. Those tense twelve hours limping towards Mahé allowed the ‘Management Team’ to appraise the situation. An oil-spill of the amount carried by the R.F.A. ENNERDALE – she was one of Admiralty’s biggest and newest R.F.A. Tankers – could be immense, approximately 100,000 tons. Hopefully, the R.F.A.’s crew would have minimised the amount of leaking Fuel Oil after the initial striking and our top priority would be to minimise any other leaks of her deadly cargo. The initial leaks of Cargo Fuel was already devastating to the Seychelles Islands – an unpolluted area of volcanic and coral islands right in the middle of the Indian Ocean, with a small population of gentle people, whose only contact with the outside world was a weekly steamship from Mombasa.

ANDROMEDA kept a constant radio link with Admiralty day and night. We passed information on the hourly state of the wreck, our survey of the pinnacle, constant weather reports, the welfare of the R.F.A.’s Crew, all now accommodated

in the town of Mahé and regular updates on mapping the oil slick as measured by our helicopter. Admiralty kept us informed of what and when salvage ships would arrive. There was no landing-strip in the Seychelles, so the first Admiralty salvage experts were flown London to Mombasa by the R.A.F., thence by Frigate until that Ship's Helicopter was close enough to start ferrying the Salvage Planners to Mahé, one at a time. The first to arrive was the Chief Salvage Officer, three and a half days after the R.F.A. struck.

We moved ANDROMEDA each day to anchor close to the wreck and used our ship's boats to ferry our Engineers and Divers to and fro, as they did all they could to shut off valves and vents accessible to them to stop any unnecessary leaks of fuel. The Navigator led a small team to survey the area of channel around the wreck. Admiralty had ordered the R.F.A. closest to Mombasa to go full speed into Mombasa, empty her cargo of fuel-oil into R.N. storage tanks at Mombasa, thence full speed to the Seychelles to pump the wreck's fuel cargo into her now empty tanks.

She arrived on Day Five also bringing a hurriedly assembled First-Aid Salvage Repair Team – chiefly Divers with specialist equipment, who would seal off the holes in the wreck's hull until no further fuel-oil could escape into the sea.

By now it was quite apparent that the wreck would not be salvaged as a whole ship. She would have to be removed by taking away a section at a time – a year's work. At Day six ANDROMEDA was released from Wreck Duty and given three days to rest up in Mahé – the original reason for sending us to the Seychelles! Funnily enough the entire Ship's Company – Officers and Men – were in very good spirits. Fate had thrown an immediate crisis upon us and we had responded wholeheartedly with considerable success. The Seychellois were grateful for our efforts to minimise the oil-slick and invited us into their homes and into Mahé's solitary drinking bar, the Mahé Clubhouse – there were no pubs or hotels in this lovely Island at this time – 1970!!

To be continued in the January 2023 Issue of Periscope View

THE ONLINE BOOK OF REMEMBRANCE (OBOR)

The Online Book of Remembrance is now live. It all started with a need for a complete and accurate record of all those who had lost their life during submarine service, which could be easily updated to correct any inaccuracies – which have been found to be all too plentiful on the current Memorial Wall at the Museum.

You can access the OBOR at submarinefamily.uk/remembrance or by simply pointing your smartphone camera at this QR code. You will then be able to read the story of the development of the OBOR, a short history of the Submarine



Service, by Iain Ballantyne, and browse the contents.

The OBOR contains the names of over 5,900 submariners and over 450 units in which they served, including 174 submarines which sank in peace or wartime. Each unit and each submariner has their own page which can contain pictures and stories. Each unit page lists those from that unit who died. Any visitor to the OBOR is also able to submit comment and pictures to enhance the entries about an individual submariner or a submarine. Do have a look!

The OBOR is an element of The Submarine Family (TSF)'s new Website and hosted on their Servers. Its development is being funded by the 'Friends of the Submarine Museum'. Both the TSF site and OBOR have been created by MindWorks Marketing and managed by the

huge efforts of our Digital Lead, Tom Herman.

The 'Friends' Treasurer (Peter Jeanneret) has been responsible for collating the data that is now contained within OBOR. This started nearly a year ago by entering into a database all the names on the Submarine Museum Memorial Wall, assisted by Jock McLees. There has been considerable checking to iron out the many errors, omissions, and duplications. In this work there has been a major contribution by Barrie Downer and Malcolm Blenkinsopp, both of whom have been researching details of deceased submariners for many years.

We think that the data is now close to being as accurate as it could get but please contact us by email to obor@submarinefamily.uk if you can provide any further information, particularly stories and pictures of people and units where we currently don't have them.

We hope that work will soon start on the Project to replace the Submarine Museum Memorial Wall with better quality engraved stone or slate panels, and the effort to get the OBOR data in good shape will allow us to provide an accurate list of names for this new wall

Government reassures veterans ID card rollout is accelerating

28th November 2022



An example of an MOD veterans ID card (Picture: MOD). The Government has reassured ID cards is "accelerating" amid veterans that the rollout of their concerns it could take more than 100 years at the current rate.

It follows new analysis by Labour of rollout figures that show only 3% of veterans have received the cards in the last four years.

In 2019, ministers pledged to give every veteran an ID card to enable them quicker access to health, housing, and charity services.

Data from the Office for National Statistics confirms that only 56,000 ID cards have been handed out since 2018, despite there being more than 1.8 million veterans in England and Wales.

It comes after Minister for Veterans' Affairs Johnny Mercer told The Telegraph newspaper that the scheme would be delivered by summer 2023.

A Government spokesperson reassured veterans of a new digital feature to help them and explained: "The rollout of veteran ID cards is accelerating.

"From next year, veterans will be able to access our new digital service which will enable them to quickly and easily verify their status online, playing a vital role in making sure those who need targeted support get fast access to a range of government services, from health to housing, as well as charity services.

"We have invested more than £1m into the service and look forward to delivering real change to the lives of our veterans." Until plans for the Veterans ID card were made, there was no way for veterans to easily prove the fact that they had served. Previously, personnel were required to hand back their ID card (MOD 90) when they were discharged

THROUGH THE BOAT (Author unknown)

A Poem for the Diesel Dinosaurs!

Leave the jetty
Cross the planks
Along the casing
Above the tanks

The wireless is along the alley
So is the Chef's little galley
Heads and washbasins can be seen
Stainless steel and - Oh! So clean!

Down the hatch into the fore-ends
The Chief maintains the torpedoes with his friends
A twill trunk escape hatch is right there,
Stacks of tin-fish, they are spare

Through into the after torpedo compartment
Many a lone watch in here is spent
That completes a quick look
To log it all would take a book.

Into the Control Room we enter,
The periscopes are in the centre
Pipes and valves are everywhere,
It's the diving panel over there

Now the 'donk-shop', diesel engines two
The throb and clatter as the turn the screw
The motor room is just aft
Those huge motors, when dived, turn the shaft

Pass the messes, along the passage we go,
There are stores and a battery down below
The tiny wardroom, hardly room for four
Step right through another door.

SUBMARINERS 'CROSSED THE BAR' REPORTED NOVEMBER 2022

Branch	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
Non-member	October 2022	Michael Mcloughlin	OM (SSM)	TBA	TBA	Submarine Service in SOVEREIGN & SPLENDID
West of Scotland Branch	1st October 2022	Charles F Andrew	Chief Petty Officer Marine Engineering Artificer (EL)	D084350B	73	Submarine Service from 1968 to 1990 in PORPOISE (1968), SEALION (1968 to 1972), OXLEY (RAN) (1973), DREADNOUGHT (1977 to 1980) & ORACLE (1981 to 1983) & (1986 to 1990)
Non-member	18 th October 2022	Jonathan Bishop	Chief Petty Officer Engineering Technician	TBA	TBA	Submarine Service in TURBULENT, TRIUMPH, TORBAY, VANGUARD, AMBUSH & AUDACIOUS
Barrow Branch	30th October 2022	Michael Campbell (Mick) Mailey	Chief Weapons Electrical Artificer (WDO)	D054225A	80	Submarine Service in CACHALOT, DREADNOUGHT (63-68?), RESOLUTION, WARSPITE (1st Commission) on 18th April 1967, RENOWN & REPULSE (Port Crew) on 20th February 1979.
North-East Branch	2nd November 2022	Keith (Goose) Lague	LME	P/K970431	81	Submarine Service from 1959 to 1968 in TOTEM, ALLIANCE, ANDREW on commissioning at Singapore on 11th December 1964, ANCHORITE & ORACLE
Non-member	3 rd November 2022	Alan J Powell	Chief Petty Officer Coxswain (SM) ex-WEM (O)	TBA	TBA	Submarine Service from 1974 to 1994 in RESOLUTION (P) (September 1974 & on recommissioning at Rosyth on 27th November 1976 to September 1978), RESOLUTION (October 1979 to July 1980), RENOWN (September 1982 to April 1986) & COURAGEOUS (September 1986 to August 1989)
Barrow Branch	4th November 2022	Robert Gregory Faragher	Radio Operator 1st Class	P/J962152	82	Submarine Service from 1958 to 1964 in SCORCHER (1958 to 1959), CACHALOT (1959 to 1960), TIPTOE (1960 to 1961), SEA DEVIL (1961) and ORACLE (1962 to 1964)
Non-member	4 th November 2022	Brian Carrington	Chief Stoker	TBA	81	Submarine Service including FINWHALE

SA Member	6th November 2022	Michael Cecil Boyce	Admiral of the Fleet	SA Patron	79	Submarine Service from 1965 in AMBUSH, DOLPHIN, ANCHORITE (1966), VALIANT (1967 to 1969), VERNON (1970), DOLPHIN (1971), CONQUEROR (on commissioning 9th November 1971 to 1972), OBERON (CO), OPOSSUM (CO on 14th January 1974 & on commissioning on 2nd August 1974 to 1975), NEPTUNE (1976), RNC Greenwich (1977), FOSM Northwood (1978 to 1979), CONQUEROR (IL), SUPERB (CO), CINCFLEET, 1SL & CDS
Non-member	9th November 2022	Richard J Carr	Sonar Operator	TBA	63	Submarine Service from 1976 to 1994 in ODIN (on commissioning in 1978), DOLPHIN, WALRUS, WARSPITE, SOVEREIGN & SWIFTSURE
Non-member	10th November 2022	Barry Emery	Leading Radio Operator (SM)	TBA	TBA	Submarine Service from 1976 to 1984 in SUPERB (February 1976 & on commissioning on 13th November 1976 to June 1978, SPARTAN (June 1978 to April 1978), ONYX (November 1979 to June 1981), SEALION (June 1981 to June 1982) & OTUS (January 1983 to January 1984)
Non-member	11th November 2022	Nigel P Weatherill	Leading Weapons Electrical Mechanic	D136341H	TBA	Submarine Service from 1973 to 1994 in VALIANT, COURAGEOUS (1979 to 1981), CONQUEROR & REVENGE (P)
Non-member	19th November 2022	Steven (Nivs) Niven	Chief Petty Officer Marine Engineering Artificer (SM)	TBA	49	Submarine Service from 19** to 20** VENGEANCE (1st Commission Crew) on 27th November 1999
Colchester Branch	23 rd November 2022	A G (Alec) Chilman	AB (Radar)	P/JX 406151	97	Submarine Service from 1943 to 1946 in STOIC, SPITEFUL, SUPREME & TACTICIAN
Non-member	November 2022	Geoffrey Ronald Bickerton	TBA	TBA	74	Submarine Service in REVENGE

