



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

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Cover Picture: The Entertainer at the Branch Christmas Party

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

WINSTON SPENCER CHURCHILL

EDITORIAL

Hello Everybody,

Well, here we are in 2023 – a very Happy New Year to evert one!! Party season over for another year but I hope Santa was good to you all and brought you all the things you had been hoping for. Did you get to se all your friends and family? Many apologies for the late production of this month's Newsletter but it has been very busy of late and things have been conspiring against me here it is at last!

Don't forget the January Branch Meeting on Tuesday 3rd January – usual time and usual place- Don't be late and I'll see you all there! Also please bring you Wallets and purses with you as Les Hambling will be pleased to take your Branch Subscriptions from you – a bargain at only £5.00 for a full year whether you are a Full Member or an Associate Member – mind you – if you are feeling a bit flush you can always pay at the old rate and include the old National fee of £15 and boost the Branch Funds for which what be our 60th Anniversary year!!

Best Regards

Barrie

SECRETARY'S DIT

All correspondence and information has been distributed to Branch Members where necessary or requested

- a. The new Rum Barrel has been purchased, £500, and it now in the cellar of the Holker Street RBL ready for the next meeting.
- b. As you may know Bob Pointer has been unwell recently. He is now back home and is off the chemotherapy.
- c. We have received a letter from Little and Caine with two cheques relating to the funeral of Dot Moody. One cheque is for £50.00 and the other is for £108.36p.
- d. Hon Vice President Rear Admiral Tony Whetstone CTB on 19th December aged 95.

From the National Secretary:

a. You will remember that "one member one vote" was passed at the AGM this year. This means that, if we have any proposals/recommendations this year, our members will be asked to vote on them prior to the AGM. Therefore, in anticipation of members having to vote using MS Forms, I am sending out this to test the system and see if any issues arise. For those that are not familiar with MS Forms, when they submit their vote, it will automatically come through to me and results will be collated on an Excel spreadsheet and can be shown on a pie chart. Please click on the link below to conduct a test of the voting system which will be used early next year prior to the National AGM. All entries are required on the voting form before it can be submitted.

If you have any queries, please ask your secretary who, if they cannot answer, will pass it on to me. There is a closing date of 9th Jan to allow me to collate the info before reporting to the NMC at our next meeting on 14th Jan.

<https://forms.office.com/Pages/ResponsePage.aspx?id=DQSIkWdsW0yxEjajBLZtrQAAAAAAAAAAAAANAAZraFEJUQTBIWijLMijUQUizMVVSSFZVMEUwRjhaRi4u>

b. All those attending the K13 memorial weekend dinner on Sat 28th Jan, can you please pay £20 into the following account:

Account Name: Submariners Association West of Scotland.

Account No: 00979430

Sort Code: 80-08-31

Please put your name as the reference.

In Depth No. 79 has been distributed.

Date of next meeting 1930, Tuesday 3rd January 2023.

SOCIAL SECRETARY REPORT

Hi Shipmates

December saw us have our Christmas party at the legion which was attended by just over 60. Great night had by all. We have one last thing to do this year which will be a DTS at Seaweed corner on Tuesday 27th December. Starting off 1pm at the King Alfred on Walney and then moving to Seaweed Corner at 3pm. Then hopefully at 4pm some chip butties will be making an appearance, 5pm for a rum toast and maybe a free beer or two depending on numbers.

I would like to thank all who have supported me this year with my efforts to organise a varied and fun social program, and I would urge more to do likewise in 2023.

I will be producing a social calendar for 2023 over the next few days and will present it at the January meeting.

Incidentally from the January meeting I will be reintroducing the members' draw, starting off at £25.

That leaves me with one last thing to say

Happy New Year

Yours Aye

Alex

BOMBERS MEET UP AT SEA!

The USS TENNESSEE and an unnamed Royal Navy Vanguard-class nuclear submarine (well its one of the four, both armed with Trident nuclear missiles, were seen surfaced in the Atlantic recently and featured in this rare photoshoot designed to send a message of deterrence and collective security!!

U.S. Navy Ohio-class ballistic missile submarine USS Tennessee and Royal Navy Vanguard-class nuclear submarine, both armed with Trident nuclear missiles, featured in a rare photoshoot in the North Atlantic.

This U.S. Navy image shows the submarines plus an American E6-B Mercury assigned to the 'Shadows' of Fleet Air Reconnaissance Squadron 4 and an MH60R Sea Hawk helicopter attached to the 'Proud Warriors' of Helicopter Maritime Strike Squadron 72.

The event was, say the U.S. Navy, designed to conduct bi-lateral at sea training "to validate tactics, techniques, and procedures which strengthen the relationship between uniquely close Allies in support of deterrence and collective security".

ukdefencejournal.org.uk



A SELECTION OF THE PHOTOS FROM THE BRANCH CHRISTMAS PARTY





JANUARY 2023 BRANCH CALENDAR

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

FEBRUARY 2023 BRANCH CALENDAR

First Footing Morecambe	Fri 3 rd Feb
Branch Meeting	Tues 7 th Feb
Committee Meeting	As required

MARCH 2023 BRANCH CALENDAR

Branch Meeting	Tues 7 th Mar
Committee Meeting	As required

JANUARY BRANCH BIRTHDAYS

L. (Lou) Budden	02/01/1971
K (Kate) Pearson	02/01/1947
D. (Danny) Cargill	06/01/2001
R.S. (Bob) Sherriff	10/01/1949
P.C. (Peter) Hearn	22/01/1957
I.W. (Ian) Moore	29/01/1948
P (Piya) Das	20/01/1987

Happy Birthday All!!

DISCLAIMER

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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.

SUBMARINE COMMISSIONING CREW LISTS

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

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

REMEMBERING FORMER BARROW BRANCH MEMBERS - JANUARY

Morris Voce	1982
James G W Tiffney	1993
George Green	2007
Peter Bell	2007
Brian Kerr	2008
J S Hards	2010
Leslie Willcox	2012
Colin Lee	2015
Ted Budgen	2016
Norman Hart	2017
Frank Pretty	2019
Thomas S Fell	2020
Richard Watling	2020
Ian Hugh Pirnie	2022

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 February 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 JANUARY 1943

HMS TROOPER was designated to take part in Operation PRINCIPLE - a 'Chariot' attack on Italian shipping in the Northern Sicilian port of Palermo. Operation PRINCIPLE called for TROOPER to carry three Chariots and their crews for an attack to start on the night of 2nd/3rd January 1943. Of the three 'Chariots' launched one had to abandon its attack and returned to sea from Palermo to be rescued by Submarine P46 - later HMS UNRUFFLED (Lieutenant J S Stevens DSO, Royal Navy in Command). A second 'Chariot' (No. XVI) made a successful attack resulting in damage to the 8,500-ton Merchant Vessel VIMINALE. The third 'Chariot' was unsuccessful in its attempts to attack shipping and was thwarted by the illness (and subsequent loss) of its No. 1 Crewman and rough weather. Of the six Crewmen two returned safely, three were taken Prisoner of War and one died. The Chariot Crews were as follows:

Chariot No. XIV

S/Lt Rodney George Dove, DSO, RNVR No. 1 Crew
L/Sea James Michael Freel, CGM, D/JX 149484 No. 2 Crew

James Freel was born in Duke Street, Hindpool in Barrow in Furness, Lancashire on 13th Dec 1919. He was the son of Mr Freel and Mrs. Theresa Freel. There were nine children in the family and included James Freel, sisters Teresa, Patricia (born 1915), Mona and Loretto (born 1931) and a brother Frank Freel (born 1925). James Freel attended the St. Mary's Roman Catholic Primary School in Barrow. After leaving School he joined the Royal Navy in 1936. He was drafted to the 33,900-ton Battleship HMS RODNEY. HMS RODNEY was damaged in and was sent to the United States for repairs. Following his time in HMS RODNEY he volunteered for 'Special Service' in 1942 and trained as a 'Charioteer'. He was drafted to Submarine P311 on 22nd Nov 1943 but was transferred to Submarine HMS TROOPER. On the night of 2nd/3rd Jan 1943 he was the No. 2 Crewman on Chariot No. XVI which was launched from Submarine HMS TROOPER for an attack on Italian shipping in the port of Palermo. For a successful attack on the 8,500-ton Italian Troop Ship VIMINALE James Freel was awarded the Conspicuous Gallantry Medal – see London Gazette dated 14th Apr 1944 *'For great gallantry in carrying out a daring attack at night, with "Human Torpedoes" on the strongly defended enemy base at Palermo. The operation was most hazardous. The defences of the harbour had to be penetrated and its whole length crossed without detection and the "Human Torpedoes" manoeuvred into position under the targets. An enemy cruiser was sunk and a transport much damaged'*. After the successful attack on the VIMINALE James Freel was arrested by the Italian police and was later held in a Prisoner of War Camp near Rome. He successfully escaped from captivity in September 1943 and after nearly two years living with Italian partisans, he made his way across to the American lines in Italy in December 1943 and returned home safely. He was later awarded a Mention in Dispatches - see London Gazette dated 29th Jun 1945 – *'for courage, determination and devotion to duty'*. He was presented with a gold watch by the Apostleship of the Sea. After the War James Freel worked in ships supplying the British Antarctic bases and later worked in Perth in Western Australia. He later moved to Sydney in New South Wales with a Cement Piling Company where he died in 1965. He was buried in the Rookwood Cemetery in Sydney. In 2005 his sister - Loreto Dwyer - arranged for him to be exhumed and cremated in Australia and returned home with his ashes. After a Memorial Mass in St. Mary's Roman Catholic Church in Duke Street, Barrow in Furness on 3rd December 2005 his ashes were interred in the same grave in the Thorncliffe Cemetery in Barrow as his mother, Mrs Theresa Freel – a former Mayor of Barrow in Furness.

NOTE: James Freel's & Memorabilia were later 'gifted' to the Barrow Submariners and are currently on display at the Dock Museum.

Chariot No. XXII

During the attempted attack on shipping at the Italian port of Palermo a problem arose with the diving equipment of his No. 2 crewman (L/Sea Carter). Sub Lieutenant Stevens dropped him off at a buoy whilst he attempted to complete his mission, but he was unsuccessful. He returned to the buoy, collected L/Sea Carter and then returned to see where the team was successfully recovered by Submarine P46.

S/Lt H L H Stevens, RNVR No. 1 Crew

L/Sea Carter TBA No. 2 Crew

Chariot No. TBA

Lt Harold Faulkner Cook, RNVR No. 1 Crew

Twenty-four-year-old Harold Cook was lost during Operation PRINCIPLE. He died on 2nd January 1943. He was the son of Herbert and Edith Millicent Cook of Leigh on Sea, Essex. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 80 Column No. 1.

AB Harold Victor Worthy, MiD* P/JX 147264 No. 2 Crew

AB Worthy was taken Prisoner of War. He was later awarded a Mention in Dispatches *'For great gallantry in carrying out a daring attack at night, with "Human Torpedoes" on the strongly defended enemy base at Palermo. The operation was most hazardous. The defences of the harbour had to be penetrated and its whole length crossed without detection and the "Human Torpedoes" manoeuvred into position under the targets. An enemy cruiser was sunk and a transport much damaged'*. He was awarded a second Mention in Dispatches – see London Gazette dated 29th Jun 1945 *'for courage, determination and devotion to duty'*.

Submarine HMS THUNDERBOLT

HMS THUNDERBOLT was designated to take part in Operation PRINCIPLE - a 'Chariot' attack on Italian shipping in the Northern Sicilian port of Palermo. Operation PRINCIPLE called for THUNDERBOLT to carry two Chariots and their crews for an attack to start on the night of 2nd/3rd January 1943. Of the two 'Chariots' launched one (Chariot No. XXII) carried out a successful attack resulting in the sinking of the Italian Cruiser ULPIO TRAIANO and possible damage to three Submarine Chasers and a Merchant Vessel. The second 'Chariot' – No. XXIII - suffered a battery explosion and went out of control in a rapid dive. The No. 1 Crew managed to reach the surface, but the No.2 Crew was lost.

The 'Chariot' Crews were as follows:

Chariot No XXII

Lt Richard Thomas Goodwin Greenland, DSO, RNVR No. 1 Crewman

Richard Greenland carried out a successful attack (with L/Sea Ferrier) resulting in the sinking of the Italian Cruiser ULPIO TRAIANO and was awarded the DSO –

see London Gazette dated 14th Apr 1944 *'For great gallantry in carrying out a daring attack at night, with "Human Torpedoes" on the strongly defended enemy base at Palermo. The operation was most hazardous. The defences of the harbour had to be penetrated and its whole length crossed without detection and the "Human Torpedoes" manoeuvred into position under the targets. An enemy cruiser was sunk and a transport much damaged.'* Richard Greenland was taken Prisoner of War.

L/Sig Alexander Mitchell Ferrier, CGM, KW C/JX 145141 No. 2 Crew

Alexander Ferrier was awarded the Polish medal – Krzyz Walecznych (Cross of Valour) – see London Gazette dated 17th Oct 1941 *'in recognition of his service in the Polish Ship ORP GROM'*. Alexander Ferrier later volunteered for 'Special Service' and trained as a 'Charioteer'. He carried out a successful attack (with Lieutenant Greenland) on the Sicilian port of Palermo resulting in the sinking of the Italian Cruiser ULPIO TRAIANO and was awarded the Conspicuous Gallantry Medal – see London Gazette dated 14th Apr 1944 *'For great gallantry in carrying out a daring attack at night, with "Human Torpedoes" on the strongly defended enemy base at Palermo. The operation was most hazardous. The defences of the harbour had to be penetrated and its whole length crossed without detection and the "Human Torpedoes" manoeuvred into position under the targets. An enemy cruiser was sunk and a transport much damaged.'* L/Sea Ferrier was taken Prisoner of War

Chariot No. XV

Temp PO John Malcolm Miln, MiD C/JX 138726

He was Mentioned in Dispatches - see London Gazette dated 14th Apr 1944 *'For great gallantry in carrying out a daring attack at night, with "Human Torpedoes" on the strongly defended enemy base at Palermo. The operation was most hazardous. The defences of the harbour had to be penetrated and its whole length crossed without detection and the "Human Torpedoes" manoeuvred into position under the targets. An enemy cruiser was sunk and a transport much damaged.'* PO Miln was taken Prisoner of War

AB Walter Robert Simpson D/JX 204223

Walter Simpson was twenty-two years old, and he was the son of Walter and May Simpson of Blackburn, Lancashire. He died 3rd January 1943 his body was recovered, and he was buried in the Catania War Cemetery in Sicily in Grave No. II. F. 18.

Submarine HMS P311

Submarine P311 was the only un-named 'T' Class submarine took part in an 'Operation' to take 'Chariots' to attack Italian shipping at the port of La Maddelena. Submarine P311 was allocated three 'Chariots' for this task and completed the passage through the Sicilian Channel. No further reports were received from the submarine and P311 was presumed lost in a minefield near La Maddelena on (or about) 2nd January 1943. There were no survivors from the crew of the Submarine. Also lost were the three Chariots (Nos. X, XVIII and **), the three Chariot Crews (six personnel in all) and the team of four 'Dressers'. The date of the

loss of the crew of Submarine P311 and her passengers is taken as 8th January 1943 which is the date that the submarine was due to arrive back at Malta.

Officers:

Commander Richard Douglas Cayley, DSO**RN

Lieutenant Richard Hele Spencer Silver RN

Lieutenant Cecil Buckley, RNVR

Lieutenant Ian Norman MacRae RNR

Lieutenant (E) John Hudson Gordon RN

Ratings:

CPO Arthur Stephen Kingston Lee, DSM J113443

PO Christopher Iddiols J100591 & RFR/Po/B.19269

PO William Edward Dye C/JX 126605

PO Cecil Ernest Carr C/JX 144742

L/Sea John William Redman C/JX 132535

L/Sea Richard Ribbands P/JX 338299

AB Desmond Arthur Jack Feltham P/SSX 32278

AB William Henry Burton P/SSX 22991

AB Cecil William Evans P/JX 164117

AB Clarence Howard Rudge P/JX 276519

AB Leonard Auty P/JX 237486

AB Arthur Key P/JX 275312

AB Robert Warner Clarke P/JX 321879

AB James Clark C/SSX 23851

AB William Frederick Nesbitt J99511

AB William Frank Sutherland C/SSX 23885

AB Bernard Cross C/JX 157739

AB George Lord D/JX 287256

AB Robert William Johns D/SSX 21077

AB Charles Edward William Brock D/JX 138882

AB William Cooney D/SSX 28081

AB Richard John Foulkes D/JX 212864

AB Alfred Stanley Newton D/SSX 13847

Ord/Sea Walter McLean P/JX 362264

Ord/Sea Donald Barry Bennett D/JX 305625

PO Tel Andrew Adams D/JX 147935

L/Tel Jim Lord D/JX 161659

L/Tel James Malcolm Brown P/JX 139969

A/L/Tel John Meyerhuber, P/JX 155251

Ord/Tel Bernard George Cheeseman C/JX 236264

Yeo of Sigs Thomas Harold Moon, DSM C/JX 133998

EA John Leslie Lyth P/MX 66284

PO Std James Crisp King, MiD P/LX 22336

L/Cook Geoffrey Leonard Skippon D/MX 69037

CERA Cyril Kimberley O/N M38795

ERA Class Percival Leo James Down D/MX 53618

ERA Harry Hillyard 3rd Class P/MX 60318

ERA Reginald Charles William Martin P/MX 55884

ERA Class Edmund George Hunt C/MX 77300

CSto Arthur James Squire D/KX 75929

SPO John Vernon Milligan P/KX 86292

SPO John McClure, MiD P/KX 80404

SPO Patrick John Donohue P/KX 84220

L/Sto Henry Charles Short O/K P/KX 97695

L/Sto Charles Henri Vokins P/KX 85119

A/L/Sto Thomas William Bulford P/KX 88120

Sto1 Thomas Neil McShane P/KX 130669

Sto1 Henry Reginald Foxon P/KX 114941

Sto1 Harry Herbert Blackwell P/KX 132332
Sto1 Wilfred Foundling C/KX 132645
Sto1 Wilfred Bruce C/KX 118719
Sto1 Thomas William French C/KX 95964
Sto1 John Gee D/SKX 1266
Sto1 Matthew Quinn D/SKX 1238
Sto1 John Norbert Griffiths D/KX 144769
Sto1 Leslie James Bond D/KX 132332

Chariots Nos. X, XVIII & TBA

Crews and Dressers:

Officers:

Lt Charles Ernest (Chuck) Bonnell DSC, RCNVR
Lt Guy Stretton-Smith, RNVR
Lt Jack Sargent, RNVR
S/Lt Gilbert George Goss, RNVR
Lt 156102 Kenneth Stewart Kerr, Royal Scots, HLI

Chariot Ratings:

AB Bernard Trevethan P/JX 149522
L/Sea Bertie George Sidney Rickwood P/SSX 25205
AB Paul Maplebeck P/JX 180968
Ord/Sea Robert Anderson D/X 18907A RNR
Sto1 Ronald William Buller Pridham D/KX 145916

HMS THUNDERBOLT was designated to take part in Operation WELCOME - a 'Chariot' attack on shipping in the North African port of Tripoli. It was

necessary to sink these ships before they could be used as 'Block Ships' by the retreating German forces. Operation WELCOME called for THUNDERBOLT to carry two Chariots (Chariots Nos. XII and XIII) and their crews for an attack to start on the night of 18th/19th January 1943. One of the 'Chariots' - No. XII - suffered damage to the hydroplanes on launch although the damage was not apparent until the No. 1 decided to dive on approach to harbour. Despite efforts the 'Chariot' was not controllable, and the attack was abandoned. The two Crew made their way ashore and, evading capture, eventually made their way to safety. The second 'Chariot' crew (No. XIII) located their subsidiary target which was attacked. The Crew eventually made their way ashore. Here they were taken 'Prisoner of War' by the Italians. These two later escaped from their POW Camp and made their way to the Vatican City where they found refuge until the Italian surrender. They were:

Chariot No. XII

Lt Geoffrey Larkin, RNVR No. 1 Crew
PO Conrad Berey, DSM P/MX 49845 No. 2 Crew

Chariot No. XIII

S/Lt H L H Stevens RNVR No. 1 Crewman
CERA Stanley Buxton TBA No. 2 Crewman

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

Further Perisher Presentations

No books this month but following up on David Parry's PERISHER Book for which there was a presentation in the Forum recently two further Presentations have been arranged. I know they are not in Barrow but if you happen to be in either Chatham or Gosport in the near future the details are as follows:

From David Parry: There will be two further presentations on the history of Perisher:

Hornet Sailing Club, 1830 on Friday 27 January followed by lasagna supper (Meat or veg £10 pay at club). Book through perisher100@gmail.com with meal preferences.

Chatham Historic Dockyard 1830 Wednesday 1 February. Book through Paul Barnard at barnp@chdt.org.uk

BARROW SHIPYARD NEWS

14th December 2023 A great moment for teams delivering the Dreadnought programme at our Submarines business in Cumbria. The first pressure hull unit for Boat 1 (HMS DREADNOUGHT) has been transported to the Devonshire Dock Hall in Barrow for outfitting before being integrated into the finished submarine.



Another report seen indicates that forty-eight missile tubes are to be supplied from the USA under the ‘Common Missile Compartment’ Programme for installation in the four DREADNOUGHT Boats – a number have already been delivered.

Work on the extension of the Devonshire Dock Hall is progressing - as is the work on the New Wet Dock Quay in the Devonshire Dock.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the December 2022 Issue of Periscope View)

The next part of our programme took us due south to be at Mauritius in time for their celebrations of the Queen’s Birthday. A much bigger island than the Seychelles – about the same size as the Isle of Wight, with small towns spread over the island and an airport as well as the main port. So, we had to be a bit more formal than was necessary in the Seychelles. As part of their Queen’s Birthday celebrations we had to parade a Guard and Platoon – they provided the Band – and between the lot of us, we patched together a fair display of British Pomp and Circumstance in the Square of Mauritius’s capital, Port Louis. Andromeda fired the 21- gun Royal Salute. Mauritius was regularly visited by R.N. Warships en route to and from the Far East, so we were merely an everyday event to the local population and we were left to our own devices for rest and recreation, during our 3 day stopover.

Now it was back to work. A fast passage from Mauritius to Bahrain, the small R.N. Base inside the Persian Gulf. And they were waiting for us too. The Brits – Servicemen, Diplomats and Oil Company people – felt uneasy without a resident R.N. Warship on station inside the Gulf, to police the quarrelsome Arab mini-States on our side and the Persians on the other.

Since taking over from Mike Stacey as Captain of the Squadron, David Smith still hadn’t even seen out other 3 Frigates. Events had caused all 4 ships to be scattered from Australia to S. Africa and one of his increasing moans was that Admiralty was cheating him out of his prestige appointment of being in command of a Frigate Squadron. His mood improved ten-fold as we steamed into the Persian Gulf. This was his old stamping ground and now he was Senior Officer Afloat, Persian Gulf, which gave him command over 4 Minesweepers and other small R.N. Units permanently stationed in the Gulf. Much earlier on in his career, he had command of one of the Gulf Minesweepers and, later on again, he got command of a Corvette in the Gulf Squadron. So he knew the area in detail and he had many old contacts among both Arabs and Persians.

The Gulf is virtually an inland sea, bordered by deserts, with only the narrow Strait of Hormuz connecting it to the immense Indian Ocean. Because of its strategic importance, even before the days of engines driven by oil, the British had always kept a strong Naval Force in the Gulf, together with territorial acquisitions of ports and islands. Those imperial

conquests had long passed away, but we did hold onto our based on Bahrain Island, where the Commodore Persian Gulf had his H.Q. The Army and Air Force, similarly, kept an H.Q. on Bahrain Island.

For the next 6 weeks or so our immediate Boss would be The Commodore, Persian Gulf. He was an affable person, very pleased to have Andromeda with him in the Gulf; an ex-Helicopter Pilot and approaching retirement. We spent several days berthed at the Naval Base, Bahrain, storing ship, fuelling etc. and to be briefed by the Commodore's Staff.

On arrival, John and Mary Allen came onboard to welcome me to Bahrain. Close family friends from our days in H.M.S. Forth at Singapore. Would you believe it? – they were returning to Britain next day; John had finished his tour of duty as the Senior Staff Officer to the Commodore and was off to his next appointment at home.

Andromeda's first job was to pay a long overdue ceremonial visit by a British warship to the recently new Ruler of Oman. The capital and main port of Oman is Muscat. We fired the statutory 41- gun Salute (Britain's Sovereign, The Queen, officially recognising the new Ruler) as the ship slowly entered Muscat Harbour. As soon as the ship was secured to the buoy, the Ruler came onboard with full ceremonial on our part, to pay his respects to The Queen (or, at least, to The Queen's representative, Captain Smith R.N.). The Ruler spent an hour chatting to the Captain, in the presence of his Ministers (all relations as is usual in Arab dynasties). All these Arab "Royals" have been reasonably educated in the West as young men and traditionally are soft-spoken, using gentle sentences in their conversations. Just as well! For in appearance they look like a bunch of swarthy cut-throats – hooked noses and dark, fiery bloodshot eyes. They all carry daggers too. Fearsome bunch, not much changed since Biblical days. Once the Ruler and his entourage left, we were free to change out of our starched white uniforms and come out on deck to soak in the surroundings.

Sitting at a buoy in the middle of Muscat's small harbour gave us an all-round view of the steep hills which enclose the harbour. One of the rocky hills (you crane your neck looking up to the top) was topped with a dark stone Fort, now used as Oman's only Prison. The Ruler had told us, only one prisoner inside, awaiting execution. How he was to die was the choice of the victim's family: hanging, beheading, shooting etc. This was the Muslim Law of Oman! He was hanged early in the morning on the day Andromeda departed Muscat! The inside hill, we looked up at, housed a motley sprawl of houses and a few nondescript Government Buildings. This was Muscat itself – the capital of the Oman Territories! The feature that struck us most forcibly was the lifelessness of the place. Not a plant, shrub or blade of grass to be seen. Just rock and black dust.

We knew from that glance around our immediate surroundings that there would be no 'Whoopee' parties for sailors or Officers during our evenings off. Worse, the British Resident, (a mini Diplomat), came onboard to brief us on vital protocol, if any brave soul went ashore to stretch legs. The chief rule that prevailed was for after sunset (1900). Any citizen or visitor, abroad in Muscat's streets had to carry a lantern. Walk without a well-lit lantern and you risk immediate arrest and a night in jail, until a magistrate hears your case. He brought a box of some 50 purpose-made paraffin lanterns, on loan to us until we left. Alcohol, we knew well, was prohibited utterly in the Muslim Arab world, publicly. The same Muslims turned a blind eye towards alcohol being consumed, privately, behind locked doors and closed shutters of Westerners' houses. This nice diplomat added that any Andromeda sailor or Officer would be most welcome to sip a cool beer in his house. Oman had built up a military force of soldiers and sailors, equipped with small arms, light artillery and fast, well-armed Patrol Boats. The entire Force was managed by British ex-Service Officers and N.C.O.s and all its hardware, including the several Patrol Boats, had been purchased from British factories.

The Commander of this Oman Force was Phillip Cookson, an ex-R.N. Submarine C.O., who I knew very well. My only excursion in Muscat was to have drinks in their Officers Mess – a sumptuously furnished building at the Patrol Boat Base. The Ruler was enormously wealthy and did not stint in equipping and paying his Oman Force. These British Officers who brought their families to live in Oman, were given brand new houses and a blank cheque to buy their own furnishings from Harrods. The families' children were paid for at any British Public School of their parents' choice. And there were just sufficient of them to create a Little England in Oman. Nevertheless you were stuck in a barren territory, living amongst Muslim Arabs in a very isolated part of the world – very few people visit Oman from choice.

Some four years later, the same Phillip learned of my plan to retire from the R.N. and wrote to me, beseeching me to join the Oman Force as his Deputy – we were pretty close friends, both as 'No Nonsense Professionals' and our wives and kids knew each other from Singapore and Alverstoke. Hazel and myself, having already bought our little farm 2 years before my Retirement date, had to give serious attention to Phillip's offer – financially, it was a bonanza and, for me, it would have been exciting commanding the Patrol Boat Squadron. For Hazel, Sue and Bill, it was not a very nice proposition, so we politely declined. Our joint decision was also influenced from my knowledge of Oman from this one visit in Andromeda.

We sailed from Muscat – with no regrets – and carried out a Short Exercise with the Gulf Minesweepers. Since the mine was invented just before World War 1, one of the most vulnerable sea areas was obvious – The Strait of Hormuz – a few mines, laid in these narrow waters, effectively cut off the whole Persian Gulf from the oceans of the world. Not surprising, therefore, to find Britain always kept Minesweepers on Station in the Gulf.

Much later on, when Iraq invaded Kuwait, the Americans' first reaction was to rush its mighty Fleet close to the Strait of Hormuz. But the U.S. Navy hadn't got any Minesweepers and they were very alarmed about the possibility of mines

sinking any or all of their 3 Nuclear-powered Aircraft Carriers, not to mention their attendant Fleet of Missile Cruisers, huge Supply Ships, and hordes of Destroyers!

Naturally, for the U.S., Britain to the rescue! Our 4 Minesweepers, in the Gulf, immediately swept a safe channel through the shallowing waters approaching the Gulf and, a few days later, swept it daily, in case the U.S. Fleet had to enter the Gulf as the war against Iraq unfolded. Iraq could have laid mines in the Hormuz Strait under cover of darkness each night.

We put into Bahrain for a few days again and our next trip was to act as Flagship for the Commodore on his overdue official visit to Abu Dhabi – one of the several sovereign states inside the Gulf and all oil rich.

This Ruling Family had a relatively new Sheik as its Head. He had to murder his elder brother, who was incompetent as the Ruling Sheik and the Family made it clear to the younger brother that it was his duty to depose his elder brother before the errant gambled away the remaining wealth of Abu Dhabi. One of the senseless squanderings of the bad Sheik was to have a Motorway built starting outside the Royal Palace and ending up in the middle of the uninhabited desert – simply to impress visiting Royals from other Arab States!

To be continued in the February 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

SUBMARINERS 'CROSSED THE BAR' IN REPORTED DECEMBER 2022

Branch	Date	Name	Rank/Rating	Official No.	Age	Submarine Service
Non-member	1st September 2020	John Henry (John) Yates	Leading Signalman	P/JX 778132	TBA	Submarine Service from 1955 to 1959 in STURDY, SCYTHIAN, AUROCHS, TELEMACHUS & AUROCHS
Non-member	22nd September 2022	Bryn (Sandy) Powell, BEM	Fleet Chief Marine Engineering Mechanic (L)	TBA	76	Submarine Service including OSIRIS on Commissioning at Gosport in 1980 & 'Work Up' Staff
West of Scotland	21st October 2022	Sydney Ronald T (Ron) Laley	Lieutenant Commander (SD) (E)	CO 17643E	87	Submarine Service from 1970 to 1985 in RESOLUTION (1970), REVENGE (S) (1971 & on recommissioning in Aug/Sep 1975 to 1976) & REPULSE (1981 to 1983) & RNPS
Non-member	24th October 2022	Geoffrey William Calvert	Lieutenant	TBA	TBA	Submarine Service from 21st February 1948 to 1955 in ALARIC (Training), THERMOPYLAE (4th Hand), TELEMACHUS (3rd Hand), SOLENT (IL), Asst OTO, ALLIANCE (IL), OTO & THULE
Non-member	27th October 2022	Benjamin Foley	TBA	TBA	TBA	TBA
Beds & Herts	1st November 2022	Victor L Knight	Stoker 1st Class	C/KX 753416	95	Submarine Service from 1947 to 1949 in TRUMP & TIRELESS
Non-member	28th November 2022	Brian Charles Hope	Chief Petty Officer Weapons Electrical Artificer	TBA	64	TBA
Gosport	11th December 2022	Dave W Brown	Radio Operator	P/JX 905882		Submarine Service from May 1957 to March 1963 in EXPLORER, SERAPH & GRAMPUS
Non-member	19th November 2022	Brian Hope	Chief Petty Officer Marine Engineering Artificer	TBA	TBA	TBA
Australia Branch	20th November 2022	Roy Stedman	Engine Room Artificer	C/MX 622558	97	Submarine Service from November 1943 to March 1961 in P614, TAPIR & TALENT
Non-member	21st November 2022	Colin Davidson	Chief Petty Officer (MEM)(M)	TBA	TBA	TBA

Friend of SM Museum	12 th December 2022	Harold John Critchley	Commodore (E) (MESM)	TBA	TBA	Submarine Service from 1969 to 1993 in DOLPHIN (69), NEPTUNE (70), ODIN, RESOLUTION, COURAGEOUS (AMEO on commissioning 9th November 71), ORACLE (MEO 74 & 75), COCHRANE (76 to 78), RESOLUTION (MEO/SEO 79 & 80), NEPTUNE (81), PNO Barrow (82 & 83), DG Ships (84), MoD Bath (85 to 89), DG SM Dounreay (90), MoD London (91 to 93)
SA Member	14th December 2022	Ronald Wright	Stoker 1st Class	TBA	98	WWII *** Service
Non-member	18th December 2022	Jim Booth	Lieutenant Commander	Na	101	WWII *** Service in X-Craft & COPP
Gosport Branch	19 th December 2022	Anthony John Whetstone	Rear Admiral (X) (SM)	NA	95	Submarine Service from March 1949 to January 1976 in TACTICIAN, THULE, AMBUSH (7th December 1949), TURPIN, THERMOPYLAE (IL), SEASCOUT (CO 10th October 1955), ARTFUL (CO 20th May 1959), ADAMANT (1962), DOLPHIN (1963), REPULSE (S) (CO 1968 to 1970 NL), DOLPHIN (in Command & Captain SM1 1974 to 1976)
Gosport Branch	20th December 2022	Kenneth E Leither	Chief Ordnance Electrician	M961347L	84	Submarine Service from 1970 to 1984 in ONYX & PORPOISE
West Riding	21st December 2022	Samuel K Bottomley	Stoker 1st Class	C/SKX 891656	90	Submarine Service from July 1953 to July 1957 in ANDREW, THULE, ALARIC & AENEAS
Sheffield	23rd December 2022	David L Jones	ME1	P059123	79	Submarine Service from 1963 to 1970 in GRAMPUS, ODIN, AMPHION & ARTFUL
Non-member	December 2022	David Brown	TBA	TBA	TBA	TBA

