



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

President: Rear Admiral Niall Kilgour

Issue No: 271

www.submarinersassociation.co.uk

February 2023



| | |
|--------------------------------|---------------|
| Editorial | Pages 2 |
| Secretary Report & Remembrance | Page 2 & 3 |
| Social Secretary | Page 3 & 4 |
| SM Losses of WWII | Pages 4 to 7 |
| K13 Report | Pages 7 & 8 |
| Desmond Gerrish Biography | Pages 8 to 10 |
| Submariners Crossed the Bar | Pages 11 & 12 |

BARROW BRANCH OFFICERS

Hon President:

Barrie Downer 01229 820963
frozenorth55@gmail.com

Chairman:

Steve McKay 01229 586668
steveanddory@icloud.com

Vice Chairman:

Mark Butchart 07965 272933
m.butchart@hotmail.co.uk

Newsletter Editor:

Barrie Downer 01229 820963
frozenorth55@gmail.com

Secretary:

David A J Smith 01229 583008
davidajsmith@msn.com

Committee Members:

Steve May 07974 357014
snm18463@yahoo.co.uk
Peter Hearn 01229 480765
Peter.hearn@btinternet.com
Alan Hoskins 01229 588792
Abhoskins@btinternet.com

Standard Bearer:

Alex Webb 01229 839551
alexjan1516@hotmail.com

Social Secretary:

Alex Webb 01229 839551
alexjan1516@hotmail.com

Slops:

Malcolm Hogg 07768 170325
bloke52@hotmail.co.uk

Treasurer & Membership:

Les Hambling 01229 464943
Hamblings2@gmail.com

Welfare:

TBA

Website Manager:

Dave Oakes 01229 475140
Dave.oakes@btinternet.com

Cover Picture: Serving Royal Navy, Veterans & Sea Cadets join together to remember those lost on K13.

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,

Here is your February Edition of the Branch Newsletter – slightly later than intended but I have been a bit busy! Please note that Alex has updated the Social Programme -there are a few changes – the latest version is in his Social Report. Make sure you get all the right dates in your diaries to make sure you don't miss out!

Four Branch Members attended the K13 weekend this year – I have included the Press Release (with photos) from Faslane in this Newsletter. I wasn't able to go myself but I understand it all went off well and everyone enjoyed the weekend. The next Social event is the First Footing to the Morecambe Branch on Friday 3rd February – it's usually a very good outing – the Morecambe team always look after us well and I will include a Report in the March Periscope View

Best Regards, Barrie

SECRETARY'S DIT

All correspondence and associated attachments have been forwarded to members as necessary:

1. SA Diaries - an address required to send the diaries to for each branch. The cost will be £4.00 each this includes P&P. The Secretary has provided an address.
2. Confirmation that The Submarine Family (RNRMC) will provide £1000 towards the Branch Diamond Jubilee event. Terms and Conditions apply.
3. There was a job Advert for a Residential Warden Manager for the Beauchamp Community Newland, Malvern
4. A final reminder was sent out for members, about the AGM/Family Weekend 24-26 March 2023.
5. The NMC meeting on Sat 14th Jan 2023 the NMC voted unanimously to change the name from National Management Committee (NMC) to Submariners Association Committee (SAC).
6. There is a position in the Submariners Association Committee up for re-election at this year's AGM. The post is currently held by Andy Morgan. If you would like to be considered for this post please let me know and attach your CV to this email. Replies by COP Fri 27th Jan 2023.

7. Following a request from one branch for SAC to help with purchase of IT Equipment to assist a Branch Secretary join Zoom mtgs, it was agreed by the committee that this was the responsibility of the branch.
8. Draft minutes of the Submariners Association Committee Meeting held at West Brom RNA on Sat 14th January at 1200 were issued to Branch Members.
9. The Treasurer reported that the K2B £700 donation has been deposited into the Branch funds.
10. A request for assistance from Mike Carlton who is writing a book on Australian submarines, including the two E-class boats of 1914, which had two broadside torpedo tubes. Barrie Downer has responded to the request.
- Date of next meeting 1930, Tuesday 7th February January 2023.

SOCIAL SECRETARY REPORT

Hi Shipmates

January saw have our first away trip to the K13 weekend in sunny Scotland. Attended this year by myself (Standard Bearer), Dickie Cambridge (ex Chairman), Les Hambling (Treasurer) and Steve May (Duty Driver). Always a good run ashore, and for value for money you cannot beat this run, £20 for a meeting with rum, a black tie do, slap up 3 course meal with port and accommodation. Maybe next year we will see more of you join us.

Things to come in February we have our First Footing away treat to Morecambeon Friday 3rd Februsry, 15 of us attending (as I write) and again this has become such a fantastic run ashore, free rum, free food, free karaoke and the wonderful company of the Morecambe boys; all for the price of a the transport to and from there.

I have produced a Social Programme and it is now available, like most things it is subject to change; and has already! 1st July we, (or should I say Nobby), has organised an away day to the Arboretum and an overnight party at a local hotel. If interested we can give you the details.

Brew House run ashore to Morecambe is now rescheduled for the 15th July and not the 8th.

Christmas party has now been rescheduled for the 23rd December and not the 16th.

Below is the updated list:

| <u>Date</u> | <u>Day</u> | <u>Event</u> | <u>Date</u> | <u>Day</u> | <u>Event</u> |
|-------------|------------|--------------------------|-------------|------------|-------------------------|
| | | <u>January</u> | | | <u>July</u> |
| 27-29th | W/E | K13 Memorial Weekend | 1st Jul | Sat | Arboretum Run Ashore |
| | | | 15th Jul | Sat | Brewhouse Run |
| | | <u>February</u> | | | <u>September</u> |
| 3rd Feb | Fri | First Footing | 9th Sep | Sat | Canal Trip |
| | | <u>March</u> | | | <u>October</u> |
| 3 - 4th | W/E | Barrow BIBs | 7th Oct | Sat | DTS West Shore Club |
| 24 - 25th | W/E | Annual Reunion (& Conf.) | | | <u>November</u> |
| | | <u>April</u> | 12th Nov | Sun | Remembrance Sunday |
| 23rd Apr | Sun | St Georges Day | | | <u>December</u> |
| | | <u>May</u> | 23rd Dec | Sat | Christmas Party - Adult |
| 13th May | Sat | K2B | 28th Dec | Thu | Half Time Free Drinks |
| 19th May | W/E | Upholder Reunion | | | <u>NOTES</u> |
| 20th May | Sat | Jenk's Pub Crawl | | | |
| 29th May | Mon | Cartmel Races | | | |
| | | <u>June</u> | | | |
| 2nd Jun | W/E | Bridlington BIBs | | | |
| 24th Jun | Sat | SA 60th Dinner Party | | | |
| 29th Jun | Thu | H&A & Everly Brothers | | | |

See you at the February meeting.

Yours Aye Alex

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

| | |
|-----------------------|--|
| Buddies in Boats | 3 rd /4 th Mar |
| Branch Meeting | Tues 7 th Mar |
| SA Reunion/Conference | 24 th /25 th Mar |
| Committee Meeting | As required |

APRIL 2023 BRANCH CALENDAR

| | |
|-------------------|--------------------------|
| Branch Meeting | Tues 4 th Apr |
| St Georges Day | Sun 23 rd Apr |
| Committee Meeting | As Required |

FEBRUARY BRANCH BIRTHDAYS

| | |
|--------------------------|------------|
| J. (Jimmy) Rimmer | 04/02/1974 |
| D. (Yorky) Thornton | 20/02/1948 |
| W.P. (Billy) Daniels | 24/02/1940 |
| A. (Alex) Webb | 16/02/1960 |
| R. (Richard) O'Callaghan | 21/02/1974 |

Happy Birthday All!!

DISCLAIMER

This Newsletter is published by the Submariners Association (Barrow in Furness) and is © 2023. The opinions expressed in these pages are not necessarily the opinion of the Editor, The Submariners Association, the MoD, or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest.

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

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

| | |
|---------------------------|------|
| Frederick Ralph Pillifent | 1982 |
| Walter A Brakewell | 1995 |
| Wallace King | 1999 |
| Geoffrey Bond | 2000 |
| Robert Moody | 2002 |
| Ronald Cooper | 2007 |
| Kenneth Williams | 2014 |
| David Crossland | 2014 |
| Anthony Sainty | 2015 |
| Alan Geoffrey Pillifent | 2019 |
| John Dalton | 2019 |
| John W B Taylor | 2019 |

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 February 2022 for the March 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 Mapplebeck 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 damaged 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

K13 CREW ARE REMEMBERED AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE Monday, 30 January 2023
HMNBC 02/23

Royal Navy submariners past and present gathered on Sunday, January 29 to remember those who lost their lives when Royal Navy submarine, K13, sank in the Gareloch on the same day in 1917.

It has been three years since there was a proper and deserved memorial weekend, with only small ceremonies taking place each year that Covid restrictions were in place.

This year's memorial service held at Faslane Cemetery in Garelochhead saw things return to normal and was attended by serving members of the Royal Navy, West of Scotland Submariners Association and Helensburgh Sea Cadets.

Reverend Rob Church, Chaplain of the Submarine Flotilla led the service at Faslane Cemetery, which was attended by Commodore (Cdre) Paul Dunn, Commodore of the Submarine Flotilla and Commander (Cdr) Peter Noblett, Naval Base Executive Officer.

During the poignant service Cdre Dunn and Cdr Noblett laid wreaths on behalf of the Royal Navy. In addition, the K13 ship's bell was rung 32 times – once for each person who lost their lives in 1917.

Cdre Dunn said: "This weekend is a poignant reminder of the sacrifice previous generations of submariners made and how we must ensure their legacy is never forgotten.

"As we commemorate the loss of K13, it is with real pride that I represent the serving submariners who owe a deep gratitude to those who came before us and helped shape the modern submarine force of today."

There was also a gathering at Elder Gardens in Govan where K13 was built and launched on 11th November 1916. A member of the Royal Marine Band Scotland played the bugle while wreaths were laid at the K13 memorial by members of the West of Scotland Submariners Association and representatives from HMNB Clyde.

The steam-propelled submarine K13 sank in the Gareloch on January 29, 1917, during sea trials. On board at the time were fifty-three Royal Navy submariners, fourteen employees of Govan shipbuilder Fairfield's, five Admiralty officials, a pilot, and the captain and engineer from sister submarine K14.

Andy Knox, former Submarine Service Warrant officer and Chair of the West of Scotland Submariners Association said: "The K13 memorial weekend is the biggest event held by the West of Scotland Submariners Association and is of great importance to not only veteran submariners but serving as well."

"It remains imperative that as a community we continue to remember those that gave the ultimate sacrifice for our country. This year's event was by far the best attended by, not only the submarine community, but the local people of Helensburgh and Garelochhead. The event was supported by the newly formed Submarine Family who kindly awarded a generous grant to assist with the weekends' events."

The crew of K13 were trapped beneath the icy waters of the Gareloch for some 57-hours before help arrived. Captain of the vessel, Lieutenant Commander Godfrey Herbert, and K14's captain, Commander Francis Goodhart, made a desperate

attempt to escape the stricken submarine in order to get help. The pair used the space between the inner and outer hatches as an airlock, but only Herbert made it to the surface alive, Goodhart sadly dying after striking his head during the escape.

An airline was eventually attached to the vessel allowing the submarine to bring her bow to the surface where a hole was cut allowing the survivors to be rescued. Unfortunately, by that time 32 submariners had already perished.

The submarine was later raised from the Gareloch and returned to service as HMS K22.

Sent by: Royal Navy, Communications & Influence (RNCI) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.



Members of the Royal Navy, The Submariners Association & HMS NEPTUNE Sea Cadets at Faslane cemetery for the K13 Memorial Service.



Reverend Rob Church leads the K13 Memorial Service at Faslane Cemetery.



Serving members of the Royal Navy stand beside veteran Submariners during the service.



Commodore Paul Dunn pays his respects at the K13 Memorial.



HMS NEPTUNE Sea Cadets ring the K13 Bell in memory of those lost in 1917.



The Bugler plays at the K13 Memorial.

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the January 2023 Issue of Periscope View)

The Commodore piloted ANDROMEDA's helicopter and landed on the Palace's helo-pad (you love to impress Arabs with tricks like this, to enhance your stature in their eyes!) and had his Audience with Sheik? (I've forgotten his name)

before flying back to the ship. An hour or so later, the Sheik, plus entourage, returned the Commodore's visit by coming onboard.

I met him as he came up our gangway and then the Commodore stepped forward to lead the Sheik to his Day Cabin, (normal protocol) accompanied by Captain Smith. I continued to greet the entourage until they were all safely on deck, when the Sheik's First Cousin and Chief Minister took me aside and explained, when the Sheik met ANDROMEDA's Officers in the Wardroom, of which I was Head, it would not go amiss if a little gin found its way into the orange juice he knew we would be offering to the Sheik! "Your Highness" I said, "why don't we all go to the Wardroom now for a little refreshment and prepare the Sheik's orange juice to his exact taste of which you will be the best person to guide me!". All complete roguery, but as visiting Westerners, you go along with it. Just as well, for when I poured a single gin measure in the glass of orange earmarked for the Sheik, the Chief Minister suggested a double gin would be more to His Majesty's liking!

And so with the entourage. They all had double gins in their orange, as long as the Stewards (who knew the drill) did it out of sight of the Bar counter. These men of Government strictly enforced the Muslim Laws prohibiting alcohol on their subjects but ignored the same Laws themselves. So what's new in the world!

Our helicopter gave us a scare on our way back to Bahrain. Scotty, the ship's Pilot, was ferrying the Commodore ashore while we were still some 80 miles from Bahrain, when, shortly after take-off, the engine began to lose power. Instead of ditching into the sea, Scotty took the gamble of nursing it back to the ship, 5 miles away. We just had time to prepare for a crash-landing, when it came Scotty made a fast landing with a very heavy 'bump' since the engine could barely keep the helicopter airborne. It was a white-faced and shaken Commodore that stepped out of the passenger seat on to the safety of ANDROMEDA's deck. Nevertheless, as an experienced Helo Pilot himself, he congratulated Scotty on his feat of very quick thinking and skilful airmanship, which had saved our Helo from a watery grave and the 2 of them from a swim in a very choppy sea. The fault which caused this alarm was a partial blockage inside the pipes delivering fuel to the engine and, once remedied by our Air-Mechanics, thankfully, never occurred again. I treated Scotty to a congratulatory drink in the Wardroom that evening – to his surprise – I was not known to dish out praise lightly to my Officers!

After another boring spell in Bahrain, we sailed for Kharg Island, an oil-terminal belonging to Persia (Iran), situated at the top of the Gulf. The object of the visit was to do a bit of liaison work with the Royal Persian Navy, our (then) Allies. The Shah was still the Ruler of Persia, busy 'Westernising' his country and, in this vein, had all his Navy Officers trained by the Royal Navy in Britain. So it was not surprising to find a Royal Prince, also a Lieutenant in his Father's Navy, as one of our guests at our Cocktail Party.

Our guests were chiefly the Persian Managers, and their charming wives, of the very large and important Oil Refinery on Kharg Island. I was chatting to a group of about four of them and collected their glasses to refill at the Bar, when the Prince thrust his glass toward me for a refill. Quite tersely, I said to him, "We are entertaining Civilian Guests. You are a fellow Naval Officer, (His uniform was identical to ours) and I expect you, like my own Officers, to attend to the needs of your Guests". "Yes of course Number One", he replied. And off he went to get drinks for other Civilian Guests, quite cheerfully.

Roger, standing near me, nearly fainted. In Persian, no one spoke to any member of the Shah's Family until spoken to first. Worse (in Roger's eyes) I had issued a mild rebuke to the Shah's son. After the Party, I was able to explain to Roger – still a very young Lieutenant – that I could do that onboard ANDROMEDA, since the ship was a small fragment of Britain and, onboard, British custom and protocol prevailed.

He was able to tell me that several Civilians had been served by the Prince after my mini lecture, which broke the ice for them and they were able to talk to the Prince, still with great courtesy, but freely and relaxed. I'd struck a blow for democracy and I think the Prince learned a tiny bit towards softening rigid Palace protocol.

One of the Managers I'd had a good chat with – both he and his wife spoke perfect English – had children at school in England, invited me for lunch at their home next day. Which was delightful of course and, even better, offered to drive me on a tour of Kharg. I had admired the many beautiful Persian carpets in their home – the best was the delicate silk ones that Persians adorn their walls with in place of pictures. Realising my interest in Persian carpets, they both said I really ought to buy one in Kharg Bazaar, since it was the cheapest outlet, even in Persia. The street in the Bazaar had numerous carpet stalls and the one we chose to browse through had a carpet just to my liking. It was right for size, pattern, and colour to suit our lounge at home, made in wool, an inch thick. Bargaining commenced with the Merchant's price of £250. My friend soon had the price down to £130, which he told me was rock bottom and a terrific bargain. Then I ran the practicalities through my mind. The carpet was enormously heavy and would only roll up, not fold. The only place to store it in the ship was my cabin which was also my office. The ship was at anchor, so it would have to be transported out in one of the ship's boats and we were due to sail at noon tomorrow. I did not have £130 with me. Altogether, too much trouble and I reluctantly turned it down. We continued our sightseeing tour and by late evening were heading back to the jetty for me to catch our boat back to ship. Driving down the Bazaar, our carpet Merchant spotted us, flagged us down and said to me, "Okay, it's yours for £100". "I have to go to the ship to get the money". My friend replied saying he could pay for it and I would return his loan to his Bank account in London! The Merchant carried

the carpet on a handcart the short distance to the jetty where my Boat's Crew loaded it on board! [Year 2002. The same carpet now resides at the Farm, every bit as good as the day I bought it, 32 years ago!].

This incident reminds me of the worldwide acceptance of the unfailing integrity bred into all Royal Navy Officers. We present day R.N. Officers have inherited this tremendous reputation from our predecessors, from Nelson onwards. It is an invisible asset of great worth when travelling the world, where, wherever you may be, in uniform or not, you merely have to say, "I am, or was, an Officer in the Royal Navy". Those around you immediately know your credentials. Hence the trust shown by this Persian and, shortly after ANDROMEDA's return to Portsmouth, I paid the £100 into his account.

Back to Bahrain after the Kharg visit for 2 weeks' maintenance of engines and boilers, which, while this kept the Engineers and Electricians busy, left the rest of us with not too much to do. Most of our off-duty time was spent at the Officers Club, on swimming in the crystal clear waters at the local beach and looking for 'Bahrain Dollars' – those flat seashells they used as currency in days gone by.

Living in the Gulf was a curious existence for those of us passing through – the Arab towns and cities had no Bars, Pubs, or restaurants. The language spoken in the shops and bazaars and on the streets was Arabic. Quite simply, we had nothing in common with them and the more long-stay Westerners such as Diplomats, Service people and Oil Refinery Americans lived within their own communities and clubs. So, all of us in ANDROMEDA were happy to welcome the Frigate from the U.K., sent to relieve us.

To be continued in the March 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 JANUARY 2023

| Branch | Date | Name | Rank/Rating | Official No. | Age | Submarine Service |
|-------------------------|-------------------------------|---------------------------|---|---------------------|------------|--|
| We Remember Submariners | 1st November 2022 | Norman Deacon | Telegraphist | TBA | TBA | Survivor from SIDON accident 16th June 1955 |
| We Remember Submariners | 5 th December 2022 | David Ellams | Charge Chief Marine Engineering Artificer | D098787 | 71 | Submarine Service in VALIANT, CONQUEROR & UPHOLDER (1st Commission Crew) on 9th June 1990 |
| We Remember Submariners | 9 th December 2022 | Peter R Parton | Chief Petty Officer Mechanician (L) | D059176H | TBA | Submarine Service in DREADNOUGHT on 'Recommissioning' at Chatham on 9th October 1976, CONQUEROR & CHURCHILL |
| We Remember Submariners | 26th December 2022 | James (Jim) Lloyd | Stoker | TBA | TBA | Submarine Service including THERMOPYLAE |
| Trafalgar Facebook Page | December 2022 | Graeme Bruce | Chief Petty Officer Marine Engineering Mechanic (L) | TBA | TBA | Submarine Service in TRAFALGAR (1st Commission) on 27th May 1983, TORBAY (1st Commission) on 7th February 1987 & TALENT (1st Commission) on 12th May 1990 |
| Dorset Branch | 5th January 2023 | Dennis G Fudge | Cook | D/MX 121036 | 99 | Submarine Service from 1943 to 1946 in SURF (1944), TERRAPIN (1944 to 1945) & AMPHION (1945 to 1946) |
| Ex Plymouth Branch | 11th January 2023 | Stuart (Steve) J McQueen | Chief Petty Officer Marine Engineering Mechanic (M) | D099157W | 73 | Submarine Service from 1970 to 2010 in TIPTOE, ACHERON, OCELOT, VALIANT (on recommissioning on 12th May 1972), CONQUEROR, SUPERB, TURBULENT, TORBAY & TALENT |
| We Remember Submariners | 11 th January 2023 | Malcolm Swift | Petty Officer Marine Engineering Artificer | TBA | TBA | Submarine Service including SOVEREIGN |
| Friend of SM Museum | 15 th January 2023 | Colin David Farley-Sutton | Captain (E) (MESM) | N/A | 91 | Submarine Service 1960s to 1980s in DG Ships, ARTE Dounreay, FORTH (SMEO), NEPTUNE (Support Manager), DOLPHIN & VULCAN (Member of DREADNOUGHT - SSN01 - Design Team) |
| We Remember Submariners | 16 th January 2023 | James Griffiths | Warrant Officer Weapons Electrical Artificer | TBA | TBA | Submarine Service including WARSPITE, SWIFTSURE & VANGUARD |
| We Remember Submariners | 17 th January 2023 | Robert (Bob) G Bateman | Charge Chief Weapons Electrical Artificer | D113925Y | TBA | Submarine Service from May 1973 to June 1987 including SOVEREIGN & RESOLUTION (S) (on recommissioning on 1st October 1984) |

| Branch | Date | Name | Rank/Rating | Official No. | Age | Submarine Service |
|-------------------------|-------------------------------|----------------------------|--|--------------|-----|---|
| Nottingham Branch | 19 th January 2023 | Dudley Polkey | Radio Operator | P/JX 905009 | 87 | Submarine Service from June 1956 to October 1962 in SEASCOUT, SENESCHAL, TOTEM & EXPLORER |
| Friend of SM Museum | 20 th January 2023 | Alan Gilbert Kennedy | Commander (X) (SM) | N/A | TBA | Submarine Service from 1954 to 1973 in TIPTOE (1956 to 1958), DOLPHIN (1960 NL), DREADNOUGHT (1962 NL & on commissioning on 18th April 1963), MAIDSTONE (1964), ACHERON (CO 1965 to December 1966), AMBROSE/SM6 (1966 to 1967), REPULSE (S) (IL) on Commissioning on 28th September 1968), DREADNOUGHT (CO) 6th January 1969 to 1973) |
| We Remember Submariners | 21st January 2023 | Peter J Collier | Chief Petty Officer Marine Engineering Artificer | TBA | TBA | Submarine Service in ONYX, OBERON, TRAFALGAR (1st Commission Crew) on 27th May 1983, TURBULENT & TORBAY (1st Commission Crew) on 7th February 1987 |
| Beds & Herts Branch | 21 st January 2023 | Keith Van-Hegan | Leading Signalman | P/JX 712759 | 95 | Submarine Service from 1950 to 1952 in TRADEWIND, SEADEVIL, SCORCHER, TRENCHANT, SOLENT & SCYTHIAN |
| We Remember Submariners | 29 th January 2023 | Robert (TC) Curtis | TBA | TBA | TBA | Submarine Service in V Boats including VANGUARD |
| Friend of SM Museum | January 2023 | Colin Derek Vaughton James | Lieutenant (X) (SM) | N/A | 82 | Submarine Service from 1966 to 1972 in ARTEMIS (1966), ONSLAUGHT (1966/67), ALCIDE (1968), DOLPHIN (1970), PORPOISE (1971) & DOLPHIN (1972) |

