



# 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:**

### **GROUP PHOTO AT THE 2015 MEMBERS DINNER**

#### **EDITORIAL**

Hello Everybody

Here we are on the May Bank Holiday Weekend already. Time seems to be leaping away with us this year doesn't it! April was a busy month with the Branch AGM, the Members Dinner, the ANZAC Memorial Parade and the St. George's Day Parade. I was very sorry to have missed the Dinner and the Parades but urgent family duties intervened at short notice. However the rest of the Committee and Members 'stepped up to the plate' to make sure everything went as planned for which I thank them.

May is also going to be a busy month for the Branch as well. Starting with the Branch Meeting on Tuesday 5<sup>th</sup> May followed by one of Alex's Quizzes we move on to the VE Day Party at the RBL on Friday 8<sup>th</sup> May where

we join in with our Army and RAF colleagues in a Tri Service 'knees up'.

For those with clear heads the next morning we then move on to our annual duties of the Stewarding for the Keswick to Barrow Walk on Saturday 9<sup>th</sup> May. That's still not it as, on 22<sup>nd</sup> May, we are having the 'Meet and Greet' for our visitors from the Medway Branch and the Leicestershire & Rutland Branches. Plenty of opportunities to get out and about and socialise – and have a few 'wets' and 'spin a few dits'.

Please support the Branch activities arranged for your benefit and don't forget the Branch Meeting on Tuesday

Regards to all,

**Barrie Downer**

#### **CHAIRMAN'S DIT**



Hi Guys.

I am having a wonderful time here in Oz, weather great and seeing a fair bit of the country around Perth and also a visit to Sydney thrown in. I went to the Maritime

Museum in Fremantle where the 'OVENS' is out of the water and open to the public similar to 'ALLIANCE'. No holes cut in the side though, you enter through the forward torpedo loading hatch and after walking the



boat exit through the after torpedo loading hatch. She is of course an 'O' Class and I can remember her being built at Scott's when I was based at Faslane in the late sixties. It was well worth the visit.

On Saturday 25 April (ANZAC DAY) I was privileged to join up with the Australian Branch for the day which went something like this. It started with the alarm going off at 04.00 to get up so that I could witness the Dawn Memorial to commemorate the 100 anniversary of the start of the Gallipoli Campaign. After a nice cuppa it was off to the local railway station where I caught the free train to Fremantle. Yes, all the public transport is free on ANZAC day. On arrival the shuttle bus took us to the Memorial Hill Park where the Fremantle War Memorial is situated arriving at about 05.30 in pitch darkness.



**The Fremantle Memorial**

On the dot of 05.50 the service started with the military services marching on. It then took nearly half an hour for the many wreaths to be laid during which dawn gradually broke. After the last post 2 minutes silence and reveille it was light enough to witness a fly past of modern jets and then 4 bi-planes. The service continued and finished about 06.50 when the estimated 4 to 5 thousand people dispersed. All in all a very moving and emotional service. Had I wished there was free breakfast in the town square. I caught the train back to my daughters, gave them a shake, had a bite to eat then prepared for the big parade.

Joined by Fiona and my daughter's family we made our way back to Fremantle by train again to a nearby park to muster for the parade. I joined up with the RN Submariners Association Australian Branch who were next to the Australian Navy Submariners Association. Many of those also sported the RN Dolphins but had obviously joined the RAN Submarine Service later. All the services were there, plus quite a number of veterans and local volunteer groups. At 11.15 we marched off to parade round the streets of Fremantle being clapped all the way by the large crowd who lined the streets, and arriving back at the park just as the very hot sun reached its zenith. A memorial service followed which lasted well over half an hour. During one of the addresses made by a serving submarine captain he made special mention of the part Submarine AE2 played in the campaign. I saw many succumb to the heat and fall by

the wayside but the submariners stood firm fortified by the frequent sippers of rum being passed round.



**The Chairman with the Australia Branch**

After we dispersed we retired to a local hostelry called Rosie O' Gradys for some well-earned sustenance and a time to have a good old chin wag with our Aussie Oppos. I presented a couple of bottles of 'Navy Rum' to the branch which made me a friend for life and in return was presented with their branch plaque which will take pride of place at home and a brooch for Fiona.

ANZAC Day is clearly a very big thing out here and I was just so pleased I could witness it. All in all it was a terrific experience and one I hope to repeat on future visits. Alan Jamieson, their Vice President equivalent of our Vice Chairman, is coming across to the UK later in the year and will be in Barrow for our September meeting.

Later in the holiday we flew across to Sydney to visit some relatives on Fiona's side. By coincidence it turned out they only lived about 30 minute drive from Carlingford which I knew was where a K13 memorial was situated. For those who don't know one of the few survivors of the K13 tragedy was the Leading Telegraphist (Charles Freestone) who ultimately emigrated to Australia and was a successful business man. He decided to remember his former crew mates by creating a memorial to them in the suburb of Sydney where he lived. He died before it came to fruition but his widow completed the project. Having been involved with the Faslane K13 Memorial since 1985 I was aware of the Carlingford connection and I was so pleased to visit the memorial.



**The K13 Memorial at Carlingford**

My apologies but I will not be at the May meeting as I will still be soaking up the sun.

Regards

Dave Barlow

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## VICE CHAIRMAN'S REPORT

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Hello All

In the absence of our Chairman Dave Barlow - still sunning himself Down Under with Fiona - here is a report on our recent activities.

The Annual dinner at the Chetwynd Hotel was well attended – see the Cover Photo - and the food was very good, the Silver Service could do with upgrading, maybe a little teach in would do good. We mustered at pre-1900-ish to allow for the group photograph which turned out fantastically. Glenn did a great job.

Our guests Ted and Lorraine Creighton seemed to enjoy the evening and Ted's update regarding the Sea Cadet Corps, was well received by the attendees. The function ended around 2330 with most leaving by 0030-ish. Well done once again to Alex Webb for organising a good doo and entertaining us with a few good dits, but keep the day job as Social Sec!!!!

Thanks to Terry Spurling who stood in for Barrie Downer, who had to go south owing to family reasons, for reading the tribute to the veterans of Gallipoli.



**Ken Collins salutes the Branch Wreath**

Sunday was the service for the ANZACs, British and Commonwealth troops, who were killed and injured, at Gallipoli. We mustered around 1115 for 1145 to set up the flags and the generator for the audio system. There were around Eight Standards including our own - with representation from Millom RNA, I believe. The service went off without a hitch and Alan Jones took the service with myself being the MC.



**Laying a Wreath on behalf of Australian Defence Forces**

The Branch, RAFA and the Lancashire's were in abundance and presented a well turned out parade with many civilians in attendance. Four members of the Barrow Male Voice Choir led and assisted in singing "Advance Australia Fair" and our own National Anthem. The troops then departed to assemble for the

St. George's Parade, which also was well attended, the day culminating in the RBL Concert Room with music from John Mario and copious amounts of alcohol, no doubt being consumed.



**Alan Jones leads the Service**

I could not march as my feet were playing up and we had to dismantle the audio system and return the Mic and Stand to the RBL - plus I am a Jock!

Lt Ted Creighton SCC and some Cadets will grace us with their presence at the May meeting, to receive a cheque from the Branch to buy one of the Kayaks they require.

Well that is the latest update to the Branch involvement in April. On another topic I am concerned about the amount of consternation & concern regarding National's recent membership fees increase.

Several members (including some members of the Committee) have approached me to state their displeasure at the way this has been implemented by National.

It was brought to my attention that our contribution as a Branch (currently some 140 Members), would be in the region of £2250, which I personally think is excessive and am seriously considering non-renewal of my membership, as I cannot see what return we, as a Branch, get for OUR money.

The Branch fees, which are just £5 a year, allow us to enjoy Rum at every meeting, subsidise some functions, give free membership for our Life Members, and have healthy bank accounts.

I cannot for the life of me, understand why National could not organise their own affairs better perhaps by reducing the amount of Meetings or using Skype conferencing or email for those Meetings and possibly reviewing the number of attendees at functions before using the easy option of doubling the fees. Well, no doubt this will have a mixed reaction within the Branch however, if we do not state our displeasure, no one will know.

I hope this finds everyone in fine fettle

Ken Collins

Vice Chairman

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## SECRETARY'S REPORT

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### **Hello All**

May Bank holiday, wet as usual so no change there. As you are aware from the last meeting or the minutes the National AGM voted to double the fees from £7.50 to £15 per year. I will be updating the direct debit and will issue to members shortly for those who pay by this method. Please help the Treasurer by sending to your bank as soon as possible. In previous years we have been relaxed by late payers and the Branch has paid National fees up front as recovered from members over the year. Due to the increase this will no longer be possible and members will be lapsed if fees are not paid promptly. We take no pleasure in lapsing members but due to the costs involved this is a burden the Branch can no longer shoulder. I will send reminders throughout the year so there can be no excuse.

The annual dinner was held last weekend at Chetwynde and Lyn and I had a very enjoyable night and would like to thank Alex for organising it. The following day was the AE2 memorial ceremony before the St George's day parade. It was a good turnout and thanks go to Barrie for organising it even though he couldn't attend due to family commitments.

One of our members, Terry Spurling, is in Blackpool undergoing major heart surgery so our thoughts go to Terry, Bette and the rest of his family, I am sure he will be back amongst us shortly providing his unique points of view.

Enjoy the weekend and I will see you at Tuesday's meeting

Kindest regards                      **Ron**

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## SOCIAL SECRETARY REPORT



### **Hi Shipmates,**

April saw the cancellation of the corporate day at the Bluebirds. I went anyway (as a normal punter) and it was a beautiful day, Barrow won 4-1 but Fylde managed to do the same at Hartlepool. However, Saturday 25th saw our team beat Lowestoft 3-2 and become Champions with promotion to the Conference proper next season. I will be re-organising our corporate day when fixtures for the forthcoming season are known, it will be before the end of this year.

Also, we had the Branch Dinner at the Chetwynde. I haven't had any formal feedback, but I think it went very well; lots of alcohol, food and good company.

### **Diary Check:**

On completion of the May meeting I will be running a small quiz. Same as before 3 rounds, 2 x 20 questions and 1 x 10 question picture round - £1 per person all money going to winning team. I will be bringing a long a pot of chilli and French stick. So bring your wives and girlfriends for a bit of a laugh. I will keep the questions easy so that Ron doesn't come last again.

**Friday 8th May is our VE Day party at the Legion;** 7 – late. It is a tri-service party with food (please bring along a plate of food if you can), disco, karaoke, raffle etc. It is a free evening but you must be in possession of a ticket (health and safety for numbers).

**Friday 22nd May Meet & Greet,** 7:30pm at the Legion. Chatham and Leicester veterans are in town causing chaos. The evening will include 9 'o'clockers, alcohol (3 bottles of rum gratis) and lots of dit spinning. If you are around please support this.

**Sat 13th Jun is the Barton Grange Canal Cruise.** Transport departing about 3pm, Canal Cruise from 6 – 7:30 with hot food, real ale pub stopover for an hour, then cruise from 8:30 to 10 with live music. Then on the coach arriving safely back circa midnight. This is a fantastic day out for just £30!!!! The list is open and will close at the June meeting (limited numbers so don't miss out) by which time you will need to have paid and chosen your food: chicken curry, chilli or traditional hot pot.

**Sat 27th Jun, our men only run ashore to the Prince of Wales, Foxfield** for a DTS - with some free beer thrown in to dampen the blistering sunshine; details to follow.

The members draw was not won in April so we have £25 in the pot, plus, of course, the birthday boy beer. Spring was here, seems to have gone again, so keep your woollies on but continue to party on!!!!

**Alex Webb      Social Secretary**

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## **MEMBERS DINNERS 2015 – After Dinner Speech**

Ladies and Gentlemen

Alex has asked for some words this evening to remind us of the events that took place in Turkey one hundred years ago today on 25th April 1915. These events involved the Royal Navy, the Australian Navy and the Armies of Britain, Australia, New Zealand and France. The British Troops involved included Lancashire Regiments. The Lancashire Fusiliers took part in the landings and they won six Victoria Crosses that day – ‘six VCs before breakfast’ and their landing point is still known as the ‘Lancashire Landing’. The Naval Forces involved included the Barrow built Submarine AE2 commanded by Lieutenant Commander Henry Stoker and manned by a mixed crew of British, Australians and New Zealanders.

The troop landings met with much stronger resistance from the Turkish forces than had been expected. The Army Commanders in charge of the Gallipoli Campaign were in conference late in the day - in light of the heavy Turkish opposition - discussing the way ahead and seriously considering abandoning the troop landings and ordering a withdrawal. At a critical stage of the landings at Gallipoli by the British and ANZAC troops, Submarine AE2 and her mixed British and Australian crew succeeded in becoming the first Submarine to make a successful dived passage through the Dardanelles Straits and enter the Sea of Marmara. Here Submarine AE2's Commander – Lieutenant Commander Henry Stoker - was tasked to ‘run amuck’ and to intercept and destroy Turkish shipping.

A signal was sent by Stoker announcing his success but he received no confirmation that his message had been received. Unknown to him there was a defect on the receive side of his radio kit.

But Stoker's signal had been received and, at the insistence of another Submarine Commander, was presented to the joint Army & Navy Commanders who, as a result, decided to continue with the landings telling the troops ashore that all they needed to do to succeed was to ‘Dig, Dig, Dig’. As you know the Australians have ever since been referred to as ‘Diggers’ Stoker and his crew continued to obey their orders but, several days later, the Submarine was damaged by gunfire from a Turkish Navy Gunboat resulting in their being unable to dive to safety. In order to save his crew ‘Abandon Ship’ was ordered and AE2 was scuttled by Stoker to prevent its capture by the Turks. All of the crew became Prisoners of War and then spent the next three and a half years in captivity - except for four of them died who in captivity. Eventually in November 1918 the surviving crew members returned home safely.

By that time the Gallipoli Campaign was long since over having ended in failure and evacuation of the troops ashore in December 1915 and January 1916.

Earlier today at dawn there were ceremonies all over Australia and at Gallipoli to remember the Gallipoli Campaign of 100 years ago. Nearly 10,000 Australian and New Zealand dignitaries and descendants of the ANZAC troops and submariners involved are at Gallipoli for the ceremonies.

Tomorrow morning, in our own way at Barrow, we also will remember with a Ceremony at the AE1/AE2 Memorial in Ramsden Square and the Laying of Wreaths. We will remember all those British, Australian and New Zealand Soldiers and Sailors who were lost during the Gallipoli Campaign but, particularly Submarine AE2 and her crew whose names are engraved on the Memorial and all the men of the Lancashire Fusiliers whose names are engraved on War Memorials throughout the old county of Lancashire.

Ladies and Gentlemen, please raise your glasses to the memory of all those involved in the Gallipoli Campaign.

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## **SUBMARINER VICTORIA CROSS HOLDERS OF WWII**

The following is the fourteenth article of a series commemorating those Submariners who have been awarded the Victoria Cross and this article covers another Submariner who was awarded the Victoria Cross but not when serving in a Submarine!

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### **Lieutenant Basil Charles Godfrey Place, V.C., Royal Navy**

Basil Charles Godfrey Place was born Little Malvern in Worcestershire on 19th July 1921 and he was the son of Godfrey Place, DSO, MC. He joined the Royal Navy at the age of fourteen and spent the first year of the war as a Midshipman in the Cruiser HMS NEWCASTLE before volunteering for submarines. He was appointed to the 1<sup>st</sup> Submarine Flotilla based at HMS St. ANGELO in Malta ‘for Submarines’ on 11<sup>th</sup> Aug 1941. Three weeks later on 1<sup>st</sup> September 1941 Place was appointed as ‘Liaison Officer’ to the Polish Submarine SOKOL. The duration of his appointment is not established however he was awarded the Polish Cross of Valour for this appointment. He next served in the submarines URGE & UNA before being appointed to ‘Submarine HMS UNBEATEN as the Navigator’ now based with the 10<sup>th</sup> Submarine Flotilla at Malta. He was awarded the Distinguished Service Cross (see London Gazette dated 4<sup>th</sup> May 1943) for his part in the sinking of the Italian submarine GUGLIELMOTTI by UNBEATEN off Sicily in March 1942.

He returned home on 13<sup>th</sup> Aug 1942 and was appointed firstly to HMS DOLPHIN on that date before being appointed to HMS VARBEL (12<sup>th</sup> Submarine Flotilla) at Port Bannantyne in Scotland ‘for special service’ with X-Craft on 13<sup>th</sup> Aug 1942. Following training he was appointed to HMS VARBEL ‘for Submarine X-4 in Command’ on 11<sup>th</sup> Dec 1942. During the planning and training for Operation SOURCE (the X-Craft attack on German Capital Ships in the Norwegian fjords) he was appointed to the ‘Submarine X-7 in Command’. Godfrey Place was awarded the Victoria Cross for his part



in a daring attack on the battleship TIRPITZ on 22<sup>nd</sup> September 1943 - one of the most important units of the German Fleet. Submarine X-7, together with X-6 successfully exploded four charges underneath TIRPITZ as she lay at anchor in Kaafjord, in Norway, causing severe damage and rendering her unfit for sea until April 1944.

Operation SOURCE began on 11<sup>th</sup> September 1943 when six midget submarines, each weighing only 35 tons and with a crew of four, were towed from Loch Cairnbawn for 1,000 miles to a position off Altenfjord in northern Norway. Each carried two detachable charges weighing two tons. X-9 was lost on passage with all hands and X-8 had to be scuttled. The four remaining submarines detached on the evening of 20<sup>th</sup> September and entered Kaafjord on 22<sup>nd</sup> September. X-10 had to abandon the attack because of a defect while X-5 got within 500 yards of her target before being sunk by gunfire.

Tirpitz had been a constant threat to the British merchant and naval vessels and behind a double row of anti-torpedo netting, some 50 miles away from the open sea. X7 passed through the boom defence gap at the entrance of the fjord and then dived to avoid a motor launch and became entangled in the nets. After an hour of struggling, she wriggled free and dived to 75ft to pass underneath Tirpitz's nets but again got caught.

Meanwhile X-6, commanded by Lt Donald Cameron, had been sighted on the surface and the alarm raised. Having lost her gyro compass and periscope, the submarine rammed Tirpitz and released her charges before Cameron scuttled her.

X-7 once again struggled to escape from the protective nets. Then, in Place's words, "by some extraordinary lucky chance" she surfaced in the nets and at full speed struck Tirpitz on the port side, sliding under her keel before releasing the first charge. Place then drove his submarine astern, releasing the second charge 150 to 200 feet aft of the first. X-7 became entangled in the nets for a third time. Place, with masterly understatement, described her predicament thus:

*"Without a compass I had no exact idea where we were; X-6's charges were due to explode in an hour . . . it was extremely annoying to run into another net."*

Shortly afterwards, there was a tremendous explosion.

*"This evidently shook us out of the net, and on surfacing it was tiresome to find the Tirpitz still afloat," said Place.*

X-7 was under heavy fire so Place dived again and then considered his options. There was only enough air left to surface one more time so he decided that there was no alternative but to surrender. He surfaced next to a battle practice target 500 yards away from Tirpitz and stepped out of the submarine waving a white sweater. Tragically, water lapped into the submarine, which then sank. One officer managed to escape three hours later using Davis Equipment but the other officer and the Engine Room Artificer perished. Place joined Cameron and the crew of X-6 on board Tirpitz where the Germans initially thought they were Norwegian saboteurs. The six survivors were subjected to intense interrogation before being taken to the Marlag-Milag Nord prison camp, where they spent the rest of the war. Cameron and Place were awarded the VC in February 1944 and received their medals from the King on 22<sup>nd</sup> June 1945. The citation concluded: *"The courage, endurance and utter contempt for danger in the immediate face of the enemy shown by Lts. Cameron and Place during this determined and successful attack were supreme."*

After the war, Place resumed his Naval career but never held another submarine appointment. In 1950, he transferred to the Fleet Air Arm, training as a pilot and gaining his "Wings" in 1952. Later that year he saw action in the Korean War flying the Sea Fury's of 801 Squadron from the deck of the Aircraft Carrier HMS GLORY.

Thereafter, Place's appointments alternated between General Service ships and Fleet Air Arm staff jobs. He commanded the destroyers HMS TUMULT and HMS CORUNNA, the New Entry Training Establishment HMS GANGES at Shotley, the Aircraft Carrier HMS ALBION and the frigate HMS ROTHESAY before promotion to Rear Admiral in 1968. His final appointment on the Active List was as Admiral Commanding Reserves and Director and Director General Naval Recruiting.

After retirement in 1970, Place became the personnel director for Cunard Cargo Shipping. In 1975 he was appointed as the first Lay Observer of the Law Society, in effect the Ombudsman for complaints about solicitors. From 1971, he was president of the Victoria Cross and George Cross Association, doing much to ensure that the courage of VC and GC holders was not forgotten.

*"Once in your lifetime," he said, "you're first to meet the Monarch. You head the queue right in front of the KCBs and that sort of thing, and the main purpose of our association is that VC holders should not feel that they never get to the front of things again."*

Place was never an easy man. He was headstrong, harsh towards those who did not live up to his expectations, and he had an unswerving belief that, on any given issue, his opinion was the correct one. In many ways he was an archetypal member of the Submarine Service and Fleet Air Arm, both branches of the Royal Navy which see themselves as elites and combine great professionalism with social abandon. After one mess dinner at the naval air station at Culdrose in the 1950's Place, then a Commander and a fellow officer flung themselves in full mess kit, into a large water tank. His act of gallantry in 1943 was, in the words of a friend, *"entirely consistent with his character"* which was *"a peculiar combination of recklessness and determination"*. Qualities which in war, can push men on to extraordinary feats.

Basil Place died in London on 27<sup>th</sup> December 1994.

The full citation for his Victoria Cross (and that of his colleague Donald Cameron of X-7) was published in a supplement to the London Gazette of 18 February 1944 and read:

ADMIRALTY

Whitehall 22nd February, 1944

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for valour to:

Lieutenant Basil Charles Godfrey Place, D.S.C., Royal Navy  
Lieutenant Donald Cameron, R.N.R.

*Lieutenants Place and Cameron were the Commanding Officers of two of His Majesty's Midget Submarines X-7 and X-6 which on 22nd September 1943 carried out a most daring and successful attack on the German Battleship Tirpitz, moored in the protected anchorage of Kaafjord, North Norway.*

*To reach the anchorage necessitated the penetration of an enemy minefield and a passage of fifty miles up the fiord, known to be vigilantly patrolled by the enemy and to be guarded by nets, gun defences and listening posts, this after a passage of at least a thousand miles from base.*

*Having successfully eluded all these hazards and entered the fleet anchorage, Lieutenants Place and Cameron, with a complete disregard for danger, worked their small craft past the close anti-submarine and torpedo nets surrounding the Tirpitz, and from a position inside these nets, carried out a cool and determined attack.*

*Whilst they were still inside the nets a fierce enemy counter attack by guns and depth charges developed which made their withdrawal impossible. Lieutenants Place and Cameron therefore scuttled their craft to prevent them falling into the hands of the enemy. Before doing so they took every measure to ensure the safety of their crews, the majority of whom, together with themselves, were subsequently taken prisoner.*

*In the course of the operation these very small craft pressed home their attack to the full, in doing so accepting all the dangers inherent in such vessels and facing every possible hazard which ingenuity could devise for the protection in harbour of vitally important Capital Ships.*

*The courage, endurance and utter contempt for danger in the immediate face of the enemy shown by Lieutenants Place and Cameron during this determined and successful attack were supreme.*

Basil Place's Victoria Cross and other medals are on display in the Ashcroft Gallery in the Imperial War Museum in London.

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#### **MAY BRANCH CALENDAR**

Branch Meeting & Quiz	Tuesday 5 <sup>th</sup> May
VE Day Social	Friday 8 <sup>th</sup> May
K2B Walk	Saturday 9 <sup>th</sup> May
Meet & Greet	Friday 22 <sup>nd</sup> May
Committee Meeting	As Required

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#### **BRANCH BIRTHDAYS MAY 2015**

T.S. (Thomas) Fell	04 May
D.A. (David) Smith	06 May
D.A. (David) Cooper	07 May
A.P. (Tony) Evans	09 May
D.E. (Dave) Barlow	09 May
D.E. (Don) Wade	11 May
N. (George) Hildrew	12 May
K. (Ken) Brumby	17 May
C. (Cedric) Madin	21 May
T.P. (Terry) Spurling	22 May
I. (Ian) Walsh	25 May
T.C. (Tim) Chittenden	25 May
R. (Ben) Britten	31 May
B M Jones	31 May

**Happy Birthday to you all!**

And apologies to Steve (Daisy) May who was missed off the list last month!!

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#### **SUBMARINE HERITAGE PAINTINGS COLLECTION**

Prints of all the paintings from the Submarine Heritage Collection and included in the book 'Dive, Dive, Dive! Barrow Built Submarines – the Best' are now available for purchase on line. The site is:-

[etsy.com/uk/shop/submarineheritage](http://etsy.com/uk/shop/submarineheritage)

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#### **SUBMARINE LOSSES OF WWI**

This was to be the seventh article in a series listing Submarine losses month by month during WWI, Crew Members lost and other submariners died.

However, I am pleased to report that no Submarines or Submariners were lost in May 1915.

The Series will be continued in the June Issue.

However as there is now a bit of space I have included the following update about a WWII Submarine:

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#### **HMS URGE**

#### **Missing WWII Submarine Adopted by Bridgend found off Libyan Coast?**

29<sup>th</sup> April 2015

From BBC News - [South East Wales](#)

A submarine adopted by the people of Bridgend during World War Two may have been found 73 years after it sunk. HMS URGE left Malta for Alexandria on the north coast of Egypt on 27<sup>th</sup> April 1942 and was never seen again.

No definite explanation has ever been agreed upon for the loss of HMS URGE which was officially reported missing in the Mediterranean on 29<sup>th</sup> April 1942.

However, historian Jean-Pierre Misson claims he has identified the submarine on sonar recordings taken near Libya. His research will shortly be available to view at the Local and Family History Centre at Ty'r Ardd, Bridgend.

In 1941 there was a national "Warship Week" which raised money to meet the costs of providing military machinery and vehicles for the war.





Nationally, £955m was raised, of which Bridgend contributed around £300,000 - which would be the equivalent of more than £12m today - and the town adopted the submarine HMS URGE along with two other warships.

The submarine played a key role in winning the battle for North Africa during World War Two. The vessel aided the Malta Squadron, known as the fighting 10th, to cut off supplies to Rommel's Afrika Corps.

In 2011, to mark the 69th Anniversary of the submarine's disappearance, a plaque honouring HMS URGE and its 29-strong crew and 10 passengers was rededicated to the people of Bridgend in recognition of their efforts.

#### **DISCLAIMER**

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#### **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 listed above under Committee Members. You may also send your contribution by e-mail to me [barrie@downer55.freemove.co.uk](mailto:barrie@downer55.freemove.co.uk). 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 for the January 2015 issue. Please ensure you have any information with me by the 15th of each month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

#### **CROSSED THE BAR MARCH 2015**

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Basingstoke Branch	March 2015	Francis (Frank) Smith	Cook (S)	C/MX 785381	86	Submarine Service from Mar 1947 to Apr 1951 in TACTICIAN, SPRINGER & SCORCHER
Non Member	5th Apr 2015	David F Bole	OEM 1 <sup>st</sup> Class	TBA	TBA	Submarine Service in RESOLUTION (S) (1st Commission) on 3rd Oct 1967 & REVENGE (S) (1st Commission) on 4th Dec 1969
Cheltenham & West Midlands	8th Apr 2015	Alan Carter	Leading Seaman (UW)	P/SSX 857243	81	Submarine Service from 1953 to 1958 in ALLIANCE, SENESCHAL & TABARD
Submarine Officers Association	13 <sup>th</sup> Apr 2015	John Derrick Stenton	Commander (SL) (MESM)	N/A	TBA	Submarine Service from 1971 to 1993 in OPOSSUM (WEO Oct 1971 to Nov 1974), RESOLUTION (P) (AWEO Apr to Sep 1977), RENOWN (P) (DMEO Sep 1978 to Dec 1981) & PENOWN (P) (Mar 1984 to Sep 1986)
Basingstoke Branch	15th Apr 2015	Derek Whiting	Chief Engine Room Artificer	TBA	80	Submarine Service from May 1958 to Feb 1971 in TACTICIAN, OTTER & REVENGE
Submarine Officers Association	16 <sup>th</sup> Apr 2015	Michael Graham Chattock	Commander (MESM)	N/A	84	Submarine Service from 1954 in TAPIR (1956), ANCHORITE (1959) & OTTER (1964)
Submarine Officers Association	April 2015	Anthony William Charles Eldridge, DSO	Sub Lieutenant, RNVR	N/A	91	Submarine Service WWII in TRENCHANT & Chariots
Gosport	April 2015	Fred Bird	Chief Radio Supervisor	P/JX 916742	80	Submarine Service from 1955 to 1967 in TACITURN, ARTFUL, ALLIANCE & THERMOPYLAE

## A RUSSIAN DIARY (Part 5)

### **Continued**

The weather just fine 4 Deg. below zero. The S.S. LADOGA left for England today. I hope she gets there safely. We sent a mail via her. Have already been aboard some time. Wrote to O. and Florrie today. Last week Florrie sent a little reminder for Christmas – a pudding. That will go down well on the 25th. We are getting up a boxing competition to take place in a few weeks time. I might enter for the sport of it. There are a good many entries already. Have entered for the boxing. In due course the result will be published. Received a mail on the 7th December. A letter from O. and a long and interesting letter from George. It was fine, quite the best I have ever had. With exceptions of course. Left Hango for Helsingfors on Sunday, weather lovely. As the ship has such a wonderful turn of speed we had to anchor in the islands, and wait for her. This about 1 a.m. She arrived at 3. Could not go any further as it was dark. Tied up alongside, but had to shove owing to it blowing up very rough. Tried again and succeeded. Had to keep a careful watch e.g. had to push off and anchor during the night as she was bumping very heavily and was doing us no good. During the time we were at Hango there were several of our people at sts(?) also E9 and C27. On Monday, the 10th, we started unloading and storing about 90 tons of provisions, that had arrived previously after eleven weeks travelling. Of course a good deal had been lost in transit. It was the hardest work all of us had done, I think, since coming out here. We finished on Tuesday about 1 p.m. There are enough (provisions) for six months. Expect they will only be used in case of emergency - that will be when the Russians refuse to give us any more. When the C boats came out here they brought a lot with them, nearly all of it went bad sheer waste. Many a time we would have been glad of it. But that is the Navy way. Should not be surprised if this other gear is kept the same way. Not so cold just now. It will come in a lump when it does. Some little difficulty with the money this month. We were only paid 35 to the £. It should have been 40. We have been credited with the other five. England and America refused to supply Finland with food so the Finns are bitter against us. Russia is sending all men over 35 home. What this portends I do not know. All are waiting to hear how the peace business is progressing. There is a rumour flying round the depot to the effect that in the event of Russia getting peace, our boat and the C boats will have to go. It would only be committing suicide to try and get back through the Sound. The other three E.s will manage it I have no doubt. C26 is said to have arrived at Hango. Expect her round in three or four days time. One of the messmates went ashore tonight (13<sup>th</sup>) to try and get a pair of boots soled and heeled. They must think we Englishmen are absolutely green. The least he could get enough leather to sole and heel a pair was 35 marks. Goodness knows what they would have been charged to do the job properly. C26 arrived here, Helsingfors, on Friday last, the 14th. We were very glad to see her. A week or so before she came back a fire broke out in her engine room. Fortunately beyond burning the paint and a good deal of woodwork, no serious damage was done. From various reports I have had from members of the crew, the officers did not act quite British. They lived in a hotel and had plenty of food and money. The lads could get nothing at all. They had no clean clothing, and were lucky to get one meal a day. Expect there will be a court of inquiry held. Two or three weeks ago we saw the Aurora Borealis. It was absolutely grand. A great red star appeared to fall from the sky, and then broke into brilliant white rays that lit up all the heavens. They were quivering just as the sun does on striking the water. Events are moving quickly. The Germans will soon have full control of Russia. The latest is that there are three German Generals and three Admirals here, who are to organise the Russian forces. I expect that it is only a “buzz”. Yesterday, 19<sup>th</sup>, a mail arrived and I received a batch of letters. One from O, Ella and a Field P.C. from George, also a letter from Miss Larwill. O also sent papers as did Florrie. Another move on the part of our allies. It has been decided that all officers with the exception of Captains of ships and 1st Lieutenants shall be put into sailor’s clothes, an awful degradation. I hope they will kick against it. The Admiral commanding the Baltic Fleet has had to resign, and his position is being taken over by a committee of 14 sailors. The weather is still very changeable. All last week it froze hard, and there was plenty of ice in the harbour. This last two days a strong wind has blown up and driven the ice away. A thaw has set in, and it is now quite warm. Do not intend going ashore much more. Christmas will soon be here. Expect we shall have a fairly decent time. The preliminary bouts for the boxing match come off tomorrow, or Saturday. The finals on Boxing Day. Today, Thursday, the 20th is a red letter day. We cleared lower deck at 11. 39. And this was the news. It has been decided to withdraw the personnel of the B.S.S. owing to the armistice and the ice preventing us from doing anything. That is the public reason. For circulation ashore the yarn runs that in the event of Russia opening hostilities with the Germans in the Spring we shall not return as individuals but as an English party. When we go is not yet decided. We are awaiting final instructions from Petrograd. How we shall go we do not know. There are too many to go through Sweden. Romanoff. I expect we shall leave in our own war vessels. Have been warned not to talk too much, as there may be a chain of German U.s waiting for us, and none of us want to be ‘Fritzed’ as Captain C.(romie) said. We shall probably leave in 10 or 14 days time, so we shall get everything on the top line. There will be about 2 Officers and 22 men left behind. Volunteers have been asked for. Sufficient men have been obtained voluntary to stop, but on that I will not comment. Tom has had to stop unfortunately, having been out here the least time of the L.T.O.s. We had arranged to have a good time on getting home, but all that has fallen through. Yesterday and today 23rd, it has been much colder and the ice has all come back. All the Christmas gear is drawn, so tomorrow we shall be preparing the dinner. We have been supplied with one feed of poultry in lieu of meat, 1 lb of flour per man, tin of sardines between three, 2 ozs. of currants, 4 ozs. of raisins, bottle of fruit between two, suet. Taking everything into consideration it is not too bad. We have had no bread for three days, and do not look like getting any for another three. We ought not to go short. There is plenty of flour. I am afraid there is some wangling going on. We are expecting to leave here next



Saturday, by special train. Should reach Romanoff in six days, providing we do not touch Petrograd, and nothing untoward. It is calculated that we shall reach home 12 days from the time we leave here, we also take three weeks provisions, and each man carries three days. These are all more or less rumours. Anyhow the sooner we leave here the better we shall be pleased. Only tonight two of our lads came from shore, one of them stabbed in seven places, the other in two. The first has a wound near his lung. It is not yet known whether it has penetrated or not. The circumstances are the two were drinking coffee in a café. A woman came up and spoke to them. Naturally they did not understand her. She in turn went and spoke to a civilian. He came over and started talking to them. They took no notice of him. Before they knew what was happening he had drawn a knife and stabbed one in the arm. The other immediately laid him out and in turn was hit on the head with a bottle, and then stabbed in several places, his companion being unable to assist him, he being badly damaged. Another of our lads appeared, but their assailants had disappeared with the police after them. He took them to hospital, and had them attended, then brought them aboard. They were taken to the sick bay, and turned in after being interviewed by several of our officers. Of course our doctor was ashore, as was also the steward. This affair was the result of trying to hold to our principles. Had the lads tried to defend themselves in the first place, probably it would not have been so serious. We are always being told to try and avoid trouble, keep temper etc. but the other people will not count to ten. That is how our country is sold. We get hit because it is contrary to our principles to take the initiative. How I hate these foreigners. On a word they will use a knife. If you were to show a crowd of them the business end of a bayonet, they would soon skip. Hope they get over it all right. Their trip home is cancelled. Just now at any rate. How it will turn out I do not know. Someone must move in the matter, if not the people remaining will go about in danger of their lives. Here's a little bit of Navy. Tonight we are kept waiting for rounds. 9 p.m. because the Officer was too drunk to come round and a substitute had to be found. Had anyone of us been five minutes late we should have been reported, and punished but an officer may keep off your mess deck as long as he pleases, and nothing is said. Another thing this officer with two others came on board drunk. Had it been a sailor? The same thing applies all over the Army and the Navy too. An officer is a little tin god and can do no wrong. It is a long yarn I've spun, and not very cheerful, but it is good to put these things into writing sometimes. Tom is sending on views of various places to which we have been. He will also bring home any little curio he may pick up. I hope it will be soon. The only curio I am bringing home is myself, quite enough too, and that's all I want. I think I'll wait until I am in London before I let anyone know. Hope they won't mind. It's no good writing now. We expect to get home any day now - sooner than any mail. The finals of the boxing takes place Boxing Night in the Russian Sailors Club. We ought to get a decent sum. The money, after expenses are paid will be devoted to charity, an English one I think, and hope. A gold medal to the winner of each weight, and a silver medal to the best fight in each weight. Medals will have the winners names inscribed, and will be bought in England.

**To be continued!**

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### **MV ARCADIA- SUEZ CANAL TRANSIT – 13<sup>th</sup> APRIL 2015**

By Branch Member Stephen (Daisy) May

I am currently on MV Arcadia and we are about half way through the Suez Canal heading North to the Med and thought I would share some pics that you and some of the other members might be interested in from today at the anchorage and part way through the Canal as there is a US Submarine and her escort (USS Forrest Sherman), at the head of the convoy with us behind them and another cruise ship (Aida Sol) behind us with all the Cargo Vessels following on.

Arcadia is currently coming to the end of a World Cruise which finishes in Southampton on the 23rd April. We then have a short "Party Cruise" for 3 days and on the 26th April we head off from Southampton again for a cruise in the Med with calls at, Cadiz, Messina, Corfu, Dubrovnik, Venice (which is where I disembark), Split, & Gibraltar before heading back to Southampton again. A few pictures are from MV Arcadia on the last leg of the World Cruise heading from the Red Sea into the Mediteranean before finally arriving in Southampton in 10 days time.



**US Submarine 'first in line' at the start of the Transit.**



## A First World War Memorial



**USS FORREST SHERMAN (Guided Missile Destroyer)  
and escort to the US Submarine**



**Taking on the Pilot for Suez Canal Transit. Can one of  
our "Spotters" identify what submarine this is??**



**Egyptian Gunboat (Un-named Shanghai II Class Patrol  
Boat)**



**Egyptian Helicopter buzzing us during the Transit**



**Biggest AK47 Bayonet in the World**



**Egyptian equivalent of the Torpoint Ferry**



**Canalside Artistry I**



**Canalside Artistry II**