



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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Back Row (L to R): Ron Hiseman, Alex Webb, Dickie Cambridge, Bob Faragher, Alan Hoskins, Jeff Thomas, Alan West, 'Dudley' Davenport, ?, Ian Walsh, Mark Butchart, John Hart, Mick Kirk (behind), Mike Cundall, Keith Allerton, Glyn Stevens, Malcolm Hogg (behind), Mick Dack, ? (behind), Gordon Walker, Peter Hearn (behind), 'Gabby' Hayes, 'Mac' McLaughlin, Tony Griffiths, Brian Downie (behind), Barrie Downer, Colin Tylor, 'Geordie' Crossland

Front Row (L to R): Josh Zaccarini, Ellis Johnson, Ken Collins, Ted Creighton, Kevin McGarry, Jay Zaccarini

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Cover Picture: **Cheque Presentation to the Sea Cadets – (photo by Lindsay Dickings - NWEM)**
(see also report on Pages 3 & 4)

EDITORIAL

Hello Everybody

May has been a very busy month for the Branch! The Branch Meeting on Tuesday 5th May included the presentation of a cheque to the Barrow Sea Cadets so they can buy one of the two kayaks they need for their 'on the water training' and was followed by one of Alex's Quizzes plus food!

Next was the VE Day Party at the RBL on Friday 8th May where we joined in with our Army and RAF colleagues in a Tri-Service 'knees up'. I thought that it was a brilliant evening (well I did win a Raffle Prize – actually two!) and the 'Bring a Plate of Food' ensured that there was a wide variety of buffet choices on offer – and plenty of it. The 'Karaoke' session revealed that there are quite a few talented singers in the Associations. We owe a big thank you to the outgoing mayor – Marie Darbyshire - for coming up with the idea in the first place and providing her support.

Those with clear heads the next morning moved on to our annual duties of the Stewarding for the Keswick to Barrow Walk. Although the weather early on in the day was not brilliant it turned out fine in the end and John

Hart's organisation of the Branch volunteers worked out well.

That's still not it as, on 22nd May, we had the 'Meet and Greet' for our visitors from the Medway Branch and the Leicestershire & Rutland Branches plus some RNA visitors. I hear the evening went well – aided with some Pusser's Rum and a buffet from the Bosun's Locker. Still not finished for the month our valiant band of stewards were again on duty for the Pearl Izumi cycle races on the 29th May.

We all had plenty of opportunities to get out and about and socialise last month – and have a few 'wets' and 'spin a few dits'. Unfortunately I had to miss the last few events for family reasons but a very big thank you to everyone who helped to organise the events and to those who supported them.

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

Regards to all,
Barrie Downer

VICE CHAIRMAN'S DIT

Hi Guys.

Well, once again apologies from the Chairman Dave Barlow for his absence, I believe he is covering the England Cricket team match with New Zealand.

Terry Spurling celebrated his 82nd birthday last week; sadly, it was in Blackpool Victoria Hospital, where he is still in ICU after his recent Heart operation. The poor

soul has gone through a lot in the past weeks and the Consultant seemingly said that if it were not for his Mental and Physical strength he would not be amongst us. He is still on a ventilator however; gradually he is being weaned off it, so he can fully breathe for himself. Lilian and I are visiting on Monday or Wednesday of this week, so I will update the Branch Members at the June Meeting.

We hosted SA members and wives from East Kent, Medway, and Dolphin Branches at the "Meet and Greet" in the RBL last month along with RNA members who were conducting a tour of England over that weekend. I would like to thank Alex Webb and Jan for attending and for organising the nosebag from the Bosun's Locker; it was as usual, Delizioso. I would also like to thank the branch members who turned up to welcome them, Bob Palmer, Ian Walsh, and Brigham Young along with Dave Barlow and myself and our good ladies. They brought a couple of bottle of rum which we added to, and had a nice little Tot Time, the ladies also enjoyed the one in one....mmmmh!h!

It was interesting talking with Barrie Harris, secretary of the East Kent SA and others who were totally against the recent increases in annual subscriptions and were under the impression that OUR branch, were instrumental in "Railroading it in, along with the NMC". I of courses put them right on this matter and gave what I thought was our opinion.

The committee have met a few times to discuss the NMC outcome regarding subscriptions; this, will of course, be discussed on Tuesday. We have been sent a

few "Papers" regarding "Help" to assist those poor souls who cannot afford the increase, and a list of what benefits National provide, in my opinion nothing and once again very condescending!

I still cannot believe that the National Chairman was allegedly standing at the meeting waving a two pence piece in the air whilst these discussions were ongoing. 2 pence is okay when two is all you are paying; however when our branch will pay in excess of £2000, (two thousand pounds) in January 2016, that makes a difference to me and several members of our Branch.

As I stated at the May meeting I am not prepared to renew my subscription with National, however I will attend Branch meetings and pay my local fees of £5 even though I am a Life Member; if I was barred, or asked to leave these meetings, which I believe, would be illegal; I will consider starting up an alternative association called "The Barrow Submariners."

It has nothing to do with affordability of National fees; it is the way it was implemented - I get more from my membership of the Royal British Legion and Courageous Association than I ever have from National and the Legion do a great job nationally.

I do hope the meeting goes well and look forward to the discussions that will ensue

I hope this finds everyone in fine fettle

Ken Collins, Vice Chairman

SECRETARY'S DIT

Hello All

Again I start with my apologies for not attending the next meeting but I again will be in London on business. I will also miss the canal boat trip (which is a pity as I believe I enjoyed it last time). The memory dims over time but the trip was 12 hours. Anyway to all those who go on the trip I hope you enjoy - it's a great day out and thanks must go to Alex for all the work he puts in. Mind you it probably wouldn't be such a good social programme without the support of Jan, many thanks to you too.

This month's meeting is primarily concerned with the NMC AGM and the outcome of that meeting so if you want your say then please attend.

The Committee has met and discussed the minutes and will make their recommendations known to the Branch at the meeting.

Our thoughts also go to Terry Spurling who is fighting through after his heart operation and as I get updates of his condition I will pass them to the Branch. I hope he is soon back home with his family and at a meeting in full health.

Kindest regards

Ron

CHEQUE PRESENTATION TO THE BARROW SEA CADETS

At the Branch Meeting on Tuesday 5th May we were visited by Lieutenant Ted Creighton – the Officer in Charge of the Barrow Sea Cadets. He was accompanied by Petty Officer Kevin McGarry, Able Cadet Josh Zaccarini and Cadets Jay Zaccarini and Ellis Johnson. The front page photo (taken from the North West Evening Mail) shows the cheque presentation party and the Branch Members behind.

The Report in the Evening Mail by Lindsay Dickings was as follows:

“Youngsters were in a buoyant mood after they were handed a generous donation which will help them make a real splash.

Barrow Submariner’s Association presented Barrow Sea Cadets with £500 to go towards a new kayak.

Ron Hiseman, Secretary of the Barrow Submariner’s Association, said: “We run a Charity Chest and when we do something like the K2B or marshall events at the Town Hall, we normally get a donation and that goes into the Chest. It means we have a pool of money and we can help out whenever anyone asks for something. We’ve got a long relationship with the Sea Cadets and we have helped them out on the past.

The Barrow Cadets host a lot of groups from across the country so the Kayak will be well used. It’s a great organisation and if the cadets really get into it then that’s future sailors and submariners in the Navy so it’s a win-win.”

SOCIAL SECRETARY REPORT



Hi Shipmates,

May saw the quiz on completion of the meeting, only had 20 taking part but still was a good night with a laugh and some homemade chilli. We did have a couple of Scottish onlookers who felt the questions were too tough, I can just about understand not knowing that the Titanic struck an iceberg 1912, but couldn’t for the life of me, get my head around that they didn’t know their German team was beaten by England in the World Cup of 1966!!!

Also, we had the VE day celebrations; tri-service style. Had about 80 turn up for this and it was a great evening with the ‘bring a plate’ being a huge success. The kind donation from Marie (The Mayor) and proceeds from the raffle and scratch card mean we managed to raise enough to get our battery pack – no more paying to hire a generator. In addition, we raised some much needed money for the Duke of Lancaster’s, so that they can replace their Standard. Thanks for all who supported us at this event.

The meet and greet on Friday 15th May saw the arrival of 42 men and women of a whole multitude of associations to the club. No entertainment but a lot of lively banter was thrown about, which was only fuelled even further by the 3 bottles of rum going around.

Diary Check:

Sat 13th June - Last call for the Barton Grange Canal Cruise, this is a fantastic day out with transport departing about 3pm, picking up from various points along the route. 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. All this for just £30 per person!!!! The list will close at the June meeting (8 seats left so don’t miss out) by which time you will need to have paid and chosen your food: chicken curry, chilli, traditional hot pot or cheese and onion pasty.

Sat 27th June - our men only members run ashore to the Prince of Wales, Foxfield, for a DTS with free beer thrown in (only to fully paid up members) to dampen the blistering sunshine. The committee will meet at Foxfield at 12:30 for a meeting, a beer and a pasty. All who wish to join us can do so from 2pm to continue the party until the last train home around 9:10pm. If you are intending to come along please give me a heads up so that I can organise it better with the publican.

Sat 25th July - is our annual summer BBQ at the Crofters. Same routine as the last couple of years with lots of entertainment for the children (including pirate and craft tables, games and prizes), music, hot food (cooked by Colin Tranter – RSM of the Army catering corps) raffle, best shirt competition and a good laugh. The Members Draw was not won in May so we have £30 in the pot – very serious money now; can you afford not to be there???? Also we have the birthday boy beer for our members who were hatched in June over the years.

Come on guys we are almost halfway through the year and need to make the most of it, before it gets cold, overcast and wet!!

Alex Webb **Social Secretary**

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 as well as three Distinguished Service Orders.

Lieutenant Commander Malcolm Wanklyn, V.C., D.S.O. and Two Bars, Royal Navy

Malcolm David Wanklyn was born on 28th Jun 1911 in Kolkata in India. His father was a successful businessman and engineer who served in the Army in the First World War and his uncle was a Destroyer Commanding who had a successful war fighting U-Boats in the First World War. Malcolm Wanklyn developed a seafaring interest at the age of five and applied to join the Royal Navy aged 14. Despite some minor physical ailments he was able to pass the selection boards. By 1931 had been promoted to Sub Lieutenant and after serving in a number of surface ships, he joined submarines as a Sub Lieutenant on 8th May 1933 serving first in HMS OBERON as '3rd Hand' from 19th August 1933. He then joined Submarine L56 - again as '3rd Hand' on 19th October 1934. He was then appointed to Submarine H50 as 'First Lieutenant' on 1st January 1936 followed by HMS SHARK as 'First Lieutenant' on 28th January 1937 and HMS PORPOISE as 'First Lieutenant' on 1st November 1938. Malcolm Wanklyn joined HMS OTWAY as 'First Lieutenant' on 2nd August 1939). On 8th Jan 1940 he was appointed to HMS DOLPHIN for the Commanding Officer's Qualifying Course - 'the Perisher' - where his 'Teacher' was Lieutenant Commander H P de C Steel, Royal Navy. Following successful completion of his 'Perisher' Malcolm Wanklyn's first Command was Submarine H32 which he joined on 5th February 1940 and this was followed by Submarine H31 'in Command' from 15th May 1940. He then joined HMS UPHOLDER 'in Command' on 8th Aug 1940. HMS UPHOLDER was built by Vickers Armstrong Ltd in Barrow-in-Furness as Yard Number 761. The Submarine was 'Ordered' in 1939, 'Laid Down' on 30th October 1939, 'Launched:' on 8th July 1940 and 'Completed' on 31st October 1940.

HMS UPHOLDER had a short but very successful wartime career. Based in Malta with the 10th Submarine Flotilla she carried out twenty five patrols in the central Mediterranean. Not until her 6th patrol during April 1941 did HMS UPHOLDER begin to build her reputation. In her remaining nineteen patrols she sank three U-boats, one Cruiser and one Destroyer and damaged a further two Destroyers. Equally important, she also sank 119,000 tons of enemy merchant shipping carrying vital supplies and reinforcements to the German 'Afrika Korps' in North Africa.

On her 25th and last patrol before going into refit, HMS UPHOLDER was sunk on 14th April 1942 with the loss of all hands by the Italian MTB PEGASO whilst carrying out an attack on a convoy off Tripoli.

For her outstanding contribution to the War effort the following Official Admiralty Communiqué was issued:

'The Board of the Admiralty regrets to announce that HM Submarine Upholder (Lt. Cdr M. D. Wanklyn V.C., D.S.O. and double bar, R.N.) has been lost. Next of kin have been informed. It is seldom proper for their Lordships to draw distinction between different services rendered in the course of Navy duty, but they take this opportunity of singling out those of Upholder under the Command of Lieutenant Commander Wanklyn for special mention.

She was long employed against enemy communications in the Central Mediterranean, and she became known for the uniform high quality of her services in that arduous and dangerous duty. Such was the standard of skill and cool intrepidity set by Lt. Cdr. Wanklyn and the Officers and men under him, they and their ship became an inspiration not only in their own Flotilla, but to the fleet of which it was a part, and to Malta, where for so long it was based. The ship and her company have gone, but their example and inspiration remain'.

This was followed by an announcement in the London Gazette dated 16 December 1941

The King has been Graciously pleased to approve of the grant of the Victoria Cross for great valour and resolution in command of His Majesty's Submarine UPHOLDER to Lieutenant Commander Malcolm David Wanklyn, DSO, Royal Navy.

The Citation read as follows:

'On the evening of 24th May, 1941, whilst on patrol off the coast of Sicily, Lieutenant Commander Wanklyn, in command of His Majesty's Submarine Upholder, sighted a southbound enemy troop convoy, strongly escorted by Destroyers. The failing light was such that observation by periscope could not be relied on but a surface attack would have been easily seen. Upholder's listening gear was out of action. In spite of these severe handicaps Lieutenant Commander Wanklyn decided to press home his attack at short range. He quickly steered his craft into a favourable position and closed in so as to make sure of his target. By this time the whereabouts of the escorting Destroyers could not be made out. Lieutenant Commander Wanklyn, while fully aware of the risk of being rammed by one of the escorts, continued to press on towards the enemy troopships. As he was about to fire, one of the enemy Destroyers suddenly appeared out of the darkness at high speed, and he only just avoided being rammed. As soon as he was clear, he brought his periscope sights on and fired torpedoes, which sank a large troop ship. The enemy Destroyers at once made a strong counterattack and during the next twenty minutes dropped thirty-seven depth-charges near Upholder. The failure of his listening devices made it much harder for him to get away, but with the greatest courage, coolness and skill he brought Upholder clear of the enemy and safe back to harbour. Before this outstanding attack, and since being appointed a Companion of the Distinguished Service Order, Lieutenant Commander Wanklyn has torpedoed a tanker and a merchant vessel. He has continued to show the utmost bravery in the presence of the enemy. He has carried out his attacks on enemy vessels with skill and relentless determination, he has also sunk one destroyer, one

U-boat, two troop-transports of 19,500 tons each, one tanker and three supply ships. He has besides probably destroyed by torpedoes one cruiser and one destroyer, and possibly hit another cruiser?

Malcolm Wanklyn's Victoria Cross and other Awards are held privately.

JUNE BRANCH CALENDAR

Branch Meeting	Tuesday 2 nd June
Canal Cruise	Saturday 13 th June
Foxfield – Men Only Do!	Saturday 9 th May
Committee Meeting	As Required

BRANCH BIRTHDAYS JUNE 2015

G.A. (George) Plater	03/06/1944
B.R. (Slosh) Riley	03/06/1934
A.I. (Carl) Haythornthwaite	09/06/1937
S. (Steve) Thorpe	11/06/1968
R. (Bob) Palmer	17/06/1939
R. (Yorkie) Brailsford	21/06/1957
K.E. (Kevin) Walker	21/06/1948
B.K. (Barrie) Downer	23/06/1945
A. (Alan) Pillifent	25/06/1945
A. (Tony) Griffiths	29/06/1950
D.P. (Derek) Pallister	29/06/1954

Happy Birthday to you all!

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

SUBMARINE LOSSES OF WWI

This was to be the next 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 have been identified as being lost in June 1915.

The Series will be continued in the July Issue.

THE LUSITANIA INCIDENT

Tom Murphy, the Artist who completed the Paintings in the Submarine Heritage Collection, tells me that he recently attended the RMS LUSITANIA Memorial Service held in Peel on the Isle of Man on 3rd May 2015. For those unfamiliar with the story the Liner LUSITANIA left New York for Liverpool on 1st May 1915. On 7th May 1915 the LUSITANIA had arrived off the Old Head of Kinsale, Ireland when she was sighted by the German U-Boat U-20. A torpedo attack took place and the Liner sank quickly with the loss 1,198 passengers and crew – including many Americans. The service also commemorated the involvement of the Manx fishing vessel – the WANDERER. The story of

the WANDERER which follows has been taken from the Order of Service used at the Memorial Service on 3rd May 2015.

The WANDERER was an 18 ton lugger from Peel. It had already been at sea for some weeks of the south coast of Ireland with its crew of seven Manxmen when on 7th May 1915 crew member Thomas Woods was on watch alone. Observing the LUSITANIA half a mile away he was horrified to see this magnificent ship explode and list quickly to starboard. He shouted to the rest of the crew. Without any thought for their own safety Skipper William Ball gave the order to steer directly to the stricken ship.

The LUSITANIA was the pride of Cunard on passage from New York to Liverpool with almost 2,000 passengers and crew on board. After only 18 minutes LUSITANIA was gone.

The WANDERER sailed into a terrible scene with the surface of the ocean already strewn with bodies. Those who were still alive thrashed about looking for some small piece of wreckage to cling to.

Thomas Woods later wrote home *'We saw the sinking of the LUSITANIA, and we were the only boat about at the time. I never want to see the like again. The saddest sight I ever saw in all my life.'*

The WANDERER managed to rescue some 160 adults and children, including many babies, and get them on board before they came in danger of sinking themselves. They also managed to tow two lifeboats that were filled with some 140 people. The crew gave the survivors what clothes and supplies they had. No other ships were able to reach the area for 2 hours.

In typical Manx fashion the crew of the WANDERER handed over the 300 people they had rescued and then went back to their fishing. The crew though were very traumatised by all they had witnessed that day and spoke little about it.

At the instigation of the Manchester Manx Society, on Tynwald Day that year, Skipper Ball and his six crew finally received the recognition they so richly deserved when they were presented with medals by the Lieutenant Governor, Lord Raglan.'

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. 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 MAY 2015

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Submarine Officers Association	1 st May 2015	F P (Peter) Duppa-Miller	Commander (E) (WESM)	TBA	80	Submarine Service including OLYMPUS (1 st Commission Crew 7 th Jul 1962), REVENGE (S) 1 st Commission Crew
Australia Branch	3 rd May 2015	Alfred V Jobson	Able Seaman (ST)	D/JX 418457	88	Submarine Service Jul 1943 to Apr 1946 in THOROUGH and TRENCHANT
Submarine Officers Association	7 th May 2015	Kenneth Ian MacDonald Clark	Commander	TBA	TBA	Submarine Service in ORACLE (1981), REPULSE (83), CHURCHILL (84), ODIN (IL 1988), (ORACLE (CO), COURAGEOUS (IL 1991) & SPLENDID (CO)
Gosport Branch	11 th May 2015	Dave A Sullivan	Leading Seaman (UC2)	C/JX 882558	80	Submarine Service from 1953 to 1960 in ARTFUL, ARTEMIS, TURPIN, ALDERNEY, AMBUSH and TIPTOE
Submarine Officers Association	21 st May 2015	Victor James Shaw	Commander	N/A	78	Submarine Service from 1958 to 19** in RORQUAL (1962), ALDERNEY (1964) & AMPHION (CO 8 th Aug 1967)
Gosport	May 2015	J.M. (Mike) Draper	Lieutenant (E) (WE)	N/A	85	Submarine Service from Dec 1947 to May 1964 in AUROCHS, ALLIANCE, ALDERNEY, ALARIC, TRESPASSER, THULE, ODIN & WALRUS
Submarine Officers Association	May 2015	John Stuart Crosbie Lea	Vice Admiral	N/A	93	Submarine Service including TALENT (EO 1948) & TIRELESS (EO 1956)

A RUSSIAN DIARY (Final Part)

Continued

26. 12. 17. The boxing came off and went down well. A theatre attached to the “Apollo” Hotel, (now used by the Russian sailors as a Club), was hired. It seated about 600 people and was packed. The bouts were very successful, and there were some good shows. I won my fight, so became entitled to a medal. These are being purchased as soon as we arrive home, and will be sent to our respective homes. Christmas went down with a bang. It was a beastly day altogether. The weather was O.K. but none felt happy. I can honestly say it was the worst Christmas I've spent. The British colony held a dinner at the Hotel Fennis, the best and the biggest in Finland. This was after the boxing, but I felt too tired to go. The lads had a very good time, and the English people were very pleased to see them all. Did not send any mail last week as we were expected to leave on Saturday, but Saturday came and went and we still remained. Today, Tuesday, and still no signs of the train. I'm thinking we are not going. They'll think about it when we are interned. All our gear is packed and we are ready for shoving off at a minute's notice. We hear that Captain Cromie is stopping here – wild rumours – Russia has a definite peace. Perhaps it is as well. Weather still contrary, snow frost, thaw...

4.1.18. We took all our gear from the ship to the trucks. We managed it alright after a lot of delays. There was a lamentable lack of organisation everywhere and has been up to now. The accommodation for the men is absolutely awful, the Officers, Petty's and otherwise have a bunk each. Admitted the Officers should have a little better than ourselves, but why the vast distinction between us and the P.O.s I know not.

9. 1. 18. They have a man to wait on them, a separate bunk to sleep in, and every convenience. There are 36 men in this carriage of ours. It is roughly 30ft. by 12ft. We were to have changed into proper sleeping coaches at Petrograd, but when we arrived there, there were no signs of them. It took us 34 hours from Helsingfors. The usual journey is about 12 hrs. Then we were told we should not sleepers for about three days if we got them. Of course the lads did not go much on that. They argued that during that three days we could get well ahead, so we told Lt. Comm. Vaughan Jones, (he

is in command) that we would make do until we got to Romanoff. Between Saturday night, and Tuesday morning I think we were shunted all around Petrograd. It had been snowing heavily and the engine had some difficulty in pulling us along, so we split up into three parts. We had a sentry all the time on the provision truck, of which fortunately we have plenty. The 9th was the Russian Christmas. They played the deuce in Petrograd. Rushing round with machine guns and rifles they looted a wine store in the Newsky. The same night about 40 people were frozen to death. We have an English Officer (a Colonel on the Staff) travelling with us. He is some "bug" speaks Russian like a native so we ought to get on now. He has an English marine for a servant. It was a treat to see him. He has been with him about four months, and came from the "GLORY". She is lying at present at Kala Harbour, just a few miles from Romanoff. This marine had rather an exciting experience whilst going across Petrograd in a drosky on Christmas night. He was held up by someone at the point of a pistol. He did not understand what he was saying but as soon as he told him he was an English soldier he soon dried up, and shoved off. The Russians as a whole still have a vast respect for England and Englishmen. Their one idea is for us to go home and tell people that Russia is alright, and the Bolsheviks will soon be out of power etc. We have a "bogey" (?) in the coach and plenty of wood, and an amiable guard (whom we keep well supplied with food) so we keep fairly warm. We have a good many stops of course, - this being Russia. Water is our chief drawback. There is plenty of snow, several feet deep in places, but that is no good. The stations are small and generally get their water from some distance, and do not bargain for such a crowd as us. There are about 200 of us and there are 12 – 16 coaches, and five baggage trucks on the train, so the engine has its work cut out. We should do the journey in five days, providing the line is clear. We left Petrograd yesterday morning and have already gone about 250 versts. Quite a decent run.

10. 1. 18. Reached Petrosavodsk at 10 p.m. last night. Should have split the train in half, the baggage to go on first, but it was decided to leave it for 24 hours. An unfortunate accident has occurred. I went into the fore part of the train to sleep, our carriage being rather crowded. About 3 a.m. one half of the train shoved off and left us standing. We knew nothing about this until about 9 a.m. I am left stranded. Had no coat, cap, gloves, and only a thin pair of shoes, so could not stir out of the train for three days. Have a lot to put in about the journey up, note that will do later. Shall have to copy someone's diary. We arrived in Romanoff or Mormanz, as it is now called, on Monday the 14th at 6 a.m. The other part of the train got there at 4 p.m. on Sunday, unloaded all the gear and took it aboard the boat. HMS OUDESIS (actually HMS ANDES) an R.M.S.P. Co. boat is a very big ship, about 14,000 tons, and speed of 22 knots. Has been in commission as an Auxiliary cruiser three years. Her job is the Northern Patrol. Carries 8 6 inch, guns and a crew of (1)20 men and officers. Does about 5 weeks out and 10 days in. She has been waiting for us for nearly a month. Left Liverpool on Dec 11th with 800 tons of stores for HMS GLORY, ammunition, guns etc. for Russia. As a passenger ship she has only done two trips. Of course now she is one of HMS Ships one can only guess what she is like. She is all covered in ice. On the upper decks it is about 6 inches thick. Of course that will all thaw as we get into warmer latitudes. The ship has had one brush with the Huns. She put the finishing touch to the "GRIEF" after she had sunk the "ALCANTARA". Has also had five fish fired at her. However the missed I do not know. She is a big enough target in all conscience. At present she is somewhat crippled. Coming out of dry dock at Liverpool she managed to knock half a blade off one of her propellers. That and a patent sweeping tube she has on the bows reduces the speed by about two knots. We are keeping a steady 15. We should be in by Sunday easily - in Liverpool. Hope to be on leave by Tuesday. What a surprise for them all. Just now we are getting just two hours of daylight. Tomorrow we should be getting well north. We go north of Iceland and then down to the Orkneys. We may touch at Scapa Floe(sic), but none knows for certain. We have a great variety of passengers, all our crowd, British army officers, Italians, some of our Flying Corps, and the crew of a shipwrecked American boat, she was being towed home by two tugs and ran up on a reef of rocks, being rudderless. Half of her crew got ashore and the other half into a lighthouse. The latter people were alright, but the other poor devils were frost bitten quite badly, there were a lot of darkies there, and naturally they suffered most. We have to keep watches on the cannon, and for that we are split into three watches. I am in the "White".

15. 1. 18. Have from 8 to 10 tonight. It is now 7, so I will pack up. Soon be finished, thank goodness. During my watch, I saw one of the finest sights I have ever seen. The Aurora Borealis. It would take more than my meagre powers to describe it adequately. The moon has been exceptionally brilliant and until last night it was perfectly upright, so the weather has been OK. It has canted a little now and we are getting a taste of the Northern Ocean.

17. 1. 18. The latest "buzz" – we pick up an escort at 6 p.m. tomorrow – perhaps we shall call at Scapa Floe but still home. Know I'd sooner go straight to Liverpool. Of course we are having our submarine pay stopped, but I think if we stick out for it something will happen. Tonight our people are entertaining the ships company. There is a real theatre on board, and the lads have mustered a very creditable orchestra between them. Have the middle tonight. It is a lot colder, a strong wind having blown up. Food is good and plentiful. Four substantial meals a day. We are over the thousand miles now and on the downward run. Have poisoned my knee and have to attend the doctor. It is difficult to walk comfortably. Hope it will be better in time for leave. This ship is just like a Hotel. Has accommodation for 1,000 passengers, and 400 crew. Painted white for the tropics, has over 500 state rooms. Grand staircases, smoking rooms, lounges, ladies boudoirs and goodness knows what. If one has sufficient imagination one can almost be persuaded that you are not at sea.

18. 1. 18. Do not know yet where we are landing. Expect it will be Liverpool. We may go on leave from there instead of Blockhouse. Tomorrow we get to Loch Ewe on the N.W. of Scotland, Rossshire. Expect to get there about 7 a.m. Sea very considerate for this time of the year. It is fairly cold but nothing compared to Russia. We still have snow on the upper floors.

19. 1. 18. Arrived Loch Ewe this morning. Plenty of snow. A mail has gone ashore. I did not catch it up. Too many stringent regulations. All letters to be written in ink, and may not put your rating. Will wire on arrival in Liverpool. We wait here for an escort. It may be an hour or 48. We only waited a few hours after all. Got under weigh this afternoon. We shall be there soon.

21. 1. 18. Arrived in the Clyde, off Greenock, about 10.30 a.m. Could not see Scotland. She had her usual coat on. Had prayers in the morning, - Navy style. Thought perhaps we would land straight away, but no joy. The paymaster has gone ashore for our money. We are getting all our gear on the upper deck, for putting into the tug. We start getting it down. Takes a decent time. There is plenty of it. The pay arrived on board just too late. We shall have to wait until we get to Blockhouse. Dinner at 11.30. Leave the ship soon after 1 p.m. Dump all the baggage ashore. Customs Officers busy. No captures. Everything in the train by 3 p.m. and off we go. All as excited as schoolboys. The train averages 40 miles per hour. A vast difference from the Russian ones. They did about 4. Did not touch Glasgow. First stop Carlisle. Drop one engine. Our guard leaves us. Next stop Preston for a few minutes. Then Birmingham and supper. This about 10 p.m. Not a bad gorge considering the times. From thence to Cheltenham. We are nearly all asleep. Arrive in Pompey about 6 a.m. After a deal of hanging round we were marched into Barracks and given "brekker" and what benighted idiot thought of it I do not know. Certainly it was not a feed to put before a hungry "matlow". Cocoa, so called because of its colour, a slice of dry bread and two sausages made of dead Germans, I think.

Some additional notes to my 'Diary'

Looking through the transcript, there appears to be a marked absence of names. Whether this was deliberate or not I am unable at this distance in time to say. It would seem that I was very concerned with my own doings, as most young people are. Now the problem is to try and remember some of the persons who were at the scene of the 'crime' so to speak. First there was Captain Cromie of whom I have made brief mention. He, as I remember was the outstanding figure. A good Commander, firm disciplinarian, but fair. His was most thankless task, hard enough in any circumstances, but more so at the time of which I write, when all around was chaos, and no one knew what the next hour might bring. Cromie was a fairly tall man - strange how many submariners were either above average height or somewhat below - dark, rather handsome, calm and persuasive. I can clearly remember one occasion, it happened soon after my arrival. The first flush of the revolution was still on, the Russian sailors appeared to have taken over command of the depot ship. The "PAMYAT AZOVA" which we shared. The sailors demanded that we hand over all our small arms, of which we had but few. In addition they wanted Cromie to hand over the person of Lieut. Ashmore, who was then the No. 1. of "E.1". Cromie went forward to the Russian messdeck together with his official interpreter, a Russian officer attached to "E.19". He mustered the sailors and addressed them. The British crews mess was next door as it were, and as there were several of us present, we moved in to lend our support in case there should be any trouble. We need not have any fear, Cromie spoke to them like a 'Dutch Uncle'. He assured them that there was no intention on our part of taking sides in the revolution, that we needed the arms for self-protection only. As for the idea of delivering up the person of Lieut. Ashmore, that was frankly impossible. No reason had been advanced why this should be done. "I could understand" said Cromie, "had you asked for my body". The upshot of the meeting was a complete acceptance by the Russians of our position, and from that time on, there was no further demand of any sort. In fact immediately after the meeting, one almost had the impression, that Cromie could have asked the sailors to join the Royal Navy, and that they would so persuasive was his manner. That he should have met his death in so tragic a manner, - on the steps of the British Embassy in Petrograd - was a great pity, the country could ill afford the loss of a good man, and such an experienced officer. Whether or not Cromie was under orders to remain in Russia after the personnel of the flotilla had been evacuated I do not know. It may well have been so, as he would have been the Senior British Representative. I think that Sir George Buchanan, the Ambassador had returned to England. We did not see or hear from the latter whilst I was with the Flotilla. Our small party on the way across Petrograd to entrain for Reval were escorted by Commander Locker-Lampson's personal Russian servant, a sailor. We were met at the Embassy by the Commander but did not remain there long. It had been intended that we should spend a few days in Petrograd, after our long train journey. But the Hotel - the "Astor" I think - was the scene of heavy fighting and in case conditions in the city were chaotic, that we had no option but to move on as quickly as we could. It was fortunate that a train was leaving for Reval later that day. We made one more stop in the city before reaching the Baltic Station, at the Admiralty. This was closed. Here we were spoken to by an Englishman, and I have the impression that he was a newspaper man, connected with the London daily's. In this I may be astray, but I do remember that he was a solitary figure outside the building, the street being almost deserted at the time. Another grim reminder of times, we saw a party of black overcoated, black fur hatted men, marching in pairs, handcuffed or chained together and under guard, being led off to God knows where. I marvel now, that it had been possible to arrange transport for our party, a lorry for our baggage, and private cars for the spare hands. It would be interesting to know what became of the British Officers and N.C.O's who had accompanied us on the journey from England. There was also a Warrant Officer RN, Parker I think was his name. He eventually found his way to the South East, with his field gun unit. We also had a technician from the Sperry Gyro Compass people with us. A very much needed man, as the compasses in the 'E' Boats were continually going out of action, and needed more skilled attention than the ship's staff were able to supply.

Reverting to Lieut. Ashmore, the No. 1. of "E" 1. I have no knowledge of him after our return. He would have been due for a command. I did see an Ashmore, Rear Admiral, Rtd. mentioned on a Navy List some years ago.

Lt. Commdr. Fenner the Captain of "E1", after his return to England, was appointed to command "L16", then building at Beardmore's yard on the Clyde. After only a very short period of leave, he joined "K4", under Commander Stocks, with whom he had previously served, in order to gain experience in handling a "K". Unhappily he lost his life when "K4" was sunk in the disastrous accident in Feb 1918, when another "K" was sunk, and two others damaged, in collision with surface vessels, during a night Fleet Exercise. We referred to this as the "Battle of May Island". Lt. Commdr. C. de Burgh, eventually took over "K16".

The crew of "E1" were saddened and distressed on learning of their Captain's death. We had all admired and respected him. Those of us who had been asked to serve under him in "K16" felt the loss keenly, as we had been looking forward to the continuance of what been a most happy relationship. At the request of a number of my messmates, I wrote to his father, the practising as a Physician in the West End of London. Dr. Fenner replied, thanking us, and telling us that he lost his other son, who was in The Guards, in the Battle of the Somme.

Other names that come to mind. Lieut. Kershaw, in one of the "C" boats. He was later to form the other half of the famous Davis-Kershaw rugby combination of the post-war years. Lieut. Bethell of "C"s, under whom I later served in "R4". Lieut. V. R. S. Bowlby, retired as a Commander. He was one of the officers who had brought the "C" boats out. He was particularly friendly, and gave me the use of his library. Later, after our return to England, I was able to see his collection of photographs which were taken of the "C" boats on their journey down to the Baltic. The passage of these boats under their own power, from England to their final destination in the Baltic, has received little attention. Lt. Commdr. P. K. Kemp. R.N. in his book, H.M. Submarines, published by Herbert Jenkins, mentions them as having been shipped from Murmansk by barges and trains to Lapvik. I think he is mistaken in this, I think they were shipped on barges in Archangel? After they had been stripped of their batteries, engines, and other heavy machinery, went by rail to Kronstadt. The hulls were floated down the River Dvina and canals, to the Dockyard, where they were fitted out for service. But whatever route they took, it was a very considerable triumph, as a glance at a map will show. It was also a triumph of what we call in this day and age, logistics. I should think it was the first and only operation of its kind ever attempted, and carried out to a successful conclusion.

I have mentioned elsewhere that we had attempted to use Russian torpedoes and mines, for these we had the loan of Russian ratings. We also had Russian wireless operators, one of whom should have special mention. He was Alexander Pavel. In looks more German than Slav. Well educated by the then Russian standards, spoke good English and was well liked by the crew of "E1". He had received the D.S.M. I believe, and was also to receive a share of Prize Money at some future date. No long after the outbreak of the revolution however, he "deserted", and threw himself into the activities of the Bolshevik Party. He was forbidden to use the British messdeck, but managed to find his way there from time to time for a short while. He finally left, or was persuaded to leave Reval, and was later court martialled (in absentia), and deprived of his medal and gratuity and prize money.

Referring to my 'diary' once more. I am now somewhat amused by its very abrupt ending, it would seem that I must have been very glad to be back in England once more, and looking back, not without good reason. Our very thorough dispersal after our return, has often made me wonder whether the powers that be, had thoughts that we might be infected with the Red bug and too many of us together might be a disturbing influence.

I WAS THERE WHEN I WASN'T

(From Blood Reed)

