



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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BRANCH OFFICIALS

Hon President:

John V Hart
01229 821831

BARROW BRANCH COMMITTEE

Chairman:

Dave Barlow 01229 831196
dave@davebarlow.plus.com

Vice Chairman:

Ken Collins 01229 823454
kc46@btinternet.com

Secretary:

Ron Hiseman 01229 828664
ronhiseman@btinternet.com

Social Secretary:

Alex Webb 01229 839551
alexjan1516@hotmail.com

Treasurer & Membership

Secretary:

Mick Mailey 01229 821290
4, Jesmond Avenue, Barrow in
Furness, Cumbria LA13 9AW
Michael.mailey@btinternet.com

Lay Chaplain:

Alan Jones 01229 462150
jonesmoorview@aol.com

Newsletter Editor:

Barrie Downer 01229 820963
barrie@downer55.freeserve.co.uk

Website Manager:

Ron Hiseman 01229 828664
ronhiseman@btinternet.com

Committee Members

Mick Dack 01229 823202
Jeff Thomas 01229 464943

Welfare Team:

Alan Jones 01229 462150
Mick Mailey 01229 821290

Standard Bearers:

Bob Palmer 01229 828120
Ginge Cundall Ginge.c@tiscali.co.uk
Gordon Walker 01229 472613

Cover Picture: Captain Paul Dunn lays a Wreath at the Elder Park Memorial to K13

EDITORIAL

I don't know where the time goes! Yesterday it was Christmas and then New Year and now it's February already! On 13th January Kenny Collins, myself and Tom Murphy visited the Sea Cadets in Dundee Street. The main purpose of the visit was to present two paintings from the Submarine Heritage Collection 'on loan' to the Cadets. This was arranged at the request of Tom Murphy – our artist for the Paintings Collection. The first painting was the one of HMS SERAPH which was adopted by Tom's old school -Walney Juniors - when in build in the Shipyard. This will be displayed in the Sea Cadet Headquarters. The second painting is the one of the Admiralty Development Establishment, Barrow (ADEB) where Tom Murphy used to work. This will be displayed at the Sea Cadets Boathouse which looks over Buccleuch Dock to the former site of the now demolished ADEB.

While we were at the Dundee Street we were shown around and visited the various Classes which were in progress. All the Cadets seemed very keen and busy. Their building and rooms looked very smart as they were building up for their Annual Inspection.

Our Annual K13 excursion took place on 23rd to 25th January – all went well and Bob Faragher has produced his usual report for this Issue.

I hope you enjoy this February Issue of Periscope View and, as I always say, don't forget that you too can send in your contribution for the Newsletter – everyone has a story to tell - and let me know of any comments you think relevant – polite ones only – of course!

Regards to all,
Barrie Downer

CHAIRMAN'S DIT - FEBRUARY 2015



Hi to you all

I thought February was supposed to bring slightly warmer weather but no it is still the same old wet and windy weather with some snow and sleet thrown in. Roll on summer.

I, along with a few other branch members, enjoyed a terrific weekend in Faslane to commemorate the K13 disaster. As usual the West of Scotland Branch produced a great weekend with just the right mix of commemoration and socialising. I won't say more because I understand Barrie detailed off one of

the other branch attendees to give the branch report. Suffice to say I thoroughly enjoyed myself as did the rest. On an aside it was great to attend a branch meeting of the other branch of which I am the only surviving founder member, the Scottish Branch. It was great to catch up with many of my friends from north of the border.

It is with sadness that I report the passing of one of our long term members and a stalwart of the branch Colin (Tansy) Lee. Tansy was one of the survivors of the Sidon disaster and I was privileged to accompany him to the inaugural unveiling of the

Sidon Memorial a few year ago. At the time of writing I do not know the date of his funeral but hopefully this will be known at the meeting on Tuesday.

Unfortunately I will not be at the branch meeting as I, along with Alan Hoskins, will be attending the Memorial Service of Rear Admiral David Cooke in Alverstoke who passed away just before Christmas. David Cooke was a bit supporter of the Submariners Association as RASM and, as National Chairman during his tenure of office, I had many dealings with him. I recall one time when he decided that he wouldn't go home after the National Reunion and I had to stay up until he decided to leave which was about 03 dubs. At the next Embankment Parade I was cornered by his wife who proceeded to give me a bo*****g on her husband arriving home the worst for wear and sleeping all through Sunday until the Monday morning when he had to go back to work. Despite my pleas that you can take a horse to water etc. etc. it fell on deaf ears. David Cooke was one of your real submariners who I am sure we can all relate to. He is one who will be sadly missed.

I am looking forward to our first formal function of the year when we visit the Morecambe Bay Branch this coming Friday on what is traditionally our 'first foot'. It is always a great night and I am sure one of our more sober members will give a good dit in our next newsletter. If you didn't get on this coach remember there are plenty more do's to attend some of which must appeal to even the most hard to please members.

Finally if you want to attend the reunion in Leicester at the end of March the closing date is this weekend. However I can make allowances for my own branch so if you want to go please let me know by phone or email and then follow up with ordinary mail. We have 200 attending so far this year so it looks as if it could be a really good 'do'.

Well that's all for now except to give my apologies for not being at the February meeting due to attending David Cooke's Memorial Service but my thanks go to Kenny Collins who I am sure will be a good stand in.

Dave

SECRETARY'S REPORT



Hello All

Hello all and welcome to the second dit of the year already. Unfortunately I have to let you know that our long time member Colin 'Tanzy' Lee crossed the bar last month. At this moment in time I am waiting to hear from Tanzy's solicitor about the date of his funeral. Tanzy was well organised and we have a detailed list of how he wants his funeral to be conducted. The service is to be held at St Mary's at Ambleside and he has requested the Branch Standard to be paraded. So if you can spare the time to attend please do.

On other matters the National AGM is being held in March and I have received the proposals being put forward and these will be discussed at the February/March meetings. Bob Palmer has volunteered to be our representative at the AGM and our thanks go to Bob.

There are two positions on the Committee that are vacant at the moment, Slops Rep and Welfare Rep, these are two important positions for the Branch so if you can spare a little time please let a member of the Committee know or volunteer at the next meeting. Also the Branch holds two large ensigns but the location of them are currently unknown to the Committee, so if you know then whereabouts please let me know.

Kindest regards

Ron

SOCIAL SECRETARY REPORT



Hi Shipmates,

January (for my part) was spent mostly organising, booking and planning for this year's events. At January's meeting we saw the introduction of the "Birthday Boy Treat", if you are at the meeting on the month that your birthday occurs then I will give you a £2.50 voucher to be spent behind the bar during the course of the evening. First recipients of the birthday treat were Lofty Sibbitt and Pete Hearn. So if you want to take advantage of this be there, be a fully paid up member and you will receive a £2.50 voucher gratis – yet another great reason to make the meetings.

Diary Check:

First event in 2015 will be the first footing to Morecambe on Friday 6th Feb; after the committee meeting it was agreed that I will only charge £5 per person for this trip and the rest of the money required for the transport will come from

branch funds. I will take final numbers at the February meeting, which will include pick up points. Intention is to leave the RBL no later than 6pm. Pick up points include Navy Club Barrow Island, RBL, Crofters, and the Red Rose club. I have already talked to Jim Halliwell (Morecambe Branch Chairman) and he says they are revved up and ready for our attendance. This is a very good night out and a good laugh.

Saturday 28th Feb will be a music/rock and roll evening at the Legion, which will see us being entertained by Four of a Kind (used to be Route 66 but with fewer artists; guess how many?) who specialise in 60's and 70s material (not too loud) and the bill topped by none other than Elvis himself. The night will fade out with a disco; tickets cost £5 per person which includes entry to a fun packed evening and food. Please support this event and let's get 2015 going with a bang. Due to the catering requirements this will be a ticket only evening.

Sat 18th April will be the VIP footie day out to Barrow AFC (this year against Tamworth). Meeting up at the footie grounds bar for 1pm, then being taken to the lounge to have lunch, brief from the manager, then the match (of course) with complimentary programme, at half time sandwiches with crisps are provided and this is completely encased in as much alcohol as you can drink. We will be asked to leave the free bar area at 6pm. All this (and it is a really good afternoon) costs normally £35 but the social kitty will subsidise this by £5 so it will only be £30 per person. This list is open now, limited to 25 and will close on the 25th March.

Sat 25th April is the Members Dinner at the Chetwynde Hotel (please note that this also is ANZAC day and the 100th anniversary of landings at Gallipoli). A semi-formal function with silver service 3 course dinner, port toast and lots of good company and chat; no groups or discos so is only £25 per person which (this time) is being subsidised by the branch by £5 and will cost you only £20; limited to 50 for this event so please get your name down soonest. Dress code is Association blazers or lounge suit (negative medals).

The normal members (free) draw was not won in January so in February we have £10 in the pot. Please support me at these functions and show everyone that submariners know how to party.

Alex Webb, Social Secretary

THE K13 MEMORIAL WEEKEND 2015

(A Report by Bob Faragher)



DAVE BARLOW LAYS THE BARROW BRANCH WREATH AT THE K13 GRAVES IN GARELOCHHEAD CEMETERY

Friday 23rd January.

Barrie Downer collected Alan Jones, Bob Faragher and Ginge Cundell to proceed to Faslane. Dave Barlow drove himself up to Faslane with Fiona. The drive north was horrendous; it rained the whole time and all credit to Barrie for getting us there in one piece. The further north we got, the colder and wetter it got. However, on nearing Glasgow it was evident there had been a lot of snow.

We arrived in Helensburgh in time for a couple of pints in the Royal. There were a few other old Submariners in there on their way to the base. After this, we finally arrived at the South gate just in time to miss the obligatory pep talk. This of course was good news. We have heard it that many times we could have given it. However, we were eventually allocated our accommodation - once again in the old Wardroom which had been designed by a rabbit. Also it was like climbing Everest to get to it. This was particularly difficult for Alan who had to take it easy. Once we found our cabins they seemed okay. We found out later that there were a few problems which we had not foreseen. This will be covered later. We got ourselves changed and, after being fed, we repaired to Kennedy's Bar in the Senior Rates mess. After a little refreshment, we joined the welcome meeting chaired by Jim McMaster, always entertaining. Also a 'state of the nation' talk was given by Capt. Paul Dunn, OBE - CapFasFlot. On completion we retired to Kennedy's Bar. After a few bevies we were all pretty tired and went off to our billets. First problem was to find our correct corridor in the 'rabbit warren'. We accomplished this with the help of Barrie who at least had a clue as to the lay out of the place. I shared with Ginge, and the first problem reared its head. The heating clanked and squeaked all night. It didn't matter though, because Ginge snored, and this drowned out the noise from the heating.

The following morning arrived much too early. We needed to get fed, and join the coach taking us to the Fairfield Memorial in Elder Park Govan. Again, it was very cold. We were therefore surprised to notice on passing Rhu Marina, there were a number of lunatics wind surfing and dinghy sailing on the Loch. Jim McMaster told us there was to be no singing on the coach. Fat chance!!!!

On arrival at Elder Park, it was obvious that everything was frozen. It was dangerous to walk on the pathways owing to black ice. Most of us walked on the grass. The swans were trying to ice skate on the small lake. Fortunately all the dog muck was frozen solid. The ceremony went very well and the turnout was excellent given the adverse weather conditions. Following the ceremony, the Elder Park Model Boating Club provided us with much appreciated refreshments, i.e. tea, coffee, cakes, sandwiches, and soup. After this we returned by coach to the base. We didn't stop in Helensburgh for a wet because the weather was terrible. We returned to the base and had lunch. Followed by Kennedy's Bar for a few scoops, and a yarn with old buddies. Nice to see Davy George, and the Northern Ireland contingent, together with their camp follower, Tracy. We then retired for a siesta. This was no mean feat, particularly for Alan who soldiered gamely on up all those steps. To give some idea how difficult it is, even Barrie and I got lost in the building and discovered that our room keys just about opened any room!



Barrie Downer & Dave Barlow at the Elder Park Memorial

We got ready for the formal dinner. This was about the time we got our first injury. Ginge hurt his toe quite badly in the heads where he stubbed his bare foot on a camouflaged step. We knew this hurt because poor old Ginge limped for the remainder of the visit. It also has to be mentioned that the showers didn't work either. Anyway, we managed to get down to the mess with Alan and Ginge bringing up at the rear, and joined the Punch Reception before the formal dinner. When we joined the punch reception, we discovered we had misplaced Alan somewhere; this was not really unusual as Alan had managed to get himself lost at least once. However Alan showed up none the worse. After our punch and a bit of yarning we were called to dinner.

The dinner was excellent. The Guest speaker was Commodore Mike Walliker (previously of HMS ASTUTE 'in build' and now Deputy RASM) who gave a very entertaining and informative performance. There were a few other formalities after which we were entertained by Mad-Dog and John Hendren verbally sparring with each other. This was followed by 'pass

the port' ritual and the various toasts. Eventually dinner was wound up and I think everyone enjoyed it. One point that was made was that we are not ex-submariners, we are submariners! We then mustered in Kennedy's Bar. Ginge however, was pretty knackered and took his toe off to bed. Barrie, Dave, Alan and myself sat with a few beers and proceeded to spin dits. After listening to all the yarns about life in nuclear submarines it made me appreciate having served in diesel boats. We eventually retired to our cabins. It seemed to have been a long day somehow, and the weather didn't help. The following morning again came very early. We went to breakfast and then made our way to the base church for the Service conducted by the Rev Paul Jupp before getting the transport to the graves at the Garelochhead Cemetery. Fortunately it stayed fine for once although still very cold. Everything at the cemetery went like clockwork. It was as always a moving experience. There were quite a few wreaths laid – starting off with Commodore Walliker and including one laid on behalf of the Widows by Gill Molyneux – the wife of the late Ian Molyneux – the first WEO of ASTUTE. Dave Barlow laid a wreath on behalf of the Barrow Branch. The turnout was very good indeed considering how cold it was. On completion we returned to the base.



Planting a Poppy Cross at the Grave of the Australian K13 ERA - John Arthur Roberts

We didn't hang about in the mess as the weather was forecast to be a bit challenging, we wanted to get on the road as soon as possible. On leaving the base we notice a very dangerous thing. An attractive young lady was guarding the gate and was armed with an automatic weapon. Attractive young ladies are dangerous enough without giving them automatic weapons to play with. Thus we departed. On passing the peace camp it was commented that Dudley's caravan would not look out of place in among them. The journey home got progressively worse. During the journey, we had snow, rain, wind and, once in Cumbria, we had very thick fog. Once again Barrie did very well to get us back. On reflection, it went very well considering the weather. It was good to meet some old shipmates and the crack was, as always very entertaining. One thing that has not changed is the Base. It's still like a building site after all these years

SUBMARINER VICTORIA CROSS HOLDERS OF WWII

The following is the thirteenth article of a series commemorating those Submariners who have been awarded the Victoria Cross and this article covers another of the World War II Submariners.

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 1st Submarine Flotilla based at HMS St. ANGELO in Malta 'for Submarines' on 11th Aug 1941. Three weeks later on 1st 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 10th Submarine Flotilla at Malta. He was awarded the Distinguished Service Cross (see London Gazette dated 4th May 1943) for his part in the sinking of the Italian submarine GUGLIELMOTTI by UNBEATEN off Sicily in March 1942.

He returned home on 13th Aug 1942 and was appointed firstly to HMS DOLPHIN on that date before being appointed to HMS VARBEL (12th Submarine Flotilla) at Port Bannantyne in Scotland 'for special service' with X-Craft on 13th Aug 1942. Following training he was appointed to HMS VARBEL 'for Submarine X-4 in Command' on 11th 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 22nd 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 11th 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 20th September and entered Kaafjord on 22nd 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 22nd 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. In

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 as 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 27th 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.

QUESTION?

From: tony fines mailto: t.fines@ntlworld.com

Sent: 28 January 2015 14:07

Subject: re propellers at the Submarine museum

Comment: Hi I'm not a naval man just someone whose got a great interest in Subs etc. I have a question regarding the propellers on display at the Gosport Submarine Museum. I'm not sure if you have been there but there is just inside the car park a huge propeller laying on the ground. I emailed the museum to find out what class of submarine did it come from and they replied a Resolution class boat. This is what I thought but going further along the path to the Holland 1 exhibition there is another propeller actually marked Resolution class and this one is a lot smaller than the one in the carpark. Looking at pictures on the internet the smaller of the two is a Resolution class subs propeller as marked! So what is the one in the car park from? Were all Resolution class fitted with the same size propellers or were they upgraded at some time to the much larger one? I would appreciate you and your comrade's views on this.

Many Thanks, Tony Fines

FEBRUARY BRANCH CALENDAR

February Branch Meeting	3 rd February
Morecambe Bay Visit	6 th February
Rock & Roll Evening	28 th February
Committee Meeting	As required

BRANCH BIRTHDAYS FEBRUARY 2015

Mick Fleming	3/2/46
Jonathan Rimmer	4/2/74
Michael Bengé	14/2/??
Alex Webb	16/2/60
Lennie Dennett	19/2/68
David Thornton	20/2/48

Billy Daniels 24/2/40

Nick Marshall 28/2/58

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 is the fifth article in a series listing Submarine losses month by month during WWI, Crew Members lost and other submariners lost. No Submarines were lost in February 1915 but one Submariner is reported to have died. He was:

Petty Officer 1st Class Albert George Hodder O/N 180596 was one of the crew of Submarine HMS E11 who is reported to have died in an accident on 4th Feb 1915. The following has been adapted from a report by Roger G Coleman found on the Western Front Association Website.

PETTY OFFICERS ACCIDENTAL DEATH AT GREAT YARMOUTH

On a visit to Lyme Regis Cemetery I was walking along the lower pathway and noticed a lone CWGC headstone inscribed to the Royal Naval petty officer, A.G. Hodder who had died in February 1915 whilst serving on H.M. Submarine E.11. This prompted me to try and find out how he had died and came to be buried in Lyme Regis Cemetery.

Albert George Hodder was born on the 27th December, 1878 and he was the son of George and Mary Hodder of Mill Green, Lyme Regis. He joined the Royal Navy at Portsmouth on the 7th August, 1894 as a Boy 2nd Class

aged 15 years. He was described as being 5ft 4ins in height, with brown hair, grey eyes, a ruddy complexion, had no distinguishing marks and gave his occupation as that of an Errand Boy.

He had begun his Naval career on the training ship HMS BOSCAWEN at Portland where he signed on for a twelve year engagement from the age of eighteen. Within a year he had progressed to Boy 1st Class and was advanced to Ordinary Seaman in December 1896 and to Able Seaman in January 1899 when he was serving in the 7,700 ton cruiser H.M.S. GIBRALTAR. In May 1903 he was serving on the 3,500 ton Apollo class light cruiser HMS BRILLIANT when he was rated Leading Seaman. He joined Submarines on 18th July 1903 when he was drafted to the Submarine Depot Ship HMS LATONA and then to HMS THAMES on 20th July 1903. Whilst serving in HMS THAMES he was advanced to Petty Officer 2nd Class on 1st April 1905. Albert Hodder joined the Submarine Depot Ship HMS MERCURY on 11th July 1906 where he was rated Petty Officer 1st Class on 14th May 1907. He returned to General Service on 1st Oct 1908 and served in HMS VICTORY, HMS VERNON, the 10,500 ton Cruiser HMS ROXBURGH and the 13,550 ton Cruiser HMS DUKE OF EDINBURGH.

Albert Hodder returned to Submarines and HMS MERCURY on 18th May 1911. He also served in HMS BONAVENTURE and HMS ARROGANT before joining HMS MAIDSTONE (8th Submarine Flotilla) on 15th October 1912 where it is understood that he served in D Class Submarines. He joined HMS DOLPHIN 'for Submarine E11 *as the Coxswain – Standing By whilst Completing*' at Vickers in Barrow on 28th March 1914. On the outbreak of the First World War E11 was based at Harwich with the 8th Submarine Flotilla.

On the 4th February 1915 E.11 was berthed at South Quay, Great Yarmouth and, during the evening, Albert Hodder went ashore to buy some food. He returned at approximately 2100 and was crossing over to E11 from one boat to another via a plank when he stumbled and fell into the water. The evening was very dark and there was a strong current flowing past the boats and Albert was swept away. The alarm was raised that a man has fallen overboard and a Petty Officer from the adjacent boat hurried on to a collier which was berthed astern of the submarine. From the stern of the vessel he saw a dark object float by. He then boarded a tug boat but was again thwarted in effecting a rescue. It was fortunate that a rowing boat used as a ferry was in the vicinity. The ferryman, who had heard the alarm that a man was in the water, rowed to and fro, saw the man and managed to grab hold of him. With one oar he paddled the rowing boat alongside the quay. There, the Petty Officer helped to get Albert Hodder on to the quay.

Artificial respiration was applied and a doctor attended to Hodder until his breathing became normal. He was then taken to the shore-side sick bay on a stretcher and put to bed with hot water bottles and warm blankets and left in the care of a medical orderly. Later he doctor was

again sent for and on arrival he found that Albert Hodder had died. He was thirty-six years of age.

An inquest was held on the 5th February 1915 in the Town Hall at Great Yarmouth into the circumstances surrounding the death of Albert Hodder. It was established that no one had actually seen Albert fall into the water. The ferryman, Mr Albert Childs stated that he had been close to E11 and heard the shout that a man had fallen overboard. Dr. J. Sankey attended Hodder and applied artificial respiration with the help of police constable. Taken to the sick bay he was put to bed and later died due to 'asphyxia from drowning'. The jury returned a verdict that deceased accidentally fell into the water and died from the effects of his immersion.

The Admiralty offered to bury Albert Hodder with full military honours at Great Yarmouth or they would return his body to Lyme Regis for private burial. His mother chose have her son buried in Lyme Regis Cemetery.

On the day of the funeral, 14th February, the town paid its respects by flying flags on prominent buildings at half-mast. The coffin, draped with the Union Jack was borne on a hearse from his mother's house to the parish church. A muffled peal was rung as the cortege approached St Michaels', where a large congregation had assembled. Albert Hodder's father had died a few years previously and his mother, who had re-married, was accompanied by her other son, stepsons, nieces and cousins. The Mayor and town officials were also present as well as Naval personnel who had served with Albert and many local friends. After the funeral service the coffin was taken to Lyme Regis Cemetery, where a short service was conducted before Albert Hodder was interred. After the burial a large number of floral tributes were arranged over the grave. A wreath was laid by the Officers and Crew of E11.

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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.freeserve.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 JANUARY 2015

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Non Member	26th Dec 2014	William (Bill) Davidson	Local Acting Chief (ME)	TBA	TBA	Submarine Service 1958 to 1969 in SANGUINE (1958), SEA DEVIL (1958-60), ALLIANCE (1960-64) & ORACLE (1968-69)
Scotland North East (lapsed)	6 th Jan 2015	Tom Kimmitt	Chief MEM	TBA	TBA	Submarine Service in REVENGE, REPULSE & RENOWN
Blackpool Branch	9 th Jan 2015	Peter Swift	MEM	P079755	68	Submarine Service 1966 to 1973 in WALRUS, SEALION, PORPOISE & ORACLE
North East Branch (ex Peterborough)	9 th Jan 2015	R. (Ron) Craig	LM (E)	C/SKX 885490	84	Submarine Service Jul 1953 to Dec 1956 in ALCIDE, SLEUTH, SELENE & SUBTLE
Dolphin Branch & Submarine Officers Association	10 th Jan 2015	Roger J Whitby	Lieutenant	N/A	TBA	Submarine Service 1981 to 1988 in OTUS (1981); OTTER (1982-83) and OPPORTUNE (1984-86).
Colchester and Essex Branches	14th Jan 2015	R.W.R (Reg) Greenshields	Fleet Chief Electrician	P864073	81	Submarine Service 1955 to 1978 in SEASCOUT, SCOTSMAN, TACTICIAN, GRAMPUS, WARSPITE (1st Commission Crew) on 18th Apr 1967 & VALIANT (on Re-Commissioning) on 12th May 1972
Barrow in Furness Branch	23 rd Jan 2015	Colin Lee	Able Seaman (Radar Plotter)	D/SSX 865330	82	Submarine Service May 1953 to Dec 1958 in TRADEWIND (Oct 53-May 54), SIDON (Oct 54-Aug 55), SCORCHER (Aug 55-Oct 57) & TOTEM (Feb 58-Nov 58). Survivor from SIDON on 16th Jun 1955

A RUSSIAN DIARY (Part 2)

During WWI, starting in late 1914, six 'E' Class and four 'C' Class Submarines were sent to operate with the Russian Navy in the Baltic. None of the submarines ever returned home. One – E13 – ran aground in Denmark on the way to Russia and was shelled to destruction by a German Destroyer. E18 – was lost with all hands in the Baltic after hitting a mine. Another – C32 - ran aground and was blown up by its crew to avoid capture. The remainder - E1, E8, E9, E19, C26, C27 & C35 - were scuttled off Finland on 4th and 5th April 1918, after the Russian Revolution, to prevent their capture by German Forces. The submarine crews were relieved from time to time. One man – detailed to join Submarine E1 wrote a diary. Last month we found out how the reliefs got to Russia. Here is Part Two of his Story:

22 May 1917

Nothing of note has occurred. Sometimes I feel that this diary is a nuisance. But is it after all? It does one good sometimes to express one's feelings even on paper. Had to see the Captain today for playing cards on the mess deck; after some argument we had to stand over and were eventually stopped three days leave and a month's privileges. Eight of us all told. Cards are not allowed in Russian ships, so we are not allowed to play, merely out of courtesy to the Czar, but he is no longer, so what matters it? But after all an order must be obeyed. I have a sort of fed up feeling tonight. Don't know why; a good lively book would buck me up. Have been running torpedoes these last few days. Have been very successful, in fact, too much so. We hit a Russian T.B. and holed her. That was a collision head, goodness knows what a war head would have done. Had she been much farther from shore she wouldn't have got in. We used to be called the wallflower, but we have drawn first blood this year. I thought the sensation would be very different to what it actually was when we first dived, one can hardly notice it and you soon get quite used to it.

24 May 1917

Mail arrived today. It always happens that we have sent one away when one arrives. But no matter, I feel as happy as a sandboy. Received three letters from O, one from Lavenham, one from Maidstone and also from Florrie.

11 June 1917

It is some days since I had anything of interest to write, but the rumour has come true and we have at last changed our base. Where we are now, Ganga as it is in Russian, or Hango (Hanko) in Finski, is a great improvement on Reval (Tallin). Very quiet and pretty, and quite a small place. I do not know how long we are staying here, but hope it is for the summer. The Russian sailors don't seem to like the idea of being here at all. I would like to shunt the lot of them out of it, none of them are any good, a crowd of ignorant scallywags. The trip from Reval to here was very interesting. Navigation was very difficult, as there are a great number of small islands en-route. It took us about ten hours. Marvellously pretty these islands looked in the early morning sun. We got under weigh at midnight. Now it does not get dark at all, merely dusk between ten and twelve. We made a stop of two days at Lapwick, another very pretty place, nothing more than a village. Plenty of fishing but we were unfortunate and caught the magnificent sum of nil. However, it helped pass the time. One of the boats, E.9, left on a six-day trip the same night as we left Reval. Went to Libau but had no luck. E.8 relieved her for the same period but met with no success. The wallflower "E.1" left yesterday morning at 2 am on a ten day trip to Bornholm. After ten hours running the engines refused duty and we had to come back. They've dished us up and we do a trial run tomorrow. Hope it will prove successful.

16 June 1917

But after all our hopes have been dashed to the ground. The Engineers' branch has been at work all this week. I don't believe the boat will ever be any good. It's a rotten shame. We have the finest skipper out here and he is just dying to do something. The boat's crew are nearly all new hands and were looking forward very eagerly to this trip but another boat "E.19" has taken our place. Mail arrived Tuesday 12th. Had a good haul. "E.19" and "E.9" returned today (20th). Nothing doing! We did a trial run, but I do not know the result definitely. Think it proved successful, if so we leave Saturday. I'm no fervid patriot and sometimes think I would like to stop in harbour all the time, but after all one must do something to justify one's existence. Even if we only do one trip it'll be something. Shouldn't like to come home and have to say I was in "E.1" and did not do a trip all the time I was in the Baltic.

This narrative does not make much progress, but the truth of the matter is, there is not much to write about. Just finished two splendid books, "The Blood Tax" and "The Card". The latter is a tale of the Five Towns, and the first a study in Militarism. Although written many years ago (1902) it gives an absolutely true forecast of what has happened and is happening. It described the German military machine to a "T". "The Card" is an amusing comedy, and well worth reading.

9 August 1917

I can hardly believe it is so long since making an entry in the diary. I have sadly neglected it, and so we have administered a severe reprimand to myself. Am writing now in the boat. We are on the dry dock undergoing an inspection of under water fittings etc. Am spending all night here on my own. It is now 10.20 and as I am feeling rather tired I think I'll turn in, with this resolve - to keep this book up to date.

18 August 1917

It is now nine days since last I wrote anything in here, so that does not seem much like keeping it up to date, does it? I must first of all get the boat's log to correct this. I'll come back to that later on. Have been very busy all the week and last week as well. Monday last we got all our torpedoes in the boat again. Thursday we had orders to stand by to go to sea, so on Friday we prepared all "fish" (as torpedoes are commonly known in the Service). Tomorrow, Sunday, we go out for a trim and dive. We have a new second captain who has no experience yet of E boats. He seems a jolly decent fellow. We expect to go on Tuesday, about 5 am for ten days or possibly more. Hope we do, as it will be a relief to get away from this place. "E.19" came in from a trip late last week. She saw a convoy of transports coming out from Libau, fired two fish and missed!!! The only chance we've had of getting anything for nearly two years. Wish it had been our boat. I'll bet we'd have scored. (The Editor does not hold herself responsible for any insinuations which are hereby conveyed.) Letter still coming very regularly, and a good job too. Have been at a loss for reading matter of late, so as an alternative I'm swotting up to pass for Leading Seaman. It's worth it. When I get it, it will mean another shilling a day, so one mustn't grumble. One of the Russian ministers came down today and gave the men the straight tip. Kerensky, the President has let it be known that if they do not carry on fighting he'll find means to make them, or on the other hand, if they wish for a separate peace, he'll resign. So there you have it. The weather here now is very changeable, rain, fog, then a little sun to level off. Have not been ashore for some time. More rumours flying about that we go to Hango again for a while; I hope so. We are well looked after out here!!! Am inclined to think the people at home have forgotten us. Up till today the food has been rotten, to put it baldly, but the matter has been put to the C.O. and he is having steps taken to remedy it

22 August 1917

Am writing this at sea. Some two or three hundred miles from Reval. We expect to be out for ten or twelve days, and this is the second. There might be some joy this time, as we are going nearer to the German coast. Monday afternoon we spent getting provisions in the boat. To give you some idea of how much we require for twelve days (27 of us exclusive of officers) I will enumerate some of the items. We have taken four days fresh meat, 1lb. Per diem per man, - 98 lbs. Bread, 1 lb. and an eighth, sixty nine loaves, an average of 2½ lbs. each. Potatoes and carrots, approximately 500 lbs. Butter - 30 lbs. Bacon - 45 lbs. and cheese - 20 lbs. Then we have tinned milk, salmon and rabbit, and Russian meat of some description, also in tins. Bottled fruit has been served out to us this trip for the first time, although some of the other boats have had it. In addition, of course, there is tea, cocoa, sugar, jam, rice etc., so we don't do so badly after all. Of course it might be improved, and no doubt will be very shortly. Well, I am going back a little and will fill up as far as I am able the days I have missed. To continue from May 10th, nothing of importance happened till the 15th, when we went out for a practice dive, and again on the 18th. On the 21st we fired one of the Russian torpedoes we carry on the upper deck, and fired them both on the 22nd. I don't mind firing them, the worst thing is picking them up. Fortunately we had but little trouble to do so. Wireless trials on the 23rd; out torpedo running again on the 24th. We fired our bow tube, and hit and holed a Russian destroyer; I wish it had been a German. On the 28th and 29th we prepared for sea, and on the 31st at 1.15 am left Reval for Lapwick. We arrived at 10.35 and tied up alongside a jetty. On June 1st - more practice diving. You cannot beat it, it all makes for efficiency, and the submarine service is where a man must be efficient, for his own sake, and his boatmates as well. 2nd June - Lapwick to Hango. The same routine is carried on every day except when we are practising diving; cleaning brightwork, paintwork etc. Once a week all torpedoes are tested, and it is part of my work to assist the Leading Torpedo Operator. On June 5th we had a long day of practices; took our dinners with us. We have electric ovens in the boats. On June 6th we prepared all torpedoes for action. On the 9th we drew ten days' provisions, and on Sunday the 11th left Harbour at 2.55 am. We came back at 8.50 pm and returned eight days' provisions. The irony of it all! Our first trip, and was to be the first long one, but we break down! Ah well! Had a run late on the 19th. Left Harbour at 8.30 pm and were out for two hours. Merely a trial run and made at rather a peculiar time.

On June 20th we were out again, and on the 22nd made another trip. We drew seven days' provisions and returned our Russian torpedoes, thank goodness. They are more trouble than they are worth. On Saturday June 23rd we cast off at 3 am and on the 24th at 7.29 am arrived at our patch. We dived and commenced patrol duties. Nothing whatever occurred of interest, and we returned on Thursday the 28th. On Sunday July 1st, all hands had to muster by the ledger, and were inspected individually. Each man had to sing out his name, rating, badges, medals etc; quite a rigmarole. We managed to get over it all right though. Nothing of interest happened until July 10th when we commenced our duties as a submarine liner. We left Hango at 5 am on the 11th and arrived at Reval at 12 o'clock, where we discharged our cargo, loaded up again and returned to Hango on the 13th. You can guess we had our legs pulled considerably over this little trip. Carter Patersons, Pickfords, etc, were some of the terms applied, but they didn't worry us much. Whilst at Hango we had to live in a shed for some time as our mess deck was being painted. Not being on the ship we were allowed to play cards, of which opportunity we made the most.

Our great advantage Hango has over Reval is that it has some decent roads. Not very long to be sure, but roads after all. Nearly all the lads went in for cycling. Two chums and myself seldom missed going ashore for a spin. We used to do four and five hours at a stretch. Well, to get on with business, we left Hango again on the 18th for Reval, and the ship left four or five days after us. Whilst waiting for her to come round we had a very decent time. We were sent to live on a small gunboat, the "VOINE". Had a practice dive on the 23rd and again on the 25th. We drew eight days' provisions and prepared for sea. On July 26th we left the ship at 5.25 am. Everything was the same as usual with the exception that on Tuesday the 31st we sighted two trawlers and a Zeppelin through the periscope. We came to the surface for some time after they had done, and whilst we were up, the gas bag fellow caused a mild panic. We made what is known as an emergency dive, and for some minutes couldn't get down any further than 10 feet. Eventually we got her down to 70 feet and stopped there for some time; it's not healthy to be too near the surface when there's a Zepp. sculling.

We returned to harbour on the 2nd August to find a very decent mail awaiting us. On the 19th we went out for a dive and, on the 20th we were out again, in the afternoon. In the afternoon we drew twelve days provisions and got ready for sea; left at 9.30 a.m. on the 21st, and then the fun commenced. On Thursday the 23rd we sighted four steamers, four trawlers and one tug. We stood by to fire the port beam tube, but I'm sorry to say the target was too far away. Later on we sighted a Dutch Steamer. Again on Saturday we saw two more ships, but unfortunately, we broke surface so we had to dive again. They might have seen us or no, but we were not taking chances. I think we all dreamed dreams, and had visions of iron crosses etc. One thing about it, we have seen more ships than any other English submarine out here. Nothing more of note occurred before we returned to Harbour on the 28th, - done to the wide!

To be Continued!