



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

Issue No: 178

www.submarinersassociation.co.uk

April 2015



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Cover Picture: HMS ASTUTE RETURNS HOME AFTER EIGHT MONTH DEPLOYMENT

EDITORIAL

Easter already and the clocks have gone forward an hour again – I hope you all remembered!

The 2015 National Council Conference and Reunion have come and gone and, hopefully, we will get a full update on the decisions taken and the new Committee Members elected at the Branch Meeting on the Tuesday 7th April – which as you all know is our Branch Annual General Meeting.

On 10th March I went along to the Sea Cadets in Dundee Street along with Dave Barlow and Mick Dack for their Annual Inspection Evening. It was very well attended by friends and families. Others from the Branch who were there were Paul Douglas – now a member of the Sea Cadet Management Committee and Alan West in his role as a family member and grandfather.

The Cadets, as to be expected, were very well turned out and their Drill on Parade was immaculate. After a formal Inspection of the Parade the Cadets were addressed by the Inspecting Officer who remarked on their smart turn out, the range of activities covered in their training and the amount of work achieved. He was particularly impressed by the Junior Cadets who had been assessed as the best performing Section nationally – the best out of some four hundred Sea Cadet branches. They were told they should be extremely proud of themselves. All the visitors were shown around the various class rooms to see the range of activities covered. Apart from the Branch Meeting on Tuesday 7th this is another busy month. Saturday 25th April is ANZAC day when we remember the landings at Gallipoli during WWI by the Australians and New Zealanders and also

the Lancshires. The evening of the 25th is our Members Dinner which Alex will tell you all about at the Branch Meeting and in his Social Secretary's Dit in this News Letter. On Sunday 26th we will hold an ANZAC Remembrance Ceremony at the AE1/AE2 Memorial in Ramsden Square and this will be followed by the Annual St George's Day Parade from the Town Hall Square to St. George's Church for a short service before repairing to the RBL Concert Room for the usual refreshments and social gathering. You are all invited to attend at the AE1/AE2 Ceremony and the St George's Parade.

This month's cover photo shows HMS ASTUTE returning from an eight month Operational Patrol – complete with the 'special forces' chamber fitted on the after casing. Hopefully ASTUTE and AMBUSH will soon be joined at sea by the 3rd of the Class - HMS ARTFUL!

In the meantime I hope you all have an enjoyable Easter Weekend – don't eat too many Hot Cross Buns and Easter Eggs!

Please enjoy the April 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!

See you all at the AGM – don't be late – remember it starts half an hour earlier at 1930!

Regards to all,

Barrie Downer



Hi to you all

At the March meeting we had a surprise visit from our Mayor with a request that she would like to address the three services. Before the meeting started proper we called the D of L Association in along with some of the RAFA members who were in the Legion into the function room. The Mayor expressed her gratitude to the work we have collectively done to support her and the Town Council over the past year particularly the Centenary of the start of 1st World War One Remembrance Parade. She then went on to say that she had a little bit left from her expense account and suggested that it be used towards a social on the occasion of the 60th Anniversary of VE Day. She was thanked and invited to stay for the meeting which she did. She had quite a surprise when invited to partake of a tot of rum at the end of the meeting. She thought it was a Coke or Pepsi I think.

Another year has gone by and the Annual General Meeting is on us again. With less than a week to go and no further volunteers Ron Hiseman will be re-elected to be our Secretary for a further 3 years. If or when Ron is unavailable due to his work commitments I am sure that Barrie will step up to the plate. At a recent committee meeting all the existing committee have said they would like to carry on which is great news. That still leaves one spot on the team and I have received one notification that a member would like to join the committee. If there is anyone else out there who wishes to come on board then let me know to and we can make a proper election out of it.

I have just returned from the Annual National Conference and Reunion which this year was held in Leicester. There were 200 present at this reunion with a 75/25% split of men to ladies and considering it clashed with the Ganges Association reunion along with the Andrew and Valiant reunions it was a very good attendance. These other Submarine groups know that they could hold a mini reunion within the main Association reunion but it seems to fall on deaf ears. That they wish to clash is disappointing and doesn't seem to reflect the camaraderie and togetherness that submariners are famous for. This was the first time that we had allowed our ladies to join us for this weekend and judging by the feedback I have received it was a huge success. Naturally the conference itself was for Full Members only but that only took 2½ hours out of the day and it gave the ladies the chance to shop to their hearts content without a husband or partner trudging and grumbling along behind. I will leave the report of the conference itself to our delegate Bob Palmer.

This was the first time that the Reunion Dinner was fully integrated with our ladies and again it was a success. The two main speakers were Admiral Sir James Perowne who gave a hilarious speech about how he was appointed to his current position of "Constable and Governor of Windsor Castle" along with a couple of less than politically correct jokes. From 1853 until 1957 the position was always held by a member of the Royal Family but since then it has been a Retired Officer of the Armed Forces of the Crown. Back in history it transpired that two of the incumbents had been beheaded so he had better watch his step methinks? RASM, although including a very brief state of the nation, delivered his speech in such a way that was very interesting, humorous and all present seemed to enjoy it. He did mention the problem he had of recruitment and retention of Submariners and invited anyone below the age of 60 to re-enlist. Naturally John Hendren immediately volunteered his services. It is the first time that the speakers haven't been heckled and, apart from being a reunion first, was good to see. The fact that our ladies were present didn't seem to detract from us drinking the hotel nearly dry. They had to call for more supplies on Saturday morning which arrived just before the pumps ran dry. We showed once again that submariners are Olympic Gold Medal drinkers. The strange thing is that you didn't see any obvious drunkenness or anybody falling over.

The next few weeks will be a very busy period for the branch with the Branch Dinner, St Georges Day Parade coupled with the AE1 memorial and then the Tri Service VE Day Social which the Mayor has partially funded. I hope you can attend some if not all the functions. I am sure that Alex will give more details in his report. During the same period John Hart will be looking for volunteers to assist in stewarding the K2B walk on the 9th May. If you are free even if just for a couple of hours then please get in touch.

I will be on holiday in Australia for all these events but I have received an invite to join the Australian Branch of the Submariners Association for their ANZAC day parade in Freemantle on Saturday 25th April. I am really looking forward to that.

Finally, my granddaughter had to write a poem as part of her university course work. As during the past year we have been remembering those lost particularly during the 1st World War I thought I would share it with you. She has called it:

"The Home Front".

Remember the fallen, a life greatly lost.
Remember the wounded, who escaped with a cost.
Remember the veterans, sing for their praises.

Remember the women, who sit counting daisies.
A beacon of hope, I am the women who stays.
Alone now with child and helpless I pray.
I carry your picture, so close to my heart.
You shoot and defend, till death do us part.
Those vows long ago, treasured and spoken.
They're warped for us now
You've returned to me broken.

Well that's all for now; see you all on Tuesday which, don't forget, starts at 1930 as it is the AGM.

Dave

SECRETARY'S REPORT



Hello All

AGM time of the year again so the April meeting begins at 1930. Hopefully we can get through the business swiftly, although the decision to raise National subs by 100% will extend the discussion times. As I have had my contract renewed I am able to throw me hat into the ring and volunteer to stay as Secretary - subject to being voted in. Hopefully the next year will involve less travel for me and I will be able to attend more meetings.

Ken has volunteered to continue as Vice Chairman - if re-elected - and the current Committee members have all volunteered to continue in post, but we are one short so if you can help please volunteer.

We have a busy social time next month with visits from both Leicester and Medway Branch's so hopefully we will have a good turnout to welcome our guests.

Kindest regards

Ron

SOCIAL SECRETARY REPORT



Hi Shipmates,

Not a lot to report on for March; had a Committee Meeting, got roped into organising a VE day gathering and took bookings for the forthcoming Members Dinner (which is not to be missed in my opinion!)

Diary Check:

Sat 18th April VIP footie day out to Barrow AFC has been cancelled due to availability - sorry.

Sat 25th April is the Members Dinner at the Chetwynde hotel. A semi-formal function with 3 course dinner, port toast and lots of good company and chat; no groups or discos - only £25 per person which is being subsidised by the branch by £5 and will cost you only £20; limited to 50 so please get your name down soonest. Dress code is Association blazers, lounge suit or uniform (negative medals). List closes on Friday 17th of April with full payment being required and menu selected.

Tuesday 5th May Branch Meeting will culminate in a small quiz with big eats and the chance of winning big money. Bring along your wives and girlfriends; Kenny is acting chairman so meeting will only last 10 minutes and then we can have a laugh. I will keep the questions easy so that Ron doesn't come last again.

Friday 8th May – VE Day party at the Legion; 7 – late, will finalise details on completion of a meeting with Des (Crab) and Tom(Pongo)with details being promulgated at the AGM and May newsletter. In essence it will be a tri-service party with food, entertainment, raffle etc. Looking at it being a free evening (thanks to the generosity of the outgoing Mayor – Marie).

Friday 22nd May Meet & Greet, 7:30pm at the Legion. The Leicester Branch is coming into town to cause chaos. Will include food, alcohol and lots of dit spinning – if you are around please support this.

Sat 13th Jun is the Barton Grange Canal Cruise. Transport departing at 2pm, 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 and lots of alcohol for the return trip. Then coach home, arriving safely back circa midnight. Lots of fun to be had; limited to 53 this is a fantastic day out for just £30!!!!

Sat 27th Jun Our run ashore to the Prince of Wales, Foxfield, for a DTS With some free beer thrown in to dampen the blistering sunshine; details to follow.

The members (free) draw was not won in March so April we have £20 in the pot, plus, of course, the Birthday Boy beer if you are eligible. Spring is here get your woollies off and your party hats on!!!!

Alex Webb, Social Secretary

CHINA NOW HAS MORE SUBMARINES THAN THE US NAVY

WASHINGTON (Reuters)

(Reporting by Andrea Shalal; editing by Gunna Dickson)

China is building some “fairly amazing submarines” and now has more diesel- and nuclear-powered vessels than the United States, a top U.S. Navy admiral told U.S. lawmakers on Wednesday, although he said their quality was inferior. Vice Admiral Joseph Mulloy, deputy chief of naval operations for capabilities and resources, told the House Armed Services Committee’s seapower subcommittee that China was also expanding the geographic areas of operation for its submarines, and their length of deployment.

For instance, China had carried out three deployments in the Indian Ocean, and had kept vessels out at sea for 95 days, Mulloy said. “We know they are out experimenting and looking at operating and clearly want to be in this world of advanced submarines,” Mulloy told the committee.



Chinese Submarines ‘In Line Abreast’

U.S. military officials in recent months have grown increasingly vocal about China’s military buildup and launched a major push to ensure that U.S. military technology stays ahead of rapid advances by China and Russia.

Mulloy said the quality of China’s submarines was lower than those built by the United States, but the size of its undersea fleet had now surpassed that of the U.S. fleet. A spokeswoman said the U.S. Navy had 71 commissioned U.S. submarines. U.S. submarines are built by Huntington Ingalls Industries Inc. and General Dynamics Corp.

In its last annual report to Congress about China’s military and security developments, the Pentagon said China had 77 principal surface combatant ships, more than 60 submarines, 55 large and medium amphibious ships, and about 85 missile-equipped small combatants.

Mulloy did not provide details about the number of surface ships now operated by China.

He said the U.S. military did not believe China carried nuclear missiles on its submarines, but that it had been producing missiles and testing them.

SUBMARINER VICTORIA CROSS HOLDERS OF WWII

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

Commander Robert Edward Dudley Ryder, V.C., Royal Navy

Robert (Red) Ryder was born in India on 16th Feb 1908 and he was the son of Colonel Charles Henry Dudley Ryder, CB, CIE, DSO, Surveyor General of India, and Ida Josephine Ryder (nee Grigg). After being educated at the Hazelhurst School and the Cheltenham College Robert Ryder joined the Royal Navy in 1926. Ryder served on several ships throughout his career. He served as a Midshipman on the battleship HMS RAMILLIES from 1927 to 1929. Sub Lieutenant Ryder was appointed to the Submarine Depot HMS DOLPHIN ‘for the Submarine Course’ on 1st Sep 1930. On completion of Submarine training he was appointed to the Submarine Depot Ship HMS MEDWAY (4th Submarine Flotilla at Hong Kong ‘for Submarine HMS OLYMPUS as Navigating Officer’ on 27th Dec 1931. On completion of his service in HMS OLYMPUS and taking unpaid leave, he skippered the ketch TAI MO SHAN on a 16,217 mile voyage from Hong

Kong to Dartmouth, England during 1933–1934 crossing the Pacific and the Atlantic. From 1934 to 1937 he captained the schooner PENOLA during the British Graham Land Expedition in Antarctica.

At the outbreak of the Second World War Robert Ryder was serving as a Lieutenant Commander in the 35,000 ton Battle Ship HMS WARSPITE. In 1940, he was appointed to the frigate HMS FLEETWOOD 'in Command' and in 1941, he was appointed to HMS PRINCE PHILLIPE in command but this ship which sank after a collision in the Firth of Clyde. Ryder, now a Commander led the St. Nazaire Raid, codenamed Operation CHARIOT on 28th Mar 1942. This was a successful operation to destroy the Normandie Dock in the harbour at St. Nazaire. The stated aim of the operation was to deny large German ships, particularly the German battleship Tirpitz, a base on the Atlantic coast. For his actions during this operation he was one of five people awarded the Victoria Cross.



Robert Ryder joined the Royal Navy in 1925. On 27-28 March 1942 he led the naval force in Operation Chariot, with the aim of wrecking the gates at the entrance to the huge dry dock at St Nazaire, the only one in western France capable of accommodating the German battleship Tirpitz. The force, commanded by Ryder in MGB 314, comprised sixteen motor launches, a motor torpedo boat, and the destroyer HMS Campbeltown which, loaded with explosives on a time fuse, was to ram the dock gates. It also included 257 commandos, who were to demolish dockside installations. Just before 1.30am on 28 March, Ryder's force reached its objective, where the Campbeltown succeeded in ramming the dock gates. Ryder remained on the spot to conduct operations, going ashore at one stage to look around. Returning to MGB 314 - by then under intense close-range fire - he organised the evacuation of men from the Campbeltown and the rescue of as many commandos as possible. After being in action for well over an hour, MGB 314, still under fire and full of dead and wounded, at last withdrew and eventually reached England.

The Citation for his ward of the Victoria Cross read as follows:

The KING has been graciously pleased to approve the award of the Victoria Cross for daring and valour in the attack on the German Naval Base at St. Nazaire to:

Commander Robert Edward Dudley Ryder, Royal Navy

For great gallantry in the attack on St. Nazaire. He commanded a force of small unprotected ships in an attack on a heavily defended port and led HMS CAMPBELTOWN in under intense fire from short range weapons at point blank range. Though the main object of the expedition had been accomplished in the beaching of CAMPBELTOWN, he remained on the spot conducting operations, evacuating men from CAMPBELTOWN and dealing with strong points and close range weapons while exposed to heavy fire for one hour and sixteen minutes, and did not withdraw till it was certain that his ship could be of no use in rescuing any of the Commando Troops who were still ashore. That his Motor Gun Boat, now full of dead and wounded, should have survived and should have been able to withdraw through an intense barrage of close range fire was almost a miracle.

The Victoria Cross awarded to Ryder was one of five won during the raid. Ryder retired from the Navy in 1950 and served as Member of Parliament for Merton and Morden from 1950 to 1955. He died during a sailing trip to France on 29th Jun 1986 at the age of seventy seven. His Victoria Cross and other medals are on display in the Ashcroft Galley in Imperial War Museum, London.



APRIL BRANCH CALENDAR

Branch Meeting	Tuesday 7 th April
Members Dinner	Saturday 25 th April
ANZAC Ceremony	Sunday 26 th April
St George's Day Parade	Sunday 26 th April
Committee Meeting	As Required

BRANCH BIRTHDAYS APRIL 2015

John Dalton	1/4/24
Tom Rawbone	2/4/58
Peter Lorking	3/4/34
Joe Cornelius	4/4/47
Edward Anderson	10/4/56
Ron Hiseman	12/4/55
Karl Allerton	17/4/71
John Hart	18/4/34
Vic Buxton	23/4/33
Scott Hamilton	23/4/84
David Baker	23/4/52
Craig Stannard	27/4/73
Ian McNamara	27/4/72
Ian Winstanley	28/4/50
John Houlding	29/4/46

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

CAN YOU HELP?

From: Rose Waite
Sent: Tuesday, March 31, 2015 5:01 PM
Subject: IKEA call for submariners
Hope you don't mind me contacting you out of the blue. I came across your email on the Submariners Association Barrow in Furness Branch.
I'm working with Mother London (www.motherlondon.com<<http://www.motherlondon.com/>>) looking to find people to feature in a short series of online docs for IKEA. The basic premise behind each one is that people often have to work hard away from home, and it's a real joy to come back to your own bed. We're looking at making films with all sorts of people; mountain guides, truck drivers, oil riggers,

explorers, basically anyone who has to sleep away from home for their job.

We're really interested in featuring a submariner within the film - looking to make a short beautiful slice of life doc that follows them on their working experience, showing their sleeping arrangements. We'd then show their return home, back to their own beds and how great that feeling is, under the premise there's no bed like you're own. There will be a fee involved.

The shoot days are currently set for around the week 20th April or week 27th April onwards - this is reasonably flexible at the moment.

My number is 07970982004 and my email rosew@motherlondon.com<<mailto:rosew@motherlondon.com>>

It would be great to have a talk via email or over the phone about who might be interested and available for the opportunity.

Thanks for your help in advance.

Best wishes,
Rose

SUBMARINE LOSSES OF WWI

This is the sixth article in a series listing Submarine losses month by month during WWI, Crew Members lost and other submariners lost. Two Submarines were lost in April 1915 - both at the Dardanelles.

The first Submarine lost was:

Submarine E15 which ran aground at Kephez whilst attempting to make a passage through the Dardanelles into the Sea of Marmora on 17th April 1915. After running aground the submarine was shelled by the Turkish Forts in the area. In the shelling the Commanding Officer and five of the crew were killed and a further six were wounded. Of those that survived the shelling (and who were taken Prisoner) another eight died as Prisoners of War. Those killed by the shell fire are indicated by * and those who died as POWs are marked **. The Crew consisted of:

Officers:

Lieutenant Theodore Stuart Brodie *
Lieutenant Edward John Price, Royal Navy**
Sub Lieutenant Geoffrey J F Fitzgerald, RNR
Lieutenant Clarence E S Palmer RNVR

Ratings:

Petty Officer George Williams O/N 184383 (Po) **
Petty Officer John Shepard O/N 169388 (Po) **

Petty Officer Sidney J C Kenchington O/N 183194
Leading Seaman Henry Trimmer O/N 221231
Able Seaman Patrick Brennan O/N 226804 (Dev) **
Able Seaman Henry John Barter O/N 230790 **
Able Seaman Frederick John Cornish O/N J8305 *
Able Seaman Frederick John Gingell O/N 239994 *
Able Seaman Arthur Housman O/N J6914 *
Able Seaman John Biggar Lockerbie O/N J5768
Able Seaman Herbert James Rogers O/N 203222
Leading Signalman Charles Horn O/N 229604
Telegraphist Alfred Edward May O/N J9748
Chief ERA Samuel Bishop Todd O/N 270751
ERA William Norman O/N 271316
ERA Albert Henry Ellis O/N M5868
ERA Ernest Valletta Hindman O/N 272067 *
Stoker PO Ernest Henry Mitchell O/N 288459 **
Leading Stoker James Bond O/N 306132 **
Leading Stoker Charles Emil Gosling O/N 295949
Stoker 1 William T G Williams O/N 233214 **
Stoker 1 John MacDonagh O/N K14409
Stoker 1 Charles Henry Stratford O/N K4797
Stoker 1 Thomas O'Neill O/N K22745
Stoker 1 William Howes O/N K2070
Stoker 1 James Geens O/N K5847 & SS103898
Stoker 1 Henry Nash Tapper O/N K/8918*

The second Submarine lost was:

Submarine AE2. Having been the first Allied Submarine to make the passage of the Dardanelles on 25th April 1915 and enter the Sea of Marmora Submarine AE2 was scuttled five days later by her Commanding Officer. This was after the Submarine became unmanageable and had surfaced close by a Turkish Gunboat, which then damaged the hull of AE2 by gun fire preventing her from diving to safety. All of the crew were rescued and made Prisoners of War. Four later died whilst in captivity in Turkey. Those who died as POWs are marked **. The crew was:

Officers:

Lieutenant Commander Henry H G Dacre Stoker
Lieutenant Geoffrey Arthur Gordon Haggard
Lieutenant John Pitt Cary

Ratings:

Chief Petty Officer Harry Abbott O/N 8268
Chief Petty Officer Charlie Vaughan O/N 8259
Petty Officer Cecil Arthur Bray O/N 7296
Petty Officer Stephen John Gilbert O/N 8053 **
Leading Seaman Charles Holderness O/N 8270
Leading Seaman George Henry Nash O/N 8056
Able Seaman William Thomas Cheater O/N 7999
Able Seaman Lionel Stanley Churcher O/N 7920
Able Seaman Albert Edward Knaggs O/N 7893 **
Able Seaman Alexander Charles Nichols O/N 7298
Able Seaman Benjamin Talbot O/N 8221

Able Seaman John Harrison Wheat O/N 7861
Leading Signalman Albert C N Thomson O/N 8221
Telegraphist William Wolseley Falconer O/N 1936
CERA Harry Burton Broomhead O/N 8278
ERA 1st Class Peter Fawns O/N 8285
ERA 1st Class James Henry Gibson O/N 8273
ERA 2nd Class Stephen Thomas Bell O/N 8272
Chief Stoker Charlie Varcoe O/N 8275 **
Stoker Petty Officer Herbert A Brown O/N 8096
Stoker Petty Officer Henry J E Kinder O/N 7244
Leading Stoker John Kerin O/N 7391
Stoker 1st Class James Cullen O/N 2826
Stoker 1st Class Horace James Harding O/N 7216
Stoker 1st Class William Brown Jenkins O/N 2080
Stoker 1st Class Charles George Suckling O/N 2148
Stoker 1st Class Thomas Henry Walker O/N 8289
Stoker 1st Class Michael Williams O/N 2305 **
Stoker 1st Class Thomas Wishart O/N 8277

The Crew of Submarine AE2 are commemorated on the AE1/AE2 Memorial in Ramsden Square in Barrow, at the Royal Navy Submarine Museum and on Memorials in Sydney, NSW.

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 MARCH 2015

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Former Vectis Branch	Mar 2015	Gordon Henry Parker	Fleet Chief OEA	TBA	80	Submarine Service from 1968 to 1978 in REPULSE
Gosport Branch	Mar 2015	L F (Tex) Golding	Chief Petty Officer Coxswain	P/JX 177382	90	Submarine Service from 1947 to 1969 in TACTICIAN, AUROCHS, AURIGA, ANCHORITE, SLEUTH, SOLENT, SCORCHER, ARTEMIS, THERMOPYLE, TOTEM (twice) & TAPIR
Australia Branch	10 th Mar 2015	Colin D White, RAN	Chief Petty Officer Coxswain	TBA	NA	Submarine Service in ONSLOW
Brierley Hill	11th Mar 2015	John Waters, MBE	Leading Seaman (UC2)	P/SSX 820303	83	Submarine Service from Jun 1952 to Sep 1955 in AUROCHS, ANCHORITE & SOLENT
North Staffs Branch	20th Mar 2015	John Coulson	Leading Seaman (RP3)	P/SSX 911572	78	Submarine Service from 1958 to 1961 in TABARD & AENEAS

A RUSSIAN DIARY (Part 4)

21st October. Sunday.

One of our C Boats operating in the vicinity of Riga drew the first blood for the Flotilla. Fired two torpedoes at the leading ship of four Dreadnoughts. Scored a hit. Whether on the big ship is not yet known. Later in the day she fired at, and sunk an aeroplane ship. Whether she will draw any prize money or not depends on whether it is proved she sunk the Dreadnought. The Germans have captured Dago and Oesel. C26 is at Pernau hemmed in. Several tanks leaking. In all probability she will have to be blown up and the crew look out for themselves. C32 got out her difficulty in the same way. They are expected to arrive here any time. Hope C26's people got away alright. E19. is at Reval, will not be ready for some time. The Oesel population is evacuating Reval. The same thing is happening at Petrograd. If the Germans get to Reval E19 will have to go, but that does not seem likely to happen just now. We remain here at Hango until the last minute. It is the easiest place to get away from should the Germans get so far. The "PAMYAT AZOVA", is at Helsingfors. Possibly we shall get there this winter. We are on the top line to go anywhere. The Boats here now are E9, E8, E1, C35 and C27. E8 has just gone on a two day trip, on one motor. Hope she gets on alright. The weather is very rough indeed. E9 is standing by to go out as soon as the weather abates. We go out on Monday. When we got back from the last trip we heard that the Senior Russian Submarine Officer had made away with all the papers appertaining to the movement of all subs. both Russian and English. Captain Cromie or rather Commander Cromie has just been given the rank of Acting Captain to put him senior to all the Russian Officers. At present the movement of the Germans is uncertain. They have something up their sleeve. It is uncertain what it will materialise into. We must wait and see. It makes me feel wild, when one knows there is plenty doing and someone is keeping you (back).

28th October. Sunday.

E9 left today at 2.30 p.m. on a ten day trip, after being delayed two days by the weather. I do not think she will see anything, I hope she does. Last night I went ashore with a chum. Had a game of chess in a café, and beat him. Then went to a dance hall. What a hole it was. That's the only description I can give of it. Have heard that the C32, accounted for a large aeroplane ship, before blowing herself up, so had a little revenge. We went out on a short trip on the 31st to look for a Russian submarine that had failed to report on time. After scouting around for two days we had to return owing to engine trouble. We were not sorry. These little trips are rotten. We left Hango on Saturday for Helsingfors where the "PANIO" is lying. Had a few runs ashore and enjoyed myself very much.

1st November. Sunday.

Whilst on leave - it was Saturday to be correct - I was in a shop buying some English cigarettes. Two mess mates were outside, when a Finn who could speak very good English, came and spoke to them. It was quite a treat to hear him speak. We had a very pleasant evening together. It appears that he was on a Norwegian sailing packet, was torpedoed in the Irish Sea by a "Hun". They were about 200 miles from land, and were picked up by one of our "Mystery" ships 36 hours later. That was in June. He came back to Finland and got employed by the Hydrographic Department. It was the first time he had been to Finland for 10 years. He has a brother in our Army and another brother in the U.S.A. A day or two after we met (two or three chums and I) a Scotsman, he was Chief Engineer on a British boat the S.S. LADOGA. We had some good times together. I got permission from the Captain of the boat to bring him aboard to show him around. His Captain, a Scotsman, also wishes to come, so I arranged that. On Saturday the 10th, they came aboard. We had prepared tea for them. I made quite a show, borrowed cups and saucers, knives and forks, tablecloth etc. from the Wardroom.

They were very pleased with our efforts. It was the first time they had been inside a submarine. We returned the visit, went aboard their ship. It is about four years old, and has only made two voyages. They are expecting to go home very shortly. I do not suppose people at home know how our ships get away from here. They go across to Stockholm and the ship is taken over by the Swedes and taken to England. The proper crew are going to Bergen and thence across. I sent a letter by the Chief Engineer. It should get home by Christmas, I hope so. I sent it to O. It was her special birthday, letter. We have not had a mail for some considerable time, except a parcel mail we received last week. It left England on the 1st October, so was not long coming. I had a parcel from Ettie with eatables. The news we are getting of late has been rather disturbing. There is Civil War in Petrograd, plenty of blood flying about. Kerensky's party is right out of it. Lenin who is in the pay of the Germans is the head of the stop-the-war party and has been made a Minister. Korkiloff has joined forces with Kerensky, and is marching on Petrograd. We have no authentic news, so we cannot believe all the telegrams we get, Russian of course. Our own telegram is the only one we can believe. The latest is that the Italians have lost half their army, about 700 guns and also Venice and Genoa. Now the first place is about 150 miles from the firing line that the Italians were holding a week ago, so you can see how people are misled. All for one object of course. Russia wants peace and we hear Germany will not grant it to them. I hope they do. It's rotten helping these brutes. They walk round doing absolutely as they like, take what they like. The Finnish public is starving and have sent to England and America for food of any description. We left Helsingfors for Reval to load up with mines. These are fired out of the tubes exactly as a torpedo, but I do not think they are much good. We ran one for practice to come up a foot below the surface. It came up? – No! We spent a whole afternoon sweeping for it, but had no luck. Reval itself is under martial law, so it's ten times worse than it ever was. Duty - dark. All cafes, cinemas, theatres, etc. have to be cleared by 9 p.m. We remained there eight days. Left for Hango. We had five mines fitted, and eleven without sinkers. Four of these were stowed on the upper deck. We had not run far outside when it came on to blow so hard that the Captain decided to turn back. It was snowing also and freezing at the same time. We left the next day, and on the way over we accumulated quite a deal of ice on our forestay and wireless gear. Although the two places Reval and Hango are only about 60 miles apart it is much colder at the latter place. We found E8, E9, E19 and C35 at Hango when we arrived. The "PAMYAT AZOVA" had come from Helsingfors the day previously. We do not yet know whether we spend the winter here. Shall know more about it this week. The evening before leaving Reval we touched five big bags of mail, nearly all parcels. I had a letter and paper from O. (October 1st). Got round to H. there was a small parcel of Cig. Papers from O. and a couple of papers from Florrie. One a local, giving a report on the victims of the recent air raids. It is nearly time we started on the reprisals policy they keep talking about. I can foresee very serious things if they do not. Our troops on the Western Front are doing splendidly. The War won't last long if they carry on as they are doing. Just now, here things are in a very rotten condition. The life of a Government averages about a week. It's merely a substitution game. They are all after one thing, - Peace. We out here sincerely hope they will get it. No-one just at present, knows exactly how we stand. We have been warned to keep on friendly terms with the Russians at any cost. We are only a small handful of men, and if it came to the pinch we could make very good, but that would avail us but little. At present Russian delegates are in Berlin negotiating for peace. Peace without annexation or indemnity. Germany also says that she will be willing to Allies peace proposals on the same conditions. Austria, Bulgaria and Turkey want peace with Russia on the same terms. The Allies are ignoring this country altogether. Whether in the event of her attaining her aims, they will declare war on her remains to be seen. We are wondering here whether the people at home are troubling about us. It does not seem very much like it. Several of us volunteered to help coal the ship the day before yesterday. December 3rd, what an outcry there was. If these blighters were helping the cause, we would not mind helping, but nearly half are on two months leave. – being free men. About twenty and an Officer have gone to Moscow to help the Bolsheviks, that is the Stop-the-War Party, and the remainder ask us to help them. Of course it is partly for our own benefit, and that was the main reason for our volunteering, after being asked of course. They can, if they wish, make things very uncomfortable for us this winter. Such things as shutting off the steam, with which the boats are fitted when they are alongside the parent ship. The bath, the tea urns, the drying rooms. Refusing to get up coal for the galley, or getting in our provisions. Just at present we are experiencing difficulty in obtaining meat and potatoes. That's a start. Where will it all end? Capt. Cromie spoke to the Russians a short time ago and explained as well as he could through an interpreter the situation. They took it very well, and seemed pleased that someone had taken a little interest. But they are so changeable that what might suit today is a wash out tomorrow. They are most credulous. A rumour has been going round that they intend to send their big ships to fraternize with the German Socialist Party in the German Fleet, and so start a revolution. Do they imagine for one minute that those ships will ever come back? I don't. Food is scarce. Between 30 and 40 women and children come aboard the "PAMYAT ANZOVA" every day asking for bread. They also take all the leavings. Nuff sed. The rouble – one has no difficulty in getting 100 to the £ so it is practically worthless. Finland and Russia to all intents and purposes are one and the same. The currency shows a great difference. Marks are 160 to the £, the same as we were paid last month. In Finland they will not take Russian money unless they are forced. Kerensky whilst he was in power, issued new money, (different from the others) in 20 and 40 rouble notes to some millions, to boost the Russian Market, but it did no good. We are advised not to take more money than we actually need. On Friday we return to Helsingfors. How long depends on circs. If the ice sets in before the peace business is settled, we are here for the winter. If not we may intern in Sweden, or try and get back through the Sound. (Rather suicidal at present) or overland to Romanoff and thence to England. Several of the lads are there getting things ready. E9 left last Saturday for Helsinki. We thought perhaps she might be going home. It was only a

buzz. They have been working very hard experimenting with torpedoes. Last Thursday we settled down in a room ashore, hoping to be here some time, but no, luck was against us. Tom Fallows and McEwan, a couple of chums from E9 have had to shove off. Three of us have or had taken this place (where I am now writing) to study, and to be away from the crowd, so as we could have a quiet yarn together. It is a fine big room 20 x 20, comfortably furnished, 100 marks a month, 120 if we had been sleeping here. The old lady speaks Finnish only, but her daughter, married, speaks Russian, so we manage. We were having a fine time. The daughter has been to England, and was a member of the Finnish Ladies Swimming Team. She tells us that she taught Annette Rellerman to dive. Went skating last night, and again this afternoon, I am getting on A.1.

To be continued!

The Search for Hr.Ms.Submarine O-13.

By Ron Rietveldt (West of Scotland Branch 12/01/2014)

This is the unfinished story of the Dutch Submarine Hr.Ms.O-13. During the Second World War, seven Submarines of the Royal Dutch Navy were lost while conducting war patrols. Thanks to, in particular, the efforts of close relatives of the perished crew members and the Committee of Relatives Lost Submarines Crews 1940 – 1945 (CNO), the wrecks of six of these Submarines have been found since. However, the whereabouts of one of those Submarines, Hr.Ms. O-13 remains unknown up to this day.

How it all began:

O-13 was an O-12 class Submarine of the Royal Netherlands Navy that saw service during World War II. She was built by the Koninklijke Maatschappij “De Schelde” in Vlissingen. (Royal Company “De Schelde” in Flushing)

She was one of many ships doing convoy duty during the Spanish Civil War. At the time of the German invasion of the Netherlands, O-13 was on patrol off the Dutch coast and was attacked by German planes on multiple occasions. After fleeing to England, the Submarine was lost during a patrol on the North Sea.

Before World War II:

O-13 ran into a fishing boat, the HD 7, from Den Helder in the Schulpengat on September 26th 1933, sinking the HD 7. With her sister ship O-15, the O-13 attended the Brussels International Exposition in 1935. Later that year the O-13 and O-12 exercised with other Navy vessels, Hertog Hendrick, Van Ghent, Kortenaar and Z 5 in the North Sea, stopping in Gothenburg and Oslo. In 1937 the O-13 did convoy duty in the Strait of Gibraltar during the Spanish Civil War, along with other ships such as Hertog Hendrick, Johan Maurits van Nasau, Nautilus, Java and the O-15.

During World War II:

During the German attack on the Netherlands in 1940, O-13 patrolled along the Dutch coast and was attacked on several occasions by German aircraft. On May 10th, 1940 she sailed to England escorted by the Minesweeper Jan van Gelder, and arrived in Portsmouth the next day. During the evacuation of Dunkirk and Bordeaux O-13 was on patrol in the English Channel. After the fall of France, O-13 was transferred to the 9th Submarine Flotilla based in Dundee, Scotland, together with the other Dutch Submarines O-20, O-21, O-23 and O-24. O-13 sailed on her first patrol from Dundee on 12th June 1940 and disappeared. The Submarine was officially presumed lost on the 24nd June 1940.

Monument, Memory and early investigations.

In September 2009, Dundee International Submarine Memorial was dedicated to the memory of the 296 Sailors and Commandos who served on Submarines operating from Dundee and who did not return. Among them are the Crews from both Dutch Submarines O-13 and the O-22. The O-22 was located near Norway in 1993. O-13 is referred to as “Still on Patrol”. As it is the last Dutch Submarine still to be found, the Royal Netherlands Navy announced that they would renew the search with new, advanced equipment. The Submarine Working Group was set up from the CNO (Committee Relatives of Lost Submarine Crews 1940-1945) and the Royal Netherlands Navy and as a first step analysed all old investigation reports. This produced a number of leads but no conclusive information (no patrol orders were found, for instance). In previous years, various expeditions have been organized to survey the areas of the former German minefields 16A and 16B. All these efforts produced no results so far.

The Search for O-13:

Since there are no German records about the O-13 having been sunk, it is assumed that the Submarine ran on a mine, a distinct possibility since O-13 was patrolling in an area known to have been mined and also possibly the same minefield where the Polish Submarine “Orzel” was lost. One other possibility is that the O-13 was rammed by the Polish Submarine “Wilk”, which reported running into an unidentified Submarine during the same time span in which the O-13 was lost. On 12th June 1940, the O-13 sailed from Dundee, Scotland, to conduct a war patrol in the Skagerrak, in the vicinity of 57° N -005° E. The submarine was expected to return to Dundee on 21th June 1940. Failing to return, she was officially reported “Lost on Patrol” in the North Sea on 25th June 1940. After she left port on 12th June 1940 there had been no outgoing radio traffic from the O-13, and it is therefore unknown until which date she remained operational. At the time, it was assumed that the O-13 had sunk at 56°55’ N – 003°40’ E in a German minefield laid in 1940. The other possibility of the Polish Submarine “Wilk” mistaking the O-13 for a German Submarine and running her down at

56°50' N – 003°40' E is also an assumption, and not proven. The possibility of technical defect, a stray mine or another minefield is also still open. So, we should new search efforts be made?

Taking into account the point of departure and the assigned area of operation, it is possible to delineate the section of the North Sea within which the O-13 is likely to have perished. This area lies between 56°25' N and 57°20' N and is bounded in the west by the Scottish coastline (between Dundee and Aberdeen) and in the east by 006° E. Within this area, the section between 003°00' E and 005°20' E is of particular relevance due to the presence of several minefields. A presumed total of 10 Submarines were lost in the entire area during the First and Second World Wars.

Momentarily the Submarines Working Group is compiling all the data about possible wrecks in a single mapping system. This is for instance supplied by the hydrographical services of the countries surrounding the North Sea, but also by oil and gas companies, offshore survey companies, commercial hydrographical service companies and the fishing industry. Piece by piece more data is collected and more pieces of the jigsaw puzzle of the search area can fall into place. At any time when enough information is collected to justify a more thorough investigation of a promising location, an expedition will be organized to investigate the wreck(s) with the modern equipment available today.

British involvement:

The very impressive and poignant Dundee Submarine Memorial at the old harbour site in Dundee is testimony of the fantastic service given by many Submariners of different Nationalities during World War II.

The Memorial was created when Naval Historian Dr. Andrew Jeffrey realized that Dundee was the only Second World War Submarine Base with nothing to mark the Servicemen who were based there at HMS Ambrose, home of the Royal Navy's 9th Submarine Flotilla. The reason perhaps being, that there were mainly foreign Navy Personnel based here.

However, reading the names of the Crew Members, displayed on each of the six Memorial headstones at the Memorial, you will see also many names of British sailors who perished alongside the many foreign sailors mentioned.

The reason O-13 for instance had three British crew members on board was that a special Royal Navy liaison team was appointed to handle signals traffic sent in code, to make sure the Dutch crew understood all orders and messages sent to them.

With the search for O-13, huge efforts have also been made to find out as much information possible about the Crew members of the O-13 and try and find their relatives in Holland and UK. This has been very successful, and many relatives have been contacted and given the opportunity to attend the special Memorial Service held in Den Helder, the Netherlands, in June 2013.

In fact relatives from all Crew members have been found which includes family of the three British sailors as well. Again, Dr. Andrew Jeffreys was instrumental in this together with the assistance of Members of the Submariners Association.

The story of the search for O-13 continues today. It is testimony to all Submariners, no matter what Nationality that this again shows the special bond between them and the respect of many that appreciate the sacrifices made by so many Submariners of so many different Nationalities.

For more information and to be able to follow the search for Submarine O-13, please use the following links:

www.stillonparol.nl and <http://therebreathersite.org/O13/search>

Career

Name:	HNMLS-O-13
Builder:	Koninklijke Maatschappij De Shelde, Vlissingen.
Laid down:	December 1, 1928
Launch:	April 18, 1931.
Commissioned:	October 1, 1931
Fate:	Lost June 25, 1940.

General characteristics:

Displacement:	610 tons surfaced.	754 tons submerged
Length:	60.4 m (198 ft 4 in)	
Beam:	6.8 m (22 ft 10 in)	
Draught:	3.6 m (11ft 10 in)	
Propulsion:	2 x 900 hp (671 kW) diesel engines.	2 x 310 hp (231 kW) electric motors
Speed:	16 kn (30 km/h; 18 mph) surfaced	8 kn (15 km/h; 9.2 mph)
Range:	10,000 nmi (19,000 km; 12,000 miles) At 12 kn (22 km/h; 14 mph) on the surface. 28 nmi (52 km; 32 miles) at 8.5 kn (15.7 km/h; 9.8 mph) submerged.	
Complement:	29-31 crew	