



**PRICE £2 (Free to Members)**

© PUBLISHED BY R. D. SQUIRES, FOR NORTH RUSSIA CLUB  
AND PRINTED BY KAMPRESS AT  
GREEN DRAGON LANE, ST. MARY STREET, BRIDGWATER, SOMERSET, TA6 3EL



OFFICIAL PUBLICATION OF THE NORTH RUSSIA CLUB

JUNE 1991

ISSN 0958-1014

N O R T H E R N L I G H T N ° 2 4  
.....

"FIFTY YEARS ON"  
.....

THE FIRST ARCTIC CONVOY  
.....

"DERVISH" - ARRIVED AT ARKHANGELSK 1030hours 31st AUGUST 1941  
.....



.....  
**HON. SEC/EDITOR:**

R.D.(Dick) Squires  
28 Westbrook Road  
Gateacre  
Liverpool L25 2PX  
Merseyside  
Tel:051 487 9567

**TREASURER:**

E.(Eric) Rathbone  
21 Orchard Way  
Chinnor  
Oxford  
OX9 4UD  
Tel:0844 52765

**MEMBERSHIP/SLOPS:**

L.A.(Les) Sullivan  
2 Broadlawn  
Woolavington  
Bridgwater  
Somerset TA7 8EP  
Tel:0278 683579

ANNUAL GENERAL MEETING

Notice is hereby served that the Annual General Meeting of the North Russia Club will be held at THE VICTORY SERVICES CLUB, SEYMOUR STREET, MARBLE ARCH, LONDON W2 2HF (El Alemein Room) on Saturday 13th July 1991 at 1430 hours. Please support your Officers and Committee with your attendance.

ORDER OF BUSINESS

- (1). "Roll Call" and apologies for absence.
- (2). Minutes of Annual General Meeting held on Saturday 14th July 1990 and matters arising.
- (3). Annual Committee Report by the Chairman.
- (4). Honorary Secretary's Report.
- (5). Honorary Treasurer's Report and presentation of audited accounts for the last Financial Year.
- (6). To consider proposed amendments to the Constitution and Rules.
- (7). Election of Officers, Committee and Honorary Members and appointment of Auditor.
- (8). To review Subscription Rate if recommended by Committee.
- (9). To consider payments of Honoraria.
- (10). Other matters of business including a report by the Arctic Campaign Memorial Trust.

.....

THE ROYAL TOURNAMENT - EARLS COURT, LONDON

We have again been able to make a block booking for the Evening Performance on **Friday 12th July at 7.30 p.m.** Tickets are **£9.50 each** (discount price). These are available on a **"First come - First served"** basis to Postal Applicants only. Cheques should be made payable to "North Russia Club" and sent to R.D.Squires, at address published on previous page.

.....

A.G.M. LADIES NIGHT AND SOCIAL/BUFFET DANCE  
IN THE CARISBROOKE ROOM, VICTORY SERVICES CLUB

SATURDAY 13TH JULY 7PM FOR 7-30PM

The Annual Ladies Night will take place during the evening of the A.G.M. It is not intended to drain club funds by printing 1200 booking forms, many of which would not be used. Instead, members who wish to attend this function or are interested in further details are requested to contact the organiser:- Ernie Skelton, 105 Melbourne Avenue, Dover, Kent CT16 2JH. Tel: 0304 202704.

The cost is £12.50 per person. Cheques to be made payable to North Russia Club. There is an allocation of rooms made available to non V.S.C. members stating that you are a N.R.C. member attending the function. Bookings direct to V.S.C.

Dancing to the "Phase II Duo" Late night Bar Extension  
We look forward to your attendance --- book early.

.....

WREATH LAYING SERVICE & PARADE OF STANDARDS

BROOKWOOD MILITARY CEMETERY SUNDAY 14th JULY AT 1100

The annual ceremony will take place as stated above, the Parade of Standards from the Canadian Building to the Russian Memorial will be led by the club Standard, supported by Standards from local associations. The ceremony will be conducted by the Rev. John Williams, R.N.R. Following this a Buffet Lunch will be available in the Sergeants Mess, Pirbright Camp, courtesy of the Brigade of Guards. The all in cost is **£5.00 per person**. This includes lunch, transport between Brookwood and Woking Stations, the camp and the cemetery. There is no charge for the wreath laying ceremony. Bookings and Cheques to Dick Squires not later than 5th July please.

SEVENTH ANNUAL DINNER DANCE REUNION  
AT THE GRANBY HOTEL, HARROGATE, YORKSHIRE

SATURDAY 26 OCTOBER 1991

Again we do not intend to print 1200 booking forms. All members who wish to be kept informed of the arrangements or to make advance bookings are requested to apply to Les Jones, 35 Neargates, Charnock Richard, Chorley, Lancs. A stamped and addressed envelope will be appreciated.  
Full details will be published in the September edition of Northern Light.

"DERVISH '91" THANKSGIVING CONVOY

The celebrations of the 50th anniversary of the first Arctic Convoy are to go ahead despite several problems which our Soviet friends have not yet fully resolved. It now seems certain that the convoy will not commence from U.K. but a number of vessels, both naval and merchantile will rendezvous at a point off North Cape, then proceed to Murmansk and Archangel. A further problem is the number of visiting veterans (us') who can be accommodated and fed in Archangel. However, we have been able to negotiate an increase in our numbers, but it is a matter of **"First come - First served"**. The plans which we have drawn up with the approval of the Soviet authorities are:

Saturday 24th August: Charter flight from Stanstead or Gatwick direct to Murmansk. (We already have sufficient bookings to make this viable)

Sunday 25th and Saturday 26th August: Special cetebrations in Murmansk and Kola Region including Gala concerts, displays, exhibitions, visits to ships etc. Late on Monday, those who wish will be able to board one of two ships, the first sailing from Murmansk, the second from Severomorsk (ex Vaenga), to the point off the North Cape.

Tuesday 27th August: Rendezvous with transport ships and Soviet naval vessels - 9 surface vessels (destroyers and frigates), 4 submarines and 7 planes. It is confidently expected that there will be Royal Navy presence also! The ships will carry out exercises and weapons displays to honour all who perished in the convoys and to salute the veterans. There will be wreath laying at sea and an interdenominational church service including Russian Orthodox church. A section of the convoy will then return to Murmansk.

Wednesday 28th August: Ships arrive in Murmansk for more celebrations.

Thursday 29th August: Our party will travel to Archangel by air, sea or rail - your choice. On arrival by air or rail the party will be taken on tours to places of special interest to veterans. Those travelling by sea will take a route via the White Sea islands (including Gulag Island!) and will arrive with the convoy on 31st.

Friday 30th August: Archangel's celebrations start on a large scale and during these a memorial plinth to all who perished at sea will be unveiled at Solumbula on a waterfront site where all ships pass by.

Saturday 31st August: The convoy will arrive at 1030 hours exactly 50 years from the hour of the original Dervish Convoy. The celebrations that will follow have not been disclosed but we have been promised a **"Russian Spectacular"**.

Sunday 1st September: Further celebrations, tours and farewell function.

Monday 2nd September: Return charter flight via Murmansk or Leningrad.

There is a possibility that there will be a further increase in our attendance limit, but dont take a chance - you may be too late. Booking forms are available from the Hon. Secretary. **Address and phone number on Page One.**

.....

Our next Northern Light is the 25th Edition and we will make it a celebration issue. It will include reports of our member's visits to Jersey, Murmansk in May and Canada, as well as a Stop Press report on the Dervish event.

.....

CHATHAM BARRACKS

What was it about H.M.S. PEMBROKE which made everyone, who passed through the main gate, get a feeling of not being loved by the barrack stanchions who were permanent staff ? The more knowledgeable armed themselves with a "chit" which nobody even queried and was a ticket to partial freedom from those in authority who greeted one with "Aw right, what are you" ?

Remember the draughty tunnels in which we tried to sleep - that is, those of us who were not able to get "up homers" or commonly known as "up the line"? How many of us recall on reaching London Bridge, a solid mass of sailors charging down the long corridor to the ticket collector, those without tickets being ensconced in the middle of the crush ?

On going home on weekend leave with a tin of "tickler" (for Dad) hidden in our bundles of dirty clothing (for Mum) hoping that we were not chosen for a random search.

Another thing, what about the three-badge mess killick who always contrived to have his thumb in the measure of rum ? Wonder why ??

Where else could a situation arise when an O.D.Tel. (Me!) arrived at Chatham and staggering across the parade ground laden with a hammock and small suitcase under one arm and a kit bag on his shoulder to be bellowed at from a distance "Pick up the double". I couldn't believe it and when I reached the end of my stumble I was told "When you gets the order to double - you bleedin' well double where's your card"! Ah yes - happy days !

Cookham Camp on the other hand was a blessed relief however where we were exercised and further trained, for better things to come - like Naval Party 100/200 !

Some of us may remember gathering round the piano before Sunday lunch bawling out appallingly filthy songs like "Sambo was a lazy coon". The pianist was nicknamed 'Ginger' for obvious reasons. I cannot remember his name.

I wonder if anyone else had the feeling that I had, arriving at Chatham Station for a free lorry ride to those forbidding Main gates. Tantamount to entering the Scrubs perhaps !

Tom Speirs (N° 32)

.....

A TALL STORY

There at Trafalgar, Nelson stood  
Surveying all around  
At hoards of milling citizens,  
"They're pressganged I'll be bound"  
"Never have I seen Jack Tars  
Who look so ill conceived  
And they all are wearing badges  
'Ban the Bomb' if I'm believed"  
But tarry yet awhile dear friends,  
How could he get to know  
Of 'Ban the Bomb' and CND?  
He lived so long ago!  
T'was not the Nelson that you know  
Who fell in battle solemn  
This all took place in London Town  
Perceived from Nelson's Column!

Tom Speirs (N° 32)

A LETTER FROM WILLIE BRYANT ex-ARGUS

Dear Editor, I enclose a few lines re "Dervish" and "PQ.1" :-

I was stirred into action when I saw Captain Wyburd's comment on page 34 of Northern Light N°22, when he makes reference to PQ 1 being the first convoy. I am not in agreement with this contention and that Murmansk was at that time being considered for convoys in the winter, as ARGUS delivered the Hurricanes to Vaenga (Murmansk) in August 1941 when she was part of Operation Dervish which was the forerunner of the outward bound convoys designated PQ. The risk of air attack forced the RAF maintenance party to be diverted to Archangel, and so were not immediately available at Vaenga for the maintenance of the Hurricanes which flew from ARGUS when she was off the Kola Inlet.

I claim without a shadow of doubt ARGUS and other ships in company were the first and I give the following support of this contention:

- (1). Captain Wyburd's official reports as held in the Public Records Office are for the period October 1941 to March 1942, and these were PQ convoys, whereas ARGUS was in Operation DERVISH which arrived in Russia at the end of August 1941. I was aboard ARGUS at the time and can speak from personal knowledge.
- (2). ARGUS left Scapa Flow and later joined the remainder of the convoy which had left Iceland on 21st August 1941. We later joined VICTORIOUS, DEVONSHIRE and SUFFOLK for the westward return from Murmansk.
- (3). PQ 1 assembled and sailed from Hvalfiord on 28th September 1941 and this was after Operation Dervish.
- (4). In the application form for the Arctic Zone Medal, there is a reference by Captain Wyburd to the arrival of PQ 1 in Archangel in October 1941 but it is unfortunate and unfair that he made no reference to Operation Dervish - the convoy that preceded PQ 1 of which part went to Murmansk and the other part went to Archangel.
- (5). Shipmate Ted Balaam (SHROPSHIRE) in his note on page 28 of Northern Light N°22 very properly refers to this first convoy to Russia of which ARGUS and SHROPSHIRE were part. Thank you Ted, for this confirmation.
- (6). The 40th Anniversary of Victory was also commemorated by the Soviet Post Office and the Stamp Collector's Club of Murmansk and clearly shows this commemoration of the 45 years of the first convoy and "PQ DERVISH is on the Soviet stamp.
- (7). Northern Light N°6 (March 1987 page 5) is most significant and reads:- "The 40th Anniversary of Victory was also commemorated by the Soviet Post Office and the Stamp Collector's Club of Murmansk. Below are some scaled down photostats of some of the issues. The first is of particular interest as it commemorates 45 years of the first convoy - PQ DERVISH the allied flags are shown with H.M.S. NIGERIA in the van with merchant ships and is dated 12-8-41 - 31-8-41 the date of the Iceland - Archangel trip. This, and the second envelope are postmarked Arkhangelsk 31 - 08 - 86 and carry the legend "First Convoy Allied Great Patriotic War".

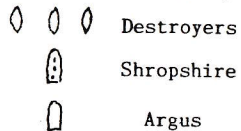
Kindest regards.

Yours sincerely,

W.R. BRYANT. (734)

.....

SATURDAY 30TH AUGUST: 0630 sailed from Scapa Flow in company with ARGUS, SOMALI, MATABELE and PUNJABI for S.E. Iceland - speed 18 knots. Formation three Tribals abreast followed by SHROPSHIRE, followed by ARGUS.



SUNDAY 31ST AUGUST: Thick fog. Informed that we would not reach harbour tonight. Formation - line ahead. 36" S/Ls burning on after bearing.

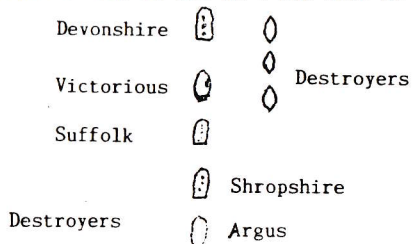
MONDAY 1ST SEPTEMBER: Still thick fog, thinning at times but only for short periods. Burning 36" searchlights so that vessel astern can see us. Fog bouys streamed also. Commander broadcast at 1900 that we were not going into harbour. The operations that are to be carried out are as follows:- SHROPSHIRE is oiling destroyers alongside tomorrow afternoon and probably again towards the end of the week. DEVONSHIRE, SUFFOLK and 3 destroyers escorting a convoy of R.A.F. personnel will reach Murmansk tomorrow. On Wednesday night SHROPSHIRE will rendezvous with DEVONSHIRE and others. Sunday, ARGUS flies off 24 Hurricanes which have to be assembled on the flight deck. On this day we shall be 160 miles from nearest German airfield and 100 miles from Murmansk. Object is to establish an airfield to help the Russians. ARGUS has two Martin naval planes on the flight deck ready to take off to shoot down any German aircraft that may spot and try to shadow us. A visit may be expected from the Luftwaffe. Speed 8 knots. Formation: SHROPSHIRE, ARGUS astern, followed by three Tribals in line.

TUESDAY 2ND SEPTEMBER: Fog still thick. Slow progress. S/Ls burning. 0930 SOMALI alongside starboard to oil. Cast off at 1230. 1330 MATABELE alongside starboard to oil. Cast off at 1630. 300lbs of bread put aboard each destroyer, (where is PUNJABI?)

WEDNESDAY 3RD SEPTEMBER: Fog lifted. At 1850 the Commander broadcast saying "We do not think that we would meet Force "M" tonight (DEVONSHIRE, and others and VICTORIOUS) but we may pick up PUNJABI which got lost on Sunday and she will need oiling". Force "M" oiled at Spitzbergen (?) and had left there but were being followed by Dorniers, but they were being harrassed by fighter aircraft from VICTORIOUS and one of the Dorniers had been shot down. Today they were 100 miles north of us. 1905 PUNJABI sighted and now with us. (Repel aircraft sounded off at 1405 but belayed a few seconds later) Action Stations was exercised this morning at 0930 and lasted an hour.

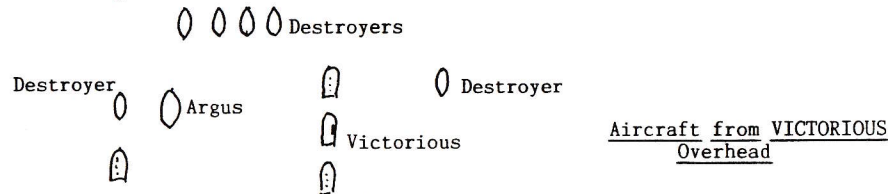
THURSDAY 4TH SEPTEMBER: Visibility fairly good, foggy at times. Force "M" sighted at about 0830 and is now with us.

FRIDAY 5TH SEPTEMBER: Visibility as yesterday. Formation - in line DEVONSHIRE, VICTORIOUS, SUFFOLK, SHROPSHIRE, ARGUS. 3 destroyers in line to starboard of DEVONSHIRE and 3 destroyers in line to port of ARGUS. PUNJABI came alongside starboard side to oil at ? and left at 1730.

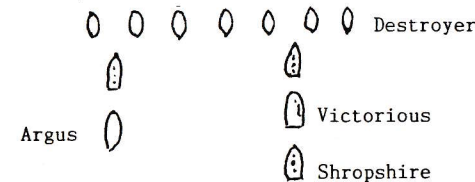


SATURDAY 6TH SEPTEMBER: Visibility good. Running into bad weather. Everything on the upper deck is being lashed down. Lifelines rigged both sides, forward to aft. Destroyers seem to be making heavy weather of it although we aren't doing so good ourselves. Commander again broadcast at 1845. ARGUS would start flying off the Hurricanes at 0430 tomorrow and it would take about 4 hours to get them all off. Yesterday we were just over 700 miles from the North Pole which is about two thirds of the distance from England to the Pole. We were also 10° east of Suez (about the same longitude as Aden). The land we saw on Wednesday was Spitzbergen. On Thursday morning when Force "M" was sighted they were still being shadowed by aircraft and we had to stay at maximum visibility distance from them so that the aircraft hopefully wouldn't see us and to give Force "M" chance to lose them. He also said that we had gone much further North and East than was originally intended. At midnight we would be within the range of fighter and dive bombers.

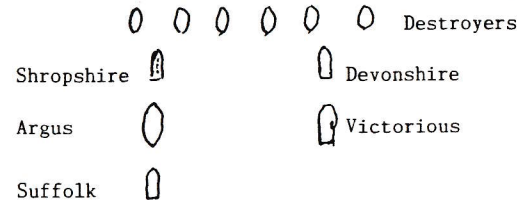
SUNDAY 7TH SEPTEMBER: Action Stations (exercise) at 0620 secured at 0725. During the alarm exercise we were told that the first six aircraft had arrived safely at Murmansk and off that port was an enemy surface vessel. At 0930 the Commander informed us that all the Hurricanes had landed. Later in the day fog descended and we began to roll.



MONDAY 8TH SEPTEMBER: Cold as Hell!! Being tossed about a bit. Sea on starboard bow. Buzz that on Wednesday we are oiling at sea from a tanker. This morning's formation - six destroyers abreast in the lead. Starboard line C.C.C. followed by VICTORIOUS, followed by SHROPSHIRE. Port line C.C.C. followed by ARGUS.



Evening formation - Six destroyers abreast leading. Starboard line DEVONSHIRE followed by VICTORIOUS. Port line SHROPSHIRE followed by ARGUS followed by SUFFOLK.



TUESDAY 9TH SEPTEMBER: Sea calm, visibility good, dull and cold. At breakfast time all ships turned round. Dont know why. Some talk about aircraft. This morning DEVONSHIRE, VICTORIOUS and three Tribals left us and proceeded to

Spitzbergen (I think). Spitzbergen on starboard hand. Formation now is - 3 destroyers abreast followed by SHROPSHIRE followed by ARGUS followed by SUFFOLK. Snowing at intervals during the evening.

- 0 0 0 Destroyers
- ⓐ Shropshire
- ⓐ Argus
- ⓐ Suffolk

WEDNESDAY 10TH SEPTEMBER. Sea calm - fog at intervals. SUFFOLK left us during forenoon. At 0807 Commander said, "We have received a signal from C.S.1. who had received a message saying 'Their Lordships congratulate all those concerned on the successful completion of the operation'". At 2043 "The Admiral Scheer is known to be at sea and men are advised to turn in dressed" was piped. Passed Jan Meyen land at 2200.

THURSDAY 11TH SEPTEMBER: Repel aircraft sounded off and belayed at 0955.

FRIDAY 12TH SEPTEMBER: Anchored at 0830 in ? Fiord, Iceland. Oiler and two destroyers came alongside. Weighed at ? and sailed for Scapa

SATURDAY 13TH SEPTEMBER: Blowing hard and heavy seas. Heard that during the morning watch we passed a floating mine 10 yards away. We arrive at Scapa tomorrow forenoon.

Ted Balaam.

.....

**H.M.S. ACTIVE**

I served aboard ACTIVE on the first convoy to North Russia - the Dervish Convoy. The convoy consisted of two destroyers ACTIVE and ELECTRA, four Shakespearian Class trawlers including OPHELIA, four Halcyon Class minesweepers including LORD AUSTIN, one Fleet Oiler BLACK ARROW and six merchant vessels with crated Spitfires and spares, with R.A.F. personnel taking passage.

It took 16 days to berth in Archangel taking the 'summer' route 72° north up to the pack-ice, just 900 miles from the North Pole. At Archangel where we arrived on 31st August 1941, the R.A.F. personnel transferred from the merchant ships to the destroyers and we proceeded with them to Murmansk.

A Cruiser Squadron shadowed us for a couple of days. ~~Maybe this is the~~ supposed first convoy to Russia, but in fact it never reached Archangel or Murmansk.

Bill Austin (Penmaenmawr)

.....

**H.M.S. ARROW**

Sometime in 1943, after a long refit at Middlesborough, we were duty destroyer outside the Boom Defence at Scapa. We were at anchor, during the night a gale got up to Force 10. The Skipper decided to up anchor and ride it out, but alas, a gust caught us beam on and blew us on the floating bouys (with 18" spikes on to prevent E-boats getting over). We were holed in several places and to make matters worse one of the big flat pontoons jammed up between the propeller shafts. We were well and truly stuck, when daylight came every effort to get free failed including firing at the hawsers with small arms. Eventually a Boom Defence vessel with a large block of concrete hanging from the bows, dislodged us after two or three attempts. Off we went to Scapa Floating Dock, then at 15 knots down the east coast to Millwall Docks - six weeks of repairs - 2 weeks leave, each watch and Bob's Yer Uncle - ready for sea again, only to have our bows blown off in August 1943.

Walter Grainger (Ipswich)  
P.O. Officers Cook.

.....

**RUSSIA GIVES UP BRITISH BOMBER**

Excerpts from an article in the Daily Telegraph and subsequent publication in TAGS, the Journal of the Telegraphist Air Gunners Association.

A joint operation by Norwegian and British enthusiasts has recovered from Soviet territory the remains of a Fairey Albacore shot down in one of the most disastrous Fleet Air Arm raids of World War 2.

In July 1941 on Churchill's personal instigation, Albacores from the carriers VICTORIOUS and FURIOUS were ordered to attack Nazi shipping in the harbours of Kirkenes and Petsamo to help our new ally Russia. The raid was to be under cover of foul weather. Over the target the sky suddenly cleared and the bombers and escorts were attacked by large numbers of German fighters.

Of the 30 Albacores, 11 were lost, and 5 of the Fairey Fulmars were also shot down. Even those who got back to the carriers were badly damaged. Last month the skeleton of Albacore N4325 was brought across the Norwegian border from where it had crashed in Soviet territory.

It had headed east to avoid German fighters, but suffered considerable damage before crashing. Two of the crew escaped but a third was killed in the aerial dogfight. His remains have now been taken to the British Embassy in Oslo, but his identity will not be revealed until relatives have been traced and informed.

.....

**AIRMAN SHOT DOWN IN 1941 IS BURIED**

Leading Airman Cyril Beer was interred with full military honours in Oslo yesterday, 49 years after his Fairey Albacore crashed. The remains of the airman, who was 20 when his Albacore was shot down, had stayed in the fuselage until recently when the thaw in East-West relations allowed an expedition into no man's land between Norway and Russia.

A precis of the official report:- "At 0930 GMT on August 13, 1990 the mortal remains of Leading Airman Cyril Beer were finally laid to rest in the secluded Commonwealth Plot in the Vestre Gravlund Cemetery bequeathed to the British, who lost their lives in WW2, by the people of Norway.

The interment was officiated by the Chaplain and Naval Attache of the British Embassy, Oslo. In attendance were Dickie Sweet, a TAG survivor of the operation in company with Captain J. Flindell, FAA Museum Director. Wreaths were laid on behalf of Telegraphist Air Gunners Association and on behalf of all 827 and 828 Pilot, Observer and TAG survivors.

A Memorial Service was held on September 19, at the Naval Church at Lee-on-Solent Naval Air Station.

.....

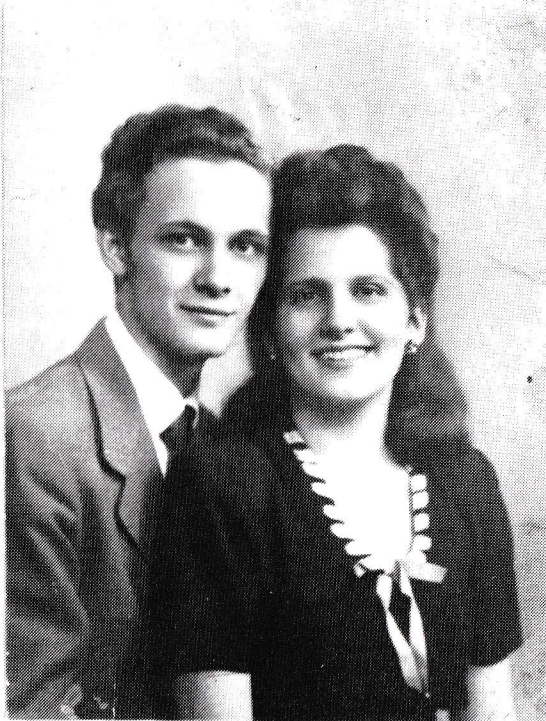
**A MESSAGE FROM THE MEMBERSHIP SECRETARY**

Thanks to all of you who have paid your subscriptions so promptly and an extra word of thanks to those who have enclosed additional cash as a donation to the club's various funds. Thanks Lads.

If you have not yet paid, dont be embarrassed - just send them to me - my address is on Page 1. If you are having difficulty in making the payment just write to me in confidence - we can help you.

Les Sullivan.

DOES ANYONE REMEMBER THIS MAN?



This letter comes from Rosa Tonkikh, wife of the chairman of Murmansk War Veterans.

"The history of this photograph is an unusual one. I have been keeping this photo since the summer of 1942. Murmansk was being bombed by German pilots and my 17 year old friend Galina Lobova perished. Her father and two brothers were at the front. Her distraught mother was not well and my friends and I had to conduct the funeral.

A small settlement of Minkino was situated opposite Murmansk, It was a fishermen's settlement. The only means of communication was by boat. The inhabitants had to go by boat everywhere, to the cemetery as well. We put the coffin down into the boat and went to the cemetery. We tried to keep close to the coast because we were afraid of bombardment. At one moment we had to go to the middle of the bay and we happened to be near a British ship. British seamen noticed us and in

a few moments a boat left the ship, overhauled us and took our boat in tow. The seamen helped us dig a grave and shared our sorrow with us. They tried to comfort Galya's mother. We couldn't speak English, they couldn't speak Russian but we understood each other. One young seaman with tears in his eyes explained that he had two little children in London and he was afraid that he would lose his family in the bombing - we did not need a common language.

In a few days one of the British ships was bombed. I am not confident if it was the ship I mentioned above, because ships often moved from one place to another to escape from bombardment. A photo was blown on to our house and it seemed to me I recognised the man on the photo, the one who helped us with the funeral. It was not easy to recognise anyone on that tragic day, but I thought it was our British friend.

I shall never forget kind British seamen. One day they helped my mother and me saw firewood. We were very grateful to them because my mother was exhausted with hard work. She was the only teacher who taught little ones and she worked in two shifts and there were three little ones left at home. They were 8, 4 and one. My father was at the front and I couldn't help her about the house as I had to work as a grown-up for the front, though I was 16 years old. In 1945 I was presented with the medal "For Defence of Beyond the Polar Circle Region". My elder sister was also awarded the medal, she worked in a hospital at Polyarnoe.

After the war I married a frontline soldier. His name is Vasily Tonhikh and he is chairman of the Murmansk war veterans section at the moment and I try to help him with his activity. We have 3 children and 5 grandchildren. We are a united family and we are fond of our native land. We are not afraid of the blizzards of winter or the long polar night.

We are always pleased to meet our friends when you come to Murmansk. Why not come to visit our home place. We shall be very glad. Maybe some of the seamen whom we met during the war in 1942 will respond to me.

(Translated from Russian by Natashe Galeava, School N° 51)

oooooooooooooooooooooooooooooooooooo

A RAW DEAL FOR AMERICAN MERCHANT SEAMEN

(Excerpts from a letter from Virgil Sharp of Oregon U.S.A.)

.....In another few years our numbers will be cut by perhaps half. We all know our time is limited, as we see people of our age in the obituaries every day. Our organisations will probably go with us when we go. So, I want to give you some facts from the American point of view and would appreciate any comments you'd care to make about my recollections of the war years.

I seem to recall that you men had a military man of some kind, usually an enlisted man aboard your freighters, tankers, etc. The larger ships, of course had more military people. You men had been given some training by your navy, marines or army and fought your own ships. As you no doubt know, we did not have that situation on our ships.

The U.S. Navy placed gun crews aboard our ships to protect us from German or Jap submarines, which now is laughable. We all know that enemy submarines do not come to the surface to go one-on-one with an armed merchantman. As to the value of those gun crews against enemy aircraft I feel the naval gun crews were completely useless. We saw on the Murmansk trip that a determined enemy will fly through any amount of flak to hit a target. When we think about the fact that our guns were surplus junk left over from World War 1, had to be aimed by a pointer, trainer, the fuse set by guesswork which was in the judgement of a gun captain using a spanner wrench, making the shell burst ahead of or behind the enemy plane, but almost never right on it, we wonder how we lived through that war!

Our navy knew these things, but wanted the American people to be lulled into thinking they were protecting the merchant marine. It was, for them, good publicity. That is the only reason they put those gun crews aboard our ships - publicity!! We did not see any of the good guns on merchant ships until the middle of the war, sometime around 1943. The position I take is that men of the merchant crews could have done just as good a job in the defence of our ships as the naval gun crews did. But it will never happen in our merchant marine because the navy wants the publicity.

There is another thing that angers me about that war and it also is caused by our navy. They claim that they can document the fact that they convoyed merchant ships up and down the east coast during the war, but I made that trip in 1941, 1942, 1943 and the first half of 1944 and never saw a navy plane or surface ship, barrage balloon, blimp, or anything resembling our navy at any time on our east coast! I consider them to be congenital liars. Winston Churchill became very upset by the huge losses of ships in the first months, calling it a major disaster of the war, as well as needless, too. Our Admiral King had 25 destroyers in New England ports in early 1942 but did not bring them out for convoy duty. He gave their crews liberty passes to go home for the holidays instead. Admiral King never did use the destroyers at any time during the war, by the way.

A story that I have never been able to confirm, but which had wide circulation in our merchant marine, tells about King, who when asked early in the war if the navy would convoy merchant ships, answered, "F.... the Merchant Marine". It sounds like something he'd say. That was the general attitude of our navy towards us then and now. After the hard time the U.S. Navy had in the recent war in the Gulf, they decided to man their own supply ships in a future war. Our merchant marine is down to probably less than 300 ships as I write. Much of the fault is due to navy meddling in the design, building and operation of merchant

As a recently joined member of N.R.C. and reading Northern Light, my memory has been working overtime and dragging up from the depths, episodes which had been forgotten since 41 - 43 and which I had never expected to recall.

In the early days of 1941, the quay at Polyarnoe was a very small rickety affair fit only for one ship to tie up alongside. With the increased amount of shipping an extension was very necessary and Russian civilians were called in to effect this. Labouring long hours in often atrocious conditions, they built the quay which many of you will remember, using axes and adzes only. This was a most remarkable achievement - cutting and shaping the wood and planks solely with their axes, using the heads of axes and crude hammers to drive in the piles, cutting the joints with their axes, and using no mechanical devices. I am no carpenter, but to see that quay built with no other tools than axes, was an astonishing feat.

During the PQ17 fiasco I was on watch at Navy House, Polyarnoe, for a considerable part of the time. I remember very distinctly Admiral Bevin, a most kindly and gentle gentleman (I would imagine called out of retirement) spending a lot of time in the wireless room next to me, reading all the reports coming in, and all the horrors of ships calling out for help, and all the time trying to get the Russians to send out aircraft to help hunt the U-boat packs. I never knew why (no doubt there were good reasons) but the Russians could send no help. After some long time of sheer frustration, the Admiral suddenly said in tones of the utmost despair "What can I do? What can I do?" He then sat down beside me, held his head in his hands and out of complete hopelessness banged his head on the table. I knew then that he was at the end of his tether at being able to render any assistance at all. What could I do or say? a mere Leading Telegraphist. I tried to think of words of comfort to offer - there were none that could be said. I shall never forget the sight of a man in the utmost depths of despair and no solace to offer.

A more cheerful reminiscence. A Russian Concert Party came to the Fleet Club at Polyarnoe - beautiful singing and a welcome change from 'The Great Waltz'. I remember smuggling one of the girls into Navy House on two separate evenings and having a sing song, with her singing plaintiff Russian airs and we off duty personnel giving our own versions of what we considered suitable songs. I know we had music - what it was, or who provided it I cannot recall - perhaps one of you reading this will remember. We mustered what we could in the way of goodies to give her. I still have a small hand made, lace embroidered handkerchief she gave me together with her name and address in Moscow - alas, I never followed it up.

Sunday morning parades and service outside Navy House remain vivid in my memory. Particularly standing in the snow with a ring of Russians and dogs encircling us. Never a word was said by the Russians but I am sure many would have liked to join in with us.

At sea in Russian destroyers - this was always a period of enforced constipation as much as possible - the heads were so foul it was preferable to stick one's backside over the rail. But the pickled herrings in barrels were a gourmets delight. Coming into Polyarnoe from patrol the Russian submarines always indicated the number of ships sunk, by the number of shots fired when entering harbour. The German fleet certainly seemed to take a hammering from the Russian submarines.

Cheerful remembrances - dances in the Fleet Club. This was the only chance to hold a Russian girl in our arms. Also games of chess against Russians were always enjoyable and interesting. Considering the conditions under which the ordinary people lived in those days, their fortitude and relative cheerfulness was much to be admired.

ANOTHER INTERESTING LETTER

or, 'What a small world it is'

Dear Mr Squires,

.....for the past year I have been working on board HMS Belfast as secretary to Captain A. Collins. During this time I have become aware of the existence of the North Russia Club and of "Northern Light", of which I am now an avid reader!!

I am enclosing an article written by my late father shortly before his death in 1986 with a request that you may consider it for reproduction in whole or in part for a future issue.....

It is obvious that his thoughts were with former colleagues before the end and I am only sorry that we were unaware of the existence of the North Russia Club at that time, as through you he may have been able to establish contact with his messmates. I can also imagine that he would have been tickled pink by my present employment.....

Many thanks,

Yours sincerely

Judy Freeman.

We are pleased to include the article by our late shipmate - Nobby Wall.

"WE SEVEN"

On a brilliant August morning, having taken passage in the cruiser USS TUSCALOOSA, we stepped ashore at Polyarnoe, a Russian naval base in the Kola Inlet. We were to relieve members of Naval Party 100 North Russia. Even in those days our Russian allies kept a strict check on who was allowed in or out. As we came in, those we were relieving had to be prepared to move out.

First impressions were of a wooden quay, backed by a line of log-built storehouses. Beyond stretched an undulating landscape consisting mainly of bare earth, with rocks of various sizes and very little vegetation. In winter, of course, all this would disappear under a white blanket of snow. From the quay, a dirt 'road' ascended slowly towards a mixture of low wooden houses and brick-built terraced build-ings; these had been dotted around on any piece of relatively flat ground. The wooden structures formed part of the natural landscape - brick did not. The road continued between the buildings, over a wooden bridge, and climbed towards an imposing structure which dominated the whole area. This, we were to find out later, was the Red Navy Club.

Accommodation was provided in one of the small brick-built flats above the quay. The top floor had been adapted to provide a W/T office, sleeping quarters, and a small mess and galley. In summer or mid-winter this presented no problems but, come spring when the thaw set in, the roof leaked like a sieve. However, our predecessors, with a touch of typical naval ingenuity, had overcome this. Much use had been made of bashed-out empty food tins (virtually all our food came out of a tin) to construct an elaborate indoor guttering system in the attic. Archimedes would have been proud of it. From time to time modifications were necessary when the offensive moisture shifted its line of attack.

The unit had been established to provide liaison with the Russian Northern Fleet and a direct communications link with the Admiralty at Whitehall. We received and transmitted signals relating to convoy



traffic and weather reports. traffic and weather reports. Recoded versions of German radio signals intercepted by our "Y" group bases in a log cabin in the hills would be forwarded to the code-breakers at Bletchley.

Life was largely routine, even to the regular visits from the German airforce. They would nip across from Finland and drop the odd bomb or two. Nothing really serious - more of nuisance raids to keep the Russian defences on their toes. When not on duty watch in the W/T Office, we spent our off-watch time servicing equipment, writing home, chopping logs for the galley fire, walking, or doing some skiing when the daylight permitted. News from home was eagerly awaited, sometimes over long intervals. Letters would be re-read many times.

Then one day, one of our officers, Lt. James Bould, who had worked with the Salbergs at the Alexandra Repertory Theatre in Birmingham, decided it was time for the base personnel, and also the crews of visiting naval vessels, to have the opportunity to see some British-style entertainment. Volunteers were called for and his efforts culminated in the formation of what, so far as I know, was the only British Concert Party ever to perform in the Soviet Union.

"We Seven" consisted of the aforesaid James Bould (originator, director, producer), accompanied by Telegraphists Ginger Ward (piano accordion and tenor), Bill Benton (Max Millar impersonations), Jack Dalibar (baritone), and Shorty Hancock, Alex Downing and Nobby Wall (chorus, double acts, quick-fire gags, sketches, noises on, noises off, etc). Scenery was nil, props were limited, and costume invariably consisted of Number Ones. Some of our material was unashamedly 'borrowed'. A lot was original, usually as the result of a team effort. We listened for items of local gossip and tried to incorporate them into the show. We originated our own verses to a popular number of the time - "That was a cute little rhyme, sing us another one do." I recall one in particular. A party of Russian officers had been invited for a social evening on board HMS Britomart. One of the lady members, wishing to relieve herself, had misunderstood directions and gone through the wrong hatch. Half way through her 'performance' she had been startled by irate shouts coming from the engine room below. Our version became:-

The Britomart's crew are relating  
A story they find quite elating,  
Of the commissar's daughter  
Who, when making water,  
Made use of the Chief Stoker's grating.

That was a cute little rhyme .....

Needless to say, this was received with gusto by the ship's company concerned.

We always had a 'captive' audience. Our theatre was a cellar in the basement. The auditorium, holding fifty or sixty, was the cellar floor. Our stage was the set of broad steps leading down to it. The audience would file through the double doors, down the steps, and occupy the chairs at the bottom. When they were settled, the same double doors would re-open and, to the strains of the opening chorus "The Fleet's In", we would enter down the steps to take our places on the six chairs provided. The highlights of the show were Ginger's playing and singing, Jack's "Old Father Thames", Bill's Max Millar impersonations, and a musical skit - written by James - called "The Saga of Grace Darling". This was performed in sou'westers, oilskins and sea boots, with four dead-pan expressions throughout. We ended the show with the chorus "Goodnight to you all at close of day, we've tried to drive your cares away". As our audience came out through the

doors and across the lobby to return to their duties, their expressions alone told us that all our hard work off-watch had been worth it.

Time passed and it was our turn to be relieved. We returned to the UK and, after leave, were drafted to different ships in different places.

We met once more as a group. After the war James became one of the original set designers for the BBC TV Service at Alexandra Palace. He had arranged for Ginger to appear in a Saturday night show called "Rooftop Rendezvous", a cabaret fronted by the bandleader Jack Jackson. James invited us all up to London for a reunion and to give Ginger some moral support. We met at his flat. Bill had gone into stockbroking and Jack was "something in the city". Alec had stayed with radio and become a civilian operator. Shorty and I trained for teaching. I had opted for secondary, Shorty for juniors. I asked him why. The prompt reply was "It's the only way I can make sure the kids are smaller than me!"

We moved on to Ally Pally and spent a fascinating day behind the scenes. In those days this was a rare privilege. There were no studio audiences; in fact, in Studios A and B, there was barely enough space for the technicians behind the cameras, booms and lights. A mass of cables and wires snaked everywhere. Muffin the Mule and Toy Town were tucked away in an odd corner awaiting their next appearance in Children's Hour. Visitors were apt to be in the way. At the end of the show we adjourned to James's flat, reminisced, said our farewells and once more went our separate ways.

Over the years we kept loosely in touch, mostly through Christmas Cards and letters from James. When he died the link was broken. Who could now respond to the first few bars of that opening chorus? Shorty? Alec? Bill? You should still be around. If you are, I know you would be as keen as ever to join me in those opening lines.....

"Hey there mister, you'd better watch your sister,  
the Fleet's in."

**Editor's comment:** What a pity that Nobby never learned of the formation of our club with its predominance of NP100 members in the early days. I am sure that he would have been a very keen supporter. There are many of you who will remember him, so why not write to Judy, (Les Sullivan already has). I know that she would love your stories to tell her mother, Nobby's widow. The Address is:

Mrs J. Freeman, Captain's Secretary, HMS Belfast, Morgans Lane, Tooley Street, London SE1 2JH.

**And a further letter:** Just to let you know that I have had a charming letter from Les Sullivan enclosing a copy of the pantomime programme bearing my dad's signature. I am sure you can imagine how pleased I was to receive it and I would like to thank you for contacting him on my behalf. I was a bit perturbed to realise that Mr. Sullivan's name was not mentioned in my dad's article about "We Seven" so, if you do decide to publish, would be grateful if you could insert some suitable rider concerning the omission. As Mr. Sullivan took the title role in "Jack in Joe's Land" he was obviously more of a leading light, rather than a backroom boy!

Yours sincerely

Judy Freeman

STRANGE ENCOUNTER

The Northern Light (June 1990), which I've just received "with compliments" on joining, has the story of the loss of HMS GOSSAMER. This recalls to mind one of those meetings which happens out of the blue.

About 1977, in my N.Notts. parish, I asked the RNLI if they could provide a speaker for one of our meetings.

When he arrived, he was a Captain Jay, whom I knew nothing of. For introduction, I had to ask whether he was R.N. or M.N. Some readers will have guessed; he had been Senior Officer of MS1 in North Russia.

In PQ18 of Sept. '42 (my first Op. as Padre in the "M"s in METEOR) he had been SO/Rescue in HARRIER. I had fortunately not required his services then! At our meeting, I happened to mention to him that a large history of The Sea Chaplains was in preparation by Revd. Gordon Taylor. He lent me some notes (with permission to use them) about the activities of a chaplain at that time. Capt. Jay noted; "I joined the destroyer INGLEFIELD in Vaenga Bay for the voyage home. One forenoon (June 24th) I was reading in my cabin when the Officer of the Day put his head in to say GOSSAMER had been sunk....A few days after GOSSAMER's loss, the Chaplain in INGLEFIELD (Outram) and I decided to try to visit her wounded survivors, and those of EDINBURGH and the merchant ships in the Russian hospital".

On the way to the hospital they were both arrested by the Russians and detained for 3/4 hour while their identity was confirmed. That done, they made their visit, and returned to INGLEFIELD and Scapa, passing close to PQ17 on the way, in QP13. Sometime during the summer Outram made his way back to Russia, with permission of RA(D) and SBNO/NR. On his short visit he had decided that he could be more use helping the large number of survivors there than he could be afloat, and they agreed. So it came about that when Captain Jay arrived back with PQ18, to take command of the minesweepers, he found him in Archangel.

In October, Outram was wanted back in U.K. for a new appointment. With other passengers he was taken round to Polyarnoe, but there was a snag. RA(D) knew he was in Russia; SBNO knew; but no one had told the Russians. He was not officially there; he could not officially leave! Captain Jay wrote "He had to come aboard HARRIER as a ship 'visitor', forgot to go ashore, and transfer direct at Kola to the ship going home. Before leaving, he asked whether there was anything he could ask RA(D) to get for us, to make the minesweepers' life in North Russia pleasanter. We agreed that he should try for sound reproduction equipment and cinema. Both were fitted to all our ships when they next went home".

Outram was mentioned in dispatches for his service to survivors.

Hywel V. Evans (N°1246)

.....

NEVER GET STUCK IN RUSSIA

An experience on HMS ICARUS during the early convoys to Russia. 'ICCY' as we called her was a minelaying destroyer of the 3rd Flotilla and was on PQ3 and QP2 coming back leaving Archangel on 2nd Nov. '41, arriving at Kirkwall on 17th. We were alongside IMPULSIVE in Archangel, the ice was thick and somehow the aft spring snapped and wound itself round the screw. A Russian diving team led by a lady had the job of clearing it. Being so cold it took longer than in normal conditions. So, half the ships companies of ICARUS and IMPULSIVE were given leave in Archangel for a short while. A ferry was laid on, but on the way back it was stuck in the ice, so making us late returning. The skipper of the ferry was arrested and although the captains of both destroyers appealed on his behalf we did not see him again. We heard that he had been shot!!

Alf Singlehurst (N°254)

.....

CHRISTMAS DAY 1943

By Peter Allen, HMS Sheffield

Over the years I have read all the books and papers on the sinking of the SCHARNHORST. Naturally none contains my little memoir of that true gentleman Captain Charles T. Addis, DSO, RN., captain of HMS SHEFFIELD at the time.

On Christmas Day, 1943 we Type 285 radar operators were working 'watch-on-watch' in our caboose deep in the bowels of the cruiser. If we'd been torpedoed we did not stand much chance of getting out alive but at least we'd have died in the warm. Not that at just eighteen I gave much thought to that.

'Cooks to the Galley' had been piped and to our surprise we each received a bar of nutty with our food. The buzz soon went round that everyone on board had received a bar from Cadburys. Later, on the way to the heads I bumped into the canteen manager. Employed by NAAFI, he was a CPO. "Chief," I said, "the nutty went down a treat - where did it come from?"

He looked round to see if he was being overheard and said: "I'm not supposed to tell you this but before we left Scapa the captain paid for everyone on board to have a bar of nutty on Christmas Day. It was his idea and he wants it kept dark."

Come to think of it, with his snow-white hair and bright pink cheeks, Captain Addis did look a bit like Father Christmas.

.....

I REMEMBER 1940

By A.K. Young, HMS Faulknor

Having a nice easy going life until that brown envelope was pushed through the letter box. Report to HMS COLLINGWOOD in 18 days time - you are in the Navy now! Boy!! Off I went - arrived - did not stay long - wrong barracks! I was driven to HMS VERNON the next day. After a ten-day course I passed a trade test and a few exams - then, a draft chit - I joined ARGUS at Greenock to take passage to Gibraltar and HMS FAULKNER. We were part of Force 'H' - we did some sea miles! - and we had a great Admiral - Somerville - and a good Captain - DeSalis. I was happy to belong to a good ships company.

We sailed to Portsmouth in Autumn 1941 for a refit, finished our trials and exercises and joined the Home Fleet in December, to be one of the escorts for HMS DUKE OF YORK taking Old Winnie Churchill off to meet Roosevelt in America. About five days out we left the escort and Old Winnie gave us a farewell wave with his hat. We called into the Azores then carried on to Scapa.

This is where we came in!! The New Year arrived - our first convoy to Murmansk with PQ9/10, with our new captain - another great one - Captain Scott-Moncrief. We left Seidisfiord, Iceland and picked up the convoy. There were two Russian ships in it - the first time I ever saw woman crew members - I waved to one and she waved back. Old 'Bungy' Williams shouted to me "She is old enough to be your Grandmother!" - typical three-badge man, God Bless him, one of the best! The convoy arrived safely - we tied up at the wooden jetty at Polyarnoe for two days. Off again escort to QP7 back to UK. Arrived at Scapa - off again - with Home Fleet - as Cover Force for PQ12 and QP8 - German Fleet supposed to be out - no contact.

Then PQ17 - Oh Dear!!!! once again we were with the Home Fleet Distant Cover Force. After that there was a lull with the convoys. During the lull the next convoy was being assembled - it was going to be a big one - PQ18 - It was all thought out - a 'Fighting Destroyer Escort' - under the command of Rear Admiral

Burnett aboard HMS SCYLLA. The first northern convoy to have an Escort Carrier in company - HMS AVENGER - a little beauty she was! pilots and ship's company! She carried Sea Hurricanes and Swordfish. We sailed in early September, it was a large convoy and we oiled at sea. FAULKNER was ahead of the convoy with SCYLLA and AVENGER in line astern. Two or three days out a Swordfish on patrol sighted a U-boat on the surface. FAULKNER was detailed to investigate but she had dived by the time we reached the reported position. But our asdic located her and she was sunk - U.88. The following day a Swordfish ditched, we were able to rescue one of the pilots - our Chief Buffer and two seamen pulled him inboard and the first words he said to the Chief were "Oh, its bloody cold in there!" A few weeks later a letter from the pilot's father to the captain and ship's company was displayed on the notice board - apparently he was a very important person, but I cannot remember his name.

The next morning we had an attack from a number of dive-bombers but the carrier's fighters soon repelled them. A larger, more determined attack took place during the afternoon - I was on watch on the bridge at the time. I counted more than forty torpedo bombers, mainly flying in line abreast. They were met with a full barrage from escorts and merchant ships. I remember seeing seven or eight being shot down. We had a few near misses along with SCYLLA - it was just like what we had left in the Med. with ARK ROYAL - but colder!! Next morning AVENGER's planes had taken off before any attack developed and were able to see off at least a dozen enemy planes, and more during an afternoon attack. The combined efforts of all of us showed the Luftwaffe what it was all about!

We left PQ18 in the Kola Inlet to escort QP14 back. We were informed that there were a lot of PQ17 survivors in the convoy. SCYLLA and AVENGER left the convoy before we reached Iceland. I also remember another convoy - escorting empty merchant ships back from Archangel to Western Scottish ports - the violent gales we encountered were the worst I ever saw.

That was my last Russian run - draft chit for a course - then out to the Med. again where I stayed until my demob. number came up - I was H.O. and ----- I'll always remember 1940 and that brown envelope!!!!!!

.....

**PHOTOGRAPHS - PHOTOGRAPHS - PHOTOGRAPHS**

Can anyone help with photographs of any of the following ships?????

- "DUCHESS OF RICHMOND (Canadian Pacific) as a Troopship.
- "GEORGIC" (Cunard) as a Troopship.
- "OXFORDSHIRE (Bibby Line) as a Hospital Ship.
- "EMPRESS OF AUSTRALIA" (Canadian Pacific)
- "EMPIRE BURE"(Lampont & Holt) as a Troopship.
- "ASCANIA" (Cunard)
- "NEWFOUNDLAND" (Furness Withy)
- "CONDESA" (Houlder Bros.)
- "HILARY" (Booth Line)

Please contact Dick Squires if you can help.

.....

**BRIEF ENCOUNTER**

**Peter Crowshaw, Queensland Australia - HMS Zambesi**

In 1943 after returning from convoy to Australia in HMS GAMBIA I was given a shore job, HMS CAROLINE in Belfast looking after the refitting of Yank destroyers and the Signal D.O. Wrens. Previously, on the train from Chester, I met Alice, my future wife who was going on leave from Clatterbridge Hospital near Birkenhead to Scotland. A few months later we did a pier head jump into marriage. We were no sooner settled into new digs in Belfast when I was drafted to stand by building HMS ZAMBESI in Cammell Lairds yard Birkenhead.

Our Skipper, Lieut.Cdr. Scott hated married men. Though, as his Yeoman of Signals, I got along well with him - one of the few as he was 100% Pusser and no nonsense.

When we finally commissioned and he'd given the usual speech (In which we serve style) to the assembled ship's company and we cast off all wires, with the Liver Birds slowly fading away, he turned to me on the bridge and said "Yeo, you can wave goodbye to your wife, we are off to Arrochar Torpedo Range for trials - then war".

I said "My wife is in Arrochar sir, she left Birkenhead yesterday". He was furious.

"She was born there and we recently had our honeymoon there sir".

Eventually he calmed down and when we arrived at the Range in Loch Long he allowed me all night leave. We stayed at Aunties, one of the cottages overlooking the Range and Alice used to row me back to the gangway in the morning in one of the fishermen's dinghies at 0700 to cheers and jeers from the upper deck.

When the trials had finished I sent Alice to her Aunt's in Glasgow. After we up anchored the Skipper said "Yeo. you've had a good run but now we are bound for Greenock and your wife is stuck here in Arrochar". "Oh no sir, she is staying with her Aunt in Glasgow" I replied, standing by to leap off the bridge. It couldn't go on for ever - we had no relatives in Scapa!

After a successful strike on a convoy in the Norwegian Fiords he was put into hospital with ulcers. I often wondered what happened to Lieut. Cdr. Scott, a very able officer, but Pusser to the core.

As Harry remarked when I told him the story....."Was there a war on at the time?"

(Editor's note: Harry is the secretary of the "ARCTIC CONVOY VETERANS ASSOCIATION OF AUSTRALIA" and Peter Crowshaw acts as Liaison Officer between our two clubs.)

.....

**THE BIGGEST BF!**

**Derek Wellman - HMS Onslow**

The English Channel at times can be a most unpleasant place. The destroyer ONSLOW was for three days plunged up and down in a shrieking gale while the ship's company longed for the comparative tranquility of Portsmouth, a pub and a pint. As I made my way to the wireless office one bawled out "No signal to return yet?" and the general gloom there confirmed my negative reply. The lad decoding signals had a significant backlog so I generously offered to help, though this was not entirely altruistic. We all wanted this signal to appear. He handed over a fistful. It was not a task I normally carried out so it took me some time to get going. Predictably, none of the signals concerned us. It was hardly news that the Admiralty thought it was blowing up again, it had hardly blown down - an aircraft in the Bay of Biscay thought it had seen something but wasn't quite sure what, and a third began: "I am aground". Since the position given, so far as I could make out, was west of Newcastle (and thus in a narrow stretch of the River Tyne) this was hardly surprising and certainly not worth telling the whole fleet. After an hour or so I filed the signals away and turned in. Tempers had begun to fray as the relentless buffeting continued. German E-boats would be lying snugly (and smugly) in their berths in France

- 20 - while only fools and British tars sought them in vain.

At around seven in the morning my fitful slumbers were disturbed by an order to report at once to the Chief Telegraphist, all five foot six of him. In the wireless office an irate Signals Officer was demanding a recount. It appeared that the Admiralty had enquired, somewhat coolly, why the Commanding Officer had seen fit to ignore the signal to return to base. A furious scurry was made through the signals received the previous day. As the Chief picked up one of them I said blithely: "Don't bother with that one Chiefy, some clot's run himself aground in the North Sea. He regarded me with his long suffering eye and began to decode. Suddenly my blood ran cold. It occurred to me that I might have continued to use yesterday's code even though this signal had originated just after midnight.

By some horrible freak it had been translatable into almost relative sense. With remarkable detachment the Chief began to read out his properly decoded version: "HMS ONSLOW ... will return to harbour ... immediately. Time of origin ...0002." The clock in the W/T Office clicked on remorselessly to 0715. The Chief passed the slip of paper to the Signals Officer who barely glanced at me as he prepared to call the Captain from his bunk. "Unfortunate ... slip by an untrained volunteer ... seven hours later ... disciplinary action"

But the Chief hadn't done with me. He eyed me for a moment, his lips registering withering contempt: "I do believe" he said simply "that you're the biggest B.F. on two legs that ever breathed." I didn't deny it. I was!

(First broadcast in "Truth to Tell" series September 1957)  
.....

A RAW DEAL FOR AMERICAN MERCHANT SEAMEN (Continued from page 11.)

ships. The U.S. Navy insists on some features that merchant ships do not need, except in time of war. They want speed of at least seventeen knots so that merchant ships can keep up with the naval task force in time of war. We have had nearly fifty years of comparative peace, so do not really need to have that much speed. They also want bulkhead doors in places that take up cargo space, etc.

I could go on about this, but think you may have an idea by now of what I think about our "Heroic Navy". Would I go back and do it again? Not on your life! To top it off they have told lies to each other in wardrooms and in crew messrooms about us until it is now gospel fact. One that we hate most is the one about the huge pay we got. If we got that much money during the war some bastard owes me a hell of a lot of money and I want it NOW! They also tell the endless lies about how we refused to sail ships into dangerous places like Murmansk, but there is no single instance of that ever happening. They also tell the stories of how we knew where our ships were going, so could chose the trips we wanted. As you know, we had our skippers and gunnery officers go to a convoy conference where the skipper was given a sealed envelope, with a message on the outside of the envelope. "Not to be opened until outside Sandy Hook Lightship one mile", at which point you had to make the trip!

NOTHING TECHNICAL - JUST A MEMORY

A party of sprog stokers joining their first ship, the 8 x 8" gun cruiser BERWICK berthed in Rosyth in August 1941.

As we approached her one of our party remarked. "How the hell are we going to find our way around that?, we'll all get lost. Little did we know that before many weeks were out, we would have to learn where every Nook and Cranny was, including fire hydrants, valves, etc., etc.

In our party was a lad called Willie Wilkinson, he was a Brummie, big and as strong as an ox. A likeable lad but he had one big failing, he couldn't wake up once he went to sleep. It was up to one of us to wake him, which we did in turn, because we knew how, Willie having been with us since our square bashing days. You can imagine the tricks we played on Willie when he was asleep, like tying his boot laces together, tying his Black Silk in a bow round his 'John Thomas'. We even once picked him up and put him in the middle of the parade ground. Well we were young then.

continued/

On board, we had a Regulating Chief Stoker, and his assistant a Stoker Petty Officer. Every morning the SPO would come down and wake all those who were not on watch, with his usual cry, "Hands off ..... On Socks", "Rise and Shine" etc. etc. One of us would then wake Willie to save him getting into trouble. One morning I was a bit slow in getting up, and the SPO on his second turn round the mess pulled my hammock rope, and dumped me on the locker top. I woke up startled and promptly told him to "Sod off, you stupid Bar Steward" or words to that effect. He promptly hauled me up before the Regulating Chief Stoker. He was a wise old chief and soon realised the SPO and I both, had overstepped the mark and said with a twinkle in his eye, "You shouldn't have done that son, watch it in future, now go back to your mess".

Next day, our gang decided to get our own back on the SPO, and let him wake Willie up. Sure enough, next morning down he came with his usual cry. Willie didn't move, he shook him some more and slapped his face, still Willie didn't move. By this time the SPO was quite worried, and shouted for one of us to get the M.O. he thought Willie had cashed in his chips. Having prolonged the SPO's agony long enough we offered to wake him. One of the lads went to Willie's hammock, put one hand over his mouth, the other pinching his nose thus completely stopping his breath, at the same time swiftly ducking below the hammock out of the way of Willie's flailing fists.

That was truly the only way he would ever wake up. The SPO's face was a picture to see - we had our revenge!

Charles (Knocker) White.

.....

ANALYSIS OF RUSSIAN CONVOYS

As we approach the 50th Anniversary of the commencement of the convoys we are pleased to reprint the following. The analysis was first published in an early Northern Light when the circulation was a mere 250 copies.

	1941	1942	1943	1944	1945	TOTAL
Number of convoys to North Russia	8	13	6	9	4	40
Number of ships in convoy	64	256	112	284	95	811
Number of convoys from North Russia	4	13	6	9	5	37
Number of ships in convoy from N.Russia	49	188	93	249	136	715
Ships obliged to turn back due to ice or weather damage	45	21	8	6	1	40
Ships sunk by U-boats	1	24	4	7	5	41
Ships sunk by aircraft	-	36	-	-	1	37
Ships sunk by surface vessels	-	3	-	-	-	3
Ships sunk by aircraft or mines after arrival in Kola Inlet						5
Ship foundered in gale						1
Ships sunk in British minefield						5
Ships sunk sailing independantly plus a fleet tanker and rescue ship						8
Total number of ships sunk						100

Gross Registered Tonnage:605,837

Published with permission

.....

WAR EQUIPMENT SHIPPED TO NORTH RUSSIA

From Britain:

Between October 1st, 1941, and March 31st, 1946:

- 5,218 tanks
- 7,411 aircraft
- 4,932 anti-tank guns
- 4,005 rifles and machine guns
- 1,803 sets of radar equipment
- 4,338 sets of radio equipment
- 2,000 telephone sets
- 473,000,000 projectiles
  - 9 Motor Torpedo Boats
  - 4 submarines
  - 14 minesweepers

Total value £308,000,000 plus:

Raw materials, foodstuffs, machinery, industrial plant, medical supplies and hospital equipment to the value of £120,000,000

Statement by the Prime Minister in House of Commons, April 16th 1946 and 3rd report on Mutual Aid, 1946

From United States:

Between March 11th, 1941, and October 1st, 1945:

- 14,795 aircraft
- 7,537 tanks
- 51,503 jeeps
- 35,170 motorcycles
- 8,701 tractors
- 375,883 trucks
- 8,218 anti-aircraft guns
- 131,633 sub-machine guns
- 345,735 tons of explosives
- 1,981 locomotives
- 11,155 flat cars and wagons
- 540,000 tons of rails
- Over 1,050,000 miles of field telephone cable
- 2,670,000 tons of petrol
- 842,000 tons of chemicals
- 3,786,000 tyres
- 49,000 tons of leather
- 15,000,000 pairs of boots

Total value \$11,260,343,603 plus

Food shipments to the value of \$1,312,000,000

From information contained in Lease Lend reports 19,20,21 and 22 to U.S.Congress

.....  
**F L A G S**

People can feel very strongly about flags....as, for example the Captain R.N. who was anchored in an American controlled Mediterranean port at the end of World War II.....a U.S. military policeman, chewing gum, and twirling his baton, came aboard and demanded his "pass". The Captain pointed to the White Ensign at the stern....."That is my pass to anywhere in this.....world" he said "Now get off my.....ship"

From Arctic Convoys Veterans Association of Australia's Newsletter.

.....

F R E A K O F N A V I G A T I O N

Nothing to do with the arctic, nothing to do with WWII, indeed nothing to do with this century, or has it?

The night was warm and inviting, the stars shone in all their tropical brilliance. Captain John D.S. Phillips was in a dark corner of the bridge, quietly pulling on a cigar with all the contentment that comes to a sailor when he knows the voyage is half completed.

His ship, the passenger steamer SS Warrimoo, was quietly knifing her way through the waters of the mid-Pacific on her way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain Phillips the results.

The Warimoo's position was spotted at about Latitude 0°30' North and Longitude 179°30' West. The date was December 30, 1899.

First Mate Dayldon broke in, "Captain, do you know what this means? We're only a few miles from the intersection of the Equator and the International Date Line.

Captain Phillips knew exactly what it meant, and he was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime.

In an ordinary crossing of the date-line it is confusing enough for passengers because they lose a day, but the possibilities he had before him were sure to confound them for the rest of their lives.

The Captain immediately called four more navigators to the bridge to check and double check the ship's position every few minutes. He changed course slightly so as to

bear directly on his mark. Then he carefully adjusted engine speed so that he would strike it just at the right moment.

The calm weather, the clear night and the eager cooperation of his entire crew worked successfully in his favour. At precisely midnight, local time, the Warrimoo lay exactly on the Equator at exactly the point where it crosses the International Date-Line!

The consequences of this bizarre position were many. The forward part of the ship was in the southern hemisphere and in the middle of summer. The stern was in the northern hemisphere and in the middle of winter. The date in the after part of the ship was December 30, 1899. Forward it was January 1, 1900.

The ship was therefore not only in two different days, two different months, two different seasons and two different centuries - all at the same time!

Moreover, the passengers were cheated out of a New Year's Eve celebration, and one entire day, December 31, 1899, disappeared from their lives for all time.

There were compensations, however, for the people aboard the Warrimoo were undoubtedly the first to greet the new century. And Captain Phillips, speaking of the event many years later, said, "I never heard of it happening before, and I guess it won't happen again until the year 2000!"

From the "NORTHWESTERLY" Newsletter, Puget Sound Chapter American Merchant Marine Veterans, Lynnwood, Washington, USA.

.....

GUTTER SOUND BASED - WITH STEAMING KIT

After serving aboard KGV during 1942 I was drafted during her docking period in Liverpool and returned to Scapa to join TYNE. She was the destroyer depot ship berthed in Gutter Sound, Lyness and flying the flag of Rear Admiral Destroyers.

I was a trained ordinary signalman and quickly became a watchkeeper. I soon discovered that not all destroyers looked the same and many a glance was needed at the disposition board (which shewed their bouy numbers) to locate the correct ship to call up. There was always a Yeoman of the Watch in the background and sometimes the Signal Bosun with a telescope, not always used for looking through. The early days in TYNE were spent in watchkeeping duties, signal exercises with destroyers during the forenoon and the occasional signal examination. However, I soon became a member of the spare crew team for destroyers, without even volunteering.

The base at Lyness which was the H.Q. of Admiral Commanding Orkney and Shetland was also the destroyer base and provided such support vessels as a hospital ship, stores ship, mail and accomodation ship, oilers and a floating dock. There was of course a Fleet Canteen which when filled with destroyer ratings often became a boisterous meeting place. Later when the WRENS came to Lyness (that's another story) the road past was considered to be out of bounds to them.

Life aboard TYNE appeared to be quite acceptable despite Lyness not being a very good run ashore and when looking at the weather damage caused to some of the destroyers when they arrived back in harbour, the depot ship looked even more cosy. However, one day after the forenoon watch, my afternoon sleep was suddenly cancelled when I was shaken and told to report to the Signal Bosun. On arrival on the flag deck wondering what the problem was, I was ordered to get my steaming kit together and do a quick drafting routine before joining IMPULSIVE. So on that day I joined the destroyer at her bouy and was directed to the communication mess situated at the sharp end with the seamans mess. On my arrival I sensed an air of warmth, friendliness and some security - mail was being distributed so there were a lot of smiling faces. With some help I managed to find a place to sling my hammock and then wondered what would be for supper under the canteen messing arrangement.

We sailed the same day during the first dog watch, which gave me the opportunity to check the bridge layout and also identify the Commanding Officer (Lieutenant Commander Roper). We were in company with the rest of the flotilla and Captain Scott-Moncrieff as D8 was in FAULKNOR. I think it was early November and not the ideal time to be sent to one's first boat - but on the plus side they were a seasoned crew. However, not many hours later I found myself doing the middle watch and was able to find my way around the darkened open bridge and quickly noted the positions of the rest of the flotilla. It was then I suddenly realised how rough the sea was getting and although trying to keep busy I suddenly became sea-sick, without creating a great deal of interest around me. Fortunately, apart from the weather it was a quiet night and by the end of the watch I had partially recovered and looked forward to breakfast. I never suffered again from sea-sickness, but afterwards sympathised with those who were so inflicted but struggled on to carry out their work.

We eventually arrived at the Kola Inlet - and I thought Scapa was a desolate place!!! We were there for only a few days, when one afternoon watch (on my Jack) at about 1430 FAULKNOR hoisted the Prep. indicating 5 minutes to sunset, I promptly hoisted the answer pendant close up to acknowledge the signal. But, out of the corner of my eye I saw another hoist which included the IMPULSIVE's pendant numbers "I11" - I quickly put an answer pendant at the dip to indicate I had seen the hoist but was not acting on it at the time. After the procedure of sunset was duly carried out, I then looked at the second signal which read "P.S.B. for C.O." and with utmost speed reported the request to the O.O.D. by telephone. Afterwards, I was given to understand that the Captain was not very pleased at having to wait for his motor boat to be sent across to pick him up from FAULKNOR.

The 8th Flotilla eventually sailed from North Russia (and not for me soon

enough) and I can't remember if the crew knew what the task was ahead. Shortly after sailing the destroyers encountered heavy weather and I remember going on the forenoon watch the following day and not even seeing another destroyer in sight, yet alone a merchant ship. It had certainly been a very rough night - but had kept the U-boats down. The compass had apparently been playing up and our estimated position was somewhere off the Norwegian coast. However, despite reduced speed because of the weather conditions and fuel shortage we eventually arrived at Seidisfiord, to dry out and needing food, water and of course fuel oil. In harbour we took up berth alongside the oiler and hours later when D8 arrived in FAULKNOR we advised him there was a berth alongside the oiler. He replied by sending IMPULSIVE to sea again to look for any stragglng merchantmen.

The flotilla eventually arrived back in Gutter Sound and tied up to their respective bouys and from IMPULSIVE's bridge the TYNE looked very good to me. I was even happy to accept general messing again especially with the thought of a steady mess table. Thus ended my first destroyer trip and I eventually came to prefer them to any other class of ship.

During my service aboard TYNE, I like many of my fellow Buntings and Sparkers in the group had loan drafts for various destroyers. At times we went to new boats which arrived at Scapa for a working up period before going operational. These days were spent carrying out a full programme of exercises and sometimes starting off at about 0600 with torpedo firings or submarine hunting exercises in Scapa Flow etc. The object of the programmes was to test to a high standard the ability of the new crew and how they would react under conditions they may expect to encounter when fully operational.

My last wartime draft to a destroyer as a relief Bunting Tosser was to a ship which Captain "D" of the "S" flotilla had taken over at short notice because his boat was in Rosyth Dockyard, where he had been. There was obviously some urgent operation about to take place and this particular Captain "D" wished to be involved. (I cannot recall if the boat was SCOURGE or SAVAGE)

I was ashore at the time enjoying a movie at the Fleet Cinema, when all of a sudden my name appeared on the screen telling me to report at once to the Officer's jetty - this time I guessed it was another loan draft and away had gone my all night in. As one can imagine, a big cheer went up from the audience for me or maybe it was for the WREN (\*see footnote) I was with. So once again I soon found myself at sea with steaming kit and quickly settled into the familiar routine. We slipped from the bouy and soon after leaving harbour headed north and joined up with an escort carrier and cruisers. As far as I can recall we finished up patrolling off the Norwegian Coast/Skagerrak area and it was a pleasant evening in May, when suddenly it was broadcast over the radio that Churchill had announced that the war in Europe was over.

Naturally many more signals were received in the ship at this time and some were giving details of the procedures for the U-boats to adopt, such as being ordered to surface, chain up their hatches, report their positions, fly certain signals and make for the nearest allied port etc. When the U-boat's positions were broadcast it was very interesting to see how many were in our area of operation. If the war had not come to a sudden end, I've no idea what our operational plan actually was - one can only guess. However, Captain "D" hurried us back to Scapa and I believe the rest of the flotilla including the "Z" boats were diverted to liberated Continental ports, to show the flag.

Eventually, most of the Lyness based vessels ended up in the Far East, where they encountered different weather conditions and a different type of war. I finally was drafted to COLLINGWOOD and from there sent to join an escort carrier prior to her departure to the Far East - So ended my destroyer days.

\* Footnote: With reference to being in the Fleet Canteen with a WREN - I've been instructed to say that she was a V/S WREN and that we eventually married. END OF MESSAGE

Eric Whyte (N° 419)

" A R O U N D   A N D   A B O U T "

What's been happening in various places

By popular demand we intend to allocate space in each edition to let you all know what has been taking place amongst the membership recently.

March 2nd & 3rd. This was 'Dedication Week End in London. On Saturday evening (2nd) approximately 65 members gathered at the Union Jack Club for a social evening and buffet. Music was provided for dancing and we were also entertained by our two talented committee members Mervyn Williams and Les Sullivan. The following morning 165 members and ladies attended Morning Service at St Giles-in-the Fields Church for the dedication of the North Russia Club Standard. Our Standard Bearer was Henry (Pash) Baker and it was escorted by Standards from five R.N.A. Clubs and the Association of Wrens. The service and dedication was conducted by the Rev. Gordon Taylor the Rector of St Giles. Gordon is a member of the North Russia Club, his (and our) experiences provided the theme for his excellent sermon - never has a crew of ex-matelots given the padre such attention! The congregation were transported back to Sunday Divisions, Church Service on the Quarterdeck (or R.N.B.), or was it outside Navy House at Poly-arnoe? Thank you Gordon, sincerely. The collection was donated to the ACMT/NRC Window Appeal for Portsmouth Cathedral.

February 17th. 47 Merseyside and North Wales members held their half-yearly Sunday Lunchtime 'Buffet and Lamp-Swinging Session'. It was pleasing to meet Bob Davis and Hughie Noble from Herts, who dropped in to join us. A special thank you to the President of the Senior Rates Mess, HMS Eaglet, for allowing us to use the mess once again.

Saturday 23rd March: The first North Western Reunion Dinner Dance took place at the Stretton Hotel, Blackpool and was attended by our President and 70 members. Several 'old ships' met up again for the first time in 45 years. The weather was bright and sunny and the hotel is conveniently sited on the promenade. The dinner menu was excellent and enjoyed by all. Dancing followed until 1 am. Several raffle prizes were returned by the generous winners and these were subsequently auctioned. A total of £185.36 was raised for the club's Welfare Fund and a further £16 was collected in the 'Pint-pot' for the Arctic Campaign Memorial Trust. Les Jones, a member of our committee, organised the reunion has asked us to thank you all for your support. We in return say "Thanks Les".



THE STANDARD  
AT  
BLACKPOOL

April 17th 1991: The 7th Annual Dinner of South Western Members took place at the Keyford Elms Hotel Resuarant, Frome, Somerset. The evening commenced with a Silent Tribute to those S.W. members who had 'Crossed the Bar' since the last dinner, these included T.J.Mansfield of Swindon, D.Bragg of Exeter and A.J.Shaw of Frome. The area organiser E.J. (Curly) Morris welcomed the president Chris Tye and the members who had travelled from a wide area on the south-west. Amongst the other guests were Reg Waller of Gosport who, last year at the dinner had a surprise meeting with Frank Brown with whom he had survived the sinking of BOLTON CASTLE (PQ17) together in an open boat for nine days. It was good to see them back together again this year. Another guest was ex-boy Norman Mintern who joined the Andrew at 15½ at HMS ST GEORGE in October '42. In February '42 'Curly' Morris also joined ST GEORGE and they became oppos. Norman went from ST G. to RODNEY and Curly went to JAMAICA. Only at a re-union last year in the Isle of Man did they renew their friendship after 48 years - they too were still good oppos at the Keyford Elms dinner.

A vote of appreciation was extended to mine hosts Esther and Michael and to the chef for a wonderful meal.

For your diaries next years dinner will be at the same venue on APRIL 15TH 1992



A GROUP PHOTOGRAPH OF SOME OF THOSE ATTENDING THE FROME DINNER

.....

By the time you read the previous reports the following functions will have taken place and you will read about them in Northern Light N°25: "the Victory Day Celebration Tour to Murmansk and Moscow; the Week in Jersey; and the Southern Area re-union in Portsmouth.

The officers and committee wish to thank the organisers of these local events and also those members who support them. Why not organise one in your district?

.....

# ~ Sea Toll ~

The sea is full of dead men, and their  
 spittle is the spray,  
 And their cold breath is the vapour then  
 blown silently away;  
 And their laughter is the frenzy of the  
 surf upon the sand,  
 But their sadness is in parting so,  
 without a waving hand;  
 And they lie so quiet, sleeping, for their  
 bed is cool, and wide,  
 And their fame comes home to lands-  
 men on the flooding of the tide.  
 We are ringed around with heroes who  
 were common men and kind,  
 And their stones are seaweed-covered,  
 and their names are hard to find,  
 But we know them all in England for  
 they are kin of ours.  
 And they are the more remembered that  
 they had no wreaths of flowers -  
 No funeral processions in the muffled,  
 mourning air,  
 No carriages, no horses, and no silent  
 throngs were there -  
 Just the sea upon their eyelids that will  
 do for tears unshed,  
 While our hearts are filled with gladness,  
 and with thankfulness instead  
 That there should be so many who did  
 not begrudge the cost  
 Of the gift they gave in serving us.

## THE INTERNATIONAL VETERANS REUNION

JULY 2ND 1992 to JULY 12TH 1992

CLYDESIDE - MERSEYSIDE - LONDON - SOUTHAMPTON

The itinerary for next year's International Reunion are already taking shape and we will soon be able to circulate questionnaires and booking forms to all interested participants. The event has already received publicity in Australia, New Zealand, Canada and U.S.A. The early response to this publicity is very encouraging.

You will be able to attend all of the reunion, or the events in the area of your choice, or in individual events. Accommodation will be available in the Halls of Residence at Strathclyde, Liverpool and Southampton Universities. Further hotel accommodation will be available for those who require such facilities.

CLYDESIDE - 2ND TO 5TH JULY INCLUSIVE: Whilst on Clydeside there will be visits to places of interest, including war-time haunts like Tail-o-the-Bank, Grennock, etc. Also, hopefully a visit to Faslane. Not only will 4th July be Thanksgiving Day for American visitors, it will also be Remembrance and Thanksgiving Day for PQ17. That date being the 50th anniversary of that dreadful 'Scatter' signal. There will be an Inter-Denominational Church Service at Glasgow Cathedral, followed by a Gala Evening Celebration.

MERSEYSIDE - 6TH TO 8TH JULY INCLUSIVE: During the coach journey from Glasgow to Liverpool there will be a detour for a lunch-time break in Blackpool. After booking in at Liverpool University there will be a 'Mersey Welcome' Evening at Liverpool R.N.A. During the following two days there will be visits to both the Anglican and Metropolitan Cathedrals, the Maritime Museum, the Liverpool Town Hall to meet the Lord Mayor, an 'Olde Englishe Dinner Evening' at Bootle Town Hall and other festivities.

SOUTHAMPTON - 9TH TO 12 TH JULY INCLUSIVE: During the journey from Liverpool to Southampton a lunch-time break will be made in Woodstock the Oxfordshire 'home village' of Winston Churchill. During the stay in Southampton a special event will take place in the Guildhall. There will also be day visits London and Portsmouth. In London the participants will visit our Headquarters at H.M.S. BELFAST as well as visiting Brookwood Military Cemetery to lay wreaths on the Russian Memorial. During the Portsmouth visit we will visit Victory and Marie Rose as well as the Naval Memorial on Southsea Common.

We will require volunteers to help the Reunion Committee both with the planning but also the day to day organising of events. Also, if you intend to take part in all or part of the reunion please let the Reunion Secretary know. He will soon be starting to make a 'head count' by mailing a questionnaire to all who are interested. Even if you are unable to help, you may have an idea regarding the event. If so, we want to know about it.

THE REUNION SECRETARY IS:

PETER A. SKINNER,  
 THE ANCHORAGE,  
 BURSCOTT,  
 HIGHER CLOVELLY,  
 BIDEFORD,  
 DEVON EX39 5RR. Telephone: 0237 431481

.....



WELCOME ABOARD TO NEW MEMBERS

1193. WATERHOUSE Kenneth CAMPANIA  
82 Ellis Road, Old Coulsdon, Surrey CR3 1BZ

1194. SMITH Eric QUADRANT  
18 Will Adams Court, Jeffrey Street, Gillingham, Kent ME7 1EZ

1195. WILLIAMS David S.S.EMPRESS PROWESS  
Delwood Cottage, 106 Waterloo Rd, Haslington, Crewe, CW1 1TA

1196. CULL Thomas H. OBEDIENT  
17 Simcoe Leys, Chellaston, Derby DE7 1XL

1197. BILSON George INGLIS  
120 Great Brays, Harlow, Essex CM18 6DP

1198. HAYDOCK John L. COTTON  
Yew Tree Cottage, 94 Grimshaw Lane, Ormskirk, Lancs L39 1PE

1199. WHYTE Alexander R.F.As ALDERSDALE/BLUE RANGER  
729 Via Del Sol, North Fort Myers, Florida 33903, U.S.A.

1200. HASKELL W.A.  
Mohrengasse, 7501 Marxzell/Pfaffenrot, West Germany

1201. HUNT Maurice C. VINDEX  
306 Jessop Road, Stevenage, Herts SG1 5ND

1202. SCURR Oliver J. FAULKNOR/SCOURGE  
47 Fortunes Way, Bedhampton, Havant, Hants PO9 3LX

1203. GLEAVES William R.A.F. SQDRN 240  
29 Liverpool Road East, Red Bull, nr Kidsgrove,  
Stoke-on-Trent, Staffs ST7 3AQ

1204. DORMAN James J.H. KENT  
38 Dunstone View, Plymstock, Plymouth, Devon PL9 8TP

1205. ROLLING Walter NAIRANA  
Flat 5, 1 Highbury Terrace, London N5 1UP

1206. HALE Edward A. CONN  
120 Main Street, Carrowdore, Newtownards, Co.Down, N.I.

1207. COOKE Harry CYGNET  
7 Moat Gardens, Benchill, Manchester M22 7HV

1208. WRAGG Harold H. PYTCHLEY  
60 Pennine Avenue, Riddings, Derbyshire DE5 4AE

1209. WHITE John T. SS DAVID B. JOHNSTON/SS BUNKER HILL  
101 Westwater Street, Rockland, Mass. 02370, U.S.A.

1210. WALWORTH Raymond WALLFLOWER  
1 Blackpool Road, Cartleton, Poulton-Le-Fylde, Blackpool,  
Lancs. FY6 7QB

1211. TOWERSEY Robert H. NAVAL PARTY 100  
9 Smugglers Wood Road, Highcliffe-on-Sea, Christchurch,  
Dorset BH23 4PJ

1212. CLARKE John DUKE OF YORK  
67 Hayes Drive, Rainham, Essex RM13 7EL

1213. PARKINS Sydney H. JAMAICA  
62 Etherington Road, Beverley High Road, Hull HU6 7JS

1214. NEWHAM Stuart F. SS JUTLAND  
285 Kingston Road, Willerby, Hull, N.Humberside HU10 6PX

1215. WAITING Tom S. KING GEORGE V/DUKE OF YORK  
41 Raynes Road, Lee on Solent, Hants PO13 9AJ

WELCOME ABOARD TO NEW MEMBERS (Continued)

1216. DENVER James H. USS CINCINATTI  
63 Eleanor Road, Springfield, Mass 01108, U.S.A.

1217. ANDERSON Wallace V. BELLONA  
1 Greenacres Way, Hailsham, East Sussex BN27 2AZ

1218. EVANS Leslie DUKE OF YORK  
11 Wittering Road, Sandy Point, Hayling Island, Hants PO11 9SP

1219. LONG Peter John LOCH DUNVEGAN  
1 Vespasian Way, Chandlers Ford, Eastleigh, Hants SO5 2DE

1220. ENDERSAY Kenneth J. OXLIP  
128 Columbia Drive, Lower Wick, Worcester WR2 4XQ

1221. MARSH John A. IMPULSIVE  
5 Gatticar Road, Hough Green, Widnes, Cheshire WA8 8EP

1222. MASHFORD Kenneth BEAVERBROOK MISSION/ARMY BASE UNIT ARCHANGEL  
2 Furze Close, Worthing, W. Sussex BN13 3BJ.

1223. REED Reginald W. VINDEX  
19 Knowle Avenue, Moldgreen, Huddersfield, West Yorks HD5 8BQ.

1224. RANSOME Maurice W. SS OCEAN PRIDE/FORT VERCHERES  
4 Ingarth, Pickering, N. Yorks YO18 8DA.

1225. JONES William E. DIADEM  
63 Hudson Street, Bicester, Oxon OX6 8ET.

1226. CALVERT John S. KEPPEL  
Red House, Highgate, Streetly, W. Midlands. B74 3HW.

1227. WILLIAMS Glyn P. VARIOUS MERCHANT SHIPS  
13 Oswald Road, Llandudno Junction, Gwynedd LL31 9EP.

1228. RICHARDSON James A. CUMBERLAND  
67 Pelham Road, Worthing, W.Sussex BN13 1JB

1229. BALLARD Ronald G. BELLONA  
12 Link Road, Hackbridge, Wallington, Surrey SM6 7BB

1230. WEEKS Victor E. WAKEFUL  
64 Queens Walk, South Ruislip, Middlesex HA4 OLU.

1231. WEBB George P. STRIKER  
53 Marwood Drive, Gt Ayton, Middlesborough, TS9 6PD.

1232. SHACKLETON Vincent SALAMANDER  
9 Dene Mount, Allerton, Bradford, W.Yorks BD15 7QA

1233. THOMPSON Arthur ANSON  
20 Lambourne Crescent, Bicester, Oxon OX6 7QG

1234. BRAIN Ernest J. SS EMPIRE RANGER  
11 Floyd Street, Haverick, Millom, Cumbria LA16 4HQ.

1235. CAIRNS William R. CAESAR  
34 Church Street, Longframlington, Morpeth, Northumberland NE65 8DL

1236. HALL John B. WHITEHALL  
7 Curlew Rise, Gretna, Carlisle CA6 5LB

1237. DANCE George R. MARTIN  
7 Sydney Gardens, Delves Lane, Consett, Co. Durham DH8 7EP.

1238. REED Derrick E. ARGONAUT  
59 Baring Road, New Barnett, Herts EN4 9BU

1239. ROGERS Howard P. SCOURGE  
19 Burleigh Gardens, Southgate, London N14 5AH

MORE NEW MEMBERS

- 1240. TOPP Rupert G.           YORK/SHEFFIELD  
53 Sherrards Way, Barnet, Herts EN5 2BP.
- 1241. STRONG Philip           DANEMAN  
157 Weir Cottages, Broad Hinton, Swindon, Wilts SN4 9ND
- 1242. CHAPMAN Edward D.       DUKE OF YORK  
78 Sherbourne Road, Cheadle Heath, Stockport, Cheshire SK3 OSN
- 1243. YOUNG David H.           ULYSSES  
81 Old Harrow Road, St Leonards on Sea, East Sussex TN37 7ED
- 1244. SUTTON Arthur           SCYLLA  
Bank House, Wanscow Walk, Westbury-on-Trim, Bristol BS9 4LE
- 1245. WHITE Ernest           LONDON  
8 St Wilfred's Road, Corbridge, Northumberland NE45 5DE
- 1246. EVANS Hywel V.          MILNE ("M" BOATS PADRE)  
2 The Retreat, King's Fee, Monmouth, Gwent MP5 3DU.
- 1247. LINGARD Kenneth F.      BELLONA  
9 Broadside Avenue, Wraysbury, Middx TW19 5HB
- 1248. COOPER George W.        ASHANTI/QUEEN  
Box 20, RR2, Botwood, N4LD Canada AOH IED
- 1249. ERRINGTON Thomas H.    SS EMPIRE COWPER  
32 Albatross Way, South Beach, Blyth, Northumberland NE24 3QH
- 1250. PRITCHARD Christopher   SHROPSHIRE  
15 Dipdale Road, Malvern, Queensborough, Natal, South Africa 4093.
- 1251. PARSONS Bernard J.      LOUIS  
Windermere, 11 Copse Road, Clevedon, Avon BS21 7QN
- 1252. GEORGE Thomas A.        EGLINGTON  
25 Dickson Drive, Highford Park, Hexham, Northumberland NE46 2RB
- 1253. CLEUGH Leonard M.       OPPORTUNE  
58 Woolton Road, Liverpool L15 6TD
- 1254. BALDERSTON Bill         210 (FB) SQUADRON R.A.F.  
Ty Bryn Hovah, Bangor-on-Dee, Wrexham, Clwyd LL13 ODA
- 1255. YATES B.E.M. Kenneth L. TRINIDAD  
78 Kenilworth Road, St Annes on S.a, Lancs. FY8 1LB

Up to and including 21st April 1991.

.....

Changes of Address

- 523. MORRIS J.C. - to 17 Ramsden Road, Orpington, Kent BR5 4LU
- 706. ASHCROFT R.W. to 51 Birkbeck Road, Hutton, Brentwood, Essex CM13 1JR

.....

HOME IS THE SAILOR, HOME FROM THE SEA

We regret to announce that the following shipmates have "Crossed the Bar"

- ARTHUR JACOBS of Shaftesbury, Dorset    ex-TRACKER
- DOUGLAS B LIVETT of Deal, Kent.        ex-POZARICA
- W.H.(Bill) TERRELL of Hastings, Sussex   ex-BELFAST
- F.W.(Fred) VILE of Taunton, Somerset.   ex-MATCHLESS
- CHAREES J. STRUDWICK of Portsmouth,    ex-BERWICK

R. I. P.

PRIVATE TRIBUTE

John Johnson gives, to commemorate his lost Shipmates.

XMAS GIFT

to Peter Anis from his family donated to ACMT.

SAILOR DOLLS

Alma Phillips is always busy knitting Sailor Dolls for our Charity

SWING THE LAMP WITH YOUR LOCAL NEWSPAPER (WRITE A LETTER)

My Local Press published a story about the Murmansk Memorial and the Exchange Visits. I received many telephone calls, some of which resulted in new members for the NRC and some donations for the Trust. One of these calls was from the son of a Veteran of the Arctic Campaign who served aboard HMS WESTCOTT. He has been with his family to their reunion and met some of his Father's shipmates. His Father died when he was two years old, he made a donation in gratitude.

RNA'S

Have held collections or donated from their funds and one British Legion held a collection.

THE BEER MUG SLEEVES have been very successfully used. I will be pleased to send some out if you would like to arrange a collection.

"THE WHARF PUB"

Harry Howell is arranging BEER MUG SLEEVE collections at a new Pub called "The Wharf" at the dockside Cardiff. We are offering our Logo for a new beer. The Mascot Boat moored alongside the Pub may change its name to "The Arctic Campaign".

ARCTIC CAMPAIGN MEMORIAL TRUST REPORT

THE ETERNAL MEMORY TO SOLDIERS is the Russian counterpart to our Charity. Like us they are dedicated to erecting monuments to those lost in War and also to the exchange of people. They have similar objectives in developing friendships between peoples of the World. Dick Squires reported that they would like to erect a Monument in Archangel similar to the one going up in Murmansk. The Trustees have agreed that the EMTS may use our Logo and erect Memorials to those lost in the Arctic wherever they wish to do so as long as they keep us informed.

PORTSMOUTH CATHEDRAL

The Trustees of ACMT have given the OK for the Portsmouth Window Project. We are keeping our fingers crossed that we can raise the money in time, when payment day comes.

BOOK OF REMEMBRANCE

I am exploring the possibility of having a Book of Remembrance in St.Giles Church in London, along with a Bronze Plaque. The Book would contain the names of all the Ships, Squadrons, Shore Bases that were part of the Arctic Campaign. A short history could be included, plus the aims and objectives of the Trust. It is just an idea at the moment but I would welcome comments.

GRANTS - Visitors from Murmansk could qualify for a modest grant from the Trust to help them with the currency problem. Enquiries to the Secretary please.

YACHT CLUBS

Noel Britten is preparing to circulate the Yachting Clubs to ask for support. There are about 700 of them.

"WARSHIP" Magazine will carry a leaflet asking for support for the Trust, arranged by John Clarke.

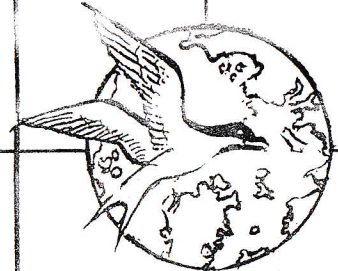
BLUE NOSE CERTIFICATES are going well and the purchase of them helps the Trust and at the same time gives you something worth hanging on the wall.

TRUSTEES & COMMITTEE Wish to thank all those who have made contributions in cash or kind during the last period and also those who intend to help in the future. We have a quite unique Charity with the ACMT and it is there for you to take part in. I cannot think of a better way of commemorating our lost Shipmates.

THANK YOU ALL VERY MUCH, GOOD LUCK, GOOD HEALTH AND HAPPINESS AND IF YOU *Don*



# "ACMT" NEWS SHEET

IN MEMORY OF  
THOSE WHO DIED IN  
THE ARCTIC CAMPAIGN  
OF WORLD WAR TWO

THE ARCTIC CAMPAIGN TRUST DONATIONS

CONTRIBUTORS TO ACMT SINCE LAST PUBLISHED LIST N.L.NO.23 (This List up to 5.5.91)

SKINNER P	NRC	Collection made after talk to W.I.
HODDINOTT BARBARA	NRC	Honorary Member
JOHNSON J.W.	NRC	In memory of own shipmates lost at sea.
CONLEY S	NRC	In lieu of floral tribute to Les Lawrence.
ANNIS D	NRC	A Xmas gift from the family
NORTH RUSSIA CLUB(NORTH)		Collection made by R D Squires
ROYAL BANK OF SCOTLAND		" " " " "
PHILLIPS, Len and Alma	NRC	Alma's "Sailor Doll" Sales
AN NRC MEMBER	NRC	Member's name requested not to be shown.
WILLIAMS M	NRC	
STEVENSON T	NRC	
TANNER L.G.	NRC	
GLEESON W.P. )		
COVER R.N. )	NRC	Part of a collection made at social function NRC NORTH.
SQUIRES R.D. )		
SKINNER P	NRC	Collection made after second W.I. Talk
ROYAL BRITISH LEGION CLUB.		
HAND T.	NRC	
BEARDMORE T.	NRC	
JONES A.E.	NRC	Beer Mug Sleeve collection.
THORPE K.D.		Son of Arctic Veteran contacted through local press.
BAKER B.W.	NRC	
GRAY, Dennis & Jean	NRC	
ARNOLD JOHN	RNA	Crawley Branch - Beer Mug Sleeve collection.
JENKINS J.	NRC	Beer Mug Sleeve collection.
THOMPSON F.W.C.	NRC	Local Newspaper.
CONNOLLY D.C.		British Legion, Edgware, Middlesex.
ASTLEY, Tom	NRC	
TOPP R.G. & C.	NRC	
CLARKE P.	RNA	Sleaford Branch
CHATT T.	NRC	Beer Mug Sleeve collection.
CLARKE P & J.E.	NRC	RNA Sleaford (Social Club)
JOHNSON J.W.	NRC	
CHATT	NRC	National Westminster Bank
ASHCROFT L (Mrs.)	NRC	Beer Mug Sleeve Collection.
PHILLIPS L.& A.	NRC	
BENTON JOHN FOX	NRC	Covenant 7 years
WATTS W.J.E.	NRC	
ARNOLD John	NRC	RNA Crawley. Beer Mug Sleeve collection.
LUSH R.W.	NRC	Beer Mug Sleeve collection.

ASTLEY Tom	NRC	
TOP R.	NRC	
MARRIOT J.R.	NRC	
BAKER H.	NRC	Special work on Blue Nose Certificate
FULFORD F.D.	NRC	Tribute to Merchant Navy Radio Officer Bert Hedlewell, requested by his daughter in lieu of flowers.
BEDROOK D.	NRC	
TUBMAN E.J.	RCC and NRC.	
HOLMAN R.S.	NRC.	
FULFORD F.D.	RNA	(MARKET HARBOROUGH) Beer Mug Sleeve collection.
CONLEY Sid.	NRC	RNA SIDCUP contributions from Club & Members.
DENNISON J & A.	NRC	Beer Mug Sleeve collection
BEAUDOIN E.	NRC	CANADA.
GROUTAGE Sam.	NRC	
BROOKE Dennis	NRC	Hastings Branch. A round of drinks donated to ACMT
JON'S		Local Hairdresser (Ron Wren)
HARDY Fred.	NRC	Rivacre Club
HOWARTH J.F.	NRC	Oaklands Hotel collection
RIGBY D.		Royal Bank of Scotland
ROGERS Stan		Friend of Len Phillips, cash donations and special art work.
LOOKER R.W.	NRC	
SULLIVAN L.	NRC	
BARRETT E.	NRC	
MANNING J.	NRC	
HOWELL H.	NRC	
EVERLEIGH B	NRC	
PICKLES E.	NRC	
TAYLOR A.	NRC	
HARMON G.	NRC	
INGHAM J.	NRC	

ST.GILES CHURCH.LONDON. DEDICATION OF NRC STANDARD COLLECTION MADE BY REV.G.TAYLOR

BRIGHT IDEAS

Once more there has been a good response to our appeal for contributions.

A ROUND OF DRINKS

Dennis Brooke has organized members of the NRC Hastings to donate a round of drinks at every meeting and suggests that others may want to copy.

HAIRCUTS FOR THE ACMT

My Barber gives my haircut charge as a donation to the ACMT and was delighted to do so. He has agreed to put up a Beer Mug Sleeve collection in his Saloon.

TALKING TO LADIES

Peter Skinner is giving talks about the Arctic Campaign and donating the collection to the Trust.

continued/.....

Continued/.....