



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

Issue 67 January 2010



NOKIA 9mm - disconnecting people

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## Peters Prattling

### Happy New Year

#### Next month – Annual General Meeting

So, apart from the “disaster” December meeting, how did we do? Next month is your turn to stand for the high offices of the club or put forward suggestions for club meeting subjects or propose that the club does something different next year, any thoughts?

#### Home Front

Unfortunately I came down with the flu, though I'm not sure whether it was the swine variant, over Christmas so I spent most of my time either in bed or lying on the sofa hoping for something decent to be on the television, no luck there! I didn't even feel up to much modelling I was that ill! No plastic models under the tree this year, although I do have plenty to keep me going for the moment.

#### Southern Expo News and Decals

Not much to report other than look out for an article on the decals in the February edition of SAM. My builds of 3 Spitfires, 3 109s and a He-111 are all in progress but may be put on hold as we are planning on redecorating the main bedroom so a lot of stuff may be moved into my modelling room. As I write this on the Tuesday before the club meet the decals have been printed and should be on their way, they may even arrive by club night!



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## Milton Keynes Show – Sunday 7th Feb

I have requested space for us at this show. So far I haven't received any confirmation that we have been allocated any tables, except for us showing up on the list of exhibitors on their website. I understand they will only be issuing 4 free entry passes which are picked up when we arrive. If anyone else over the 4 wants to attend they will have to pay a reduced entry fee.

## ArmourFast Models

I have received samples of the following 1.72<sup>nd</sup> scale models from ArmourFast, they are designed to be used by wargamers and there are 2 kits in each box. I would like who ever picks one up to write a review on how they found the kit, that's a small price to pay I think, as they have been donated for free by ArmourFast. My plan is to then collate the reviews and send them in to either the IPMS(UK) magazine or a selection of the other UK based armour modelling magazines, probably Military Modelcraft International as this one seems to be more interested in receiving content from external sources.

### ARMOURFAST™



CROMWELL No. 99013 1/72 2 x

### ARMOURFAST™



JAGDPANTHER No. 99002 1/72 SCALE 2 x

### ARMOURFAST™



M36 JACKSON No. 99025 1/72 2 x

### ARMOURFAST™



PZIII AUSF G No. 99003 1/72 2 x

### ARMOURFAST™



PzIII AUSF J No. 99016 1/72 2 x

### ARMOURFAST™



SHERMAN FIREFLY No. 99017 1/72 2 x

### ARMOURFAST™



SHERMAN M4A2 75MM No. 99021 1/72 2 x

### ARMOURFAST™



SHERMAN M4 No. 99001 1/72 2 x

### ARMOURFAST™



SHERMAN M4A3 105MM No. 99015 1/72 2 x

### ARMOURFAST™



STURMGESCHÜTZ III No. 99018 1/72 2 x

### ARMOURFAST™



STUH 42 No. 99023 1/72 2 x

### ARMOURFAST™



T34-76 1943 No. 99022 1/72 2 x

### ARMOURFAST™



T34/85 No. 99009 1/72 2 x

### ARMOURFAST™



US M10 No. 99004 1/72 2 x

Female Guinness Book of Records



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## **Car Parking**

The smallest kerbside space successfully reversed into by a woman was one of 19.36m (63ft 2ins), equivalent to three standard parking spaces, by Mrs. Elizabeth Simpkins, driving an unmodified Vauxhall Nova 'Swing' on 12th October 1993. She started the manoeuvre at 11.15am in Ropergate, Pontefract, and successfully parked within three feet of the pavement 8 hours 14 minutes later. There was slight damage to the bumpers and wings of her own and two adjoining cars, as well as a shop frontage and two lamp posts.

## **Incorrect Driving**

The longest journey completed with the handbrake on was one of 504 km (313 miles) from Stranraer to Holyhead by Dr. Julie Thorn (GB) at the wheel of a Saab 900 on the 2nd April 1987. Dr. Thorn smelled burning two miles into her journey at Aird but pressed on to Holyhead with smoke billowing from the rear wheels. This journey also holds the records for the longest completed journey with the choke fully out and the right indicator flashing.

## **Shop Dithering**

The longest time spent dithering in a shop was 12 days between 21st August and 2nd September 1995 by Mrs. Sandra Wilks (GB) in the Birmingham branch of Dorothy Perkins. Entering the shop on a Saturday morning, Mrs. Wilks could not choose between two near identical dresses which were both in the sale. After one hour, her husband, sitting on a chair by the changing room with his head in his hands, told her to buy both. Mrs. Wilks eventually bought one for 12.99, only to return the next day and exchange it for the other one. To date, she has yet to wear it. Mrs. Wilks also holds the record for window shopping longevity, when, starting September 12th 1995, she stood motionless gazing at a pair of shoes in Clinkard's window in Kidderminster for 3 weeks two days before eventually going home.

## **Jumble Sale Massacre**

The greatest number of old ladies to perish whilst fighting at a jumble sale is 98, at a Methodist Church Hall in Castleford, West Yorkshire on February 12th 1991. When the doors opened at 10.00am, the initial scramble to get in cost 16 lives, a further 25 being killed in a crush at the first table. A seven-way skirmish then broke out over a pinafore dress costing 10p which escalated into a full scale melee resulting in another 18 lives being lost. A pitched battle over a headscarf then ensued and quickly spread throughout the hall, claiming 39 old women. The jumble sale raised 5.28 for local boy scouts.

## **Talking about Nothing**

Mrs. Mary Caterham (GB) and Mrs. Marjorie Steele (GB) sat in a kitchen in Blackburn, Lancs. and talked about nothing whatsoever for four and a half months from 1st May to 7th August 1978, pausing only for coffee, cakes and toilet visits. Throughout the whole time, no information was exchanged and neither woman gained any new knowledge whatsoever. The outdoor record for talking about nothing is held by Mrs. Vera Etherington (GB) and her neighbour Mrs. Dolly Booth (GB) of Ipswich, who between 11th November 1983 and 12th January 1984 chuntered on over their fence in an unenlightening dialogue lasting almost 62 days until Mrs. Booth remembered she'd left the bath running.

## **Gossiping**

On February 18th 1992, Joyce Blatherwick, a close friend of Agnes Banbury popped round for a cup of tea and a chat, during the course of which she told Mrs. Banbury, in the strictest confidence, that she was having an affair with the butcher. After Mrs. Blatherwick left at 2.10pm, Mrs. Banbury immediately began to tell everyone, swearing them all to secrecy. By 2.30pm, she had told 128 people of the news. By 2.50pm it had risen to 372 and by 4.00pm that afternoon, 2774 knew of the affair, including the local Amateur Dramatic Society, several knitting circles, a coachload of American tourists which she flagged down and the butcher's wife. When a tired Mrs. Banbury went to bed at 11.55pm that night, Mrs. Blatherwick's affair was common knowledge to a staggering 75,338 people, enough to fill Wembley Stadium.

## **Group Toilet Visit**

The record for the largest group of women to visit a toilet simultaneously is held by 147 workers at the Department of Social Security, Longbenton. At their annual Christmas celebration at a night club in Newcastle-Upon-Tyne on October 12th 1994, Mrs. Beryl Crabtree got up to go to the toilet and was immediately followed by 146 other members of the party. Moving as a mass, the group entered the toilet at 9.52pm and, after waiting for everyone to finish, emerged 2 hrs 37 mins later.



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## Film Confusion

The greatest length of time a woman has watched a film with her husband without asking a stupid plot-related question was achieved on the 28th October 1990, when Mrs. Ethel Brunswick sat down with her husband to watch 'The Ipcress File'. She watched in silence for a breath-taking 2 mins 40 secs before asking "Is he a goodie or a baddie, then, him in the glasses?", revealing a staggering level of ignorance. This broke her own record set in 1962 when she sat through 2 mins 38 secs of '633 Squadron' before asking "Is this a war film, is it?".

## Single Breath Sentence

An Oxfordshire woman today became the first ever to break the thirty minute barrier for talking without drawing breath. Mrs. Mavis Sommers, 48, of Cowley, smashed the previous record of 23 minutes when she excitedly reported an argument she'd had in the butchers to her neighbour. She ranted on for a staggering 32 minutes and 12 seconds without pausing for air, before going blue and collapsing in a heap on the ground. She was taken to Radcliffe Infirmary in a wheelbarrow but was released later after check-ups. At the peak of her mammoth motormouth marathon, she achieved an unbelievable 680 words per minute, repeating the main points of the story an amazing 114 times whilst her neighbour, Mrs. Dolly Knowles, nodded and tutted. The last third of the sentence was delivered in a barely audible croak, the last two minutes being mouthed only, accompanied by vigorous gesticulations and indignant spasms

## Forthcoming Shows in 2010

Shows with highlight have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2010	
22 <sup>nd</sup> to Sunday 24 <sup>th</sup> January (Friday – Sunday)	London Model Engineering Exhibition Alexandra Palace
7 <sup>th</sup> February (Sunday)	IPMS Milton Keynes – Stantonbury Leisure Centre, Milton Keynes, MK14 6BN. I've requested 2 tables.
21 <sup>st</sup> February (Sunday)	IPMS Wakefield and District, 'Huddersfield 2010', Huddersfield Sports Centre, Southgate, Huddersfield HD1 1TW
20 <sup>th</sup> & 21 <sup>st</sup> March (Saturday & Sunday)	Southern Expo
28 <sup>th</sup> March (Sunday)	Newbury Scale Model Club, Greenham Common Airbase
17 <sup>th</sup> April (Saturday)	Plymouth Show
24 <sup>th</sup> & 25 <sup>th</sup> April (Saturday & Sunday)	Scottish Nationals, Dewars Centre, Glover Street, Perth
16 <sup>th</sup> May (Sunday)	IPMS Tyneside, Northern Scale Model Show, Temple Park Centre, John Reid Road, South Shields, Tyne & Wear NE34 8QN
22 <sup>nd</sup> May (Saturday)	IPMS Devon (South), South Devon Model Extravaganza, Newton Abbot Race Course TQ12 3AF
23 <sup>rd</sup> May (Sunday)	IPMS Barnet, RAF Museum Hendon – I've requested 2 tables
5 <sup>th</sup> June (Saturday)	IPMS Salisbury show
27 <sup>th</sup> June (Sunday)	IPMS West Norfolk, Downham Market Town Hall
26 <sup>th</sup> September (Sunday)	Brampton show - Burgess Hall, St Ives, Cambs, PE27 6WU
13 <sup>th</sup> & 14 <sup>th</sup> November	Scale Modelworld - Telford

Peter



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## Robins Ruminations

Cancelling last month's meeting at such short notice was unfortunately due to circumstances beyond our control and due to the adverse weather and heavy traffic conditions. It only became apparent to me how bad things were outside at around 18:15 when my Wife still wasn't home from work. Up until then I had been working in the kitchen with the blind drawn. Peter phoned me from his train to say that he was running late and that I should make my own way to the meeting, but did wonder about if any members would make it at all. I was still confident at this point at making the meeting.

However, my wife getting home at 18:40, a journey time of just less than two hours for three and a bit miles journey began alarm bells ringing. This was soon followed by another call from Peter to say that Bob, our key holder, had spent well over half an hour at the bus stop and with no buses in sight, was returning home. So the decision was then made to cancel the meeting, Adele and myself then quickly sat down with the club address list and phoned as many members as we could. I think that with the exception of one member, all the others I spoke to were going to call it a day and not attend by the time we got through.

So if any members did attempt or manage to get to the hall only to find it in darkness, I'm sorry that your efforts were in vain and I didn't / couldn't phone you in time.

Well the Christmas and the New Year celebrations / holidays are now just a dim memory for most of us. The Brussels sprouts and wrapping paper are in the bin and the inevitable socks and pants safely put away in the drawers. Thankfully turkey leftovers didn't last very long in my house as my Son returned from America on the 28th of December. Having my Son home again was like inviting the hordes of Attila in for a cup of tea; to put it mildly much plundering of the cupboards, fridge and freezer occurred! You would think that America didn't have any food, mind you; after he left they might not have had any!

With all the bad weather we have had recently at least I haven't been dragged into any gardening, sowing or planting and the long grass in my back garden looks just as nice as everybody else's under four inches of snow! Getting to work and back has been a bit of an "adventure" at times, icy roads, frozen car doors and scraping the ice off the windows at 05:00. I thought that I was starring on Top Gear at one point driving down my road as I seemed to be going sideways more than forwards. It's a good thing that everybody else had the good sense to be in bed at that time of the morning!

As I told you in the previous issue of Sticky Fingers, the decal sheet and images of the FW190 I was building didn't agree. The decal sheet stated that it was for an A-7 variant of the FW190, which was fine, but I still had a nagging doubt at the back of my mind about something. It wasn't until I was masking off the nose to paint the RLM76 that I finally twigged the error. The aircraft in the image was an A-4 variant, with no extension fillet in front of the wing root, but claimed as an A-7 on the decal sheet. Now that I knew what I was looking at it became blatantly obvious that the decal sheet instructions were wrong and I was a bit of a twit for taking them at face value when I had an image of the real item in front of me. After a rummage through my decal sheets, and checking the variant carefully this time, I found an aircraft of the same unit with a similar scheme. However I now have to repaint the spinner, back plate, nose and rear fuselage. Who said I was going to build this aircraft as a "little light relief"?!

Southern Expo is, for Peter and me, well and truly on the high heat now. Between chasing the last few traders and clubs, the decal sheet and the myriad of other details that make the show run smoothly on the day, we are also still busy building the display models for the decal sheet. Other than that our time in the evenings is spent relaxing with our feet up, just ask my Wife, but at your own risk! However, I'm sure that you'll be pleased to know that at the time tapping out this article, things are progressing well and the show is looking good and well on track, famous last words!

### **My Official hat is now on.....**

Well tonight is the Modeller of the Year competition, hopefully being judged by our friends from Southend, the weather allowing of course. I hope that the tables will be groaning under the weight of all the models that are



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eligible to enter tonight's competition. I feel sure that with the numbers of models we've had in the competitions over the past year we should be able to make the work of our judges more difficult this year.

I was talking to a club member a couple of meetings ago and he remarked that he was interested in purchasing a club sweatshirt. Peter and I will be ordering and picking up the Expo sweatshirts as normal in time for Expo. If anybody would like to order a Hornchurch Polo shirt and/or sweatshirt I'm sure that we will be able to pick it up at the same time and deliver it to you at Expo. Please see Peter or myself.

Do not forget that next month is the yearly bun-fight, also known as the AGM and so please start thinking about the club, all things related to it, its direction and running. Is there anything you would like to change or just tweak a little? Well, this is your yearly opportunity to have your say. If you would like to make any changes please let Peter or myself know this evening or over the next few weeks and we will make sure that it's included in the AGM's agenda. Of course, all and any matters can be raised on the night, please give it some thought as this is your club.

Robin

## Wrighty's References - The Mystery of the Deadly U-Boat Trap

Following the comments of an interesting story of U.480 in the October 2009 Sticky Fingers, I found another story on Sky TV broadcast on December 4<sup>th</sup> on Discovery Yesterday channel. Extracting additional factual material from my naval records, I present the following story or mystery if you will, which was solved by modern divers 60 years after the events.

### The Mystery of the Deadly U-Boat Trap

The story begins when divers discover not one, but three U-Boats wrecks on the seabed in the Bristol Channel over a relatively confined area, say about 5 square miles and also a wrecked collier (a merchant vessel that carries coal in coastal areas). The area was approximately 17 miles off Padstow in Cornwall – marked by the A below.





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Examination of the underwater wrecks showed that the 1<sup>st</sup> a late type 7c boat had heavy damage to the starboard aft side of the pressure hull. Nearby was the collier lying on her side, heavy damage to her port side. Maybe a collision or possibly ramming? The 2<sup>nd</sup> wreck U-Boat, 1½ miles away had totally had the bow sheared off from the pressure hull and damage to the conning tower. Finally a 3<sup>rd</sup> U-Boat also a late ware 7c type about 1 mile from the 2<sup>nd</sup>. Her damage was serious damage to the pressure hull behind the conning tower, but difficult to access as the boat was lying on her portside. The 2<sup>nd</sup> & 3<sup>rd</sup> boats seemed to be seriously damaged but too much for bombs or depth charges. What had caused their demise? The problem was further complicated when records were checked and no vessels were recorded as ever being sunk in this area.

At this point it is worth noting that all 3 vessels had the snorkelling device fitted, this pinpointed the time to late 44/early 45. German records show that vessels from Norwegian bases around this time were operating against British coastal routes and in the English Channel (see story of U.480 in the October Sticky Fingers). From the German records and details regarding the snorkelling arrangements, with the help of an enthusiastic gentleman who recorded the U-Boat sinkings, the three boats were targeted and identified as U.325, U.400 and U.1021. The only trouble was that Admiralty records (and mine) all showed they had been sunk elsewhere.

At this point an unrelated incident to the main story was included in the TV programme, as investigations showed it took place in Feb 1944, but I think it was intended to show the sort of destruction inshore coastal attacks could cause, which is relevant to the main story, therefore:-

On the 20<sup>th</sup> Feb 1944 the W.W.I "W" Class Destroyer HMS Warwick (Pennant No. D25) a twin funnelled vessel was escorting a coastal convoy off Lands End when it was torpedoed by U.413. A survivor stated the torpedo struck aft, the ship rolled over to port and sunk in 3 minutes, the stern was completely blown off, he was rescued but 68 of the 130 crew members were killed.

The U.413 eventually paid the price for this on the 20<sup>th</sup> August 1944 when she was sunk by a Destroyer hunting group in the English Channel, S.S.E. of Brighton, while attempting to attack invasion supply convoys.

I can verify that the gentleman was correct in his guess at which 3 U-Boats were lying on the seabed off Padstow, so now let's look at each boat and follow its story:-

## **U.400**

A type 7c boat of 11 U Flottille, commanded by Ober/Lt Creutz. Left Keil on 5<sup>th</sup> Nov 1944 for Kristiansand (Norway), arrived 16<sup>th</sup> Nov 1944. Left Norway 18<sup>th</sup> Nov 1944 destined for a patrol in British coastal waters.

The normal routes used by the Germans were either to the west of Ireland into the Atlantic or cutting between Ireland and the west of Scotland into the Irish sea. On this occasion U.400 went to the west of Ireland into the Atlantic, around the bottom corner of Ireland, to a point 30 miles south of Cork Harbour on the 17<sup>th</sup> Dec 1944. An attempt was made to attack a merchant vessel, the escorting frigate (HMS Nyasaland) made a depth charge and hedgehog attack and claimed the vessel sunk when debris was found. However this was not so, the boat made its escape and pushed on towards the Cornish coast.

It should be noted a large minefield existed since the early days of the war, from Roeselare harbour in Ireland to a point off the Cornish coast Trevoise Head (about 10 miles from Newquay). This stopped about 15 miles from the coast, thus leaving a clear channel known as the Southern Gap for convoy movement along the coast. However the Admiralty aided by decoded messages via the "Enigma Code" machine realised this channel was vulnerable and laid a deep minefield on 17<sup>th</sup> Dec at 70 feet in the channel, the mines used were Mk.17s, huge deep mines with 350lbs of explosive. The next part is presumption, the escaped U-Boat had to maintain radio and code silence. Travelling at 8knots 2 days later would have been able to move into the Southern Gap, so we can assume the boat hit a mine on 19<sup>th</sup> Dec 1944 which sheared off the bow and sunk the vessel off Padstow with all hands.

## **U.325**

A type 7c 41 boat of 11 U Flottille, commanded by Ober/Lt Dohrn. Left Keil on 1<sup>st</sup> Dec 1944 for first patrol, this was unsuccessful and boat put into Trondheim Norway on 14<sup>th</sup> Feb 1945. On 23<sup>rd</sup> Mar 1945 left Norway for British coastal waters. On this occasion the boat went around Scotland and also the Inner and Outer Hebrides, cutting in between Northern Ireland and Scotland into the Irish Sea. Worked her way down to the English Channel, but found



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no targets during early April until the 23<sup>rd</sup> April 1945. Then she located and torpedoed the SS Riverton (7435 tons) west of Trevoze Head (Cornwall), damaging the vessel, as she made her way back into the Irish Sea. Making a rapid escape to the north, several days later a Sunderland of 201 Squadron located her off Anglesey (Wales) and attacked without result, but called in the destroyers HMS Hesperus and Havelock, who claimed the destruction after depth charging, but again the boat did not sink.

Conjecture says she reversed her course back to Trevoze Head. The attack took place on 30<sup>th</sup> Apr 1945 allowing 2 days to sneak back past the Pembroke coast, cross the Bristol Channel and then into the Southern Gap. It would therefore appear that they encountered the deep minefield on the 2<sup>nd</sup> May 1945, where it was lost with all hands. Her conning tower and aft end damaged area suggests they were attempting a reverse after snagging a mine cable, obviously to no avail, ending up on her portside some 17 miles off Padstow. Rather unlucky for them as the war ended 6 days later.

## U.1021

A type 7c boat of 11 U Flottille commanded by O/Lt Holpert. Left Keil on 4<sup>th</sup> Feb 1945 for Bergen (Norway). 13<sup>th</sup> Feb 1945 arrived and on 20<sup>th</sup> Feb 1945 left for a patrol in British coastal waters. This time the boat went around Scotland and Ireland and was operating off the south of Ireland by early March according to a transmitted message on the 10<sup>th</sup> March. This was the last message to U-Boat HQ but it seems that the British Admiralty had reason to believe the boat had reversed course and was in the Hebrides by the end of March, in fact sinking in the area was claimed by HMS Rupert and Conn and accredited as U.1021 on 10<sup>th</sup> March 1945. This was clearly not the case, because it could not have been 500 miles south 4 days later on the 14<sup>th</sup> March. A revised loss was given as sunk by mine off Trevoze Head Cornwall on this date, largely on the evidence of a steamer passing through the Southern Gap off Padstow, who reported a massive underwater explosion on this date.

We can surmise that in the intervening period since the 10<sup>th</sup> March U.1021 worked her way around southern Ireland, across the Irish Sea south of the minefield and up into the Southern Gap, which would take about 4 days. Searching for targets they were caught in the deadly deep minefield trap like their comrades. The damage to the starboard aft side and pressure hull was on the boat furthest north in close proximity to the sunken collier, maybe she stalked and sank the collier at periscope depth, then dived deep to escape and hit a mine?

## U.995

In the TV programme the dive crew examining the wreck visited this museum, U-Boat, set up on a beach at Laboe near Keil in front of the W.W.I. Naval Memorial as a tribute to W.W.II. 1939-45 submariners lost at sea. The interior of the boat has been fully restored and visits proved most helpful in the identification of the wrecks.

### War Record of U.995

A type 7c 41 boat of 13 & 14 Flottille commanded by Ob/Lt Hess between Oct 1944 to May 1954. This boat operated in the Arctic against Russian convoy routes and carried out 9 war patrols between May 1944 and May 1945. When the war ended the boat was surrendered at Trondheim. In 1952 she was reconditioned and operated by the Norwegian Navy as the Kaura until 1965. She was then offered to the Federal German Navy as a museum ship. Restored and repaired in 1970/71 she was erected on the beach at Laboe as a W.W.II. memorial to submariners.

This should have been the end of my story, but 2 days later on the 6<sup>th</sup> Dec I was watching an unrelated programme on Sky Discovery called "The Cowboy and his Submarine", it was about a Mr Peter Robbins of Plymouth who has spent 4 years building his own sub at his firm in Devon, but that's another story!

The interesting part was that he went to visit a surviving U-Boat Captain who lived on the island of Sylt, N. Germany to discuss submarine technology, the visit covered by a camera crew showed the visit and the ex-skippers room, where he had all his war mementoes and photo of his boat U.1195. They then gave a brief history of his boat, which had also been sunk, but here was a survivor! Out came my pen and pad for this addendum to my story.

## U.1195

A type 7c boat of 5 & 11 Flottille commanded by Kapt/ W Cordes from November 1944 to April 1945, who came from U.763 where he was Kommanduer to take over the new boat. Left Keil 4<sup>th</sup> Feb 1945, arriving at Bergen



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Norway on 22<sup>nd</sup> Feb 1945. The boat left for patrol in British coastal waters. The boat went around the west coast of Ireland, then on 21<sup>st</sup> March 1945 she located convoy TBC 102 off Lizard Point and torpedoed the vessel SS John R Park (7,184 tons). The boat continued into the English Channel and by 6<sup>th</sup> April 1945 had obtained a position SSW of Selsey Bill. They attacked convoy VWP.16, where they sank the troop carrier SS Cuba (11,420 tons) with 300 men aboard in a position 10 miles east of the Isle of Wight, the ship sank in 1 hour, but all troops were evacuated except one who was killed, but U.1195 had virtually signed her death warrant. A total of 6 escorting destroyers quickly hunted her down, in the confined waters there was no escape, depth charging completed the job, sinking the U-Boat, but it was not quite the end. Lying on the bottom of the shallow waters the C/E equalised the pressure of the internal section of the boat and the outside. They then used the escape hatch to shoot up to the surface, 18 survivors of the crew made it to the surface out of the complement of 30, some obviously killed in the sinking. Survivors were picked up by destroyers and became POWs. As stated earlier Captain Cordes now lives on the island of Sylt (approximately 30 miles west of Flensburg near the German / Danish border).

**Alan**