

*A Compilation of Photographs & Memories
Taken by & kept by Enos Fellows*

*Enos served in the North Atlantic Fleet (The Russian Convoys)
During World War II*

Compiled by Gerry Brewis (son-in-law)



Seydisfjörður

Seydisfjörður, Iceland

12

(H.M.S. Tartar
Based here in 1941)





Enos Fellows, Able Seaman.
At H.M.S. Drake (Devonport)

(Initial
Training

- Age 19 (taken late 1939)

With
Love
2



Age 20

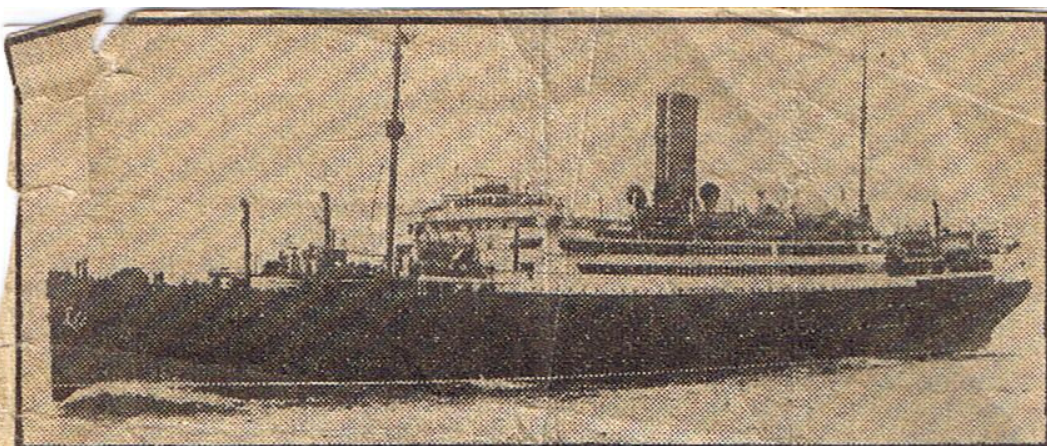
Love xxx
Lm xxxxx



Aboard H.M.S. 'Carinthia'



H.M.S. CARINTHIA. 1940



The Cunard Liner, Carinthia.

CARINTHIA TORPEDOED: FOUR LIVES LOST

THE Secretary of the Admiralty regrets to announce that H.M.S. Carinthia (Captain J. F. B. Barrett, R.N.) armed merchant cruiser, was torpedoed by a U-boat and subsequently sank.

Two officers and two ratings lost their lives when the ship was hit. The next-of-kin have been informed.

The remainder of the officers and ship's company have been saved.

Captain Barrett, who retired in 1929, was promoted in June, 1927, after being executive officer of the battleship Malaya. He had specialised in torpedo duties and was torpedo officer of the Bacchante during the last war. From March, 1916, he served with the submarines attached to the depot ships Forth and Lucia. He was promoted to Commander in 1920 and later served in the Torpedoes and Mining Department.

The Carinthia was owned by the Cunard White Star, Ltd., and was a vessel of 20,277 tons, built by

Vickers, Barrow, in 1925. Her port of registry was Liverpool.

Over 200 officers and men of the Carinthia were landed at a British port last night.

Altogether 320 officers and men were taken off after the ship was torpedoed. The remainder are now on their way to port.

The Carinthia managed to keep afloat for some hours. Assistance was speedily forthcoming, and it was not necessary for the crew to lower the lifeboats. A distress signal was sent out and the 320 officers and men were safely transferred to two rescue ships. One of them took the Carinthia in tow and later was joined by a tug which continued the effort to bring her into port.

By this time, however, the Carinthia was steadily filling with water, and finally the tow-ropes had to be cut and the liner left to her fate.

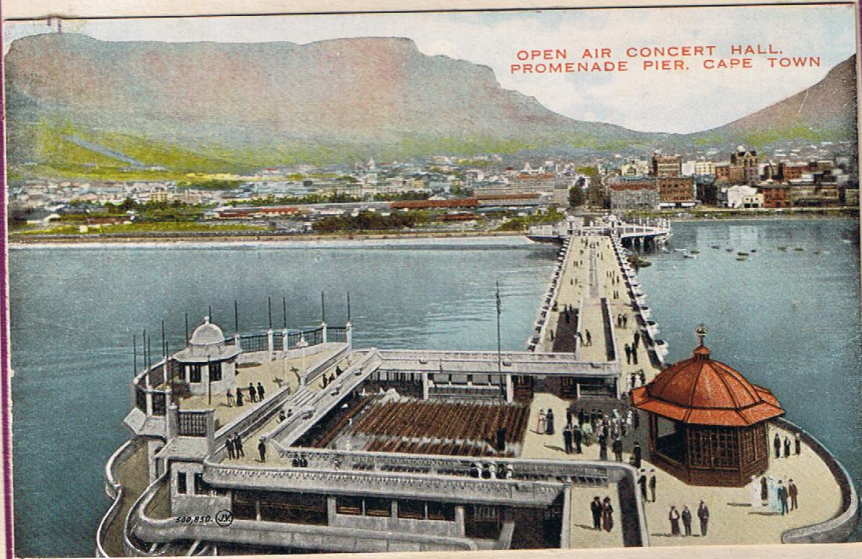
Those who were killed met their death through the explosion. One man was wounded.

PARIS SPECIAL PARASHOTS

Using its 110 motor-cycle police as a basis, Paris is seeking men with sporting experience to form a special corps of parashots. They will be armed with automatics, firing 32 rounds per ten seconds.

4) Devonport, HMS. Drake. 1940 (Enos LH, 3 row from front)





A trip to Cape Town, South Africa
with crew of H.M.S. Carinthia c1940 5

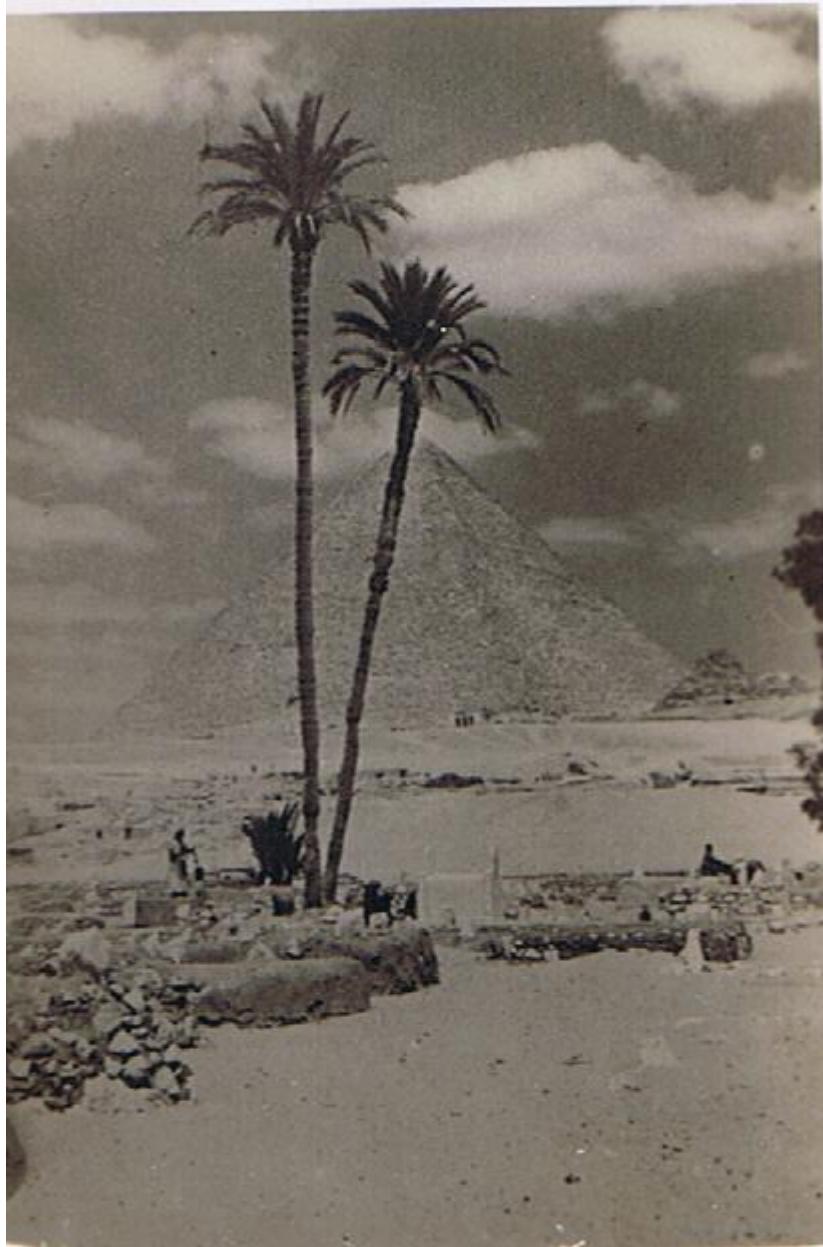


shipmates from Carinthia



Trip to South Africa. April 1940
Enos - (back left) on rickshaw





Suez trip



Port Said trip.



Port Said. The Boulevard Fuad I.



Copyright 2814

H.M.S. TARTAR

Abrahams, Devonport.

H.M.S. Tartar



- Tribal Class Destroyer
- Built by: Swan Hunter Shipyard, Newcastle upon Tyne.

ONE HUNDRED THOUSAND MILES at SEA—H.M.S. "Tartar's" Wartime Steaming Record

THE Tyneside shipbuilders and engineers in Messrs. Swan Hunter and Wigham Richardson's Yard share with all hands on board H.M. Flotilla Leader *Tartar*, of the Tribal class, intense pride in the astounding steaming performance of that ship, which claims to be the first to have completed 100,000 miles at sea since the outbreak of war, in addition to having done 200 days' sea time and to having earned for herself a magnificent reputation for fighting efficiency.

These figures were not, of course, contrived without many breaks, but the wonder is that they were contrived at all, and it shows the splendid robustness of modern British naval construction, in addition to the efficiency of her ship's company.

It is safe to say that no other ships of the destroyer type in the whole world, except, perhaps, the latest Americans, could have logged such figures. The lightly-built Italian destroyers and flotilla leaders whose phenomenal trial-speeds were given such wide advertisement, certainly could not have done anything of the sort.

When the Admiralty, explaining the 1935 estimates, stated that it had been decided to divide the destroyers, the "Navy's maids of all work," into two distinct classes—one essentially for torpedo work and the other essentially for gunnery—there were many people who questioned the practical value of the latter. They cost between £450,000 and £500,000 apiece, and it was suggested that the natural temptation would be to use them as light cruisers rather than as destroyers, and that they must inevitably crack under the strain, as the French destroyers did when they were used in the same way during the last war.



Destroyer men after a spell of night duty on board



Gunners at last! with shipmates/gunners on H.M.S. Tartar



8





Return home on leave
from H.M.S. Tartar
9 1941



Shipmate gunner on
HMS Tartar



Full crew - H.M.S. Tartar

1940

10

(Enos - 6th row from back -
- 7th from right)
= 2 from R. 11 gun)



H.M.S. TARTAR

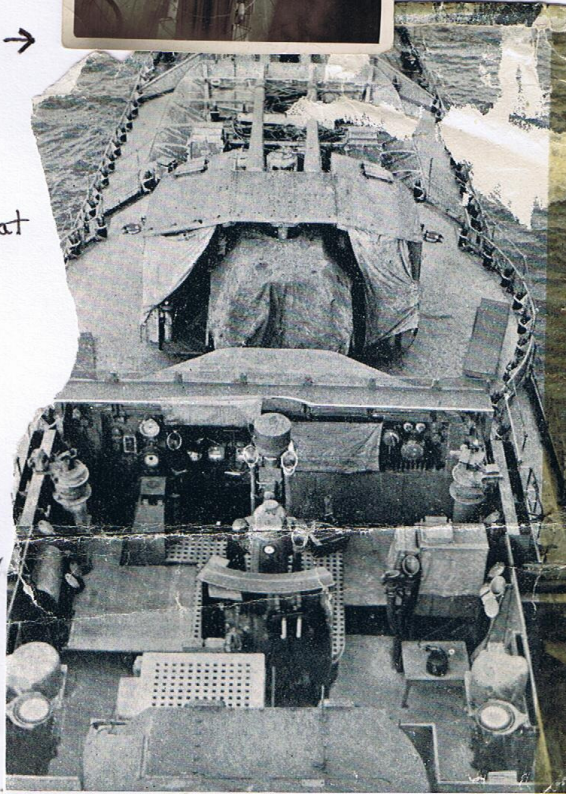
← View of fo'c's'le



View of
Quarterdeck →



View of
Bridge/lifeboat
←



Overall
View



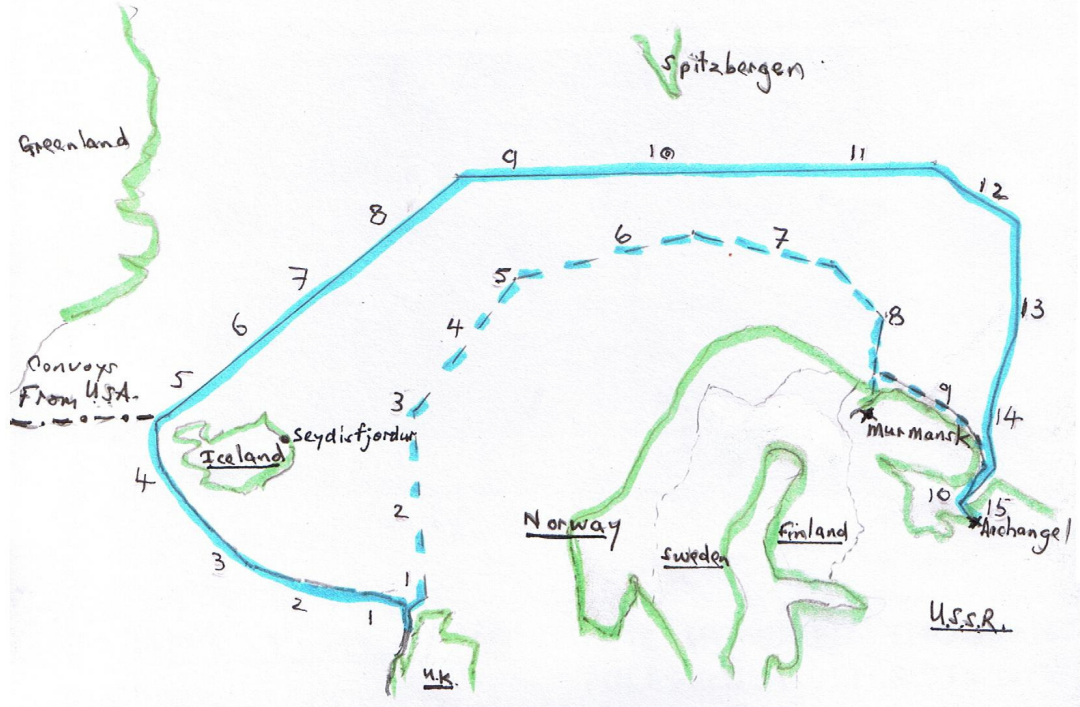
from
crew's nest

AN UNUSUAL VIEW OF THE BRIDGE AND FORECASTLE OF A TRIBAL CLASS DESTROYER—a picture taken from the crew's nest: • H.M.S. Tartar, of which we give an artist's impression above, is a member of a class which has done wonderful service during the present war. Some of this class were present throughout the chase and destruction of the Bismarck. The leader, Cossack, was at Narvik; and, elsewhere, Tribal destroyers have played their part. They are all 1,870 tons and carry a complement of 190; speed is over 36 knots. Their cost averages just over £450,000 apiece.

Russian Convoys

August 1941 - May 1945

18



————— Summer Routes (15 DAYS)
- - - - - Winter Routes (10 DAYS)

Days taken
1 2 3 4 5 6 7 8 9 10 13 14 15

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Note:-

(see Photo 15)

- As Enos did not claim
'Russian Convoy' medal
until 1987, he did not attend.
but see letter from
U.S.S.R. Embassy
(dated 28 May 1987)



... of vodka during a motor boat trip off Archangel. The veterans were given a hero's welcome in Russia



The worst journey in the world: an Allied convoy negotiates the treacherous North Sea in winter, 1941

14

The Russian Convoys 1941



15

ПОСОЛЬСТВО
СОЮЗА СОВЕТСКИХ
СОЦИАЛИСТИЧЕСКИХ РЕСПУБЛИК
13 Kensington Palace Gardens
London W8

28 May 1987

Dear Sir,

I have the honour to acknowledge your letter regarding the Soviet medal.

This special medal was struck in 1985 on the occasion of the 40th anniversary of the Victory to commemorate the contribution of those who took part in the efforts which had finally brought about the defeat of our common enemy. The decision to award this medal in each case was taken in Moscow by the Presidium of the Supreme Soviet of the USSR, the highest authority of our country.

During the last two years the Embassy received a great number of personal applications sent to the Embassy by those British ex-servicemen who had been involved in the convoys to the USSR during the allied war efforts 1941-45. On the instruction from Moscow several medal presentation ceremonies were held by the Soviet Ambassador and the other Embassy officials.

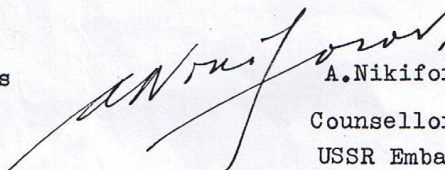
Now the presentation of the commemorative medal, struck just two years ago, has been completed and new applications for this medal are no longer accepted.

While highly appreciating your contribution to our joint war efforts, the Embassy is not in a position to meet your request regarding the medal.

With very best wishes for yourself and your kin.

Sincerely

Yours


A. Nikiforov
Counsellor
USSR Embassy



LOFOTENS. SVOLVAER

The Lofoten Raid

16

4 March 1941

(Photo from H.M.S. Tartar)

WE LAND ON NORWEGIAN ISLAND, SINK 11 GERMAN SHIPS

BRITISH naval units made a successful attack on a German-occupied island of the Lofoten Group (Norway) last week, and landed British troops and Norwegian marines.

Nine German merchant ships, one German-controlled Norwegian ship, and a German armed trawler—totalling about 18,000 tons—were sunk.

The cod liver oil plant was destroyed because the oil is used by Germany to make glycerine for explosives.

There was little resistance, but one German officer and six German ratings were killed. Our forces sustained no damage or casualties.

After distributing food, soap, cigarettes, clothing and other comforts among the Norwegian population, the raiding force withdrew. They brought with them to England 215 German prisoners and ten local Quislings.

They also brought back "a considerable number" of Norwegian patriots anxious to join in the fight for freedom.

According to German accounts, the island attacked was Svolvaer. The Lofotens, within the Arctic Circle on the seaward side of the fiord leading to Narvik, are in an important fishing ground.



Ardentiny



Ardentiny

Ernos later attended
- Torpedo School
at Greenock 3/1945
[While at HMS Armadillo]



Ernos' ^{Naval} Commando badge

Ardentiny, Scotland - for Commando Training
(H.M.S. Armadillo) 17



Ernos at Commando Memorial, Nr. Fort William (photo circa 1970)

Commando training, Burnham-on-Crouch, Essex (18)
- R. Naval Commandos, C3 group. Note: Lt Cdr R.C. Richardson
Beachmaster Sicily Landings (middle row, 2nd from right) (Enos in front 3rd left)

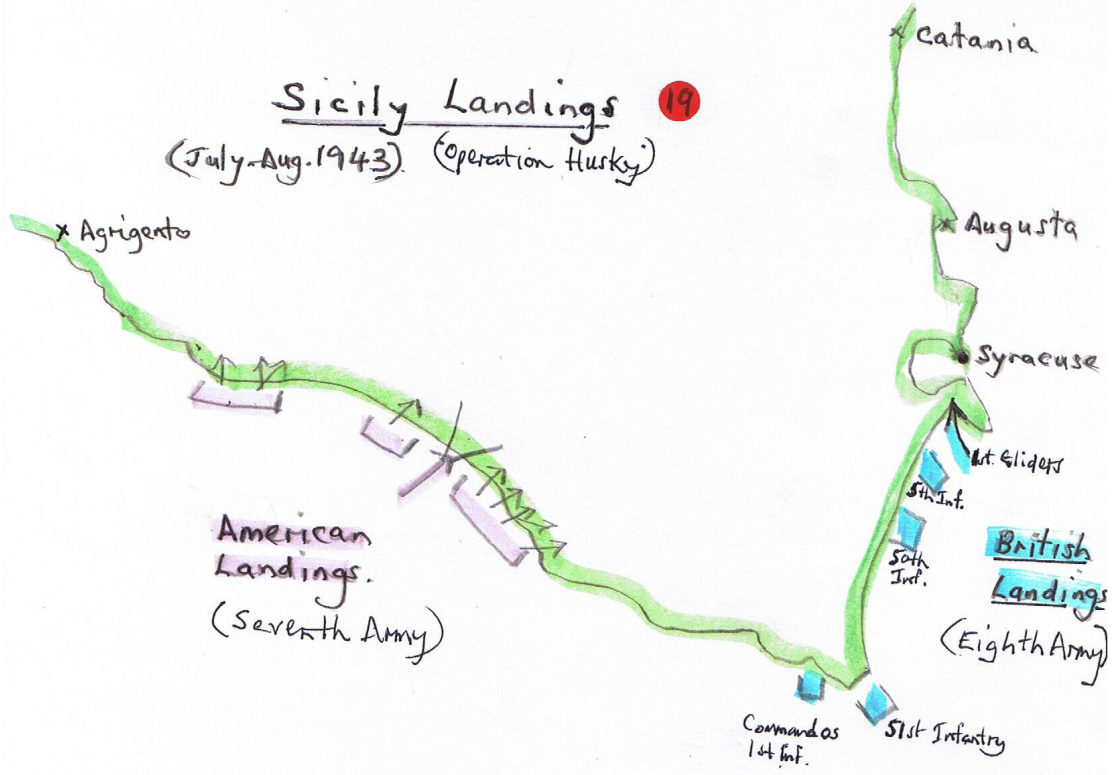


Italy
→

← Palermo

Sicily Landings 19

(July-Aug. 1943) (Operation Husky)



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Marriage to Margaret Westgarth (Peg)
18 April 1942 (Enos 22, Peg 20)

2000



58 Happy years

later (aged 80, 78)

Campaign Stars, Clasps and Medals
 instituted in recognition of service
 in the war of 1939-45

**NUMBER OF STARS, MEDALS,
 CLASPS or EMBLEMS ENCLOSED** 7

| Order of Wearing | Description of Ribbon | Clasp or Emblem (if awarded) |
|---------------------------|--|---|
| 1 1939-45 Star ✓ | Dark blue, red and light blue in three equal vertical stripes. This ribbon is worn with the dark blue stripe furthest from the left shoulder. | Battle of Britain ✓ |
| 2 Atlantic Star ✓ | Blue, white and sea green shaded and watered. This ribbon is worn with the blue edge furthest from the left shoulder. | Air Crew Europe or France and Germany |
| 3 Air Crew Europe Star | Light blue with black edges and in addition a narrow yellow stripe on either side. | Atlantic or France and Germany |
| 4 Africa Star ✓ | Pale buff, with a central vertical red stripe and two narrower stripes, one dark blue, and the other light blue. This ribbon is worn with the dark blue stripe furthest from the left shoulder. | 8th Army or 1st Army or North Africa 1942-43 |
| 5 Pacific Star | Dark green with red edges, a central yellow stripe, and two narrow stripes, one dark blue and the other light blue. This ribbon is worn with the dark blue stripe furthest from the left shoulder. | Burma |
| 6 Burma Star | Dark blue with a central red stripe and in addition two orange stripes. | Pacific |
| 7 Italy Star ✓ | Five vertical stripes of equal width, one in red at either edge and one in green at the centre, the two intervening stripes being in white. | |
| 8 France and Germany Star | Five vertical stripes of equal width, one in blue at either edge and one in red at the centre, the two intervening stripes being in white. | Atlantic ✓ |
| 9 Defence Medal | Flame coloured with green edges, upon each of which is a narrow black stripe. | Silver laurel leaves (King's Commendation for brave conduct. Civil) |
| 10 War Medal 1939-45 ✓ | A narrow central red stripe with a narrow white stripe on either side. A broad red stripe at either edge, and two intervening stripes in blue. | Oak leaf |

Enos'

Awards - granted for service during the War of 1939-45. (from Secretary of Admiralty)

21



Enos in 1995 (Age 76) + Peg (age 74)