

sighted, and the cool and calculated way in which he carried out his attack and then ensured the safety of his crew.

Lieutenant Place, undaunted by encountering unexpected obstacles, carried on with cool determination to worm X.7 under the nets under the very eyes of those on board TIRPITZ to carry out his successful attack. Then, when again caught in the nets and with the time drawing close for the explosion to take place, rather than bring his craft to the surface and so compromise the operation and thereby jeopardise the chances of other craft who might be attacking, he proceeded coolly to extricate his craft and remained submerged after the explosion, although fully aware of the danger, for sufficient time to ensure that other craft who might be attacking were clear of the area.

The acts of these two officers speak for themselves. They can seldom have been surpassed in the history of the Royal Navy. The proceedings of the two Commanding Officers would have been of no avail had they not been supported by the undaunted spirit of their crews.

24. It is very much regretted that insufficient evidence is available to assess the part played by Lieutenant Henty-Creer and the crew of X.5, but, from the position in which their craft was found, it is clear that they, too, showed courage of the highest order in penetrating the fleet anchorage, and that they lived up to the highest traditions of the Service.

(Signed) C. B. BARRY.

Rear Admiral.

Admiral (Submarines).

The following Despatch was submitted to the Lords Commissioners of the Admiralty on the 26th July, 1945 by Rear Admiral G. E. Creasy, C.B., C.B.E., D.S.O., M.V.O., Admiral (Submarines).

26th July, 1945.

FINAL REPORT ON OPERATION "SOURCE".

Be pleased to lay before Their Lordships the following final report on operations by X-craft against the German main units (Operation "Source").

2. The return from Germany of the Commanding Officers of X.6 (Lieutenant D. Cameron, V.C., R.N.R.) and X.7 (Lieutenant B. C. G. Place, V.C., D.S.C., R.N.), and the receipt of their patrol reports, together with the release of certain information from captured German documents (notably the deck log of TIRPITZ and portions of the German High Command War Diary), have brought to light new facts which, as is to be expected, are in some cases different from those that had been inferred in my predecessor's submission of 2nd February, 1944.

The opinions expressed by my predecessor in paragraphs 23 and 24 of that report, however, remain with added force.

3. Whilst further knowledge of the total damage inflicted on TIRPITZ by X.6 and X.7 may yet become available from German official documents, it is considered fit to forward this

report in continuation of my predecessor's submission of 2nd February, 1944.

4. The following is the sequence of events from the time of slipping the X-craft from their parent submarines to the conclusion of the attack. No reference has been made to X.10, as her movements were fully covered in my predecessor's report of 8th November, 1943, and have no bearing on the approach and attack of the other three X-craft.

20th September, 1943 (All times are G.M.T.)

All three X-craft slipped from their towing submarines between 1845 and 2000, all being in good heart and trim. X.6's starboard charge had flooded since 11th September, but experiments with stores and spare gear had put the ship into a working trim, provided that the inland waters of the fiords were sufficiently saline.

The minefields reported off Soroy were negotiated on the surface successfully, although X.6 sighted a patrol vessel at 2200.

At 2315 X.7 sighted another X-craft and exchanged shouts of good luck and good hunting. Although not definitely identified, the other X-craft was certainly X.5. X.5 now, unfortunately, passes out of the picture until her sighting and destruction on 22nd September.

21st September

X.6 and X.7 both dived between 0145 and 0215, each finding trimming difficult.

During the passage through Stjernesund, X.7 had to dodge several vessels and X.6 started a defect on her periscope which was to prove a major handicap throughout, but a triumph of mind over matter to her crew.

The advance through the fiords toward the agreed waiting and charging positions in Alten Fiord went according to plan, neither X-craft experiencing any difficulty in the calm weather prevailing, and at 1245 X.7, taking advantage of a freshening breeze, was able to ventilate the boat through the induction trunk.

An occasional A/S patrol vessel, and a solitary aircraft had to be dodged, but at 1630 X.7 sighted a large vessel in the lee of Aaroy Island. This vessel is noted in X.7's report as "believed to be SCHARNHORST" and was thereafter disregarded. All thoughts were centred on TIRPITZ, which, under Plan No. 4, was the target for X.5, X.6 and X.7.

X.6 was first into her waiting billet, arriving at 1845 1 mile north of Brattholm where she spent a rather disturbed night, charging, making good defects (particularly to her periscope) and dodging traffic. This traffic became so trying that the Commanding Officer surfaced to continue his charge at 2145, endeavouring to make contact with other X-craft during the night.

On inspecting the clock settings of his fuzes at 2300, it was discovered that the port (unflooded charge) clock was defective. To guard against any hold up, both 10 point plugs were released and the charges set to fire at one hour from release.

X.7 had also reached her waiting position and spent the night charging and making good defects. Among this "making good defects" was the fitting of the spare exhaust pipe, the discovery that it did not fit, and its eventual "make do and mend" with the aid of tape,