

# DOVER

Prince Of Wales Sea Training Hostel  
Dover  
Kent



## The Second World War 1939 - 1945

The plaque is presently located at the Dover Seafarers Centre, Snargate Street, Dover, Kent.

A former Prince of Wales Sea Training School boy who we had the pleasure of meeting when photographing the plaque, kindly informed us that in its time the memorial plaque had also been located at a Dover Girl's School, and also recalled that when on fatigues at the PWSTS, he and other boys had to polish it as part of their list of chores, but it was no secret that those boys detailed so to do regarded its cleaning a privilege as opposed to work, judging by the way that it is still looked after and obviously loving cared for by the staff at the Dover Seafarers Centre, it was patently obvious that they too share the same sentiments as the PWSTS ex boys, it being both in stark contrast and a very welcome change to the condition that **some** other custodians of war memorials, books of

remembrance and commemoration plaques, or other forms of tributes to the sacrifice of those who died in time of war, who just let their precious artifacts needlessly and irresponsibly simply deteriorate, some regrettably virtually to the point of no return.

Unless otherwise stated at each casualty's brief tribute below the Panel Number refers to that as commemorated on the TOWER HILL MEMORIAL, LONDON.

The Tower Hill Memorial commemorates 35810 men and women of the Merchant Navy and Fishing Fleets who died in both world wars, who have no known grave but the sea, it stands on the south side of the garden of Trinity Square, London, close to The Tower of London, of those whom the memorial commemorates almost 24000 were lost during the Second World War, including most of the 85 former boys of the Prince of Wales Training Hostel who lost their lives in the service of their country between 1939 and 1946, most of whom died as the result of the ships on which they were serving in the Merchant Navy being sunk by German u-boats and surface raiders.

It seems prudent to draw attention to the fact that as with virtually all forms of commemoration which we have researched for various organizations etcetera, the PWSTS MEMORIAL PLAQUE, has a significantly high proportion of men who lost their lives in the service of the Commonwealth and the free world, that are sadly numbered amongst those who have no form of official national recognition or commemoration, and are still not commemorated by the Commonwealth War Graves Commission.

Where it **appears** that a casualty below falls into the above unforgivable category a simple + has been added to their brief tribute to draw attention to this sad state of affairs. A word of caution however, it is a well known fact that several war memorials around the United Kingdom have names on them of ladies and gentlemen who were later shown to not have died in time of war, this seems to be particularly prevalent with ex prisoners of war, notably of Second World War armed service personnel, but of particular relevance regarding the Merchant Navy is that as far back as 1955 and the publication by Her Majesty's Stationary Office of "Merchant Shipping & the Demands of War," by Miss C.B.A. Behrens which clearly stated that as many as **11,600 Merchant Seamen who died shortly after leaving their ship between 1942 and 1944, that the vast majority were never registered for commemoration with the Commonwealth War Graves Commission**, it would appear that even with the passage of another 50 years that the majority, or possibly all still are in this unacceptable non-commemorated category, and that the 35810 who are quite rightly commemorated on the Tower Hill Memorial, London should probably really number about 48,000, and thereby reflect more truthfully the true extent of the contribution and sacrifice of those who served, and lost their lives in the Merchant Navy during and the Second World War.

With the RIGHT and long overdue decision taken in the High Court on 5 October 2006 to have the wrecks of wartime merchant vessels recognized as war graves, and treated as such, perhaps more and more of those members of the Merchant Navy as above will now finally be commemorated and honoured by the Commonwealth for their sacrifice for us.

**ADAMS**, Deck Boy, PETER RONALD. (GRAVESEND)

S.S. Nailsea Court (Cardiff), Merchant Navy.

Born 1 July 1925.

Died Wednesday 10 March 1943. Aged 17.

Son of William and Mary Adams of Gravesend, Kent.

Discharge number: R241507

Panel 71.

Peter's ship which was a 4946 ton steam freighter and had 2 passengers onboard and was laden with mails and 7661 tons of general cargo which included copper bars, nickel ore, and asbestos, she was built in 1936 by Bartram & Sons Ltd, Sunderland, County Durham, and was owned by E.R. Management Co Ltd, Cardiff. S.S. Nailsea Court was torpedoed by the Kiel, Schleswig-Holstein, Germany based u-boat U-229 commanded by Oberleutnant zur See (Lieutenant) Robert Schetelig, south of Reykjavik, Iceland in position 58.45N/21.57W at 2145 hours on Tuesday 9 March 1943, whilst in the 59 ship convoy SC-121 which was sailing from Beita, Table Bay and New York heading for London she sank at 0104 hours the following morning. At the time of the sinking of the S.S. Nailsea Court the U-229 was in the 'Ostmark' patrol group which was comprised of eleven u-boats; the convoy had originally been sighted by the U-405 commanded by Korvettenkapitän (Commander) Rolf-Heinrich Hopmann which was in a 17 u-boat pack operating in the area, who then reported the position of convoy SC-121 to the 'Ostmark' u-boat group. After sinking Peter's ship, Robert Schetelig reported that he had sunk two vessels and damaged another, but in fact it transpired that only the S.S. Nailsea Court was sunk by the U-229, although the 3670 ton British steam freighter S.S. Coulmore was hit by a torpedo from the u-boat and badly damaged, 18 of her crew of 45 survived the attack and managed to save their ship eventually managing to reach port safely, at 1115 hours the same day Robert Schetelig attacked the convoy for a second time and logged that he had heard detonations after 2 minutes 45 seconds and 4 minutes 15 seconds, and reported one ship damaged and another probably damaged, but fortunately none of the vessels in the convoy were hit at this time, but some of the crew members onboard the 4813 ton British steam freighter S.S. Scorton saw one torpedo that missed which had been fired from the German submarine. The Master of the S.S. Nailsea Court, 46 year old Captain Robert James Lee from Penarth, Glamorgan, Wales, 33 crew, 9 DEMS gunners and passengers were lost in the attack, but 4 members of the ships crew survived the sinking, one of whom was picked up by the rescue ship 'Melrose Abbey' commanded by Captain Ralph Good OBE and landed at Gourock on the south shore of the Firth of Clyde, Scotland, on Saturday 13 March 1943; the other 3 other crew members were saved by the Flower class corvette HMS Dauphin (K157) of the Royal Canadian Navy commanded by Lieutenant M.H. Wallace RCN, they too were landed at Londonderry, Northern Ireland, like their fellow crewman in Gourock on Saturday 13 March. In total 15 ships from five different countries in the 59 ship convoy SC-121 were sunk during the attacks carried out by 26 German u-boats between Sunday 7 March 1943 and Wednesday 10 March 1943, they being 1 American, 11 British, 1 Norwegian, 1 Swedish and 1 Yugoslavian.

S.S. Nailsea Court one of the two vessels sunk and one damaged by the U-229 with its only commander Robert Schetelig who was born on 6 October 1918 in Lübeck, Schleswig-Holstein, Germany, before the submarine was sunk by depth charges, gunfire



and ramming from the Royal Navy Shakespeare class destroyer HMS Keppel (D84) commanded by Commander M.J.Evans, RN, of Escort Group B on Wednesday 22 September 1943 in the North Atlantic south-east of Cape Farewell, Greenland with the loss of Robert Schetelig and the 49 other submariners on board, following the ramming which resulted in damage to the 1554 ton destroyer she then managed to struggle to reach Newfoundland for repairs to her bows. A type VIIC submarine built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany the U-229 was laid down on Monday 3 November 1941, and commissioned on Saturday 3 October 1942, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945. Derrick Dawson, another former Prince of Wales Sea Training School boy was also lost with the S.S. Nailsea Court, and is commemorated on the PWSTS Memorial Plaque and also has a brief tribute below. Of specific Kent fallen commemoration significance is that at least 3 members of the crew of the S.S. Nailsea Court who lost their lives when she was sunk on Wednesday 10 March 1943 came from north Kent, they being:-

**HILLS**, Deck Boy, GEORGE HENRY.

Born 7 April 1924.

Aged 18. Son of Charles and Dorothy Hills of Dartford, Kent.

**LUKES**, Boatswain, PERCY CHARLES.

Aged 33. Son of Percy James and Emily Beatrice Lukes of Gravesend, Kent.

Husband of Margaret McLaughlin Lukes of Gravesend, Kent.

Discharge number: R17305.

**WYBROW**, Deck Boy, THOMAS GEORGE EDWARD.

Born 7 January 1925.

Aged 18. Son of Henry Thomas and Sarah Ann Wybrow of Dartford, Kent.

Discharge number: R.254744.

**ARLET**, Deck Boy, JOHN ALEXANDER. (PAISLEY)

S.S. Euphorbia (North Shields). Merchant Navy.

Born 4 December 1925.

Died Saturday 14 December 1940. Aged 15.

Son of Charles and Penelope Arlet of Paisley, Scotland.

Panel 48.

John's ship was a 3380 ton steam freighter which was built in 1924 by the Sunderland Shipbuilding Co Ltd, Sunderland, County Durham, at the time of her loss and all 34 crew members, the S.S. Euphorbia was commanded by 44 year old Captain Thomas Hilton from South Shields, County Durham, and owned by Joseph Robinson & Sons of North Shields, she was laden with 3837 tons of Welsh coal sailing in convoy OB-256 which was traveling from Swansea and Milford Haven heading for Lynn, Massachusetts, USA.

S.S. Euphorbia was dispersed from the convoy on Thursday 12 December whilst in position 59°04N/15°30W, at 1955 hours two days later when in (estimated) position 56.12N/23W off Rockall she was torpedoed and sunk by the u-boat U-100 commanded

by the u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Joachim Schepke, all 33 onboard were lost in the sinking.

S.S. Euphorbia was one of 25 ships sunk by the Lorient, Brittany, France based U-100 in addition to which another vessel was damaged to such an extent that it was scrapped and 4 others were damaged.

Joachim Schepke and 37 of his crew went down with the U-100, (6 survived) when it was sunk at 0318 hours on Monday 17 March 1941 south-east of Iceland, in approximate position 61N,12W, after being rammed and depth charged by the Royal Navy destroyers HMS Walker (D27) and HMS Vanoc (H33), the U-100 has the unfortunate distinction of being the very first German u-boat to be sunk during the Second World War that was detected by means of radar alone, the submarine was sunk on an overcast night which would probably normally have left her undetected and also unseen by ships lookouts.

Kapitänleutnant Schepke was actually killed whilst in the conning-tower of the U-100 when HMS Vanoc commanded by Haileybury educated, Great War veteran and former submariner Lieutenant Commander James G.W. Deneys rammed it, for which action and his part played in the destruction of two other u-boats he was awarded the DSO on Tuesday 6 May 1941, he was also awarded the OBE on Thursday 14 June 1945 having served as Assistant to Naval Assistants to the Second Sea Lord, of the Admiralty from 30 December 1941.

A type VIIB submarine built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany the U-100 was laid down on Monday 22 May 1939, and commissioned on Thursday 30 May 1940, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

Numbered amongst the Type VIIB's were many of the most famous Kriegsmarine submarine commanders of the Second World War, including the legendary 'aces' Günther Prien U-47, Herbert Schultze U-48, Otto Kretschmer U-99, and Joachim Schepke U-100.

**ATKINSON**, Able Seaman, JOHN. (ISLAND MAGEE)

S.S. Eastlea (Newcastle-on-Tyne). Merchant Navy.

Died Sunday 30 March 1941. Aged 23.

Son of James and Ellen L. Atkinson of Island Magee, County Antrim, Northern Ireland.

Panel 36.

Depending on what data is checked regarding the loss of John's ship, which was a 4672 ton steam freighter owned by John Morrison & Son, Newcastle-upon-Tyne, results in two totally different answers, which is in stark contrast to most vessels irrespective of nationality, and/or fate be they Allied or Axis that were lost during the Second World War.

Some books and websites etcetera show that the S.S. Eastlea which was built in 1924 by J. Priestman & Co, Sunderland, County Durham, was sunk on the above date by the Lorient, Brittany, France based u-boat U-106 commanded by the u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Jürgen Oesten, whilst others show her lost on exactly the same day but as a 'kill' credited to another 'ace' Kapitänleutnant Herbert Schultze in the U-48?

Between the times that the U-48 was commissioned on Saturday 22 April 1939 and Monday 20 May 1940 Herbert Schultze had commanded the submarine, but after sinking 16 ships over his first four active patrols, on Wednesday 3 April 1940 the U-48 left Kiel, Germany on its fifth active patrol but returned to Kiel on Saturday 20 April 1940.

It was discovered that Herbert Schultze was seriously ill, causing his temporarily relief of command of the U-48 until Tuesday 17 December 1940 for a further period of seven months duration, as such Herbert Schultze would have been in charge of the U-48 on the day that S.S. Eastlea was lost.

Of possible important relevant significance is that two of the well used and respected excellent "u-boat" websites show basically the same details regarding the loss of John's ship, they being <http://uboat.net/> and <http://ubootwaffe.net/>, both of these comprehensive websites credit 27 year old Kapitänleutnant Jürgen Oesten and the U-106 with the sinking, as follows:-

On Sunday 30 March 1941, the S.S. Eastlea which had a cargo of cotton seed was reported as missing in the North Atlantic, at 2258 hours on Monday 24 March 1941, the U-106 had observed one hit amidships on a steamer running north from a distance of 600 yards, the ship broke her back and sank within ten minutes about 130 miles west-northwest of San Antonia, Cape Verde Islands, for some time the vessel concerned was thought to have been the 2512 ton Brazilian steam merchant 'Santa Clara,' but this ship had radioed an SOS message on Friday 14 March from 30°48N/68°42W following an explosion, and the ship actually hit and sunk by the U-106 was recorded as **probably** being the S.S. Eastlea, which was traveling from Famagusta, Cyprus via Table Bay, Freetown, St. Vincent and Cape Verde to Newport News, USA, the S.S. Eastlea had been in convoy HX-115 when she was lost.

Over a period of three years, (if the S.S. Eastlea was sunk by it), the U-106 sunk 22 ships and damaged 4 others before being sunk on Monday 2 August 1943 north-west of Cape Ortegal, Spain, in position 46.35N, 11.55W, by depth charges from Sunderland aircraft of 228 Squadron Royal Air Force Coastal Command, and 461 Squadron Royal Australian Air Force Coastal Command, both aircraft were based at Pembroke Dock, Pembrokeshire, Wales, 36 of the crew of 58 onboard the submarine survived the sinking. Jürgen Oesten, who survived the war was promoted to Korvettenkapitän (Commander) on Friday 1 December 1944, he had left the U-106 on Sunday 19 October 1941, and later commanded the U-86 from Sunday 12 September 1943 to Tuesday 8 May 1945.

Despite spending many hours looking through books and trawling the internet which has some sites stating that the S.S. Eastlea was sunk by Kapitänleutnant Herbert Schultze in the U-48, thus far nothing has been found as regards the actual details of the action, if the U-48 was the u-boat which sunk the S.S. Eastlea, it perhaps should be added that despite being the eight most successful German u-boat commander in the Second World War, Herbert Schultze is widely accepted as not only being amongst the most courageous but also possibly the most chivalrous, he was born on 24 July 1909 in (somewhat appropriately) Kiel, Germany, and died in London on 3 June 1987.

After sinking at least 52 ships (possibly also S.S. Eastlea), and damaging 3 others the U-48 was scuttled on Thursday 3 May 1945 off Neustadt, Germany.

The Master of the S.S. Eastlea, 49 year old Malcolm Goudie McPherson of South Shields, County Durham, 33 crew members and three DEMS gunners were lost in the sinking, and amongst those who perished was 38 year old Able Seaman Michael O'Brien,



of the Canadian Merchant Navy, a son of Maurice and Margaret O'Brien of St. John's, Newfoundland, three of his brothers, David, James and Maurice also lost their lives whilst serving at sea, and their father died on Sunday August 30 1942, in recent times part of the famous Signal Hill at St John's, Newfoundland was named O'Brien Park to commemorate the families losses in the Second World War, a memorial plaque to the family in the park names Margaret O'Brien who died on June 18 1963, as being recognized as Newfoundland's most bereaved mother of the Second World War.

**BARRON**, Able Seaman, ALEXANDER (Alex). (ABERDEEN).

S.S. Empire Gilbert (Sunderland). Merchant Navy.

Born 13 April 1923.

Died Monday 2 November 1942. Aged 19.

Son of William and Isabella Barron of Aberdeen, Scotland.

Brother of Bill and Colin Barron.

Discharge number: R191130.

Panel 41.

Alexander's ship was a very modern 6640 ton steam freighter built in 1941 by Bartram & Sons, Sunderland, County Durham, and was owned by Turner, Brightman & Co, London. She was sailing unescorted laden with war materials and was sunk by the u-boat U-586 commanded by Kapitänleutnant (Lieutenant Commander) Dietrich von der Esch, at the time of her loss Alexander's ship had left the Tyne heading for Archangel via Loch Ewe and Reykjavík, she was torpedoed and sunk at 0118 hours in position 70.15N, 13.50W off the east coast of Iceland, 2 DEMS gunners and 3 members of her crew of 66 survived the sinking and were taken aboard the U-586 as prisoners of war, they were landed at Skjomenfjord, Norway on Thursday 5 November, but sadly Alexander Barron was numbered amongst the 63 who had perished, as had the ships Master 54 year old William Williams from Morfa Nevin, Caernarvonshire, North Wales.

Kapitänleutnant Dietrich von der Esch had been aware of the merchant ships in the area after the German built, 655 ton Fleetwood based A/S trawler HMS Northern Spray (FY 129) had attacked a u-boat, also noted by him was the presence of several Catalina flying boats at that time.

S.S. Empire Gilbert was one of the two vessels sunk by the U-586, both whilst Kapitanleutnant Dietrich von der Esch was in command, but Alexander's ship was the sole 'kill' of the submarines ninth active war patrol which lasted for three and a half weeks from Sunday 11 October 1942 when the U-586 left Skjomenfjord and arrived back there on Thursday 5 November 1942.

Dietrich von der Esch later lost his life whilst commanding the U-863 when it was sunk with all 69 hands onboard on Friday 29 September 1944 in the South Atlantic east-south-east of Recife, Brazil in position 10.45S, 25.30W, by depth charges from 2 US Liberator aircraft of VB-107 and B-9.

Commanded by Oberleutnant zur See (Lieutenant) Hans Götze the U-586 was sunk at 1230 hours on 5 July 1944 off the French coast near Toulon, in position 43.07N, 05.55E, by a USAAF, 233 Squadron B-24 Liberator bomber.

A type VIIC submarine built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany, the U-586 was laid down on Tuesday 1 October 1940 and commissioned on Thursday 4 September 1941, being amongst 131 submarines of

different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

**BLACKMAN**, Able Seaman, ARTHUR GORDON. (EASTBOURNE).

S.S. Lindisfarne (Newcastle-on-Tyne). Merchant Navy.

Born 23 May 1916.

Died Saturday 12 December 1942. Aged 26.

Husband of Elizabeth Blackman of Carr Hill, Gateshead, County Durham.

Discharge number: R108297.

Panel 65.

Arthur's 999 ton ship built in 1925 was sunk in the North Sea by the German E-Boat S-63 of the 4th S-Flottille (Flotilla), during an attack by a group of 6 E-Boats about 2 miles from the No 4 Buoy, off Lowestoft, Suffolk whilst in the coastal convoy FN-889, which had left Southend-on-Sea, Essex the same morning heading for Sunderland, County Durham, the SS Avonwood, Glen Tilt, SS Knitsley and the Norwegian ship "Marianne" were also lost during the same attack, with the "Marianne" being sunk at position 52.32N 02.00E by the same E-Boat (S-63) which had sank the S.S. Lindisfarne.

The fast German vessels which carried out the attack were actually called Schnellboot (S-Boot), as the term E-Boat was devised by the British and Americans, it is generally accepted that the "E" was short for enemy.

Schnellboot S-63 was sunk after being rammed by the 1580 ton Royal Navy Admiralty Leader class destroyer HMS Mackay (D70) on Monday 25 October 1943, HMS Mackay was formerly the 1918 built HMS Claverhouse, HMS Mackay had undertaken several notable rescues around Dunkirk during the British Expeditionary Force 'Operation Dynamo' evacuation operations of 1940, the following year she was one of the ships in the English Channel which tried to prevent the enemy battleships Scharnhorst and Gneisenau from reaching Germany.

**BLAIR**, Ordinary Seaman, WILLIAM O'NEIL. (BELFAST).

S.S. Abukir (London). Merchant Navy.

Died Tuesday 28 May 1940. Aged 17.

Son of Thomas and Margaret Blair..

Panel 2.

'Operation Dynamo' evacuating Allied troops from Dunkirk and other northern continental Europe channel ports, one of which was Ostend, Belgium began on Sunday 26 May 1940 and 'officially' ended on Tuesday 4 June 1940.

On the same day that HM King Léopold III surrendered Belgium to Germany, William was one of the crew onboard the 689 ton freighter S.S. Abukir which left Ostend just ahead of the rapidly advancing German army, but as the ship crossed the English Channel she was spotted and attacked by the S-34, one of the patrolling German E-Boat's in the area at position 50.20N 02.16E, once torpedoed the ship broke in two and sank in less than a minute, in addition to the ships company the freighter also had onboard several Belgian nuns, a group of British schoolgirls who had secured their places on the ship barely two hours prior to her getting under way, they had managed to evade the enemy forces at Bruges as the "Blitzkrieg" swept all before it, amongst the armed service personnel leaving on the S.S. Abukir was about 70 British army officers and other ranks



in addition to several Royal Air Force personnel who were all members of the British Mission to the Belgium Army, although the exact total number of passengers and crew on board the freighter will never be known for certain, it is thought that there was about 200 people onboard the S.S. Abukir when she got underway from Ostend.

At great risk the Royal Navy vessels, HMS Codrington (D65), HMS Javelin (61), HMS Jupiter (F85) and HMS Grenade (H86), the latter was later lost at Dunkirk, carried out searches for survivors between the North Goodwin Lightship and the Kwinte Bank light buoy following the sinking for several hours, eventually rescuing 21 passengers and 5 crew including the Master of the S.S. Abukir, Captain R M Woolfenden who had spent six hours in the sea before being rescued, he was later awarded the MBE and Lloyds War Medal.

HMS Codrington (D65), which picked up most of those who were saved from the S.S. Abukir, was sunk in Dover Harbour by German aircraft on Wednesday 27 July 1940 and HMS Grenade (H86) was lost at Dunkirk on 29 May 1940, it being only the day after searching for the S.S. Abukir survivors.

The fast German vessel which carried out the attack on S.S. Abukir was actually called a Schnellboot (S-Boot), as the term E-Boat was devised by the British and Americans, it is generally accepted that the "E" was short for enemy.

S-34 commanded by Oberleutnant zur See (Lieutenant) Obermaier at the time of the sinking of the S.S. Abukir, was a very modern vessel and had only come into service with the Kriegsmarine on Tuesday 30 April 1940, just over two years since that date the S-34 was later badly damaged when it was off the Grand Harbour, Valletta, Malta GC on Sunday 17 May 1942, by land based artillery fire whilst serving in the 7th Flotilla in the Mediterranean, shortly after the shelling to prevent the E-Boat from falling into Allied hands a German Messerschmitt Me109 fighter was hastily dispatched to sink the S-34.

**BOWMAN**, Sergeant (Observer), 580756, ROBERT ANTHONY. (PAIGNTON).

107 Squadron, Royal Air Force, Bomber Command.

Died Sunday 9 June 1940.

Buried TORCY-LE-PETIT COMMUNAL CEMETERY, Seine-Maritime, France.

Robert is recorded in the Royal Air Force, Second World War, Overseas Deaths Books for 1940, volume 2, page 215.

Torcy-le-Petit is a village and commune 15 kilometres south-east of Dieppe on the N15 road from Dieppe to Forges-les-Eaux, the Communal Cemetery is on the left of a small road leading west from the church, and is 160 metres from the church, the joint grave of Robert and his pilot, Flying Officer, Charles Powell Bomford the son of Captain Charles Francis Bomford and Dorothy Maud Bomford of Ballycornmon, County Tipperary, Irish Republic, is 16 metres south-west of the iron cross in the centre of the cemetery.

Robert was in the 3 man crew of a Blenheim Bomber L9323 OM-? which took off from RAF Wattisham, Suffolk at 1045 hours on Sunday 9 June 1940, on Operation 'Foret de Boray,' France to bomb enemy armoured vehicles which were reported to be near Poix, France their aircraft was shot down by flak whilst over Torcy-le-Petit, the third member of the crew Pilot Officer F E Fryan survived the resultant crash but was injured, two other Blenheim's from the same squadron were also lost on the same raid, at which time the squadron was in No. 2 Group.

107 Squadron RAF had been based at RAF Wattisham since May 1939, the squadron contributed five of its Blenheim's to the RAF's first air attack of the Second World War on the very first night of the war, which was a raid by a 28 mixed bomber force on Kriegsmarine warships near Wilhelmshaven, Germany, four of the 107 Squadron aircraft which failed to return were all shot down over the target area, the one aircraft which returned did so still with its bomb load.

**BRENNAND**, Deck Boy, THOMAS NICHOLSON. (BLACKBURN).

M.V. Stentor (Liverpool). Merchant Navy.

Died Tuesday 27 October 1942. Aged 18.

Panel 101.

Thomas ship owned by Alfred Holt & Co, Liverpool was a 6148 ton motor freighter sailing in convoy SL-125 from Lagos and Freetown bound for Liverpool with a cargo of about 6000 tons of West African produce.

M.V. Stentor was the ship of the convoy Vice-Commodore and was carrying 125 passengers, including 26 army personnel, 11 nursing sisters and six naval staff members. The ship was torpedoed at 2238 hours in position 28.13N/20.53W by the Kiel, Schleswig-Holstein, Germany based u-boat U-509 commanded by Korvettenkapitän (Commander) Werner Witte, 44 people were lost in the sinking, they were the ship Master 47 year old William Williams of Rhyd-Ddu, Caernarvonshire, North Wales, the Vice-Commodore, Captain Richard Hart Garstin CBE, RNR, 20 crew members including Thomas Brennand, three army personnel, 4 nurses and 15 passengers, but 93 of the ships crew members, seven gunners and 107 passengers were picked up by HMS Woodruff (K53) commanded by Lieutenant Commander F.H. Gray and landed at Milford Haven, on the way back to the United Kingdom 100 survivors were transferred to HMS Ramsey (G60) commanded by Lieutenant Commander Richard Been Stannard VC, RD, (DSO in 1943) and later all were safely landed at Liverpool, Lancashire.

Whilst this is written as a brief tribute to the memory and sacrifice of Thomas Brennand, it would be very remiss to not make anyone reading this aware of the fact that for his bravery on Tuesday 27 October 1942 which cost him his life, the ships Surgeon, 43 year old William Chisholm was posthumously awarded the Albert Medal in Bronze.

The citation for William's Albert Medal was published in the Supplement to the London Gazette on Tuesday 27 April 1943, as follows:-

William Chisholm Esq, MB, Ch.B, Ships Surgeon.

“The ship in which Mr Chisholm was serving was torpedoed in darkness and immediately began to sink. A fire broke out, which enveloped the bridge in flames and orders were given to abandon the vessel. She sank within eight minutes. One of the Senior Officers, who was on the bridge, was badly injured. He was taken to the surgery where Mr Chisholm immediately attended to him and afterwards, as he was helpless, helped him to the deck in order to get him away from the sinking ship. Mr Chisholm's efforts however, were unsuccessful and neither he nor the Officer was seen again.

Although the ship was sinking rapidly, Mr Chisholm remained and deliberately sacrificed his chance of safety in a gallant attempt to save the life of another.”

William was also the recipient of the Lloyd's War Medal for Bravery at Sea.

Of specific Kent fallen interest is the following information appertaining to the convoys Vice-Commodore as accessed from the CWGC:-

Captain Richard Hart Garstin CBE, RNR. Aged 56.

Captain (Commodore 2nd Class), Royal Naval Reserve, H.M.S. Eaglet II.

Son of William Fitzroy Garstin and Catheline Garstin.

Husband of Mary Amelia Garstin, of Tankerton, Kent.

Commemorated on the Liverpool Naval Memorial. Panel 1, Column 1.

During the same attack that the U-509 sunk the M.V. Stentor, Werner Witte also sunk the 7951 ton steam freighter "Pacific Star," but fortunately all of her 97 crew were saved.

On Thursday 15 July 1943 the U-509 was sunk in the mid-Atlantic north-west of Madeira, Portugal, in position 34.02N, 26.01W, by aerial (Fido) torpedoes from an Avenger aircraft VC-29 off the American escort carrier USS Santee, all 54 hands were lost when the submarine was sunk, including 28 year old Korvettenkapitän Werner Witte.

A type IXC submarine built by Deutsche Werft AG, Hamburg, Germany, the U-586 was laid down on Friday 1 November 1940 and commissioned on Tuesday 4 November 1941 and was amongst the 113 of different types of submarines that were commissioned into the Kriegsmarine from their Hamburg shipyard between on Saturday 25 January 1941 and Wednesday 18 April 1945.

**BRUCE**, Flight Lieutenant, 86600, JOHN SAMUEL. (EDINBURGH).

Royal Air Force Volunteer Reserve.

405 (City of Vancouver) Squadron, Royal Canadian Air Force.

Died Thursday 17 August 1944. Aged 32.

Son of Harry and Janet Bruce of Sour Lake, Texas, U.S.A.

Husband of Hazel Elizabeth N. Bruce of Sour Lake, Texas, U.S.A.

Commemorated on the RUNNYMEDE MEMORIAL. Panel

The Air Forces Memorial at Runnymede which overlooks the River Thames on Cooper's Hill at Englefield Green, Surrey between Windsor and Egham on the A308, 4 miles from Windsor, commemorates by name 20,337 airmen who were lost in the Second World War during operations from bases in the United Kingdom and North and Western Europe, and who have no known graves, they served in Bomber, Fighter, Coastal, Transport, Flying Training and Maintenance Commands, and came from all parts of the Commonwealth, some were from countries in continental Europe which had been overrun, but whose airmen continued to fight in the ranks of the Royal Air Force.

The memorial was designed by Sir Edward Maufe with sculpture by Vernon Hill, the engraved glass and painted ceilings were designed by John Hutton and the poem engraved on the gallery window was written by Paul H Scott.

John was a member of the Royal Air Force Volunteer Reserve, in the 7 man crew of a 405 (City of Vancouver) Squadron, Royal Canadian Air Force, Lancaster bomber PB239 LQ-D, of the (No 8 Group Pathfinder Force) which took off from RAF Gransden Lodge, Bedfordshire at 2115 hours on Wednesday 16 August 1944, his aircraft was in a mixed bomber force of 348 aircraft which was comprised of 195 Lancaster's, 144 Halifax's and 9 Mosquitoes on a mission to bomb Kiel, Germany, 3 Halifax's and 2 Lancaster's were lost on the raid which was later recorded as being only partially successful, although some damage was inflicted on the area of shipbuilding operations and also the actual main dock area, most of the 1188 aircraft despatched that night were sent to bomb Stettin, which included aircraft from John's squadron.



All of the crew died when their Lancaster crashed in the sea off the west coast of Denmark, the pilot Flying Officer Charles Fisher DFC, RCAF and Pilot Officer Forast Billingsley RCAF are buried in Kiel War Cemetery, Germany, Sergeant Eric Jolly RAFVR and Flying Officer Kenneth Nordheimer RCAF are buried in Kirkeby Churchyard on the island of Romo, Denmark and Flight Lieutenant Kenneth Kemp RCAF is buried in Esbjerg (Fourfelt) Cemetery, Denmark, the other member of crew Pilot Officer Joseph Carter RCAF, is like John Bruce commemorated on the Runnymede Memorial.

John's CWGC commemoration records him as being a United Kingdom citizen as opposed to a Canadian or American, and also (of help and significance when accessing him) it shows that he was a Master Mariner, John is also recorded in the Royal Air Force, Second World War, Overseas Deaths Books for 1944, volume 2, page 359.

405 Squadron, Royal Canadian Air Force was formed at Drifffield, Yorkshire on Wednesday 23 April 1941 and flew the RCAF's first bombing operation ten weeks later on Thursday 12 June, initially the squadron was equipped with Wellingtons II bombers before the conversion to Halifax II bombers, and then finally to Avro-Lancaster's of various Marks, including one which was nicknamed the "Ruhr Express" (KB700) it being the very first Canadian built Lancaster bomber, designated "Q" for Queenie it was flown from Canada to England by Reginald Lane, who then became the Commanding Officer of 405 Squadron, in April 1943 the squadron was selected to join the (No 8 Pathfinder Group) with which it served with distinction until the cessation of hostilities, the squadron flew back to Canada in June 1945 and was disbanded at Scoudouc, New Brunswick in September the same year.

**BURNS, Sailor, WILLIAM HENRY. (MILLISLE).**  
M.V. Empire Attendant (Glasgow). Merchant Navy.  
Died Wednesday 15 July 1942. Aged 18.  
Son of William James Burns and Agnes Burns.  
Nephew of Mrs C. Burns of Belfast, Northern Ireland.  
Panel 38.

William's ship, owned by Andrew Weir & Co, London was a 7524 steam freighter that was torpedoed and sunk by the Brest, Brittany, France based u-boat U-582 commanded by Kapitänleutnant (Lieutenant Commander) Werner Schulte at 0330 hours, at position 23.48N 21.51W having been in the dispersed convoy OS-33, she had left the Mersey heading for Durban, South Africa via Karachi, the sinking resulted in the loss of the ships Master, 43 year old Thomas Grundy and his crew of 49 plus 9 DEMS gunners.

During the Great War, Thomas Grundy had served as a Midshipman in the Royal Naval Reserve.

When the ship was built and launched in 1921 as a passenger ship by Barclay, Curle & Co, Whiteinch, Glasgow, for the British India Steam Navigation Co Ltd, London, she was named "Magnava" when laid down, but when completed she was named the "Damola," when the M.V Empire Attendant sank it was not the first time that the vessel had been attacked and seriously damaged as the result of enemy action during the Second World War, as on Saturday 2 March 1940 she was bombed, set on fire and beached in the Solent, at which time she was then totally rebuilt, following which the "Damola" was then renamed as the M.V Empire Attendant.

The U-582 was sunk on Monday 5 October 1942 south-west of Iceland, in position 58.52N, 21.42W, by depth charges from an American Catalina aircraft of Squadron VP-73/I, all of the submariners 46 hands were lost in the sinking, including 39 year old Werner Schulte, it being only four days after his promotion to Korvettenkapitän.

A type VIIC submarine built by Blohm & Voss, Hamburg, Germany, the U-582 was laid down on Wednesday 25 September 1940 and commissioned on Thursday 7 August 1941, being amongst 224 submarines of different types that were commissioned into the Kriegsmarine from their Hamburg shipyard, between Saturday 14 September 1940 and Saturday 31 March 1945

**CALDER**, Second Officer, IAN STEPHENSON. (RYTON-ON-TYNE).

S.S. Empire Crossbill (London). Merchant Navy.

Born 23 April 1917.

Died Thursday 11 September 1941. Aged 24.

Son of Robert and Mary Calder of Crawcrook, Ryton, County Durham.

Discharge number: R186254.

Panel 39.

Ian's ship, a 5463 ton steam freighter was torpedoed and sunk by the Lorient, Brittany, France based u-boat U-82 commanded by Oberleutnant zur See (Lieutenant) Siegfried Rollmann at 0705 hours on Thursday 11 September 1941 at position 63.14N 37.12W whilst in convoy SC-42 traveling from Philadelphia to Hull, with a cargo of 6686 tons of steel and 4 tons relief supplies, all 49 onboard being made up of passengers and crew perished in the sinking of the S.S. Empire Crossbill, her Master Eric Robinson Townend aged 38 came from Fenham, Newcastle-upon-Tyne, another member of the crew and a former Prince of Wales Sea Training School boy was George Liddle, who is commemorated on the Memorial Plaque and has a brief tribute below.

S.S. Empire Crossbill was originally an American vessel built in 1919 by the Los Angeles Shipbuilding & Drydock Corp, San Pedro California, for the US Shipping Board, Los Angeles and named the "West Amargosa;" in 1937 the ship had been transferred to the US Maritime Commission and laid up as part of the Reserve fleet, she was renamed in 1940 when she was given to Great Britain and became a MOWT ship, managed by Sir W. Reardon Smith & Sons but at the time of her loss she was managed by John Morrison & Son, Newcastle-upon-Tyne.

The then Kapitänleutnant (Lieutenant Commander) Siegfried Rollmann died along with the other 44 crew members onboard the submarine U-82 on Friday 6 February 1942 north of the Azores, when the submarine was sunk in position 44.10N, 23.52W, by depth charges fired from two Royal Navy ships, they being the sloop HMS Rochester (L50) and the corvette HMS Tamarisk (K216).

A type VIIC submarine the U-82 was built by Bremer Vulkan, Bremen-Vegesack, Germany, the U-82 was laid down on Wednesday 15 May 1940 and commissioned on Wednesday 14 May 1941, being amongst 74 of different types of submarines that were commissioned into the Kriegsmarine, from their Bremen-Vegesack shipyard between Saturday 27 July 1940 and Saturday 15 April 1944.

**CALDWELL**, Third Officer, SAMUEL JOHN. (ISLAND MAGEE).

M.V. Atheltemplar (Liverpool). Merchant Navy.

Died Saturday 1 March 1941. Aged 22.

Son of Samuel John and Mary Elizabeth Caldwell of Island Magee, County Antrim,  
Northern Ireland

Panel 12.

Prior to viewing the brief tribute to Samuel which follows, it should perhaps be noted that on various forms of data checked to formulate same, his ships name is variously spelt as shown above (CWGC commemoration), or Atheltemplar (no MV), Athel Templar and Atholtemplar, but all show basically the same details regarding her loss, apart from other discrepancies regarding which u-boat sunk her.

Samuel's ship, a 8992 ton motor tanker owned by the United Molasses Co Ltd, London had been badly damaged and set alight by bombs dropped from a Heinkel He111 bomber on the day that he died, whilst the M.V. Atheltemplar was at the head of the starboard column of convoy EN-79 which had departed from Methil, Scotland at 0630 hours on the same day as the bomber attack, although the ship was saved and later rebuilt she was ultimately lost as can be seen below.

After shadowing convoy PQ-18 for some time, at approximately 0345 hours on Monday 14 September 1942, the u-boat U-457 commanded by Korvettenkapitän (Commander) Karl Brandenburg attacked the convoy southwest of Bjørnøya (Bear Island), Norway and reported one tanker and one other ship sunk in addition to two hits on a Javelin-class destroyer, but in fact only the M.V. Atheltemplar laden with 9400 tons of Admiralty fuel oil was actually hit, and her crew being forced to abandon the burning tanker, after torpedoing the tanker Karl Brandenburg then dived the U-457 directly under convoy PQ-18 thereby masking the sounds of his propellers with those of the vessels on the surface.

At the time that the torpedo was fired at the M.V. Atheltemplar which various commentators have described as being "a lucky shot" because the u-boat was maneuvering and had already been detected by the use of Asdic by the "I" class destroyer HMS Impulsive (D11), which having obtained a second echo from the U-457, HMS Impulsive began a run above the submarine and began dropping depth charges.

Other data accessed show that it was a torpedo fired at approximately 0400 hours from the U-408 commanded by Kapitänleutnant (Lieutenant Commander) Reinhard von Hymmen which hit the tanker and crippled her, and that about 10 hours later Korvettenkapitän Karl Brandenburg in the U-457 located the capsized wreck and sunk her with a few shots from the 88mm gun, to add to the confusion regarding the loss of the tanker, other data shows the same sequence of events but with the u-boats actions reversed.

Shortly afterwards and with the M.V. Atheltemplar totally abandoned, the minesweeper HMS Harrier (N71) commanded by Commander A.D.H. Jay DSO attempted to sink the stricken vessel by gunfire but failed, after which the blazing tanker was left behind the convoy, and was last seen burning furiously but miraculously still afloat.

The M.V. Atheltemplar's Master Carl Ray, 42 crew members and 18 gunners were picked up by the British rescue ship S.S.Copeland commanded by Master W.J. Hartley DSC, (subsequently awarded Lloyd's War Medal for Bravery at Sea), and the British destroyer HMS Offa (G29) commanded by Lieutenant Commander R.A. Ewing, later the survivors were then transferred to the Royal Navy minesweepers HMS Harrier (J71) and



HMS Sharpshooter (N68) commanded by Lieutenant Commander W.L. O'Mara, later still they were transferred to the Royal Navy cruiser HMS Scylla (98) commanded by Captain J.A.P. MacIntyre CBE and landed at Scapa Flow, regrettably 16 crew members from the M.V. Atheltemplar later succumbed to their injuries following their rescue.

As at the brief tribute to Thomas Brennand when reference was made to the gallantry of the ships Surgeon William Chisholm AM, aboard the M.V. Stentor, it would obviously be very remiss to also not draw attention to the actions of James Arthur Reeves the Chief Officer (later Captain) aboard the M.V. Atheltemplar following the attack by the U-408, for which he like William Chisholm AM he too was awarded the Albert Medal in Bronze. Chief Officer James Arthur Reeves citation for the Albert Medal was published in the London Gazette on Tuesday 25 May 1943:-

James Arthur Reeves Esq, Chief Officer, Merchant Navy.

“Two men were seen floating in the oily water which flooded the engine-room to a depth of 25 feet after a ship had been torpedoed in the Arctic and was being abandoned. Both men were helpless, one being badly injured and the other over-come by oil fumes. All the engine-room ladders had been destroyed, but using a boat ladder, Chief Officer Reeves descended into the engine-room and tied lines around both men. Whilst being hauled to safety one of the men slipped back into the oily water and Mr Reeves again went down into the engine-room, which was rapidly filling with water, and tied another rope round the injured man who was then brought up on deck.”

In 1971 it was announced that the surviving holders of the Albert Medal and Edward Medal could have their awards translated to the George Cross, at which time 65 holders of the Albert Medal and 68 holders of the Edward Medal were eligible to exchange their decoration for the George Cross, one of the Albert Medal recipients who exchanged was James A Reeves AM, where upon he was James A Reeves GC, he later became the Assistant County Commissioner for Scouts in Lancashire, and died on 26 December 1984, aged 73.

The then Korvettenkapitän (Commander) Reinhard von Hymmen was still in command of the U-408, and was lost with the rest of the crew when the U-408 was sunk on Thursday 5 November 1942 north of Iceland, in position 67.40N, 18.32W, by depth charges from a US Catalina aircraft.

All 45 hands onboard the U-457, including Korvettenkapitän Karl Brandenburg were lost when the u-boat was sunk on Wednesday 16 September 1942 in the Barents Sea north-east of Murmansk, Russia, in position 75.05N, 43.15E by depth charges from the Royal Navy destroyer HMS Impulsive (D11), which was the same ship that had originally detected the submarine prior to the loss of the M.V. Atheltemplar two days previously.

A type VIIC submarine the U-457 was built by Deutsche Werke AG, Kiel, Germany, laid down Saturday 26 October 1940 and commissioned on Saturday 5 November 1941, it was one of 69 submarines of different types commissioned into the Kriegsmarine from the shipyard between mid June 1935 and Saturday 12 February 1944.

**CHATT**, Sergeant ERIC, 518522, Royal Air Force. (BARNARD CASTLE).

Died Monday 16 February 1942. Aged 27.

Husband of May Chatt of Startforth, Barnard Castle, Yorkshire.

Commemorated Singapore Memorial, Column 414.

The SINGAPORE MEMORIAL which is located in the Kranji War Cemetery bears the names of over 24,000 casualties of the Commonwealth land and air forces who have no known grave, many of these have no known date of death and are accorded within the CWGC records the date or period from when they were known to be missing or captured. The land forces commemorated by the memorial died during the campaigns in Malaya and Indonesia or in subsequent captivity, many of them during the construction of the Burma-Thailand railway, or at sea while being transported into imprisonment elsewhere. The memorial also commemorates airmen who lost their lives during operations over the whole of southern and eastern Asia, and also the surrounding seas and oceans.

Eric's details above are as commemorated by the CWGC which unfortunately do not show family details or additional unit data etcetera, however Eric is recorded in the Royal Air Force, Second World War, Overseas Deaths Books, for the year 1942, volume 3, page 132, they record his unit as 307 AMES, which is an Royal Air Force acronym in use at the time for the 307 Air Ministry Experimental Station, not to be confused with the Aerosystems Mechanical Engineering Skills (AMES) of modern day RAF parlance.

Unfortunately no books or the internet have thus far indicated where Eric's Air Ministry Experimental Station was located at the time of his death, (or at any other time), and in view of the vast area covered in respect of those who are commemorated on the SINGAPORE MEMORIAL it would be wrong to assume that he was serving in Singapore when he died, although the fact that the fighting in the 'Battle for Singapore' lasted from Saturday 7 February 1942 to Sunday 15 February 1942 might be significant.

**CLARKE**, Ordinary Seaman, RICHARD STANLEY. (RUDGWICK).

S.S. Empire Stevenson (South Shields). Merchant Navy.

Died Sunday 13 September 1942. Aged 18.

Son of John W. and Marnie R. Clarke of Bucks Green, Rudgwick, Sussex.

Panel 45.

Subjected to both attacks by enemy vessels and aircraft, convoy PQ-18 which had also included the M.V. Atheltemplar (Samuel Caldwell's old ship), with the first real involvement by the Luftwaffe on the day that Richard died which was an attack by about 20 Junkers Ju-88 bombers of Kampfgeschwader 30, fortunately their involvement which was something of a diversionary attack was not very successful, but they were quickly followed by about 30 Heinkel He 111 torpedo-bombers based at Barfoss (between Narvic and Tromsø), Norway, which came over in two waves and pressed home their attacks, sinking 8 ships for the loss of 5 aircraft, about 35 Junkers Ju-88A-17s bombers of Kampfgeschwader 26 also took part in the convoy attack, they and those of KG30 were based at Lakselv airfield Banak, near Hammerfest, Finland, the Ju-88A-17s of KG26 were normally based in France and had been temporarily sent to Finland for the specific purpose of attacking convoy PQ-18, probably the prime reason for the move was that the aircraft were significantly faster than the 'standard' Ju-88s, in addition to the Junkers and Heinkel's, Blohm & Voss flying boats and Condor long-range bombers were also involved in the attacks on the convoy, (please see footnote) re aircraft numbers.

Richard's 6209 ton ship was torpedoed and sunk by one of the enemy aircraft at position 76.10N 10.05E whilst it was leading the ninth column in convoy PQ-18, that had left Loch Ewe on Wednesday September 2 1942 and which consisted of 44 ships, 13 were lost before the convoy reached Archangel on Monday September 21 1942, at Iceland the convoy was joined by the Russian merchant ships André Martin, Komiles, Petrovski, Stalingrad, Sukhona and Tbsi.

Eyewitnesses to the loss of the S.S. Empire Stevenson stated that the sailors on several ships in the convoy were temporally unable to comprehend what actually happened to the ship, due to the size of the resultant deafening explosion when the bombs hit her, and how she quite literally disappeared without a trace in an instant, a plume of smoke seemed to rise thousands of feet into the air, followed by an acrid smell of burnt oil and a tell tale oil slick on the sea where seconds before the S.S. Empire Stevenson had been, several stated that they were also struck by how quiet it all seemed after the ship blew up, the vessel had been loaded with explosive ordnance bound for the 'Russian Front' when she was lost.

NB. It would seem that convoy PQ-18 has had a prolific number of publications written about it, both private and public, they include books, pamphlets and of course the internet, all good stuff but as with anything anecdotal it would appear that the memory can sometimes play tricks, which is not really surprising when the appalling conditions (which on this occasion) are being recalled and taken into consideration, the reason this is being pointed out is that various data consulted to help add details to this brief tribute to Richard varies quite a lot, notably regarding the numerical strength of the German aircraft involved, which is shown as ranging from 33 (British wartime pamphlet 1943) to 100, most commentators have put the figure at about the latter figure.

**CORBETT**, Cadet, BRIAN. (TIPTON).

S.S. Arabistan (London). Merchant Navy.

Born 3 May 1925.

Died Friday 14 August 1942. Aged 17.

Son of John Samuel and Fanny Louisa Corbett of Tipton, Staffordshire.

Discharge number: R236979.

Panel 9.

Brian's ship was sunk off the coast of St.Helena, by the German armed merchant cruiser M/S Michel commanded by Kapitän zur See (Captain) Helmuth von Ruckteschell, the 5875 ton freighter was in ballast traveling from Cape Town, South Africa to Trinidad, when it was intercepted by the M/S Michel, only one member of the S.S. Arabistan's crew of 60 survived, he was the Chief Engineer who was picked up the following morning after the tanker had been sunk by intense shelling at point blank range, in addition to Brian Corbett another former PWSTS boy John White also died when the S.S. Arabistan was lost, it being the tenth ship sunk by the M/S Michel during its first active war cruise, which was from Monday 9 March 1942 to Sunday 1 March 1943.

Over the twelve month period at sea commanding the M/S Michel, Helmuth von Ruckteschell who is also remembered as being a deeply religious and highly cultured man, an avid reader who loved classical music sank 14 allied merchant ships of various nations, they being set out below in the order in which they were lost:-



Patella (British), Connecticut (American), M.S.Kattegat (Norwegian), George Clymer (American), Lylepark (British), S.S.Gloucester Castle (British), William F. Humphrey (American), M.T.Aramis (Norwegian), S.S Arabistan (British), American Leader (American), Empire Dawn (British), Sawokla (American), Eugenie Livanos (Greece), and Empire March (British).

The M/S Michel (HSK IX SCHIFF 28) was laid down at the Danzig (Gdańsk, Poland) shipyard for the 'Gdynia America Line' which had been formed in 1930 by the Polish Government, she was to be used as a fruit carrier and named 'Bielsko,' but was seized by the Germans at the end of 1939 and launched as the 'Bonn' for the Norddeutschen Lloyd (North Germans Lloyd) (NDL), the original intention was to refurbish the 'Bonn' for use as a hospital ship, but instead she was converted to an armed merchant cruiser by F. Schichau in 1941 and renamed M/S Michel, weighing 4740 tons the ship had a complement of 400 and sank 17 allied ships.

M/S Michel sank within 13 minutes, in position 33 42N 140 08E, after being torpedoed at least three times on Sunday 17 October 1943 by the Pearl Harbour based American Porpoise class submarine 'Tarpon' (SS-175) commanded by Commander Thomas L. Wogan, off Chichi Jima in the Ogasawara Islands, Pacific Ocean, 15 officers and 248 crew died, but 110 of her crew survived, due to illness Helmuth von Ruckteschell was forced to leave M/S Michel at Kobe, Japan because of illness, with command then being given to Günther Gumprich who perished with the ship.

Helmuth von Ruckteschell who had been the commander of the M/S Michel when the S.S. Arabistan was destroyed and the two former PWSTS died was an extremely complex character, brief reference was made above regarding his religious and cultured side, but after the Great War resultant of his thoroughly deserved reputation as having been an overly aggressive u-boat commander, he was placed on what amounted to a black-list of former enemy officers that the Allied powers considered to have blatantly and/or flagrantly to have breached the rules of war, his 'black-list' status forced him to seek refuge in Sweden and Lapland for several years but returned to Germany in the 1930's, recalled to duty in the Kriegsmarine in 1939 Helmuth von Ruckteschell's first command was a mine sweeper followed by the surface raider Widder, and eventually the Michel.

Due to his practices of habitually demonstrating a complete and total disregard for the lives and wellbeing of enemy seamen who became his prisoners, combined with his usual practice of not firing warning shots at merchant vessels he intended to sink, and also for not looking for survivors and/or setting prisoners adrift in small boats in mid-ocean when he felt that he had too many were on board (many of whom died), Helmuth von Ruckteschell was sentenced to a ten year period of imprisonment after World war Two, he being the only former Kriegsmarine surface raider commander to be charged with war crimes, he never completed his sentence, as despite being very ill he was kept incarcerated and died in prison on 24 September 1948, aged 58.

**CORDNER**, Marine, RICHARD. (BELFAST).

Royal Marines, H.M.L.C.S.(L) 252.

Died Wednesday 1 November 1944.

Commemorated Plymouth Naval Memorial Panel 92, Column 1.

Richard lost his life on the first day of "Operation Infatuate" which was carried out from Wednesday 1 November 1944 to Wednesday 8 November 1944, it being the invasion of the Dutch Island of Walcheren, which was a major Combined Operation's amphibious landing against heavily fortified and well entrenched German positions, the island stood at the mouth of the River Scheldt and blocked Allied access to the captured port of Antwerp which was approximately 50 miles inland, whilst the Germans still held the channel ports the importance of Antwerp to the Allies in order to secure supply lines to their advancing armies was of immense importance.

During the initial landings of "Operation Infatuate" over 30 Landing Craft were hit, many by shells from enemy 88mm guns, but despite the perilous position the guns of LCG's and the rockets of rocket LCT's were in they actually traded shots with the enemy, but at a huge cost in loss of life, one of whom was probably Richard.

At Richard's CWGC details as shown above, H.M.L.C.S.(L) 252 stands for His Majesty's Landing Craft Support (Large) 252, this particular landing craft being a Mark II weighing 112 tons, identical vessels in the series which were numbered 256 and 258 were also lost in the same amphibious landing as Richard's.

The Plymouth Naval Memorial on which Richard is commemorated is situated centrally on The Hoe which looks directly towards Plymouth Sound, it is accessible at all times and copies of the Memorial Register are kept at the Tourist Information Office at Island House, 9 The Barbican, Plymouth, PL1 2LS, and also in the Naval Historical Section at Plymouth Library.

After the Second World War, Canada and New Zealand again chose commemoration at home as they had done after the Great War, but the memorial at Plymouth commemorates sailors from all other parts of the Commonwealth, and it commemorates 7,251 sailors of the Great War and 15,933 of the Second World War.

**CROSS**, Able Seaman, WILLIAM JOSEPH PATRICK. (BELFAST).

M.V. British Security (London). Merchant Navy.

Died Tuesday 20 May 1941. Aged 22.

Son of William J. Cross, and of Mary Jane Cross of Belfast, Northern Ireland.

Panel 20.

William's ship was a modern 8470 ton motor tanker built in 1937 by Harland & Wolff Ltd, Govan, Glasgow, and owned by the British Tanker Co Ltd, London, it was laden with 11200 tons of Benzene and Kerosene, in convoy HX-126 traveling from Curacao and Halifax, Nova Scotia heading for Bowling Harbour on the Clyde, when she was torpedoed and sunk at 1448 hours by the Kiel, Schleswig-Holstein, Germany based u-boat U-556 commanded by Kapitänleutnant (Lieutenant Commander) Herbert Wohlfarth, in position 57.28N/41.07W, south of Cape Farewell, Greenland.

M.V. British Security was one of the six ships sunk by the U-556, including the Cockaponset and M.V. Darlington Court (London) all three of which he sunk on the same day as the M.V. British Security (please see Frederick Kent tribute), despite have a

volatile inflammable cargo and set on fire by the explosion of the torpedo, the tanker burned for three days until she finally sank in position 57°14N/39°23W.

The tankers Master 53 year old Arnold James Akers from Bristol, Gloucestershire, 48 crew members and four DEMS gunners died when the M.V. British Security was lost.

On Tuesday 27 May 1941, exactly a week after sinking the M.V. British Security Herbert Wohlfarth received an order to run for the mighty Bismarck which at the time was sinking and collect the ships war diary, on the way to the battleship the U-556 saw the aircraft carrier HMS Ark Royal (91) and the battlecruiser HMS Renown (72) pass directly in front of the it, but fortunately she had expended all of her torpedoes and was unable to help the Bismarck, Herbert Wohlfarth later stated that he had actually seen HMS Ark Royal launch the aircraft that doomed the Bismarck, the irony regarding the above is that had the U-556 not used torpedoes sinking William's 8470 ton ship, the u-boat may well have sunk either HMS Ark Royal or HMS Renown.

The U-556 was sunk on Friday 27 June 1941 in the North Atlantic south-west of Iceland, in position 60.24N, 20.00W, by depth charges from the Royal Navy Flower class corvettes HMS Nasturtium (K107), HMS Celandine (K75) and HMS Gladiolus (K34), 5 of the u-boats crew died but 41 survived the sinking, including Herbert Wohlfarth who survived the war and died on 13 August 1982 at Villingen, Germany, aged 67.

A type VIIC submarine the U-556 was built by Blohm & Voss AG, Hamburg, Germany, laid down on Tuesday 2 January 1940, and commissioned on Thursday 6 February 1941, it was one of 224 submarines of different types commissioned into the Kriegsmarine from the company's Hamburg shipyard between Saturday 14 September 1940 and Saturday 31 March 1945.

**DAVILLE**, Ordinary Seaman, GEORGE HENRY. (YORK).

S.S. East Wales (Cardiff). Merchant Navy.

Born 24 August 1924.

Died Wednesday 16 December 1942. Aged 18.

Son of John and Thirza Ann Daville of Shiptonthorpe, Yorkshire.

Discharge number: R210560.

Panel 36.

George's ship was 4358 ton steam freighter owned by the West Wales Steamship Co Ltd, Gibbs & Co, Cardiff, was traveling from New York to Alexandria via Trinidad and Durban, South Africa with a cargo of about 7000 tons of government stores and coal when the ship was torpedoed at about 2040 hours (Continental time) by the Lorient, Brittany, France based u-boat U-159 commanded by u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Helmut Witte.

S.S. East Wales Master, Captain Stephen Archibald Rowland who was the 47 year old son of the Reverend Evan Rowland and Emma Rowland, 11 crew including George Daville, and five DEMS gunners were lost when the ship sank, but twenty-six crew and two gunners were rescued by the Swedish ship "Gullmaren" and landed at Natal, Brazil.

The U-159 was sunk on Wednesday 28 July 1943 in the Caribbean Sea, south of Haiti, in position 15.57N, 68.30W, by depth charges from an American Mariner aircraft VP-32, P-1, all 53 hands were lost, including Oberleutnant zur See (Lieutenant) Heinz Beckmann who had commanded the submarine since Monday 7 June 1943, the day after Helmut Witte had relinquished command of the vessel.



A type IXC u-boat the U-159 was built by AG Weser & Son, Bremen, Germany, it was laid down on Monday 11 November 1940 and commissioned on Saturday 4 October 1941, and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.

After relinquishing command of the U-159 Helmut Witte served from then until the end of the war in several staff positions, attaining the rank of Korvettenkapitän (Commander) in 1945, he survived the war and after two months in British captivity he later worked for a time as a farm hand and factory worker, but later he built up a successful civil career and in the 1960's became the Personnel Manager of a large German industrial group, he died on 3 October 2005 at Duisburg, North-Rhine, Westphalia, Germany, aged 90.

**DAWSON**, Chief Officer, DERRICK GEORGE. (SWINESHEAD).

S.S. Nailsea Court (Cardiff). Merchant Navy.

Born 1905.

Died Wednesday 10 March 1943. Aged 37.

Husband of Ella Edith Dawson of Horsham, Sussex.

Discharge number: 1074140.

Panel 71.

Derrick's ship which was a 4946 ton steam freighter and had 2 passengers onboard and was laden with mails and 7661 tons of general cargo which included copper bars, nickel ore, and asbestos, she was built in 1936 by Bartram & Sons Ltd, Sunderland, County Durham, and was owned by E.R. Management Co Ltd, Cardiff.

S.S. Nailsea Court was torpedoed by the Kiel, Schleswig-Holstein, Germany based u-boat U-229 commanded by Oberleutnant zur See (Lieutenant) Robert Schetelig, south of Reykjavik, Iceland in position 58.45N/21.57W at 2145 hours on Tuesday 9 March 1943, whilst in the 59 ship convoy SC-121 which was sailing from Beita, Table Bay and New York heading for London she sank at 0104 hours the following morning.

At the time of the sinking of the S.S. Nailsea Court the U-229 was in the 'Ostmark' patrol group which was comprised of eleven u-boats; the convoy had originally been sighted by the U-405 commanded by Korvettenkapitän (Commander) Rolf-Heinrich Hopmann which was in a 17 u-boat pack operating in the area, who then reported the position of convoy SC-121 to the 'Ostmark' u-boat group.

After sinking Peter's ship, Robert Schetelig reported that he had sunk two vessels and damaged another, but in fact it transpired that only the S.S. Nailsea Court was sunk by the U-229, although the 3670 ton British steam freighter S.S. Coulmore was hit by a torpedo from the u-boat and badly damaged, 18 of her crew of 45 survived the attack and managed to save their ship eventually managing to reach port safely, at 1115 hours the

same day Robert Schetelig attacked the convoy for a second time and logged that he had heard detonations after 2 minutes 45 seconds and 4 minutes 15 seconds, and reported one ship damaged and another probably damaged, but fortunately none of the vessels in the convoy were hit at this time, but some of the crew members onboard the 4813 ton British steam freighter S.S. Scorton saw one torpedo that missed which had been fired from the German submarine.

The Master of the S.S. Nailsea Court, 46 year old Captain Robert James Lee from Penarth, Glamorgan, Wales, 33 crew, 9 DEMS gunners and passengers were lost in the attack, but 4 members of the ships crew survived the sinking, one of whom was picked up by the rescue ship 'Melrose Abbey' commanded by Captain Ralph Good OBE and landed at Gourrock on the south shore of the Firth of Clyde, Scotland, on Saturday 13 March 1943; the other 3 other crew members were saved by the Flower class corvette HMS Dauphin (K157) of the Royal Canadian Navy commanded by Lieutenant M.H.Wallace RCN, they too were landed at Londonderry, Northern Ireland, like their fellow crewman in Gourrock on Saturday 13 March.

In total 15 ships from five different countries in the 59 ship convoy SC-121 were sunk during the attacks carried out by 26 German u-boats between Sunday 7 March 1943 and Wednesday 10 March 1943, they being 1 American, 11 British, 1 Norwegian, 1 Swedish and 1 Yugoslavian.

S.S. Nailsea Court one of the two vessels sunk and one damaged by the U-229 with its only commander Robert Schetelig who was born on 6 October 1918 in Lübeck, Schleswig-Holstein, Germany, before the submarine was sunk by depth charges, gunfire and ramming from the Royal Navy Shakespeare class destroyer HMS Keppel (D84) commanded by Commander M.J.Evans, RN, of Escort Group B on Wednesday 22 September 1943 in the North Atlantic south-east of Cape Farewell, Greenland with the loss of Robert Schetelig and the 49 other submariners on board, following the ramming which resulted in damage to the 1554 ton destroyer she then managed to struggle to reach Newfoundland for repairs to her bows.

A type VIIC submarine built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany the U-229 was laid down on Monday 3 November 1941, and commissioned on Saturday 3 October 1942, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

Peter Adams, another former Prince of Wales Sea Training School boy was lost with the S.S. Nailsea Court, and is the first man commemorated on the PWSTS Memorial Plaque and also above.

Of specific Kent fallen commemoration significance is that at least 3 members of the crew of the S.S. Nailsea Court who lost their lives when she was sunk on Wednesday 10 March 1943 came from north Kent, they being:-

**HILLS**, Deck Boy, GEORGE HENRY.

Born 7 April 1924.

Aged 18. Son of Charles and Dorothy Hills of Dartford, Kent.

**LUKES**, Boatswain, PERCY CHARLES.

Aged 33. Son of Percy James and Emily Beatrice Lukes of Gravesend, Kent.

Husband of Margaret McLaughlin Lukes of Gravesend, Kent.

Discharge number: R17305.

**WYBROW**, Deck Boy, THOMAS GEORGE EDWARD.

Born 7 January 1925.

Aged 18. Son of Henry Thomas and Sarah Ann Wybrow of Dartford, Kent.

Discharge number: R.254744.

**DE LA HAYE**, CHARLES F. (JERSEY)

Unfortunately no exact match with the CWGC commemorations has been made for the above man, however other data accessed led to the following CWGC commemorated casualty who could **possibly** be the right person albeit with his Christian names probably transposed, he being:-

**DE LA HAYE**, Lance Corporal, 5732241, FRANCIS CHARLES.

Dorsetshire Regiment.

Died post Second World War on 11 July 1947. Aged 27.

Son of Francis Charles and Clara De La Haye.

Husband of Stella Mary De La Haye of Clowne, Derbyshire.

Buried ST. HELIER (MONT-A-L'ABBE) NEW CEMETERY, JERSEY Channel Islands  
Grave Ref. Section O. Grave 168.

It would appear that Lance Corporal De La Haye was one of the many Channel Islanders who had volunteered to serve in the Dorsetshire Regiment during the years of the Second World War.

**DELAPORTE**, Third Officer, REGINALD ALPHONSE GEORGE. (GURNSEY).

S.S. Stornest (Newcastle-on-Tyne). Merchant Navy.

Died Tuesday 13 October 1942. Aged 20.

Son of Alphonse and Dorothy Delaporte.

Panel 103.

The Master 32 year old Henry Otley Smith, 37 crew members and ten DEMS gunners were all lost when at 0405 hours on Monday 12 October 1942 (Continental time), the u-boat U-706 commanded by Korvettenkapitän (Commander) Alexander von Zitzewitz fired a torpedo at the S.S. Stornest, in position 54.25N, 27.42W west of Ireland, and observed a hit under the aft mast after 34 seconds, the ship owned by John Morrison & Son, Newcastle-upon-Tyne was a straggler from convoy ONS-136 due to heavy weather, she was a 4265 ton steam freighter built in 1921 as the "Stornes" by J. Priestman Co, Sunderland, County Durham, Reginald's ship was traveling from Swansea via Belfast Lough to Boston USA with a cargo of 6000 tons of Welsh coal when she was lost.

U-706 had left Kiel, Schleswig-Holstein, Germany on Tuesday 22 September 1942 and arrived at La Pallice/La Rochelle, Poitou-Charentes, France on Saturday 7 November 1942 on completion of the submarines first active war patrol lasting six and a half weeks. Alexander von Zitzewitz and 41 of his crew were lost (4 survived), when the U-706 was damaged and subsequently sunk at 0630 hours on Tuesday 3 August 1943 in the Bay of Biscay north-west of Cape Ortegal, Spain, in position 46.15N, 10.25W, by depth charges



from a Hampden torpedo-bomber aircraft of 415 (Swordfish) Squadron, Royal Canadian Air Force Coastal Command based at Thorney Island Hampshire, and a US Liberator aircraft of A/S Squadron 4, the Canadian Hampden aircraft dropped the first charges on the u-boat following which the US Liberator then sank the damaged boat.

A type VII submarine the U-706 was built by HC Stülcken & Son, Hamburg, Germany, and was laid down on Friday 22 November 1940, and commissioned on Monday 16 March 1942, between Wednesday 16 April 1941 and Wednesday 1 March 1944, 24 type VIIB's were commissioned into the Kriegsmarine from the company shipyard.

**DIXON**, Sailor, GEORGE ANTHONY. (MIDDLESBOROUGH).

S.S. Baron Kinnaird (Ardrossan). Merchant Navy.

Died Friday 12 March 1943. Aged 19.

Son of John and Caroline Dixon, of Middlesbrough, Yorkshire.

Panel 14.

George's ship was a 3355 ton steam freighter owned by H Hogarth Shipping Co Ltd (H Hogarth & Sons Ltd) of Ardrossan, and built in 1927 by Napier & Miller Ltd, Old Kilpatrick, Glasgow, whilst in convoy ONS-169 traveling from Middlesbrough and Loch Ewe to Macoris, Dominican Republic, the ship had become a straggler from the rest of convoy since 6 March, she was spotted by the Brest, Brittany, France based u-boat U-621 commanded by Oberleutnant zur See (Lieutenant) Max Kruschka and torpedoed sunk by the u-boat NW of Belle Isle, all onboard perished including the Master of the S.S. Baron Kinnaird, 43 year old Captain Leslie Anderson from Hounslow, Middlesex who was a holder of the King's Commendation for Brave Conduct, and had also been in command of the same ship when it had been torpedoed only two months earlier, 35 crewmembers and six DEMS gunners were also lost when she was sunk at position 50.N/40.W on Thursday 11 March 1943 at approximately 1915 hours.

U-621 sunk a total of five ships and damaged two others, before it was sunk with the loss of all 56 hands on 18 August 1944 in the Bay of Biscay near La Rochelle, France in position 45.52N, 02.36W, by depth charges from three Royal Canadian Navy destroyers, which were HMCS Kootenay (H75) commanded by Acting Lieutenant Commander W.H. Willson, RCN, HMCS Ottawa (H31 commanded by Commander J.D. Prentice, DSO, RCN and HMCS Chaudiere (H99) commanded by Acting Lieutenant Commander C.P. Nixon, RCN.

Max Kruschka had relinquished command of the U-621 on 7 May 1944 and was promoted to Kapitänleutnant on Monday 1 January 1945, he survived the war and died on 12 April 1948, aged 28.

A type VIIC submarine the U-621 was built by Blohm & Voss, Hamburg laid down on Tuesday 1 July 1941 and was commissioned on Thursday 7 May 1942, it being one of 224 submarines of different types commissioned into the Kriegsmarine from the shipyard between Saturday 14 September 1940 and Saturday 31 March 1945.

**DONALDSON**, Sailor, CYRIL ARNOLD. (CLIFDEN)

S.S. Empire Lytton (Middlesbrough). Merchant Navy.

Born 3 June 1923.

Died Saturday 9 January 1943. Aged 19.

Son of William Henry and Edith Mary Donaldson of Clifden, County Galway, Irish Republic.

Discharge number: R204396.

Panel 43.

Cyril was amongst the 14 who lost their lives from the ships compliment of 48 when his ship, a 9807 ton steam tanker which was virtually new, having been built in 1942 by the Furness Shipbuilding Co Ltd, Haverton Hill, Middlesbrough, it was owned by Harris & Dixon Ltd, London, she was torpedoed and damaged at 0727 hours by the St. Nazaire, Loire-Atlantique, France based u-boat U-442 which was commanded by Fregattenkapitän (Captain) Hans-Joachim Hesse, Cyril's ship had been traveling from Curacao and Trinidad bound for Gibraltar in convoy TM-1 with a cargo of 12500 tons of benzene when the attack took place in position 28.08N/28.20W, west of the Canary Islands, Hans-Joachim Hesse had claimed to have hit two tankers, but fortunately S.S. Empire Lytton was his sole 'kill' that day.

S.S. Empire Lytton's Chief Officer, 12 crew members including Cyril Donaldson and one DEMS gunner were lost, during the attempted sinking of the tanker, despite being hit by the torpedo from the U-447 she had still remained afloat, and Commander Richard C. Boyle DSC, commander of the Royal Navy destroyer HMS Havelock (H88) was later ordered to sink the wreck with gunfire but failed to do so.

The tankers Master, John William Andrews, 30 crew members and three gunners were picked up by the Flower class corvette HMS Saxifrage (K04) commanded by Lieutenant N.L. Knight and were eventually safely landed at Gibraltar.

Hans-Joachim Hesse and his crew of 47 all perished when the U-447 was sunk on Friday 12 February 1943 west of Cape St. Vincent, in position 37.32N, 11.56W, by depth charges dropped from a Hudson aircraft of 48 Squadron, Royal Air Force (Gibraltar Group) Coastal Command, which at that time was based at RAF North Front, Gibraltar.

A type VIIC submarine the U-447 was built by F Schichau GmbH, Danzig, Germany (Polish Gdańsk), laid down Tuesday 1 July 1941 and commissioned on Saturday 11 July 1942, it was one of 94 (mainly type VIIC) submarines constructed in the shipyard which were commissioned into the Kriegsmarine between Sunday 2 February 1941 and Friday 26 January 1945.

**DOWNING**, Able Seaman, JOHN DOUGLAS. (DOVER).

M.V. Inverlee (Glasgow). Merchant Navy.

Died Sunday 19 October 1941. Aged 18.

Son of Lionel D. and Kate Alice Downing of Elvington, Dover, Kent.

Panel 58, John is also commemorated on Shepherdswell, Dover Kent civic war memorial and on a Second World War memorial plaque located in the parish church of St Andrew's Shepherdswell, Dover, Kent.

John and 20 other members of the ships crew of 43 died when their unescorted 9158 ton motor tanked owned by Inver Tankers Ltd (A. Weir & Co), London was traveling from Trinidad to Glasgow laden with 13880 tons of fuel oil, she was torpedoed and sunk by

the Brest, Brittany, France based u-boat U-204 commanded by 27 year old Kapitänleutnant (Lieutenant Commander) Walter Kell at 0300 hours, 30 miles 240° from Cape Spartel, Morocco which is at the entrance to the Strait of Gibraltar, and is the northernmost point of Africa, the tankers Master 46 year old Thomas Edward Alexander from Glasgow, 20 crew members including John Downing and one gunner were lost, but 17 crew members and four DEMS gunners were picked up by the Royal Navy, Duncan class destroyer leader HMS Duncan (D99) commanded by Lieutenant Commander A.N. Rowell, and the British armed trawlers HMS Lady Hogarth (4.89) commanded by Lieutenant S.G. Barnes and HMS Haarlem (FY.3060) commanded by Lieutenant L.B. Merrick and landed at Gibraltar.

Brief mention should obviously be made of the fact that the gallant Master of the M.V. Inverlee, Thomas Edward Alexander was a recipient of both the Stanhope Gold Medal, and also the Royal Humane Society's Bronze Medal for Bravery.

M.V. Inverlee was as it transpired destined to be the last of the 5 ships sunk or offensive actions carried out by the U-204, as following the attack on John's vessel the 37th Escort Group started a u-boat offensive off Cape Spartel, Morocco and sank the U-204 later the same day, Walter Kell and the rest of his crew of 45 were all lost with the submarine which was sunk near Tangier, in position 35.46N, 06.02W, by depth charges from the Royal Navy Flower class corvette HMS Mallow (K81) commanded by Commander William Brown Piggott, OBE, RNR (later Captain DSC & Bar), and the Royal Navy Shoreham class sloop HMS Rochester (L50) commanded by Commander C.B. Allen, RN.

A type VIIC submarine the U-204 was built by F Krupp, Germaniawerft AG, in Kiel, Schleswig-Holstein, Germany the U-204 was laid down on Monday 22 April 1940 and commissioned on Saturday 8 March 1941, it being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

**DRISCOLL**, Lieutenant Commander ARTHUR WILLIAM. (LONDON).

Royal Naval Reserve. H.M.S. Jervis Bay (F40).

Died Tuesday 5 November 1940. Aged 36.

Son of Denis and Margaret Driscoll.

Commemorated Chatham Naval Memorial, Column 39, Panel 3.

On Friday 25 August 1939 the passenger ship "Jervis Bay" of the Aberdeen & Commonwealth Line Ltd, London was requisitioned by the Admiralty and converted to an armed merchant cruiser, and became HMS Jervis Bay, probably due to the action fought by HMS Jervis Bay on Tuesday 5 November 1940 being so well known, anybody viewing this brief tribute to Arthur needs no additional information regarding the heroic action undertaken by the officers and ratings of his ship on the day he died, but nonetheless it seems right to add condensed details here, on Monday 28 October 1940 the convoy HX.84 left Halifax, Nova Scotia consisting of 38 merchant ships which were formed into nine columns escorted by the armed merchant cruiser HMS Jervis Bay, initially the convoy was escorted to the edge of the Atlantic Ocean by the Canadian destroyers HMCS St. Francis (I.93) and HMCS Columbia (I.49) which had to return to Canada, because at that time in the war the only convoys which were allowed a close



escort from Canada to the United Kingdom were those which had a single troop ship or troopships in them.

As the convoy crossed the Atlantic it was spotted by radar on the German pocket battleship 'Admiral Scheer' commanded by Kapitän zur See (Captain) Theodor Krancke (Admiral from 1 March 1943) who sent an Arado 196 seaplane to obtain more details of the convoy, when the 'Admiral Scheer' later attacked the convoy, HMS Jervis Bay commanded by 49 year old Captain Edward S.F Fegen RN, (awarded the Victoria Cross) who took the heroic decision as the convoy scattered to close with the 'Admiral Scheer' and to try and engage her if he could get within the firing range of his ships guns, also aiding HMS Jervis Bay in her forlorn hope was the S.S. Beaverford with ex PWSTS boy Ordinary Seaman Robert Fraser onboard her, who is also commemorated on the PWSTS Memorial Plaque and also below, they were also remembered at a memorial service which was held in Liverpool Cathedral on Monday 18 November 1940, "In remembrance of H.M.S. Jervis Bay, her commander, officers and crew."

There is a monument to Captain Fegan and the crew of HMS Jervis Bay at Ross Memorial Park in Saint John, New Brunswick, Canada which is in the form of an obelisk. For his valour in trying to save the merchant ships in the convoy Captain Edward Fegan was posthumous awarded the Victoria Cross, which was presented to his sister by HM King George VI, at Buckingham Palace on Thursday 12 June 1941.

The citation for Edward Fegan's Victoria Cross as it appeared in the London Gazette dated Tuesday 26 November 1940, is probably the best and most fitting tribute to the action fought by HMS Jervis Bay and her crew it reads:-

"For valour in challenging hopeless odds and giving his life to save the many ships it was his duty to protect. On the 5th of November, 1940, in heavy seas, Captain Fegan, in His Majesty's Armed Merchant Cruiser Jervis Bay, was escorting thirty-eight Merchantmen. Sighting a powerful German warship he at once drew clear of the Convoy, made straight for the enemy and brought his ship between the raider and her prey, so that they might scatter and escape. Crippled, in flames, unable to reply, for nearly an hour the Jervis Bay held the German's fire. So she went down; but of the Merchantmen all but four or five were saved."

When HMS Jervis Bay was lost 190 men perished, but 65 survivors were picked up by the Swedish 4575 ton motor freighter "Stureholm," her Captain Sven Olander having witnessed the heroic action took a considerable risk, (although neutral) when he turned back during the night to search for survivors, sadly three of those rescued by the Swedish seamen died before reaching the port of Halifax, Nova Scotia, Canada on Tuesday 12 November, another of those rescued regrettably succumbed to his injuries and trauma and died of delayed shock in a hospital at Liverpool, Lancashire only a few weeks later.

Barely a month after carrying out the rescue of the HMS Jervis Bay survivors, "Stureholm" was herself sunk in the Atlantic by a G7e torpedo fired from the u-boat U-96 commanded by Kapitänleutnant (Lieutenant Commander) Heinrich Lehmann-Willenbrock, at 0156 hours on Thursday 12 December 1940, although 4 life boats were seen being launched by Heinrich Lehmann-Willenbrock, no survivors were ever found.

Regrettably, as a result of constant vandalism at the Chatham Naval Memorial, where both Arthur Driscoll and his gallant Captain are commemorated, the Commonwealth War Graves Commission has had to arrange for it to be regularly patrolled and public access limited to the period from 0830 hours to 1700 hours, but should for any reason the

Memorial be closed during the stated hours, please telephone the Guard Room at Brompton Barracks on 01634 822442 who will arrange for the gates to be opened. Chatham Naval Memorial commemorates 8,515 sailors of the Great War and 10,098 of the Second World War.

**FAWCETT**, Cabin Boy, WILLIAM. (GUISBOROUGH).

S.S. Cordelia. Merchant Navy.

Died Wednesday 3 February 1943. Aged 18.

William's 8190 ton motor tanker which was built in 1932 by Swan, Hunter & Wigham Richardson Ltd, Wallsend, Sunderland, County Durham, was owned by C.T. Bowring & Co Ltd, London and was sailing as a straggler from convoy HX-224, when at 2154 hours she became the first of the two vessels torpedoed and sunk by the u-boat U-632 commanded by Korvettenkapitän Hans Karpf, on Tuesday 29 December 1942 the U-632 left Marviken, Kristiansand, Norway on its second active war patrol and arrived in Brest, Brest, Brittany, France on Monday 14 February 1943, Williams ship was the only vessel sunk over the course of the six week patrol, during which time the submarine had been attacked and had sustained minor damage on Friday 15 January 1943, inflicted by a Boeing Fortress II aircraft of 206 Squadron, Royal Air Force Coastal Command based at Thorney Island Hampshire.

One crew member of the S.S. Cordelia survived the sinking and was taken prisoner (please see below), but her 34 year old Master Edward Marshall of South Shields, County Durham, 37 crew members including William and eight DEMS gunners were lost when the ship sank in position 56.37N/22.58W laden with 12000 tons of Admiralty fuel oil, at the time of her loss S.S. Cordelia was traveling from Curacao and New York to the Clyde.

Following the sinking by the U-632 of the 7065 ton Dutch ship "Blitar" on Tuesday 6 April 1943 which was sailing in convoy HX-231, the u-boat was itself sunk the same day at 1917 hours south-west of Iceland, in position 58.02N, 28.42W, by depth charges from a B-24 Liberator 'R' of 86 Squadron, Royal Air Force Coastal Command, based at Aldergrove, County Antrim, Northern Ireland, flown by Flight Lieutenant Cyril W Burcher, RAAF, Hans Karpf and the other 47 crew aboard the submarine were lost when she went down, later during the same patrol Flight Lieutenant Burcher attacked another u-boat with his remaining depth-charges.

"Careless talk costs lives" is one of the best remembered (arguably the best) British Second World War phrases, unfortunately the sole survivor from the S.S. Cordelia probably forgot it due to stress and/or confusion following his rescue, carelessly mentioned to his rescuers details about the convoy SC-118, which was immediately reported to the Befehlshaber der U-Boote (BdU), the Commander-in-Chief of Nazi Germany's submarine fleets in the Second World War, convoy SC-118 was subsequently attacked with the loss of nine ships, the survivor from the S.S. Cordelia was landed at Brest on Sunday 14 February 1943, and from there was taken to the German Prisoner of War camp at 'Milag Nord' Westertimke, Germany.

The Marine Internierten Lager (MILAG) was initially created as one of two compounds inside Sandbostel Concentration Camp, south of Bremervorde, for the purpose of housing captured Merchant Seamen, an adjoining compound, the Marine Lager (MARLAG) being for captured Royal Navy personnel, but following protestations from various

organizations notably the Red Cross, between the Autumn of 1941 and the Spring of 1942, the occupants of these compounds were transferred to Marlag und Milag Nord, two separate but adjacent camps at Westertimke, approximately 14 miles from Sandbostel Concentration Camp, during the war about 4,500 Merchant Seamen and former passengers were held in captivity at the camp.

A type VIIC submarine the U-632 was built by Blohm & Voss, Hamburg, Germany, laid down on Thursday 4 September 1941 and commissioned on Thursday 23 July 1942, it being one of 224 submarines of different types commissioned into the Kriegsmarine from the shipyard between Saturday 14 September 1940 and Saturday 31 March 1945.

**FERRIS**, Deck Boy, KENNETH WILLIAM. (TONYREFAIL).

S.S. Bradfyne (Bideford). Merchant Navy.

Born 18 November 1923.

Died Friday 22 November 1940. Aged 17.

Son of Elisabeth Ferris of Tonyrefail, Porth, Glamorgan, Wales.

Panel 18.

Possibly due to the time differentials in British and German reports which sometimes occur (both world wars), it would appear that Kenneth's ship loss falls into this category as different data sources checked from both countries to help compile this brief tribute to him show slightly different results, as follows:-

S.S. Bradfyne's Master 37 year old Rupert G Vanner and 38 crewmen were lost when she was torpedoed amidships and sunk by the Lorient, Brittany, France based u-boat U-100 commanded by the u-boat 'ace' Kapitänleutnant Joachim Schepke, S.S. Bradfyne was one of 25 ships which were sunk by the U-100 in addition to which another vessel was damaged to such an extent that it had to be scrapped, and 4 others were damaged.

With a cargo of 7900 tons of grain the 4740 steam freighter which was built in 1928 by W. Gray & Co Ltd, West Hartlepool, and owned by Sir William Reardon Smith & Sons Ltd, Cardiff was torpedoed at about 0110 hours on Saturday 23 November 1940 (Continental Time i.e. German) in position 55.04N/12.15W southeast of Rockall, about 170 miles off the north coast of Ireland (German data), whilst traveling from Montreal to Belfast, after having become a straggler from convoy SC-11, Kenneth was numbered amongst the 39 which were lost in the sinking, but 4 crewmen managed to get away from the sinking in one of the ships lifeboats, and were picked up two days later by the 5701 ton Norwegian steam freighter 'Norse King' and landed at Belfast.

Joachim Schepke and 37 of his crew went down with the U-100, (6 survived) when it was sunk at 0318 hours on Monday 17 March 1941 south-east of Iceland, in approximate position 61N,12W, after being rammed and depth charged by the Royal Navy destroyers HMS Walker (D27) and HMS Vanoc (H33), the U-100 has the unfortunate distinction of being the very first German u-boat to be sunk during the Second World War that was detected by means of radar alone, the submarine was sunk on an overcast night which would probably normally have left her undetected and also unseen by ships lookouts.

Kapitänleutnant Schepke was actually killed whilst in the conning-tower of the U-100 when HMS Vanoc commanded by Haileybury educated, Great War veteran and former submariner Lieutenant Commander James G.W. Deneys rammed it, for which action and his part played in the destruction of two other u-boats he was awarded the DSO on Tuesday 6 May 1941, he was also awarded the OBE on Thursday 14 June 1945 having



served as Assistant to Naval Assistants to the Second Sea Lord, of the Admiralty from 30 December 1941. A type VIIB submarine the U-100 was built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany, the U-100 was laid down on Monday 22 May 1939 and commissioned on Thursday 30 May 1940, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

**FOGGERTY**, Cadet, BRIAN EDGAR. (CHELTENHAM).

S.S. Harlesden (London). Merchant Navy.

Died Saturday 22 February 1941. Aged 17.

Son of Cyril Hector and Dorothy Fogerty of Cheltenham, Gloucestershire.

Panel 55.

Unlike the vast majority of the former PWSTS boys who are commemorated on the memorial plaque that died as the result of u-boat actions, Brian lost his life after the convoy in which his 5483 ton ship was sailing was detected by the German battlecruiser's 'Gneisenau' and 'Scharnhorst,' west of Newfoundland, shortly after his ship and others had dispersed from an outward bound convoy, five of the dispersed ships were sunk, SS Harlesden was sailing from Hull to New York at the time of her loss and had been bombed earlier the same day when she was about 500 miles east south east of Cape Race, Newfoundland, six other crew members died with Brian when his ship was sunk by the guns of the 31100 ton 'Gneisenau.'

Charles Parry the Master of the S.S. Harlesden was one of the survivors and became a prisoner of war, most of which it would appear was spent in the 'Milag Nord' Westertimke, Germany, as was probably the rest of his crew how survived the sinking.

The Marine Internierten Lager (MILAG) was initially created as one of two compounds inside Sandbostel Concentration Camp, south of Bremervorde, for the purpose of housing captured Merchant Seamen, an adjoining compound, the Marine Lager (MARLAG) being for captured Royal Navy personnel, but following protestations from various organizations notably the Red Cross, between the Autumn of 1941 and the Spring of 1942, the occupants of these compounds were transferred to Marlag und Milag Nord, two separate but adjacent camps at Westertimke, approximately 14 miles from Sandbostel Concentration Camp, during the war about 4,500 Merchant Seamen and former passengers were held in captivity at the camp.

Whilst interred at the Milag, Charles Parry was the signatory to a document signed by 66 Master Mariners who were also in captivity with him, in praise and tribute to the Panama Canal Pilots skill and efficiency, the document was later presented to the PCP Captain F. A. Strand, who was himself a PCP in peacetime.

At Brian's CWGC commemoration his surname is spelt **FOGERTY**, as opposed to the spelling on this brief tribute which is as shown on the PWSTS Memorial Plaque.

**FORBES**, Petty Officer, GEORGE DALLAS DSM. (BALMEDIE).

Royal Navy, H.M. Submarine Unbeaten. (N93).

Died Wednesday 11 November 1942. Aged 25.

Son of George and Jessie Forbes of Balmedie, Aberdeenshire, Scotland.

Commemorated Plymouth Naval Memorial Panel 63, Column 2.

HM/S Unbeaten an Umpire class submarine which was commanded by Lieutenant Donald E. Ogilvy Watson, DSC, RN, after being refitted in the United Kingdom slipped out of the submarine base at Holy Loch near Dunoon, Scotland on Friday 23 October 1942 to undertake a 'Special Operations Executive'(SOE) mission to land a party just north of Vigo in Spain, on the night of Monday 2 November she sent a brief but important message stating that it was "mission successful," her commander was then ordered to patrol the Bay of Biscay for German u-boats, Kriegsmarine and enemy merchant supply vessels on passage to and from operations in the Atlantic, following these patrols to then make a pre arranged rendezvous off the Bishop Rock Lighthouse 4 miles west of the Scilly Isles, but she never completed her patrol or made the rendezvous because the submarine was wrongly identified as a u-boat by the crew of a Royal Air Force bomber crew, she was then attacked and sunk by a North Front Gibraltar based Wellington XIV of Number 172 Squadron, Royal Air Force Coastal Command (Gibraltar Group) in the Bay of Biscay in position 47.00N, 07.00W, H.M. Submarine Unbeaten was lost with all 27 hands.

Before she was so tragically lost the submarine had several notable successes, as on Saturday 30 August 1941 Lieutenant E.A. Woodward DSO torpedoed and sunk the 373 ton Italian sailing vessel V 51/Alfa approximately 23 miles south of Capo Dell'Armi, Italy in position 37.57N, 15.70E.

On Monday 12 January 1942 Lieutenant Woodward torpedoed and sank the German u-boat U-374 commanded by Oberleutnant zur See (Lieutenant) Unno von Fischel, east of Cape Spartivento in position 37.50N, 16.00E, having sighted the conning tower of the approaching u-boat in an attack lasting only 12 minutes, closed to 1,300 yards and fired four torpedoes, two of which hit and sank the U-374, for this feat Lieutenant Woodward was awarded a Bar to his DSO, 42 were lost when the u-boat went down, despite the sinking of the u-boat being only four miles off the enemy coast, HM/S Unbeaten surfaced to try to pick up survivors, but found only one man who was officially on sick leave.

East of Mehedia, Tunisia, on Sunday 1 March 1942 Lieutenant Woodward torpedoed and sank the 5417 ton Vichy-French merchant ship PLM 20, and on Monday 16 March 1942 he torpedoed and damaged the 6339 ton Italian merchant vessel Vettor Pisani off Cape Buzzano, Calabria, Italy, the next day he torpedoed and sank the Italian Regia Marina submarine "Guglielmotti" near Cape Spartivento, Italy, four months later on Friday 24 July Lieutenant Woodward torpedoed and damages the 6339 ton Italian merchant ship Vettor Pisani off Argostoli, Greece in position 38.05N, 20.12E, the damaged was sunk later the same day by British aircraft.

Although the submarine was quite successful whilst in the Malta based 10th Flotilla, sinking 2 submarines, 2 supply ships, 2 schooners 1 tanker and a collier, totaling 30,616 tons, and brave though the war time submariners undoubtedly were, and purely speculation, but it does seem odd that before the submarine's tragic loss in addition to George Forbes holding the DSM and his then commander the DSC, at least another 4 members of the crew who perished with them had been awarded the DSM, and 3 others

had been Mentioned in Despatches, his former commander the DSO twice, and also that Lieutenant Aston Dalzell “Peter” Piper, later Captain DSO, DSC & two Bars, RD, RN had been awarded the second of his Distinguished Service Crosses “for 12 war patrols in the Mediterranean since April 1941” whilst serving aboard the submarine, as such perhaps the submarine was in fairly regular use with the SOE, and their departure from Holy Loch on Friday 23 October 1942 was not the first such clandestine undertaking?

The Memorial on which George is commemorated is situated centrally on The Hoe which looks directly towards Plymouth Sound, it is accessible at all times, copies of the Memorial Register are kept at the Tourist Information Office at Island House, 9 The Barbican, Plymouth, PL1 2LS, and also in the Naval Historical Section at Plymouth Library.

After the Second World War, Canada and New Zealand again chose commemoration at home, but the memorial at Plymouth commemorates sailors from all other parts of the Commonwealth and commemorates 7,251 sailors of the Great War and 15,933 of the Second World War.

**FRANCIS**, First Radio Officer, JOHN JAMES. (BOURNEMOUTH).

S.S. Larpool (Whitby). Merchant Navy.

Died Sunday 2 November 1941. Aged 27.

Nephew of Elizabeth Francis of Boscombe, Hampshire.

Panel 64.

John’s 3872 ton steam freighter built in 1924 by William Pickersgill & Sons Ltd, Sunderland, County Durham and owned by Headlam & Sons, Whitby, Yorkshire was a straggler from the convoy ON-27, when she became the sole successful ‘kill’ by the u-boat U-208 commanded by Oberleutnant zur See (Lieutenant) Alfred Schlieper, S.S. Larpool was torpedoed at 0526 hours about 250 miles east south east of Cape Race, Newfoundland whilst traveling from London to Barbados and Demerara with 3991 tons of general cargo, 22 crew members and four DEMS gunners were lost in the sinking, but the Master Charles Patton and five crew members landed at Burin, Newfoundland on 10 November, crew members were picked up by the Canadian Flower class corvette HMCS Bittersweet (182) (ex HMS Bittersweet) commanded by Lieutenant Commander J.A. Woods and landed at Halifax, Nova Scotia.

Alfred Schlieper and his crew of 44 were all lost when the U-208 was sunk on Sunday 7 December 1941 in the Atlantic Ocean west of Gibraltar, in position 35.51N, 07.45W, by depth charges from the Royal Navy Havant class destroyers HMS Harvester (H19) and HMS Hesperus (H57), the latter was on of the ships which were commanded by Captain Donald MacIntyre DSO & 2 Bars, DSC during the Second World War, who following his retirement from the Royal Navy in 1954, became a much respected naval historian with several successful and important books to his credit.

A type VIIC submarine the U-208 was built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany, the U-208 was laid down on Monday 5 August 1940 and commissioned on Saturday 5 July 1941, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.



**FRASER**, Ordinary Seaman, ROBERT. (FOCHABERS).

S.S. Beaverford (London). Merchant Navy.

Born 16 May 1923.

Died Tuesday 5 November 1940. Aged 17.

Son of Alexander and Jane Fraser of Fochabers, Morayshire, Scotland.

Discharge number: R184289.

Panel 15.

Robert died when his ship and HMS Jervis Bay fought a legendary sea action against the German pocket battleship 'Admiral Scheer,' which allowed the bulk of convoy HX.84 to escape being sunk, please also see brief tribute to ex PWSTS boy Arthur Driscoll above who died aboard HMS Jervis Bay.

After crippling HMS Jervis Bay, Kapitän zur See (Captain) Theodor Krancke commanding the Admiral Scheer set off in pursuit of more ships and set on fire the Eagle Oil's vessel San Demetrio (London) which was the same ship that was featured in the 1943 propaganda film of the same name, after the San Demetrio the Admiral Scheer went after the S.S. Beaverford whose 60 year old Master, Hugh Pettigrew from Glasgow realizing that his ship stood no chance against the much larger German pocket battleship courageously ordered S.S. Beaverford to be maneuvered and turn to attack the Admiral Scheer head-on with the ship's 4 inch forward gun firing at his adversary as he headed towards her, unbelievably the little ship held the pocket battleship at bay for four and a half hours, but inevitably S.S. Beaverford and all 77 aboard her were lost when she was finally sunk by a torpedo fired by the Admiral Scheer in position 52-26N 32-34W, but without a doubt her action and that of HMS Jervis Bay was instrumental in 31 ships of convoy HX-84 eventually reaching the United Kingdom with their much needed cargoes.

Although British registered S.S. Beaverford was a Canadian owned vessel of the Canadian Pacific Steamships Ltd, in 1936 she had been adopted through the workings of the "Ship Adoption Society" by Downhills Central School, Philip Lane, Tottenham, London, prior to the Second World War pupils from the school visited the ship when she was in port, and crew members made trips to the school, on Saturday 20 May 1944 a memorial service to commemorate the ship and her crew was held at the school which was well attended, amongst those present was the widow of S.S. Beaverford's Master, and good friend of his, Captain Ronald N Stuart VC, DSO, RD, ADC, RNR, who was also the holder of the American Navy Distinguished Service Cross, attended in his capacity as Commodore of Canadian Pacific Steamships Ltd. (please see footnote).

As the war in Europe drew to a close, whilst berthed in the dockyards at Kiel undergoing repairs most of the 1150 crew of the Admiral Scheer were not onboard her on the night of Monday 9 April 1945, but 32 men on her were killed when 591 Lancaster's and 8 Mosquito's bombed Kiel including the docks, during which time the Admiral Scheer was struck and capsized at her berth, the Admiral Hipper and the Emden were both badly damaged and the Deutsche Werke U-boat yard was severely damaged.

NB. The headstone on the grave of the hero of the Great War, Captain Ronald Neil Stuart VC, DSO, RD, ADC, RNR, in Charing, Ashford, Kent cemetery was replaced in 2005 following a lot of hard work having been undertaken by Neil R Clark.

**FURNIS, ARTHUR T E. (CHELTENHAM).**

Arthur was one of 14 crewmen from the American Liberty ship "William H. Welch" who are buried in the World War II, Cambridge American Cemetery, Madingley, Cambridgeshire which is located three miles west of the city of Cambridge, England beside the A1303 main road (off junction 13 of the M11 motorway), notably attractive, the cemetery grounds which cover thirty and a half acres were donated by the University of Cambridge having been selected as a permanent American Military Cemetery, due not only just for its scenic grandeur but also because a large proportion of American casualties, predominantly United States Army Air Force aircrews occurred in this general area of East Anglia, although the cemetery was initially established on Tuesday 7 December 1943, it was not until 16 July 1956 that the cemetery was dedicated, it is the final resting place of 3,812 predominately Americans who gave their lives in the service of their country during the Second World War, including 92 sailors of the United States Merchant Marine.

Arthur is buried in grave G-5-160 and is recorded as being a British citizen but as serving in the United States Merchant Marine with the Identification Number Z-396588, and as having entered the United States Merchant Marine from Great Britain, his identified shipmates at rest in the cemetery are:-

Merchant Seaman, Clarence M Bell,	Z-415736, of Georgia.	Grave Ref. B-2-2.
Merchant Seaman, Moishe Berger,	Z0382059, of New York.	Grave Ref. C-3-76.
Merchant Seaman, Sotirios Criticos,	Z-339380, of Greece.	Grave Ref. D-5-75.
Merchant Seaman, John J Derzy,	Z-167857, of Pennsylvania.	Grave Ref. E-4-66.
Merchant Seaman, Frank E. Hoyer,	00183418, of Ohio.	Grave Ref. F-5-95.
Merchant Seaman, Edgar A. Jones,	Z-333502, of Ohio.	Grave Ref. F-2-75.
Merchant Seaman, Hugh McInnes,	Z-390595, of Scotland.	Grave Ref. E-6-57.
Merchant Seaman, Daniel McMahan,	Z-145111, of New York.	Grave Ref. G-1-7.
Merchant Seaman, Andrew Pavlischak,	Z-332557, of Pennsylvania.	Grave Ref. D-1-13.
Merchant Seaman, George C. Rusty	Z-417385, of Panama.	Grave Ref. F-5-83.
Merchant Seaman, Henrik J. Sallstrom,	Z-387752, of New York.	Grave Ref. E-2-66.
Merchant Seaman, Olaf R. Stoneman,	Z-336246, of Maine.	Grave Ref. D-2-19.
Merchant Seaman, Bernhard Wolff,	Z-104722, of Indiana.	Grave Ref. F-6-53.

Most of those who died in the loss of the "William H. Welch" whose bodies were recovered were given a well attended mass military funeral in Scotland, unfortunately due to the fact that they are at rest in an American cemetery in the United Kingdom, and not because they were serving an American vessel, Arthur Furnis and Hugh McInnes are not commemorated by the Commonwealth War Graves Commission, although they were both clearly British citizens who lost their lives in time of war, thankfully both Arthur and Hugh are both commemorated by the American Battle Monuments Commission.

Second Assistant Engineer George L. Smokovitch from Ecanaba, Michigan, Boatswain Edward C. Post from Norfolk, Virginia, Deck Engineer Elmer F. Geppert from San Francisco, California, Fireman-Watertender John Schoen from Cleveland, Ohio; and Seaman Anthony F. Kirkowsky from Jersey City, New Jersey were the only five survivors from the loss of the "William H. Welch," 22 of whom are recorded as unknown casualties.

In addition to the graves in Cambridge American Cemetery there is also has an impressive screen wall commemorating 5,126 Americans who lost their lives who have

no known grave, most of whom died in the 'Battle of the Atlantic' or in the strategic air bombardment of Northwest Europe which the Americans usually carried out in daylight. The "William H. Welch" was built at the Bethlehem-Fairfield Shipyard, Baltimore, Maryland USA (Hull No 953) and was delivered to the War Shipping Administration on Wednesday 31 March 1943 and operated by T. J. Stevenson and Company, Inc., of New York, she was the second ship of ten in the convoy EN-50 trying to enter Loch Ewe, Rossshire, Scotland, which were heading for the Royal Naval base at Aultbea, at the time she was only loaded in ballast and therefore high out of the water which made her difficult to handle, and which caused her to strike the rough granite shoulder of the island near the entrance to Loch Ewe at 0420 hours on the morning of Saturday 26 February 1944, later in a snow blizzard and gale force winds she broke in two on Fura Island, Black Bay at about 0600 hours with the loss of 69 lives of the 74 onboard her.

Despite incredible and heroic rescue attempts by a large number of the local populace which had including several ladies few of the ships crew could be saved, amongst those lost was her Master, Captain Lee Marshall of 701 South America Street, Philadelphia, Pennsylvania, USA, who had rung down the order 'Full Astern' on the ships bridge telegraph when the "William H. Welch" had grounded, although by then the engine room was already awash with water that came through the ripped bottom plates of the ship, the engine room sailors heroically and selflessly obeyed the order from the bridge, but by then the vessel was doomed, Captain Marshall then fired distress flares which despite the prevailing weather of snow and hail combined with fifty foot waves which made any attempts by the crew to launch the lifeboats futile, they were spotted by people onshore including the local Coast Guards, one of whom was Charles Macdonald who was in charge of the rocket firing apparatus, Charles was sent to the site to make a line-throwing attempt, but Fura island where the ship had grounded was a full quarter of a mile offshore and out of range for the line to reach the stricken ship.

For an exceptionally detailed report of the events surrounding the loss of the "William H. Welch" including the rescues, attempted rescues and masses of additional information please see <http://www.armed-guard.com/ag88.html> it being a researchers dream!

**GARRETT**, Lieutenant Commander, STANLEY LEONARD. (NORWICH).

Royal Naval Reserve, H.M.S. Anking.

Died Wednesday 4 March 1942. Aged 37.

Son of Leonard Thomas and Gertrude Garrett.

Commemorated on the Liverpool Naval Memorial, Lancashire. Panel 1, Column 1.

A Japanese aircraft had been noticed overhead several times during the daylight hours of Tuesday 3 March 1942 by the people onboard the vessels in the convoy which included Stanley's ship, the 3470 ton Depot Accommodation Ship HMS Anking, the convoy had departed from Tjilatjap at 1100 hours on Monday 2 March following the evacuation of Java and was making for Fremantle, Western Australia.

As the sun rose at about 0630 hours on the following day when the convoy was approximately 280 miles south south east of Tjilatjap, Java, was still within the ABDA area it being the combined Australian, British, Dutch and American theatre in south-east Asia, in the seas of the Dutch East Indies, a task force squadron of vessels belonging to the Imperial Japanese Navy led by 55 year old Vice-Admiral Nobutake Kondo was spotted by the lookout onboard the Royal Australian Navy sloop HMAS Yarra, he



initially sighted the topmasts of three heavy cruisers to the north north east which turned out to be the heavy cruisers Atago, Takao and Maya each of them armed with 10, eight inch naval-guns and other smaller weapons, also in the task force were two destroyers the Arashi and Nowaki, the task force had been detached from the main body of the Imperial Japanese Navy Third Battleship Division, at the commencement of "Operation J" (the invasion of the Dutch East Indies) and Vice-Admiral Kondo was charged specifically with the task of hunting down and destroying all shipping attempting to escape Java.

Immediately the information from the lookout was conveyed to the ships commander 34 year old Lieutenant Commander Robert William Rankin from Mountville, Queensland, Australia he made an enemy report, and ordered all the ships in the convoy to scatter, and at the same time placing his ship between the vessels in the convoy and the Japanese ships, HMAS Yarra also laid smoke while preparing to engage the enemy ships although only having 3 four inch guns as its heaviest weapons.

All three of the Japanese heavy cruisers opened fire whilst still remaining well outside the range of the escorts guns, HMS Anking was sunk by gunfire in the Sunda Strait less than 10 minutes after the heavy cruisers had fired their first shots with the loss of Stanley and 25 of the ships ratings, also sunk during the engagement were HMAS Yarra, the Royal Fleet Auxiliary oiler HMS Francol and the minesweeper Motor Minesweeper No. 51, following the one-sided action the Japanese sailors rescued a lifeboat full of survivors from HMS Francol, sadly none of whom were ever seen again.

All the ships company of HMAS Yarra were lost during the heroic defensive action fought by them in trying to defend the convoy in their charge, several commentators over the years have pointed out that although 91 Australians have been awarded the Victoria Cross none have gone to a member of the Royal Australian Navy, a lot of those making that observation have also commented that perhaps Lieutenant Commander Robert William Rankin should have been posthumously been awarded the VC for his and his crews valour, in the Sunda Strait on Wednesday 4 March 1942.

A collection of boats, floats, debris and rafts was scattered over a wide area of Sunda Strait where the sinkings had taken place, in the late afternoon/early evening in fading light a passing Dutch ship the Tawali rescued 57 officers and men from HMS Anking but when doing so had failed to notice the frantic signals by 14 men on two Carley floats from Motor Minesweeper No. 51, but at 1400 hours on Saturday 7 March they were rescued by the crew of the Dutch steamer Tjimanoeck.

Aged only 18, Stanley was a recipient of the 'Sea Gallantry Medal' for his part played in the rescue of survivors of the infamous Hong Kong typhoon in mid August 1923, at which time he helped crew one of his ships lifeboats (Egremont Castle) in the Harbour rescues, at the time of his award the medal came under the remit of the Board of Trade with the later medals being issued by the Ministry of Transport.

At the outbreak of the Second World War, it was evident that the Royal Navy would not be able to man all of the auxiliary vessels that would serve with it, to deal with the predicted shortfall in manpower a number of officers and men of the Merchant Navy agreed to serve with the Royal Navy under the terms of a T.124 agreement, which made them subject to Naval discipline but while generally retaining their Merchant Navy rates of pay and other conditions, the manning port established to administer these men was at Liverpool, Lancashire, before the cessation of hostilities in excess of 13,000 officers and men served under a T.140 agreement in various types of auxiliary vessels, at first mainly

in armed merchant cruisers, but also in armed boarding vessels, rescue tugs, cable ships, and others in use on special service.

The Liverpool Naval Memorial on which Stanley is commemorated is situated on the Mersey river front at the Pier Head, Liverpool, close to and behind the prominent Liver Buildings and the end of James Street, from the end of the M62 motorway follow the signs for the City Centre and Maritime Museum, the memorial commemorates the 1,406 officers and men, who died on active service aboard more than 120 ships, and who have no grave but the sea, the great majority of Merchant Navy men, who did not serve with the Navy, but with merchant ships are commemorated on the Merchant Navy Memorial, Tower Hill London.

**GILBERT**, Ordinary Seaman, CYRIL JAMES. (GRIMSBY).

M.V. Royal (London). Merchant Navy.

Died Sunday 24 November 1940. Aged 19.

Panel 89.

Cyril as shown above (from CWGC details) is **probably** the former PWSTS boy recorded on the Memorial Plaque, it is has been really frustrating that despite delving into books and spending several hours drawling the internet, in addition to contacting several people far who are more *au fait* with things nautical, it has thus far proved impossible to find out any information appertaining to M.V. Royal (London), including whether or not she was lost in the Second World War, and if so, was it on Sunday 24 November 1940 plus the reason why etcetera, or did Cyril die as the result of an accident at sea or on land, was his demise due to natural causes?

Obviously no disrespect to Cyril or his relatives is intended by the failure of finding out answers to the above myriad of questions, whilst all of the former boys details as commemorated on this tribute are obviously far too brief, it would however have been nice to add more comprehensive details in memory of the sacrifice made by Cyril Gilbert.

**GRANT**, Able Seaman, ANDREW BRAND. (GREAT YARMOUTH).

S.S. Dione II. (Port Talbot). Merchant Navy.

Died Tuesday 4 February 1941. Aged 21.

Panel 35.

Andrew's ship was originally the French 2660 ton steam freighter Dioné (Société Naval Caennaise), built in 1936 by Ateliers et Chantiers de la Seine Maritime Worms & Co, Le Trait, Seine Inférieure, France for G. Lamy & Compagnie, Caen, she was renamed S.S. Dione II in 1940 when she became a MoWT vessel managed by Ambrose, Davies & Matthews Ltd, Swansea, South Wales.

Having become a straggler from the convoy SC-20 she was traveling from Wabana, Conception Bay, Newfoundland to Cardiff via Sydney, Cape Breton with a cargo of 2650 tons of iron ore, when she was attacked on Monday 3 February by a Brest, France based German Fokker Wolf-200 Condor aircraft of I./KG 40, during the attack by the aircraft she was damaged in position 55 40'N-14 23'W, later the same day at 2310 hours the S.S. Dione II was shelled with 155 rounds of 8.8 centimetre shells, and 60 rounds 2.0 centimetre rounds, by the u-boat U-93 commanded by Kapitänleutnant Claus Korth, who on Wednesday 29 January 1941 (during the same 5 week patrol) had sank three other merchant ships, Andrew's ship eventually sunk at about 0600 hours in position

55.50N/10.30W: north west of Aran Island, County Galway, Ireland the day after she had been badly damaged by both the aircraft and the u-boat.

Only 5 of the ships crew of 38 survived the two attacks and subsequent sinking, they were rescued by the British merchant ship Flowergate and later landed at Glasgow, the Master of the S.S. Dione II, 50 year old Robert Squirrell from Thirsk, Yorkshire was amongst the 28 who perished when his ship was lost.

On Thursday 15 January 1942 the U-93 was sunk in the North Atlantic, in position 36.10N, 15.52W by depth charges from the Royal navy destroyer HMS Hesperus (H57), with the loss of 6 lives, but 40 submariners survived the sinking including Kapitänleutnant Horst Elfe who had commanded the u-boat since Monday 6 October 1941.

HMS Hesperus was one of the ships that sunk the U-208, which had previously sunk the S.S. Larpool with former PWSTS boy John Francis onboard, for a time during the Second World War, HMS Hesperus was commanded by Captain Donald MacIntyre DSO & 2 Bars, DSC, who following his retirement from the Royal Navy in 1954, became a much respected naval historian with several successful books to his credit.

Claus Korth who sunk 14 Allied ships and damaged 2 others during the war whilst commanding the U-57 and U-93, spent six months in Allied captivity, then ten years later in 1955 he enlisted in the Bundesmarine (postwar German Navy), and served for 15 years before retiring as a Kapitän zur See (Captain) in 1970, during his time in the Bundesmarine he spent almost four years as the head of the torpedo trial station (Marine-Torpedo-Versuchsstation), he died on 25 January 1988 in Kiel, Germany, aged 76.

A type VII submarine the U-93 was built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany, the U-208 was laid down on Saturday 9 September 1939 and commissioned on Tuesday 30 July 1940, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

**HABERMAL**, Able Seaman, ARTHUR FREDERICK. (LONDON).

S.S. Pacific. Merchant Navy.

Died Saturday 1 March 1941. Aged 20.

Son of Frederick Charles Habermel and Clara L. M. Habermel of Marylebone, London.

Panel 78.

At Arthur's CWGC commemoration his surname is spelt **HABERMEL**, as opposed to the spelling on this brief tribute which is as shown on the PWSTS Memorial Plaque.

Sailing in convoy HX-109 and commanded by 45 year old Master Alan Francis King from Glasgow, Arthur's ship which was a 6034 ton steam freighter which was owned by W.H. Cockerline & Co, Hull, and was traveling from New York to Grangemouth via Halifax, Nova Scotia, laden with 9000 tons of steel and/or scrap, she was torpedoed by the u-boat U-95 commanded by 28 year old Kapitänleutnant (Lieutenant Commander) Gerd Schreiber on Sunday 2 March 1941 (German date & time), about 180 miles west south west of Syderöy, Faroe Islands, only one member of her crew of 36 survived the sinking who was rescued by the Icelandic trawler "Dora" and later safely landed at Fleetwood, Lancashire on Wednesday 5 March.

Kapitänleutnant Schreiber embarked with the U-95 on its third active war patrol from Lorient, Brittany, France on Sunday 16 February 1941 for operations in the North



Atlantic and arrived at St. Nazaire, Loire-Atlantique, France on Wednesday 19 March 1941 after four and a half weeks, during which time 5 ships were torpedoed and sunk, by the U-95, 4 of which were in convoys, one was from convoy HX-109 (Arthur's ship) and the other three were from the convoy OB-288.

S.S. Pacific was formerly the "American Pacific" of American South African Line Inc, New York; she was built in 1915 by the Union Iron Works, San Francisco California, USA, in 1940 the "American Pacific" was given to Great Britain and transferred to the Ministry of War Transport (MoWT).

On Friday 28 November 1941 the U-95 was sunk in the west Mediterranean, south-west of Almeria, Spain in position 36.24N, 03.20W, by a torpedo fired from the Royal Dutch Navy submarine HRMS O 21, 35 of the submariners onboard the U-95 were lost in the sinking, but 12 survived including Gerd Schreiber who was later promoted to Korvettenkapitän (Commander) on Monday 1 November 1943.

At type VII submarine the U-95 was built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany, laid down on Saturday 16 September 1939 and commissioned on Saturday 31 August 1940, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

**HARRISON**, First Radio Officer, HERBERT ALLWORTHY. (LONDON).

S.S. Grayburn (London). Merchant Navy.

Died Sunday 29 June 1941. Aged 30.

Son of William J. S. and Alice R. Harrison of East Dulwich, London.

Discharge number: R35878.

Panel 53.

From the crew of 53, Herbert was amongst the 27 crew members and 8 DEMS gunners who lost their lives when the 6342 ton steam freighter S.S. Grayburn was torpedoed and sunk by the Bergen, Norway based u-boat U-651 commanded by Kapitänleutnant (Lieutenant Commander) Peter Lohmeyer, the ship was the second of the two 'kills' by the U-651, both of which were in convoy HX-133, the other vessel being the 5297 ton steam freighter S.S. Brockley Hill which was sunk on Tuesday 24 June 1941.

The ships Master John William Sygrove and 16 survivors from the Grayburn were picked up by the British corvette HMS Violet (K35) commanded by Lieutenant F.C. Reynolds and were then transferred to the British rescue ship (formerly Egyptian) Zaafaran commanded by Captain Charles Kavanagh McGowan DSC, all were later transferred to the British armed trawler HMS Northern Wave (FY153) commanded by Lieutenant W.G. Pardoe-Matthews and landed at Gourock, Firth of Clyde, Scotland, another survivor was rescued by the Royal Navy corvette HMS Arabis (K73) commanded by Lieutenant Commander P. Stewart and landed at Londonderry, Northern Island.

Although sadly Herbert was not destined to be amongst those aboard the British rescue ship Zaafaran, but in view of the number of books and websites she is mentioned in/on it seems only right to make specific brief mention of Zaafaran in this tribute to Herbert, she was requisitioned for use as 'British Rescue Vessel' in October 1940, having already seen active service in the convoys, after taking part in several rescues she was lost on Sunday 5 July 1942 whilst in the now 'famous' convoy PQ-17 which was decimated by the

Luftwaffe whilst heading for Archangel, Zaafaran was bombed by Ju-88s, fortunately all but one of those onboard were rescued by her sister ship Zamalek.

On the same day that Peter Lohmeyer sank the S.S. Grayburn, the U-651 was sunk south of Iceland, in position 59.52N, 18.36W, by depth charges from the Royal Navy destroyers HMS Malcolm (D19) and HMS Scimitar (H21), the Royal Navy corvettes HMS Arabis (K73) and HMS Violet (K35) and the Royal Navy minesweeper HMS Speedwell (J87), all 45 onboard the u-boat survived the sinking.

A type VIIC submarine the U-651 was built by Howaldtswerke AG, Hamburg, Germany, laid down on Tuesday 16 January 1940 and commissioned on Wednesday 12 February 1941, it being one of the 33 submarines built by the shipyard between Saturday 21 December 1940 and Tuesday 7 March 1944, all of which were type VIIC's numbered from the U-651 to the U-683, another six also VIIC's from U-684 to U-689 were laid down but not completed by the shipyard

**HELD**, Second Officer, ALAN GEORGE. (WINCHESTER).

S.S. Empire Heath (Sunderland). Merchant Navy.

Born 14 October 1922.

Died Saturday 13 May 1944. Aged 21.

Discharge number: R277047.

Panel 41.

It is possible that Alan was the sole survivor when the S.S. Empire Heath was torpedoed and sunk at 2300 hours on Thursday 11 May 1944 by the Lorient, Brittany, France based u-boat U-129 commanded by Oberleutnant zur See (Lieutenant) Richard von Harpe in the South Atlantic east north east of Rio de Janeiro, Brazil in position 19.00S 31.00W, when the ship was sailing independently from Victoria, Brazil to Loch Ewe, Scotland for orders via Freetown with a cargo of iron ore.

Alan's MoWT ship, a 6643 ton steam tanker built in 1941 by Bartram & Sons, Sunderland, County Durham, was initially given to Mark Whitwill & Son, then in 1942 it was transferred to and managed by J. Robinson & Sons, North Shields (Stag Line), the ships Master, 45 year old Captain William T. Brown DSC, of Staithes, Yorkshire, 46 crewmen and 9 DEMS gunners were lost when the S.S. Empire Heath sunk, but one of the ships crew survived and was taken prisoner by Richard von Harpe aboard the U-129.

Any of casualties who are from the loss of the S.S. Empire Heath which have been noted on their respective CWGC commemorations etcetera, are shown with the date 11 May 1941, but Alan's CWGC details show the date 13 May 1944, which has led to the speculation that he may have succumbed to injuries received when his ship was torpedoed, the reason for the date difference may be due to an error in transcriptions combined with the time zone and Continental Timing, although other data noted has shown the POW as having been the ships Chief Steward.

Richard von Harpe was promoted to Kapitänleutnant (Lieutenant Commander) on New Years Day 1945, and was placed in command of the U-3159 when it was commissioned on Saturday 6 January 1945, but lost his life when the U-3159 was sunk by mines on Friday 2 March 1945 north of Warnemünde, Rostock northern Germany in the Baltic Sea in position 54.11N, 12.05E, 75 of the 78 crew died.

A type IXC submarine the U-129 was built by AG Weser & Son, Bremen, Germany, it was laid down on Tuesday 30 July 1940 and commissioned on Wednesday 21 May 1941,

and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.

**HEPBURN**, Second Officer, JAMES KEITH ROGER. (PRESTON).

M.V. Aldington Court (London). Merchant Navy.

Born 19 November 1916.

Died Saturday 31 October 1942. Aged 25.

Son of Albert and Ada Hepburn.

Husband of Irene Elsie Hepburn of Ipswich, Suffolk.

Discharge number: R98645.

Panel 4.

M.V. Aldington Court, a 4891 ton motor freighter built in 1929 by William Pickersgill & Sons Ltd, Sunderland, County Durham and owned by Haldin & Philipps Ltd (Court Line), London, she was torpedoed and sunk at 2223 hours by the u-boat U-172 commanded by the u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Carl Emmermann, in position 30.20S/02.10W, west of Port Nolloth, South West Africa whilst traveling unescorted from Philadelphia and Trinidad to Salanha Bay and Alexandria.

The Master 45 year old Alfred Stuart from Whitby, Yorkshire, Second Officer James Hepburn (as above), the Second Radio Officer, and a Gunner who had remained on board, jumped into the sea as the ship rolled over and sank, they were picked all up by the vessels lifeboats, but only one lifeboat was later found by the S.S. City of Christiania, M.V. Aldington Court's Master, 23 crew members and nine DEMS gunners were lost.

The first officer was taken prisoner by the U-172, but 7 crew members and 3 DEMS gunners were picked up by the 4940 ton Ellerman's Hall Line, British merchant ship S.S. City of Christiania and landed at Montevideo, Uruguay on Wednesday 25 November 1942, as the S.S. City of Christiania was sighted those in the lifeboat attempted three times to use smoke floats to attract its attention; these either malfunctioned or had no effect, but the steamer was finally attracted when the third officer climbed a mast and waved a shirt.

On Sunday 19 August 1942 the submarine left Lorient, Brittany, France on its third active war patrol and returned back there on Sunday 27 December 1942, during the patrol of eighteen and a half weeks duration, 8 ships were sunk by Kapitänleutnant Emmermann including the 23456 ton British troopship RMS Orcades off the Cape of Good Hope, South Africa on Saturday 10 October 1942, 1017 which included about 700 service personnel 1065 onboard her survived the sinking.

The U-172 was sunk on Monday 13 December 1943 in the mid-Atlantic after a 27 hour fight west of the Canary Islands, in position 26.29N, 29.58W, by depth charges and Fido



homing torpedoes from Avenger and Wildcat aircraft VC-19 off the American escort carrier USS Bogue and by some 200 depth charges from the American destroyers USS George E. Badger, USS Clemson, USS Osmond Ingram and USS Du Pont, 13 of the 59 crew were killed in the sinking, Carl Emmermann had left the u-boat on 31 October 1943 and survived the war, he died on 25 March 1990, aged 75.

A type IXC submarine the U-172 was built by AG Weser & Son, Bremen, Germany, it was laid down on Wednesday 11 December 1940 and commissioned on Wednesday 5 November 1941 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.

**HEWITT, GEORGE W. (GREAT YARMOUTH).**

Unfortunately it has not been possible to obtain an exact match for George by using the CWGC's excellent website and other data consulted, the 'closest match' being the following casualty as commemorated by the CWGC, albeit with a variance in the spelling of his surname which is not an uncommon occurrence, including on occasions with brothers (including twins) who are commemorated on war memorials or other forms of tributes to the fallen being shown with different surnames, please see GUY HUMPHRY/HUMPHREY below by means of illustrating this 'problem.'

**HEWETT, Able Seaman, D/SSX 28035, GEORGE WILLIAM.**

H.M.S. Roberts. (F40). Royal Navy.

Died Wednesday 11 November 1942.

Son of William Ernest and Rose Annie Hewett of Alcombe, Somerset.

Commemorated PLYMOUTH NAVAL MEMORIAL. Panel 65, Column 2.

George may be the member of the Merchant Navy recorded at the National Archives born on 18 July 1901, with the Discharge number: R156153 (Merchant Navy), and may have enlisted in the Royal Navy for War Service.

George's ship was one of a pair of 'Robert's' class monitor's, HMS Roberts (F40) was named after the popular Field Marshal Frederick (Bob's) Roberts VC, the 1st Earl Roberts Kandahar who died in 1914, the ship was built in 1941 and her sister ship HMS Abercrombie was built in 1943, they being amongst the 22 Royal Navy ships which had 15 inch guns as part of their weaponry.

HMS Roberts provided bombardment support during the 'Operation Torch' amphibious landings in North Africa, where she was damaged by two 500 kilogram bombs, she was repaired in time to support 'Operation Husky' amphibious landings (the invasion of Sicily), 'Operation Avalanche' at Salerno, Italy, the D-Day landings and later in 1944

supported the Walcheren operations (please see Richard Cordner tribute), HMS Roberts survived the war and was scrapped in 1965.

As 'Operation Torch' began on Sunday 8 November 1942, it is almost certain that George lost his life during the time his ship was off the coast of French North Africa, and his death was probably the result of when HMS Roberts received the hits by the bombs referred to above, but more research is needed to confirm same.

The Memorial on which George is commemorated is situated centrally on The Hoe which looks directly towards Plymouth Sound, it is accessible at all times, copies of the Memorial Register are kept at the Tourist Information Office at Island House, 9 The Barbican, Plymouth, PL1 2LS, and also in the Naval Historical Section at Plymouth Library.

After the Second World War, Canada and New Zealand again chose commemoration at home, but the memorial at Plymouth commemorates sailors from all other parts of the Commonwealth and commemorates 7,251 sailors of the Great War and 15,933 of the Second World War.

**HUMPHREY**, Able Seaman, GUY ROY N. (GURNSEY).

S.S. Empire Surf (Sunderland). Merchant Navy.

Died Wednesday 14 January 1942. Aged 20.

Son of Ernest William and Nelly Humphry of St. Martins, Guernsey, Channel Isles.

Panel 46.

At Guy's CWGC commemoration his surname is spelt **HUMPHRY**, as opposed to the spelling on this brief tribute which is as shown on the PWSTS Memorial Plaque.

S.S. Empire Surf was in ballast as she crossed the Atlantic Ocean from Manchester, England making for Jacksonville, Florida, USA in the convoy ON-55; she was a virtually brand new 6641 ton steam freighter that had only been completed the previous year by Bartram & Sons, Sunderland, County Durham, for the Ministry of War Transport (MoWT), the ship was owned by the South American Saint Line, Cardiff: she was one of two ships sunk on Wednesday 14 January 1942 by the u-boat U-43 commanded by the u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Wolfgang Lüth, S.S. Empire Surf was torpedoed at 0254 hours in position 58.42N/19.16W, south of Iceland.

The freighters Master Albert Sandham aged 49, plus 37 crew members and nine DEMS gunners from the freighter were lost in the sinking, but 6 crew members were picked up by the Royal Navy Flower class corvette HMS Alisma (K185) commanded by Lieutenant Commander M.G. Rose RN and landed at Londonderry, Northern Ireland.

During the period when Guy's ship was lost the U-43 was engaged on its eleventh active war patrol having departed from Lorient, Brittany, France on Tuesday 30 December 1941, the u-boat docked at Kiel, Schleswig-Holstein, Germany just over three weeks later on Thursday 22 January 1942.

The U-43 was sunk on Friday 30 July 1943 south-west of the Azores, in position 34.57N, 35.11W, by a Fido homing torpedo from an Avenger aircraft off the US escort carrier USS Santee (CVE 29), all 55 submariners were lost in the sinking, by which time Wolfgang Lüth had been promoted to Korvettenkapitän (Commander) and was commanding the U-181.

The then Kapitän zur See (Captain) Wolfgang Lüth was accidentally shot dead on Sunday 13 May 1945 by a German sentry when he failed to identify himself or give the

current password, the shot which killed him was fired by the sentry at a target he could not even see in the darkness, the bullet struck Kapitän zur See Lüth in the head killing him instantly, it was something of a cruel twist of fate regarding his demise as it was Wolfgang Lüth who had given the orders to the sentry's to fire on anybody who failed to respond when challenged.

Wolfgang Lüth was an ardent Nazi and there has been much speculation since his death as to why he had failed to respond to the sentry's challenge, some have suggested it was deliberate suicide, others that he did in fact respond but the sentry failed to hear him, it would seem that the most widely accepted likely explanation is that he was drunk, exhausted, or otherwise distracted as he made his way across the grounds of the Marineschule, Flensburg-Mürwik, Naval College, Germany on his way to his accommodation shortly after midnight on the fourth day after Germany's surrender.

In 1943 Korvettenkapitän Wolfgang Lüth became the first of only two u-boat officers to be decorated with the Knights Cross with Oak Leaves, Swords and Diamonds, and on Tuesday 15 May 1945, the then Kapitän zur See Wolfgang Lüth became the last member of the Third Reich to be accorded a state funeral at which 6 fellow u-boat officers decorated with the Ritterkreuzträger (Knights Cross) formed the honour guard, at the funeral Grossadmiral Karl Dönitz spoke the final oration, and drew attention to the fact that Wolfgang Lüth was born on 15 October 1913 in Riga, Latvia, and at 30 years of age was the youngest officer of the Kriegsmarine ever appointed Kapitän zur See (Captain), he probably made mention that he had been the youngest Kriegsmarine officer to ever command the German Naval Academy where he was shot, and was second only to Otto Kretschmer (Silent Otto) as the most successful Kriegsmarine u-boat commander of the Second World War, he was buried in the cemetery at Adelby, Flensburg, Schleswig-Holstein, Germany, with several notable members of the Kriegsmarine in attendance.

A type IX submarine the U-43 was built by AG Weser & Son, Bremen, Germany, it was laid down on 15 August 1938 and commissioned on Saturday 26 August 1939 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.



**JAY**, Able Seaman BRUCE CASTLE. (RADLETT).

S.S. Fort Mumford. Canadian Merchant Navy.

Died Saturday 20 March 1943.

Commemorated HALIFAX MEMORIAL, Nova Scotia, Canada. Panel 23.

The Halifax Memorial is one of those erected by the Commonwealth War Graves Commission to commemorate men and women of the forces of the Commonwealth who died in both world wars and have no known grave, it commemorates particularly those Canadian sailors, merchant seamen, soldiers and nursing sisters who lost their lives at sea, and also bears the names of men of the Canadian Army stationed in Canada who have no known grave.

The memorial commemorates 274 casualties of the Great War (on panels one to three) and 2,847 from the Second World War who are commemorated on (panels four to twenty-three), the present memorial is a replacement built in 1967, which was unveiled in November of that year by H.P. MacKeen, Lieutenant-Governor of Nova Scotia, with a full naval ceremony in the presence of R. Teillet, Minister of Veterans Affairs, Canada.

Bruce is also commemorated on Page 161 of the Canadian Merchant Navy Book of Remembrance; on 19 June 2003 the Government of Canada designated 3 September of each year as a day to acknowledge the contribution of Merchant Navy Veterans.

S.S. Fort Mumford a 7132 ton ship managed by Reardon Smith of Cardiff, laden with 6649 tons of vital war supplies for the Mediterranean was torpedoed on her maiden voyage from Vancouver via Lyttleton, New Zealand, to Aden by the Imperial Japanese Navy submarine I-27 about 500 miles north west of Ceylon at estimated position 10°N/71° E, the crew abandoned ship, but the submarines commander Lieutenant Commander Toshiaki Fukumura complied with the Imperial "disposal" policy concerning prisoners of war, and ordered the slaughter of the crewmen by machine-gun fire. The ships Master, 58 year old Captain John H R Smith O.B.E., 45 crewmembers and 4 D.E.M.S. gunners were lost resulting from the sinking and subsequent machine gun 'executions,' despite which one man Gunner H Bailey survived the slaughter and was later rescued by an Arab dhow, he was eventually landed safely by the crew of the dhow at Mikindani, Tanganyika. The Japanese Imperial Navy submarine I-27 commanded by the then Captain Toshiaki Fukumura met its end in controversial circumstances on Saturday 12 February 1944, the 7513 ton troopship "Khedive Ismail" in convoy KR-8 with 1324 passengers onboard which included at least 80 women, mostly WREN personnel and nurses, was torpedoed by the I-27, following which other vessels in the convoy when to her aid, when so doing the Royal Navy destroyer H.M.S. Paladin (G69) made course to ram the enemy submarine but tried to abort doing same when it was realized that the I-27 was so huge, a Type B1 the submarine was over 365 feet in length and had a displacement of 2584 /3654 tons, but the destroyer hit the submarine causing a large hole to made in her side, the I-27 submerged and the Captain of the Royal Navy destroyer H.M.S. Petard (G56) had to make an unenviable decision, either to either save more of the swimmers in the water or drop depth charges to try and sink the enemy submarine, he chose the latter. Sadly several of those floundering in the sea thinking they were about to be rescued were blown to pieces in the devastating attack of patterned depth charges which followed, but eventually the Japanese submarine was forced to the surface and her crew tried to man the deck gun, but were killed by the destroyer's gunners, despite being about only 1000 yards away from the target 7 torpedoes were fired

at the I-27 before one eventually hit the submarine and ended the reign of terror by Captain Toshiaki Fukumura and his submarine I-27, off Addu Atoll, as there was only one survivor who was rescued by the British sailors, it seems somewhat ironic in view of the barbaric treatment metered out to victims of Toshiaki Fukumura and his crew that the allied ships crews looked for survivors of the Japanese submarine whilst rescuing those from the "Khedive Ismail." After his death Toshiaki Fukumura was posthumously promoted by two ranks to a Rear Admiral in the Imperial Japanese Navy. Commander A tragic pot-script to the sinking of the events of 12 February 1944, Rupert Egan of H.M.S. Petard, who had played a vital part in sinking a submarine from each of the axis nations, was so distraught over the enormity of the "Khedive Ishmael" disaster, and the loss of life among survivors following his successful attack on Fukumura and the I-27 that he eventually committed suicide. H.M.S. Petard is probably best remembered however for its connection with the scuttling of the German u-boat U-559 and the "Enigma machine." A type B1 submarine the I-27 was laid down on Thursday 6 June 1940 and commissioned on Tuesday 24 February 1942, it being amongst the most numerous type of submarines of the Imperial Japanese Navy used during the Second World War, of which a total of 20 were constructed starting with number I-15 which became the name of the series, the B1 submarines with a surface speed of 23.5 knots were fast, and could travel submerged at 8 knots and also had a very long range equating to 14,000 nautical miles at 16 knots, they initially carried a single seaplane that was located in a hangar in front of the conning tower and launched by a catapult, late in the war some of the submarines had their aircraft hangar removed and replace it with a 14cm gun. Of the 20 B1 Japanese submarines which were all constructed between 1940 and 1943, 19 were lost during the Second World War, with the I-36 being the sole survivor which was scuttled by the allies on 1 April 1946. Most of the relevant Admiralty papers, relating to the loss of the SS Khedive Ismail and subsequent sinking of the Imperial Japanese Navy submarine I-27, were not released for forty years due to the sensitivity of same.

**JENKINS**, Able Seaman, **WILLIAM RICHARD**. (CLYNDERWIN).  
S.S. Porthmeor (Cardiff). Merchant Navy.  
Died Wednesday 20 August 1941. Aged 19.  
Son of John and Blodwen Jenkins of Llandissilio, Pembrokeshire, Wales.  
Panel 83.

Unfortunately it has proved particularly difficult to obtain much data at all on William's ship or its fate, but it would appear that it was a 410 ton vessel which was jointly owned by W&A McMullan and Harold English (Cardiff), and that possibly S.S. Porthmeor had spent a lot of its life on the Antrim Coast of Northern Ireland, it is recorded as having struck a mine in 1941 although no exact date is shown, but it was probably when William died.

**JOHNSTONE**, Senior Ordinary Seaman, NORMAN. (BLACKBURN).

S.S. Manchester Citizen (Manchester). Merchant Navy.

Died Friday 9 July 1943. Aged 19.

Son of Walter and Rosetta Johnston of Blackburn, Lancashire.

Panel 67.

Captain George Stanley Swales, 44 crewmen and 8 gunners from the S.S. Manchester Citizen were rescued by the Free French corvette "Commandant Detroyat" (ex HMS Coriander) and landed at Lagos, Nigeria, after the 5343 ton steam freighter built in 1925 by the Furness Shipbuilding Co Ltd, Haverton Hill, Middlesbrough, was sunk by a second torpedo from the Lorient, Brittany, France based u-boat U-508 at 0452 hours having been crippled by a torpedo from the same u-boat at 0243 hours, during the same attack the U-508 commanded by the u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Georg Staats who also torpedoed the British 8400 ton steam freighter "De la Salle," whilst both ships were in the dispersed convoy ST-71.

Norman was one of 28 who lost their lives when the S.S. Manchester Citizen which was owned by Manchester Liners Ltd, Manchester was attacked and sunk, at which time the ship was only in ballast on a journey from Freetown to Lagos, she sank approximately 60 miles southwest of Lagos in the Gulf of Benin.

Georg Staats was lost along with the entire crew of 57 aboard the U-508 when the u-boat was sunk on Friday 12 November 1943 in the Bay of Biscay north of Cape Ortegal, Spain in position 46.00N, 07.30W, by depth charges dropped from an American Liberator aircraft of Squadron VB-103/C, the action fought resulted in the loss of not just the submarine but also the attacking aircraft, which crashed with the loss of all 10 onboard.

A type IXC submarine the U-508 was built by Deutsche Werft AG, Hamburg, Germany, laid down on Tuesday 24 September 1940 and commissioned on Monday 20 October 1941, it was one of 113 submarines of various types that were commissioned into the Kriegsmarine by the shipyard between Saturday 25 January 1941 and Wednesday 18 April 1945.

**KENT**, Able Seaman, FREDERICK ERNEST ARSCOTT F. (SOUTHEND).

M.V. Darlington Court (London). Merchant Navy.

Born 15 September 1920.

Died Tuesday 20 May 1941. Aged 20.

Son of Mrs E. D. Purt of Lancing, Sussex.

Discharge number: R18603.

Panel 34.

The 4974 ton motor freighter M.V. Darlington Court which was built in 1936 by Lithgows Ltd, Port Glasgow, and owned by Haldin & Philipps Ltd (Court Line), London was torpedoed at 1448 hours in position 57.28N/41.07W by the u-boat U-556 commanded by Kapitänleutnant (Commander) Herbert Wohlfarth, the ships Master Charles Hurst, ten crewmembers and one DEMS gunner were picked up by the 1857 ton Dutch rescue ship NV. Hontestroom and landed at Reykjavik on Tuesday 27 May, but 22 crewmembers including Frederick Kent, three DEMS gunners and three passengers were lost in the sinking.

NV. Hontestroom was not in the convoy HX126 and it was particularly fortuitous that she was in the area at that time, as she rescued also rescued the survivors of the 5995 ton



S.S Cockaponset, the little Dutch ship was really a 'coaster' more used to regular crossings between Holland and Great Britain pre war, she was Sailing from Liverpool to Reykjavik with a cargo of coke when she grounded on Monday 15 March 1943 on the Skage Reef, Iceland, and became a total loss.

A report of an interview submitted by A.H Stirling the Chief Engineer of the M.V. Darlington Court, follows (albeit much abridged):-

"We were bound from Halifax to U.K. with a cargo of 8500 tons of grain. We were armed with a 4" gun, 3 Hotchkiss, a Holman projector and a Kite. The ship was degaussed but the apparatus was not working. The crew, including 2 Military Gunners and 2 Naval Gunners, numbered 37, of whom 25 are missing. The confidential books went down with the ship.

We left Halifax on the 10th May in Convoy HX 126 bound for U.K. and proceeded without incident until the early hours of the 20th when two ships in the convoy, No.'s 91 and 93, were torpedoed (the ships in these stations were Norman Monarch and Harpagus - however, according to "Axis Submarine Successes of WW II," Jürgen Rohwer, Harpagus was sunk several hours after Darlington Court, in fact, Darlington Court was the second ship to be sunk, about 10 hours after the attack on Norman Monarch - see link to her report above). We altered course to 90° until about 06:00 when we changed course again, and at 09:00 we went back to our original course.

About 12:58 the same day, in position 57 18N 41 07W, as our Escort hoisted a signal reporting a submarine on our starboard\* side, we were struck by a torpedo on the port side in the engine room, followed 2 seconds later by another torpedo in the deep tank forward of the engine room. The sea was calm, wind slight; weather was fine and visibility hazy. We were making 8 1/2 knots on Course 035°. The first explosion, which was heavier and sharper than the second, stopped the main engine immediately, and the second torpedo, which struck the deep tank, split the ship in two. The ship capsized immediately, and in about 45 seconds she was out of sight."

Herbert Wohlfarth had departed from Kiel, Schleswig-Holstein, Germany with the U-556 on Thursday 1 May 1941 taking the submarine on its first active war patrol and arrived at Lorient, Brittany, France on Friday 30 May 1941, after just over four weeks on the patrol Herbert Wohlfarth had six ships and damaged another, six of the ships were in convoy: three were from convoy OB-318 and three were from convoy HX-126, Frederick Kent's being in the latter convoy, M.V. British Security (London), was also sunk by the U-556 on the same day (please see William Cross tribute), as was the 5995 ton British steam freighter Cockaponset.

On his return from the above patrol Herbert Wohlfarth was presented with the RitterKreuz (Knights Cross) on 30 May 1941 by Admiral Karl Dönitz in Lorient.

On Tuesday 27 May 1941, exactly a week after sinking the M.V. Darlington Court Herbert Wohlfarth received an order to run for the mighty Bismarck which at the time was sinking and collect the ships war diary, on the way to the battleship the U-556 saw the aircraft carrier HMS Ark Royal (91) and the battlecruiser HMS Renown (72) pass directly in front of the it, but fortunately she had expended all of her torpedoes and was unable to help the Bismarck, Herbert Wohlfarth later stated that he had actually seen HMS Ark Royal launch the aircraft that doomed the Bismarck, the irony regarding the above is that had the U-556 not used torpedoes sinking William's 8470 ton ship, the u-boat may well have sunk either or both of the larger Royal Navy ships HMS Ark Royal

and HMS Renown, three days after his run to the Bismarck Only a month after sinking the M.V. Darlington Court the U-556 was sunk on Friday 27 June 1941 in the North Atlantic south-west of Iceland, in position 60.24N, 20.00W, by depth charges from the Royal Navy Flower class corvettes HMS Nasturtium (K107), HMS Celandine (K75) and HMS Gladiolus (K34).

When the U-556 was sunk 5 of the u-boats crew died, but 41 survived the sinking including Herbert Wohlfarth who survived the war, after spending more than six years in English and Canadian prisoner of war camps he returned to Germany on 14 July 1947, born in Kanazawa, Hokuriku region, Japan he died on 13 August 1982 at Villingen, Germany, aged 67.

A type VIIC submarine the U-556 was built by Blohm & Voss, Hamburg, Germany, laid down on Tuesday 2 January 1940 and commissioned on Thursday 6 February 1941 it was one of 224 submarines of different types that were commissioned into the Kriegsmarine by the shipyard between Saturday 14 September 1940 and Saturday 31 March 1945.

**KING**, Third Officer, JOHN GRAY. (DUNDEE).

S.S. Trehata (London). Merchant Navy.

Died Saturday 8 August 1942. Aged 20.

Son of John King, and of Isabella Gray King of Dundee, Scotland.

Panel 110, also commemorated on the City of Dundee Roll of Honour, World War II.

Laden with 3000 tons of steel, 1000 tons tinned goods, 1000 tons lard and 1000 tons of cheese, plus other essential supplies needed in the United Kingdom, at 1518 hours John's ship was torpedoed by the u-boat U-176 commanded by Korvettenkapitän (Commander) Reiner Dierksen in position 56.30N/32.14W, south east of Cape Farewell, Greenland, he sank 4 ships in convoy SC-94, in addition to sinking the S.S. Trehata which was traveling from Hampton Roads and Sydney, Nova Scotia to Manchester, Reiner Dierksen also sank the 3956 ton British steam freighter Kelso and the 7914 ton Greek vessel Mount Kassion on the same day, he sank the 3701 ton British steam freighter Radchurch the next day.

On Tuesday 21 July 1942 Reiner Dierksen departed from Kiel, Schleswig-Holstein, Germany on the U-17's first active war patrol for operations in the North Atlantic and at its termination after ten and a half weeks arrived at Lorient, Brittany, France on Friday 2 October 1942, during the patrol Reiner Dierksen torpedoed and sank hit six ships, five of these ships were in convoy: one was from convoy ON-122 and four including John's ship were from convoy SC-94.

Built in 1928 by W. Gray & Co Ltd, Sunderland, County Durham as the "Nohata," the 4817 ton steam freighter was renamed the S.S. Trehata in 1936 and owned by the Hain Steamship Co Ltd, London, her 53 year old John Lawrie of Troon, Ayrshire, Scotland who was the ships Master at the time of her loss was much decorated having been awarded the DSO & Bar, DSC, and the King's Commendation for Brave Conduct, in addition to which he was the holder of the Russian Order of the Red Banner, John Lawrie was lost with his ship as were six naval staff members, 19 crew members and four DEMS gunners, but 21 crew members and four DEMS gunners were picked up by the Norwegian steam merchant "Inger Lise" and landed at Preston.

At the time of her loss S.S. Trehata was the ship of the convoy commodore 61 year old Vice-Admiral Dashwood Fowler Moir, DSO, ADC, RN of Brimpton House, Brimpton,

Reading, Berkshire, he had been Commodore of Ocean Convoys (HMS Eaglet) from Wednesday 1 October 1941, he too was lost with the S.S. Trehata.

U-176 was sunk with the loss of all 53 crew including 35 year old Reiner Dierksen on Saturday 15 May 1943 north-east of Havana, Cuba in position 23.21N, 80.18W, as the result of the combined efforts of an American aircraft and a Cuban Navy patrol boat.

An American Vought-Sikorsky OS2U-3 Kingfisher aircraft (VP-62/1) located the u-boat and flying over the U-176 the aircrafts pilot dipped her wings, marking the spot for the Cuban patrol boat CS 13, which then raced to the spot indicated by the aircraft, and dropped a three charge pattern depth charges which resulted in 4 explosions on the submerged submarine.

A type IXC submarine the U-176 was built by AG Weser & Son, Bremen, Germany, laid down on Thursday 6 February 1941 and commissioned on Monday 15 December 1941 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.

In January 2002 it was announced that the U-176 had been found by members of a deep sea archeological research team off the coast of Cuba, and the following statement is as issued by them:-

“The scientific team recently stumbled across the wreck of U-176 while searching for sunken Spanish galleons. As it turns out, the research team is planning to return to the site to explore the wreckage using deep sea video equipment and remote operated vehicles. Unfortunately, the ship lies at a depth of 800 to 900 meters, so it is difficult for individuals to carry out ocular inspections of the wreck - not counting the fact that I believe maritime law forbids entering these sunken ships. In any case, we plan to make a documentary film from this expedition and its results.”

**KINGSLAND**, Able Seaman, ALLAN H. (UCKFIELD).

SS Arizona (Dutch). Merchant Navy.

Died Sunday 29 September 1940. Aged 16.

Allan lost his life when the 393 ton Dutch coaster SS Arizona, which had left Methil Roads earlier the same morning struck a mine in the Firth of Forth, near Elie Point on Sunday 29 September 1940 at 0730 hours, of the eight men crew three survived the explosion and were rescued, but Allen and four other members of the crew died.

+ Regrettably it would appear that Allan is amongst the thousands of Commonwealth war dead of both world wars, who are still not commemorated by the Commonwealth War Graves Commission, possibly because he was sailing on a Netherlands Merchant Navy vessel as did approximately 13,000 allied seafarers during the Second World War.



As recently as Friday 15 April 2004 a memorial was unveiled to the Second World War sailors of the Netherlands Merchant Navy at the Riverside Walk, Pier Head, Liverpool of whom in excess of 3,600 lost their lives during the war.

Please note comments re Merchant Navy at start of these tributes.

**KRETSCHMER**, Midshipman, CEDRIC LEMBOURNE. (WINCHESTER).

Royal Naval Reserve, H.M.S. Duchess (H64).

Died Tuesday 12 December 1939. Aged 19.

Son of Edward and Rosanna Gasgoine Kretschmer.

Commemorated Chatham Naval Memorial, Panel 34 Column 1.

Regrettably, as a result of constant vandalism at the Memorial, the Commonwealth War Graves Commission has had to arrange for it to be regularly patrolled and public access limited to the period from 0830 hours to 1700 hours, should for any reason the Memorial be closed during the stated hours, please telephone the Guard Room at Brompton Barracks on 01634 822442 who will arrange for the gates to be opened.

Chatham Naval Memorial commemorates 8,515 sailors of the Great War and 10,098 of the Second World War.

The destroyer HMS Duchess (H64) was sunk on Tuesday 12 December 1939 when she was involved in a collision with the Royal Navy battleship HMS Barham (04), in the North Channel approximately 9 miles off The Mull of Kintyre, at position 55.19N, 06.06W, and sadly Cedric was amongst the 129 crew who were killed, which also included the ships Commanding Officer 34 year old Lieutenant Commander Robert C.M. White, son of Sir Robert Eaton White, Bt., and Lady White of Woodbridge, Suffolk, only one officer and 22 ratings survived the disaster and were all rescued.

At a later Admiralty Board of Enquiry, it was thought that the cause of the collision (with the impact cutting the smaller destroyer in half), which occurred in dense fog at 0400 hours, was probably resultant of the prevailing weather, combined with the fact that both ships involved in the tragedy were zigzagging at the time of the collision.

When the Second World War started, HMS Duchess was on China Station duties but was ordered by the Admiralty to return to the United Kingdom forthwith, after which with her Flotilla she proceeded as ordered via Singapore, Colombo, Aden, Suez and Malta, whilst at Malta, HMS Duchess (H64), HMS Dainty (H53) and HMS Delight (38) were detached to escort the battleship HMS Barham to the Clyde, leading directly to her loss.

One of the thoughts which occurred when transcribing the PWSTS Memorial Plaque, was wondering if Cedric was a distant relation of the 'legendary' Otto Kretschmer (Silent Otto), the most successful of all German u-boat commanders based on "merchant tonnage" during the Second World War, who despite being sunk and captured fairly early in the war on Monday 17 March 1941 by HMS Walker, he survived the war but following an accident he died on 5 August 1998 in Bavaria, aged 86.

**LAMB**, Able Seaman, HAROLD JAMES. (BRIGHTINGSEA).

S.S. Herland (London). Merchant Navy.

Born 27 March 1916.

Died Thursday 7 November 1940. Aged 24.

Son of Mr. and Mrs. J. J. Lamb of Colchester, Essex.

Discharge number: R99223.

Panel 56.

Harold was killed when the 2645 ton S.S. Herland which was built in 1920 by the Detroit Shipbuilding Co. and owned by the Hercoal Shipping Co. hit a mine near the Nore Light Vessel off Southend-on-Sea, Essex, in the Thames Estuary in position 51.29.10N 00.53.35E and sunk in seven and half fathoms when the vessel was traveling from Methil Roads, Scotland to London with a cargo of coal, when she was sunk S.S. Herland had a crew of 34 and 3 DEMS gunners, Charles Petersen the ships Master from Blythe, Northumberland apparently survived the sinking, but sadly Harold Lamb was amongst the 16 crew and 2 gunners who were lost.

Prior to serving aboard the S.S. Herland, between 1931 and his death Harold had also served on an array of different vessels, they being the, MV Ashanti, MV Andoni, RMS Ausonia, S.S.City of Rangoon which was sold to MOWT in 1945 and renamed Oscar III, S.S.Drakelow, M.V.Dunbar Castle which was mined and sunk off Ramsgate, Kent in 1940, S.S.Dunnottar Castle, S.S.Esmond, RMS Highland Chieftain, RMS Highland Princess, S.S.Jamaica Progress, S.S.Lithuania, Lombardy, MV Pizarro Saint Ronaig, TSS Port Hardy, S.S.Silvio and S.S.Tekoa.

Harold had also served on HMS Goodwin which was a converted coastal cargo ship that was pressed into service early in the war to escort convoys along the east coast of the British Isles, due to the fact that the Royal Navy was unable of provide suitable convoy escorts HMS Goodwin was often the sole escort for a coastal merchant ship convoy, during which time she survived numerous air attacks as the Luftwaffe attacked the coastal convoys, as at the following tribute to Alexander Larkin.

**LARKIN**, Sailor, ALEXANDER JOHN. (MONTROSE).

S.S. Leo Dawson (Newcastle-on-Tyne). Merchant Navy.

Born 18 March 1920.

Died Monday 29 January 1940. Aged 19.

Son of George and Marjory Ruth Larkin of St. Cyrus, Kincardineshire, Scotland.

Discharge number: R144899.

Panel 64.

Several Allied vessels were bombed by enemy aircraft between 0900 hours on Monday 29 January 1940 and 1200 hours on Tuesday 30 January 1940 in the North Sea, mainly off the United Kingdom coast in an area stretching from Kent to the river Tay, one of the ships attacked was the 4330 ton steam freighter S.S. Leo Dawson although she was hit and damaged the vessel remained afloat, but in view of Alexander's date of death it would appear that he died during the German bombing raids when his ship was hit.

At 2125 hours on Sunday 4 February 1940 only a few days after the enemy bombing raids and Alexander's death the ship was torpedoed by the u-boat U-37 commanded by

Korvettenkapitän (Commander) Werner Hartmann, when the S.S. Leo Dawson was crossing from Narvic to Immingham with a cargo of iron ore.

In addition to the crew being onboard when the U-37 had left Wilhelmshaven to start its third active war patrol on Sunday 28 January 1940, for operations in the North Atlantic, were two agents of the Abwehr were also onboard who left the submarine on Thursday 8 February in Donegal Bay, Ireland and would of course been present when the S.S. Leo Dawson and the Norwegian 1365 ton Hop were both sunk on the same day whilst sailing independently, before the completion of the patrol and arriving back at Wilhelmshaven on 27 February 1940 after over four weeks, in addition to landing the Abwehr agents Werner Hartmann had torpedoed and sunk a total of eight ships, two of which were in convoys, one was from convoy 10-RS and the other from convoy OG-18.

The Abwehr agents were part of Unternehmen Grün (Operation Green), which was a full scale operations plan for the invasion of the island of Ireland in support of Unternehmen Seelöwe (Operation Sealion).

S.S. Leo Dawson (formerly the Roseden) was built in 1918 by the Blyth Shipbuilding & Dry Docks Co Ltd, Blyth, Northumberland, and owned by Frank S. Dawson Ltd, Cardiff, when she was sunk, the ships Master 38 year old Charles Edwin Underwood of Yetholm, Roxburghshire, Scotland, and all the 34 crew members were lost.

Werner Hartmann rose to the rank of Kapitän zur See (Captain) and was regarded as a u-boat 'ace' having sunk 26 ships during the war, which he survived, afterwards he served for several years in the Bundesmarine (German postwar Navy) and died on 26 April 1963 at Ussel, Weldeck, Germany, aged 60.

Built by AG Weser & Son, Bremen, Germany, laid down on 15 March 1937 and commissioned on 4 August 1938, somewhat rare for a Second World War German u-boat the U-37 survived the carnage of the war and was scuttled on Tuesday 8 May 1945 at Hörup Haff, Sønderborg Bay, in the Baltic Sea off the Danish coast in position 54.55N, 09.47E and was later broken up.

With a total of 11 different commanders between 15 March 1937 and the time she was scuttled the U-37 sank 55 ships and damaged another 1.

**LECKEY**, Second Officer, GEORGE MCCLELLAND. (BANGOR).

S.S. Kenbane Head (Belfast). Merchant Navy.

Died Tuesday 5 November 1940. Aged 27.

Son of Harry and Jane Leckey.

Husband of Susan M. Leckey of Holywood, County Down, Northern Ireland.

Discharge number: R70861.

Panel 60.

George's 5225 ton ship commanded by Captain T. F. Milner, was amongst the 7 sunk in convoy HX-80 off Greenland on Tuesday 5 November 194 by German pocket battleship Admiral Scheer commanded by Kapitän zur See (Captain) Theodor Krancke, others sunk had included HMS Jervis Bay (please see Arthur Driscoll tribute) and SS Beaverbrook (please see Robert Fraser tribute).

George survived the actual sinking of his ship and was in charge of number 3 lifeboat which had eight other crewmembers of the S.S. Kenbane Head onboard, the others being Second Engineer Officer Hugh Carson, Boatswain William Wright, Able Seaman Donald J Mackay of Fivemiletown, County Tyrone, Northern Ireland. Assistant Steward Harry



Bloor (Canadian Merchant Navy), First Radio Officer Patrick C Cahill, Carpenter James Belshaw of Ballywalter, County Down, Northern Ireland. Able Seaman Daniel Donovan of Clonakilty, County Cork, Irish Republic, and Fireman and Trimmer Bernard P Henry of Marino, Dublin, Irish Republic, all of the above are commemorated on the Tower Hill Memorial, apart from Assistant Steward Harry Bloor of Toronto, Ontario, Canada, he is commemorated on page 97 of the Canadian Merchant Navy Book of Remembrance, and on Panel 17 of the Halifax Memorial, Nova Scotia, Canada.

Initially the undamaged lifeboats were able to keep in close company, but the day after the loss of the S.S. Kenbane Head when the boats were in the vicinity of the burning "San Demetrio" (London) the boats drifted apart and the nine men in number 3 lifeboat were never seen again, eventually 20 survivors from the S.S. Kenbane Head were rescued by the S.S. Gloucester City (Bristol) at about 1500 hours on Thursday 7 November and taken to Newfoundland.

**LIDDLE, GEORGE.** (SEAHAM HARBOUR).

Unfortunately there is no clear trace for George, as such the most likely is being entered below, but **should be viewed with an element of doubt** by family historians, researchers or other interest parties etcetera that access this brief tribute to him.

**LIDDLE, Fireman and Trimmer GEORGE HENRY.**

S.S. Empire Crossbill (London). Merchant Navy.

Died Thursday 11 September 1941. Aged 20.

Son of Henry and Annie Liddle of West Hartlepool, County Durham.

Panel 39.

George's ship, a 5463 ton steam freighter was torpedoed and sunk by the u-boat U-82 commanded by Oberleutnant zur See (Lieutenant) Siegfried Rollmann at 0705 hours on Thursday 11 September 1941 at position 63.14N 37.12W whilst in convoy SC-42 traveling from Philadelphia to Hull, with a cargo of 6686 tons of steel and 4 tons relief supplies, all 49 onboard being made up of passengers and crew perished in the sinking of the S.S. Empire Crossbill, her Master Eric Robinson Townend aged 38 came from Fenham, Newcastle-upon-Tyne, another member of the crew and a former Prince of Wales Sea Training School boy was Ian Calder, who is commemorated on the Memorial Plaque and has a brief tribute above.

U-82 departed under Siegfried Rollmann from Trondheim, Sør-Trøndelag, Norway on Monday 11 August 1941 and arrived at Lorient, Brittany, France on Thursday 18 September 1941 after five and a half weeks having completed its third active war patrol during which time Siegfried Rollmann torpedoed five ships, four of which sank including George's ship and another was damaged, all of them were in convoy SC-42, the damaged ship was the Swedish ship "Scania" which had been hit in the same attack as the S.S. Empire Crossbill, was sunk later by 2 torpedoes fired from the U-202 commanded by Kapitänleutnant Günter Poser at 1332 hours.

S.S. Empire Crossbill was originally an American vessel built in 1919 by the Los Angeles Shipbuilding & Drydock Corp, San Pedro California for the US Shipping Board, Los Angeles and named the "West Amargosa;" in 1937 she had been transferred to US Maritime Commission and laid up as part of the Reserve fleet, she was renamed in 1940 when she was given to Great Britain and became a MoWT ship, managed by Sir W.

Reardon Smith & Sons but at the time of her loss she was managed by John Morrison & Son, Newcastle-upon-Tyne, County Durham.

The then Kapitänleutnant (Lieutenant Commander) Siegfried Rollmann died along with the other 44 crew members onboard the submarine U-82 on Friday 6 February 1942 north of the Azores, when the submarine was sunk in position 44.10N, 23.52W, by depth charges fired from two Royal Navy ships, they being the sloop HMS Rochester (L50) and the corvette HMS Tamarisk (K216).

A type VIIC submarine the U-82 was built by Bremer Vulkan, Bremen-Vegesack, Germany, the U-82 was laid down on Wednesday 15 May 1940 and commissioned on Wednesday 14 May 1941, being amongst 74 of different types of submarines that were commissioned into the Kriegsmarine, from their Bremen-Vegesack shipyard between Saturday 27 July 1940 and Saturday 15 April 1944.

**MANT, Master, HERBERT. (SEVEN KINGS).**

S.S. Ashcrest (London). Merchant Navy.

Born 1907. (Probably in Essex).

Died Monday 9 December 1940. Aged 33.

Son of Herbert Edward and Alice Lydia Mant of Chorley Wood, Hertfordshire.

Discharge number: R50176.

Panel 11.

Traveling from Philadelphia via Sydney, Nova Scotia to Middlesborough in convoy SC-13, Herbert's ship, a 5652 steam freighter of the Crest Shipping Co, London was torpedoed and sunk in the Atlantic, after becoming a straggler from the convoy approximately 60 miles North of Ireland at position 55.12N 10.20W with the loss of all 37 onboard her, at 2020 hours on Sunday 8 December 1940 Herbert sent out a distress signal that the ship's rudder was broken in position 54°35N/09°20W, it being the day before it was sunk and was the last signal sent from the S.S. Ashcrest, following which she was reported later as missing.

Herbert was a recipient of Lloyd's Silver Medal for Gallantry, it being one of only 523 to the Merchant Navy in the Second World War, several of those who were awarded the medal also received 'official' awards such as the George Medal, Albert Medal or a grade of the Most Excellent Order of the British Empire, usually for the same deed as that of the Lloyd's medals. S.S. Ashcrest was sunk by the u-boat U-140 commanded by Oberleutnant zur See (Lieutenant) Hans-Peter Hinsch, and was the third ship sunk by the U-140 which was on its first active patrol having left Kiel, Germany on Wednesday 20 November 1940, on the same day that Hans-Peter Hinsch sank Herbert's ship, he had earlier sunk the 1997 ton Finnish vessel "Penang," initially Hans-Peter Hinsch had mistakenly reported that he had sunk a vessel named the S.S. Ashcroft as opposed to the S.S. Ashcrest.

Built in 1920 by the Northumberland Shipbuilding Co Ltd, Howden-on-Tyne, Herbert's ship was launched as the "War Chateau," but completed as "Norwegian Erle" for Arentz Rederi, Larvik; in 1922 she was sold to Det Forenede Rederi A/S, Oslo; and in 1924 was sold to A/S Erle (Fearnley & Eger), Oslo; in 1927 sold to Yugoslavia and renamed "Zrinski" for Jugoslavenko Amerikaniska Plovidba, Split; the following year she was sold to Jugoslavenski Lloyd Ackionarsko Drustvo, Split; finally in she was sold in 1940 to Britain and renamed S.S. Ashcrest, for the Crest Shipping Co, London.

Despite the early successes of the U-140, unlike many other u-boats it survived the war and was scuttled by the crew on Wednesday 2 May 1945 (as part of "Operation Rainbow") in the Raederschleuse at Wilhelmshaven, Germany and later broken up, the only other vessel which was sunk by the u-boat was the small (206 ton) Soviet submarine M-94, which was sunk on Monday 21 July 1941 whilst on the surface in the Baltic by a 'training crew' commanded by Korvettenkapitän (Commander) Klaus Popp, built by the Deutsche Werke, Kiel, Germany the U-140 was a type IID u-boat which were small craft and not suitable for the rigors of the mid Atlantic or similar locations, as such at the termination of its first active patrol the vessel was used to train u-boat personnel, Hans-Peter Hinsch who had sunk the S.S. Ashcrest was promoted to Kapitänleutnant (Lieutenant Commander) on Wednesday 1 April 1942, having commanded the U-569 from Thursday 8 May 1941 to Saturday 6 February 1943, and like his first u-boat, he too survived the war and died on 12 April 1967, aged 52.

A type IID submarine the U-140 was built by Deutsche Werke AG, Kiel, Germany, laid down on Thursday 16 November 1939 and commissioned on Wednesday 7 August 1940 it was one of 69 submarines of different types commissioned into the Kriegsmarine from the shipyard between mid June 1935 and Saturday 12 February 1944.

"Operation Rainbow" or Regenbogen, referred to above was devised by the BdU ordering u-boat commanders to prepare their submarines for scuttling, but on Friday 4 May 1945 Großadmiral (Grand Admiral) Karl Dönitz was forced to rescind the order because of conditions imposed on him by the Allied commanders, however many of the u-boat commanders saw this as being against the Großadmiral's true wishes, which resulted in 231 of the u-boats being scuttled by their crews before the Allies could prevent the German submariners carrying out the original order of Großadmiral Dönitz.

**MARKLAND**, Second Officer, KENNETH. (BLACKBURN).

S.S. Scottish Chief (London). Merchant Navy.

Born 12 May 1914

Died Friday 20 November 1942. Aged 28.

Panel 93.

S.S. Scottish Chief was a 7006 steam tanker built in 1928 by W.G. Armstrong, Whitworth & Co Ltd, Newcastle-upon-Tyne was owned by Tankers Ltd, London, she was sailing unescorted, having originally been in a convoy of 15 vessels that had been ordered to disperse, when she was torpedoed in the southern Indian Ocean near Madagascar at 2307 hours on Thursday 19 November 1942, about 200 miles east-southeast of Durban in position 30.39.S 34.41.E. by the u-boat U-177 commanded by u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Robert Gysae, at the time of the sinking Kenneth's tanker was laden with 13000 tons of admiralty fuel and was traveling from Bandar Abbas in Southern Iran, to Table Bay, Cape Town South Africa, Robert Gysae fired two torpedoes at S.S. Scottish Chief in quick succession both of them hitting their target, the first of which exploded in the engine room,

Of the 48 seamen and gunners on board the tanker 36 lost their lives, they were the ships 39 year old Master Thomas Thorogood, 32 crew members and three DEMS gunners, 5 survivors were picked up by the Royal Navy Flower class corvettes HMS Jasmine (K23) commanded by Lieutenant Commander C.D.B.Coventry, and 7 survivors by HMS



Genista (K200) commanded by Lieutenant Commander R.M. Pattinson DSC and landed at Durban, South Africa.

Robert Gysae took the U-117 out of Kiel, Schleswig-Holstein, Germany on its first active war patrol on Thursday 17 September 1942, and on completion of same arrived just over eighteen weeks later at Bordeaux, Aquitaine, France on Friday 22 January 1943. During the above patrol between Monday 2 November 1942 and Monday 14 December 1942 Robert Gysae torpedoed 9 ships, sinking 8 and damaging the other, amongst those sunk (30 November 1942) was the 10799 ton troopship "Llandaff Castle," owned by Union-Castle Mail SS Co Ltd, London, of the 313 onboard only 3 lost their lives.

The U-177 was sunk Sunday on 6 February 1944 in the South Atlantic west of Ascension Island, in position 10.35S, 23.15W, by depth charges from a US Liberator aircraft VB-107/B-3, 50 of the 65 crew aboard the u-boat were lost in the sinking.

Robert Gysae who sank Kenneth's tanker left the U-177 on Saturday 16 October 1943 having been promoted to Korvettenkapitän (Commander) on Thursday 1 July 1943; at the end of the war he spent a short time as a prisoner of war, before enlisting in the Bundesmarine (post-war German Navy) and served for more than two years in the German minesweeping service (Deutscher Minenräumdienst), he later served for four years as a Navy attaché in the USA, followed by three years as Flottillenadmiral and Commander of the 'Marinedivision Nordsee' he retired in March 1970 and died on 26 April 1989, aged 78.

A type IXD2 submarine the U-177 was built by AG Weser & Son, Bremen, Germany, laid down on Monday 25 November 1940 and commissioned on Saturday 14 March 1942 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.

**MARSHALL, BENJAMIN. (GREAT YARMOUTH).**

Unfortunately Benjamin has proved to be the hardest of the former PWSTS boys to obtain even the barest details about, as such the following casualty commemorated is simply the 'best match' accessed from the CWGC 'Dept of Honour Register,' and caution is advised regarding Benjamin's data as shown below should anybody viewing these brief tributes have a particular interest in his life and sadly of course his death.

**MARSHALL, Leading Seaman, C/X 20439A, BENJAMIN.**

Royal Naval Reserve, H.M.S. Martin. (G44).

Died Wednesday 10 November 1942.

Commemorated Chatham Naval Memorial, Panel 65, Column 3.

HMS Martin commanded by Commander Charles R.P. Thomson, DSO, RN was torpedoed and sunk at 0345 hours by the La Spezia, Italy based u-boat U-431

commanded by Kapitänleutnant (Commander) Wilhelm Dommes northeast of Algiers, Algeria in position 37.53N, 03.57E, when the destroyer was in 'Force H' during the 'Operation Torch' amphibious landings, Wilhelm Dommes reported three hits on a Leander Class cruiser, which blew up and also a destroyer as damaged, but the ship hit was the HMS Martin, aboard which 161 officers and ratings went down with the ship, one of whom was possibly ex PWSTS boy Benjamin Marshall, 63 members of the ships crew survived the sinking.

Commanded by Oberleutnant zur See (Lieutenant) Dietrich Schöneboom the U-431 was lost with all 52 hands when it was sunk on Thursday 21 October 1943 in the Mediterranean off Algiers, Algeria in position 37.23N, 00.35E, by depth charges dropped from a North Front, Gibraltar based Wellington bomber of 179 Squadron, Royal Air Force Coastal Command.

Wilhelm Dommes who had sunk HMS Martin left the U-431 on Wednesday 6 January 1943, and commanded the U-178 from Monday 22 February 1943 to Thursday 25 November 1943; after which he became the base commander of Penang, Malaya, and in January 1945 was promoted to the rank of Fregattenkapitän (Captain) and appointed the base commander of Singapore and Chief of all the Monsun u-boats, which were based at Penang, Jakarta and Sabang between 1943 and 1945, Wilhelm Dommes survived the war and died on 23 January 1990 in Hannover, Niedersachsen, Germany, aged 82.

A type VIIC submarine the U-4311 was built by F Schichau GmbH, Danzig, Germany (Polish Gdańsk), laid down Thursday 4 January 1940 and commissioned on Saturday 5 April 1941, it being amongst the 94 submarines of different types commissioned by the shipyard into the Kriegsmarine between Sunday 2 February 1941 and Friday 26 January 1945.

**MASSON**, Third Engineer Officer, RENE FRANCOIS. (STONEHAVEN).

S.S. Président Doumer, (Aden). Merchant Navy.

Died Friday 30 October 1942. Aged 31.

Panel 84.

On Friday 30 October 1942, Kapitänleutnant (Commander) Horst Höltring commanding the Brest, Brittany, France based u-boat U-604 torpedoed and sank two ships in convoy SL-125, one being the 11898 ton motor freighter S.S. Président Doumer, it being only three days after he had sunk another vessel in the same convoy, the S.S. Président Doumer owned by the Bibby Line, Liverpool was laden with a general cargo which had included 50 tons of palm kernels, and 345 people onboard made up of crew, gunners and military personnel, at the time she was traveling from Freetown to the United Kingdom when she was sunk at 2129 hours in position 35.08N/16.44W, northeast of Madeira in very bad weather.

Panic broke out and the lifeboats were cut down and crushed, many of the survivors were struggling in the sea, while the S.S. Alaska (Master Berge Mevatne) began to pick up survivors, the Master of S.S. Président Doumer, 173 crew members, 23 gunners and 63 troops were lost in the sinking, but 78 crew members and seven gunners were rescued by S.S. Alaska and HMS Cowslip (K196) commanded by Sub Lieutenant K.J. Pearson, which landed them at Gibraltar.

As if to compound the tragedy, at 0003 hours on Saturday 31 October the S.S. Alaska was hit by a torpedo from the u-boat U-510 commanded by Korvettenkapitän Karl

Neitzel and the 56 survivors who had been saved from the S.S. Président Doumer again broke out in panic, the ships Norwegian crew had their hands full to prevent the lifeboats lines being cut before they reached the water, fortunately the ship did not sink and managed to reach Lisbon on Wednesday 11 November.

Built in 1934 by Société Provençale de Constructions Navales, La Ciotat, as the French motor passenger ship Président Doumer for Compagnie des Messageries Maritimes, Marseilles, France, on Sunday 3 September 1939, she was requisitioned by the French Navy as troopship and sailed on Thursday 18 April 1940 from Brest to Scapa Flow in convoy FP-2 together with the troopships Flandre and Djenné, escorted by the FR Tartu, FR Chevalier-Paul and FR Milan to bring the 27th Demi-Brigade Chasseurs Alpains commanded by Lieutenant Colonel Valentini to Norway.

The convoy left Scapa Flow on Wednesday 24 April 1940 the escort reinforced by HMS Codrington (D 65) and HMS Fame (H 78) and arrived three days later, on Sunday 28 April 1940 they landed the troops in Salangen and Bogen near Narvik, but within a week the troops had to be re-embarked because Norway was evacuated.

On Friday 19 July 1940 the Président Doumer was taken over by Britain in Ismaïlia, Suez and handed over to the Ministry of War Transport (MoWT) as troopship, her master, Jean Paul Mantelet who was a former pilot of the Suez Canal, 74 crew members and 20 French naval marines remained on board, while the rest of the crew was repatriated to France onboard the Athos II.

The U-604 was scuttled on Wednesday 11 August 1943 in the South Atlantic, in position 04.30S, 21.20W, after being badly damaged by depth charges from 2 American aircraft, they being a Ventura VB-129 and a Liberator VB-107, 31 of the 47 crew onboard the submarine survived.

Horst Höltring was one of 16 men from the U-604 onboard the U-185 which was commanded by Kapitänleutnant (Lieutenant Commander) August Maus who had rescued them after the U-604 was scuttled, 14 of the 16 subsequently lost their lives on Tuesday 24 August 1943 in Mid Atlantic, when the U-185 was sunk in position 27.00N, 37.06W, by depth charges from 3 Avenger and Wildcat aircraft off the American escort carrier USS Core, a total of 29 died but 22 survived the sinking, amongst the 29 who died was Kapitänleutnant Horst Höltring who had sunk the S.S. Président Doumer and 5 other ships.

A type VIIC submarine the U-604 was built by Blohm & Voss, Hamburg, Germany, laid down on Thursday 27 February 1941 and commissioned on Thursday 8 January 1942 it was one of 224 submarines of different types that were commissioned into the Kriegsmarine by the shipyard between Saturday 14 September 1940 and Saturday 31 March 1945.

**MATHESON**, Able Seaman, JOHN ANDERSON. (ROTHIENORMAN).

S.S. Empire Heritage (Cardiff). Merchant Navy.

Died Friday 8 September 1944. Aged 24.

Son of John and Janet Matheson of Aberdeen, Scotland.

Panel 42.

Kapitänleutnant (Lieutenant Commander) Hartmut Graf von Matuschka Freiherr von Toppolczan und Spaetgen commanding the Bergen, Norway based u-boat U-482, had departed from Bergen on Wednesday 16 August 1944 on the submarines third active



patrol and arrived back at Bergen on Tuesday 26 September 1944, during which time the vessel which was one of the first to have a schnorkel (snorkel) had covered over 2,700 sea miles submerged, and only 256 sea miles surfaced, doing the patrol Hartmut Graf von Matuschka Freiherr von Toppolczan und Spaetgen sank 5 ships, all of which were in the three convoys ONF-251, CU-36 and HXF-305, the 2 from the latter convoy he sank on the same day, which were the 1346 ton British Convoy Rescue Ship RFA Pinto and John's ship S.S. Empire Heritage a 15702 ton British steam tanker, formerly the "Tafelberg," which was traveling from New York to Liverpool and the Clyde with a cargo of 16000 tons of fuel oil and 1900 tons of deck cargo, a significant proportion of the deck cargo weight was that of the Sherman tanks she was carrying.

At 0551 hours (German time) on Friday 8 September 1944, the U-482 fired a torpedo spread at the convoy HXF-305 off Malin Head north-northeast of Tory Island, County Donegal, Ireland and heard a detonation followed by sinking noises, exactly the same thing occurred after the firing of a Gnat at 0559 hours, both of the torpedoes had hit the S.S. Empire Heritage, at 0637 hours the U-482 fired a Gnat at the Royal Fleet Auxiliary vessel Pinto, which had stopped to save those aboard the stricken S.S. Empire Heritage, the rescue ship sank shortly after the hit.

The Master of the S.S. Empire Heritage, Captain James Campbell Jamieson OBE, and 24 crew members, three gunners, 20 passengers and one signalman were picked up by the Royal Navy ASW Trawler HMS Northern Wave (FY153) commanded by Lieutenant F.J.R. Storey and landed at Londonderry.

S.S. Empire Heritage was formerly the South African whale factory ship Tafelberg, and had been built for the Kerguelen Sealing & Whaling Co Ltd, Capetown, South Africa, in 1930 by Sir W.G. Armstrong, Whitworth & Co (Shipbuilders) Ltd, Newcastle-upon-Tyne, on Tuesday 28 January 1941, she had been damaged by a mine in position 51°21N/03°16W, and was rebuilt as steam tanker and renamed S.S. Empire Heritage by the Ministry of War Transport MoWT and returned to service in February 1943, then owned by Christian Salvesen & Co, Edinburgh, at 15702 tons S.S. Empire Heritage was in fact the eighteenth heaviest Allied merchant ships sunk by German u-boats during the Second World War, including the auxiliary warships such as armed merchant cruisers.

There is to this day doubts regarding the actual cause of the loss of the U-482, some reports state that she probably sank with all hands after striking a mine, an initial post war assessment was that U-482 was sunk by ships of the 22nd Escort Group, whilst other perfectly logical theories have also been put forward, it would now seem that most accept that the u-boat was sunk on or around Thursday 7 December 1944 in the North Channel to the north west of Malin Head, by a deep anti-submarine minefield either the A1 or A2, both of which had lay across U-482's course to her operating area as Kapitänleutnant Hartmut Graf von Matuschka Freiherr von Toppolczan und Spaetgen had been ordered to operate off the Firth of Clyde during the patrol when the submarine was lost with all hands, including her commander who was born on 29 December 1914.

A type VIIC submarine the U-482 was built by Deutsche Werke AG, Kiel, Germany, laid down on Friday 13 February 1942 and commissioned on Wednesday 1 December 1943, and the U-482 was amongst 69 submarines commissioned into the Kriegsmarine between mid June 1935 and Saturday 12 February 1944.

**McDONALD**, Able Seaman, EDWARD. (ABERDEEN).

S.S. Benmacdhui (Leith). Merchant Navy.

Born 14 April 1919.

Died Sunday 21 December 1941. Aged 21.

Discharge number: R206373.

Panel 16.

Edward was one of two crewmen aboard the S.S. Benmacdhui who died, when the 6869 ton Ben Line steamship S.S. Benmacdhui was in a convoy bound for the Far East when she struck a mine and sank 10 miles to the east of Spurn Head at the entrance to the River Tees.

With good reason, Spurn Head has long had the reputation as being a treacherous place for shipping both in times of war and peace; due to which the lifeboat station there is still the only one in Great Britain that is manned by a permanent lifeboat crew.

Built in 1911 by Russell & Co Port Glasgow, and launched on Tuesday 27 June 1911 the S.S. Benmacdhui was originally named "Den of Airlie," but in 1912 when she was purchased from Barrie & Son, of Glasgow by the Lamport & Holt Line she was then renamed "Archimedes," during the Great War the ship was requisitioned for use as a British Expeditionary Force supply ship, and in 1932 was finally sold to the Ben Line and renamed as the S.S. Benmacdhui.

**McRAE**, DAVID. (EDINBURGH).

Born 21 September 1919.

Discharge number: R130527.

+ Regrettably it would appear that David is amongst the thousands of Commonwealth war dead of both world wars, who are still not commemorated by the Commonwealth War Graves Commission, please note comments re Merchant Navy at start of these tributes.

**MOIR**, JOHN. (STONEHAVEN).

Born 11 April 1921.

Discharge number: R210580.

+ Regrettably it would appear that John is amongst the thousands of Commonwealth war dead of both world wars, who are still not commemorated by the Commonwealth War Graves Commission, please note comments re Merchant Navy at start of these tributes.

**NIXEY** KENNETH LUCIEN AUBREY. (BELFAST).

Merchant Navy.

Born 28 March 1924.

Discharge number: R187005

Kenneth's ship was torpedoed off the coast of Newfoundland.

+ Regrettably it would appear that Kenneth is amongst the thousands of Commonwealth war dead of both world wars, who are still not commemorated by the Commonwealth War Graves Commission, please note comments re Merchant Navy at start of these tributes.

**NOBLE**, Able Seaman, GEORGE. (GLASGOW).

S.S. Empire Springbuck (London). Merchant Navy.

Born 23 February 1918.

Died Wednesday 10 September 1941. Aged 23.

Discharge number: R123602.

Panel 45.

At 0655 hours on Tuesday 9 September 1941, the S.S. Empire Springbuck which was a straggler from convoy SC-42, was hit by two torpedoes from the u-boat U-81 commanded by Kapitänleutnant (Commander) Friedrich Guggenberger, the vessel exploded and sank northeast of Cape Farewell, Newfoundland in position 61.38N, 40.40W, the ship was traveling from Boca Grande, Cuba via Sydney, Nova Scotia and Leith, Scotland to London laden with steel and explosives (phosphates), the ships 37 year old Master Walter O'Connell from South Shields, County Durham and 41 others onboard were lost in the sinking.

To engage in its forth active war patrol the U-81 left Trondheim, Norway under the command of Friedrich Guggenberger on Wednesday 27 August 1941, after spending over three weeks at sea it arrived at Brest, Brittany, France on Friday 19 September 1941 during which time Friedrich Guggenberger had torpedoed two ships (on consecutive days) both of them were from convoy SC-42.

Convoys ON-10, ON-11, SC-41, HX-146 and HX-147 were able to make a detour to avoid the u-boat 'Markgraf' group which had been deployed South West of Iceland on the North Atlantic convoy route since Thursday 28 August 1941, although the u-boat group location was known to Allied shipping due to the use of 'ULTRA,' but because of the prevailing weather conditions which prevailed at the time convoy SC-42 was not also able to make a detour of any real significance, leaving it prey to the waiting u-boats.

The 5591 tons S.S. Empire Springbuck had started life in 1918 built by Ames Shipbuilding & Dry Dock Co, Seattle Washington, USA, she was launched as the British vessel "War Dido" but when completed in October 1918, it was as the American ship "Westmead" for the United States Shipping Board, Seattle, Washington; at the close of 1918 and during 1919 the ship was part of the United States Navy in the Naval Overseas Transportation Service; in 1927 she was renamed as the "Willanglo" for the Babcock Steam Ship Company of New York; two years after which the ship was yet again renamed as the "San Angelo" for the Pacific Atlantic Steam Ship Company of Portland Oregon, finally in 1940 the ship was given to Great Britain and renamed S.S. Empire Springbuck by Ministry of War Transport (MoWT), and she owned and managed by W.A. Souter & Co Ltd, Newcastle-upon-Tyne, County Durham.

Unfortunately the S.S. Empire Springbuck has the sad distinction of being the first of the 16 vessels sunk (plus 2 damaged) by the u-boat 'ace' Friedrich Guggenberger, who is probably now best remembered as the man who torpedoed the British aircraft carrier HMS Ark Royal (91) on Thursday 13 November 1941 and which sank one day later.

As this is being posted as a brief tribute to George Noble it does not seem right to add more here about the extraordinary war time experiences of POW Friedrich Guggenberger who survived the war after which he became an architect, before joining the Bundesmarine (German Navy) in 1956, after graduating from the Naval War College in Newport (USA), he was later promoted to Konteradmiral (Rear Admiral), and became the Deputy Chief of Staff in the NATO command AFNORTH for a period of four years,



Konteradmiral Friedrich Guggenberger retired in October 1972, unlike several other former u-boat commanders who survived the war it is not possible to add the exact date of his demise or his exact age (born in Munich, Germany on 6 March 1915) because on 13 May 1988 (probable date of death) he went for a walk in a forest at Erlenbach am Main, Germany but did not return home, his body was not found until two years later.

A type VIIC submarine U-81 was built by Bremer Vulkan, Bremen-Vegesack, Germany, laid down Saturday 11 May 1940 and commissioned on Saturday 26 April 1941, it being amongst the 74 submarines of various derivatives of the type VII that were commissioned into the Kriegsmarine by the shipyard between Saturday 27 July 1940 and Saturday 15 April 1944.

**PAGE**, Able Seaman, RICHARD AMOS. (MAIDSTONE).

S.S. W.C. Teagle. Merchant Navy.

Born 17 June 1920.

Died Thursday 16 October 1941. Aged 21.

Son of Mary M. Page of Shepherdswell, Dover, Kent.

Discharge number: R125148. Panel 115.

Richard's ship was named after the President of the Standard Oil Company, which is somewhat cruelly ironic, as the Standard Oil Company of New Jersey, New York, USA initially under its President W.C. Teagle and then under a Director W.S. Farish, were accused of consistently aiding the Nazi Germany war machine whilst at the same time refusing to aid the United States of America in the pre-war testing of the vital synthetic rubber, when Adolf Hitler's 'Four Year Plan' went into effect in 1937 the following year the Standard Oil Company of New Jersey provided the massive German Industrial Conglomerate I.G. Farben with its new butyl rubber process.

The following is an extract from the Commercial Attaché, U.S. Embassy in Berlin, Germany, dated during January 1933 sent to the State Department in Washington, D.C:-

"In two years Germany will be manufacturing oil and gas enough out of soft coal for a long war. The Standard Oil of New York is furnishing millions of dollars to help."

The S.S. W.C. Teagle was a 9552 Panamanian tanker built in 1917 by the Bethlehem Shipbuilding Corporation, Sparrow's Point, Baltimore, Maryland, USA, she was owned by the Panama Transport Co (Anglo-American Oil Co), London, the ship in 1940 was the W.C. Teagle of Standard Oil Co of New Jersey, New York, but was transferred to the Panama Transport Co, Panama and later that year registered in Britain but her name still retained.

With a crew of 40 plus a gunner she was flying the British Red Ensign in convoy SC-48 on a voyage from the LAGO oil refinery which was a subsidiary of the Standard Oil Company of New Jersey on the Caribbean Island of Aruba, via Sydney, Nova Scotia to Swansea, laden with 15,000 tons of fuel oil, she was torpedoed and sunk at 0131 hours (German time) by the Brest, Brittany, France based u-boat U-558 commanded by the u-boat 'ace' Kapitänleutnant (Lieutenant Commander) Günther Krech on Thursday October 16 1941 about 900 miles east of the Hebrides in position 57.N/25.W, and about 600 miles west of Rockall, Günther Krech reported a possible hit on the tanker plus another tanker and one steamer sunk.

Despite the use of ULTRA, 9 merchant ships, one corvette and one destroyer were sunk and another destroyer was damaged from the 52 vessel slow convoy SC-48, most losses

occurred in heavy weather when it ran into a combined 13 u-boat Wolf Pack, on a patrol line approximately 400 miles South of Iceland on Tuesday 14 October 1941.

The S.S. W.C. Teagle's Master 41 year old Harold Redvers Barlow of Blackpool, Lancashire, 38 crew members and one gunner were lost, but 10 crew members were picked up by the Royal Navy destroyer HMS Broadwater (H81) commanded by Lieutenant Commander W.M.L. Astwood, but nine of them sadly were subsequently lost when the destroyer was sunk the very next day, by the u-boat U-101 commanded by Kapitänleutnant Ernst Mengersen, the sole survivor, Radio Officer N.D. Houston, was picked up by HMS Veronica (K37) commanded by Lieutenant Commander D.F. White and landed at Londonderry, Northern Ireland.

Shortly after the S.S. W.C. Teagle was sunk, the crew of the 1369 ton Norwegian steam freighter 'Rym' saw the lights from some of the tankers survivors and immediately altered course in order to pick them up, at which time the 'Rym' was the last ship in the column and undertook the rescue with no escort vessel in sight, whilst carrying out the rescue of the crew from the tanker the 'Rym' also became another victim of the U-558, but fortunately she did not immediately sink, initially having a heavy list to starboard, all her crew survived and were rescued by HMS Veronica (K37).

Günther Krech, the LI and 3 men of the gun crew survived (45 died) when the U-558 was sunk on Tuesday 20 July 1943 in the Bay of Biscay north-west of Cape Ortegal, Spain in position 45.10N, 09.42W, by depth charges from a RAF Halifax II of 58 Squadron, Royal Air Force Coastal Command based at Holmsley South, (Plain Heath), Hampshire and a USAAF Liberator aircraft of 19th A/S.

Prior to the sinking of the U-558, during 10 active patrols, most of which were carried out in the Atlantic Ocean and in Caribbean waters, Günther Krech sank more than 20 ships of various nationalities, having survived the sinking of the U-558 he then spent a few years in Allied captivity, a native of (appropriately) Wilhelmshaven, Germany Günther Krech was born on 21 September 1914, and died on 3 June 2000.

A type VIIC submarine the U-558 was built by Blohm & Voss, Hamburg, Germany, laid down on Saturday 6 January 1940 and commissioned on Thursday 20 February 1941, it being amongst 224 submarines built at the shipyard that were commissioned into the Kriegsmarine between Saturday 14 September 1940 and Saturday 31 March 1945.

**PARSONS**, Able Seaman, C/JX 157701, HENRY THOMAS. (OLD WARDEN).

Royal Navy H.M.S. Gloucester. (62).

Died Thursday 22 May 1941. Aged 26.

Grandson of Mr. and Mrs. F. Parsons of Old Warden, Bedfordshire.

Commemorated Chatham Naval Memorial, Panel 43 Column 2, and on a Second World War memorial plaque located in the parish church of (St Leonard's) Old Warden, Bedfordshire.

HMS Gloucester was a 'Town Class Cruiser,' launched in 1937 and was the ninth Royal Naval ship to bear the name, on Monday 8 July 1940 shortly after Italy had declared war HMS Gloucester was damaged during an Italian air attack and her 43 year old Commanding Officer, Captain Frederick R Garside CBE was amongst those killed.

Between August 1940 and May 1941 the ship was involved in many actions and her battle honours bear witness to the achievements of the ship in the Second World War and also helps explain the reason for ships proud nickname, "The Fighting G."

On the day that Henry lost his life the ship, one of the three Gloucester class light cruisers which was commanded by Captain Henry Aubrey Rowley, DSO, RN, was attacked and sunk by bombs from German Ju-88 and Ju-87 bombers and Italian aircraft in position 35.50N, 23.00E north-west of the island of Crete in the Antikythera Channel, with a loss of 736 lives including her 44 year old captain from Beaconsfield, Buckinghamshire.

The wreck site of Henry's ship is thankfully a protected place under the Protection of Military Remains Act and is respected as such, unfortunately the same cannot be said for the impressive and important national war memorial that commemorate Henry's and 18612 other sailors sacrifices, because as the result of constant vandalism at the Chatham Naval Memorial, Kent, the Commonwealth War Graves Commission has had to arrange for it to be regularly patrolled, and public access limited to the period from 0830 hours to 1700 hours, when visiting, should for any reason the Memorial be closed during the above stated hours, please telephone the Guard Room at Brompton Barracks on 01634 822442 who will arrange for the gates to be opened.

Chatham Naval Memorial commemorates 8,515 sailors of the Great War and 10,098 of the Second World War.

**PATTERSON, HUGH. (BELFAST).**

Unfortunately there are two casualties with exactly the same perfectly matching Christian and surnames who are commemorated by the Commonwealth War Graves Commission, either of which obviously could be the former PWSTS boy commemorated on the memorial plaque, bearing in mind that as not all boys subsequently served in the Merchant Navy during the Second World War, it therefore does not follow that the Merchant Navy casualty as shown below is the right man, as such both 'matches' are entered below.

**PATTERSON**, Third Engineer Officer, HUGH.

S.S. Carlton (Newcastle-on-Tyne). Merchant Navy.

Died Friday 20 December 1940. Aged 22.

Nephew of John and Rachel Massey of Finaghy, County Antrim, Northern Ireland.

Panel 23.

It would appear that the ship probably belonged to the Carlton Steam Ship Company, (R. Chapman & Son), Newcastle-upon-Tyne, but so far cannot find the reason for Third Engineer Officer, HUGH PATTERSON'S death or more details about his ship, time permitting more research will be undertaken to find out the answers to both.

The second matching casualty is:-

**PATTERSON**, Telegraphist, D/JX 156607, HUGH.

H.M. Submarine P.514. Royal Navy.

Died Sunday 21 June 1942. Aged 20.

Son of Archibald and Isabella Patterson of Greencastle, County Antrim, Northern Ireland.

Commemorated Plymouth Naval Memorial. Panel 68, Column 2.

All 41 crew of the P.514 are commemorated on various Commonwealth Naval Memorials, apart from Engine Room Artificer 4th Class, Norman C Bennett who has the sole Commonwealth war grave in Ferryland Old General Cemetery, County of Avalon, Newfoundland, he was recovered from the sea a month after the sinking.



There is also a memorial plaque to the crew in the parish church of (St Mary's), Swinbrook, Oxfordshire, which was the home village of the second in command of the submarine, 26 year old Lieutenant Walter Augustus Phillimore Royal Navy.

Commanded by 32 year old Lieutenant Commander Richard M.E. Pain RN, H.M. Submarine P. 514 was sunk by accident in Atlantic off Cape race on Saturday 20 June 1942 submarine left the village of Argentia, Newfoundland, bound for St Johns, Newfoundland, escorted by the Flower class corvette HMS Primrose, at 0300 hours the following day the Bangor class minesweeper HMCS Georgian (J624) commanded by (Acting) Lieutenant Commander A.G. Stanley, RCNR was waiting to provide an escort for a convoy southbound for Sydney, Nova Scotia, unfortunately HMCS Georgian had not been made aware that any Allied submarines were in their area, but had been informed that two German submarines were in the vicinity, as such when the P514 crossed her bow early in the morning and with visibility down to about 400 yards she was assumed to be an enemy u-boat, when challenged re 'friend or foe' with a blue night lamp, no reply was received from the unidentified vessel, at speed the Canadian minesweeper rammed the 'mystery' submarine amidships and duly reported it as having been sunk, after receipt of the report it quickly became obvious what had actually happened and a rescue mission was immediately carried out, but sadly no survivors were found, a subsequent Admiralty Board of Enquiry into the accident accepted that the captain of the minesweeper had acted correctly as there had been no reply from the submarine to his identification challenge.

When she was lost the P.514 was 24 years old, and originally an "R" class American submarine the 'USS R19' and had been built in 1918, she was transferred in March 1942 to the Royal Navy under the Lend-Lease Agreement of 1941, and was in stark contrast to the ship which sank her as at the time of the tragedy of the sinking of H.M. Submarine P.514, the HMCS Georgian was (almost) 'brand new' as she had been commissioned on 2 May 1942, after the Second World War the minesweeper was surplus to requirements and decommissioned on 31 July 1945, but was then recommissioned in 1953 with the new pennant number 180, she was in use until being finally decommissioned in 1966.

**PETTERSEN**, Third Officer, CHARLES ARTHUR HUDSPITH. (SUNDERLAND).

S.S. Empire Engineer (West Hartlepool). Merchant Navy.

Died Sunday 2 February 1941. Aged 21.

Son of Charles Magnus and Minnie Pettersen of Sunderland, County Durham.

Panel 40.

The 5358 ton steam freighter S.S. Empire Engineer was torpedoed and sunk at 1644 hours (German time) on Tuesday 4 February 1941, in position 54.N/34.W southeast of Cape Farewell, Egger Island, Greenland by the Lorient, Brittany, France based u-boat U-123 commanded by Kapitänleutnant (Lieutenant Commander) Karl-Heinz Moehle, at the time of her loss she was a straggler from convoy SC-20, the ships Master 49 year old John Whiteley and the other 38 onboard the freighter died in the sinking, laden with 7047 tons of steel the ship had been traveling from Sydney, Nova Scotia to Newport via Halifax, Nova Scotia.

When the S.S. Empire Engineer was built in 1921 by Canadian Vickers Ltd, Montreal, Canada for the Canadian Government (Merchant Marine Ltd), Montreal she was named "Canadian Commander," in 1932 the ship was renamed "Gioacchino Lauro" for Achille

Lauro, Naples, Italy, but on Monday 10 June 1940 the “Gioacchino Lauro” was seized by Great Britain whilst she was docked at West Hartlepool by the Ministry of War Transport (MoWT), and was renamed S.S. Empire Engineer following which she was owned and managed by Weidner, Hopkins & Co, Newcastle-upon-Tyne.

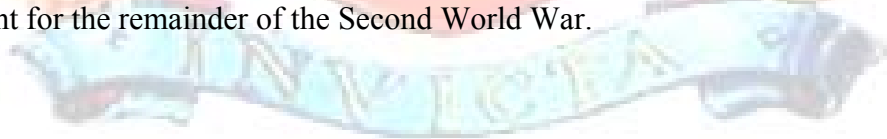
After being commissioned on Thursday 30 May 1940, unlike the vast majority of German Second World War submarines, the U-123 albeit in different guises, had a notably long and successful operational record of service, during the war commanded by three different officers she sank 44 ships (227,174 tons) and damaged another 6 (53,568 tons), although 200 Type IXB were built at between 1000 and 1,600 tons displacement only 24 survived the war, although arguably the most successful of her type the U-123 was taken out of service at Lorient, France on Saturday 17 June 1944 and was scuttled there on Saturday 19 August 1944.

Following Germany’s surrender the U-123 was raised by the French in 1945 and became the French submarine “Blaison,” after France decommissioned her on 18 August 1959 the submarine was known as Q165 and was scrapped the following month.

Karl-Heinz Moehle who sank Charles’s ship, in tonnage of merchant vessels sunk was the fifth most successful of the German u-boat commanders, he was promoted to Korvettenkapitän (Commander) on Monday 1 March 1943, and from June 1941 to the end of the war commanded both the 5th flotilla and the u-boat base at Kiel, Germany, in June 1945 he was arrested, and in the autumn of 1946 tried for passing on the ‘Laconia’ order to the U-boat commanders, found guilty he was condemned to five years imprisonment and was released in November 1949, Karl-Heinz Moehle died on 17 November 1996, aged 86.

A Type IXB submarine the U-123 was built by AG Weser & Son Bremen, Germany, laid down on Saturday 15 April 1939 and commissioned on Thursday 30 May 1940 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, U-123 was the only one of her type to not be lost during the Second World War.

Prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster’s and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.



**RAGLAN**, Deck Boy, PETER NORMAN. (LONDON).

S.S. Newbury (London). Merchant Navy.

Born 5 September 1925.

Died Monday 15 September 1941. Aged 16.

Discharge number: R232785.

Panel 73.

A 5102 ton steam freighter built in 1927 by R. Duncan & Co Ltd, Port Glasgow, and owned by Alexander Capper & Co Ltd, London, the S.S. Newbury which at the time was a straggler from convoy ON-14, was traveling from Cardiff to Buenos Aires with a cargo of 6800 tons of Welsh coal when she was hit by a torpedo fired from the u-boat U-94 commanded by the u-boat 'ace' Oberleutnant zur See (Lieutenant) Otto Ites, and sank southeast of Cape Farewell, Egger Island, Greenland, at 0816 hours on Monday 15 September 1941, Otto Ites observed that the crew had abandoned ship in lifeboats, but the ships 34 year old Master Theodore Pryse OBE from Roath Park, Cardiff, 38 crew members including Peter, and six gunners were never seen again.

U-94 departed under Otto Ites from St. Nazaire, Loire-Atlantique, France on Tuesday 2 September 1941 to undertake the u-boats sixth active war patrol, and after just over six weeks at sea arrived at Kiel, Schleswig-Holstein, Germany on Wednesday 15 October 1941, during the patrol Otto Ites torpedoed and sunk four ships, two of which were in convoy ON-14.

Otto Ites was amongst the 26 survivors (19 died) when the U-94 was sunk on Saturday 28 August 1942 in the Caribbean Sea, in position 17.40N, 74.30W, by depth charges from an American Catalina aircraft VP-92, and ramming by the Royal Canadian Navy Flower class corvette HMCS Oakville (K178).

Until May 1946 Otto Ites was a prisoner of war of the USA, following his repatriation to Germany he became a Dentist before joining the Bundesmarine in 1956, he later served for two years as the commander of the 2050 ton destroyer 'Z-2' which had been transferred to West Germany on 14 July 1959 and was formerly the USS Ringgold (DD-500), after which he then held a variety of staff positions, by the time Otto Ites retired in September 1977 by which time he had risen to the rank of Konteradmiral (Rear Admiral), he died on 2 February 1982 at Norden, Ostfriesland, Lower Saxony, Germany just two days before his 64th birthday.

A type VIIC submarine the U-94 was built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany, the U-94 was laid down on Saturday 9 September 1939 and commissioned on Saturday 10 August 1940, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

**RAPER**, Boatswain, GEORGE WILLSTRIP. (NEWTON GRANGE).

S.S. River Lugar (Glasgow). Merchant Navy.

Died Thursday 26 June 1941. Aged 27.

Son of Walter and Jessie Raper.

Husband of Laura Raper of Sholing, Southampton, Hampshire.

Panel 87.

Laden with a cargo of 9250 tons of iron ore extracted from the Marampa mine, whilst traveling from Pepel, Sierra Leone to Barry Roads, South Wales, the 5423 ton steam



freighter which was built in 1937 by Lithgows Ltd, Port Glasgow, and owned by Campbell Brothers & Co, Newcastle-upon-Tyne, at 0119 hours on Friday 27 June 1941 was torpedoed by the u-boat U-69 commanded by Kapitänleutnant Lieutenant Commander) Jost Metzler who fired a spread of two torpedoes at two overlapping steamers in convoy SL-78, when the ships were about 200 miles southeast of the Azores but only heard a single detonation, despite which no hit could later be confirmed from various Allied sources.

At 0149 hours Jost Metzler fired another torpedo that hit the S.S. River Lugar amidships and which broke her in two sinking within literally a few seconds, a third torpedo attack at 0237 hours hit the S.S. Empire Ability which was a captured German ship, formerly the "Uhenfels" which immediately caught fire and sank after 21 minutes ablaze.

The Master of the S.S. River Lugar, 47 year old William Frame of Cleadon, County Durham., 35 crew members and two passengers were lost in the sinking, but 6 crew members were picked up by HMS Burdock (K126) commanded by Lieutenant H.J. Fellowes of the South African Naval Volunteer Reserve and landed at Milford Haven.

Jost Metzler's former submarine the U-69 was sunk on Wednesday 17 February 1943 in the North Atlantic east of Newfoundland in position 50.36N, 41.07W, with the loss of all 46 hands onboard, by depth charges from the Royal Navy "F" class destroyer HMS Fame (78) commanded by Commander R. Heathcote, RN.

U-69 departed under Jost Metzler from Lorient, Brittany, France on Monday 5 May 1941 and arrived at St. Nazaire, Loire-Atlantique, France having completed the u-boats third active sailing patrol after just over nine weeks at sea on Tuesday 8 July 1941, Jost Metzler hit six ships on this patrol, two of which were in convoy SL-76.

A native of Altshausen, Württemberg, Germany, Jost Metzler was promoted to Korvettenkapitän (Commander) on Friday 1 October 1943 and survived the war; he died in the village of Bavendorf about 4 miles from Ravensburg, Germany on 29 September 1975, aged 66.

A type VIIC submarine the U-69 was built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany, the U-69 was laid down on Saturday 11 November 1939 and commissioned on Saturday 2 November 1940, being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945.

**ROBERTSON**, Apprentice, ANGUS BANNERMAN. (INVERURIE).

S.S. Empire Comet (Greenock). Merchant Navy.

Born 25 March 1925, Inverurie, Aberdeenshire, Scotland.

Died Thursday 19 February 1942. Aged 16.

Son of John J. and Mary Robertson of Inverurie, Aberdeenshire, Scotland.

Panel 39.

Virtually brand new S.S. Empire Comet was a 6914 ton motor freighter built in 1941 by Lithgows Ltd, at Port Glasgow, and owned by Dodd, Thomson & Co Ltd, London, she became a straggler from convoy HX-174, and was laden with 8672 tons of general cargo and traveling from Halifax, Nova Scotia to Liverpool.

On the evening of Tuesday 17 February 1942 at about 2225 hours (German time) in position 58' 10' N, 14' 00' W, she was torpedoed and sunk by the u-boat U-136, commanded by Kapitänleutnant (Lieutenant Commander) Heinrich Zimmerman west of

Rockall, the ships Master 42 year old Hector Raymond Willis of Sunderland, County Durham, 37 crew members and eight DEMS gunners were lost.

S.S. Empire Comet was the last of 4 ships sunk by the U-136 over a twelve day period whilst the u-boat was on its first active war patrol, which began in Kiel Schleswig-Holstein, Germany on Thursday 22 January 1942, and terminated at St. Nazaire, Loire-Atlantique, France on Sunday 1 March 1942 after five and a half weeks at sea.

Having commanded the U-136 since it was commissioned on Saturday 30 August 1941, 35 year old Duisburg native Heinrich Zimmerman was lost with the other 44 crew members when the u-boat was sunk on Saturday 11 July 1942 in the Atlantic west of Madeira, Portugal, in position 33.30N, 22.52W, by depth charges from the Royal Navy Egret class sloop HMS Pelican (L86), the Royal Navy River class frigate HMS Spey (K246) and the Free French Navy Chacal class large destroyer Léopard.

A type VIIC submarine the U-136 was built by Bremer Vulkan, Bremen-Vegesack, Germany, laid down on Wednesday 2 October 1940 and commissioned on Saturday 30 August 1941, it being amongst the 74 submarines of various derivatives of the type VII that were commissioned into the Kriegsmarine by the shipyard between Saturday 27 July 1940 and Saturday 15 April 1944.

IMPORTANT. Please see comments at the finish of these brief tributes for a link to obtain additional and moving information which appertains to Angus written by his younger brother.

**ROWLANDS**, Able Seaman, ROBERT LEWIS. (HOLYHEAD).

M.V. Nottingham (London). Merchant Navy.

Died 7 Friday November 1941. Aged 22.

Son of Robert Rowlands who also died on active service (please see below), and Ellen Rowlands of Holyhead, Isle of Anglesey, North Wales.

Discharge number: R122283.

Panel 74.

Sailing independently on her maiden voyage from Glasgow to Australia via New York with a general cargo that had included whiskey, the 8532 ton motor freighter owned by the Federal Steam Navigation Co. Ltd was torpedoed and sunk in position 53.24N 31.51W about 550 miles southeast of Cape Farewell, Egger Island, Greenland by the St. Nazaire, Loire-Atlantique, France based u-boat U-74 commanded by Kapitänleutnant Eitel-Friedrich Kentrat, at which time the U-74 was one of 14 u-boats in the "Raubritter" patrol group.

It would seem that unlike most Atlantic losses due to the u-boats, M.V. Nottingham was able to put up some resistance and had in fact tried to ram the U-74, but after a near miss by the ship, Kapitänleutnant Kentrat fired a stern torpedo which hit the ship in the stern and crippled her, no distress call was ever sent by the freighter, but the crew were seen to launch the ships lifeboats, and get away after the ship was first hit, after which a coup de grâce torpedo was fired which sank the ship.

The Captain of the M.V. Nottingham, 51 year old Francis C. Petty OBE, DSC, from West Tarring, Worthing, Sussex, all 55 crew and her 6 gunners were lost following the sinking, amongst those lost from the ship were at least two sailors from Kent, they being:-

**CROSS**, Steward, ARTHUR EDWARD.

Aged 48. Son of George Henry and Annie Elizabeth Cross.

Husband of May Elizabeth Cross of Bexleyheath, Kent.

**GREEN**, Assistant Steward, HUBERT ALFRED.

Aged 30. Son of Alfred and Mary A. Green of Green Street Green, Farnborough, Kent.

U-74 was sunk with the loss of all 47 hands on Saturday 2 May 1942 east of Cartagena, Spain, in position 37.32N, 00.10E, by depth charges from the Royal Navy destroyers HMS Wishart and HMS Wrestler, and depth charges from a Catalina aircraft of 202 Squadron, Royal Air Force Coastal Command based at Gibraltar Harbour.

Eitel-Friedrich Kentrat had left the U-74 on Monday 23 March 1942, he later commanded the U-196 and was promoted to Korvettenkapitän on Friday 1 January 1943, he left the U-176 in Penang, and served to the end of war in several staff positions in Japan, after more than two years as a POW he returned to Germany in October 1947 and died on 9 January 1974 at Bad Schwartau, Ostholstein, Schleswig-Holstein, Germany, aged 67.

A type VIIB submarine the U-74 was built by Bremer Vulkan, Bremen-Vegesack, Germany, laid down on Sunday 5 November 1939 and commissioned on Thursday 31 October 1940, it being amongst the 74 submarines of various derivatives of the type VII that were commissioned into the Kriegsmarine by the shipyard between Saturday 27 July 1940 and Saturday 15 April 1944.

Robert Rowlands senior, aged 48 was serving as a Deck Hand, Naval Auxiliary Personnel (M.N), onboard H.M.S. Campina, which was a 290ton naval patrol trawler that was stationed at Holyhead, Isle of Anglesey, North Wales, which struck a mine close to the New Harbour Lighthouse and sank on Monday 22 July 1940, Robert is buried in the same cemetery as the following casualty, but in Section 1. Grave 187.

**ROWLEY**, Mate, DAVID. (HOLYHEAD).

H.M. Drifter High Tide. Merchant Navy.

Born 24 September 1910.

Died Friday 30 March 1945. Aged 34.

Husband of E. Rowley of Holyhead, Isle of Anglesey, North Wales.

Discharge number: R22179.

Buried HOLYHEAD (MAESHYFRYD) BURIAL BOARD CEMETERY

Isle of Anglesey, North Wales. Section 3. Grave 120.

The cemetery adjoins the North and South side of the church cemetery, there are 26 burials of the Great War, including 6 from the S.S. Leinster, there are a further 50 burials of the Second World War, including the father of the last ex PWSTS boy commemorated above, there are also interred in the cemetery 11 Second World War unidentified casualties.

Built in 1919 the 106 ton drifter foundered off the North Wales coast on the day that David died.



**SHEAD**, Ordinary Seaman, HENRY ROBERT. (LONDON).

S.S. Fort Athabaska (London). Merchant Navy.

Born 11 April 1926.

Died Thursday 2 December 1943. Aged 17.

Son of Henry Charles and Lilian Josephine Shead of Holloway, London.

Panel 50.

Because it was thought by the Allies that the Luftwaffe (German Air Force) had been reduced to such an extent as to pose little or no threat in that part of the Mediterranean war theater which included Bari, on the Adriatic coast of Italy, including its busy port, was one of the reasons why so many merchant ships were crammed in with a mixture of vital war supplies, it was also why several other basic precautions were not taken, which including the lighting, as the port area was ablaze with lights which provided perfect illumination for a formation of German Ju-88 bombers, which subsequent reports showed them to number 105 in total, 17 of the ships were sunk and 8 others suffered serious damage, and in excess of 1000 people died as a result of the 20 minute air attack which began at exactly 0730 hours, a staggering number died over the next few months as the result of Mustard Gas related injuries, as 100 tons of M47A1 liquid mustard gas bombs had been amongst the cargo onboard the S.S. John Harvey, regrettably the medical teams treating the injured did not know what had caused the terrible burns on their patients, no doubt many more lives could have been saved with the proper treatment.

S.S. Fort Athabaska was loaded with 76 tons of general cargo, 238 bags of ordinary mail bound for Algiers, and unfortunately two captured German 1000 pound bombs stowed in her number 2 Hold which were detonated by the extreme heat and flames, only 10 of her 56 crew survived the explosion and resultant fire, several commentators have made remarks regarding the heroism displayed by the crew of the S.S. Fort Athabaska in dealing with the fire.

It was not until 1948 that the full extent of the "Bari Incident" was revealed to the general public when the restrictions that had been imposed in 1943 were finally lifted.

**SHERIDAN**, Trooper, 7935999, FRANCIS. (GLASGOW).

The Staffordshire Yeomanry (Queen's Own Royal Regiment), Royal Armoured Corps.

Died Sunday 25 October 1942. Aged 26.

Born and resided Dundee, Scotland.

Son of Francis and Jane Sheridan.

Husband of Catherine Sheridan of Dundee, Scotland.

Commemorated Alamein Memorial Column 30.

Francis regiment was transferred to the Royal Armoured Corps on Thursday 4 December 1941, at which time The Staffordshire Yeomanry (Queen's Own Royal Regiment) became the fifteenth of the forty infantry Territorial Regiments (Yeomanry) so to do, prior to the transfer they had retained their horses, armed with tanks the regiment later served in North Africa, including the 'Battle of El Alamein,' Francis died early in the second battle which was fought from 23 October to 4 November 1942, he was almost certainly amongst the officers and other ranks who died after coming under fire from enemy 88mm guns, or may have been onboard one of two tanks which struck landmines as his regiment passed through a minefield under heavy fire in the area of El Wiska Ridge on a bright moonlit night.

On Tuesday 6 June 1944, Francis's old unit was probably the only conventional tank regiment to land on D-Day in the Sword Beach area.

**SMALL**, Petty Officer Stoker, C/K 64812, HERBERT HARRY ALVIN. (DOVER).

Royal Navy, H.M.S. Kelly.

Died Friday 23 May 1941. Aged 36.

Son of William St. Vincent Small and Ada Small.

Husband of Gladys Mabel Small of Maxton, Dover, Kent.

Commemorated Chatham Naval Memorial, Panel 46, Column 3.

HMS Kelly commanded by Lord Louis Mountbatten KG, DSO, RN, was a "K" Class Destroyer with a ships compliment of 183 which was sunk by enemy dive bombers south of Crete on the day that Herbert perished.

HMS Kelly was commissioned on Wednesday 23 August 1939, she was damaged by an enemy mine off the Tyne Estuary on Thursday 14 December 1939, and was again badly damaged after being attacked by the German E-Boat, Schnellboot S-31 commanded by Oberleutnant zur See, Hermann Opdenhoff, when HMS Kelly was searching for German minelayers in the Skagerrak (Jutland) on Thursday 9 May 1940, on Thursday 16 May 1940 Hermann Opdenhoff was awarded the Knights Cross for his exploits with the S-31.

The fictitious ship HMS Torrin in the 1942 Noël Coward film "In Which We Serve" was based on the career of HMS Kelly, Lord Louis Mountbatten and Noël Coward being personal friends, Noël decided to play the part of the ships Captain in the film.

As the result of constant vandalism at the Chatham Naval Memorial, the Commonwealth War Graves Commission has had to arrange for it to be regularly patrolled and public access limited to the period from 0830 hours to 1700 hours, but should for any reason the Memorial be closed during the stated hours, please telephone the Guard Room at Brompton Barracks on 01634 822442 who will arrange for the gates to be opened.

Chatham Naval Memorial commemorates 8,515 sailors of the Great War and 10,098 of the Second World War.

**SPARROW**, OLIVER. (EPPING).

The best match for the above casualty is the sole O SPARROW commemorated by the Commonwealth War Graves Commission in either of the two world wars irrespective of service or nationality; as such the following is probably the correct man, but caution is advised due to the fact that thousands of casualties (both wars) are known to be non-commemorated by the CWGC, to compound the problem of commemorating the right person is that accessing data for those who lost their lives in the Second World War, is unfortunately far harder than those who sadly died in or resultant of the Great War.

**SPARROW**, Master, OSWALD EUSTACE.

M.V. Tricula (London). Merchant Navy.

Born 2 May 1906.

Died Monday 3 August 1942. Aged 36.

Son of Thomas George and Ann Sparrow.

Husband of Nora Sparrow of Pinner, Middlesex.

Discharge number: R90381.

Panel 111.

Oswald's ship that he commanded was a German built 6221 ton motor tanker constructed in 1936 by Howaldtswerke AG, Kiel, and owned by the Anglo-Saxon Petroleum Co Ltd, London, she was traveling unescorted from Curacao and Trinidad heading for Table Bay, South Africa laden with 8000 tons of crude oil when she was hit at 2220 hours on Monday 3 August 1942 by three torpedoes fired from the Lorient, Brittany, France based u-boat U-108 commanded by the u-boat 'ace' Korvettenkapitän Klaus Scholtz, the stricken tanker sank rapidly in position 11.35N/56.51W about 250 miles northeast of Trinidad.

Klaus Scholtz had been in pursuit of another tanker since 1440 hours, when he came across two unescorted ships one of which was the M.V. Tricula and took the decision to let the first ship escape probably having judged a tanker as being a bigger prize, but having sunk Oswald's ship the U-108 surfaced to pursue the other freighter but it was already out of sight and evaded the chasing u-boat.

Oswald, 42 crew members, 3 DEMS gunners and one passenger were lost in the sinking but 8 crew members, 2 gunners and one passenger were picked up by the Argentinean steam merchant ship "Rio San Juan" and landed safely at Fernando, Cuba.

The U-108 was sunk on Tuesday 11 April 1944 at Stettin, Germany by bombs dropped during a raid by the USSAF 1st Air Division which was carried out in during adverse weather conditions; the submarine was later raised but taken out of service at Stettin on Monday 17 July 1944 and scuttled there on Tuesday 24 April 1945.

Klaus Scholtz left the U-108 in October 1942 and became commander of the 12th Flotilla in Bordeaux, France; he was later promoted to Fregattenkapitän (Captain) on Saturday 1 July 1944, but he was captured on Monday 11 September 1944 by American troops in Beaujancie, Loire France, after which he then spent the following 18 months in US captivity, following his release after the war he served from 1953 to 1956 in the naval arm of the Bundesgrenzschutz (Federal Frontier Guard), he then later transferred to the Bundesmarine (post war German Navy), and was the commander of several important naval bases, including Kiel, Cuxhaven and Wilhelmshaven before retiring as Kapitän zur See (Captain) in 1966, a native of Magdeburg, Bundesland, Saxony-Anhalt, Germany, Klaus Scholtz was born on 22 March 1908 and died on 1 May 1987, at Bad Schwartau, Ostholstein, Schleswig-Holstein, Germany.

A type IXB submarine the U-108 was built by AG Weser & Son Bremen, Germany, laid down on Wednesday 27 December 1939 and commissioned on Tuesday 22 October 1940 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.



**STANBURY**, Sailor, ALFRED ERNEST. (LYDFORD).

S.S. Alamo (London). Merchant Navy.

Born 7 February 1924.

Died Tuesday 8 April 1941. Aged 17.

Son of George and Ada Stanbury of Eastbourne, Sussex.

Discharge number: R191170.

Panel 4, Alfred is also commemorated amongst the 8 Second World War casualties on Lydford, Devon village war memorial, whilst consulting books and trawling the internet in the (unsuccessful) attempts to obtain more information regarding the S.S. Alamo and of course Alfred's death, a reoccurring theme was that the Stanford surname was noted on various website indicating that probably the branch of the family to which Alfred was a member had resided in and around the area of Lydford, Devon for several generations.

**TIERNEY**, Third Officer, DENNIS MELVILLE. (HALIFAX).

S.S. British Premier (London). Merchant Navy.

Died Tuesday 24 December 1940. Aged 27.

Son of Ada Eleanor Tierney of Halifax, Yorkshire.

Discharge number: R52265.

Panel 20.

On Christmas Eve 1940 the 5872 ton steam tanker S.S. British Premier which was built in 1922 by Palmers Shipbuilding & Iron Co Ltd, Jarrow and Hebburn-on-Tyne, and owned by the British Tanker Co Ltd, London, upon which Dennis was serving, had become a straggler from convoy SLS-60, whilst traveling from Abadan, Persia and Table Bay, South Africa for Freetown, Sierra Leone and Swansea laden with 8000 tons of crude oil. At 1641 hours she was torpedoed and sunk by the Lorient, Brittany, France based u-boat U-65 commanded by Korvettenkapitän (Commander) Hans-Gerrit von Stockhausen, in position 06.20N/13.20W approximately 200 miles southwest of Freetown, Sierra Leone. S.S. British Premier's 48 year old Master, Francis Dalziel of Aberdeen, 30 crew members and 1 DEMS gunner were lost in the sinking, but 9 crew members were picked up on Friday 3 January 1941, by HMS Hawkins (I 86) commanded by Captain H.P.K. Oram, RN and later landed at Freetown, miraculously 4 other survivors were rescued a month later on Monday 3 February off the west coast of Africa by HMS Faulknor (H 62) commanded by Captain A.F. de Salis, after spending 41 days in an open boat including 25 days without food and they also were landed at Freetown.

The U-65 was sunk on Monday 28 April 1941 in the North Atlantic south-east of Iceland in position 59.51N, 15.30W, by depth charges from the British destroyer HMS Douglas with the loss of all 50 hands, including her new commander Kapitänleutnant (Lieutenant Commander) Joachim Hoppe who had taken over from Hans-Gerrit von Stockhausen on Tuesday 25 March 1941, despite not being lost with his former crew when the U-65 went down, Hans-Gerrit von Stockhausen also died during the Second World War but not in action as he was killed in a car accident in Berlin on Friday 15 January 1943.

A type IXB submarine the U-65 was built by AG Weser & Son Bremen, Germany, laid down on 6 December 1938 and commissioned on Thursday 15 February 1940 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a

workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year 1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.

**TITCHENER**, Ordinary Seaman, ALBERT CLAYTON. (LOWESTOFT).

M.V. Empire Dawn (Sunderland). Merchant Navy.

Died Saturday 12 September 1942. Aged 17.

Panel 40.

Albert from Lowestoft, Suffolk, is commemorated by the Commonwealth War Graves Commission with his surname spelt **TICHENER**.

Albert's MOWT ship of 7241 tons was managed by W.Runciman & Co and was sunk by the German armed merchant cruiser "Michel," commanded by Kapitän zur See, Helmuth von Ruckteschell at position at 32.27S 03.39W, and was the eleventh vessel sunk by the "Michel" during its first cruise, which was from Monday 9 March 1942 to Sunday 1 March 1943, over that year at sea Helmuth von Ruckteschell sank 14 allied merchant ships of various nations, they being set out in the order in which they were lost:-

Patella (British), Connecticut (American), M.S.Kattegat (Norwegian), George Clymer (American), Lylepark (British), S.S.Gloucester Castle (British), William F. Humphrey (American), M.T.Aramis (Norwegian), S.S Arabistan (British), American Leader (American), Empire Dawn (British), Sawokla (American), Eugenie Livanos (Greece), and Empire March (British).

The M/S Michel (HSK IX SCHIFF 28) was laid down at the Danzig (Gdańsk, Poland) shipyard for the 'Gdynia America Line' which had been formed in 1930 by the Polish Government, she was to be used as a fruit carrier and named 'Bielsko,' but was seized by the Germans at the end of 1939 and launched as the 'Bonn' for the Norddeutschen Lloyd (North Germans Lloyd) (NDL), the original intention was to refurbish the 'Bonn' for use as a hospital ship, but instead she was converted to an armed merchant cruiser by F. Schichau in 1941 and renamed 'Michel,' weighing 4740 tons the ship had a complement of 400 and sank 17 allied ships, before she sank within 13 minutes, in position 33 42N 140 08E, after being torpedoed on Sunday 17 October 1943 by the Pearl Harbour based American Porpoise class submarine 'Tarpon' (SS-175) commanded by Commander Thomas L. Wogan, off Chichi Jima in the Ogasawara Islands, Pacific Ocean, 15 officers and 248 crew died, but 110 of her crew survived.

**TURNER, Gunner (T) GEORGE LESLIE. (PORTSMOUTH).**

H.M.S. Versatile. (D 32). Royal Navy.

Died Monday 13 May 1940. Aged 32.

Son of George Francis and Harriet Turner.

Husband of May Elizabeth Turner, of North End, Portsmouth, Hampshire.

Buried Gillingham (Woodlands) Cemetery Naval Reservation. Grave 1326.

On Sunday 12 May 1940 as the 1188 ton Admiralty V & W class destroyer was off the coast of Holland she grounded and had to be towed off by the Royal Navy destroyer HMS Walpole (D41), commanded by Lieutenant Commander H.G. Bowerman, RN, as the result of the grounding HMS Versatile was then in need of dockyard repairs, but early the following morning along with the Admiralty Leader class destroyer HMS Malcolm (D19) and the V&W class destroyer HMS Vivien (L23) she commenced operating off the Hook of Holland, during which HMS Versatile escorted the "H" class destroyer HMS Hereward (H93) which had HM Queen Wilhelmina of the Netherlands onboard and was originally carrying her majesty from The Hague to the Breskens on the Westerschelde, Zeeland, but a message were sent to HMS Hereward stating that Zeeland was under heavy attack from Luftwaffe aircraft, and as such it was therefore far to dangerous to return to the coast of Holland, with the destroyer having put at her disposal HM Queen Wilhelmina then took the wise and responsible decision to go to England instead of going anywhere on the Dutch coast, but with the intention of returning to her own country as soon as it was possible so to do.

During the evening at 2045 hours and whilst escorting HMS Hereward both ships were attacked by enemy aircraft, HMS Versatile was hit by a bomb the upper deck above the engine room which fortunately only caused minor structural damage and flooding to the engine room below, but splinters from the bomb and other "near misses" caused damage extending from the Quarterdeck to the "A" gun position, it also caused some minor damage to parts of the auxiliary machinery, but of far more concern was that the steam pipe was damaged to such an extent that it was unable to make and/or maintain anything like sufficient steam resultant of the damage that had been inflicted on the ship, and meant that she was immobilized and vulnerable of more further attention from the Luftwaffe or the Kriegsmarine.

During the attack on the ship 9 sailors were killed and approximately a third of her crew of 134 wounded, one of whom later succumbed to his injuries the same day, 13 of the others who had been wounded were transferred to the "J" class destroyer HMS Janus (F53), which then commenced towing HMS Versatile to Sheerness Dockyards on the Isle of Sheppey, Kent, where she underwent repairs and modifications over the following few weeks which probably had including replacing the "A" gun with a Hedgehog ASW mortar.

Built by Hawthorn Leslie & Co. Hebburn-on-Tyne, and laid down on 31 January 1917, HMS Versatile was commissioned 11 February 1918, during the Second World War she was modified and in September 1943 reconstruction took place on her to convert the destroyer to 'Long Range Escort' specification, HMS Versatile survived the war and was sold to be broken up for scrap in June 1948.

In view of George Turner's job, and although purely speculation it is probable that he lost his life whilst manning the ships "A" gun which was damaged during the bombing attack.



**TWEEDIE**, Leading Seaman, P/X 19776A, JOSEPH ALEXANDER. (BELFAST).

Royal Naval Reserve, H.M.S.Voltaire. (F47).

Died Wednesday 9 April 1941.

Commemorated Portsmouth Naval Memorial Panel 60 Column 2.

Portsmouth Naval Memorial commemorates 9,667 sailors of the Great War and 14,918 of the Second World War, the Memorial is situated on Southsea Common overlooking the promenade, and is accessible at all times, a copy of the Memorial Register is kept at the Civic Offices in Guildhall Square and may be consulted there.

On Friday 27 October 1939 the 13248 ton passenger ship Voltaire, built by Workman Clarke & Co. Ltd., Belfast and owned by Lamport & Holt Ltd, Liverpool was requisitioned by the Admiralty and converted to an armed merchant cruiser and became HMS Voltaire.

Whilst on an isolated patrol in the central Atlantic, 900 nautical miles west of the Cape Verde Islands on Friday 4 April 1941, the ship commanded by (Acting) Captain J.A.P. Blackburn, DSC, RNR, at 0615 hours she was spotted by the lookouts onboard the German raider KMS Thor commanded by Otto Kähler, as the two ships headed for each other at 0645 hours the opponents opened fire, heavily outgunned within five minutes HMS Voltaire was ablaze, by 0715 hours only 2 of her guns remained in action, and just before 0800 hours Captain Blackburn ordered a white flag to be hoisted, shortly afterwards HMS Voltaire sank by the stern with a heavy port list in position 14.30N, 40.30W.

Joseph Tweedie was probably not numbered amongst the 75 how were killed in action at sea on Friday 4 April 1941, the 197 survivors from the ship were rescued by the Germans, and those who had been wounded were given proper medical attention, despite which inevitably some sadly succumbed to their injuries whilst aboard KMS Thor and were buried at sea, in view of Joseph's recorded date of death it is probable that he was one of the men who died aboard the Thor, those who survived did so as prisoners of war.

KMS Thor was originally the freighter "Santa Cruz" built in 1938 by Deutsche Werft AG, Hamburg-Finkenwärder and owned by the Oldenburg-Portugiesische Line, the ship was converted during 1939 and 1940 into a 3862 ton light auxiliary cruiser and was commissioned into the Kriegsmarine on Friday 15 March 1940, on Thursday 6 June 1940 Otto Kähler took KMS Thor out of the harbour to embark on its first war patrol which was destined to last for 329 days during which time 11 ships were sunk, and 9289 ton Dutch freighter "Kertosono" was captured on Monday 1 July 1940, H.M.S.Voltaire was the tenth ship to be sunk by KMS Thor and was the second heaviest vessel sunk before the triumphant Otto Kähler brought the ship back to port on Wednesday 30 April 1941.

On the second war patrol which was undertaken from Thursday 20 November 1941 to Saturday 10 October 1942, with Günther Gumprich in command KMS Thor sunk another 7 ships and captured 3 others.

It was not an enemy vessel which destroyed KMS Thor, as she was tied alongside her supply ship the 7021 ton tanker "Uckermark"(formerly the "Altmark") on 30 November 1942, whilst at anchor in Yokohama, Japan, and also along side the 7131 ton passenger liner "Nankin," which KMS Thor had captured, "Uckermark exploded into a huge fireball, sending flames and debris into the air, resultant of the massive explosion KMS Thor was virtually burned out and sank with the loss of 43 of her crew, and the "Nankin" was also destroyed, the actual reason for the explosion onboard the Uckermark is still not

known but it is thought that work being carried out near the fuel tanks was to blame, Günther Gumprich survived the devastation and went on to command another Kriegsmarine surface raider, KMS Michel.

**TYLER**, Able Seaman, DESMOND HENRY ALBERT. (BEXLEY HEATH).

S.S. Barberrys (London). Merchant Navy.

Died Thursday 26 November 1942. Aged 20.

Panel 13.

Owned by Walter Runciman & Co Ltd, Newcastle-upon-Tyne, and laden with 6867 tons of general cargo, at 1917 hours on Thursday 26 November 1942 the S.S. Barberrys, which was also the ship of the convoy commodore of convoy SC-110, was torpedoed and sunk by the u-boat U-663 commanded by Kapitänleutnant (Lieutenant Commander) Heinrich Schmid, northeast of St. Johns, Newfoundland.

The ships Master, 50 year old George H Squires, the commodore 49 year old Captain Alfred H. Young RD, RNR, 21 crew members, four DEMS gunners and five naval staff members were all lost when the ship was sunk, but 17 crew members, three gunners and one naval staff member were picked up by the US Coastguard cutter USS Mohawk (WPG 78) and landed at St. Johns, Newfoundland.

S.S. Barberrys was the only success of the U-663 during its second active war patrol having departed from Bergen, Norway on the Thursday 5 November 1942 under the command of Heinrich Schmid, and after eight weeks at sea the u-boat arrived at Brest, Brittany, France on Thursday 31 December 1942.

Heinrich Schmid erroneously reported the ship sank on Thursday 26 November 1942 as being the 6471 ton steam freighter S.S. Clan Macquarrie, which had already been sunk by torpedo and shellfire by the Italian submarine Da Vinci commanded by Longanesi-Cattani on Saturday 13 June 1942 in position 05° 30N 23° 30W.

Built as Eastern Glen by the Uchida Shipbuilding & Engineering Co Ltd, Yokohama, Japan in 1920, in 1933 the ship was renamed American Oriole for American Foreign SS Co, New York, the 5170 ton steam freighter was transferred to Britain and renamed the S.S. Barberrys by the Ministry of War Transport (MoWT) in 1940.

Heinrich Schmid and his 48 crew were all lost when the U-663 sunk on Friday 8 May 1943 in the Bay of Biscay west of Brest, France in position 46.50N, 10.00W, after being damaged by depth charges during an attack which had taken place the previous day, carried out by a Sunderland aircraft of No.10 Squadron, Royal Australian Air Force Coastal Command, based at RAF Mount Batten, near Plymouth, Devon.

No.10 Squadron, Royal Australian Air Force was the only Australian squadron to serve continuously for the duration of the Second World War in Europe, and the first Commonwealth squadron to see active service, during the period when the U-663 was lost another u-boat was also sunk by the squadron, but in that tour of operations the squadron lost seven of its aircraft, from February 1940 until the cessation of hostilities a total of 6 German u-boats were sunk by the squadron.

A type VIIC submarine the U-663 was built by Howaldtswerke AG, Hamburg, Germany, laid down on Monday 31 March 1941 and commissioned on Thursday 14 May 1942, it being amongst the 33 (all VIIC) submarines built at the shipyard between Saturday 21 December 1940 and Tuesday 7 March 1944 that were commissioned into the Kriegsmarine.

**WHITE, Able Seaman, JAMES. (KIRCUBBIN).**

S.S. San Gerardo (London). Merchant Navy.

Died Tuesday 31 March 1942. Aged 19.

Son of William and Mary J. White of Kircubbin, County Down, Northern Ireland.

Panel 92.

Built in 1922 by Palmers Shipbuilding & Iron Co Ltd, Jarrow and Hebburn-on-Tyne, and owned by the Eagle Oil & Shipping Co Ltd, London, at 2222 hours on Tuesday 31 March 1942 the unescorted 12915 ton steam tanker S.S. San Gerardo was hit by two torpedoes fired from the u-boat U-71 commanded by Kapitänleutnant (Lieutenant Commander) Walter Flachsenberg and sank by the stern southeast of New York USA in position 36.N/67.W approximately 700 miles off Cape Hatteras whilst the tanker was traveling unescorted from Curacao to Halifax, Nova Scotia, Canada with a cargo of 17000 tons of Admiralty fuel oil.

The ships Master 44 year old Stanley Foley, 47 crew members, two DEMS gunners and one passenger were lost, but three crew members and three gunners were picked up by the British 9556 ton tanker Regent Panther and landed at Halifax, Nova Scotia, Canada.

Laid down on Thursday 21 December 1939 and commissioned almost exactly a year later on Saturday 14 December 1940, the U-71 survived the Second World War during which the submarine had 6 commanders who between them sank 5 ships totaling of 38894 tons. From mid June 1943 the u-boat was primarily used as a training vessel, and was scuttled on Wednesday 2 May 1945 in Wilhelmshaven, Germany.

Although the U-71 had 6 commanders during its time, the 5 ships sunk by the submarine were all when Walter Flachsenberg was in command and all during the u-boats sixth active war patrol from which started from St. Nazaire, Loire-Atlantique, France on Monday 23 February 1942 and ended after eight weeks at sea when the U-71 arrived at La Pallice La Rochelle, Charente-Maritime France, on Monday 20 April 1942.

Walter Flachsenberg was born on 26 October 1908 in Mönchen-Gladbach, and like the U-71, he too survived the Second World War having been promoted to Korvettenkapitän (Commander) on Wednesday 1 July 1942, he died on 3 November 1994, aged 86.

A type VIIC submarine the U-71 was built by F Krupp, Germaniawerft, AG in Kiel, Schleswig-Holstein, Germany the U-71 was laid down on Thursday 21 December 1939 and commissioned on Saturday 14 December 1940 being amongst 131 submarines of different types that were commissioned into the Kriegsmarine from their Kiel shipyard between the end of June 1935 and Saturday 14 April 1945

**WHITE, Third Officer, JOHN WILLIAM. (TWICKENHAM).**

S.S. Arabistan (London). Merchant Navy.

Probably born 27 June 1907.

Died Friday 14 August 1942. Aged 35.

Son of Frederick and Lucy White.

Probable Discharge number: R.25193.

Panel 9.

John's ship was sunk off the coast of St.Helena, by the German armed merchant cruiser M/S Michel commanded by Kapitän zur See (Captain) Helmuth von Ruckteschell, the 5875 ton freighter was in ballast traveling from Cape Town, South Africa to Trinidad, when it was intercepted by the M/S Michel, only one member of the S.S. Arabistan's



crew of 60 survived, he was the Chief Engineer who was picked up the following morning after the tanker had been sunk by intense shelling at point blank range, in addition to Brian Corbett another former PWSTS boy Brian Corbett also died when the S.S. Arabistan was lost, it being the tenth ship sunk by the M/S Michel during its first active war cruise, which was from Monday 9 March 1942 to Sunday 1 March 1943.

Over the twelve month period at sea commanding the M/S Michel, Helmuth von Ruckteschell who is also remembered as being a deeply religious and highly cultured man, an avid reader who loved classical music sank 14 allied merchant ships of various nations, they being set out below in the order in which they were lost:-

Patella (British), Connecticut (American), M.S.Kattegat (Norwegian), George Clymer (American), Lylepark (British), S.S.Gloucester Castle (British), William F. Humphrey (American), M.T.Aramis (Norwegian), S.S Arabistan (British), American Leader (American), Empire Dawn (British), Sawokla (American), Eugenie Livanos (Greece), and Empire March (British).

The M/S Michel (HSK IX SCHIFF 28) was laid down at the Danzig (Gdańsk, Poland) shipyard for the 'Gdynia America Line' which had been formed in 1930 by the Polish Government, she was to be used as a fruit carrier and named 'Bielsko,' but was seized by the Germans at the end of 1939 and launched as the 'Bonn' for the Norddeutschen Lloyd (North Germans Lloyd) (NDL), the original intention was to refurbish the 'Bonn' for use as a hospital ship, but instead she was converted to an armed merchant cruiser by F. Schichau in 1941 and renamed M/S Michel, weighing 4740 tons the ship had a complement of 400 and sank 17 allied ships.

M/S Michel sank within 13 minutes, in position 33 42N 140 08E, after being torpedoed at least three times on Sunday 17 October 1943 by the Pearl Harbour based American Porpoise class submarine 'Tarpon' (SS-175) commanded by Commander Thomas L. Wogan, off Chichi Jima in the Ogasawara Islands, Pacific Ocean, 15 officers and 248 crew died, but 110 of her crew survived, due to illness Helmuth von Ruckteschell was forced to leave M/S Michel at Kobe, Japan because of illness, with command then being given to Günther Gumprich who perished with the ship.

Helmuth von Ruckteschell who had been the commander of the M/S Michel when the S.S. Arabistan was destroyed and the two former PWSTS died was an extremely complex character, brief reference was made above regarding his religious and cultured side, but after the Great War resultant of his thoroughly deserved reputation as having been an overly aggressive u-boat commander, he was placed on what amounted to a black-list of former enemy officers that the Allied powers considered to have blatantly and/or flagrantly to have breached the rules of war, his 'black-list' status forced him to seek refuge in Sweden and Lapland for several years but returned to Germany in the 1930's, recalled to duty in the Kriegsmarine in 1939 Helmuth von Ruckteschell's first command was a mine sweeper followed by the surface raider Widder, and eventually the Michel.

Due to his practices of habitually demonstrating a complete and total disregard for the lives and wellbeing of enemy seamen who became his prisoners, combined with his usual practice of not firing warning shots at merchant vessels he intended to sink, and also for not looking for survivors and/or setting prisoners adrift in small boats in mid-ocean when he felt that he had too many were on board (many of whom died), Helmuth von Ruckteschell was sentenced to a ten year period of imprisonment after World war Two, he being the only former Kriegsmarine surface raider commander to be charged with war

crimes, he never completed his sentence, as despite being very ill he was kept incarcerated and died in prison on 24 September 1948, aged 58.

**WHYTE**, Deck Boy, RANDOLPH. (ABERDEEN).

M.V. Seaforth (Liverpool). Merchant Navy.

Died Tuesday 18 February 1941. Aged 15.

Son of Robert and Rosetta Whyte of Aberdeen, Scotland.

Panel 94.

At 2133 hours on Tuesday 18 February 1941 the unescorted 5459 ton motor freighter M.V. Seaforth which was built in 1939 by the Caledon Shipbuilding & Engineering Co Ltd, Dundee, Scotland and owned by Elder Dempster Lines Ltd, Liverpool, was hit amidships by one torpedo fired from the Lorient, Brittany, France based u-boat U-103 commanded by the u-boat 'ace' Korvettenkapitän (Commander) Victor Schütze south of Iceland in position 58.48N/18.17W, M.V. Seaforth sank quickly shortly afterwards having being hit in the stern by a coup de grâce only quarter of an hour after she was first torpedoed, the motor was freighter traveling from Monrovia, Liberia to Liverpool with a cargo of West African produce and had initially been spotted by Victor Schütze in heavy seas at 1355 hours, and was missed by the first torpedo fired by him at 2130 hours.

Korvettenkapitän Schütze had observed that lifeboats were launched from the ship after the first hit, and he gave the survivors time to get clear of the stricken vessel prior to carrying out the coup de grâce, but the ships Master 52 year old Walter Minns of Liverpool, Lancashire, 46 crew members including Randolph; two DEMS gunners and ten passengers were lost.

The U-103 was taken out of service in March 1944 and in January 1945 went from Gotenhafen (Polish Gdynia) in the Polish Corridor to Hamburg, Germany, and in April 1945 went from Hamburg to Kiel, where it was sunk on Sunday 15 April 1945 by RAF bombers during a raid which was directed against the port area, with the u-boat yards as the main objective, at least one man (possibly more) was killed aboard the U-103 during the bombing raid.

On Tuesday 12 August 1941 Victor Schütze relinquished command of the U-103 to Kapitänleutnant (Lieutenant Commander) Werner Winter, Schütze having by that time sunk 28 allied ships and damaged 2 others, he then became the commander of the 2nd Flotilla in Lorient, France, on Monday 1 March 1943 he was promoted to Fregattenkapitän (Captain) and was appointed to the post of "FdU Ausbildungsflotillen" (Commander Training Flotillas) in Gotenhafen, where he had the overall responsibility for all training flotillas in the Baltic Sea, where he then remained in post until the end of the war.

After spending time in Allied captivity Victor Schütze returned Germany in March 1946 but died four years later on 23 September 1950 in Frankfurt am Main, Germany, aged 44.

A type IXB submarine the U-103 was built by AG Weser & Son Bremen, Germany, laid down on Wednesday 6 September 1939 and commissioned on Friday 5 July 1940 and was amongst the 162 submarines commissioned into the Kriegsmarine between 14 February 1936 and Thursday 1 March 1945, prior to the war the shipyard had already gone over to solely building vessels for the Kriegsmarine, in 1939 AG Weser & Son employed a workforce of 16100 at their Bremen shipyard, in 1943 that figure rose to about 19500 with an influx of prisoners of war and slave labourers, the following year

1500 inmates from the nearby Konzentrationslager (Concentration Camp) Neuengamme also worked there, on the night of the 6-7 October 1944 a raid by 246 Lancaster's and 7 Mosquitoes of Numbers 1 and 5 Bomb Groups carried out the last of 32 major Bomber Command raids on Bremen during the war and severely damaged the shipyards of A.G. Weser & Son which curtailed its production to a large extent for the remainder of the Second World War.

**WILSON, JOHN R (BELFAST).**

Unfortunately it has not been possible to obtain a clear matching trace for John, due to the number of possible matching casualties found on the CWGC and National Archives websites, which is made more difficult by the lack of other Second World War data that is not yet available to the general public.

Not for the first time when transcribing war memorials or other forms of commemoration in the haste and enthusiasm to complete same, prior to undertaking the PWSTS Memorial Plaque no check was made to see if a transcription was already in existence, there is, and although we have been able to add extra former boys to those previously found on [www.pwsts.org.uk](http://www.pwsts.org.uk) which is the web address of the very comprehensive site for the Prince of Wales Sea Training School, which has additional information at the commemoration of ANGUS ROBERTSON, whilst it would have been nice to have added same to our tributes, but it would however have been plagiarism of the very worst kind, however if you have viewed the above commemorations thus far you are strongly advised to see the article written by Angus's brother, indeed why not check all of the PWSTS as it contains lots of interesting and very detailed information.

It is our intention when time permits to access the Merchant Navy records held at the:-  
The Caird Library, National Maritime Museum, Park Row, Greenwich, London, SE10 9NF, in the hope of obtaining details of those whom we have not been able access for their proper inclusion on the above brief tributes, providing of course they laid down their lives whilst serving in the Merchant Navy.

