



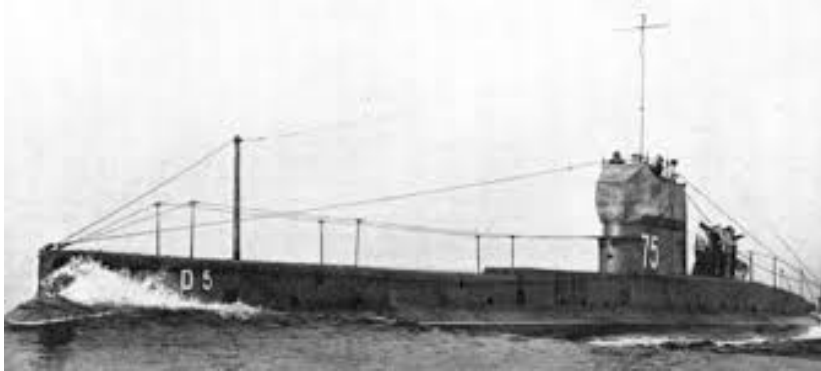
Brave Record

Dungannon and Moy's rich and varied naval service

- **Submariner
WW1**
- **Polar expertise
aided Arctic
convoys**
- **Leading naval
surgeon**
- **Naval compass inventor**
- **Key role at Bletchley Park**



Moy man may be Northern Ireland's first submariner loss



HM Submarine D5 was lost on 03/11/1914. In the ship was 29 year old Fred Bradley. He had previously served during the Boer War. He had also served in HMS Hyacinth in the Somali Expedition.

HMS D5 was a British D class submarine built by Vickers, Barrow. D5 was laid down on 23/2/1910, launched 28/08/1911 and was commissioned 19/02/1911.

One source states she was sunk by a German mine laid by SMS Stralsund after responding to a German attack on Yarmouth by cruisers. The bombardment, which was very heavy and aimed at the civilian population, was rather ineffective, due to the misty weather and only a few shells landed on the beaches at Gorleston. In response, the submarines *D3*, *E10* and *D5* - the latter being under the command of Lt.Cdr. Godfrey Herbert, were ordered out into the roadstead to intercept the enemy fleet.

Another source states HMS D5 was sunk by a British mine two miles south of South Cross Buoy off Great Yarmouth in the North Sea. 20 officers and men were lost. There were only 5 survivors including her Commanding Officer.

Fred was the son of William and Jane Bradley. He was born about 1885 in County Donegal. The 1911 census shows Frederick's father had retired and was receiving a Royal Irish Regiment pension. The family was then living in Charlemont near the Moy, Tyrone. Frederick was married to Lillian J. Bradley, Stonehouse, Plymouth. He is remembered on the Plymouth Naval Memorial Panel 3 and Moy War Memorial.

(Later issues of 'Brave Report' will present Rolls of Honour of submariners for both world wars. Please forward names of any known to you,)

Polar expeditions expertise developed the kit for the WW2 Arctic convoys

Surgeon Captain Edward W Bingham was one of the most experienced arctic explorers.

Seconded to the Ministry of Supply, he drew on his experiences to forge through improvements in the gear issued to those on the arctic convoys.

Edward W Bingham was born 02/01/1901 in Dungannon, the son of a well-respected headmaster of the Royal School. He graduated in medicine at TCD in 1926.

He wanted to travel and explore, and soon after joining the Royal Navy he volunteered to go as a medical officer in the British Arctic Air Route Expedition 1930 - 31. He spent almost a third of his professional career in the polar regions, participating in three important expeditions. In 1932 he was appointed to HMS Challenger, which was to carry out hydrographic surveys off the coast of Labrador. When Challenger returned at the end of the summer of 1933, Bingham stayed for the winter to help Captain Baker with the coast-line survey. This involved getting to know Labrador huskies and a different method of sledging.

Whilst in north Labrador, Bingham received an offer to join John Rymill, who had been in Greenland with Watkin's expedition, on an Antarctic expedition. The Admiralty having approved his appointment, he sledged from Nain to south Labrador, from where he reached Britain in time to join the British Graham Land Expedition (BGL) which sailed for Port Stanley in the autumn of 1934. Bingham became an expert in the training and welfare of dogs, and became a very experienced dog driver, a skill which was invaluable to him when he was appointed to command the newly created Falkland Islands Dependencies Survey in 1945. He was the only one within extensive polar experience. His new companions were former commissioned ranks used to exercising leadership. However, in 18 months, Bingham completed his task admirably, and in 1947 was appointed OBE and given a third clasp to his Polar Medal. He also

was awarded the Murchiston Grant of the Royal Geographical Society.

During the war he served in HMS Duke of York in the Home Fleet, on Russian convoys, and in the Ministry of Supply where he met manufacturers and enabled the development of better clothing for convoys. The cold weather clothing produced were simple, strangely reminiscent of the garments used by the Inuit of East Greenland, with peaked hoods and simple drawstrings. One tribute said “For those of us who served in the far north, and who offered thanks to the person who thought up these strange garments, Ted Bingham’s work was a miracle that only took three months...”

From 1948 - 52 he was principal medical officer at RNAS Eglinton, and promoted Captain in 1951. He then served as fleet medical officer in HMS Vanguard, Mountbatten’s flag ship in the Mediterranean command. His final appointment was as principal medical officer at RNAS Lee-on-Solent. He retired from the Navy in 1957. He died



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aged 92 on 01/09/1993. At the time of his death he was the last surviving holder of the Polar Medal with three clasps.

A book "Of Dogs and Men - Fifty Years in the Antarctic" with a foreword by HRH The Prince of Wales was published as, "a tribute to the late Ted Bingham whose skip and enthusiasm for dog driving became a tradition and feature of the British Antarctic Survey for 50 years..."

Second in Command of RN Medical services in World War I

Surgeon Rear-Admiral David Walker Hewitt. CMG 1918. CB 1919, was born at Neas, Dungannon 08/06/1870 and educated at Dungannon Royal School and University College, Galway. MRCS and FRCS 12/12/1912; MB BCH BAO RUI 1895; BSc 1912.

He entered the Royal Navy as a surgeon in November 1897. Early in his service he showed promise of a distinguished career, being commended in 1904 for his assistance on the subject of the treatment of wounded in ships during and after action. He contributed an article entitled "Treatment of wounded in naval warfare" to the British Medical Journal, 1914.

He was specially promoted to Fleet Surgeon (Surgeon Commander) in 1911 for conspicuous professional merit. Up to 1913 he had served in various ships at home and abroad, but in that year he was appointed as an Assistant to the Medical Director-General, in which post he served for six years, and throughout the war of 1914-18, with

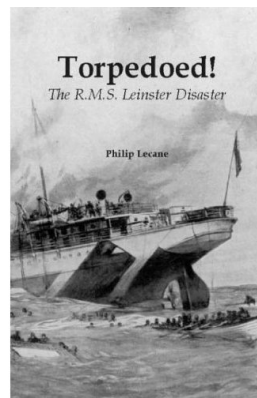
marked success. In 1918 he was made CMG in recognition of services rendered during the war.

He was specially selected as senior medical officer for the North Russian Expeditionary Force, in which appointment he was in charge of the medical arrangements for both the Navy and the Army. He was strongly commended for his untiring, farseeing, and excellent arrangements, and was made CB (military) for these valuable services in 1919.

Proceeding to sea once more, he continued to show considerable powers of organization and proved a competent operating surgeon as principal medical officer of the new hospital ship Panama, afterwards renamed Maine. His service was concluded as Surgeon Rear-Admiral in charge of the RN Hospital at Haslar from 1926 until 1929, when he was placed on the retired list at his own request. He died on 25/10/1940 at Lindhu, Alverstoke, Hants. He was a brother of Rev JFW Hewitt, rector of Florence Court, and of Fleet Surgeon AJ Hewitt, RN.

Leading inventor of naval compass lost in sinking which jeopardised WW1 peace talks

Lieutenant Commander George Richard Colin Campbell - known



as Colin, was a career naval officer. He had been promoted to Lieutenant Commander in 1916.

He joined the Admiralty Compass Department, rising to become superintendent of the Magnetic Compass Branch. With Dr. G.T. Bennett he invented the Campbell-Bennett Aperiodic Compass.

Travelling with Campbell on RMS Leinster to Dun Laoghaire was his wife, Eileen, and four and a half year old daughter, also named Eileen. All three were lost in the sinking of the Leinster. Eileen Campbell's body was recovered from the sea with her baby still tightly clutched in her arms. He was 34 years of age. He was born at Ballyeglish, Moneymore.

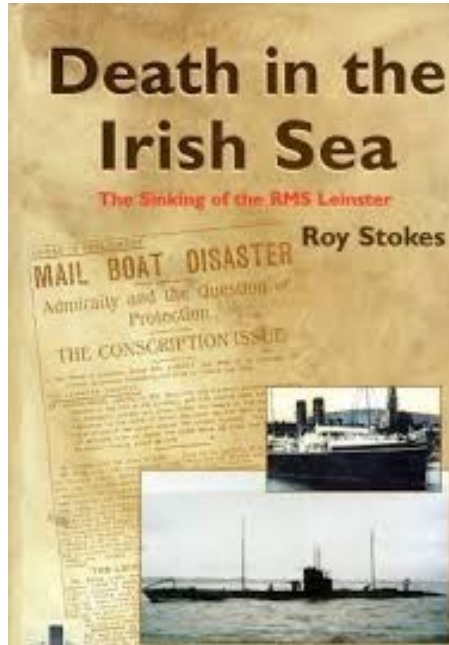


He

He was the son of the Rev. Edward. F. and Lydia Campbell, of Sheskburn, Ballycastle, Co. Antrim. Eileen Campbell (nee Knox-Browne), was from Aughtentaine, Fivemiletown, Co. Tyrone.

The ship was under the command of Captain William Birch (61), a Dubliner who had settled in Holyhead. His crew of 76 were drawn from both Kingston and Holyhead. In the ship's postal sorting room were 22 postal sorters from Dublin Post Office. The 181 civilian passengers - men, women and children - were mostly from Ireland and Britain. But by far the greatest number of passengers on board the Leinster were military personnel. Many of them were going on leave or returning from leave. They came from Ireland, Britain, Canada, the United States, New Zealand and Australia. On the Western Front the German Army was being pushed back by the relentless assaults of the Allied armies. There were 25 members of the Royal Navy aboard the ship amongst the military personnel.

As the Leinster, a city of Dublin Steam Packet Company ship, set sail the weather was fine, but the sea was rough following recent storms. Earlier that morning a number of



Royal Navy ships at sea off Holyhead were forced to return to port due to the stormy conditions. Shortly before 10 a.m. about 16 miles from Kingstown (Dun Laoghaire) a few people on the deck of the *Leinster* saw a torpedo approaching the port side of the ship. It missed the *Leinster*, passing in front of her. Soon afterwards another torpedo struck the port side where the postal sorting room was located. Postal Sorter John Higgins said that the torpedo exploded, blowing a hole in the port side. The explosion traveled across the ship, also blowing a hole in the starboard side. German Submarine UB 123 had struck with deadly accuracy.



In an attempt to return to port, the *Leinster* turned 180 degrees, until it faced the direction from which it had come. With speed reduced and slowly sinking, the ship had sustained few casualties. Lifeboats were being launched. At this point a torpedo struck the ship on the starboard side, practically blowing it to pieces. The *Leinster* sank soon afterwards, bow first.

Many of those on board were killed in the sinking. In lifeboats or clinging to rafts and flotsam, the survivors now began a grim struggle for survival in the rough sea. Many died while awaiting rescue. Eventually a number of destroyers and other ships including HMS Mallard arrived. The survivors were landed at Victoria Wharf, Kingstown (Dun Laoghaire), where the ferry terminal now stands.

Doctors, nurses, rescue workers and a fleet of 200 ambulances rushed to Victoria Wharf. Those needing medical care were brought to St. Michael's Hospital in Kingstown (Dun Laoghaire) and several Dublin Hospitals. Those not requiring medical treatment were brought to local hotels and guest houses.

In the days that followed bodies were recovered from the sea. Funerals took place in many parts of Ireland. Some bodies were brought to Britain, Canada and the United States for burial. One hundred and forty four military casualties were buried in Grangegorman Military Cemetery in Dublin, including Colin Campbell, his wife and baby daughter.

Officially 501 people died in the sinking, making it both the greatest ever loss of life, and the highest ever casualty rate, on an Irish owned ship. Research to date has revealed the names of 529 casualties.

The sinking of the Leinster has to be seen in the wider context of the war. In late 1918 the German army were being worn down by the relentless assaults of the Allied forces. The German fleet, still confined to port, was on the verge of mutiny. Meanwhile the men of the submarine

service continued to attack enemy merchant shipping. In the final weeks of the war submarine UB-123 left Germany. On board were 35 young men who were determined to strike a blow at their country's enemies. Commanded by twenty-seven year old Robert Ramm, UB-123 sailed north of Scotland and entered the Atlantic. Then sailing down Ireland's west coast and along her south coast, the submarine turned north into the Irish Sea. There on 10 October 1918 she torpedoed and sunk the R.M.S. Leinster. On 18 October 1918, while returning to Germany, UB-123 struck a mine in the North Sea. Robert Ramm and all of his young crew were lost.

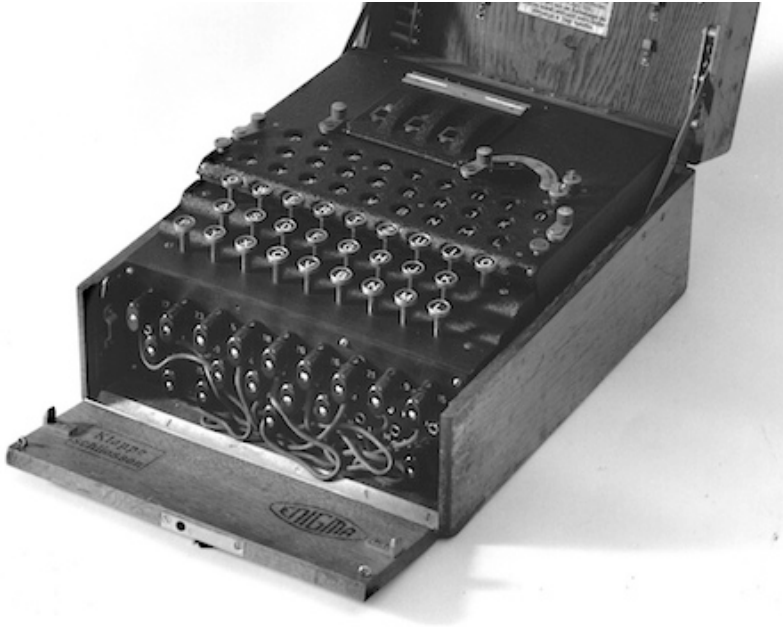
The sinking of the Leinster jeopardised for a few days the peace talks which were being sought to end the war.

On 6th. October, 1918, US President, Woodrow Wilson, had received a message from Germany - "The German Government requests the President of the United States to arrange the immediate conclusion of an armistice on land, by sea and in the air."

The Leinster was sunk on the 10th and on the 14th, President Wilson replied to the German Government saying, among other things, that there could be no peace as long as Germany attacks passenger ships.

On 21st October Reinhard Scheer, Admiral of the German High Seas Fleet, signalled his submarines: "To all U-boats: Commence return from patrol at once. Because of ongoing negotiations any hostile actions against merchant vessels prohibited. Returning U-boats are allowed to attack warships only in daylight. End of message. Admiral." On 11th November, 1918 the

armistice was signed between the combatant powers ending the First World War



Former Royal School pupil played key role in Bletchley Park success

Alan Bradshaw, Paymaster Captain. CBE. RN. Served 1916 - 38.

He was recalled to serve 1939 - 45 when he played a key role in the success of Bletchley Hall where the German naval Enigma Code was deciphered.



Harry Hinsley, a key figure in the breaking of the Enigma Code described Alan Bradshaw as, “One of the most able men I have ever met.”

Alan Bradshaw was born in County Antrim on 12/12/1898, the son of James and Jean Bradshaw. He spent some of his early life in Brussels of which his mother was a native. He attended Royal School Dungannon from 1913 - 1916 when he joined the Royal Navy. He served until 31/12/1938 following which he became a director of the Pye radio company.

He was recalled on the outbreak of war in 1939 by the Admiralty Intelligence Department to take charge of the Code and Cypher School at Bletchley Park. Appointed as General Administrative Officer, later he became Assistant

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Director (Administration) and finally Deputy Director (Administration).

A description of him by a colleague states, “As a member of the paymaster branch he was the epitome of the type that gave the Navy its ‘silent service’ image. He fused ascetic Northern Ireland Protestant pragmatism and probity with a naval officer’s abhorrence of garrulousness... He was a formidable presence - tenacious, relentless, almost menacing in his authority. Once in a while a flash of charm...” (‘Decoding Organisation - Bletchley Park’ by Colin Grey).

Interestingly, Bradshaw is the only leading figure from Bletchley who has no entry in the Oxford Dictionary of National Biography. This is possibly a misreading of the contribution administration had made to the operation’s success.

During World War 1 following training at HMS Victory, he served in HMS battleships Revenge and Marlborough and in HMS Galatea in the Baltic.

He was promoted to Paymaster Lieutenant in 1920. In 1926 he became Chief Staff Officer to the Mediterranean Fleet. Lieutenant Commander in 1928, he then served as Secretary to the Captain of the Atlantic Fleet in HMS Nelson. From 1932 - 34 he was Assistant Secretary to Admiral Sir Roger Blackhouse, later First Sea Lord, when he was in command of the 1st Battle Squadron. During this period Bradshaw’s book, “English- French naval terms” was published.

In 1930 he took up a special appointment in the Admiralty Intelligence Department and reached the rank of Commander in 1936. He remained with the Department until he decided to retire from 31/12/1938.

He was appointed CBE in the New Year's Honours List 1945. Following his retirement from the navy, he took up an appointment with the Foreign Office. He died 24/12/1987, aged 88.

DUNGANNON AND MOY WORLD WAR I ROLL OF HONOUR

BRADLEY, Frederick Ekin

RNR. Leading Stoker. 302220. HM Submarine D5. Died 03/12/1914. Age 29. Frederick was married to Lillian J. Bradley, Stonehouse, Plymouth. Plymouth Naval Memorial Panel 3. Moy WM. See above

CAMPBELL, George Richard Colin

RN. Lieutenant Commander. A career naval officer, he had been promoted to Lieutenant Commander in 1916. He joined the Admiralty Compass Department, rising to become superintendent of the Magnetic Compass Branch. Lost in the sinking of RMS Leinster by a U boat. Grangegorman Military Cemetery, Dublin. Dungannon WM. See above

DAVIES, George Cardwell

RN. Able Seaman. J/3982 . HMS Warrior. Jutland. Died: 31/05/1916. Age 21. Born about 1895. His father was originally from England, a Ship's Steward. Son of Harold and Margaret Davies, Derryoghill, Moy. Plymouth Naval Memorial, Panel 11. Moy WM.

HUGHES, James

RN. AB. HMS Walrus. Died 10/10/1918. Age 21. Lost on RMS Leinster which was torpedoed by German Submarine UB 123, having just left Kingstown. Son of John and Rose Ann Hughes. B 10/07/1897 in Moy, County Tyrone. The family lived in Anagasna Glebe, Moy. James was one of 12 children. Plymouth Naval Memorial, Panel 27

MacLEAN, James Gayton

RN. Writer 3rd Class. 346792. HMS Tipperary. Died 01/06/1916. Age 30. Battle of Jutland. Born Moy 17/09/1885. Lived Garvagh. Enlisted: 05/ 05/1904. Son of James and Esther MacLean. Husband to Kathleen MacLean. Chatham Naval Memorial, Panel 18

MOON, John

RN. Leading Stoker. 300050. HMS Egmont. Died 16/05/1918. Born Dungannon. Ruth St, Duncairn Gds., Belfast. Cupuccini Naval Cemetery, Malta. Derryloran Parish Church, Cookstown RH. Newington - Presbyterian Church RH

**DUNGANNON AND MOY
WORLD WAR I - THEY SERVED**

BELL, Alexander

RNVR. Private. Dungannon - PCI RH

BRYARS, David Livingstone

RNAS. Petty Officer. MiD August 1917. Russian Armoured Car Division. Cromwell Rd, Belfast. Son of Thomas and Eliza Ann Bryars, Irish Street, Dungannon. Father was a grocer and auctioneer. Royal School Dungannon 1905-08. Emigrated to USA in 1910.

HEWITT, David Walker

RN. Surgeon Rear-Admiral. CMG 1918. CB 1919. B Neas, Dungannon 08/06/1870. Royal School Dungannon and University College, Galway. See above. He died on 25/10/1940 at Lindhu, Alverstoke, Hants.

WILLIAMSON, Isaac

RN. Dungannon - PCI RH

**DUNGANNON AND MOY
WORLD WAR II ROLL OF HONOUR****GRAY, George**

RNVR. Acting Sub Lieutenant (E). HMS Rajputana. Died 13/04/1941. Age 26. Son of James and Emma Gray, Dungannon. Liverpool Naval Memorial, Panel 4. Dungannon WM

LUTTON, Frederick David

RNVR. Acting Sub-Lieutenant (E). Died 12/03/1942. Son of Joshua and Mary Elizabeth Lutton, Dungannon. Liverpool Naval Memorial, Panel 4. Moy WM

NOBLE, William Frederick

RN. Telegraphist . C/SSX 22261. Died: 14/10/1940 Age:22. HMS Liverpool. Son of Henry and Elizabeth Noble, Dungannon. Alexandria - Chatby War Mem/Cem. St Anne's Church of Ireland WM, Dungannon WM

WILKINS, William Herbert Brown

RM Artillery. Entered Royal School Dungannon 1907. Son of Robert and Mary Elizabeth McDaniel, Tullyniskane. Entered Civil Service 1914.

DUNGANNON AND MOY WORLD WAR II -THEY SERVED

BINGHAM, Edward W

RN. Surgeon Captain. He was one of the most experienced arctic explorers. Seconded to the Ministry of Supply, he drew on his experiences to forge through improvements in the gear issued to those on the arctic convoys. He was born 02/01/1901 in Dungannon, the son of a well-respected headmaster of the Royal School. See above.

BULLICK, William Joshua

T/A/S. Lt.(E). Russian convoy early in war. Trained with Commandos, Achnacarry, Scotland. HMS Prince Charles, infantry landing ship. Escort carrier HMS Arbiter. Temporary Officer under T.124X agreements. Post-war Tea planter in India. B Dungannon district 05/03/1921. Retired to Belfast. D Belfast 28/11/1986

CAMPBELL, Rita

WRNS. From Dungannon. Enlisted age 19. Posted to Portsmouth. Served in TURCO (Turn around control) based at Fort Southwalk, Portsdown Hill, some 153 steps below ground. This was the base for operations and was where Eisenhower had his bunker. She also served in the plotting room charting the movement of convoys and enemy ships. Her brother also joined the navy and served on the Arctic convoys out of Scapa Floe.

SHIELDS, W Eric

RN. Captain, G Company, UDR. Shot by IRA 29/04/1977 outside his home in Dungannon. He was off duty at the time of his death. Married with six children.

ROYAL SCHOOL DUNGANNON WORLD WAR 1 THEY SERVED

BAILEY, William Henry

RN. Entered RSD 1897

BELL, Alexander

RN. Entered RSD

BELLIS, Samuel Arnott

RNAS. Russian Armoured Car Division. Petty Officer. Entered RSD 1892- Samuel Arrott. Son of Samuel Arrott and Jane Swiney Bellis. Born 21/3/1880, Tullyaighnish Manse, Ramelton, Co. Donegal. 1918 living at Waveney Cottages, Ballymena. Died September 1942 Leicester. West Church - PCI

BRADSHAW, Alan Rousseau

Alan Bradshaw, Paymaster Captain. CBE. RN. Served 1916 - 38. He was recalled to serve 1939 - 45 when he played a key role in the success of Bletchley Hall where the German naval Enigma Code was deciphered. See above.

BURNS, JT

RNR. 1917. Entered Royal School Dungannon 1907.
Coalisland

CLARKE, Locksley

RNVR. Lieutenant. Entered Royal School Dungannon 1906.

EADIE, John Christoper Peebles

RN. Wireless operator. Entered Royal School Dungannon 1908.
Boarder. B Fermanagh 1893.

McKINLAY, Archibald J

RN Midshipman. Entered Royal School Dungannon 1910.

POLLOCK, Alexander Stafford

RNVR. Midshipman. Entered Royal School Dungannon 1900

POLLOCK, Herbert Mercer

RNVR. Entered Royal School Dungannon 1900. Served WW1. Died in WW2: 10/081942. Age 42. HMS Condor. Son of James and Annie Olivia Pollock. Husband to Iris Isobel Pollock, Malone, Belfast. Arbroath Western Cemetery.

SHANNON, JH

RN Wireless Telegraphist. Entered RSD 1906. D. Arlington USA

**ROYAL SCHOOL DUNGANNON
WW2 ROLL OF HONOUR****POLLOCK, Herbert Mercer**

RNVR. Entered Royal School Dungannon 1900. Served WW1. Died in WW2: 10/081942. Age 42. HMS Condor. Son of James and Annie Olivia Pollock. Husband to Iris Isobel Pollock, Malone, Belfast. Arbroath Western Cemetery.

**ROYAL SCHOOL DUNGANNON
WW2 THEY SERVED****BRADSHAW, Alan Rousseau**

Alan Bradshaw, Paymaster Captain. CBE. RN. Served 1916 - 38. He was recalled to serve 1939 - 45 when he played a key role in the success of Bletchley Hall where the German naval Enigma Code was deciphered. See above.

Northern Ireland - Service in the Royal Navy - In Remembrance

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BRAVE REPORT

Aims - **1.** to remember those from Northern Ireland who served in the Royal Navy, reserves and related naval forces in times of war and **2** to further the compiling of Rolls of Honour of those who died, those who served and returned and where possible to record the contribution they made to civil society.

Circulation - is by e-mail to serving and ex-service members of the armed forces, regular and reserve, members of RNA and RBL. To obtain copies when published, E-mail to houston.mckelvey@btinternet.com with Brave Record in message bar. Please give forces connection and your present location.

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It is collated and published by The Very Rev. Dr Houston McKelvey, OBE QVRM TD.

Dr McKelvey served as chaplain for 29 years with 102/105 (Ulster & Scottish) Regiment, Royal Artillery TA; for 20 years as Chaplain to the RBL - Northern Ireland Area, and for a period as chaplain to the Belfast Branch of the Burma Star Association. He was involved in the life of HMS Caroline and HMS

Hibernia. He was appointed an Honorary Chaplain to the RNR. He is a Past President of QUB Combined Services Club.