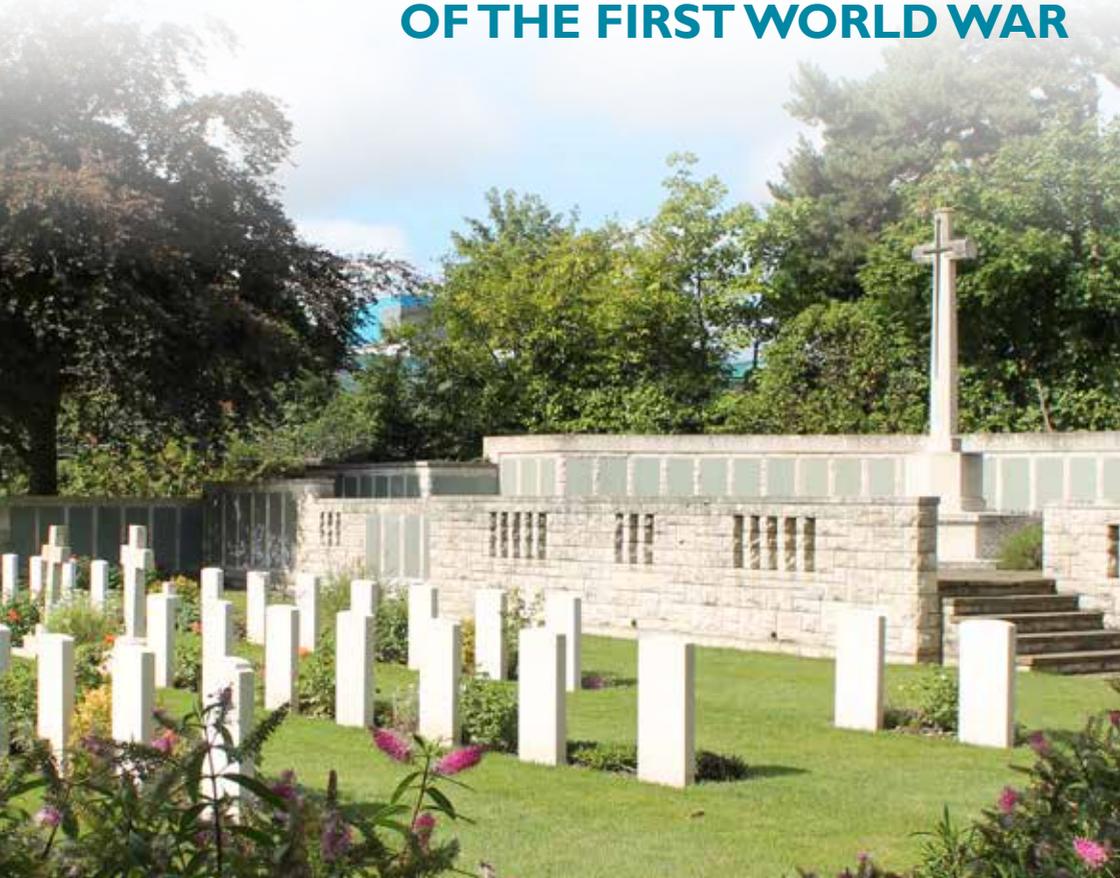# FORGOTTEN WRECKS
OF THE FIRST WORLD WAR

The Hollybrook Memorial
No Grave but the Sea

About the Project

Forgotten Wrecks of the First World War is a Heritage Lottery funded (HLF) four year project devised and delivered by the Maritime Archaeology Trust to coincide with the centenary of the Great War. At the heart of the project is a desire to raise the profile of a currently under-represented aspect of the First World War. While attention is often focused on the Western Front and major naval battles like Jutland, historic remains from the war lie, largely forgotten, in and around our seas, rivers and estuaries.

With more than 1,100 wartime wrecks along England's south coast alone, the conflict has left a rich heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores. Through a programme of fieldwork, research, exhibitions and outreach, the project aims to engage communities and volunteers and provide a lasting legacy of information and learning resources relating to First World War wrecks for future generations.

Map: the c.1,100 First World War wrecks along the south coast of the UK. Front cover: The Hollybrook Memorial

The wrecks of the John Mitchell *(below) and the* Gallia *(right), both sunk during the war.*

This booklet presents the Hollybrook Memorial in Southampton which commemorates those lost at sea from the land and air forces and those who have no known resting place. It outlines the purpose and motivation for the memorial, its design and the memorial panels before considering the people lost and the wrecks represented. The section on 'Sources and Further Reading' provides information and links where more detail can be found. Companion resources for this booklet are available online including a 3D model with annotated tour and a video, find out more at: www.forgottenwrecks.maritimearchaeologytrust.org/hollybrook-memorial

Hidden away, inside the entrance to Hollybrook Cemetery, opposite Southampton General Hospital is a national First World War memorial few people know about. Yet, it is as important as its famous counterparts like the Menin Gate at Ypres and Thiepval on the Somme.
The dedication reads:

> 1914 - 1918
> TO THE GLORY OF GOD
> AND IN MEMORY OF 1852 OFFICERS AND MEN OF
> THE BRITISH EMPIRE WHO FELL IN THE GREAT
> WAR AND HAVE NO GRAVE BUT THE SEA OR
> TO WHOM THE FORTUNE OF WAR DENIED THE
> KNOWN AND HONOURED BURIAL GIVEN TO
> THEIR COMRADES IN DEATH.
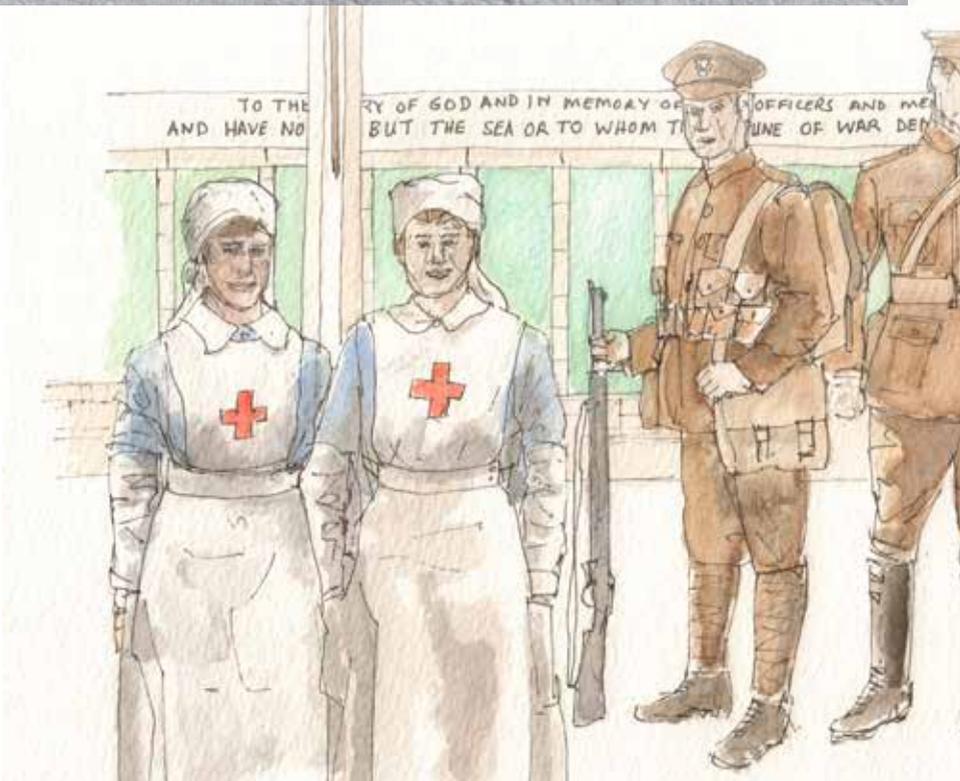
The Hollybrook Memorial, unveiled in December 1930, was built by the War Graves Commission to commemorate the 1,852 members of the land and air forces who have no grave but the sea or whose final resting place is unknown. Many of those commemorated here lost their lives when the hospital ships, troop ships or merchant ships they were sailing on were mined or torpedoed, mostly in home waters. The naval and merchant personnel of these ships are not commemorated here, but at their own respective memorials.

More than 100 panels list the names of twenty eight ships and two airships. Below these, and in order of rank, are the names of those whose bodies were never recovered. Listed by country, are the names of those who were buried at sea. Behind each of the names on these panels are many forgotten stories of tragedy, heroism and sacrifice.

Painting by Mike Greaves.

Why was it Built in Southampton?

The War Grave Commission's policy to commemorate the dead in the locality in which they fell was not possible for those lost at sea. Southampton, operating as Number One Embarkation Point was chosen as the most appropriate location for this national memorial. For many, it was the last part of England they stood upon before embarking on troop ships. It was also the returning port for many of the wounded.

"*From the momentous hour when Britain declared war on Germany, up to the signing of the Peace Treaty, the town was the hub of the Empire's military machine. Between August 9th 1914 and December 31st 1918, over seven million troops – men of every race, colour and creed, from all over parts of the inhabited globe, passed through the docks.*" - Henry Benson, Southern Daily Echo, December 10th 1930.

The Corporation of Southampton donated the land inside the Hollybrook Cemetery, next to the existing First World War graves and cross of sacrifice. The memorial was funded by all the governments of the Empire in partnership.

To discover the vital role and significance of Southampton as Number One Embarkation point, please refer to the PowerPoint "Southampton's Maritime Role in WW1", available online here:
www.forgottenwrecks.maritimearchaeologytrust.org/resources-for-education

Overleaf:
Left, top and bottom: The unveiling of the Hollybrook
cemetery 10th December 1930 ©CWGC Archive.
Right: Southern Daily Echo December 10th 1930.

Unveiling

The memorial was unveiled by Field Marshall Sir William Robertson on the 10th December, 1930. Major General Sir Fabian Ware attended the ceremony and the event was filmed by British Pathé[1]. Reports and photographs of the proceedings appeared in all the local newspapers. The Southern Daily Echo reported that the ceremony also marked the conclusion of the war memorial construction programme in the British Isles, though it was anticipated that it would be a further two years before the name of every missing person was engraved across the Commissions memorials.

[1] www.britishpathe.com/video/to-those-who-have-no-known-grave/query/fields

The War at Sea 1914-1918

The Battle of Jutland and the sinking of *Lusitania* are associated with huge losses of life at sea during the First World War. Overlooked through are the countless other stories of tragedy at sea on a daily basis, and often just off our shores, that resulted in more than 64,000 deaths. In 1914, the British Empire, a quarter of the world's population, spread across all seven continents. When war was declared people from all over the Empire – Australia, Canada, India, South Africa, West Africa, Rhodesia, the British West Indies and New Zealand, all mobilised to fight for the Empire.

The Royal Navy

The Admiralty recorded 4,223 British vessels and more than 45,000 lives lost at sea to enemy action between 1914-1918. Royal Navy personnel are commemorated on Naval memorials at the three main naval ports of Chatham, Portsmouth and Plymouth. Naval ships were involved in sea battles, minelaying, minesweeping and escorting merchant convoys.

The Merchant Navy

The Merchant Navy played a vital role in supplying the Royal Navy. Thousands of merchant ships and their crews were requisitioned by the Admiralty for war service and given the prefix HM (His Majesty's). Passenger liners were stripped of their finery and converted to troop transports and hospital ships to convey troops, equipment, and supplies from all over the Empire to and from the theatres of war. Imports particularly of food and oil, were essential. In 1913 nearly two-thirds of the food and drink consumed by British people was imported. Fishing continued, though many trawlers and drifters were converted to minesweepers. Cargo, raw materials and passengers still needed to move. Without merchant ships, Britain's population would have starved and efforts on the Western Front would have collapsed. By attacking shipping and setting up blockades, Germany hoped to starve Britain out of the war within six months.

Ship losses were high from the outset, but peaked in 1917 after the German Government announced a policy of unrestricted submarine warfare, which meant ALL shipping in British waters, allied and neutral, would be attacked. This included hospital ships. By April 1917, one in four merchant ships sailing from Britain were lost to enemy action. In total, fifty percent of British Merchant Shipping, some 3,305 ships were lost with over 17,000 merchant personnel during the First World War. The Merchant Navy personnel are commemorated at Tower Hill in London.

More information about the Naval and Merchant memorials can be found on the Commonwealth War Graves Commission website: *www.cwgc.org*

Women and Children lost at Sea

It was not only men lost at sea. Women served with both the Merchant Navy (forty six women are named on the Merchant Navy Memorial at Tower Hill) and the Women's Royal Naval Service (see later section on women). Sadly, many children were among those lost when passenger vessels, such as SS *Galway Castle* and SS *Leinster* were attacked. Thirteen nursing staff are commemorated at Hollybrook.

Sir Fabian Ware and the War Graves Commission

The system of recording the dead was initiated by Sir Fabian Ware (*pictured left, ©CWGC Archive*). Voluntarily in command of a mobile British Red Cross unit in France in 1914, Ware witnessed the staggering numbers of makeshift graves. Ware considered the lack of a system to record the final resting places disrespectful to both the fallen and their families.

His unit began recording and caring for all the graves they could find. In 1915 their work was given official recognition and incorporated into the British Army. In 1917, by Royal Charter, Ware established the Imperial War Graves Commission to ensure the work would continue beyond the war. The name changed to the Commonwealth War Graves Commission (CWGC) in the 1960's.

The policy of the Imperial War Graves Commission was to commemorate, by name, every member of the forces of the British Empire who died as a result of wounds or illness inflicted by the First World War. Named gravestones were erected for every identified burial, but for those with no known grave, great memorials to the missing were constructed. Setting the highest standards for its work, the Commission employed the most eminent architects to design and construct the cemeteries and memorials. Hollybrook is one of these memorials and there are other famous examples such as the Menin Gate (Ypres), Tyne Cot (Belgium), Helles (Gallipoli), Thiepval (Somme) and Lake Dorian (Salonika).

IWGC policy was to make no distinction on account of rank, race or creed. Graves in CWGC cemeteries are marked by uniform headstones inscribed with: the national emblem or regimental badge, rank, name, unit, date of death and age of each casualty. Where appropriate, a religious symbol and personal dedication chosen by relatives is included.

These memorials to the missing gave families with no grave somewhere to commemorate their loved ones as well as providing public recognition for them. At the unveiling of the Menin Gate in 1927, Field Marshall Lord Plumer attempted to give comfort to the assembled families with his now famous words, "*He is not missing, he is here*". (Source: Commonwealth War Graves Commission.)

Features of the Hollybrook Memorial

The Cross of Sacrifice

Cemeteries with more than forty graves have a cross of sacrifice. It is made of white Portland stone and stands on an octagonal block. The cross was unveiled in 1925 and originally stood in the corner behind the gravestones (as seen in the pathe footage). It was moved sometime after the memorial was unveiled in 1930.

Designed for the War Grave Commission by the architect Sir Reginald Blomfield, the Cross of Sacrifice is widely used throughout the Commonwealth countries: more than 1,000 have been built. The Christian Cross, of white Portland stone, is used in a classical style with an inverted bronze sword. The cross indicates the dominant religion of those named as Christianity. The cross is a symbol of hope and suffering and emphasises the sacred nature of the memorial. The sword shows that its purpose is to commemorate war losses, and the fact that is pointing downwards

The Hollybrook site is composed of a Cross of Sacrifice, 110 memorial panels and 73 First World War graves. Photo Maritime Archaeology Trust by drone (with permission from Southampton City council).

symbolises that the war has ended for those named here.

The inscription 'Their Name Liveth For Evermore' is engraved around the octagonal base. Rudyard Kipling was tasked with selecting an inscription to be used for memorials throughout the Commonwealth and this is his adaptation from the Bible.

Unveiling of the CWGC Hollybrook Memorial, 1930. ©CWGC Archive
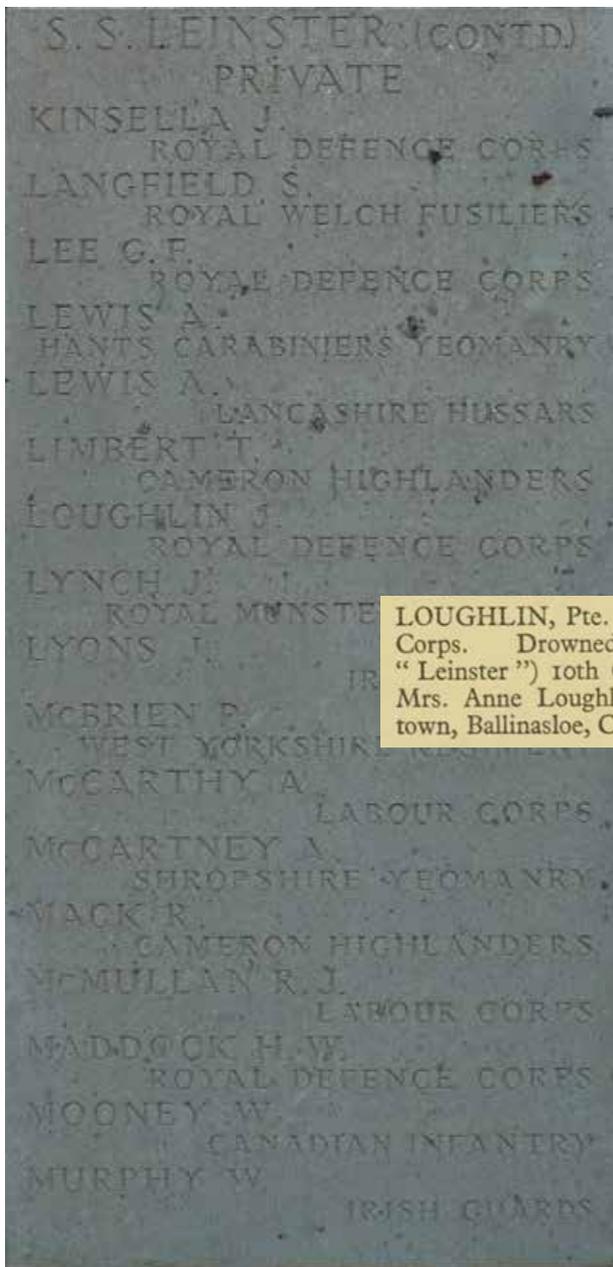
The Panels

Along the top of the panels, behind the Cross of Sacrifice, is the dedication.

The Memorial panels made of Westmoreland slate were designed by T Newman. Originally there were 98 panels, eleven addenda panels with a further sixty two names have since been added as information on their loss came to light. The total number of names now stands at 1,930. The original panels are divided into two sections – those lost at sea when a ship sank (grouped by ship), and individuals buried at sea (by country).

S. S. LEINSTER (CONTD.)
PRIVATE
KINSELLA J.
ROYAL DEFENCE CORPS
LANGFIELD S.
ROYAL WELCH FUSILIERS
LEE G.F.
ROYAL DEFENCE CORPS
LEWIS A.
HANTS CARABINIERS YEOMANRY
LEWIS A.
LANCASHIRE HUSSARS
LIMBERT T.
CAMERON HIGHLANDERS
LOUGHLIN J.
ROYAL DEFENCE CORPS
LYNCH J.
ROYAL MUNSTE...
LYONS J.
IR...
McBRIEN P.
WEST YORKSHIR...
McCARTHY A.
LABOUR CORPS
McCARTNEY A.
SHROPSHIRE YEOMANRY
MACK R.
CAMERON HIGHLANDERS
McMULLAN R.J.
LABOUR CORPS
MADDOCK H.W.
ROYAL DEFENCE CORPS
MOONEY W.
CANADIAN INFANTRY
MURPHY W.
IRISH GUARDS

LOUGHLIN, Pte. John, 73257. Royal Defence Corps. Drowned at sea (from R.M.S. "Leinster") 10th Oct., 1918. Age 46. Son of Mrs. Anne Loughlin, of Ganaveen, Lawrencetown, Ballinasloe, Co. Galway.

Individual Details
Individuals lost are listed under the ships name, and in order of rank. The panels usually give the casualty's surname and initials, rank and unit/regiment.

More information (insert picture) can be found on the Memorial Register.

The Memorial Register
For each CWGC memorial a register was created containing more detailed information for each person commemorated. The Hollybrook Memorial register is held in the local history collection at Southampton City Library. It can also be viewed free of charge online through the CWGC website.

Information recorded in the memorial registers varies but can include the following:

- Surname, Forename, Initials
- Age
- Honours
- Cause of Death
- Date of Death
- Rank, Regiment/Ship/Squadron
- Country Served
- Service Number
- Cemetery / Memorial, Grave Reference
- Additional Information

Under additional information family details are often recorded – son of, or husband of. Sometimes the family address is given. Any name change is sometimes clarified here. Occasionally there is some mention of their employer or pre-war career.

Using the CWGC website
www.cwgc.org/find/find-war-dead
See the 'How to search' tab for video tutorials. To see all the people commemorated at Hollybrook – enter Hollybrook Memorial in the Cemetery/ Memorial search box.
To view the memorial register entry for an individual, open their record and scroll down to Grave Registration at the bottom. Click download results to see all the entries laid out in a spreadsheet that can then be manipulated.

Lost at Sea

The Hollybrook Memorial commemorates by name twenty eight ships and two airships. Below the name of the ship and in order of rank are the names of the personnel who lost their lives when the ship sank. These occupy panels 1-61 and 99-100. On these panels, 1,247 people are commemorated.

The majority of ships were merchant ships, many of which had been requisitioned for war service as troop transports and hospital ships.

Hospital Ships

In total twenty six hospital ships (thirteen British) were sunk during the First World War, twenty four by mine or torpedo, resulting in the loss of over 1,240 lives. The High Command of Imperial Germany alleged that Allied hospital ships breached The Hague Convention by transporting able bodied men among the injured and carrying arms and must therefore be attacked. This declaration changed the way hospital ships operated. Their traditional markings were replaced by dazzle camouflage and some were equipped with deck guns. For the remainder of the war hospital ships sailed at night, unlit and with naval escorts. Seven British and one Australian hospital ship are commemorated at Hollybrook.

Read more about hospitals ships in MAT's booklet 'The *Anglia* and *Asturias*: Hospital Ships of the First World War'.

Airships

The First World War saw the first use of aircraft on a large scale. The Royal Navy established the Royal Naval Air Service (RNAS) in July 1914. This merged with the British Army's Royal Flying Corps in April 1918 to form the Royal Air Force.

The loss of two airships and their crews are commemorated at Hollybrook: Coastal Airship 25 and North Sea Airship 11. Airships were used for reconnaissance and patrolling the coast for enemy ships and submarines.

In total, from the 225 airships used during the war, forty eight officers and men were lost as a result of enemy action or accidents. Fourteen are named here at Hollybrook (eleven on panel 61, two buried at sea on panel 62, and one lost at sea on panel 100).

Royal Air Force Casualties buried at sea are listed on panels 80-82 and Addenda panels 100-101.

Ship Name	No. of names	Panel	Type	Operating As	Date of Sinking	Total lost
HMS *Hampshire*	3 2	1 100A	RN	Armoured Cruiser	05/06/1916	746
HMT *Commandant*	1	1	RN-R	Mine Sweeper	02/04/1916	5
HMT *Donegal*	27	1-3	RN-R	Hospital Ship -armed	17/04/1917	41
SS *Mendi*	596	3-19	M	Troop Transport	21/02/1917	646
HMT *Warilda*	116	19-29	RN-R	Hospital Ship -armed	03/08/1918	123
HMT *Wayfarer*	4	29-30	RN-R	Troop Transport	11/04/1915	6
HS *Anglia*	129	30-38	RN-R	Hospital Ship	17/11/1915	>160
HS *Asturias*	3	38-39	RN-R	Hospital Ship	20/03/1917	35
HS *Glenart Castle*	57	39-41	RN-R	Hospital Ship	26/02/1918	162
HS *Lanfranc*	15	41-42	RN-R	Hospital Ship	17/04/1917	40

HS *Llandovery Castle*	3	42	RN-R	Hospital Ship	27/06/1918	234
SS *Abosso*	4	43	M	Passenger & Cargo	24/04/1917	111
SS *Alfred H Read*	3	43	M	Pilot Boat	28/12/1917	39
SS *Apapa*	2	43	M	Passenger & Cargo	28/11/1917	77
SS *Armadale*	5	44	M	Troop Transport	27/06/1917	11
SS *Barutu*	1	44	M	Passenger & Cargo	03/10/1918	160
SS *Citta di Palermo*	57	44-46	M	Troop Transport	08/01/1916	57
SS *Connemara*	7	46-47	M	Passenger & Cargo	03/11/1916	86
SS *Falaba*	9	47-48	M	Passenger & Cargo	28/03/1915	104
SS *Galway Castle*	27	48-50	M	Passenger & Cargo	12/09/1918	143
SS *Innisfallen*	1	50	M	Passenger & Cargo	23/05/1918	10
SS *Leinster*	144 3	50-59 99	M	Passenger & Cargo	10/10/1918	501
SS *Maine*	5	60	M	Cargo	21/11/1917	36
SS *Missanabie*	2	60	M	Passenger & Cargo	09/09/1918	45
HMT *Amadavat*	1	60	RN-R	Naval Trawler	12/12/1917	12

Coastal Airship 25	4	61		Airship	31/07/1918	4
N Sea Airship 11	8	61		Airship	15/07/1919	9
SS *Slieve Gallion*	1	A99	M	Unknown	Unknown	?
SS *South Western*	1	A99	M	Cargo	16/03/1918	24
HMS *Bombala*	10	99 100	RN-R	Naval Q (decoy) ship	24/04/1918	58
Lost at sea Ship unknown	6	100A 101 103	**Key** RN: Royal Navy RN-R: Royal Navy Requisitioned M: Merchant			
Lost at sea RNAS/RAF	4	100 101				
TOTAL	**1261**					**Total Lost: >3685**

Buried at Sea

Those who were killed or died of illness/wounds and who were formally buried at sea are named on panels 62-98. They are listed in order of country, division/unit and rank. In total, 634 people are commemorated on these thirty six panels. A further fourteen are engraved on the addenda panels 102, 102A and 103 bringing the total to 648.
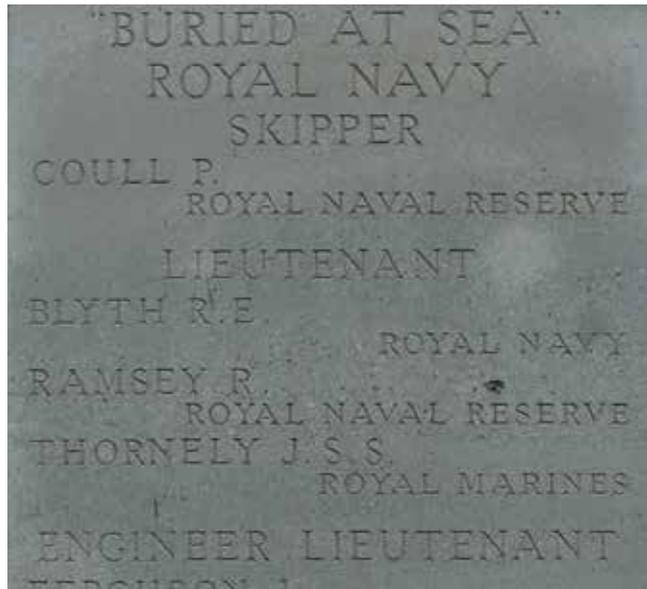
Country/Division	No. Named	Panel Number
UK	272	
• RN, RNR, RM, RNAS & MMR	16 2	62-63 A102
• Army	209 12	64-79 102, 102A, 103A
• RAF	33	80-82
Australian Soldiers and Airmen	143	85-90
South African Soldiers and Native Labour Corps	106	91-94
British West Indies Regiment	58	97-98
Indian Soldiers	37	95-96
Canadian Soldiers & Airmen	30	83-85
Rhodesian Regiment	2	90
Total	648	

Addenda Panels

In 2010, eleven addenda panels were added with an additional sixty two names that have come to light. The additional names are divided accordingly:

Panels 99, 100A, 100, 101 and 103 Lost at Sea and include HMS *Bombala* (twenty seven names)
Panels 102, 102A – Buried at Sea (fourteen names)
Panels 103, 104, 105, 106 Buried on Land but whose grave is now lost (twenty one names).

These extra panels bring the current total of named individuals commemorated to **1,930**.

The People

A myriad of ordinary people were linked to the ships lost during the war. This included people of all nationalities, merchant seamen and women, fishermen, service personnel, civilian passengers, children, patients and nurses.

The SS *South Western* is a good example. This Southampton-based steamer was bound for St Malo, France, with a general cargo and four passengers when, on the night of 16th March 1918, it was torpedoed by the U-boat SM *UB-59* south of the Isle of Wight. Aboard were people from 15 to 61 years old, from its home port, Southampton, and as far off as Trinidad. Only six people survived the sinking. Amongst the 29 casualties were:

Wilhelmina Burton
A 61 year old mother of six from Southampton, widowed and working as a stewardess.

Horace Edward Newton
A 15 year old deck boy.

Yves Le Gac
A pilot 1st class, born in Coatascorn, France.

William Fielding
A 34 year old Able Seaman from Jersey.

Joseph Albert Gomes
A 25 year old born in Trinidad who had married Ethel Schooling of Southampton in 1915.

E B Cochrane
A 36 year old stewardess from Limerick, Ireland.

The youngest people commemorated at Hollybrook are five 17 year old soldiers. Field Marshall Kitchener is the oldest (of ages recorded) at 65.

Women served at sea aboard hospital ships, passenger and cargo vessels and ferries as nurses, medical staff, stewards and cooks. A series of oak panels in York Minster commemorates the 1,400 women of the Merchant Marine who lost their lives. Women also served with Women's Royal Naval Service as despatch riders, sailmakers and in intelligence.

© IWM (Art.IWM PST 13195)

Nurses
Thirteen women of the nursing services are commemorated at Hollybrook.

All eight nurses aboard the hospital ship *Glenart Castle* (page 39) were lost when it was torpedoed off Lundy in 1918.

Queen Alexandra's Imperial Military Nursing Service (QAIMNS) (Panel 41, pictured right)
Acting Matron Katy Beaufoy
Staff Nurse Rebecca Rose Beresford
Staff Nurse Edith Blake
Staff Nurse Elizabeth Edgar
Staff Nurse Charlotte Edith Henry
Staff Nurse Mary Mackinnon
Sister Jane Evans
Sister Rose Elizabeth Kendall

Top row, left to right, nurses of the *Glenart Castle*: Edgar © IWM (WWC H23-1), Evans (Lives of the First World War), Blake © IWM (WWC H21-35-1).

Bottom row: Beaufoy (Lives of the First World War), Kendall © IWM (WWC Z-23), Beresford © IWM (WWC H21-34-1).

Read more about these nurses here:
https://blog.nationalarchives.gov.uk/blog/100-years-since-sinking-hmhs-glenart-castle/

The service records of the eight nurses aboard the *Glenart Castle* are held at The National Archives. Matron Katy Beaufoy's record shows she travelled over 60,000 miles on war duty and had been responsible for the care of more than 30,000 patients. Matron Beaufoy's wartime diary has recently been published Matron at War: The Story of Katy Beaufoy (1869-1918).

The other nurses named at Hollybrook are:

Sister J Phillips, HS *Asturias* (panel 38) (QAIMNS)
Staff Nurse Rodwell, HS *Anglia* (panel 30) (QAIMNS)
Nurse Barrett Sophia Violet, SS *Leinster* (panel 59) (VAD – British Red Cross)
Staff Nurse Black Eleanor, *Kenilworth Castle* (panel 79) (VAD – British Red Cross)
Chief Controller Violet Long, HMT *Warilda* (panel 29) (Queen Marys Army Aux. Corps)

The names of all the nurses who died as a result of the First World War have recently been added to a memorial at the National Arboretum.

Lives of the First World War Communities
As part of the *Forgotten Wrecks* project, 'communities' were created for a number of ships on the Imperial War Museums "Lives of the First World War" website. In some cases, it has been possible to populate the communities with all who were on the ship when it was lost, in other cases, only some of the crew have been added to date. Genealogists and family researchers contribute details to the life story pages of the individuals.
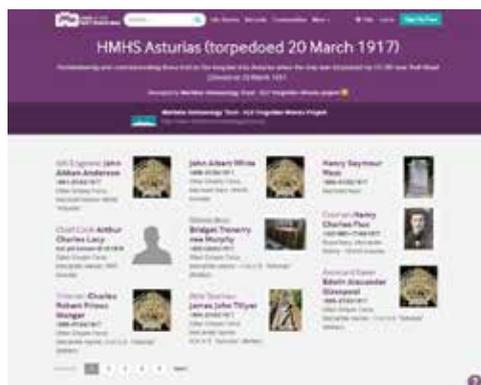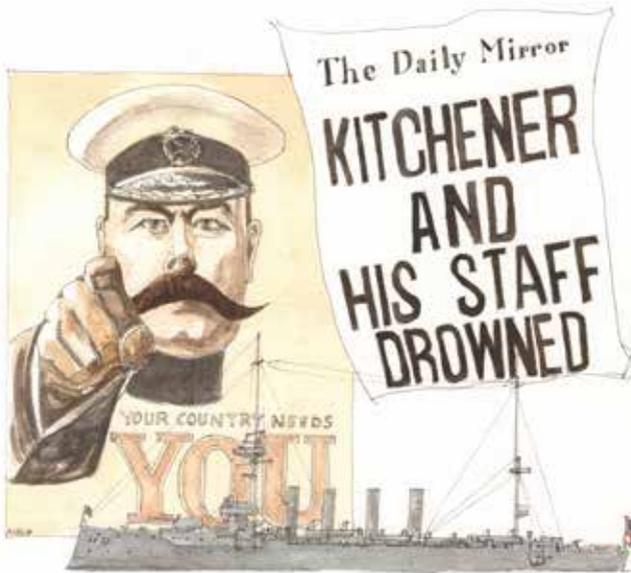
Painting by
Mike Greaves.

Undoubtedly, the most well-known person named on the memorial is Field Marshal Kitchener, Secretary of State for War and the face of the 1914 'WANTS YOU' recruitment poster. The campaign raised a volunteer army of more than two and a half million men – which became known as Kitchener's Army. At the unveiling ceremony, Field Marshall Robertson inspected Kitchener's name, the first on the memorial, and referred to Kitchener as "the principal organiser of victory" (Southampton Daily Echo).

Earl Kitchener drowned on 5th June 1916 when HMS *Hampshire* (see page 27) hit a mine and sank west of the Orkney Islands, Scotland. He was travelling to Russia on a diplomatic mission aimed at boosting Russia's efforts on the Eastern Front. He was last seen stood on the quarter-deck as the ship went down. One of the 643 lost with the ship. Kitchener's body was never found and led to many stories of espionage and conspiracy theories. The shock of his death was expressed throughout the Empire. Fourteen of his attaches died; two are named below him and recently two more have been added to addenda panel 100A.

The Ships

HMT Amadavat

HMS Hampshire

Coastal Airship 25

SS Armadale

Aberdeen

Dundee

Edinburgh

Glasgow

United Kingdom

Belfast

Isle of Man

SS Connemara

SS Innisfallen

RMS Leinster

SS Apapa

SS Alfred H Read

Leeds

Liverpool

Manchester

North Sea Airship 11

Galway

Ireland

Limerick

SS Barutu

Birmingham

Cambridge

SS Falaba

Cork

HS Llandovery Castle

SS Glenart Castle

Bristol

Oxford

London

HMT Commandant

HS Anglia

SS Missanabie

Airship SS2 15

Cardiff

Port Donegal

SS Mendi

Brighton

HMT Warilda

HMT Wayfarer

SS Abosso

SS Galway Castle

SS Mauia

Plymouth

HS Asturias

SS South Western

HS Lanfranc

This map shows the position where the ships named on the Hollybrook panels were lost (*Citta di Palermo* (Italy) and *Bombala* (Africa) are not shown here).

HMS *Hampshire* (Panel 1 and Addenda 100A)

HMS *Hampshire* was a Devonshire-Class Armoured Cruiser. Built in 1905 by Armstrong Whitworth, Newcastle it was owned by the Royal Navy and operated in the Grand Fleet at Jutland.

Following the battle of Jutland, HMS *Hampshire* sailed from Scapa Flow to Russia. On board was Field Marshall Kitchener, the Secretary of State for War (see page 25). Stormy weather on the 5th June 1916 forced the ship to change course, sailing closer to the shore. 1.5 miles off Marwick Head, HMS *Hampshire* hit a mine laid by U-75. A hole was torn in the keel from the bridge to the bow. The bow hit the seabed and the stern stuck up in the air, making the launch of lifeboats very difficult. Within fifteen minutes of striking the mine, HMS *Hampshire* rolled over sank beneath the waves with the loss of 746 people. Earl Kitchener and four of his attaches are commemorated at Hollybrook. Only twelve people survived.

The bodies of more than 100 crew were recovered and interred into one common grave at Lyness Royal Navy Cemetery, Orkney. The remainder of the crew, all Royal Navy, are commemorated on the Royal Naval Memorials at Portsmouth, Chatham and Plymouth. On the centenary of the sinking, memorial panels listing the names of all those lost were unveiled at the Kitchener and HMS *Hampshire* memorial on Marwick Head. The website *www.hmshampshire.org* lists all those lost.

Today the wreck lies upside down on the seabed, largely intact in a depth of 60-70 metres. It was designated a war grave in 1979. After illegal salvaging in the 1980's it was given Protected Place status. In 2006 that was upgraded to Controlled Site status under the Protection of Military Remains Act, diving is now only permissible by licence.

HMT *Commandant* (Panel 1)

Built in 1915, this trawler was requisitioned for minesweeping duties. Whilst sweeping in the North Sea it struck a mine and sank on the 2nd April 1916 with the loss of five lives. One person is commemorated at Hollybrook.
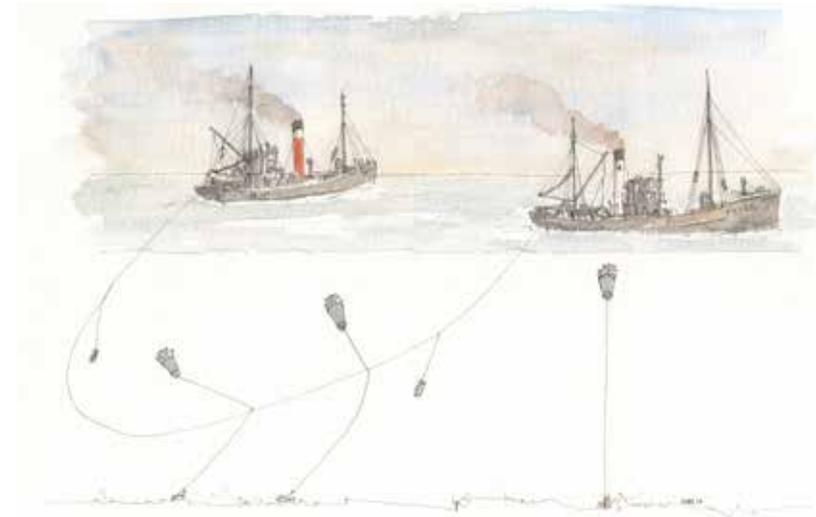
Minesweeping trawlers. The vessels would pull a sweeping line between two of them, or a single vessel and a float, in order to snare the mines.
Painting by Mike Greaves.

HMT *Donegal* (Panel 1-3)

Built by J Caird & Co. Greenock in 1904, *Donegal* was a passenger ferry operated by the Midland Railway Company between Heysham-Belfast and Heysham-Douglas. It was requisitioned by the Admiralty to become the hospital transport, HMT *Donegal*.

On the 7th April 1917, a Royal Navy escort set sail with *Donegal* from Le Havre bound for Southampton. On board were 610 lightly wounded soldiers and 70 crew. Nineteen miles south of the Dean light vessel UC-*21* fired a torpedo that sank the ship. Twenty nine of the wounded were lost, together with twelve crew members. Twenty seven of the wounded soldiers are commemorated at Hollybrook.

Two of the crew had previously survived the sinking of the *Titanic*. Able Seaman Archie Jewell's luck sadly ran out on this voyage and he is commemorated at Tower Hill. Fireman John Priest survived but never went to sea again, having survived a total of six sinkings. John Priest is buried in an unmarked grave in Hollybrook Cemetery.

Today the wreck of HMT *Donegal* sits upright in 48 metres of water.

S.S. " Donegal," Heysham

Pre-war postcard of SS Donegal operating as a steamer. Image courtesy of Wrecksite.eu.
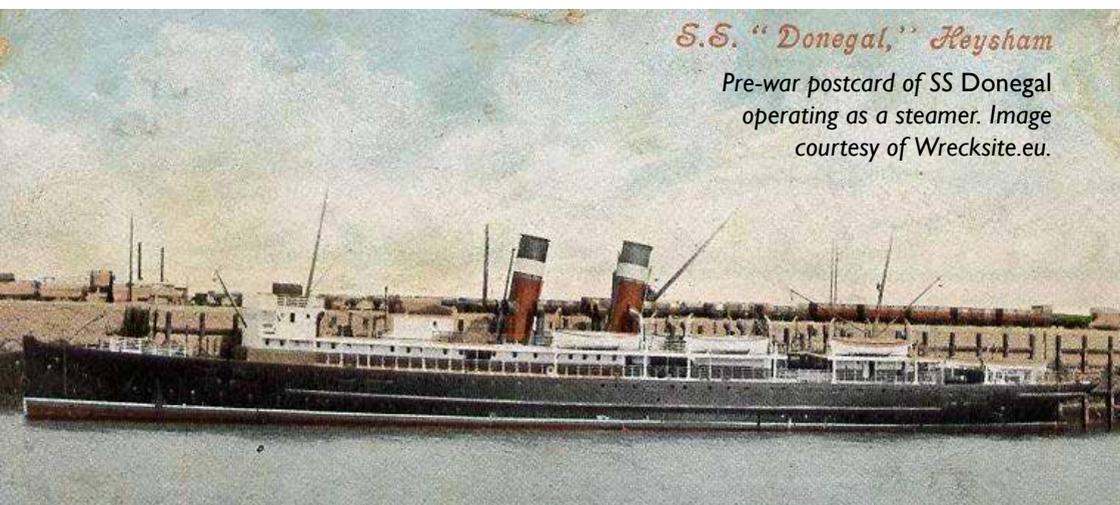
SS *Mendi* (Panel 3-19)

Owned by the Elder Dempster Line, the SS *Mendi* was a troop ship transporting 802 men of the South African Native Labour Corps to France where they were to join a multi-national labour force, building railways, trenches, camps and roads. As the ship neared the Isle of Wight in heavy fog on the 21st February 1917, it was struck on the starboard side by a British ship, the *Darro* which was twice the size of the *Mendi* and travelling at full speed. Many of the troops sleeping in that area were killed instantly. The *Darro* did not stop. The *Mendi* listed to starboard and the lifeboats on that side could not be launched. The port-side lifeboats did launch and survivors were picked up by HMS *Brisk*. Most of the Africans had never seen the sea before they had boarded the ship. The *Mendi* sank in 25 minutes, taking with it 646 men. The Reverend Issac Dyobha led a Death Dance on deck. Over 200 survivors were taken back to England before being reassigned to other battalions and continuing on to France. Some of those who drowned were washed ashore and buried in graveyards in Sussex.

The 596 named at Hollybrook occupy sixteen panels (most of the lower panels visible below) and account for almost half of all those named at Hollybrook. A ceremony was held at Hollybrook on the centenary of the loss of the *Mendi*, attended by her Royal Highness Princess Anne, Vice Admiral Sir Timothy Lawrence and the South African High Commission.

The wreck was identified by diver Martin Woodward in 1974 and is now a Protected Place under the Protection of Military Remains Act 1986. It lies in 40 metres of water and still lists 45 degrees to starboard. Artefacts recovered in the 1970s from the wreck can be seen at the Isle of Wight Shipwreck Centre and Maritime Museum.

Left, top: SS Mendi. *Wikipedia Commons.*
*Left., bottom: The* Mendi *panels on the Hollybrook Memorial.*
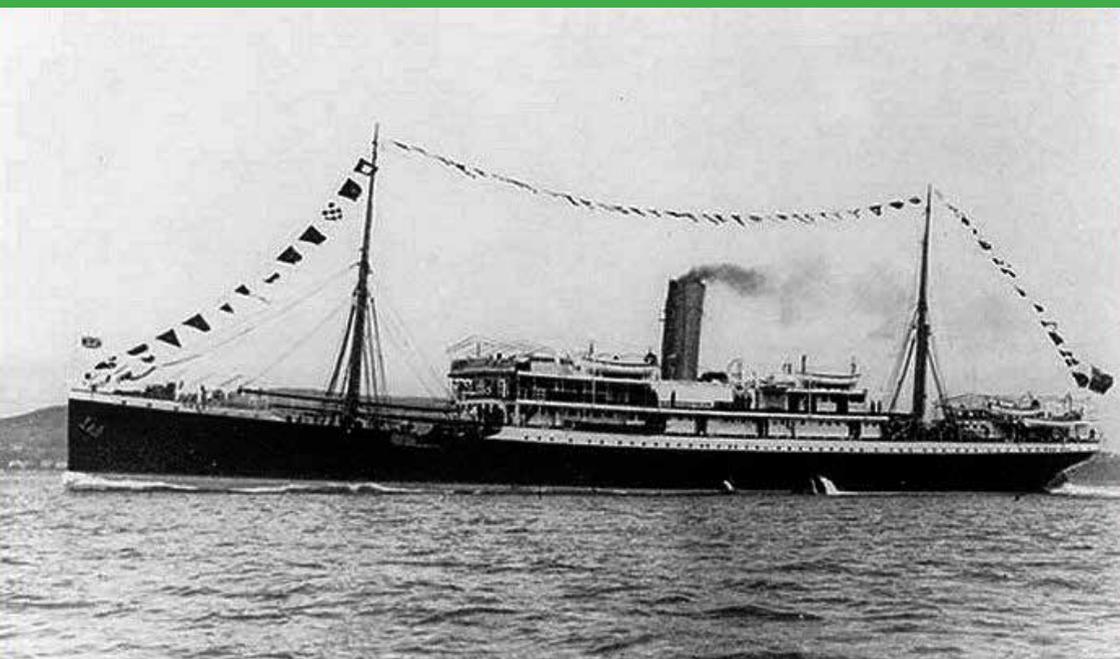
HMT *Warilda* (Panel 19-29)

Built by W Beardmore & Co. Ltd, Glasgow in 1912, *Warilda* operated as a passenger cargo vessel with the Adelaide Steamship Co. Ltd, Australia. Requisitioned by the Admiralty at the start of the war, it was initially converted to a troopship, transporting troops from Australia to Egypt and England. In 1916 it was converted to a hospital transport ship. Many of the Australian crew, including the Captain remained with the ship. Between 1916 and 1918, *Warilda* made over 180 trips across the Channel carrying more than 80,000 wounded back from the battlefields.

HMT *Warilda* left Le Havre bound for Southampton on the 3rd August 1918 with a total of 801 on board (117 crew, 614 wounded and 70 Royal Army Service Corps (RASC) staff). The *Warilda* was painted with dazzle camouflage and was sailing, unlit at night, with a Royal Navy escort. The second officer spotted a U-boat on the surface and gave orders for *Warilda* to turn and ram it, but before it could, the track of the approaching torpedo was visible. The torpedo fired by UC-*49* exploded in the engine room, taking out the starboard propeller and steering gear. Water quickly flooded into the engine room and into other compartments in the hold. Engineers were unable to stop the engines and the ship continued to move in a circle at 15 knots. This made the lowering of lifeboats impossible until the engine ran out of steam. Earlier attempts to launch had resulted in lifeboats smashing into the side of the ship and capsizing. The *Warilda* remained afloat for about two and a half hours.

123 lives were lost. 116 people are commemorated at Hollybrook including Violet Alice Lambton Long, Chief Controller of the Queen Mary's Army Auxiliary Corps. You can find out more about Violet on our website: *www.forgottenwrecks.maritimearchaeologytrust.org/violet-long*

The wreck of the *Warilda* lies in 50 metres of water, mid-way in the English Channel. It stands around 8 metres high and is a popular wreck dive.
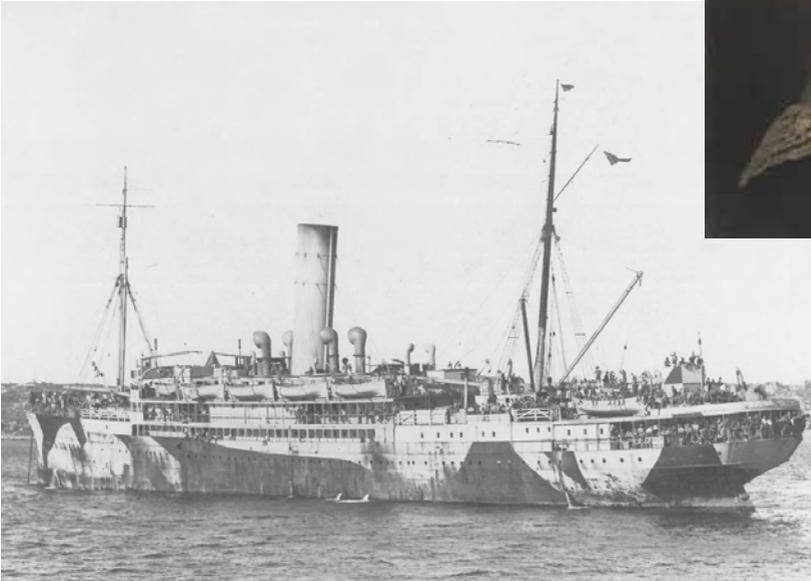
HMT *Wayfarer* (Panel 29-30)

Built by Workman and Clark & Co. in Belfast in 1903, and operated by the Charente steamship company of Liverpool, *Wayfarer* was requisitioned as a naval transport ship.

On the 11th April 1915, HMT *Wayfarer* was sailing from Avonmouth to Alexandria with the Egyptian Expeditionary Force, carrying 189 soldiers of the Warwickshire Yeomanry their mounts (763 horses and mules) and their equipment. 60 miles North of the Scilly Isles, U-*32* fired a torpedo that struck the port side, flooding the engine and boiler room. Most of those on board were able to get away in lifeboats, but one lifeboat capsized and three men drowned. Those in the lifeboats were soon picked up by navy ships and landed in Falmouth. When it became apparent the boat would not sink, the captain went back on board. Most of the Yeomanry were transferred to another vessel and taken ashore, but fifty three men stayed on board as

Wayfarer was towed to Queenstown, Ireland where 760 horses and mules were disembarked. HMT *Wayfarer* was repaired and went back into service.

A fourth casualty, Robert Aston was found dead in the hayloft, trampled by panicked horses. In all, four soldiers, two merchant crewmen and three horses died in the attack. The four soldiers are commemorated at Hollybrook.
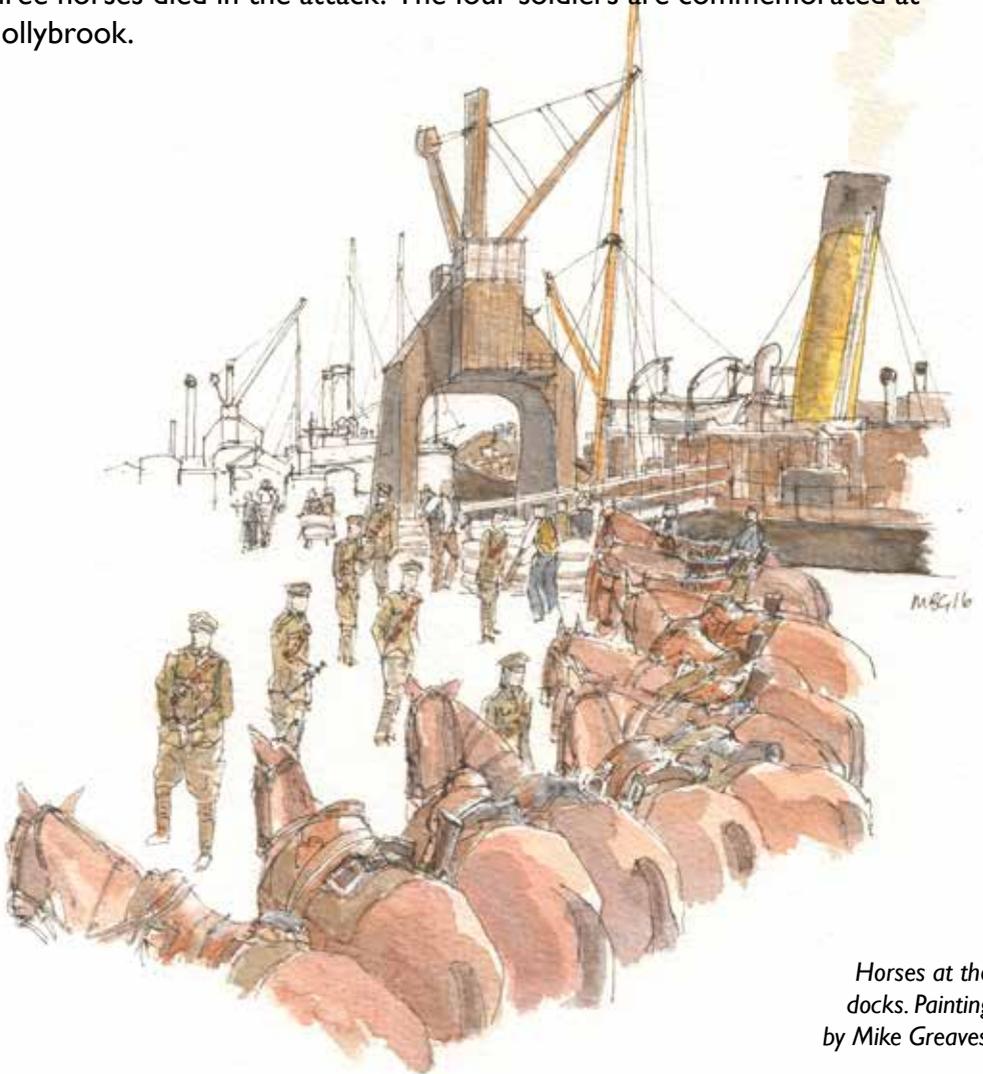
*Horses at the docks. Painting by Mike Greaves.*

HS *Anglia* (Panels 30-38)

Built in 1900 by W.M Denny & Brothers, Dumbarton, *Anglia* was a passenger liner for the London and North Western Railway Company, operating between Holyhead and Kingstown-Dublin-Greenore. *Anglia* was requisitioned as a hospital ship at the outbreak of war. On the 17th November 1915, HS *Anglia* left Boulogne bound for Dover. On board were nearly 400 men, wounded at the Battle of Loos. One nautical mile from Folkestone Gate, *Anglia* struck a mine, laid by UC-*5*. The explosion on the starboard side flooded wards as the bow began to sink. One lifeboat with fifty people was quickly got away, but there was no time to lower any more as the stern rose out of the water, the propellers still spinning. One propeller was still in the water and this caused the *Anglia* to start circling. Nearby vessels quickly came to pick up those in the water and close enough for people to jump into from the decks. One collier, SS *Lusitania*, sank during the rescue but fortunately, all of the crew were rescued. Within 15 minutes, the *Anglia* had settled on the seabed – with just the tips of its masts visible above the water. Approximately 300 crew and patients were rescued, but more than 160 lives were lost. Many of the wounded were amputee cot-cases, strapped into beds on the lower decks. At least eighty were drowned including ten medical staff and twenty three crewmen, all from Holyhead. *Anglia* was the first of thirteen British hospital ships to be sunk by enemy action during the First World War. 128 wounded servicemen and Staff Nurse Rodwell are commemorated at Hollybrook. Mary Rodwell refused to leave the helpless wounded for whom there was no way off the ship, and remained, comforting them to the end.

Only a few days previously, the HS *Anglia* had evacuated King George V from France after a riding accident. The King was saddened to hear of the loss and telephoned a message of sympathy to the hospital for the survivors.

Today the remains of the HS *Anglia* lie at a depth of approximately 25 metres within a few miles of Folkestone, Kent. The wreck is fairly intact, though the superstructure has been salvaged. Much of the wreck lies buried in the

seabed. As a site popular for diving and artefact collection, it was awarded legal protection in 2017 and designated a Protected Place under the Protection of Military Remains Act 1986.

Read more about the HS *Anglia* in the companion booklets '*Anglia and Asturias*' and also '*War Graves of the Sea*'.
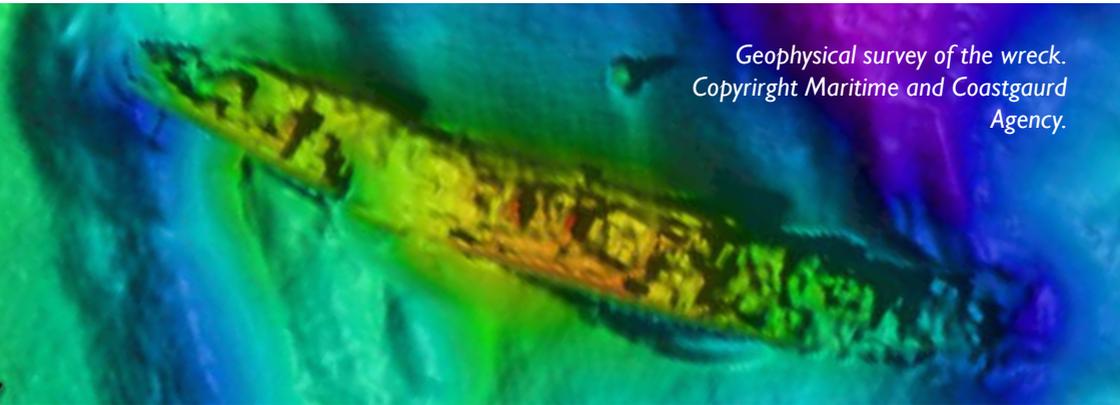
Geophysical survey of the wreck. Copyright Maritime and Coastgaurd Agency.
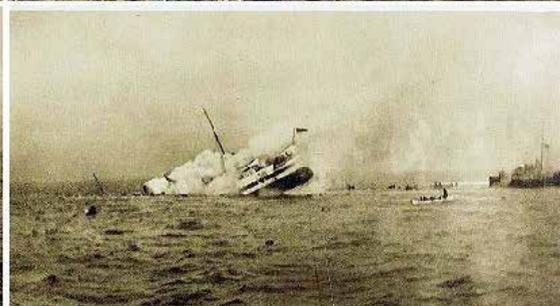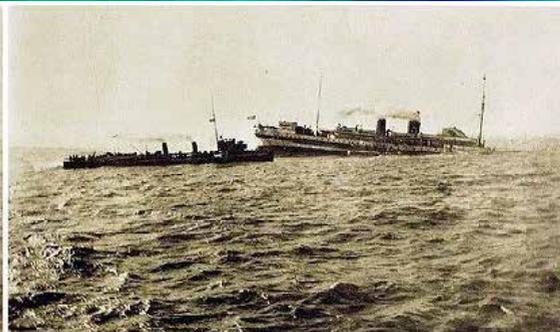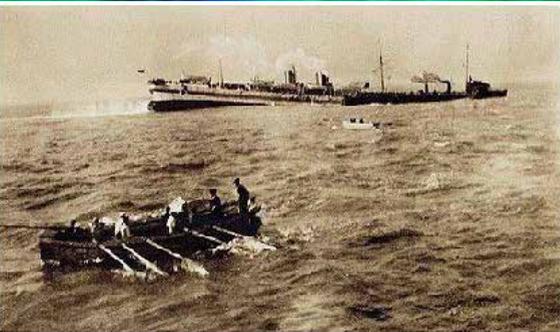
Sinking of HMHS Anglia *in 1915.*
© The National Archives ADM1/8443/367.

HS *Asturias* (Panel 38)

Launched in 1907, *Asturias* was a luxurious passenger liner operated by the Royal Mail Steam Packet Company, sailing between Buenos Aires and Southampton. At the outbreak of war in August 1914, *Asturias* was requisitioned by the Admiralty and converted to become the largest cross-channel hospital ship. The photo on page 38 shows *Asturias* painted with hospital ship markings – two wide green painted stripes broken by two red crosses and a larger red cross amidships. On board an operating theatre, radiology and disinfecting facilities were installed and cabin partitions were removed to create wards with swinging cot beds. The capacity for wounded was 1,200, though often up to double that number were taken aboard.

The most famous passenger was the then unknown, J.R.R Tolkien, a 2nd Lieutenant serving with the 11th Lancashire Fusiliers. He had contracted trench fever during the Battle of the Somme and returned home on board HS *Asturias* on the 9th November 1916.

On the 20th March 1917, *Asturias* docked at Avonmouth to unload 900 wounded before sailing onto Southampton. Just after midnight, five miles off Start Point, *Asturias* was torpedoed without warning by UC-66, despite sailing with navigation lights lit and the chain of green hospital lights illuminated. The explosion carried away the rudder and port propeller and flooded the engine room. The crew were unable to shut down the engines and with the ship still under way, the Master gave the order to abandon ship. 300 persons were aboard – crew, RASC and nurses. The lifeboats were launched but one capsized. An hour later *Asturias* beached near Bolt Head in Salcombe Bay. The remaining lifeboats were lowered and the survivors were towed ashore by local boats answering the distress call. The Western Times reported two cages of canaries and a Persian kitten among the survivors.

The Admiralty report recorded eleven military personnel (RASC) and nurses dead, three missing and seventeen injured. Three RASC are commemorated

at Hollybrook. Of the crew members, twenty died at sea, two were missing and twenty two injured. As some of those injured succumbed and the missing remained unaccounted for, the final crew death toll rose to thirty six. The majority of the crew were from Southampton. In 2009, fifteen of the *Asturias* crew casualties, all from Southampton, were found buried at Southampton Old Cemetery. A further seven are interred at Hollybrook Cemetery and St Marys Extra, Sholing.

A month later, *Asturias* was refloated and taken to Portsmouth. The damage was found to be too extensive to repair, so the ship was purchased by the Admiralty for use as an ammunition hulk. In 1920, the Royal Mail Steam Packet Company bought the hulk and towed it to Belfast where it was extensively rebuilt and refitted. It was relaunched in 1923 as the luxurious *Acardian* - the largest passenger steamer in the world. For the next ten years, *Arcadian* operated luxurious Mediterranean and Scandinavian cruises.

Read more about the HS *Anglia* in the companion booklet '*Anglia and Asturias*'.
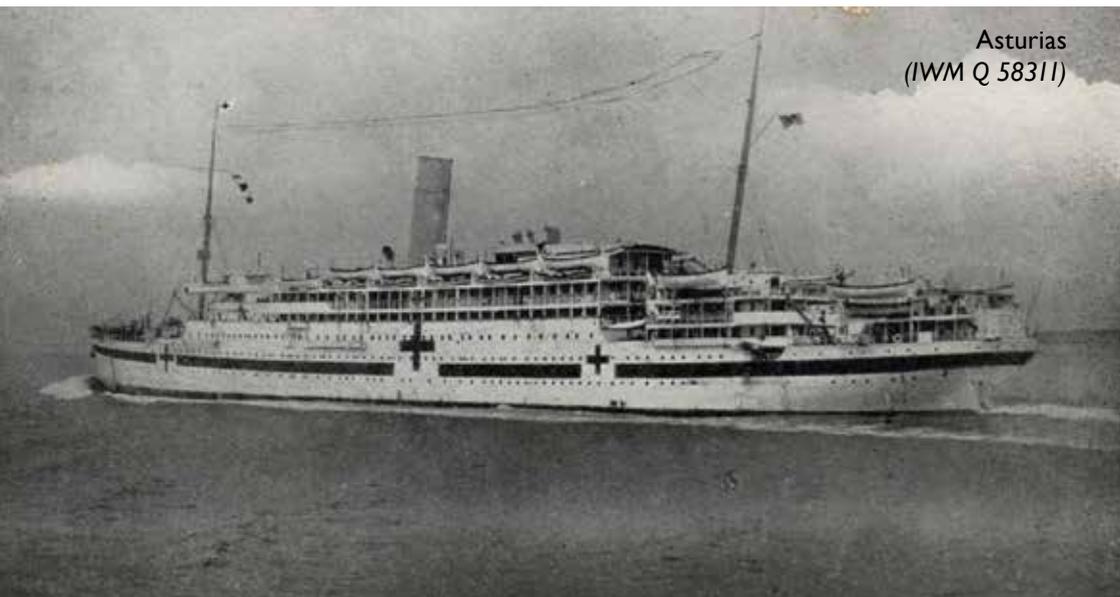
Asturias
(IWM Q 58311)

The HS Glenart Castle *in hospital markings. Image courtesy of Wikipedia Commons.*

HS *Glenart Castle* (Panels 39-41)

Built by Harland and Wolff, Belfast in 1900, this ship was previously named the *Galician*, an ocean liner of the Union-Castle line. In 1914 it was requisitioned for war service as a hospital ship and renamed the *Glenart Castle*. In March 1917, the *Glenart Castle* struck a mine but was repaired and returned to service. A year later, it was not so fortunate. On the night of the 26th February 1918, the *Glenart Castle* left Newport, South Wales sailing for Brest in France to collect the wounded. On board were a crew of 122 and 64 Royal Army Medical Corps, nurses and chaplains. Fishermen in the Bristol Channel reported seeing it clearly lit with green hospital lights and red cross markings. Regardless, the Commander of UC-56 ordered the attack. The torpedo struck number three hold and destroyed most of the lifeboats. The ship sank in eight minutes with the loss of 162 lives. Fifty seven are commemorated at Hollybrook (forty seven Royal Army Medical Corps, eight nurses and two Royal Army Chaplains). Only thirty two people survived.

The wreck sits upright and fairly intact in 73 metres of water, 10 miles west of Lundy Island. Due to the depth it can only be dived by very experienced divers.

HS *Lanfranc* (Panel 41-42)

Built in 1906 by the Caledonian Shipbuilding Company, Dundee, The R.M.S *Lanfranc* of the Booth Line Steamship Company ran a passenger/mail service between Liverpool and Brazil. At the outbreak of war, it was requisitioned as a cross-channel hospital ship.

On the 17th April 1917, it sailed from Le Havre, bound for Southampton. On board were 576 people - 409 British consisting of 234 wounded men – the vast majority cot cases, 123 crew and 52 medical staff. There were also 167 German prisoners of war, many of them wounded, being transported to camps in England. The majority of these men were injured in the Battles of Arras and Vimy Ridge.

Under escort, the *Lanfranc* was a third of the way across the channel when at around 7.40pm, an explosion ripped through the port side, between the engine room and number three hold. The engines stopped immediately. The explosion had destroyed the wireless system and smashed three of the lifeboats. Water poured in through the port side. The Captain gave the order to lower the lifeboats and abandon ship. The torpedo had exploded below a ward accommodating some of the German cot cases, some were killed by the explosion, others drowned as the compartment flooded. The *Lanfranc* sank in just over an hour. The escorting vessels had rescued 542 survivors, but forty were lost. Of those, eighteen were German POWs. Fifteen British soldiers and medical staff are commemorated at Hollybrook.

The wreck lies 40 miles south of Brighton in 52 metres of water. It sits upright and is relatively intact, except for where the torpedo hit. It stands 10 metres above the seabed.

Llandovery Castle.
Image courtesy of Wikipedia Commons.

HS *Llandovery Castle* (Panel 42)

Llandovery Castle was built in 1914 by Barclay Curle & Co Ltd, Glasgow for the Union Castle Line. It was commissioned in 1916 to become one of five Canadian hospital ships to serve in the First World War. Sailing from Halifax, Nova Scotia to Liverpool, the *Llandovery Castle* was torpedoed by U-*86* off Southern Ireland on the 27th June 1918. No patients were on board at the time, but 234 crew and medical staff including fourteen Canadian nurses were killed. Only twenty four people in one life raft survived. They reported that when the lifeboats were launched, the U-boat surfaced to run down the lifeboats and shoot survivors in the water. Not only the worst Canadian Naval disaster of the war, it became known internationally as one of the worst atrocities of the war and was one of the six British cases presented at the Leipzig trials after the war. Three Canadian Army medical corps are commemorated at Hollybrook.

The Union Castle line lost eight ships to enemy action during the First World War. The wreck lies 116 miles West of Fast Net Rock. Its condition is unknown.

SS Abosso. *Image courtesy of Merseyside Role of Honour.*

SS *Abosso* (Panel 43)

The merchant ship SS *Abosso* was built in 1912 by Harland and Wolff, Belfast. Sailing with the Elder-Dempster Line it continued to carry passengers, cargo and mail between the UK and Africa throughout the war. On the 24th April 1917, on the return journey, the ship was struck by a torpedo off Bantry Bay, County Cork. It sank with the loss of 67 crew and 44 passengers (106 crew and 83 passengers were rescued). Three British soldiers and one Nigerian soldier are commemorated at Hollybrook. The exact location and condition of the wreck are unknown.

SS *Alfred H Read* (Panel 43)

The pilot boat *Alfred. H. Read* was built by Murdoch and Murray of Glasgow in 1913. Owned by the Mersey Docks and Harbour Board it assisted shipping in Liverpool docks. It also had a special war time role with the Royal Navy Examination Service, screening ships at the Mersey Bar before they were allowed to enter Liverpool waters. In addition to the usual crew, *Alfred H Read* was assigned wireless operators, examination officers and Royal Garrision Artillery army signallers. On the 28th December 1917 the ship hit a mine at the entrance to the River Mersey and sank within a few minutes.

Thirty nine lives were lost, only two survived. The three Gunners of the Royal Garrision Artillery are commemorated at Hollybrook. The location and condition of the wreck are unknown.

Right: SS Alfred H Read*. Image courtesy of Merseyside Role of Honour.*

SS *Apapa* (Panel 43)

The SS *Apapa* was a passenger liner of the Elder-Dempster Line, built by Harland and Wolff in 1914. During the war it operated as a defensively armed British Merchant Ship. The *Apapa* was en-route from Sierra Leone to Liverpool carrying cargo and passengers when it was torpedoed by U-*96* off Anglesey on the 28th November 1917. The torpedo exploded amidships on the starboard side. The engines stopped as the engine room flooded. The orderly evacuation of the ship was attributed to the master having carried out two lifeboat drills on this sailing. Tragically, a second torpedo hit one of the lifeboats containing 20-30 passengers, and the funnel crashed down upon another. In total, 77 lives were lost (40 passengers, 37 crew). 63 people were rescued. Two British soldiers who were aboard as passengers are commemorated at Hollybrook. The wreck lies in 40 metres of water, its condition is unknown.

Right: SS Apapa*. Image courtesy of Merseyside Role of Honour.*

SS *Armadale* (Panel 44)

The SS *Armadale* was built in 1909 by Charles Connel & Co. Glasgow for the Australind Steam Shipping Company, London. It was requisitioned at the outbreak of war as a troop transport and carried troops and stores from Manchester to Salonica. It was torpedoed and sunk by U-*60* off the Irish coast on 27th June 1917 with the loss of eleven lives. Five are commemorated at Hollybrook. The exact location and condition of the wreck are unknown.

SS *Barutu* (Panel 44)

SS *Barutu* was built in 1902 by Stephen & Sons Ltd, Glasgow and operated as a mail ship with the Elder Dempster Line on the Liverpool to West Africa route.

In April 1918, the SS *Barutu* had been damaged by a U-boat and had fought a gun battle off Liberia. After a temporary refit in Sierra Leone, it was returning to Liverpool with 98 crew, 148 passengers (mainly troops returning to the UK), and a cargo of African produce. Nearing home on the 3rd October, *Barutu* was sailing in stormy conditions in the Irish Sea when it collided with the outgoing *City of Calcutta* on the port side and began

listing heavily. One lifeboat was got away, but the ropes on the second snapped throwing all of its occupants into the sea. The ship sank in less than ten minutes with the loss of 160 lives, one of whom is commemorated at Hollybrook. Twenty five crew and twenty five passengers were rescued. Passenger Lieutenant John Charles Orr of the Royal Irish Rifles, was awarded the Silver Medal for Gallantry in Saving Life at Sea for saving two lives.

The Elder Dempster Line (*poster pictured right, image courtesy of ssburutu.blogspot.com*) lost 148 employees at sea during the First World War

SS Cittia di Palermo. *Wikipedia Commons*

SS *Citta di Palermo* (Panel 44-46)

Built in 1910 by Cantieri Navale Riuniti of Ancona, the SS *Citta di Palermo* was operated by the Italian Railways as a passenger liner.

On 8th January 1916 143 British troops were on board en-route to Salonica, Greece. Just six miles out of Brindisi harbour it struck a mine and sank. Three Royal Navy drifters the *Frenchy*, *Morning Star*, and *Gavenwood* went to assist but also struck mines and sank. 57 lives were lost from the *Citta di Palermo* and all are commemorated at Hollybrook – the majority belonging to the Royal Army Service Corps. The exact location and condition of the wreck are unknown.

SS *Connemara* (Panel 46-47)
The SS *Connemara* was built by Denny W & Brothers Ltd, Dumbarton in 1897 and operated by the London and North Western Railway as an overnight ferry operating between Holyhead and Greenore in Northern Ireland. On the 3rd November 1916 the *Connemara* left Holyhead in atrocious weather. On board were with thirty one crew, fifty five passengers, a number of cattle and cargo.

The outbound SS *Connemara* met with the inbound SS *Retriever* half a mile beyond the narrow Carlingford Bar (300ft (approx. 100m) wide). The storm had caused the SS *Retriever's* cargo of coal to shift, making the vessel unstable, and the two ships collided as they passed. The SS *Connemara* was ripped below the waterline from bow to amidships and sank within minutes, the boilers exploding on contact with the water. All eighty six people on board were lost. Seven members of the Royal Army Service Corps are commemorated at Hollybrook.

The SS *Retriever* also sank and of the crew of nine only one survived. As merchant crew, they are commemorated at Tower Hill.

The wreck of the SS *Connemara* was dispersed and is marked by a lit buoy.

SS *Falaba* (Panel 47-48)
The SS *Falaba* was a passenger liner of the Elder Dempster Line, built in 1906 by Stephen and Sons Ltd, Glasgow. It was sailing from Liverpool to the west coast of Africa when it was torpedoed off St Ann's Head in St George's Channel on 28th March 1915. It was the first passenger ship to be torpedoed in the First World War. U-*28* spotted the *Falaba* and gave chase. It issued a warning that the ship should be evacuated as they intended to torpedo it. The crew of ninety six, many West African, and one hundred and fifty one passengers immediately took to the lifeboats. Ten minutes later, whilst still evacuating the ship, the U-*28* fired. The torpedo sank the ship in eight minutes. Twenty of the lifeboats launched capsized, 104 lives were lost.
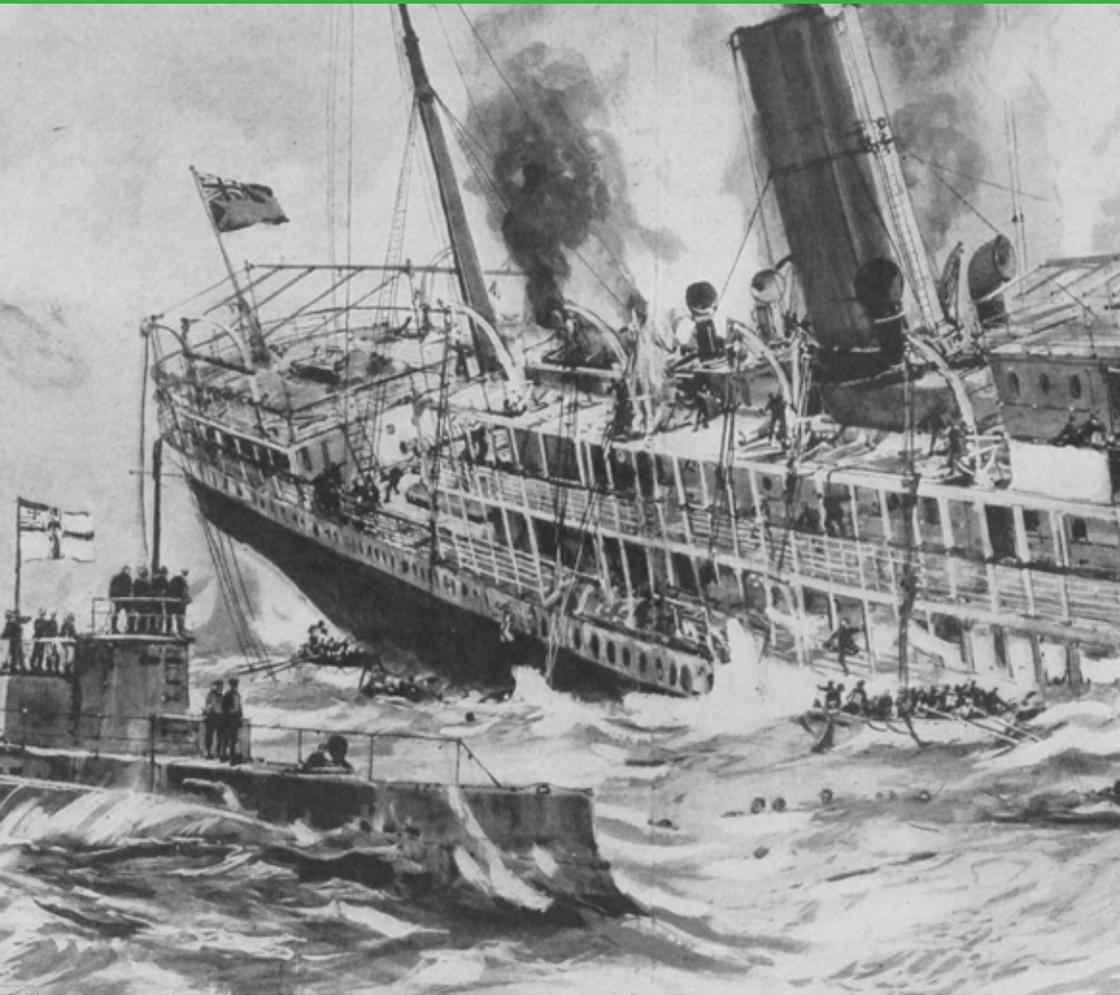
138 people were rescued. Nigerian, John Thomas, Chief Fireman on the SS *Falaba*, survived this sinking but was lost when the SS *Apapa* sank two years later. Nine Army personnel are commemorated at Hollybrook. The exact location and condition of the wreck is unknown.

Above: The Sinking of SS Falaba. *The Graphic Newspaper, London, Saturday 10 April 1915*

SS *Galway Castle* (panels 48-50)

The SS *Galway Castle* was built in 1911 by Harland and Wolff, Belfast. It was a passenger liner of the Union Castle Line. Requisitioned at the outbreak of war, it operated initially as a troop ship, until 1915 when it reverted to back to commercial service as the only remaining Union Castle ship. Having survived a direct hit by an unexploded bomb on deck in 1916 and running aground in 1917, luck ran out on the 12th September 1918.

With almost 1,000 people on board, (400 walking wounded South African troops, 207 crew and 346 civilian passengers - mainly women and children), the *Galway Castle* left Devonport bound for Cape Town, Africa, sailing with the protection of a convoy. Heavy weather slowed the convoy and 36 hours after departure the order was given to disperse. Despite picking up speed, the *Galway Castle* fell prey to a torpedo fired by U-*82*, 160 miles south of Fastnet Rock. The torpedo struck the port side and exploded inside the ship. The mid-ship decks buckled and burst up. At this time, many of the passengers were eating breakfast and not wearing lifejackets. The damage sustained made access to the two ends of the ship impossible. Many people could not get to the lifeboats and the lifeboats that were launched fell or capsized. The survivors were picked up nine hours later by Royal Navy ships. The heavy seas and low visibility hampered their rescue. Over 143 lives were lost. Twenty seven are commemorated at Hollybrook, the majority of which are African Infantry.

The *Galway Castle* (*pictured right*) remained partially afloat for three days and an attempt was made to take it in tow but this failed and the *Galway Castle* sank. The wreck lies at a depth of 90 metres. Its condition is unknown.
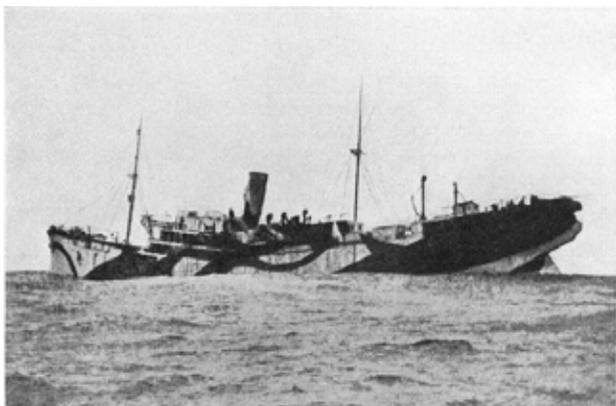
SS Innisfallen. *Image courtesy of IrishExaminer.com*

SS *Innisfallen* (Panel 50)

The City of Cork Steam Packet Ships continued to operate cross channel and European sailings throughout the war, bringing back food and vital supplies to Ireland. In the latter years, the ships were defensively armed with stern guns and were allocated two or three Royal Naval Reserve Gunners. Built in 1896, by Wigham, Richardson & Sons Ltd, Newcastle, the SS *Innisfallen* was one of these ships, sailing from Liverpool to Cork with a general cargo when it was torpedoed sixteen miles off the Kisch Light Vessel on the 23rd May 1918. The torpedo fired by UB-*64* struck between the engine room and the boiler room causing it to sink in four minutes. HMS *Kestrel* arrived on scene and chased away UB-*64* which had surfaced, returning to pick up twenty four survivors. Ten lives were lost. One is commemorated at Hollybrook. The wreck lies at a depth of 98 metres virtually intact.

During the first two years of the war, the City of Cork Steam Package Company lost eleven ships, and a further five in 1918. Only one of the company's vessels survived the war and over 178 of its employees had been lost, most from Cork itself.

SS *Leinster* (Panels 50-59 & 99)

The Royal Mail Ship *Leinster*, built in 1897 by Cammel, Laird and Co, Birkenhead, was operated by the City of Dublin Steam Packet Company and served as the Kingstown (now Dun Laoghaire) to Holyhead mail boat. During the war the *Leinster* was painted with dazzle camouflage and fitted with one 12 pounder gun and two signal guns.

On the 10th October 1918, SS *Leinster* was sailing bound for Holyhead with a crew of 77 and 694 passengers. Among the 180 British passengers, which included women and children, were twenty two Royal Mail Postal Sorters, working in the mail room. 500 of the passengers were military personnel returning from or going on leave – soldiers, sailors, airmen and nurses, from Ireland, Britain, the United States, Canada, Australia and New Zealand. UB-*123* attacked the SS *Leinster* just before 10am with three torpedoes. The first torpedo passed in front of the bow, the second entered through the port side and exploded in the mail sorting room killing all but one of the postal sorters, it also created a hole on the starboard side. The *Leinster* turned 180 degrees to try and return to port and lifeboats were launched. However, the third torpedo caused a huge explosion and the ship sank quickly bow first, just outside Dublin Bay. 270 survivors were rescued, but 501 were lost, making this the greatest single loss of life in the Irish Sea. The wreck lies at a depth of 28 metres, broken in two aft of amidships. The badly damaged stern is the highest part of the wreck standing 5.5 metres clear of the seabed.

Irish newspapers record many tragic stories of those lost on the SS *Leinster* – among them many socially prominent people. Josephine Carr notably became the first member of the Women's Royal Naval Service to die on active duty and is commemorated on the Plymouth Naval Memorial. There are also tragic family tales, such as a Limerick family, the Gould's; Catherine Gould and five of her six children aged 1-20 were lost in the attack. Only one daughter survived. The family were on their way to England to visit their father who was working in a munitions factory.

147 personnel from many different units of the land and air forces are commemorated at Hollybrook, including Nurse Barrett.

The Leinster *Survivors, Dublin, October 10th 1918. Image courtesy of Whytes Auctioneers.*

SS *Maine* (Panel 60)

The SS *Maine* was a French cargo ship built by Ateliers & Chantiers de la Loire, Nantes, in 1910. It sailed from Newhaven bound for Dieppe on the 21st November 1917, loaded with medical supplies and munitions. The twenty nine crew were all French. Also on board were four British Royal Army Medical Corps, one Captain of the General List, a civilian interpreter and a signaller from the RNVR.

30 miles out from Newhaven, the SS *Maine* was torpedoed by UB-*56*. The torpedo caused the munitions being carried to explode and the vessel sank quickly with the loss of all on board. The wreck sits upright, in 40 metres of water.

The French crew are commemorated on a panel outside the Roman Catholic Church in Newhaven and also at Fisherman's Church of Bon Secours' on the cliff overlooking Dieppe Harbour. The five members of the British Army are commemorated at Hollybrook.

SS Missanabie. *Image courtesy of WreckSite.eu*
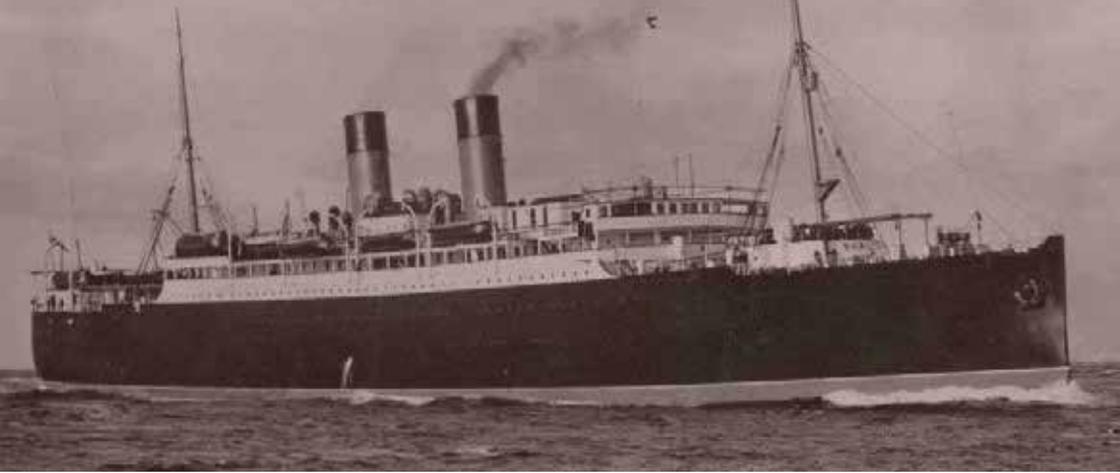
SS *Missanabie* (Panel 60)
The SS *Missanabie*, built by Barclay, Curle and Co of Glasgow for the Canadian Pacific Line, was launched in June 1914. Sailings between the UK and Canada and America continued throughout the war and often carried troops.

On the 9th September 1918, *Missanabie* was sailing from New York to Liverpool when it was torpedoed by UB-*87* 52 miles off Daunt's rock, Ireland. The ship sank in seven minutes with the loss of 45 lives - 38 Merchant Marine crew, and seven service personnel. Two are commemorated at Hollybrook. The condition of the wreck is unknown.

HM Trawler *Amadavat*
Built in 1899 by Taylor and Mitchell, Greenock, *Amadavat* was a fishing trawler owned by Chant and Paddon and registered in Plymouth. It was requisitioned in 1914 and fitted with the 6 pounder gun. The Admiralty released *Amadavat* a year later and it was sold to Walker of Aberdeen. In

May 1917, *Amadavat* was requisitioned once again for Fishery Reserve (A619). Whilst sailing off the east coast of the Shetland Isles on the 12th December 1917, *Amadavat* struck a mine and sank with all hands (ten crew and two RNR). The Royal Naval Reserve Skipper is commemorated at Hollybrook. The exact location and condition of the wreck is unknown.

Coastal Airship *25*

Coastal Airship *25* was built at RNAS Kingsnorth in Kent. Having undertaken flight trials there in October 1916, it was moved to be based at RNAS East Fortune, Scotland. It was a non-rigid inflatable airship 196 feet (59.7 metres) in length with a crew of four. Airships were used for minesweeping patrols, protecting convoys and hunting U-boats. Patrol flight times were often 10-12 hours. The Coastal airships were fitted with Lewis guns and could also carry bombs and depth charges.

On the 31st July 1918, C*25* flew a coastal patrol from RNAS East Fortune to RNAS Longside. Reports had been received of a damaged U-boat in the area. The last contact with the airship was at 20.40 at which time it was 60 miles North East off Aberdeen. Nothing was ever heard of the crew again. An extensive search of the area over the next few days failed to find any trace of the airship or crew. When a propeller washed ashore off Aberdeen a few days later, the airship was declared missing and the crew presumed dead. The four crew photographed here are commemorated at Hollybrook.

The four crew of Coastal Airship C25. Photo courtesy of Lewis Gray Rohloff family archive. Lewis Gray Faiers is standing on the right.

NS11, courtesy of Brian Turpin.

North Sea Airship *11* (Panel 61)

NS*11* was built at RNAS Kingsnorth. Captain Warneford, of RNAS Longside flew the airship back to its new base, where it entered service on 6th September 1918. Captained by Warneford, NS*11* flew regular minesweeping patrols, hunted for U-boats and escorted convoys.

On the 9th February 1919, NS*11* set the world record for the longest flight by any kind of aircraft with a flight time of 101 hours, 50 minutes. This flight passed over Scapa Flow where they photographed the scuttled German fleet.

In June 1919 NS*11* was transferred to RNAS Pulham, Norfolk. Although the war had ended, mines still remained and regular minesweeping patrols were a necessity. In the early hours of 15th July, NS*11* flew over Cley-next-the-Sea, Norfolk on a minesweeping patrol. Local residents reported hearing loud

engine noises before two huge explosions and seeing the airship, five or so miles off the coast, plummet into the sea in flames. Twenty minutes later a violent storm blew up. At the time there was some debate as to whether *NS11* was struck by lightning or suffered engine failure. The storm hampered the search efforts and no bodies were recovered. The following morning the bodies of Coxswain Sergeant Charles Henry Lewry and the ships mascot, an Airedale terrier were found washed ashore. Lewry is buried at Ann's Hill Cemetery in Gosport. The remaining eight, including 24-year-old Captain Warneford are commemorated at Hollybrook.

SS *Slieve Gallion* (Addenda Panel 99)
The SS *Slieve Gallion* was a cargo vessel operated by the London and North Western Railway between Holyhead and Dublin. Private Ernest Towle is recorded as drowned at sea from the ship and commemorated at Hollybrook. However, we are unable to find any record of the incident. The ship survived the war and operated until 1937.

SS *South Western* (Addenda Panel 99)
The *South Western* was built in 1874 by J & W. Dudgeon of London and operated as a mail ship with the London & South Western Railway Company. The ship was sailing from Southampton to Saint Malo, France on the 16th March 1918 when it was attacked off the Isle of Wight. A torpedo fired by UB-*59* entered the starboard side near the bridge. The explosion caused the ship to sink in eight minutes. The amidships lifeboats were jammed and could not be launched. The two after boats did launch but capsized. Twenty six people were lost. Only the Master and five crew members were rescued by the escorting warships. One person is commemorated at Hollybrook. The casualties were crew and four passengers, ranging in age from 15-67 (see page 21).

The wreck lies upright in 40 metres of water. The engine and boilers are exposed and up to 6 metres of the structure are exposed by the shifting sands, the site was recorded as part of the Forgotten Wrecks project.

The South Western, *courtesy of Dave Wendes.*
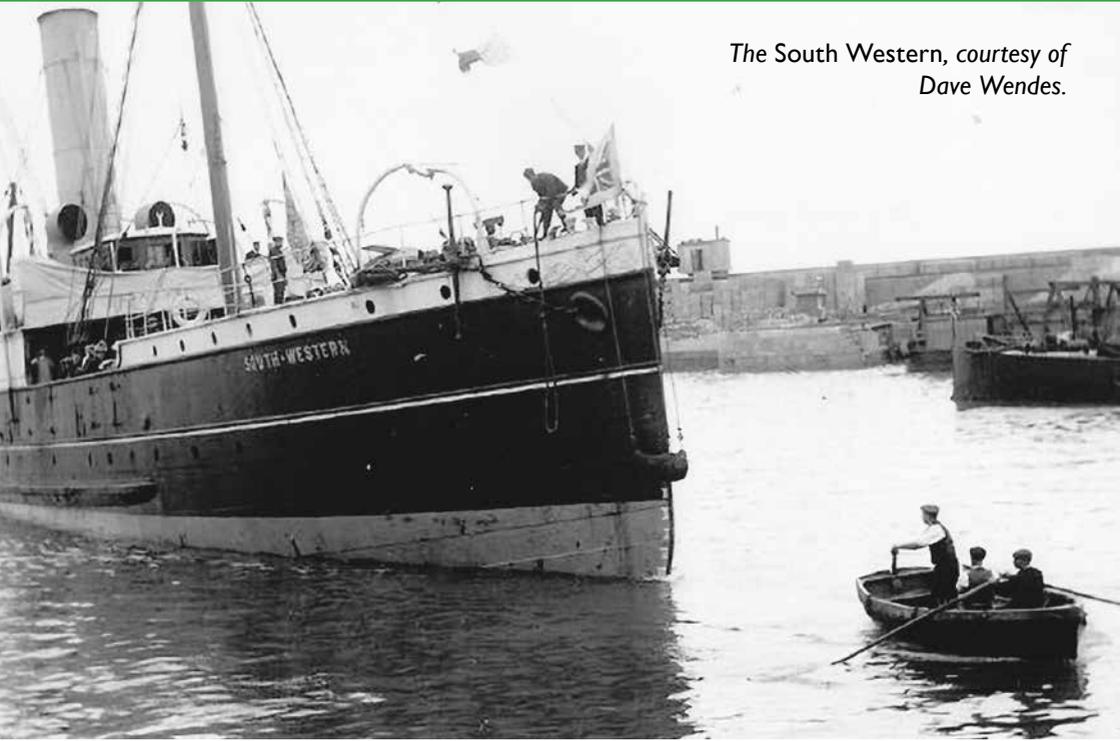
HMS *Bombala* (Panels 99-100)

The ship was built as *Willow Branch* in 1892 by Bartram and Haswell for the Nautilis Steam Shipping Company in Sunderland. In January 1917, it was requisitioned by the Admiralty and converted to a collier Q-ship. Q-ships were a decoy – giving the appearance of a Merchant ship, they would lure submarines to the surface and then attack them with their concealed weaponry. This ship operated under the names of *Britannia*, *Juggler*, *Vinetroe* and *Bombala*.

On the 25th April 1918, *Bombala* - carrying stores between Gibraltar and Sierra Leone, was shelled and sunk off the Cape Blanco, West Africa by U-*153* and U-*154*. After a two and a half hour gun battle that left thirteen of the crew dead, the remainder escaped from the blazing vessel in two lifeboats before the ship sank. After the first day the two lifeboats became

separated and the lifeboat with the Master and twenty one other crew on board was never seen again. Their date of loss is recorded as 26th April 1918. In the other lifeboat, twelve had drunk sea water and died. They were buried at sea on the 2nd May. The remaining thirteen crew members landed on the coast of Mauritania the following day. Two of the strongest crew went to find water, but when they returned, all of the remaining eleven crew members had died. They were buried on the beach on the 3rd May. The last two survivors were found the next day and taken to a French post. It is thought the Sub-Lieutenant, Eric Hugh Allan, had been taken prisoner by U-*154* and died when the submarine was sunk a few days later, on the 11th May 1918. In all, fifty eight men were lost. Ten, all Royal Naval Reserve, are commemorated at Hollybrook. Twenty seven merchant crewmen from Sierra Leone are commemorated on the Freetown memorial.

State Library of Queensland
John Oxley Library
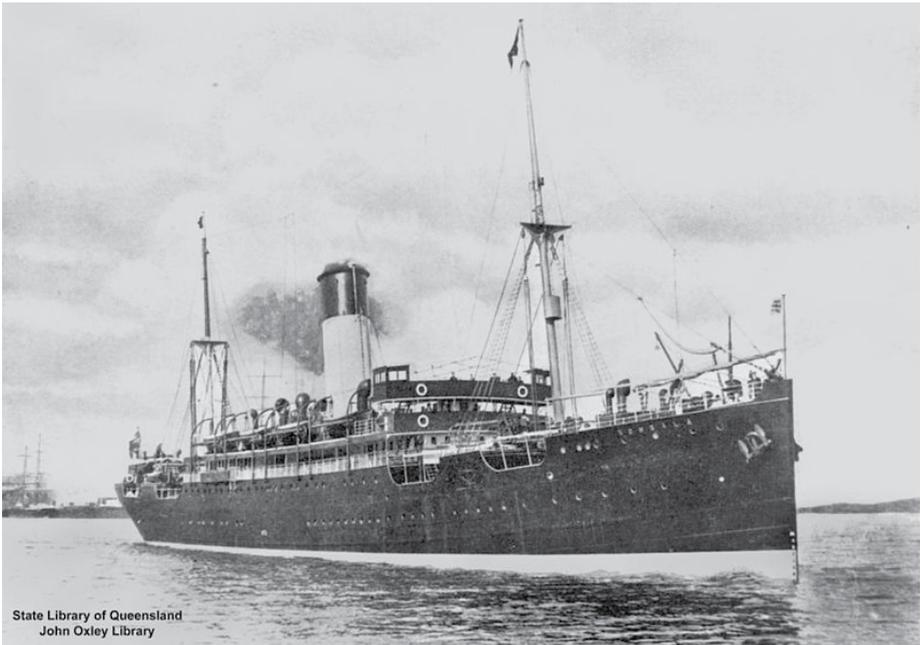
HMS Bombala. *Image courtesy of the State Library of Queensland.*

Commonwealth War Graves

The majority of graves in this plot are Commonwealth War Graves containing seventy three burials of soldiers, sailors, airmen and nurses from the First World War. They adhere to the policy that each headstone should be permanent, uniform and with no distinction made on account of rank, race or creed. Each Commonwealth headstone bears the insignia of their unit.

In all cases, relatives were asked to furnish the personal information they wished to appear in the register and on the headstone. In some instances, other family names have been added. One double grave (*pictured left*) contains two brothers – Lance Corporal Frederick Callaway (died 16/09/1920) and his brother C Callaway, Airman Second Class, Royal Air Force (died 31/07/1922). Sometimes the date of death on a grave is after the armistice. If the person died of illness or wounds associated with their war service, they are still considered a casualty of war.

The private headstone of Annie Elinor Buckler Q.A Imp.Mil.Nursing SCE 17th October 1918 also commemorates her sister Ethel Katharine Buckler born in Chester. You can find out more about Annie Buckler at:
www.livesofthefirstworldwar.org/ lifestory/4944426

The Hollybrook Memorial continues to be meticulously maintained by the Commonwealth Graves Commission. Visitors to the site are often looking for relative's names or the ships lost, particularly during this centenary period. However, the memorial and grave site are not well known to the wider public. The Maritime Archaeology Trust hope this booklet and the linked online resources (*www.forgottenwrecks.maritimearchaeologytrust.org/hollybrook-memorial)* will help raise awareness of the memorial and the sacrifices of those lost while engaged within the war at sea.

Find out more
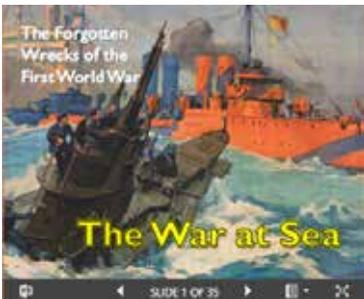
Take a **3D virtual tour** of the Hollybrook Memorial and watch a short video about it here:
www.forgottenwrecks.maritimearchaeology-trust.org/hollybrook-memorial

Powerpoints – ideal for use in the class-room
• The War at Sea
• Southampton at War
• HMHS *Lanfranc*
• HMT *Warilda*
www.forgottenwrecks.maritimearchaeolo-gytrust.org/resources-for-education

Violet Long **article**:
www.forgottenwrecks.maritimearchaeology-trust.org/violet-long

Companion **booklets**:
• War Graves of the Sea – Protecting Ship-wrecks of the First World War
• *Anglia* and *Asturias*, Hospital Ships of the First World War
• Black and Asian Seamen of the Forgotten Wrecks of the First World War
www.forgottenwrecks.maritimearchaeolo-gytrust.org/booklets

Acknowledgements & Sources

Many thanks to:

Mike Greaves, MAT volunteer artist in residence.

Steve Harvey for piloting the drone and creating the Hollybrook video.

Southampton City Council for permission to fly drone.

Volunteers Simon Daniels, Andrew Daw, Katherine Beresford, Roger Burns for their research.

Volunteer Sheila Pickford for populating the Lives of the First World War Communities.

Gray Rohloff for information about C25 and his relative Lewis Gray Faiers.

Sources
Hollybrook Memorial and CWGC
CWGC Hollybrook Memorial and casualty records:

https://www.cwgc.org/find-a-cemetery/cemetery/142019/hollybrook-memorial,-southampton/

CWGC archive – Hollybrook unveiling photos

Hollybrook Unveiling - Southern Daily Echo December 10th 1930 found at Southampton Library - Local Studies

British Pathe – http://www.britishpathe.com/video/to-those-who-have-no-known-grave/query/fields

CWGC – Chatham, Portsmouth, Plymouth, Tower Hill memorials

CWGC – Fabian Ware and founding of IWGC

People
CWGC https://www.cwgc.org/find/find-war-dead

Lives of the First World War – individual life stories & creation of communities https://livesofthefirstworldwar.org/

Links to Lives of the First World War Communities can be found here: http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=discover-the-people

Nurses
http://greatwarnurses.blogspot.com/
Violet Long
http://forgottenwrecks.maritimearchaeologytrust.org/index.
  php?page=discover-the-people (scroll to bottom)
Imperial War Museum collections photos and posters: https://www.iwm.org.
  uk/collections/search
Kitchener
https://www.historylearningsite.co.uk/world-war-one/military-commanders-of-
  world-war-one/lord-kitchener/
https://en.wikipedia.org/wiki/Herbert_Kitchener,_1st_Earl_Kitchener
http://www.dailymail.co.uk/news/article-3654119/The-underwater-grave-Lord-
  Kitchener-736-men-died-warship-hit-100-years-ago.html

Wrecks
Wrecksite: https://www.wrecksite.eu/Wrecksite.aspx
Pastscape: http://www.pastscape.org.uk/
Hospital Ships McGreal, 2008. *The War on Hospital Ships*.
HMS *Hampshire*
http://hmshampshire.org/
HMT *Donegal*
http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=ss-
  donegal
SS *Mendi*
https://en.wikipedia.org/wiki/SS_Mendi#/media/File:SS_Mendi.jpg
HMT *Warilda*
https://www.nytimes.com/1918/08/06/archives/wounded-drown-at-night-
  corporal-buckman-american-among-thewarildas.html
https://www.nytimes.com/1918/08/07/archives/mrs-violet-long-killed-
  controller-of-british-womans-corps-lost-on.html
https://www.awm.gov.au/articles/blog/ss-warilda-troopship-hospital-ship-
  ambulance-transport-wreck

https://www.awm.gov.au/articles/blog/ss-warilda-troopship-hospital-ship-ambulance-transport-wreck

SS *Wayfarer*

http://www.rememberthefallen.co.uk/casualty/aston-robert-geoffrey/

https://www.britishempire.co.uk/forces/armyunits/yeomanry/warwickshireyeomanry.htm

https://www.avondassett.com/extraordinary-everyday/wp-content/uploads/sites/2/2015/07/SS-Wayfarer.jpg

HS *Anglia*

http://www.epsomandewellhistoryexplorer.org.uk/HMHSAnglia.html

http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=hmhs-anglia

Anglia and *Asturias* Hospital ships of the First World War. Maritime Archaeology Trust Booklet.

HS *Asturias*

http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=hmhs-asturias

Anglia and *Asturias* Hospital ships of the First World War. Maritime Archaeology Trust Booklet.

HS *Glenart Castle*

http://atlanticdiver.co.uk/?q=wrecks

https://blog.nationalarchives.gov.uk/blog/100-years-since-sinking-hmhs-glenart-castle/

http://www.bandcstaffregister.com/page130.html

https://en.wikipedia.org/wiki/HMHS_Glenart_Castle

HS *Lanfranc*

http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=hmhs-lanfranc

HS *Llandovery Castle*

http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=llandovery-castle

http://www.bandcstaffregister.com/page155.html

https://www.canadian-nurse.com/articles/issues/2016/november-2016/the-sinking-of-the-llandovery-castle

SS *Abosso*

https://en.wikipedia.org/wiki/MV_Abosso

http://www.merseyiderollofhonour.co.uk/

SS *Alfred H Read*

https://livesofthefirstworldwar.org/community/1944

http://merseysiderollofhonour.co.uk/

http://blog.liverpoolmuseums.org.uk/2017/12/remembering-the-loss-of-the-alfred-h-read-pilot-boat-1917/ Alfred H Read

SS *Apapa*

http://www.maritimequest.com/liners/02_pages/a/apapa_1915_page_1.htm

http://www.merseysiderollofhonour.co.uk/

https://trove.nla.gov.au/newspaper/article/1668914

SS *Armadale*

https://www.wrecksite.eu/wreck.aspx?131775

SS *Burutu*

http://thewarmemorial.blogspot.com/p/ss-burutu.html

http://ssburutu.blogspot.com/

SS *Citta di Palermo*

 https://www.wrecksite.eu/wreck.aspx?97951

SS *Connemara*

https://en.wikipedia.org/wiki/SS_Connemara

http://www.anglesey.info/holyhead-ss-connemara.htm

http://www.bbc.co.uk/northernireland/yourplaceandmine/down/A724385.shtml

SS *Falaba*

https://www.peoplescollection.wales/story/521027

http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=the-oriole-and-the-falaba

SS *Galway Castle*

 http://fw.maritimearchaeologytrust.org/casestudywrecks/galway-castle

https://www.wrecksite.eu/wreck.aspx?12350
https://trove.nla.gov.au/newspaper/article/15802999
http://www.bandcstaffregister.com/page38.html

SS *Innisfallen*

https://www.irishexaminer.com/breakingnews/lifestyle/features/100-years-on-
the-ss-kenmare-sunk-by-the-germans-in-wwi-834758.html SS Innisfallen
https://www.wrecksite.eu/wreck.aspx?66803

SS *Leinster*

http://rmsleinster.com/ SS Leinster
https://en.wikipedia.org/wiki/RMS_Leinster

SS *Maine*

http://www.ournewhaven.org.uk/page/ss_maine_-_sunk_in_1917
https://www.wrecksite.eu/wreck.aspx?2737

SS *Missanabie*

https://www.wrecksite.eu/wreck.aspx?11122
https://sites.google.com/site/holyheadwarmemorial19141918/home/
mercantile-marine/william-thomas-jones-ss-missanabie

HMT *Trawler Amadavat*

https://www.wrecksite.eu/wreck.aspx?144680

Coastal Airship *25*

https://en.wikipedia.org/wiki/Coastal_class_airship
https://www.greatwarforum.org/topic/25825-plane-shot-down-by-u-boat/

NS *11*

www.ns11.org

SS *South Western*

South Coast Shipwrecks off East Dorset and Wight 1870-1979, David Wendes.
http://forgottenwrecks.maritimearchaeologytrust.org/index.php?page=ss-
south-western

HMS *Bombala*

http://www.merseysiderollofhonour.co.uk/
https://www.greatwarforum.org/topic/92256-hms-bombala/

About Us
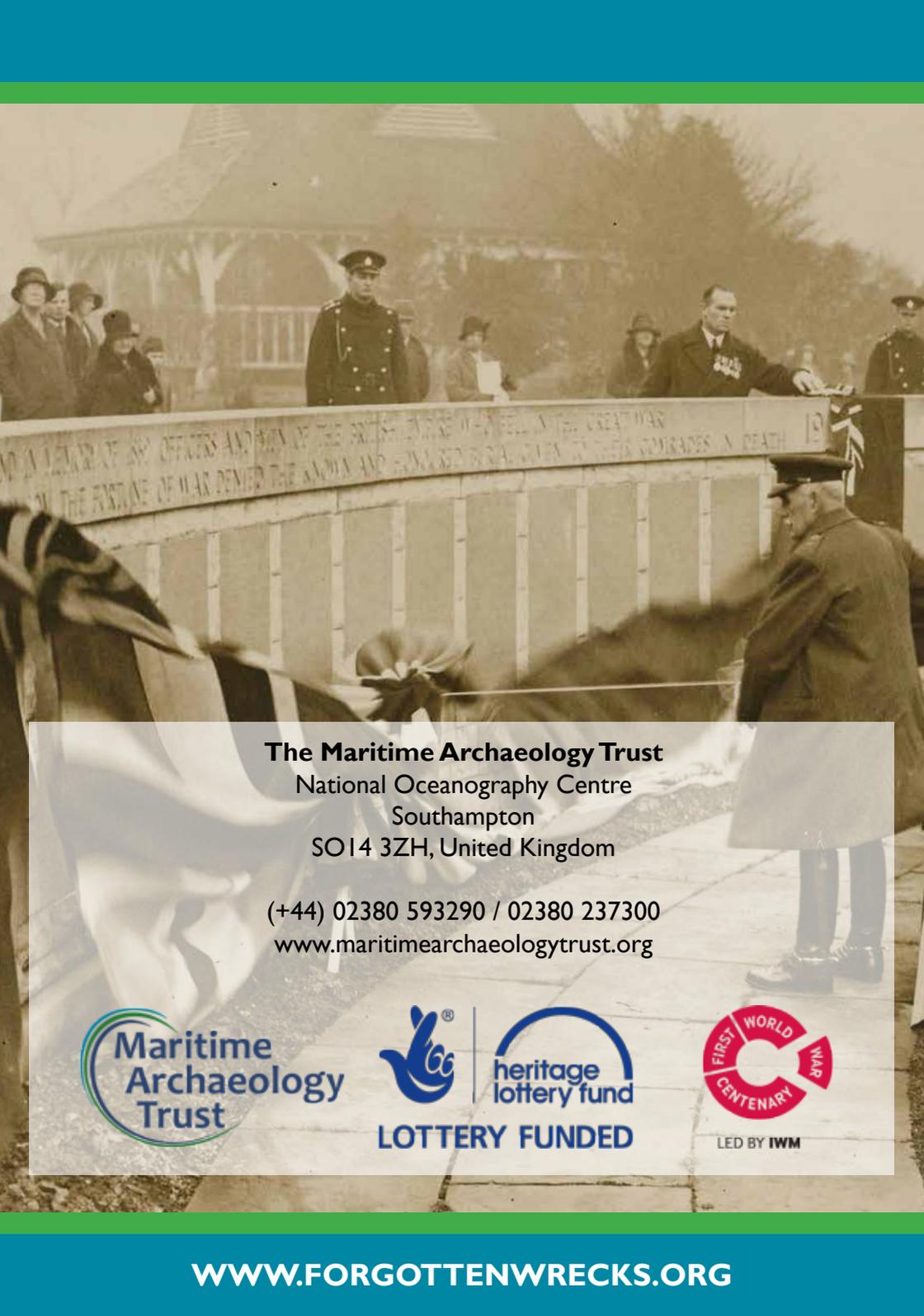
The **Maritime Archaeology Trust** is a registered charity with more than 25 years' experience in research, investigations and pioneering techniques for the study and promotion of marine cultural heritage. Originating in the south of England as the Hampshire and Wight Trust for Maritime Archaeology, the MAT has grown from regional roots to an internationally renowned authority on maritime archaeology.

Using money raised through the National Lottery, the **Heritage Lottery Fund** (HLF) sustains and transforms a wide range of heritage for present and future generations to take part in, learn from and enjoy. From museums, parks and historic places to archaeology, natural environment and cultural traditions, the HLF invests in every part of our diverse heritage. The First World War Centenary is a chance to understand the war better, uncover its stories and explore what it means to us today. The Heritage Lottery Fund has already funded more than 1,000 First World War centenary projects up and down the UK and has been pleased to support the MAT's Forgotten Wrecks project.

From 2014 to 2018, across the world, nations, communities and individuals of all ages will come together to mark, commemorate and remember the lives of those who lived, fought and died in the First World War. The Imperial War Museum is leading the **First World War Centenary Partnership**: a network of local, regional, national and international cultural and educational organisations.

UNESCO are supporting commemorations of WW1 around the globe, recognising that the centenary is a unique occasion to draw attention to the preservation of First World War underwater cultural heritage and to its message for peace and reconciliation.

Maritime
Archaeology
Trust

heritage
lottery fund
LOTTERY FUNDED

FIRST WORLD WAR CENTENARY
LED BY **IWM**