



remembrance ni



HMS Repulse sunk by Japanese in ill-fated Force Z attempt to defend Singapore

Above - HMS Repulse prewar. 14 men from Northern Ireland were amongst the 436 who died when HMS Repulse was sunk as part of Force Z in the defence of Singapore on 10/12/1941. Others were to die whilst prisoners of war of Japan.

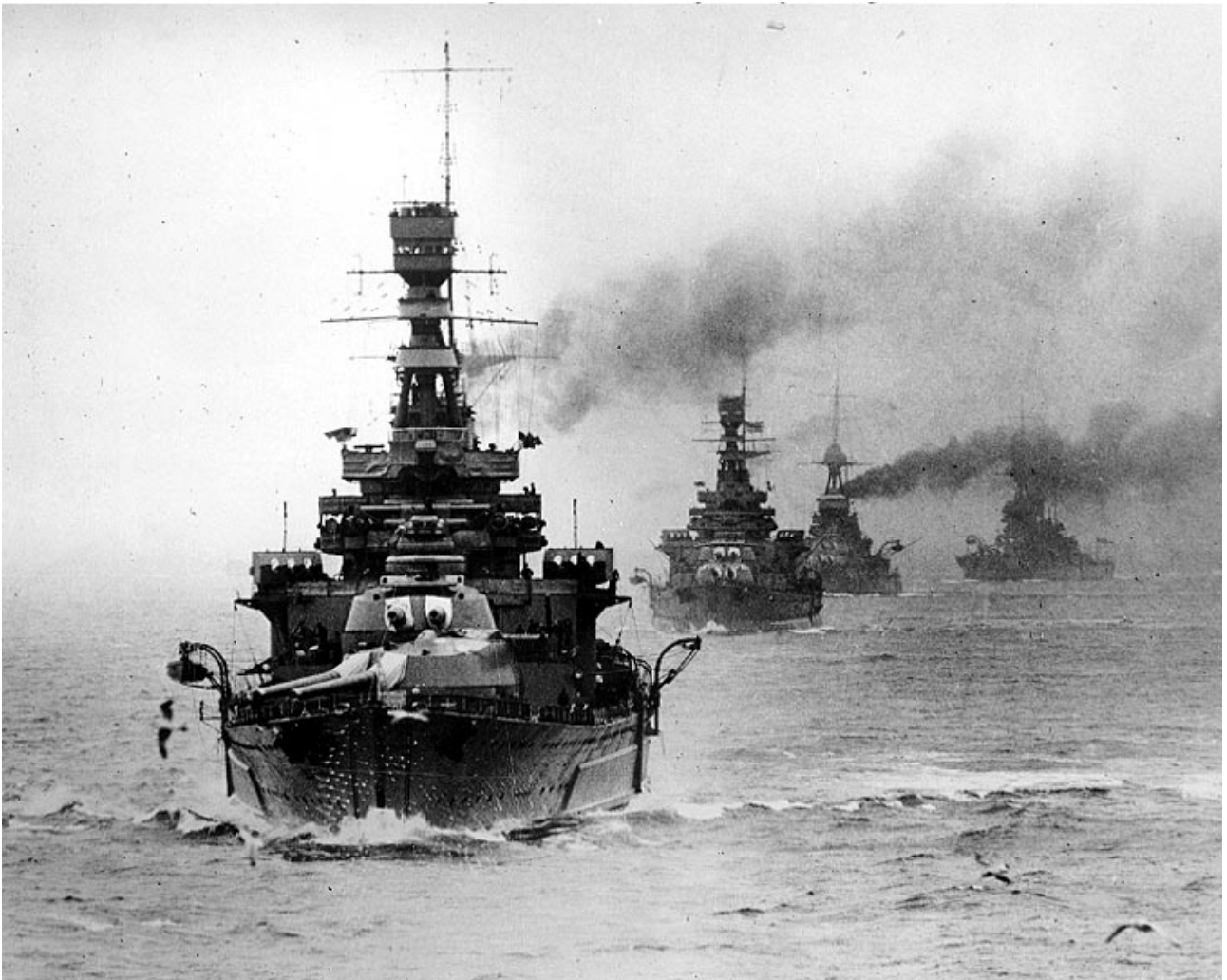
In late 1941 Winston Churchill decided to send a small group of fast capital ships, along with one modern aircraft carrier to Singapore, to deter expected Japanese aggression.

In November, **HMS Repulse** which was in the Indian Ocean was ordered to Colombo, Ceylon to rendezvous with the new battleship **HMS Prince of Wales**. The carrier HMS Indomitable which was assigned to join them was delayed when run aground in the Caribbean.



The altar cross in St Andrew's Cathedral, Singapore is a memorial to those in HMS Repulse and HMS Prince of Wales who lost their lives.

Prince of Wales and Repulse and their escorting destroyers comprised Force Z which arrived in Singapore on 02 December 1941. On the evening of 08 December, Force Z departed for an attempt to destroy Japanese troop convoys and protect the army's seaward flanks from Japanese landings in their rear.



Repulse manoeuvres in the 1920s

Force Z was spotted during the afternoon of 09 December by the Japanese submarine I-65 and floatplanes from several Japanese cruisers spotted the British ships later that afternoon and shadowed them until dark.

Admiral Sir Tom Phillips decided to cancel the operation as the Japanese were now alerted. Force Z turned back during the evening, after having tried to deceive the Japanese that they were heading to Singora. At 0500 on 10 December, Admiral Philips received a signal of enemy landings at Kuantan and correspondingly altered course so that he would arrive shortly after dawn.

The crew of Japanese submarine I-58 spotted Force Z at 0220, reported their position, and fired five torpedoes, all of which missed. Based on this report the Japanese launched 11



reconnaissance aircraft before dawn to locate Force Z. Several hours later 86 bombers from the 22nd Air Flotilla based in Saigon were launched carrying bombs or torpedoes.

The crew of a Mitsubishi G3M "Nell" reconnaissance bomber spotted the British at 1015 and radioed in several reports. The pilot was ordered to maintain contact and to broadcast a directional signal that the other Japanese bombers could follow.

The first attack began at 1113 when 551 lb (250 kilograms) bombs were dropped from eight G3Ms from an altitude of 11,500 feet (3,505 m). The battlecruiser was straddled by two bombs, then hit by a third which penetrated through the hangar to explode on the armoured deck below. This inflicted a number of casualties and damaged the ship's Supermarine Walrus seaplane, which was then pushed over the side to remove a fire hazard.

Anti-aircraft fire damaged five of the Japanese bombers, two so badly that they immediately returned to Saigon. In the ensuing attacks, Repulse was skillfully handled by her captain, Bill Tennant

who managed to avoid 19 torpedoes as well as the remaining bombs from the G3Ms.

However, Repulse was then caught by a synchronised pincer attack by 17 Mitsubishi G4M torpedo bombers and hit by four or five torpedoes in rapid succession. The gunners on the Repulse shot down two planes and heavily damaged eight more, but the torpedo damage proved fatal. At 1223 Repulse listed severely to port and quickly capsized with the loss of 508 officers and men. The destroyers HMS Electra and HMAS Vampire rescued the survivors.

Repulse's record - World War 1

HMS Repulse was a Renown-class battlecruiser built during WWI. She was laid down by John Brown, Clydebank, Scotland on 25 January 1915, launched on 08 January 1916 and completed on 18 August 1916, after the Battle of Jutland. She served with the Grand Fleet in the North Sea during the remaining two years of the First World War. Repulse relieved HMS Lion as flagship of the 1st Battlecruiser Squadron for the duration of the war.

Over the course of 1917 the Admiralty became more concerned about German efforts in the North Sea to sweep paths through the British-laid minefields intended to restrict the actions of the High Seas Fleet and German submarines. A preliminary raid on German minesweeping forces on 31 October by light forces destroyed ten small ships and the Admiralty decided on a larger operation to destroy the minesweepers and their escorting light cruisers. Based on intelligence reports the Admiralty decided on 17 November 1917 to allocate two light cruiser squadrons, the 1st Cruiser Squadron covered by the reinforced 1st BCS (less Renown) and, more distantly, the battleships of the 1st Battle Squadron to the operation.

The German ships, four light cruisers of II Scouting Force, eight destroyers, three divisions of minesweepers, eight Sperrbrechers (cork-filled trawlers, used to detonate mines without sinking) and two trawlers to mark the swept route, were spotted at 07:30, silhouetted by the rising sun. The light battlecruiser Courageous

and the light cruiser Cardiff opened fire with their forward guns seven minutes later. The Germans responded by laying an effective smoke screen. The British continued in pursuit, but lost track of most of the smaller ships in the smoke and concentrated fire on the light cruisers as opportunity permitted. Repulse was detached not long after and raced forward at full speed to engage the enemy ships. She opened fire at about 09:00, scoring a single hit on the light cruiser SMS Königsberg during the battle. When the German battleships SMS Kaiser and SMS Kaiserin were spotted about 09:50 the British broke off their pursuit and Repulse covered their retreat, aided by a heavy fog that came down around 10:40. The ship fired a total of 54 15-inch shells during the battle and scored one hit on the light cruiser SMS Königsberg that temporarily reduced her speed.

On 12 December 1917, Repulse was damaged in a collision with the battlecruiser HMAS Australia. The ship was present at the surrender of the High Seas Fleet at Scapa Flow on 21 November 1918.

Repulse's record - inter war years

Repulse began a major refit at Portsmouth on 17 December 1918 intended to drastically improve her armour protection. She was recommissioned on 01 January 1921 and joined the Battlecruiser Squadron of the Atlantic Fleet. In November 1923, Hood, accompanied by Repulse and a number of Danae-class cruisers of the 1st Light Cruiser Squadron, set out on a world cruise from west to east via the Panama Canal. They returned home ten months later in September 1924.

The Battlecruiser Squadron visited Lisbon in February 1925 to participate in the Vasco da Gama celebrations before continuing on the Mediterranean for exercises. A squash court was added on the starboard side between the funnels for the Prince of Wales' tour of Africa and South America that lasted from March to October. Upon her return she was refitted from November 1925 to July 1926 and had a high-angle control position (HACP) added to her fore-top.

After Repulse completed her 1926 refit she remained in commission, aside from a brief refit in July–September 1927, with the Battlecruiser Squadron of the Atlantic Fleet until she was paid off in June 1932 prior to beginning her reconstruction in April 1933.

Repulse was assigned to the Mediterranean Fleet when she recommissioned in April 1936. She transported 500 refugees from Valencia and Palma, Majorca to Marseilles, France in late 1936 after the start of the Spanish Civil War. The ship was present at the Coronation Fleet Review at Spithead on 20 May 1937 for George VI.

Repulse was sent to Haifa in July 1938 to maintain order during the Arab Revolt. She was selected to convey the King and Queen during their May 1939 Canadian Tour and she was refitted between October 1938 and March 1939 for this role. The King and Queen ultimately traveled aboard the liner RMS Empress of Australia while Repulse escorting them on the first half of the journey.

Repulse's record - World War 2

At the beginning of the Second World War Repulse was part of the Battlecruiser Squadron of the Home Fleet. She patrolled off the Norwegian coast and in the North Sea in search of German ships and to enforce the blockade for the first couple months of the war. In late October she was transferred to Halifax with the aircraft carrier HMS Furious to protect convoys and search for German raiders. Repulse and Furious sortied from Halifax on 23 November in search of the German battleship Scharnhorst after it had sunk the armed merchant cruiser HMS Rawalpindi, but the Repulse was damaged by heavy seas in a storm and was forced to return to port. Repulse escorted the convoy bringing most of the 1st Canadian Infantry Division to Britain 10–23 December 1939 and was reassigned to the Home Fleet. In February 1940 she accompanied the aircraft carrier HMS Ark Royal on a fruitless search for six German blockade runners that had broken out of Vigo, Spain.

Repulse was assigned to support Allied operations during the Norwegian Campaign in April–June 1940. On 07 April, Repulse,

along with the bulk of the Home Fleet, was ordered to sea to intercept what was thought to be another attempt to breakout into the North Atlantic. The ship was detached the following day to search for a German ship reported by the destroyer HMS Glowworm, but the destroyer had been sunk by the German cruiser Admiral Hipper before Repulse arrived and she was ordered to rendezvous with her sister Renown south of the Lofoten Islands, off the Norwegian coast. On 12 April Repulse was ordered to return to Scapa Flow to refuel and she escorted a troop convoy upon her return. In early June the ship was sent to the North Atlantic to search for German raiders and played no part in the evacuation of Norway.

Accompanied by Renown and the 1st Cruiser Squadron, Repulse attempted to intercept the German battleship Gneisenau as it sailed from Trondheim to Germany in July. Until May 1941 the ship escorted convoys and unsuccessfully searched for German ships. On 22 May Repulse was diverted from escorting Convoy WS8B to assist in the search for the German battleship Bismarck, but she had to break off the search early on 25 May as she was running low on fuel. Repulse escorted a troop convoy around the Cape of Good Hope from August to October and was transferred to East Indies Command.

In late 1941 Winston Churchill decided to send a small group of fast capital ships, along with one modern aircraft carrier to Singapore, to deter expected Japanese aggression. In November, 1941 she sailed to Singapore with the new battleship Prince of Wales. When Japan entered the war both ships steamed from Singapore northwards up the east coast of Malaysia to intercept the invading Japanese

The wreck site

HMS Repulse now lies on her port side in 55m about 50 nautical miles north of Tioman Island and is one of the most popular wreck dives in the region for technical divers with the required training to dive her. Although shallow parts of the wreck are suitable for recreational divers, other deeper and inner areas required technical diving certification.

The wreck is 242m long, a huge ship that requires many dives to explore fully. There are three sets of 15" guns and four anti aircraft guns. Four huge propellers are visible and the wreck is penetrable. Visibility is usually 10-30m but can be less and occasionally is more. Currents can be strong. Marine life around the wreck is prolific including white tip reef sharks, black tip reef sharks, very big groupers, marble rays, schools of great barracuda, trevally and snapper. Whale sharks have been sighted here on occasions.

This is one of many wrecks in the South East Asia

Londonderry survivor of HMS Repulse

Thomas Burns of Londonderry survived the infamous Battle of Malay on December 10, 1941.

Will Kilpatrick was Tom's good friend at school and was also the son of the principal but when Will moved on to Foyle College Tom had other plans in mind.

He had already decided to take the Royal Navy entrance exam, against his mother's wishes, but even at age fifteen he realised that a Grammar School education would place a financial burden on his parents.

When Tom went to Belfast to do the exam he had never been out of Derry before except to travel to Fahan on the train for the Church excursions.

In 1936, at the age of sixteen, Tom was called up and sent to the Sailor's Rest in Liverpool. It was here that he received his first introduction to multicultural life as he sat down to breakfast with nationalities, races and creeds that he had never before experienced.

He recalled: "I had never seen this in my life. I was brought up innocently just a wee boy from Steelstown".

Tom's next move was to the training school of **HMS Ganges** in Ipswich which he re-called as 'the tractor town' taking with him the Bible which his mother gave him.

Although Tom had played football for Springfield Rovers in Gallagher's field he became more active in sport from then on. He played cricket, hockey and boxed for the Navy as well as learning to swim. The swimming stood him in good stead for a later adventure in wartime.

Tom re-counted how the trainees in HMS Ganges were subject to a very strict routine of early morning parade and hard work throughout the day. He attended night classes every night to learn algebra for the first time.

Typically Tom came out top of the class in his exams but modestly attributes this to good teaching.

From HMS Ganges he was transferred to the Cornwall which sailed immediately to the Mediterranean on a training exercise. They called at Gibraltar on their way to Barcelona.

This was at the time of the **Spanish Civil War** and Tom remembers being diverted to evacuate some people to Las Palmas.

Some years later Tom was able to impress his wife Elaine by his knowledge of the area when they took their holidays there. Not bad for a wee boy from Steelstown.

On his return to England Tom was drafted firstly to HMS Revenge and then to HMS Repulse which was to be his home for the next three years.

In 1939 the Repulse was commissioned to take King George and Queen Elizabeth to America with special cabins fitted out for them. However because of the worsening situation in Europe this trip was cancelled.

An alternative trip was arranged and Tom remembers then his ship having to escort the SS Queen Elizabeth to Canada.

HMS Repulse was then sent on what was to be a fateful mission to the Far East. Sailing round the Cape as they couldn't go through the Suez Canal, Tom remembers calling at St Helena and taking photographs of where Napoleon was held captive.

They also called at Durban where General Smuts and his daughters came aboard to wish the ship's company all the best going off to war with the Japanese.

On arrival in Singapore Tom was surprised to see the lights of the town still burning with open-air dances still going on even though the Japanese army was not far away.

At this time Tom was working with Bob Lee and Mike Hill whose wife had a baby just before they left England.

One morning as the ship was sailing up the Malaysian Coast the alarm bells went off and Action Stations was sounded. Tom was ordered by his Chief to get on the aircraft wavelength, Lee to the fleet wavelength office while Hill and Shaffer were sent to the second office where Tom would usually work.

Tom then described what happened next:

"I soon as I sat down and got on the radio the call came 'angels, angels' which meant enemy aircraft. I was just calling to the Chief when BOOM the whole ship shook right through. I didn't know until afterwards that the bomb had hit down at the second office where I should have been. Hill and Shaffer were killed.

I saw many boys being brought down with blood everywhere. Many were wounded and some half-dead. The Japs were machine-gunning them. They were taken below to be treated by Doctor Cavanagh from Derry. He also was killed.

The skipper shouted to abandon ship and most of the boys who got away were in the water. Bob Lee and I were fortunate to get out onto B gun deck as a reinforced steel door had been left open.

The ship was well down in the water as we jumped over the side and Bob hit his back as he went down. I never saw him after that but I know he was saved.

I swam around and eventually got on board a destroyer called the Electra. They had wire netting all around the side for us to climb up. All I had on was a pair of shorts, nothing else. Everybody else was the same.

I started helping others to come up and I saw Charlie Pease from Plymouth and got him aboard. I went to get him a wee glass of rum that all the survivors were receiving but when I came back he was dead.

I lost many great pals. That ship's company had been together for three years and it was just like a family”.

The survivors were eventually brought into Singapore to recover but there was no respite for Tom. He was immediately sent to a wireless station at the end of the island to relieve others who were being drafted home. Tom laughed when he recalled that these boys had been there for three years and never seen a bomb.

Tom and four others stayed there until the Japanese shelling drove them out. They made signals to Australia, Canada and London telling them they were closing down. They left carrying just a transmitter and a small generator.

But there was still no respite for Tom. They set up a radio station in the Governor's bungalow to keep in touch. They dug trenches outside and had to dive into them when the Japanese bombs came down. They stayed there until a signal from Whitehall told them to leave.

HMS Scout then arrived to rescue them as the Japanese soldiers were down at the gate. The Captain told them if they wanted to get out alive to get aboard quickly as he wasn't stopping. They jumped in and away they sailed to Java.

In Batavia a staff car was waiting for them to take them to General Wavell's headquarters where they helped the telegraphists. Tom remembers boarding a ferryboat called the Kedda that had come in loaded with three hundred women and children evacuees from all depots.

It was typical of Tom's misfortune that on its journey to safety the Kedda broke down and had to be towed into Colombo by a cruiser. Tom had lost all his personal belongings when the Repulse went down including his Bible which his mother later replaced.

There was no rest for Tom as the very next day he was sent to commission a wireless room in the Pankor for patrolling in the

Persian Gulf. They patrolled for six months searching Arab dhows for weapons that were being smuggled into Afghanistan.

Tom has no complaints or regrets though as he explains:

“I joined the Navy and I did my duty for my country. I was very fond of my country and still am”.

On passing his training course Tom was promoted to Petty Officer and began as an instructor in the college in Bombay. He met up with Lexie Moore from Derry who was later to work with him in Talbot House. Tom recalled that Lexie also taught him to play snooker in the Majestic Hotel.

During his time in the Navy Tom and Elaine had lived with her parents in Messines Park. On his return home Tom was surprised to find that his father had volunteered him to box in a charity show in the Guildhall.

Tom recalls that:

“I was boxing then as a light heavy weight. I was honoured to have Spider Kelly in my corner but even he couldn't prevent my defeat. I had boxed previously in the Navy successfully winning the light heavy weight championship in Bombay”.

Tom's duties now were to transfer all equipment from Talbot House on the Rock Road to HMS Sea Eagle in the Waterside where he was setting up a new wireless station.

Tom laughed when he said that one of his main worries at that time was keeping the male operators from paying too much attention to all the Wrens working there. He didn't want them neglecting their duties.

He is full of praise for his staff in Sea Eagle who wined and dined Elaine and him when he eventually left the service. Tom would recommend that anyone joining the services should join the Navy:

“It was a great life, great comradeship and a worthwhile career”.

During his time in Sea Eagle Tom was drafted twice to the Far East during the Korean War for a period of ten months and was now ready to settle down at home with Elaine.

His wife Margery Elaine nee Struthers pre-deceased him. He was the brother of Margaret, Billy, Herbert, George, Jim and Iris. A supporter of Waterside RBL Branch, Aged 93, Tom Burns died peacefully in the Robinson Memorial Hospital in Ballymoney on 13/04/2013.. His funeral took place in Gortnessy Presbyterian Church followed by burial in Altnagelvin cemetery.

Banbridge survivor of HMS Repulse



Gordon Jardine was born on January 6, 1924, in Ballydown, Banbridge, the son of Albert and Mary-Jane. Albert had wanted to join the Royal Navy, but his own father had forbidden it. Instead, when he had children, he encouraged them to enlist.

Gordon joined up aged 15. His papers show his role was initially listed simply as “Boy II”. However, he went on to serve as a gunner – something he was keen on, since it meant he would be above deck rather than in the bowels of the ship.

It was a fortuitous choice. He was serving onboard HMS Repulse when it was attacked by the Japanese in 1941,

He was one of four gunners, and later said he could feel a bullet whizz through his hair as the aircraft raked the ship. The other three gunners were killed.

Being above deck, rather than confined below, Gordon was able to escape overboard and was later rescued.

He continued to serve throughout the war, and then opted to remain in the Royal Navy until 1964.

After that, he became a caretaker at Abercorn Primary School in Baanbridge

He died aged 91 at home. His funeral was at Ballydown Presbyterian Church. He was buried at the churchyard. Members of Banbridge Royal British Legion laid wreaths at his grave.

He was survived by daughters Janet Toman (and her husband Joe) and Linda Finnigan, nine grandchildren and 10 great-grandchildren, plus brothers Isaac and Jim, and sisters Nora and Vivian. His wife Margaret had predeceased him.

ROLL OF HONOUR HMS REPULSE

+BELL, James

RN. Able Seaman.SSX32827 . HMS Repulse. Reported missing, presumed killed, 16/02/1942, evacuation of Singapore. Son of John and Helen Bell, 171 Mill Street, Hilden, Antrim. Family notices in the Lisburn Herald 17/02/1951, Roll of Honour and 16/02/1952 in Memoriam. Plymouth War Memorial, Panel 101, Column 1. Lisburn WM

BURNS, Thomas

Petty Officer. In HMS Repulse when it was sunk together with HMS Prince of Wales 10/12/1941. He was up the mast sending out the message



that the ship was sinking. On his way home after the sinking he encountered another Londonderry sailor in Bombay. Alexi Moore was on his way to Burma. Married Margery Elaine nee Struthers who pre-deceased him. Brother of Margaret, Billy, Herbert, George, Jim and Iris. A supporter of Waterside RBL Branch. Died aged 93, 13/04/2013. Buried Altnagelvin Cemetery. Report in Londonderry Sentinel 18/05/2013.

+CLARK, James

RM. Marine. PLY/X 3138. Died 10/12/1941. HMS Repulse. Age 19. Son of Robert and Mary Clarke, Larne. Plymouth Naval Memorial, Panel 59, Column 2

+DUFFIN, Patrick

RN. Petty Officer Stoker. D/KX 77364. Date of Death: 10/12/1941. Age: 38. HMS Repulse. Son of Richard and Annie Duffin, Ballycastle. Plymouth Naval Memorial, Panel 51

+DUNCAN, Samuel George

RM. Marine, PLY/X3717, Royal Marines. Died 19/07/1943 as a Prisoner of War at Konue Camp. In HMS Repulse, he survived her sinking on 10/12/1941. Although he was rescued, Marine Duncan was subsequently taken prisoner and died as a prisoner of war at Konue Camp. Son of

Samuel and Lucy Duncan, Soarn Cottage, Stewartstown. Kanchanaburi War Cemetery, Thailand.

+GIRVAN, Edward John

RN. Stoker 1st Class. D/KX 93500. Date of Death: 10/12/1941. Age: 23. H.M.S. Repulse. Son of Samuel and Hessie Girvan, Ballynure, Plymouth Naval Memorial, Panel 47

+GORDON, Reginald

RN. Able Seaman. D/JX 206089. Date of Death: 10/12/1941. Age: 19. HMS Repulse. Father was serving in the army. Son of Thomas and Katie Gordon, Carnmoney. Brother of Jean Gordon McClean. Plymouth Naval Memorial, Panel 47. RN. Carnmoney Parish Church WM

+HALL, Albert

RN. Boy 1st Class. D/JX 171073. Date of Death: 10/12/1941. Age: 17. H.M.S. Repulse. Son of Thomas and Agnes Hall, Belfast. Plymouth Naval Memorial, Panel 49

+HARRISON, Samuel Kane

RN. Able Seaman. D/SSX 26055. Date of Death: 10/12/1941. Age: 20. H.M.S. Repulse. Son of Henry and Dora Harrison, Belfast. Plymouth Naval Memorial, Panel 47

JARDINE, Gordon

RN. Gunner. HMS Repulse. Survived sinking. Served 1939 - 1964. Son of Albert and Mary-Jane, Ballydown, Banbridge. Born 06/01/1924. After service he became caretaker of Abercorn Primay School. Member of Banbridge RBL. Died aged 91. Resided at Riley St., Banbridge. He was survived by daughters Janet Toman and Linda Finnigan, nine grandchildren and 10 great-grandchildren, plus brothers Isaac and Jim, and sisters Nora and Vivian. His wife Margaret predeceased him. Buried Ballydown Presbyterian Churchyard. Saturday, 11 April 2015

+KERR, Hugh

RN. AB. D/JX 184760. Date of Death: 10/12/1941. Age 23. HMS Repulse. Son of Gordon and Sarah Kerr, Belfast. Plymouth Naval Memorial, Panel 47, Column 3

McCALL, James A

RN. Telegraphist. Enlisted January 1940. HMS Prince of Wales. Malta. Aboard ship which took Winston Churchill to meet President Roosevelt off Newfoundland. In Repulse - Scapa Flow to Ceylon and Singapore with four destroyers. In HMS Sultan on lead up to evacuation and fall of Singapore on Friday 13/02/1942. Then in HMS Kuala which was sunk by Japanese aircraft. 200 of 300 on board killed including women, children and nurses. Machine gun fire. Eventually became Japanese POW. One of 1,000 taken. Made to work on the notorious Burma 'Death Railway', where thousands of allied soldiers were starved and worked to death by the Japanese. The Thailand-Burma Railway was a 415 kilometres (258 mile) railway between Bangkok, Thailand, and Rangoon, Burma (now Yangon, Myanmar), built by the Japanese Empire during World War II, to support its forces in the Burma campaign. Eventually brought to Saigon. From Mossley.

+McSTRAVICK, Patrick John

RN. Leading Seaman. D/JX 150233. Force Z. Date of Death: 10/12/1941. Age 21. H.M.S. Repulse. Son of Henry and Mary McStravick, Belfast. Plymouth Naval Memorial, Panel 46, Column 1.

+MEGAHEY, Joseph

RN. Able Seaman. D/SSX 25810. Date of Death: 10/12/1941. Age: 21. H.M.S. Repulse. Son of Mrs. M. Megahey, Belfast. Plymouth Naval Memorial, Panel 47, Column 3

NEVIN, Ernest Lawrence

RN.J99864. Born Belfast, 24/04/1903. Was a shirt cutter by trade before enlisting as a Boy Seaman, 24/04/1921. Served in battle cruiser HMS Tiger in 1921; HMS Hood in 1925 and aboard light cruiser HMS Capetown in 1927. Battleship HMS Rodney in 1930; heavy cruiser Dorsetshire 1933; Londonderry 1933; battleship HMS Revenge 1938; joined Repulse 1939 until her sinking. He served at shore establishments until 1944. the last recorded is HMS Defiance. Interwar record ADM 188/846/99864. 1930 to 1944 record ADM/363/396/117.

+ROBINSON, James

RN. Able Seaman. D/SSX 27465. H.M.S. Repulse. Died 10/12 /1941 .
Age:30. Son of John and M. Robinson, Belfast. Plymouth Naval
Memorial, Panel 48

+SMITH, William

RN. Petty Officer, D/JX 151875. Died 29/12/1941. Aged 28. HMS
Repulse. Husband to Mary Smith, Bushmills. Son of Alexander and Sarah
Smith, Bushmills. Kranji War Cemetery, Singapore.

+WILLIAMSON, George Alexander

RN. Leading Stoker. D/KX 94611. Date of Death: 10/12/1941. Age: 22.
HMS Repulse. Son of George and Annie Williamson, Carnmoney.
Plymouth Naval Memorial, Panel 52. Church of the Evangelists,
Carnmoney WM

ACKNOWLEDGMENTS

BBC WW2 Peoples War
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Commonwealth War Graves Commissssion
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Londonderry Sentinel

remembrance ni

The **remembrance ni** programme is overseen by Very Rev Dr Houston McKelvey OBE, QVRM, TD who served as Chaplain to 102 and 105 Regiments Royal Artillery (TA), as Hon. Chaplain to RNR and as Chaplain to the RBL NI area and the Burma Star Association NI. Dr McKelvey is a Past President of Queen's University Services Club. He may be contacted at houston.mckelvey@btinternet.com

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