



remembrance ni



The Australian National War Memorial, Canberra

**The UVF prepare for war**

**Lisburn as a "Belgian Town" in Close Billeting Test**

**Warwick - a class destroyer**

## The UVF prepare for war

On this day in 1914 the following report was carried by “The Witness”, a weekly paper of the Presbyterian Church

**The commander (Mr. William Coote, J.P.) of the South Tyrone Battalion Ulster Volunteer Force presided at a social reunion in connection with the Ballygawley section** in the Smyth Memorial Hall on Thursday night, and outlined a programme of advanced orders, including mobilisation, which would be carried out within the next few weeks by the men.

**On Sunday morning the U.V.F., Cookstown Companies, joined by the Lissan Company, paraded from the Orange Hall to the Third Presbyterian Church in Molesworth Street.**

The procession almost 300 strong, was in charge of Company Commander Mr. John Byers, solicitor; Mr. W. J. Lavery, half-company commander; and the sergeant-major of the company, Mr. W. Taylor. The service was conducted by the Rev. John Entrican, B.A., minister of the congregation.

**The drilling of the 2nd Battalion of the U.V.F., North Londonderry Regiment, goes on nightly with unabated vigour,** and the men in the various companies are becoming thoroughly efficient in their duties. On Friday

evening Colonel Beresford-Ashe inspected A and B Companies (Limavady) in the drillground, and at the close of the inspection complimented the men on their smartness.

**The Antrim unit of the 3rd Battalion of the South Antrim Regiment paraded on Sunday at the parade ground at Antrim Castle.** Despite the inclemency of the weather there was a good muster of the Volunteers, about 160 turning out. The men marched from the castle grounds, via Castle Street, to First Antrim Presbyterian Church, where a special service was held, the preacher being the Rev. Dr. West, minister of the congregation.

**At the annual meeting of Monaghan Unionist Club on 16th inst. the election of officers** for the ensuing year was proceeded with, when Major E. J. Richardson was re-elected president, and Dr. J. Campbell Hall, D.L.; Captain F. M. Irwin, D.L.; Messrs. Hamilton Davidson, Wm. Martin, Wm. Swan, and M. E. Knight were re-elected vice-presidents.

**His Grace the Lord Primate took part in a special service for the local sections of the Ulster Volunteer Force, held in Grange Parish Church.**

His Grace, before pronouncing the benediction, said he wished to impress upon the men the great necessity of constant prayer and waiting upon God in the present crisis, reminding them of the words of St. Paul in the Epistle to the Hebrews -- "Not forsaking the assembling of ourselves together as the manner of some is, but exhorting one

another, and so much the more as ye see the day approaching."

## **Lisburn as a "Belgian Town" in Close Billeting Test**

Report of 20th February 1915 in Belfast Newsletter

An interesting military experiment will, it is understood, be carried out on Tuesday next by the Headquarters Staff of the Ulster Division. The town of Lisburn has been selected as the venue of an extensive billeting test to be made on that day. The general idea is that Lisburn is presumed to be a town within the fighting area in Belgium, but not actually occupied by the enemy. A British force advancing to meet the enemy has to halt there for the night, and the arrangement of accommodation for this force is the subject of the scheme. A town of the dimensions and population of Lisburn should accommodate over 60,000 men and 18,000 horses. These figures would represent three divisions and the town would be roughly divided into three equal portions, one being assigned to each division.

On Tuesday next, however, it is the intention of the military to confine practice to one imaginary division of roughly 20,000 men and 6,000 horses, and the portion of the town selected for their requirements will comprise Railway Street, Wallace Avenue, Castle Street, Seymour Street, Millbrook, and the Low Road, down to and including Hilden Village. The billeting staff, comprising about 100 officers and men,

will arrive at Lisburn at about 9 o'clock on 23rd inst., and assemble at the courthouse adjoining the station. They will be equipped with chalk for marking houses, tracing paper, notebooks, Belgium billeting forms, flags and lamps. &c. The police, under District-Inspector Vere Gregory, have already prepared a return as to the number of men and horses that could be put up at the various houses. The military billeting staff will proceed through the district, mentioned, and will chalk upon each door the number of men supposed to be billeted in that house.

It is important that the public should clearly understand that no actual quartering of troops will take place, as the operations of the billeting staff are merely in the nature of and for the purposes of practice. The military representatives will not enter the homes, and no inconvenience whatever will be caused to the residents. Beyond the chalking of the numbers on the doors nothing will take place, except the subsequent obliteration of those marks, and the inhabitants will not be asked even to do that as the soldiers themselves will rub out the numbers afterwards. The test will be all the more interesting in that it will represent the first practice in "close billeting" in connection with the training of the Ulster Division.

## **Warwick - a class destroyer**

At least three men from Northern Ireland were amongst the 66 crew members who were lost when HMS Warwick was torpedoed this day in 1944.





They were Thomas Nugent from Belfast, Jack Porter from Annalong and George Sleator from Armagh. William and Arabella Porter has already lost a son Wilson who was lost on 10/12/1941, aged 19, in HMS Prince of Wales.

### **Warwick's service**

Warwick was commissioned in March 1918 and was Vice Admiral Sir Roger Keyes Flag Ship for the raid on Zeebrugge 22-3 April. She also took part in the second raid on Ostend on May 10, and was heavily damaged when a mine broke her back and she had to be towed back to Dover by HMS Whirlwind. Warwick was at Scapa Flow in November 1918 when the Grand Fleet received the surrender of the German High Seas Fleet. She was stationed in the Mediterranean in the 20's before being put in Reserve in the 30's.

HMS Warwick was re-commissioned in August 1939 and joined the fleet at Plymouth. When the Aviemore was sunk by U-31 on 16 September 1939 in the first attack on a convoy in World War II HMS Warwick rescued eleven crew members and landed them at Liverpool. In February 1940 she was deployed to the Western Approaches Escort Force for Atlantic convoy defence; protecting convoys, searching for and attacking U-boats which attacked the convoy and rescuing survivors. In November 1940, with the formation of distinct escort groups, she joined 7 EG. In December she was mined and spent the next four months in dock for repairs.

### **Adopted by city of Warwick**

In March 1941 Warwick rejoined Western Approaches Command in the Atlantic. After a successful Warship Week campaign she was adopted by the city of Warwick. From January 1942 after the entry of the USA into the war and the opening of the U-boat offensive off the US east coast (Operation Drumbeat) she was detached for loan service with the United States Navy. From June she was in the West Indies serving with USN and RCN ships of the Caribbean Escort Force on anti-submarine patrol and convoy escort duty.

In December Warwick returned to Britain for conversion to a long range escort at Dundee. One of her boilers was removed to provide extra fuel capacity, sacrificing speed for endurance and range. By July 1943 she was on anti-submarine duties in the Bay of Biscay, supporting Operation

Musketry, the RAF Coastal Command's Bay offensive. In November she took part in Operation Alacrity, the establishment and supply of Allied air bases in the Azores which closed the Mid-Atlantic gap.

## Warwick's last encounter

In January 1944 Warwick returned to Britain and led an escort group operating in the South-West Approaches. On 20 February 1944, while Warwick was patrolling off Trevose Head, near Padstow on the north coast of Cornwall, under the command of Cdr. Denys Rayner, she was hit in the stern by an acoustic torpedo, a GNAT, fired by U-413 which zeroed in on the noise of her propeller screws. She sank in minutes, with the loss of 66 of her crew.



The ensign flown by Rear Admiral Sir Roger Keyes from HMS Warwick, his flag ship for the raid on Zeebrugge in April 1918, was gifted by him to the town of Warwick and hangs in St Mary's Church as a memorial to the men who died when HMS Warwick was torpedoed.



## **The development of destroyer class names**

In the pre 1914 world destroyer names had been allocated somewhat haphazardly but in 1913 Churchill (at that time First Lord of the Admiralty) appointed a committee which proposed that all destroyers of the same type (or class) should have names beginning with the same initial letter. To institute this system would have meant that virtually all the destroyers then in service would have to be renamed and all documentation, fleet orders, signal books etc. would need to be scrapped and reprinted, an expensive operation bound to lead to errors and confusion. To avoid this it was decided to begin with the L class which was then under construction and as yet un-named, and then continue through the alphabet. This sensible approach was not strictly adhered to and rapidly fell apart as the M class included not only Mastiff, Manly, etc. but also names beginning with N, O, P, S, and T while some of the R class were named Skate, Telemachus, Ursula and Ulster.

This peculiar approach disappeared with the introduction of the V class which set a new standard of design in that it took tried and tested components such as geared turbines, oil fired boilers, superimposed 4" guns and twin torpedo tubes and mounted them on a larger strong and seaworthy hull. The V class carried two sets of double torpedo tubes while the later W class were upgraded to carry two sets of the newly developed triple tubes though, perhaps as old habits die hard Voyager was built with the triple tubes and so should have been a W. The design proved to be a sturdy, reliable workhorse with sufficient stability to carry a heavier gun armament which led to the Modified W's in which the 4" guns were replaced with 4.7" to produce what were the

fastest and most heavily armed destroyers in the world at that time.

## **The Destroyer Flotilla**

As the design of destroyers developed so did ideas for their tactical use. It was envisaged that they would be deployed in Flotillas of 16 alongside the Battle Fleet and released to create mayhem upon the enemy in concerted torpedo attacks, it would have been quite a sight to see that number of destroyers dashing off at 30+ knots to make their attack. It was soon realised that this number of ships was difficult to control, especially given the state of communications at that time and the flotilla size was reduced to 8 and the flotilla was put under the command of a senior officer who travelled aboard one of their number along with his staff which required a larger ship to accommodate them, hence the leader.

# **On this Day – February 20**

**1938**

Hitler demands self-determination for Germans in Austria and Czechoslovakia.



An Ottoman supply train where it was ambushed by Lawrence of Arabia over a century ago on the Hejaz railway

## 1940

General von Falkenhorst is appointed to command the German invasion of Norway.

## 1941

The Australian Prime Minister, R.G. Menzies arrives in Britain for talks with Churchill.

The United States sends war planes to the Pacific.

## 1942

Lt. Edward "Butch" O'Hare of USS Lexington shoots down five Japanese planes in six minutes in his F4F Wildcat over Rabaul, becoming the first US Navy ace of war, receives Medal of Honor.

First US Eighth Air Force officers arrive in England. Japanese forces land on the Portuguese Island of Timor. Japanese troops having suffered heavy casualties over the past few weeks from battle and disease, begin to slacken their pressure in Bataan. President Quezon of the Philippines leaves for Australia in a US submarine.

## 1943

Fierce fighting in continues in central Tunisia after the German breakout through the Kasserine Pass, but further offensive operations by the Afrika Korps are halted in order for them to withdraw to the Mareth line.

A transport of 1,000 Jews deported from Berlin arrived at Auschwitz. SS doctors during the selection send 140 men & 85 women to the camp. 775 people were murdered in gas chambers.

## 1944

"Big Week" rolls out - the USAAF and RAF conducted an all-out campaign against Germany's aviation industry and the Luftwaffe. Heavy bombers hammered aircraft, engine, and ball-bearing plants by day, and RAF bombers attacked by night, from 20 to 25 February.



Leipzig and Braunschweig. The RAF pound Stuttgart with 2,000-tons of bombs.

Leipzig and Braunschweig. The RAF pound Stuttgart with 2,000-tons of bombs.

A ferry boat, carrying the remaining 'Heavy Water' production from Telemark in Norway, back to Germany for safety is sabotaged and sunk on Lake Tinnsjø.

The Admiralty announces an 11-day battle with U-boats in Straits of Gibraltar, during which three ships are sunk and several damaged.

U.S. carrier-based and land-based planes destroy the Japanese base at Rabaul.

## 1945

US Marines take Airfield 1 on Iwo Jima.

The RAF launch the first of 36 consecutive night raids on Berlin.

"Big Week", the USAAF and RAF conducted an all-out campaign against Germany's aviation industry and the Luftwaffe. Heavy bombers hammered aircraft, engine, and ball-bearing plants by day, and RAF bombers attacked by night, from 20 to 25 February.

Leipzig and Braunschweig. The RAF pound Stuttgart with 2,000-tons of bombs.

Corvette HMS Vervain was torpedoed and sunk by German submarine U-1276 SE of Dungarvan, Ireland. Of her 94 crew, 30 were rescued

Red Army attacks against the lines of Army Group Courland fail in the face of stubborn German resistance.



# Roll of Honour – February 20

*Representing their comrades who died on this day*

**1915**

**+DAVID, William**

Welsh Regiment. 1st Bn. Private. 10564. Died 20/02/1915. Aged 20. Son of Mary Ann David, of 13, Bond St., Waterside, Londonderry. Ypres (Menin Gate) Memorial, West-Vlaanderen, Belgium

**+REID, J**

Irish Guards, 1st Btn. Private. 436. Died 20/02/1915. Age 39. Son of William Nelson Reid and Annie Reid, of Glenavy, Co. Antrim; husband to Sarah Reid, of 121, Argyle St., Belfast. Cambridge City Cemetery

## 1916

### **+FITZSIMONS, Robert**

Royal Irish Fusiliers 9th Btn. Private. 14177. Died 20/02/1916. Age 18. Son of Mrs. J. Fitzsimons, of 1, Robert St., Lurgan. St Sever Cemetery, Rouen, France

### **+GRAHAM, James Alexander**

Royal Irish Rifles, 15th Btn. Rifleman. 12840. Died 20/02/1916. Aged 25. Son of Martha Graham, of 14, Groomsport St., Belfast, and the late Hugh Graham. Sucrerie Military Cemetery, Colincamps, Somme, France

### **+HUGHES, Owen**

Royal Irish Fusiliers, 8th Btn. Private. 21261. Died 20/02/1916. Age 30. Born at Cullyhanna, Co. Armagh. Son of Patrick and Mary Hughes; husband to Rose Hughes, of Nicholas St., Dundalk, Co. Louth. Native of Co. Armagh. Ste Marie Cemetery, Le Havre, France

## 1917

### **+QUINN, Alexander**

Seaforth Highlanders. 3rd Reserve Btn. B Coy. Private. S/ 8426. Died 20 /02/1917. Age 51. Son of Mr. and Mrs. Quinn, of Belfast; husband to Mary Quinn, of 52, McDonnell St., Belfast. Milltown Roman Catholic Cemetery, Belfast

### **+WILSON, William Oliver**

RAMC. Captain. Attached Natal Carabiniers. Died 20/02/1917. B.A., 1907; M.B., B.Ch., B.A.O., 1912. Born

1886, Co Fermanagh. Brother of John Hugh Wilson who served and died shortly after the war. Sons of Mr and Mrs John Wilson, Northern Bank House, Ballymena. First Ballymena PCI RH, Family headstone, Dunluce Presbyterian Churchyard, Bushmills.



One of the powerful reminders on the Western Front today of the scale of loss the French Army suffered in defence of its homeland from 1914 - 1918

**1941**

**+McADAM, John**

RAFVR. Sergeant (Pilot). 748076. Died 20/02/1941, 41 Sqn. He took part in the Battle for Britain. Born in Gillingham, Kent on 21/03/1919 to Northern Irish parents, his father being in the Army there. He grew up in Whitehead,



and was educated at Whitehead Public Elementary School and RBAI. In April 1939 he joined the RAFVR and learned to fly at No 24 E&RFTS.

On being called up in September 1939, he continued his flying training in England and on 22/06/1940 he joined No 41 Squadron at RAF Catterick as a Sergeant (Pilot), having been introduced to the Spitfire only a couple of days earlier. Flying from RAF Hornchurch on 7 September, in engagements with Luftwaffe bombers and their escorting fighters during the course of an air raid on London, John claimed to have shot down three enemy aircraft including a Dornier DO17. However, damage to his Spitfire (P9430) led to a crash-landing at Leonard Drive, Drakes Farm, Rayleigh, Essex from which he emerged with a few scrapes and bruises. On 23 September, he was shot down during a patrol over Dover in Spitfire N3118. He baled out and was rescued from the sea ending up in Dover Hospital. On 12 October, when taking off on patrol, the engine of his Spitfire went on fire but once again he survived a crash-landing without serious injury at at Globe Road, Hornchurch, Essex, not far from the aerodrome. On 25 October, he again claimed to have shot down a Messerschmitt ME 109 and on the basis of letters to his parents it would appear that he claimed a fifth on an unspecified date.

He died while on patrol with other Spitfires over the Dungeness area. His Spitfire P7302 came down near Dover, Kent after an attack from Major Werner Molders of JG51 in a Messerschmitt 109. After the Spitfires were attacked John's Flight Commander subsequently reported seeing him hanging underneath his parachute, apparently unconscious. When his body was recovered from the sea it was

discovered he had been hit by cannon shells and fatally wounded. His body was brought home to Ballyharry Cemetery, Islandmagee. He is named on 502 (Ulster) Squadron WM, St Anne's Cathedral, Belfast.

On Saturday 02/09/2017, the Royal Air Force staged a flypast over Islandmagee New Cemetery, Islandmagee, to remember Flight Sergeant John McAdam and Squadron Leader Noel Henry Corry.

**1944**

**+BARROWMAN, Henry**

Gordon Highlanders. Private. 7013657. Died of injuries in England 20/02/1944. Age 23. Enlisted in the Royal Ulster Rifles before transferring to the Gordon Highlanders. He saw action at El Alamein, Egypt where he sustained injuries from which he later died. Son of the late Henry Barrowman and the late Margaret Barrowman (née Jack) of Belfast, and the husband to Anna E Barrowman (née Trainor) of Belfast. A funeral service took place on 27/03/1944 from 30 Medway Street, Belfast. Reverend JA Donnelly conducted services at the house and graveside. Belfast City Cemetery, Glenalina Extension

**+GREGG, Henry**

RAFVR. Flight Sergeant. 1436515. Died 20/02/1944. Aged 22. 166 Sqd. Son of James and Mary Gregg of Belfast. Runnymede Memorial, Panel 218.

**+NELSON, Thomas**

RAFVR. Sergeant (Air Gunner). 623923. Died 20/02/1944. Aged 23. 158 Sqdn. He was a member of a seven man crew on board a Halifax bomber which took off from RAF Lissett on a night raid of Leipzig. Shot down near Beedenbostel,

NNE of Lachendorf, Germany. Son of Thomas J. and Sarah Nelson, Larne; husband to Mary Nelson. Hanover War Cemetery, Neidersachsen, Germany. Cookstown WM

**1944**

## **HMS WARWICK**

HMS Warwick (D25) was a W-class destroyer built in 1917. She saw service in both World Wars. During World War II Warwick served as a convoy escort, being too out-dated for modern destroyer work. In November 1943 she took part in Operation Alacrity, the establishment and supply of Allied air bases in the Azores which served to close the Mid-Atlantic gap. In January 1944, having returned to Britain, Warwick was assigned to lead an escort group operating in the South-West Approaches, guarding against attacks by German S-boats and submarines. It was while engaged in this she was struck by an acoustic torpedo and sunk on 20/02/1944 by the submarine U-413. (See article above).

### **+NUGENT, Thomas Joseph**

RN. AB. D/JX 419669. Died 20/02/1944. HMS Warwick. One years' service. Husband to Mrs B Nugent, Edward St., Londonderry. (Belfast Weekly Telegraph 17/03/1944). Plymouth Naval Memorial, Panel 87

### **+PORTER, William John**

RN. Petty Officer Telegraphist. D/JX 146518. Died 20/02/1944. Age 24. HMS Warwick. Brother of Wilson who died 10/12/1941, age 19 in HMS Prince of Wales. Son of William and Arabella Porter, Annalong. (Belfast Weekly Telegraph 31/03/1944). Plymouth Naval Memorial, Panel 88. Newcastle WM

### **+SLEATOR, George**

RN. Able Seaman. D/JX 420406. Died 20/02/1944. Age: 19.

HMS Warwick. He was at home a fortnight before his loss. (Ulster Gazette 15/09/1944). Son of William J. and Mabel Sleator, Barrack Hill, Armagh. Plymouth Naval Memorial, Panel 87

## **VETERANS**

### **DODDS, George**

George was born on 14 July 1889 at Carnbane, Newry, County Armagh, the first of two children of John Dodds, a lock-keeper and plate-layer on the Great Northern railway, and his wife Mary (nee McKnight). By 1911 he was living with his mother and sister at Lisdrumgullion, Newry, and working as a quarry labourer.

George Dodds enlisted in the North Irish Horse between 25/08/1913 and 17 /10/1913 (No.865 – later Corps of Hussars 71137). He embarked for France with A Squadron on 17/08/1914, seeing action on the retreat from Mons and advance to the Aisne.

He remained with A Squadron throughout the war. On 20/02/1919 he was transferred to Class Z, Army Reserve.

### **DUNN, John Hubert**

John Dunn, OBE, TD, MiD, entered the navy in late 1917 as an RNVR. Surgeon Probationer. He was promoted to Surgeon Sub. Lieutenant RNVR., with seniority from 16/10/18. He served in the destroyer HMS Triton, stationed at Scapa Floe, through part of 1918. (Surgeon probationers were medical students who had not yet graduated).



Resuming his studies after the war, he graduated from QUB - BCh, DPH, BAO, QUB in 1920, and MD in 1924. After graduation and holding the offices of house physician at the Belfast Infirmary and Greenwich Hospital, he became RMO to the National Heart Hospital. Between the wars he became a well-known physician in London. He was registered as a Member, Royal College of Physicians, London (MRCP) in 1925.

In the second war he served with the RAMC holding the rank of Lieutenant Colonel and for a time was Medical Adviser to the Malta Command. He was Mentioned in Despatches, awarded the TD in 1940 and made OBE in 1945.

Born 20/11/1897. Son of William and Jeanne Dunn. Husband to Margaret Craig nee Eaton, daughter of Colonel Robert Young Eaton and Margaret Craig Eaton, Toronto. She gained the rank of Colonel Director-General in the service of the Canadian Women's Army Corps. She was invested as an Officer, Order of the British Empire (OBE) in 1945. Educated at RBAI and QUB. Died 20/02/1978, Bramley, Guildford. Holywood High Street - PCI RH

### **MACAFEE, John Leeper Anketell**

RM. Lt. Colonel. ADC to HM The Queen. OBE (London Gazette 13/06/1964). CBE HM Birthday 1964. 2nd Lieut. 1935. Lieut., 1937. United Services XV, 1935-36. Royal Marines XV. (Capt.), 1936-37. R.M. Athletic Team, 1936. 1939-45 War - 1943 - 45 2i/c 3<sup>rd</sup> Btn and then 44 RM Commando RM. Lt. Col. RM Staff at Staff College, Camberley. Born Ballymoney 24/07/1915. Campbell College 2203. Brother of 2447. Son of TB Macafee and Muriel Kathleen (nee Allen), Moinaven, Hawthornden Road,

Belfast. Husband to Mary Ruth Nowell (nee Lewis). Died 20/02/1974, Bredhurst, Gillingham, Maidstone district, Kent

**TURNER, William**

RAMC. Lt Colonel. CMG. MC. Campbell College. QUB/Edinburgh Univ LRCS 1915. CMG 01/02/1915, MC 18/10/1917. Born 1886. Son of A Turner, Belfast. Died 12/02/1886, Altringham, Cheshire

**WILLIAMSON, James Dunlop**

War Surgeon, Belfast. Coleraine AI. QUB MD 1886. High Sheriff of Belfast 1935. Deputy Lord Mayor 1941. Born 1860. Son of Hugh Williamson, Cleggan Cottage, Aghadowey. Husband to Mary. Died 29/02/1944. Belfast City Cemetery

**WISHART, Thomas**



Tommy Wishart, Stoker; RN/RAN 8277, was born on 29 October 1882 at Partick, on the River Clyde near Glasgow

in Scotland. His father worked as a boilermaker in the famous shipyards nearby, so it was hardly surprising when young Tommy joined the RN in January 1903, aged 20. He actually gave his age as only 18 because, as he was only five feet two and a half inches tall, he wished to give the impression that he still had time to grow. But Wishart was physically very strong, and a good worker. By 1906 he was a stoker, class I.

He transferred to submarines, where his size was an asset. He served first in A class submarines, and in 1913 volunteered to join the RAN and new *AE2* submarine on loan from the RN for a period of three years.

In the Dardanelles he became a prisoner of war. Wishart was taken first to Afion Kara Hissar, where he found work as an orderly for air force officers. At the end of 1915, he was transferred with most of the *AE2* crew to the 1st Division camp at Belemelik, where he was injured by a falling log. The accident placed Wishart at great risk, as the Turks were notorious for their callous treatment of any prisoner who could not work. According to Corporal George Kerr's diary, on at least two occasions the fiery Wishart became incensed with his Turkish guards and punched them. On the second occasion he knocked the guard down. He was punished severely, beaten and placed in vermin-infested solitary confinement on starvation rations.

Following the second incident, and too weak to work, Wishart was shipped with a large number of other prisoners back to Afion Kara Hissar. With him were at least four of his *AE2* shipmates who had suffered similar difficulties: Nichols, Wilson, Churcher and Harding. It was a move that almost

certainly saved Wishart's life, for from Afion Kara Hissar he was selected for transfer to the more humane San Stefano camp.

Wishart returned to London by the end of 1918, travelling via Alexandria in Egypt, and rejoined his wife Annie in Belfast. He returned to the RN in 1921, serving at sea again until 1926, and working in merchant ships until 1935. He then obtained a post with the Belfast Corporation dealing with local shipping, and stayed there until the outbreak of World War II, during which he served at HMS *Caroline* in Belfast. In October 1939 Wishart met his respected *AE2* Captain Stoker once again. Stoker was serving as chief of staff to Admiral King, the Fleet Flag Officer in Belfast. The two old submariners worked together again for the first time since the Dardanelles.

Wishart's son, Harry Wishart, recalls his father as a small strong stubborn man with a strong work ethic. He was a committed Christian, but also a severe disciplinarian with his five children. Tommy Wishart died in Belfast on 20/02/1952, aged 69.

# Every day is a Remembrance Day

***We will remember them***



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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

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