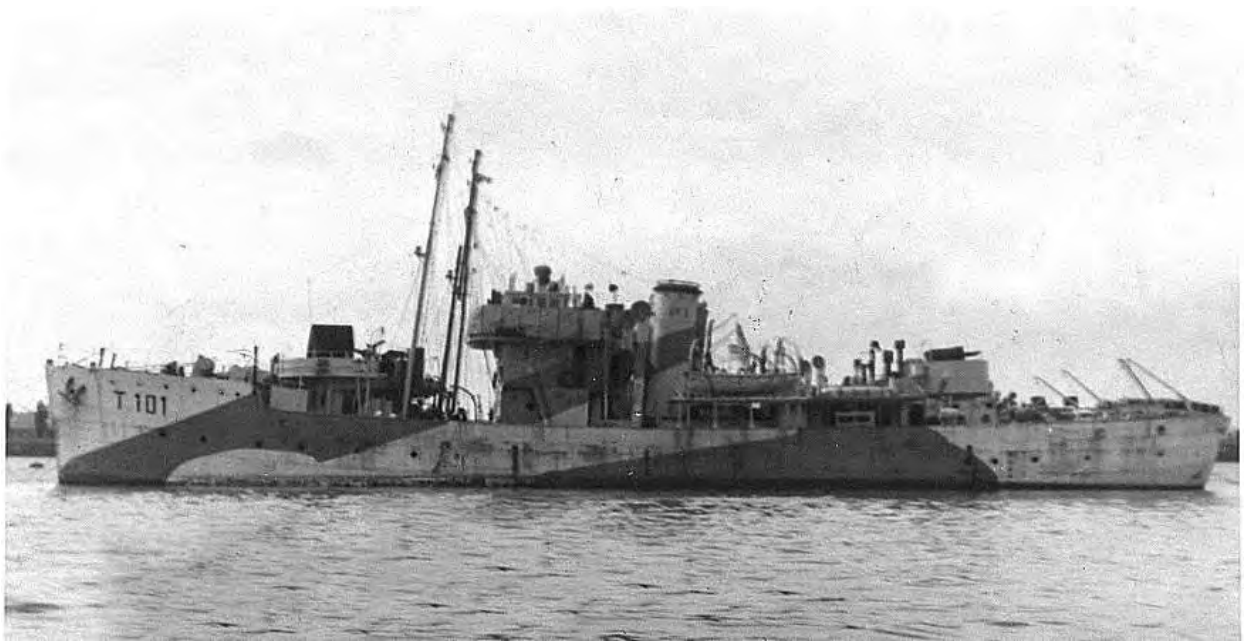

Guildford BSAC HMT Pine Project



PROJECT REPORT

APRIL 2012 – MAY 2013

***By: Members of the Guildford Branch of the British
Sub Aqua Club***

Author: Anne-Marie Mason, Diving Officer, Guildford BSAC



Guildford BSAC

Forward

In 2007, Guildford BSAC (GBSAC) adopted the HMT Pine as part of the Nautical Archaeological Society (NAS) Adopt-a-Wreck scheme, which was launched in 2000. In recent years, GBSAC has suffered from diver apathy and in order to invigorate diving energy into the club, and get people diving with a purpose, it was suggested making the Pine part of the club's diving agenda, and thus "HMT Pine – Project 2012" was born.

The Project offered huge potential to reinvigorate the club through diving, training and research. Its aims were to promote team work, personal and club development, and to raise awareness of the captivating story of the Pine and its people and to involve as many club members and their families as possible.

The Pine's journey starts in 1940 and through our research we discovered that the people of Gillingham (Dorset) raised £62,000 to pay for a ship for the War Effort. The ship was HMS Pine (more properly called HMT Pine, standing for His Majesty's Trawler). There is a plaque on the wall of the Town Council Office presented by the Lords Commissioners of the Admiralty to the people of Gillingham to mark this achievement.

H.M.T. Pine, one of a batch of 20 classified as an Admiralty Tree Class Trawler, was built by Hall Russell in Aberdeen and was launched on 25th March 1940. Armed Trawlers played an important part in the war effort, and HMT Pine was no exception, serving four years, until her final destruction in 1944.

HMT Pine was sunk during WWII when, as part of Convoy W-243 she was torpedoed by a pack of German fast attack E-boats. She was hit on the bow, which was blown clean off with the loss of 10 lives. The remainder of the Pine was towed towards shore, finally coming to rest at 1345 on 31st January 1944, 6 miles or so off Selsey Bill. As far as we know the bow section has never been found, although we do know the resting places of two of the vessels in the same convoy that were torpedoed at the same time as the Pine somewhere near Eastbourne (The Emerald and the Caleb Sprague).

Today what remains of the Pine is very broken up; surveying the wreck proved to be quite difficult. We believe the wreckage was trawled at least twice during the course of the project, making accurate drawings and identification very difficult. There are areas of wreckage separated by expanses of sand and it is very easy to get lost on the sand and loose site of the main wreckage.

In terms of engagement, a total of 29 divers completed 59 successful dives on the Pine over the course of the project, from trainee ocean divers to experienced advanced divers,

including rebreather divers. Members have benefited from “in-house” training in basic aspects of underwater survey and those that have engaged have learned a lot from not only diving with a purpose, but about the history of HMT Pine and armed trawlers in general.

The following report details our journey over the summer of 2012 and Spring of 2013, our extensive research, the diving and shares our frustration in the great English weather, which proved to be our biggest challenge.

ACKNOWLEDGMENTS

Guildford British Sub Aqua Club gratefully acknowledges the funding received from the British Sub Aqua Jubilee Trust that made this project possible.

GBSAC would also like to thank Alison Mayor, from Selsea SAC, for her advice and support during the early stages of the project and for advice on how to submit a grant application to the Jubilee Trust. We thank members of Selsea for making us welcome during a visit to look through their previous projects and gain valuable advice from a club that has lead the way in project surveying over the past few years.

GBSAC would also like to mention the Museum staff at Lowestoft for their hospitality during a visit to the Royal Naval Patrol Service and Lowestoft War Museum in April 2012. GBSAC would also like to acknowledge Pete Crocker, Gillingham (Dorset) County Council for sharing research material with us.

GBSAC would like to make special mention and thanks to the Nautical Archaeological Society (NAS) for loaning us their Side Scan Sonar. Unfortunately we were not able to gain any usable footage from the exercise, but gained valuable experience on how to set up and use a side scan sonar – and how not to lose it.

Copyright Statement

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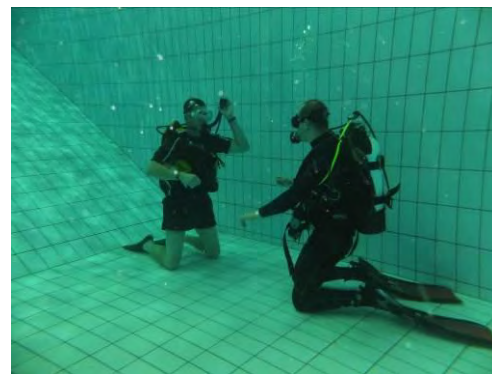
Guildford BSAC HMT Pine Project

1.0 Introduction

1.1 *Guildford British Sub-Aqua Club (GBSAC)*

Since 1957 the Guildford branch of the British Sub-Aqua Club has attracted divers from around Surrey and the surrounding areas. Officially numbered '53' Guildford BSAC was an early club formation on what is now a list of over 1,000 clubs both in the UK and overseas. Numbering over 130 members, and with a broad crop of divers at every level, Guildford BSAC enjoys a buoyant programme of weekend diving, club trips, training and regular try-dives for interested enquirers.

Members meet on Tuesday evenings throughout the year, typically with classroom training in the early evening and pool training in the later evening. Through our agreement with Guildford Spectrum leisure centre we can offer all trainees and members one and half hours of pool-time in a 25 meter pool, and diving pit with a depth to four meters.



Training at Spectrum

Our open-water training is run at a variety of inland quarries, including Wraysbury, Vobster and Chepstow, or whenever possible in suitable coastal areas.



Training at Wraysbury

1.2 GBSAC Facilities

Guildford BSAC is based at the Waterside Centre in Guildford, a facility we share with Wey Kayak Club and the Multiple Sclerosis Therapy Group. Club members have access to a well-appointed boat shed, comfortable lounge with bar, gymnasium and classrooms for theory training. Our compressor room gives us access to air-fills for cylinders and a bank of oxygen for nitrox blending.



The Guildford Waterside Centre



The Bar



Our Compressor & Nitrox Facility



1.3 GBSAC Boats

Our boatshed houses our two Club RIBs, Both of which are Humber, and well powered with Mercury 150cc outboard engines. Fitted with VHF radios, GPS and sonar, each boat can comfortably accommodate up to four pairs of divers with a dedicated cox. Thanks to a dedicated team of specialists both boats are kept in a high degree of service and safety in support of our busy diving programme.

McKie & Mule in our Boatshed



McKie & Mule at Woolf Rock Lighthouse, Cornwall

McKie is a Humber Ocean Pro, 5.7m in length with a 2.34m beam. The Humber is renowned for outstanding sea keeping capabilities, and has proven itself flexible for all types of applications, appealing to dive operations because of its wide beam, increasing loading capacity. The Humber boasts about its superior looks and its unique multi chine deep V hull design combined with a high sheer bow creates unrivalled performance in rough water conditions.



Specification Table:

Length (M)		Beam (M)		Boat Weight (*approx.)	Max Load	Max Persons	Max Outboard Motors(s)		Fuel/ Baggage	R.C.D. Rating
External	Internal	External	Internal	kg	kg	kg/ Persons	Single/Twin HP Single/Twin Kw	Weight/ kg	kg	
5.7	4.5	2.34	1.35	460kg	1478kg	1125/15	150hp /60 hp 111.8Kw/44.7 Kw	205kg	148kg	'C'



Mule is a Humber Destroyer, 6.5m RIB. This model has endured extensive sea trials in the harshest of conditions to achieve without doubt a perfect performing RIB that is in a class of its own. The combination of high strength, low weight, advanced deep 'V' hull design, together with its sheer high bow and unique tapered keel planning surface produces excellent results whatever the sea state.

The most amazing characteristics of the Destroyers are their ability to 'grip' the water enabling sharp responsive high speed turns. Any short attempt to become airborne end with a soft landing as the perfectly formed deep 'V' irons out the shock of re-entry. With a narrower beam than the Ocean Pro, kitting up is more of a challenge, than the comfort of McKie with her wide beam.

Specification Table:

Length (M)		Beam (M)		Boat Weight (*approx.)	Max Load	Max Persons	Maximum Outboard		Fuel/Baggage	R.C.D. Rating
External	Internal	External	Internal	kg		kg/ Persons	Single/Twin HP Single/Twin Kw	Weight/ kg	kg	
6.5	5.54	2.28	1.22	460kg	1381kg	1275/17	175 hp/70 hp 130.4 Kw/52.1 Kw	325kg	106kg	'B'

“Our thanks go to the Club’s Equipment Team and Pacer Marine, Aldershot, Hampshire, who together work tirelessly to keep our boats on the water”.

2.0 The Project

2.1 Project Background

The HMT Pine Project was conceived in January 2012 as a possible diving club project for the 2012 diving season. Guildford BSAC officially adopted the Pine through the Nautical Archaeological Society in 2007; the wreck had been dived on several occasions although without a systematic plan or on-going aims. What was the history of HMT Pine? What could the wreck tell us about her life and her death? What might we do to remember the sailors of HMT Pine and to commemorate the ultimate sacrifice that some of them made?

Taking inspiration from the achievements of other BSAC branches such as Southsea and Scarborough, a team was formed to begin discussing objectives and ideas that would be achievable, yet challenging for the club. At the Annual General Meeting a project proposal was put before the membership and it was given keen endorsement. The exciting possibilities of wreck research and survey training, marine life studies and photography were presented to the members as a set of objectives that divers of every level could get involved with.

In recent years a few club members had been involved to varying degrees with the Nautical Archaeology Society and Seasearch. Both of these organisations have a close synergy with what the club was looking to achieve on HMT Pine. These links seemed like an excellent opportunity to pursue not only our mutual aims, but also to bring skills and training into Guildford BSAC that could make a wider contribution to the marine community and marine ecology.

2.2 HMT Pine (in brief)

HMT Pine was sunk during WWII when, as part of Convoy W-243 she was torpedoed by a pack of German fast attack E-boats. She was hit on the bow, which was blown clean off with the loss of 10 lives. The remainder of the Pine was towed towards shore, finally coming to rest at 1345 on 31st January 1944, 6 miles or so off Selsey Bill. As far as we know the bow section has never been found, although we do know the resting places of two of the vessels in the same convoy that were torpedoed at the same time at the Pine somewhere near Eastbourne (The Emerald and the Caleb Sprague).

Convoy W-243 consisted of 10 merchant vessels and 7 escorts. The Convoy left Southend on 30th January destined for St Helens Road just north of the Isle of Wight off Bembridge. Three of the Tee Class armed trawlers; the Walnut, the Pine and the Blackthorn were on mine sweeping duties clearing the path for the merchant vessels behind. At 0145 a radar operator on the Sussex shore spotted 10 new plots on his screen headed straight for the convoy which was making slow progress at 7 knots – a pack of German fast attack E-boats had spotted the Convoy and quickly closed in, firing torpedoes at the merchant vessels. During the attack HMT Pine was torpedoed by S142, commanded by Obertlutenant zur See Hinrich Ahrens, hitting the Pine on the bow, killing 10 men. The remains of the Pine were

towed first towards Newhaven and then Portsmouth. However, 6 miles or so from Selsey Bill at 1345 on 31st January 1944 she suddenly sank. Today she still rests 6 miles from Selsey Bill at 50°43'.057N 000°37'.183W. However the bow section has never been found, presumably blown to pieces in the attack, but the remains would be located near the Emerald and the Caleb Sprague at 50°38'.50N 00°25'.29W, which sank in the same attack some 40 miles away from the final resting site of the Pine today.

2.3 Project Objectives

The project objectives can be listed in three categories, those of the project itself, those of the GBSAC for the benefit of its membership and those in association with other organisations, promoting a greater understanding of the wrecks that grace our shores, and the roles they played in our history and the lives lost at sea. We plan to disseminate our findings to the general public and diving community through an “outreach” programme.

2.3.1 Project Aims

- Measure the extent of the wreck, including position, orientation and overall size of the wreckage site;
- Locate specific features that might help us to recognise the wreck;
- Record the marine life on the wreck;
- Make a photographic record of the remains and it's marine life;
- Find, record and photograph any artefacts;
- Make a drawing of the wreck site and produce a site map/plan;
- Add new information to the history already known;
- Produce an article for well-known diver magazines;
- Make a presentation of the year's findings to our members at the EGM;
- Organise an act of Remembrance on Sunday 11th November 2012.

2.3.2 Branch Aims

- To provide an opportunity to work together as a branch at all levels and “dive with a purpose” with a rewarding outcome;
- To practice and improve diving skills and survey techniques at an individual and team level;
- To build on the success of the project and foster an attitude of conscientious and respectful wreck diving;
- Use the wreck as the basis for Introduction and Wreck Appreciation Training (through our Training Officer);
- As experience for OD and SD trainees (the Pine is in c15-18 metres of water);

2.3.3 Outreach

- To make available a public record of our work through dissemination of the report to various public bodies and interested organisations;
- To publicise the results of our work as widely as possible;
- To publicise the story of the loss of the HMS Pine the other vessels of Convoy W-243 also lost in the same attack;

- To raise awareness of recreational diving along the South Coast and the profile of BSAC, GBSAC, NAS and Sea Search.

The depth of the wreck (c18m) lends itself to all levels of diver, and we plan to encourage newly qualified Ocean Divers to become involved, encouraging depth progression, as well as introduction to diving UK wrecks. Research and outreach activities will also enable partners and social members to become involved. This project offers a great opportunity to get all members working together and diving with a purpose.

Our intention was to provide a wide range of opportunities for club members, divers and non-divers to be involved with the project. These included developing and extending diving and diving related skills e.g. dive management, qualification progression, boat handling, skills development courses (SDCs) such as Wreck Appreciation, O2 Administration, First Aid – this list is not exclusive. Associated areas of development in archaeology and marine ecology based upon Nautical Archaeological Society and Marine Conservation Society supported Seasearch training qualification will also be pursued. Land based opportunities in research, meeting and planning project work, collating records and information drawing up results, finding and recording memories of people associated with the Pine and its story, relatives, Naval and WW2 historians and possibly much more.

3.0 Methodology

3.1 Diving Methodology

All divers were required to be full GBSAC members, medically fit to dive, and to abide by the diving risk assessment which was prepared in accordance with BSAC guidance at the time of the grant submission, and updated during the course of the Project. Before diving commenced, a project plan was developed including proposed diving dates, and specific objectives for each dive. Each dive was meticulously planned and a full dive plan produced. An example of a detailed dive plan can be found at *Appendix One*.

3.1.1 Diving Conduct – War Grave Considerations

The Military of Defence (MOD) considers wrecked military vessels with the loss of life to be military maritime graves and in general believes that they should remain undistributed, and be protected as far as is practicable. The Protection of Military Remains Act 1986 allows for two levels of designation for maritime military remains. Designation as a Controlled Site is much restructured and virtually prohibits any activity in the vicinity of the wreck unless a licence is obtained from the Secretary of State. The second, and more common type of designation, is that of a Protected Place which is not as restrictive and does allow diving but on a “look don’t touch basis”.

We found evidence of previous correspondence with the MOD on HMT Pine and a proposal to remove an artefact. It was made clear to the individual concerned that the MOD would not give consent to remove the artefact from the wreck. Although the HMT Pine is not designated under the Protection of Military Remains Act 1986, the Department views the wreck as a military maritime grave and as such believes that it should be accorded the dignity and respect it deserves.

For maritime war graves, the Department requests that any diving activities on these sites should follow these guidelines:

- No attempt should be made to gain access to the inside of the wreck or touch or disturb on in any way interfere with the wreck;
- There should be no attempt to remove artefacts of any kind from the wreck or wreck site;
- Whilst there is no objection to still photography or filming of the wreck, this should be limited to photographing/filming the exterior of the wreck;
- Every effort must be made to avoid photographing or filming any human remains;
- Any photographs/films inadvertently taken of human remains should under no circumstances be published or broadcast;

“All Guildford BSAC diving activities on the HMT Pine will be in accordance with the above guidelines”

3.2 Survey Methodology

Survey methods used included swim-over surveys to get a general impression of the wreck, measured surveys using tapes and boards, and site recording using photography and sketches. Before each dive a survey strategy was briefed detailing the objectives for each diving pair. Information and sketches from previous dives were used to explain the layout and orientation of the wreck and discuss objectives.

Following each dive, dive log sheets were completed (*Appendix Two*). NAS Survey Sheets were also used, including NAS archaeological record sheets, Seasearch sheets and photographic record sheets.

3.3 Training Methodology

At the start of the project, GBSAC only had a handful of members who had undertaken Nautical Archaeology Society (NAS) Part One, and only one further member, John Gibson who had continued to develop survey and Seasearch techniques, having obtained Part 3 and Assistant Tutor.

3.3.1 NAS Training

On the 10th May 2012 he ran a taster training session covering underwater 2D survey and introduced the Seasearch Observer’s Survey form. Seven club members attended this event. Following this, and under John’s direction, divers carrying out survey work on the Pine were happy to use slates and permatrace to record what they saw. Most of the work done was by measured sketch with annotated photographs identifying structures and features in dives that were generally low visibility. At the end of each day’s diving, a debriefing session and log completion session was carried out, recording vital information and making sure that the record of the day’s diving could be used to contribute to the outcomes of the project. The collaborative process was really useful in helping people to understand what they had been recording and resulted in increased understanding of what had been observed and recorded for all of the project team.

It was planned to run a further taster session to club members in January 2013. The following advert was duly placed on our website and emailed out to club members:

HMT Pine Project

Taster Survey Technique Session- to improve archaeological techniques in surveying, recording, research & reporting

*Calling all aspiring surveyors – interested in learning the basics of underwater recording? We will be running **TWO** evening sessions to introduce you to the dark arts of underwater survey and recording – something to enlighten those long winter nights and perhaps impress any friends you may still have ...*

- *The first evening – Tuesday 22nd January - will cover the very basics of nautical archaeology 2-D underwater survey & recording and initiate you into the use of the Seasearch Observer recording form. You won't get a certificate but neither will you get charged ££££'s for the privilege - it's FREE!*

Start 8.15 pm in the main hall – bring a pencil and a tape measure if you have one. If you have a scale ruler bring that as well! Finish by 10pm latest.

- *The second evening is all practical down the pool – Tuesday 29th January – to put into practice what you did the week before. We will sort out details on the 1st evening but you will require scuba gear for pool and we need to be getting in the water promptly at 8.30pm as we only have an hour in the main pool.*

This is not an in-depth training course but a taster session to help you make the best out of your dives on the Pine (or any other) projects.

If interested please let Annie (ammason@hotmail.co.uk) or John (john@jsgibson.co.uk) know.

So – how did it go? Well it didn't! Not only did the summer of 2012 challenge our dive planning and patience, the winter of 2013 continued with a similar theme! The training was cancelled – due to *SNOW!*

3.3.2 Sea Search

The poor 2012 diving season meant most dives were focused on trying to record the wreck and little marine recording was undertaken, although some Seasearch Observer forms were completed in 2012 and 2013. Underwater still photographs and video also help to inform the marine record.

3.4 Post Survey Tasks

Post survey tasks were undertaken largely by the Author and two members of the project team, John Gibson and Chris Bessant, to ensure that the work was completed to acceptable standards. All post survey work was collated and posted on a shared folder on Dropbox for team members to access.

The major post survey tasks were the ordering and checking of log sheets, the completion of photographic logs and video logs for any images taken during the project and where possible the drawing up of measured sketch plans to include in the project report.

4.0 Project Results – Wreck Survey & Diving

4.1 Summary of Dives

** days of diving were undertaken on HMT Pine. There was a core team of eight divers from GBSAC, with others being invited because they had expressed an interest in being part of the project (see *Appendix Three* for a full list of divers over the period of the project). This allowed knowledge and experience to be shared.

At the time of the grant submission and the start of the project a full schedule of diving was drawn up, together with a comprehensive list of objectives and full equipment requirements.

Equipment Needs

- Schematics / Deck Plans / Layouts
- Scanners and Sonar
- Distance Lines
- Measures
- Photography
- Tablets

Objectives

- Measure the extent of the wreck
- Locate specific features like the gun, boilers and engine that might help us to recognise the wreck
- Record the marine life on the wreck
- Make a photo record of the remains of the wreck and it's marine life
- Find artefacts
- Make a drawing of wreck site
- Locate the detached bow section?
- Compare to other trawler wrecks? Sapper? Northcotes?
- Add new information to the history already on the website
- Produce an article for well-known diver magazines
- Use the wreck as the basis for BSAC Wreck Appreciation Training
- As experience dives for OD and SD trainees
- Leading experience for trainee DLs

- Make a presentation of the years findings at the end of the year
- Organise an act of Remembrance on Sunday 11/11 (all things allowing)

Role and Responsibilities

- Sea Search / NAS / Surveying and Recording Skills
- Training – Wreck Appreciation / ODs, SDs and DLs
- Photography
- Dive Schedule / Dates / People Required
- Equipment
- Research

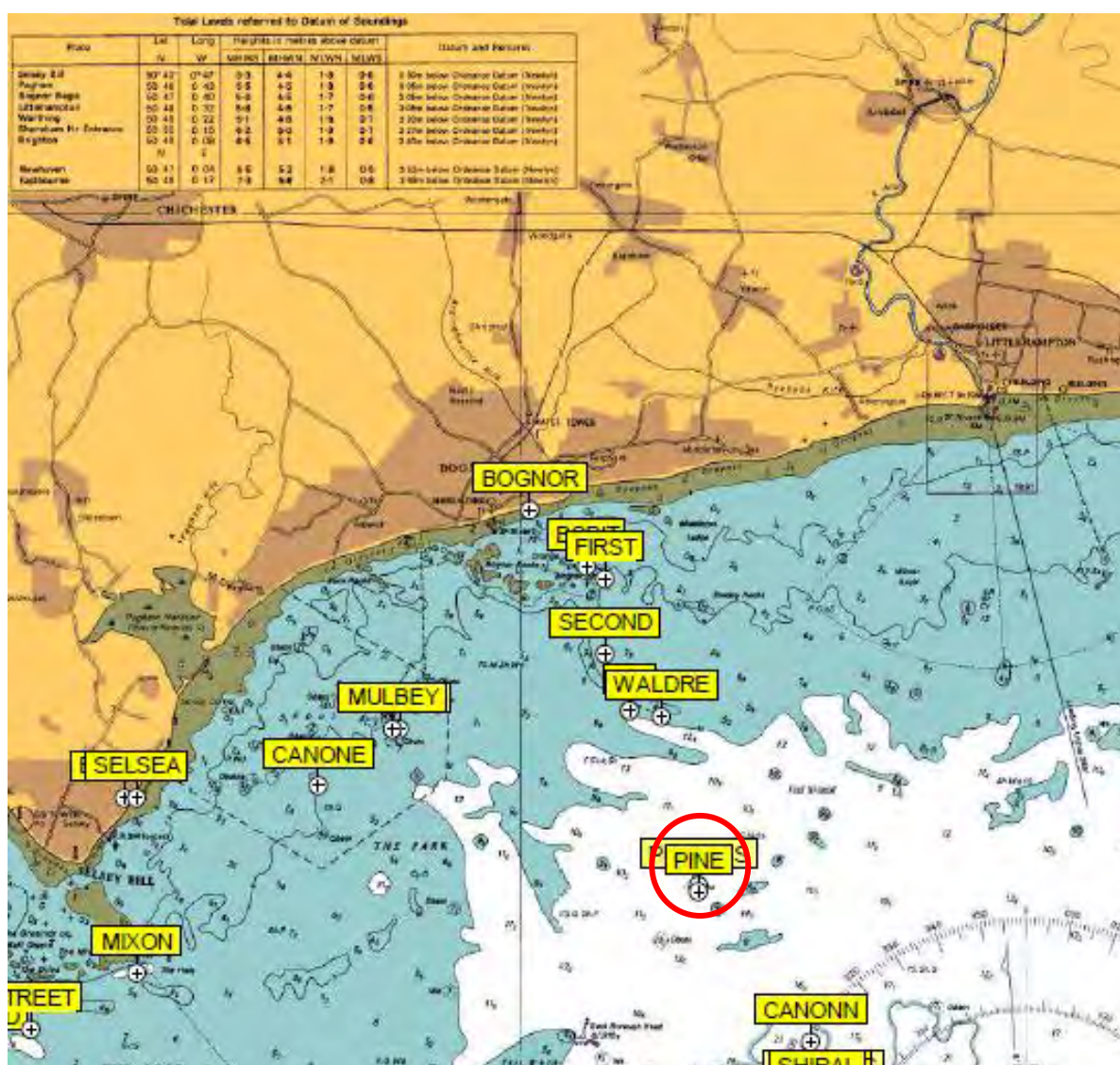
Schedule of Dives

Date	Day	Marshall	Towing	Cox	Objective
18-Mar	Sunday	Nick Fox	Will Mason	Paul Stafford	Shot the wreck and initial survey, with rough sketches.
14-Apr	Saturday	Nick Fox	Martin Stephens	Phil Smith	Further Diagrams and orientation
28-Apr	Saturday	Max Denby	N/A	N/A	BLOWN OUT
19-May	Saturday	Anne-Marie Mason	Will Mason	Angus Wylie	Re-Shot the wreck and secure Control points.
30-Jun	Saturday	Steve Turner	N/A	N/A	BLOWN OUT
07-Jul	Saturday	Max Denby	N/A	N/A	BLOWN OUT
14-Jul	Saturday	Nick Fox	N/A	N/A	BLOWN OUT
15-Jul	Sunday	Nick Fox	Anne-Marie Mason	Various	Pine Fest – Day Two Survey work & photography
21-Jul	Saturday	TBC	N/A	N/A	BLOWN OUT
28-Jul	Saturday	Max Denby	N/A	N/A	Sketches, orientation & photography
11-Nov	Sunday	Anne-Marie Mason & Chris Bessant	N/A	N/A	BLOWN OUT Remembrance Service
2-Feb	Saturday	Chris Bessant	N/A	N/A	BLOWN OUT
20-Apr	Saturday	Chris Bessant	Will Mason	Ralf Hursthouse	Identify, measure and photographs key parts of the wreckage.

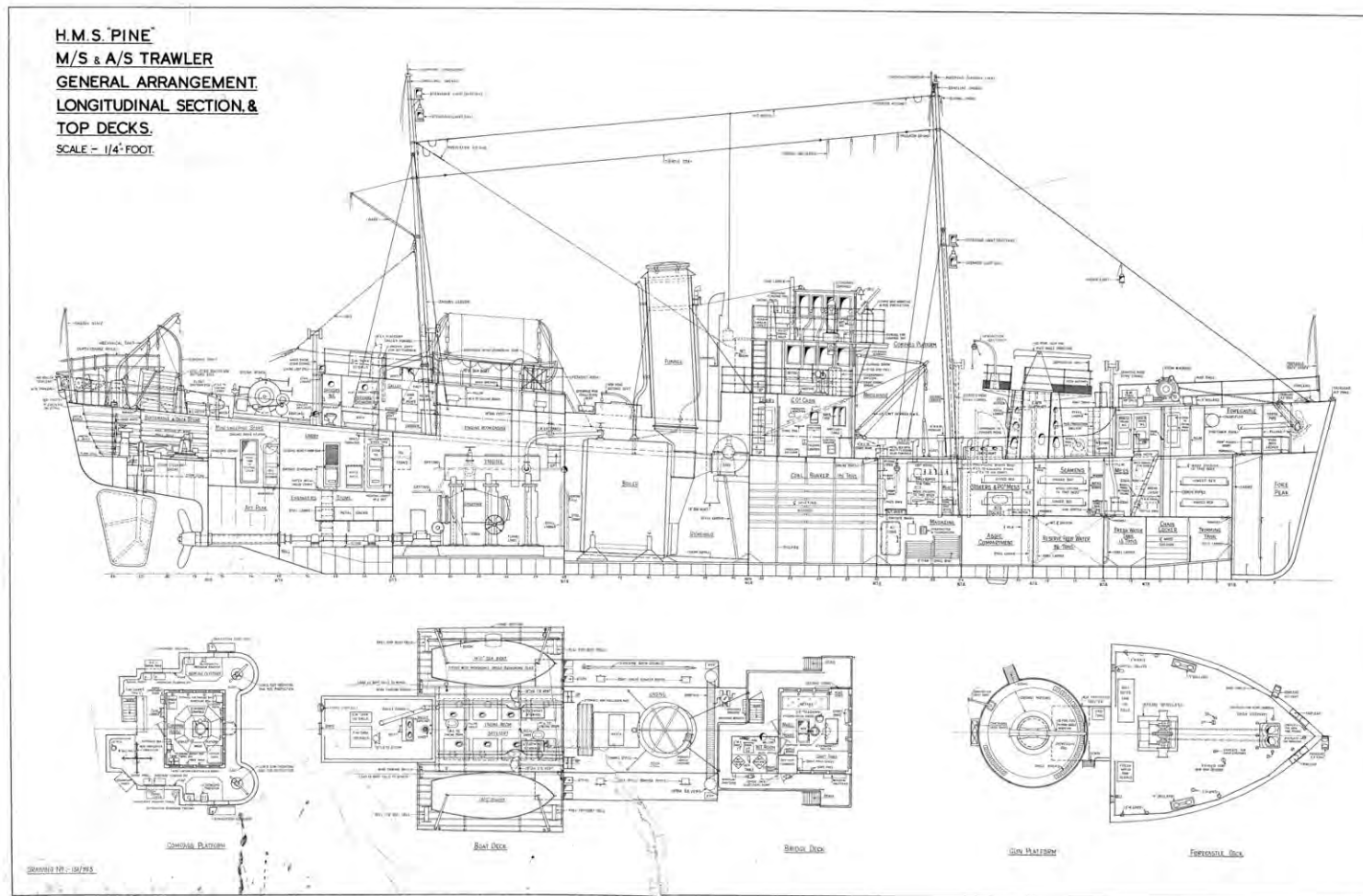
4.1.1 Site Description

The remains of the Pine are around 6 miles from Selsey Bill at 50°43'.057N 000°37'.183W, and she lies at approximately 18-20 metres on a sandy/shingle seabed. The depth of 18-20 metres meant that the *PINE* was an accessible wreck for a range of divers qualified through all of the recognised recreational diving agencies. It would allow new divers with a particular interest in wreck diving and archaeology to put their training to use in diving with a purpose.

The bow was blown clean off in the original blast and lies somewhere out of Eastbourne, and as far as is known today has never been found. The best time to dive the HMT Pine is on slack water, which is 2 hours before HW Portsmouth and 5-6 hours after HW Portsmouth.



HMT Pine - Drawing



Although ALL dives were scheduled, with Marshalls, Cox's, and a full boat of divers, unfortunately the weather hampered dive plans, and many of the planned dates were cancelled due to high winds and unsafe diving conditions. A weekend in July had been planned – *PineFest* – to carry out extensive survey work, but due to earlier dives having been cancelled, the project work was further behind at this stage than had been anticipated. Not to be deterred, PineFest was planned to make the best use of slacks and carry out surveying work. But once again, the weather beat us, and Saturday was completely blown out. We had a small weather window on the Sunday, and managed one dive on the Pine, before once again conditions deteriorated and the wind forced us to recover the boat earlier than intended.

4.1.2 Dive One – Saturday 18th March 2012

The first project dive was scheduled for the 18th March, with the sole aim to place a permanent shot line on the wreck to enable a known start point for all future survey work. Seven divers set out from Littlehampton public slip on club rib Mule. After safely negotiating the sand bar at the entrance to Littlehampton Harbour, a course was set for HMT Pine using the on board GPS which was loaded with marks 50^o43.069N; 00^o37.164W.



As a survey work confirmed the Pine is very flat, with very few distinguishable features; the boiler is the most prominent part of the wreckage and this only stands around 2 metres proud of the seabed, so locating the wreck with the echo sounder, even with good marks was always a challenge. After 20 minutes and several sweeps a small “bump” appeared on the echo sounder and the shot line was deployed, landing right next to the boiler.



The first group of divers, Will, Annie & Ralph quickly arranged equipment and the kit required for the installation of the permanent shot and they were away off the Rib after the shout from the Cox. The shot had been placed in the middle of the debris field forward of the boilers.

The plan was to locate a suitable place to secure a shot line, attach a chain and then deploy a DSMB to the surface. The boat crew would then send down a line on a karabiner to which was attached a Sofna-lime tub as a surface marker buoy. The line could then be secured to the chain – voila a permanent, secure shot line. All sounded so easy – but under water the task took longer than originally anticipated.

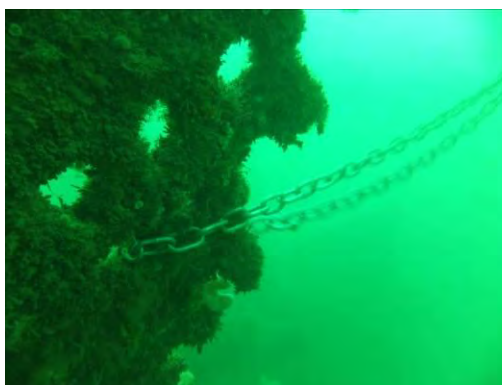
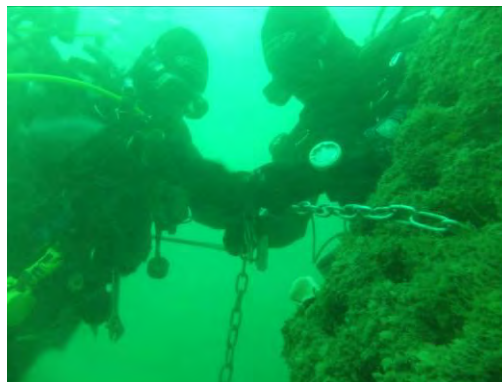
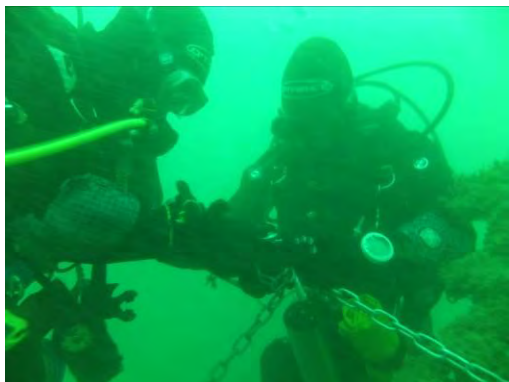
Leaving the initial shot, and after a short swim and search, a suitable site was found for a permanent shot, which we believe was the boiler and also the highest point on the wreck. To this a chain was attached with a secure fixing (we were well equipped with spanners and wrenches). This done, a DSMB was deployed.



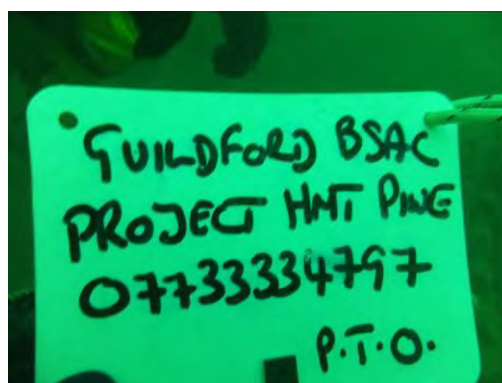
Meanwhile on the surface, the Cox and Assistant, Nick and Paul waited with for the DSMB to come to the surface before they could lower down the new shot line and launch the buoy. Eventually the DSMB surfaced and the shot line sent down.



Once the karabiner arrived down the shot line, the divers recovered the line and securely tied it off onto the chain attached to the boiler.



A divers slate was attached to the chain – clearly showing our club name and Pine Project



The second group of divers, Chris & Hannah went down the shot line shortly after the first group of divers and concentrated on survey techniques by swimming over the wreck and recording as much information as possible. A number of photographs were also taken of the marine life. Nick and Paul had to wait for the first three to return so that they could man the boat.



The visibility on the wreck was a pleasant 4m and quite light at 17m, and everyone was pleasantly surprised by the amount of life on the wreck.

The initial survey work was to simply move around the wreck and make basic drawings of the layout and orientation, but we soon learned that it's easy to get disorientated as you move from wreckage to wreckage, and the task was more difficult than had been anticipated. There was a slight current on the wreck running east to west, and the divers slowly worked their way from the shot line, forward of the boilers, towards the stern section of the wreck. Larger sections of wreckage were noted and records made of how each piece of wreckage lies in relation to the other. Having moved to what was thought to be the extent of the wreck the divers drifted with the current back along the length of the wreck, over the boilers and towards the bow section. A few artefacts were located around the forward section of the wreckage, including some bullets and larger calibre bullet casings.

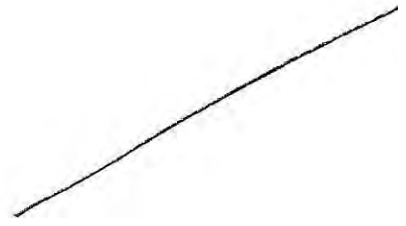
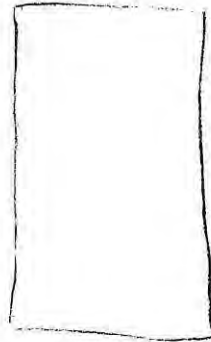
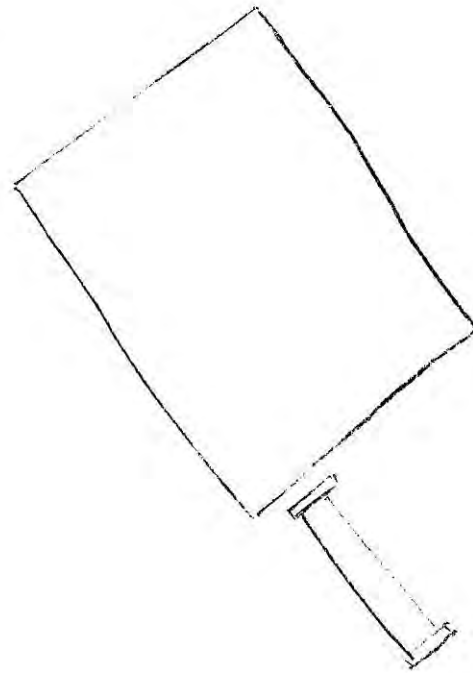
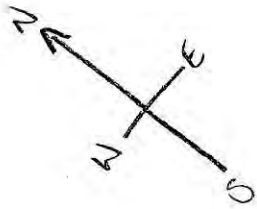


Back to the slipway and recover the boat ready for the journey back to Guildford.

It was a great start to the project, successfully completing the aims for the day with installing a permanent shot line and initial survey of the wreck. All the data from the dive was collected (sketches can be found at *Appendix Four*) and the following initial sketch made.



Sketch of HMT Pine following the Dive on 18th March:



4.1.3 Dive Two – Saturday 14th April 2012

This was the second dive of the 2012 Pine Project season and the first since 18th March, and objectives set were to investigate the bounds of the wreck in different locations, drawing and measuring as appropriate.

It was hoped that the permanent shot would still be in place, although disappointingly this was not to be. It took a while to re-locate the wreck using the GPS and echo sounder, and again deploy a shot line. Unfortunately when the first pair of divers descended the shot line, they discovered that this was around 15m from the wreck, and had to lay a line from the shot to the boiler area of the wreck for the others to follow. Only half the divers found the wreck during the dive.

Those that did find the wreck carried out measurements, further orientation and took photographs. Compared to the previous surveying on 18th March the area covered was much wider and the surveying approach more rigorous. The location of a chain in the bow area, forward gun (possibly), prop-shaft and davits, were seen in relation to the boiler. The layout of these structures may suggest that the wreck is lying on a NE/SW line, with the bow towards the NE.

There is a patch of sand between the boiler and prop-shaft (which seemed cut-off or unbolted at one end). This may suggest that the engine has been previously salvaged along with the propeller, which is also missing.

Drawings were made and agreed, which we planned to laminate for use on future dives, so that they could be taken to the wreck and new structures noted. In this way it was hoped that an evolving picture could be built up, and the sequence repeated in subsequent dives.

The post dive de-briefing set the objectives for the next dive, which was planned for the 28th April, which were to continue to build up the structure diagram, confirm that the engine is indeed missing, relocate and take dimensions of the forward gun and exploration of areas to the north, south and west.

Survey Work





The visibility was unusually good and we managed to get some good photographs of the wreck, its sea life and divers at work. A further sketch was produced. It was thought that a gun was located at the front of the wreck, but this was never confirmed on any of our future dives.





Sketch of HMT Pine following the Dive on 14th April:

PINE LAYOUT
Chris / Martin 14.04



NE
UNEXPLORED

Bow

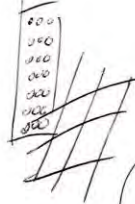
Chain



Clear area
5m from boiler

UNEXPLORED

Areas of raised hull



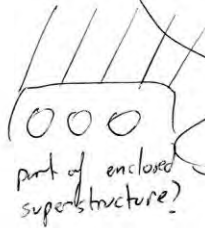
Boiler (Split)

Areas of raised hull

Shot X14.4
Distance Line

Area of considerable broken structure

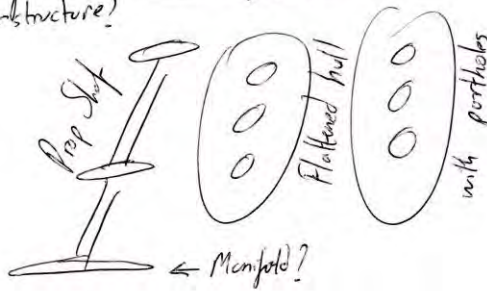
Original Shot 183



Clear area missing engine?

UNEXPLORED

UNEXPLORED



No Prop

SE

STERN

UNEXPLORED

4.1.4 Dive Three – Saturday 28th April 2012 – BLOWN OUT

Diving was planned for the 28th April, but unfortunately, due to poor weather, this was blown out.

4.1.5 Dive Four – Saturday 19th May 2012

Days Project Aims

- Individual pairs to conduct arc sweeps from the wreck to check for further wreckage outside of the main site, pairs to sweep 25m from wreck site.
- Further detailed sketch of wreck site, marking large sections of wreckage and distance between pieces.
- Assess best position for baseline for measurements; locate clear line through wreck site for line to be laid.

Equipment required for the dive – slate & pencil, distance line, compass, cutting tool (knife or line cutters)

Note to Divers – Caution while working on the wreck with their own distance lines and other lines across the wreck being used for project. All divers to carry cutting tool with them on the dive.

At last - conditions were excellent for the dive, with a slight south-westerly wind of around 5-8kpm. Launch point was Littlehampton Marina.

Four pairs were to dive:

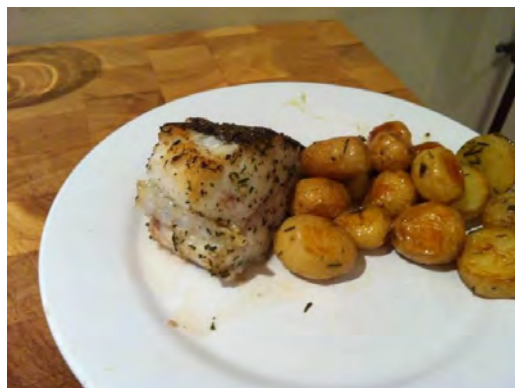
Will & Anne-Marie Mason
Chris Bessant and Ralf Hursthouse
Jeff Horst and Mark Purchase
Simon Grevatt and Alison Smith

The objectives were to:

- Place a permanent shot onto the bow chain (pair 1).
- Install a 3ft metal spike off the stern to establish control point 1 (pair 2).
- Run a line approximately over the keel of the wreck to suitable point around the bow area and install another 3ft metal spike as control point 2 (pair 3).
- Wreck familiarisation and photography.

Upon arrival a good sonar signal identified the wreck and a temporary shot line was laid onto the stern area. Pair 1 (Will & Anne-Marie) descended the line and proceeded (with difficulty) to locate the chain from the previous permanent shot and transfer this to the bow chain that had been found on the first dive on 18th March. In the event another pile of chain

was found in the bow area, just off from the wreck, to which the new permanent shot was attached. However, this took a considerable amount of time, unbelievably Will & Annie racked up a reasonable amount of decompression stops, although both divers were on twin sets, so air was not a problem. However, they had to take the decision to leave the bottom before they had time to test the strength of the attachment and were not fully satisfied with the work. However, during the dive Will did manage to sight (and catch) supper:



Pair 2 descended the shot and quickly located the stern by reference to the prop shaft. Control point 1 was installed around 6-10 feet off the approximate stern, although some wreckage was found beyond this area and could be either loose wreckage or a better indication of the stern. The spike was driven in with around 9 inches to spare.

Pair 3 descended the shot line and after some searching located Pair 2 who were able to direct them to CP1. A line was attached to CP1 and pair 3 headed NE (as planned) to run a line over the wreck. This direction worked away from the wreck onto featureless sand. Pair 3 tracked back to CP1 and then left spike CP2 next to it for another day. Pair 2 and Pair 3 ascended.

Pair 4 went around on a familiarisation dive and made a photographic record.

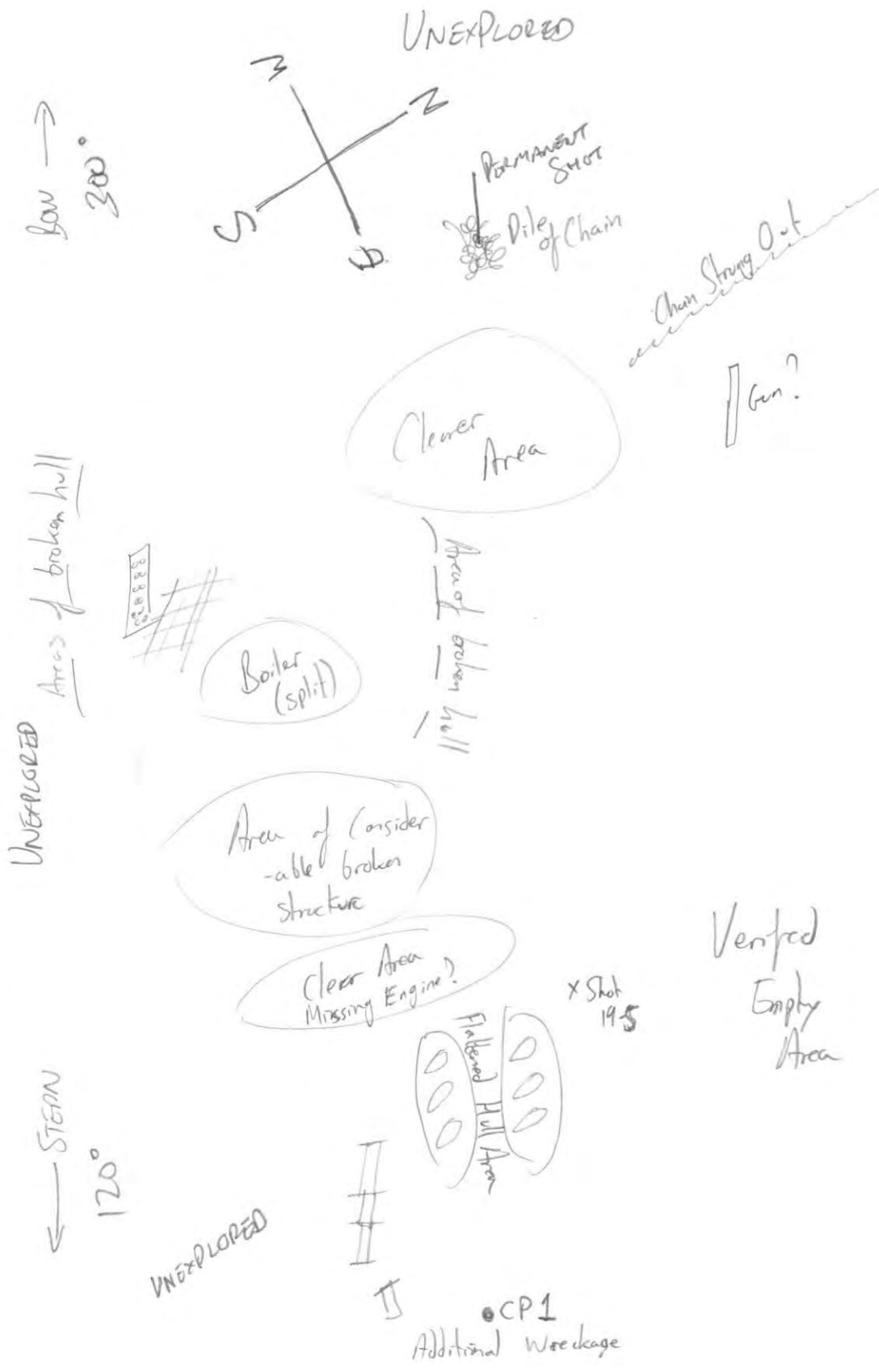
Upon surfacing it seemed that some useful information could be taken from the fact that the temporary shot was near the stern and that with the permanent shot in place a line could be drawn between the two buoys, and a compass heading obtained. This was found to be 300° (bow)- 120° (stern). If the wreck is lying approximately on this line then that would make sense if the Pine was being towed generally NW towards Portsmouth.

Although the line across the wreck was not laid, the placement of the permanent shot and the measurements made, should allow a line to be more easily laid on a subsequent dive.

A post dive briefing collated the information and agreed the objectives for next dive:

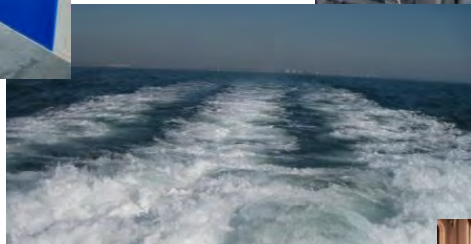
- From the permanent shot, sweep around the area to locate a suitable point for CP2, and install;
- Run a baseline over the wreck from CP2 to CP1;
- Investigate the area beyond CP1 to establish the extent to other wreckage;
- Measure the distance between CP1 and CP2. Mark the baseline with distances.

Sketch of HMT Pine following the Dive on 19th May:



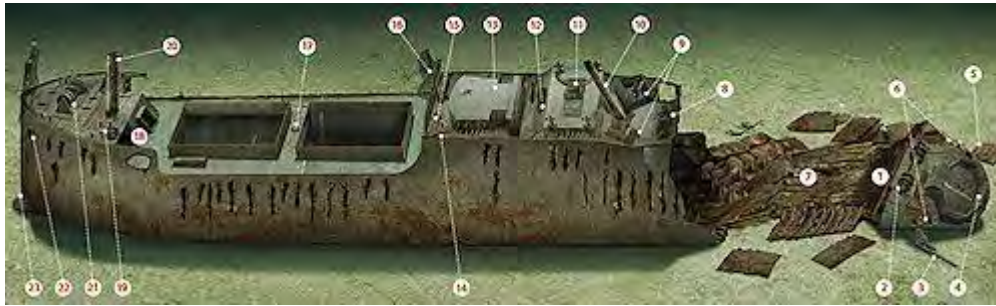
4.1.6 Dive Five – Friday 25th May 2012 – The Caleb Sprague

An exciting opportunity arose to dive The Caleb Sprague, with Channel Diver out of Eastbourne. This is an exciting wreck, which isn't dived that much, and certainly not many, or very few of Guildford's Members had ever dived the Caleb. Being part of the convoy that was torpedoed in the same attack as the Pine in January 1944, this offered a slightly more adventurous dive at 44metres and a chance for more members to become involved in the Pine Project. Six of us took the opportunity and drove down to Eastbourne in the early hours of 25th May. The Caleb and the Emerald were hit along with the Pine by torpedoes from a pack of fast attack German E-boats, 40 miles off Selsey. Both the Caleb and the Emerald sank, along with the bow section of the Pine (with the loss of 10 lives).



Today the Caleb lies in 44 metres, not far from the Emerald (and one assumes in the vicinity of the bow of the Pine which has never been discovered). The dive was recommended by Channel Diver's Skipper, Steve Johnston, who said the Caleb is an excellent dive, she is still recognisable as a ship, standing upright on the seabed, and can still swim through the remains ending the dive on the deck in 36 metres. Below is a report from Divernet– wreck tour 118, detailing the dive on the Caleb Sprague.

WRECKTOUR:118 The Caleb Sprague



The sinking of this British cargo vessel, sunk by German E-boats off Sussex in 1944, could have been prevented, but for extended-range divers it has plenty to offer, says John Liddiard.

WITH THE STERN CLOSE TO THE 46M seabed and the forward half of the wreck intact and rising to 36m, a shot on the shallower part makes for an awkward profile if you want to see all 1813 tons of this steamship in one dive.

A more convenient location for the shot is as close to the small intact part of the stern as possible **(1)**. This makes it possible to do a quick tour of the stern close to the seabed, then ascend through the remains of the aft hold to the amidships superstructure. The stern has fallen to port, broken at the bulkhead to the aft hold. A cargo winch **(2)** that would have served the now-broken hold spans most of the width of the stern.

Below the winch on the seabed is the stern gun **(3)**. This was originally mounted in a walled enclosure **(4)**, though this would have been more to prevent the gun crew from falling overboard and give limited protection from shell splinters than to provide any real armoured protection from a direct hit.

The stern has collapsed over the propeller to bury it, leaving the rudder bent out flat to the seabed **(5)**. Returning to the deck, there are pairs of mooring



Net caught on the starboard side of the bow by the anchor hawse pipe

bollards to either side **(6)**.

Forward from the stern, the torpedo explosion weakened the hull about the aft two holds, so that the sides of the hull have collapsed outwards and all that remains are piles of the steel cargo, including bar ingots and rolls of steel sheet **(7)**.

Continuing forwards, the wreck starts to regain some structure, the sides of the hull rising in broken steps to main deck level. Within the more intact sides, the deck has collapsed so that a pair of cargo winches **(8)** are tilted steeply into the middle of the ship.

Above these, a pair of anti-aircraft gun positions **(9)** remain just about at main deck level, but still tilted towards the centre and aft. The walls surrounding these positions are square and high enough to offer some protection for the gunners to shoulder height, though no more robust than the protection of the larger gun position at the stern.

The pillars for mounting the guns are still in place, but the small guns have fallen off and some parts can be seen among debris inside the gun positions.

Between these positions, a mast **(10)** has dropped down and leans forward against the steel superstructure.

The entire boat deck with superstructure has collapsed, though remains level and has not fallen as far as the main deck. The highest point around here is at about 36m.

The next part of the superstructure is above the engine-room, though the usual ventilator hatch and skylight has collapsed and is filled with debris. To either side are the fittings where the ship's boats would have been stowed, with pairs of small crossed bollards and a fallen davit **(11)** to the starboard side to mark the location.

The next section of the superstructure is tilted forwards with an oval hole **(12)** to mark the location of



cargo winch across the stern



and at the rear of the superstructure amidships, fallen inwards with the collapsed deck

the funnel.

The steel wheelhouse **(13)** is intact and enclosed. Even some of the windows are intact, and peppered with jewel anemones.

To the port side, a fallen pedestal with a forked support at the top would have held a signal lamp, or perhaps a searchlight **(14)**.

Inboard of this, a small cargo winch **(15)** is tilted inwards to match the angle at which the deck has collapsed. The corresponding winch to the starboard side is also tilted inwards, with the beam and net from a trawler draped across it **(16)**.

The two forward holds are an intact contrast to the devastation of the aft holds, though the sides of the hull are rotting through between ribs. Between the holds **(17)** is a gap wide enough only for an empty mast foot with no winches, suggesting that the cargo winches on each corner about the superstructure may have once had corresponding derricks to load and unload cargo.

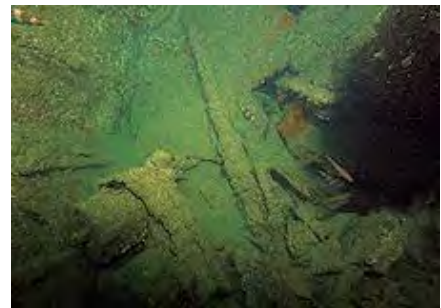
Forward of the holds, the aft part of the forecastle has begun to collapse **(18)**, though the strengthened deck to support a reel of mooring cable **(19)**, pairs of bollards to either side, the forward mast **(20)** and the anchor winch **(21)** remain complete at 36m. The latter is unusual in being raised high above the deck on a frame.

The anchor-chains are broken. Over the bow, the hawse pipes **(22)** are empty, with both anchors missing. A scrap of trawl net is caught on the starboard side of the bow.

With good visibility, it may just be possible to see a small bow bulge below at the seabed **(23)**, though there is little motivation to descend another 10m at this point of the dive. The forward mast **(20)** makes a convenient point to ascend a little, before releasing a delayed SMB.



The wheelhouse has fallen into the amidships superstructure, where the deck has collapsed



Anti-aircraft gun position, the gun resting on the deck.



Fish around the anchor-winch.

We had an excellent dive, although the visibility wasn't great. The Caleb Sprague was indeed a great wreck to dive, and we felt very honoured to be diving this ship alongside our Pine Project and in conjunction with the extensive research that was already taking shape.

4.1.7 Dive Six & Seven - 30th June & 7th July 2012

The next two dives planned for Saturday 30th June and Saturday 7th July were unfortunately blown out, which lead us into the weekend of 14-15th July – PineFest. We had planned four dives over this neap weekend with expectations of completing the line share of the survey work. But – once again, the weather proved to be our enemy and we only managed one dive on the Sunday.

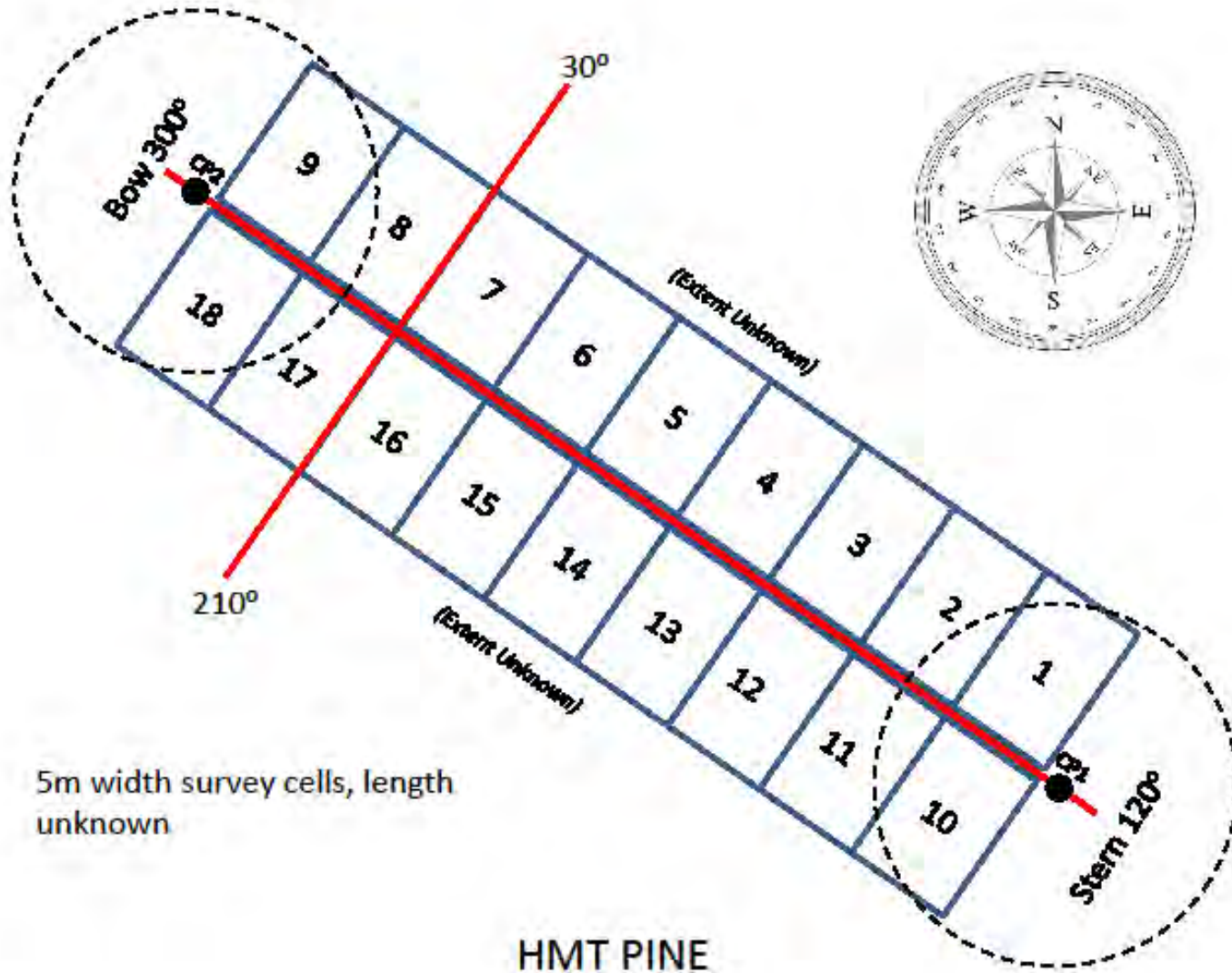
4.1.8 Dive Eight - PineFest - 14-15th July 2012 Dive Six & Seven

The weekend of 14-15th July offered an excellent neap weekend, with the possibility of four slack dives on the Pine over the Saturday & Sunday. It was hoped that we could make headway into the survey work and be able to shot the wreck early Saturday morning, lay a line and use this for the following dives over the weekend. A basic drawing was prepared, dividing the wreck into segments of 5mm width survey cells, ready for survey work to begin (drawing below). However, once again the weather proved to be our enemy. All diving was cancelled on the Saturday due to high winds, but we did manage to get one dive on the Pine on Sunday. Although it wasn't possibly to lay lines and carry out detailed survey work, we did encourage some of the club's less experienced divers to dive the Pine, take photos, and for some it was their first wreck dive.



Journey out to the Pine on our club Rib Mule.

Survey Plan



5m width survey cells, length unknown

HMT PINE

Plan for PineFest Diving:

Saturday

Site	Leave	Dive	Cox	Pair 1	Pair 2	Pair 3	Pair 4
Pine	11:30	12:30					
Mulberry	14:15	14:30					
Mulberry	16:15	16:30					
Pine	18:15	19:00					

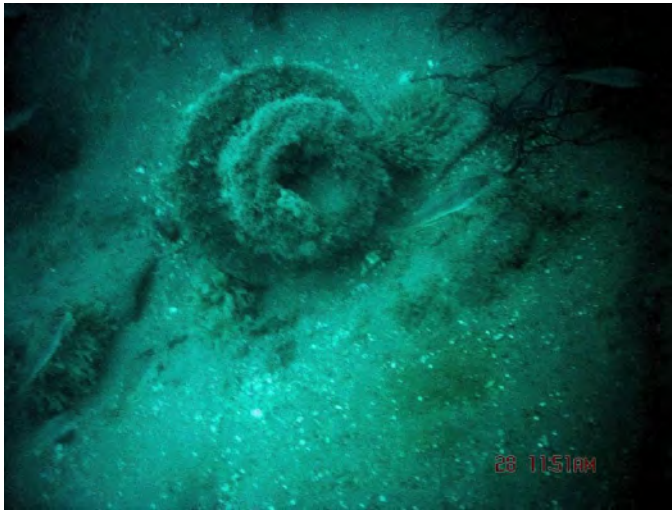
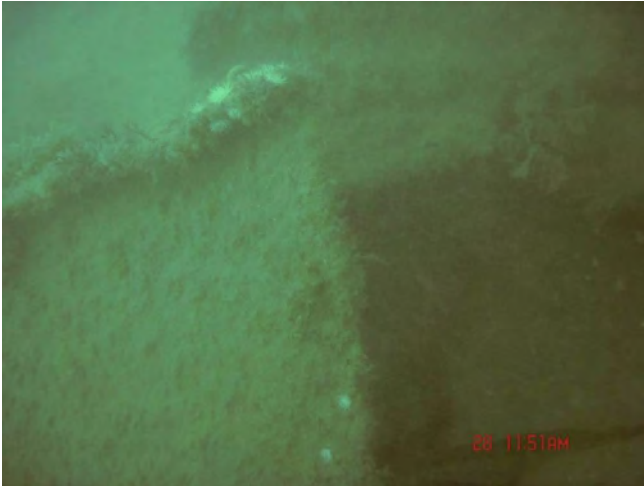
Sunday

Site	Leave	Dive	Cox	Pair 1	Pair 2	Pair 3	Pair 4
Pine	07:00	07:30		-	-	-	-
Mulberry	09:30	09:45		-	-	-	-
Mulberry	11:15	11:30		-	-	-	-
Pine	13:00	13:45		-	-	-	-
Mulberry	16:00	16:15		-	-	-	-

4.1.9 Dive Nine –Saturday 28th July – Training Dive

It was always intended to take the opportunity to take less experienced divers on the Pine as part of the project. The Pine lies at a maximum depth of 18 metres and is ideal for Ocean Diver depth progression and introduction to UK wrecks. Having dived the Pine several times over the summer, it was evidence that the wreck was very broken up, and so offered no hazard in terms of penetration, either planned or by accident, and there weren't too many hazardous parts to the wreck. If divers were swept off the wreck we knew the seabed was at 18 metres and shingle, and relatively safe for divers to re-orientate themselves and come to the surface. For this reason the dive on the 28th July was billed as a training dive and the Marshall, Max Denby put together his plan as part of his Dive Leader training, supervised by Jeff Horst on the day. For this reason, no survey work was carried out, or expected to be carried out, but all dives had a great dive and were impressed with the amount of fish life evident round the wreckage. Some of the more experienced divers also took photographs of the marine life and wreckage.





4.1.10 Dive Ten – Saturday 4th August 2012

This date was chosen as again it offered good neap tides, and two slack times on the Pine. The “crew” were also hand picked, being divers who had had at least two dives on the wreck previously and been involved in some of the initial survey work and drawings. Some had also benefitted from our “in-house” NAS introduction to survey techniques course. This was a concerted effort to move forward with the project; as such we spent a lot of time planning the day and setting the objectives, which were quite detailed.

Objectives:

There were three main objectives to cover:

1. Establish stern point (in theory CP1 already).
2. Establish bow point (CP2 to be established).
3. Baseline between CP1 and CP2.

From previous dives we had a fair level of confidence about CP1 (or establishing a new CP1); this was intended to be in the stern area which is easier to locate from the surface and work with once on the wreck. The bow remained a bit of guess work because it’s an area we had not yet really been able to get a grasp of.

Today the Pine is very broken up with, and with no bow (having been blown off in the original blast and lies somewhere off Eastbourne). We have found it very difficult to get any reliable perspective on where things are located on the wreck in relation to each other. There are areas of wreck separated by expanses of sand. As a result of high winds and a very wet summer, the visibility was often poor, making it easy to get lost on the sand and fail to relocate the wreck. For this reason, we decided to use distance lines when searching around the wreckage.

Dive 1 objective:

Drop the temporary shot and if fortunate (more often than not it has been quite good) this should be around the boiler area. If the first pair down found this not to be the case, the plan was to run a distance line from the shot to the boiler. The pair would then release a “pea” to let those on the surface know it was time to dive.

The boiler is the main recognisable focal point of the wreck, and effectively ‘home base’. RISK: a lot is dependent on the boiler being located. If the boiler cannot be located then the first pair must select another robust piece of wreckage to attach to. There has to be some fixed point from which to work until a baseline can be established.

[CP = Control Point]

1. **PAIR 1** lines-off from the boiler and then proceeds to find CP1 and attach the distance line to it. If CP1 cannot be found then sink a new one. This gives a means of getting to and from the boiler <-> CP1.
2. **PAIR 2** does the same but attempts to find the extent of the wreck towards the bow (direction unsure). Sink CP2 at an appropriate point and attach the distance line to it.
3. **PAIR 3** makes drawings around the boiler and adjacent features.
4. **PAIR 4** descends the shot line and finds the boiler (they can see where to go to get to CP1 from the previous distance lines). They attach the distance line to CP1 and work back towards the boiler where they pick up the distance line to CP2. They attach the baseline to CP2.

At the boiler end the distance lines must be **a different colour** or marked in some way to show which CP they lead to. This gives some means of getting to the CPs from the boiler, which will help for dive 2. A real bonus would be to move the shot to the boiler for the next dive.

Equipment:

PAIR 1 – CP1 spike, hammer, distance line, compass and baseline.

PAIR 2 – CP2 spike, hammer, compass.

PAIR 3 – Slate, compass, measuring tape.

PAIR 4 – Slate, compass, measuring tape, baseline, camera.

Dive 2 objectives:

Divers descend the existing shotline either directly to the boiler (if the shotline was moved to the boiler) or by way of a distance line previously lain.

PAIR 1 descends the shot line and finds the boiler (they can see where to go to get to the CPs from the previous distance lines), or pick up the baseline if it can be seen. They locate CP1, attach a measure to it and then work towards CP2. At CP2 they take a measurement, then back to CP1 to recover the tape measure.

PAIR 2 descends the shotline and finds the boiler or baseline. Having located CP1 they then work along the baseline attaching 5m markers. As they go they straighten the line as much as possible.

PAIR 3: to be established on Saturday.

PAIR 4: to be established on Saturday.

Equipment:

PAIR 1 – Distance line, compass, cable-ties and measure.

PAIR 2 – Distance line, compass, cable-ties and 5m markers.

PAIR 3 – Distance line, compass, slate?

PAIR 4 – Distance line, compass, slate?

Divers

Anne-Marie Mason

Will Mason

Chris Bessant

Martin Stephens

Simon Grevatt

Alison Smith

Mark Purchase

John Gibson

Unfortunately it was not to be; the weather once again was not our friend. It was touch and go – blowing F4-5 gusting 6, however reports were mixed. We decided to take the risk; sometimes the weather reports are better/worse than reported. So, early Saturday morning, we towed the boat down to Littlehampton Marina. Two of us drove round to the coast to assess the situation. It was no go. It would not have been safe, or comfortable, to launch the boat for diving activities. So it was with much regret that as Marshall, I pulled the dive. It was off to the café for bacon butties, before heading back to Guildford.

A further attempt to dive the Pine were made on 27th October, but again, was called off due to adverse weather conditions, making PineFest the last dive on the Pine for 2012.

4.2 Side Scan Sonar Expedition

4.2.1 Dive Eleven - Side Scan Sonar - Thursday 8th November 2012

A team of 3 set off from Littlehampton Marina aboard "McKie", with the intention to undertake a side scan sonar survey of the area around and over the site of HMT Pine. The objective was to ascertain if there was any wreckage further out from the main site and identify any other relevant parts of the wreck at the main site.

The crew consisted of: John Gibson, Mark Purchase and Jeff Horst

On arriving at HMT Pine site the sea state was slight to moderate with a slight wind from the west at approx. 9 knots but reducing, with the sea state dropping to slight. Two shot lines with buoys were placed on the wreck, the first on or close to the boiler and the second further to the SW. The buoys were to act as reference points during the side scan survey

and identify the highest part of the wreck to be avoided. Mark and Jeff kitted up in their dive kit and then entered the water and down the 1st shot line to ensure it was in the correct position; they also intended to check physically around the wreck for any significant changes. Both Mark and Jeff had dived the site earlier in the year as part of the project and were familiar with the site and its layout. The visibility was unusually good; they believe they found CP1, but this had been dragged out of the seabed and was lying on the bottom. They found a new kedge anchor on the wreck (which was still there on 20th April 2013). Mark & Jeff believed the site had been trawled since the summer, with fairly big bits of metal moved around. This was again the view of the divers following the dive on the 20th April 2013.

During the dive period John surveyed around the vicinity of the dive site and using the on-board depth sounder ascertained there were no notable protrusions above seabed level in the area for the planned side scan survey.

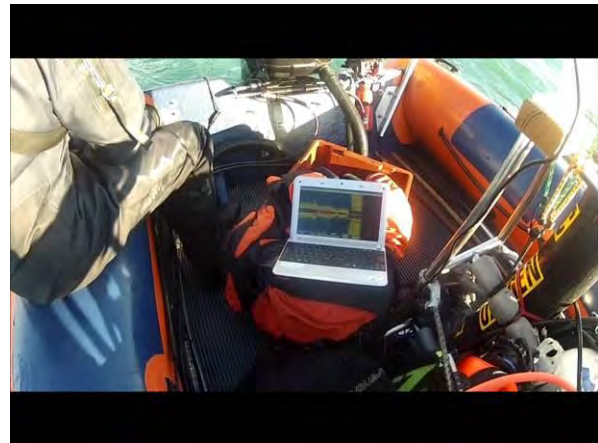
On return of the divers the side scan sonar was set up in accordance with the instruction manual. A small buoy was attached to the sonar unit by approx 16m of reel line as an aid to finding the sonar unit if detached from its towing cable. Scanning commenced with a half a dozen or so sweeps across and around the wreck at low speed while John calibrated the unit and experimented with its use and deployment. The unit was recovered during the sweeps to check it was still properly connected and functioning correctly. Care was taken during turns to speed up to avoid the sonar sinking and making contact with the seabed.

On the last sweep of the day the boat was turned from a down tide run round 180° into the tide. At the same time Mark slowed the boat down as the run began as the slower the speed of the boat the less interference there is to the scanning. The speed of the tide had increased and had the effect of bringing the boat to almost a stop in the water. The sonar unit dived to the seabed! Mark noted the almost momentary stop and gently applied some power to the boat to make slow headway. At this point it was observed the cable attached to the sonar tightening. The boat engine was placed into neutral and allowed to drift back with the tide. As the cable slackened it was pulled in and it was found the sonar unit had become detached.

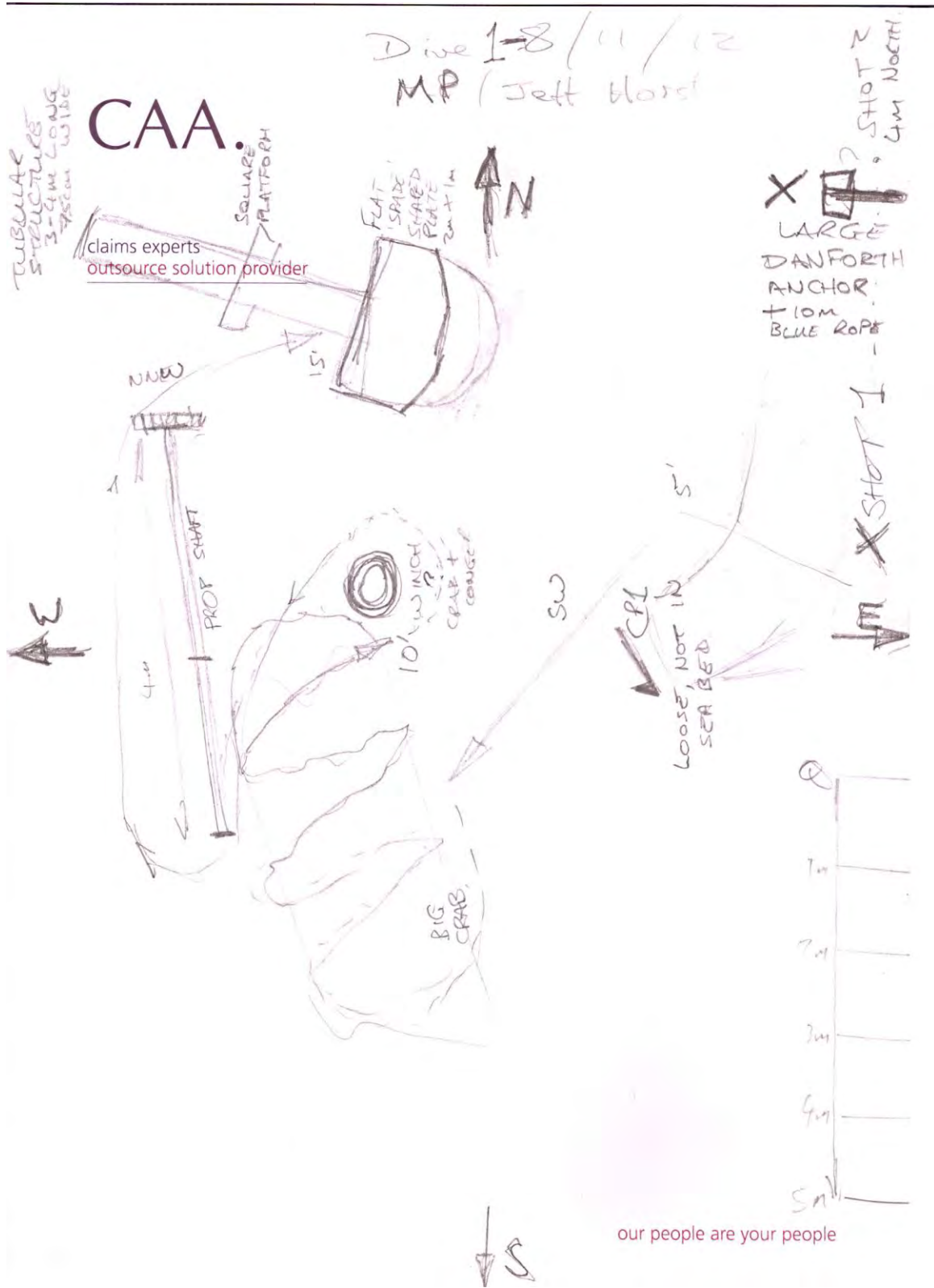
For the next 10 minutes or so all aboard the boat concentrated on looking for the buoy attached to the sonar surfacing. The buoy and line being light however were being held below the surface of the sea by the sweep of the increasing tide moving from low to high water. Both divers then kitted up again and entered the water going down the shot line closest to where the sonar unit had become detached in an effort to see if they could locate and recover the sonar unit. At the bottom of the shot line the current was too strong to carry on and both divers returned to the surface. Both shot lines were recovered and the boat and crew returned to Littlehampton.

The relative position of where the sonar became detached compared to the boiler was known. We planned to return to the site to carry out a further search for the sonar unit. However, due to weather and strong currents, we were not hopeful that we would locate the unit and find it in an operable condition.

Unfortunately the footage from the day was disappointing and it was not possible to identify any readings. The conclusions reached was that with the exception of the remains of the boiler the wreck is almost as flat as the sea floor and provides little for the sonar to reflect off.



Sketches of HMT Pine following the Dive on 8th November:



CAA.

EMPT



claims experts
outsourc solution provider

ASCENT.

TIDE RUNNING
WEST TO EAST.

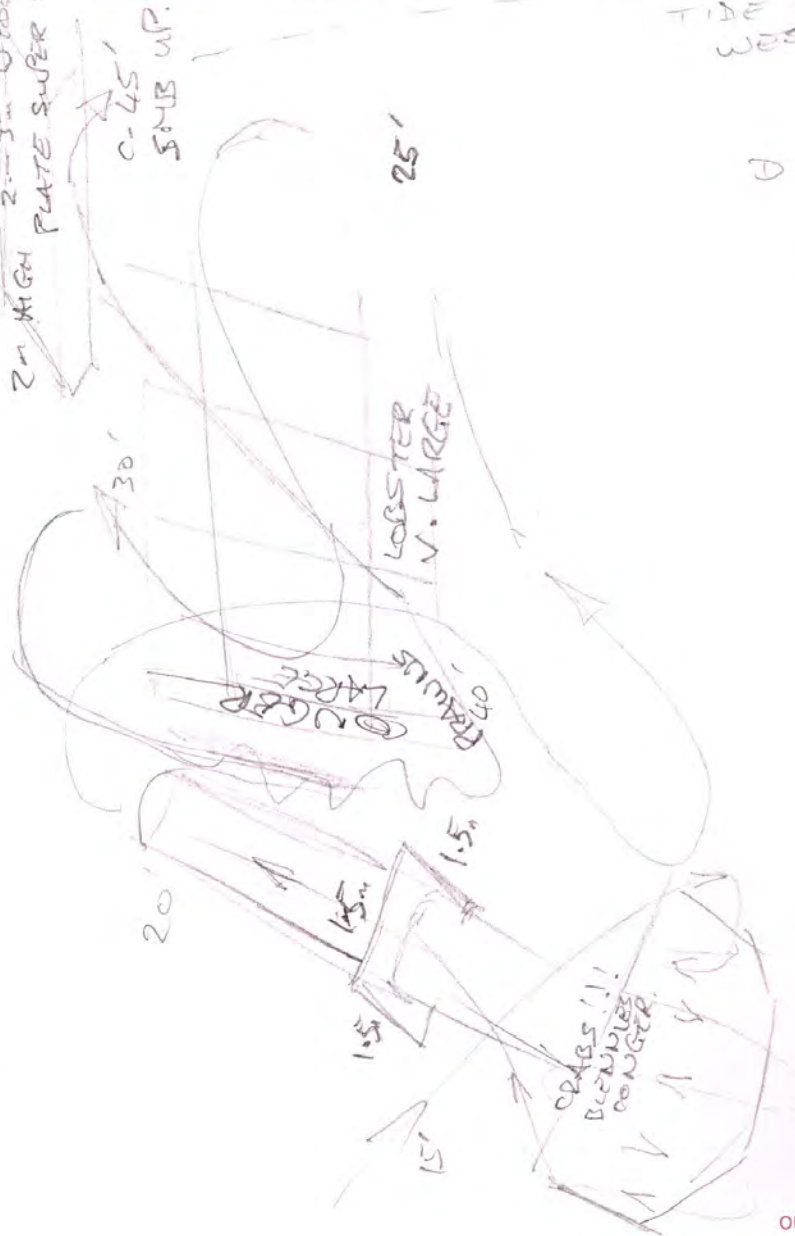
2m HIGH 2m-3m wide
PLATE SUPER STRUCTURE?

C-45
SMB WP.

25'

DID NOT SEE

- BOILER
- RAISED HULL PLATING/RIBS



our people are your people

4.2.2 Side Scan Sonar – Recover – Friday 23rd November 2012

On Friday 23rd November a group set out to try to recover the Side Scan Sonar. The sea conditions were perfect, but it was bitingly cold, and due to the high winds we had experienced since the beginning of November the visibility was atrocious. The divers descended down the shot line, but all aborted after about 15 minutes due to the low viz. Disappointed, everyone back on board, it was thought that the sonar was gone forever. But then floating on the surface Duncan spotted some rope and two of them went back down the line and to much amazement there was the sonar. It transpired the sonar cable had become entangled with a piece of line, presumably left by a fishing vessel, that was caught in the wreck with one end floating free. It was extremely unlucky that on the last sweep of the day on the 8th November, the sonar cable had connected and become entangled with this line. The Sonar was recovered to the surface to much cheering and back slapping. This has since safely been returned to NAS – Guildford’s Side Scan Sonar follies will wait for another day!

Result – the Sonar found and recovered!



4.3 Dive Twelve – Saturday 20th April 2013 – A New Year

Days Project Aims

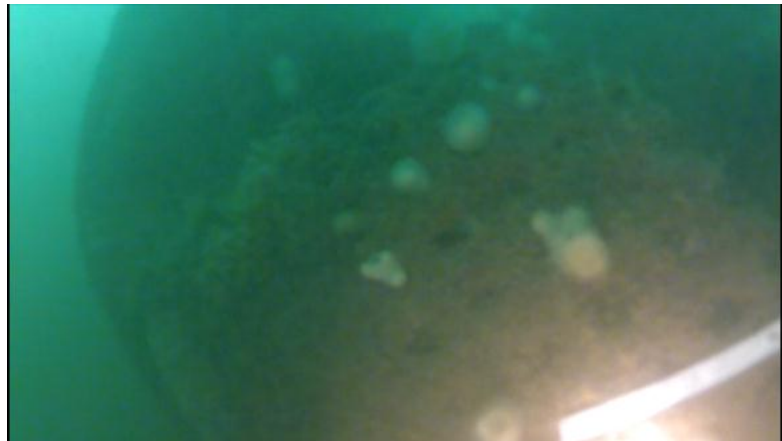
- Shot the wreck near to the boiler if possible.
- WILL + ANNE-MARIE: Locate the gun (measure length, girth and bore)
- NICK + JOHN: Locate the boiler + adjacent plates and structure (record, measure, photograph)
- MARK + CHRIS: Locate the chain (record direction, check attachments either end)
- CHRIS + JEFF: Locate the prop-shaft (record, measure, photograph). Lift the shot.
- Secondary objective for all pairs: Noting and recording of marine life (likely held over to 28.4)

2013 – And we're back! The start of the 2013 diving season had proved to be disappointing, with high winds and extreme weather conditions pretty much from January right through to Easter. The dive club headed to Cornwall for its annual Easter expedition and traditionally the start of the diving season. But alas, with high winds and biting winds, diving didn't happen which meant that our anticipated Pine Dive on the 20th April was the first opportunity to get divers in the water. Chris Bessant, who is training for his Dive Leader qualification marshalled the day as part of his assessment, and put together an excellent plan for us, with handpicked divers, who had previously spent time on the Pine during 2012. The objective was to carry out further measurements and scan the whole area north of the boiler.

At last the weather was on our side. The winds were light and tides good; it was still exceptionally cold, with the water temperature only 7 degrees, but the sun was shining and spirits high. The divers were kitted up with twin sets, tape measures, drawing pads and diagrams and we left Littlehampton Marina in plenty of time to find and shot the wreck. Upon descending the shot was right on target beside the boiler – an excellent launch point for the survey work to begin. Visibility was quite good at around 5 metres, and all divers experienced. In our pairs we set off on our given compass bearings and work began.



More detailed wreckage was recorded including the full extent of the wreck site, with measurements from the boiler, now lying on its side and split open. The piston and connecting rod were also found and recorded. Seasearch survey was undertaken and a record of finds made and submitted to Seasearch.





Never to miss an opportunity, a lucky (or unlucky for some) lobster sighting resulted in a catch for Will and a lobster supper to look forward to.





5.0 Summary & Assessment of the Wreck Survey

During the course of the project, 29 Guildford branch members dived the Pine over a total of eight diving days. Site plans, sketches and photographs were recorded and prepared. The Pine is exceptionally broken up, with very little discernible wreckage remaining, making detailed drawings difficult. The wreck lies at approximately 18 metres and a sandy/pebble bottom, and was often silty with low visibility. However, we believe we do now have a good record of the remaining wreckage, its orientation and how much of the superstructure still remains. We also believe that the remains have been trawled or dredged within the timeframe of this project, resulting in wreckage moved/misplaced from some of the original surveys.

In summary, we believe we have achieved the aims of the Pine Project, which was set up with three main areas to be covered: the project itself, the branch aims and outreach.

5.1 Project Aims

In terms of the project the aim was to dive the wreck to take measurements, find, record and photograph any artefacts and draw a sketch. Record and photograph the marine life and add any new information to the history already known. In terms of the survey work, this has been achieved, and several sketches of the wreck have been made. At the start of the project we did not know just how broken up the remains are today, and how difficult this would make identifying parts of the wreckage in order to build up a comprehensive picture. However, we do have a good understanding of which pieces remain, and the extent of the spread of wreckage. We have carried out extensive research on the Pine, its journey, its crew and its final demise. Following submission of this report an article will be prepared over the summer of 2013 to submit to Scuba, the Dive Magazine, and our findings will be presented to club members at the EGM in the autumn 2013. Finally it was always our intention to carry out a Remembrance Service over the site of the Pine, and now that we have a comprehensive report of our findings, feel that this will be well received by relatives of those that lost their lives in 1944 and who served on the Pine and have subsequently died. This we intend to run in 2013.

5.2 Branch Aims

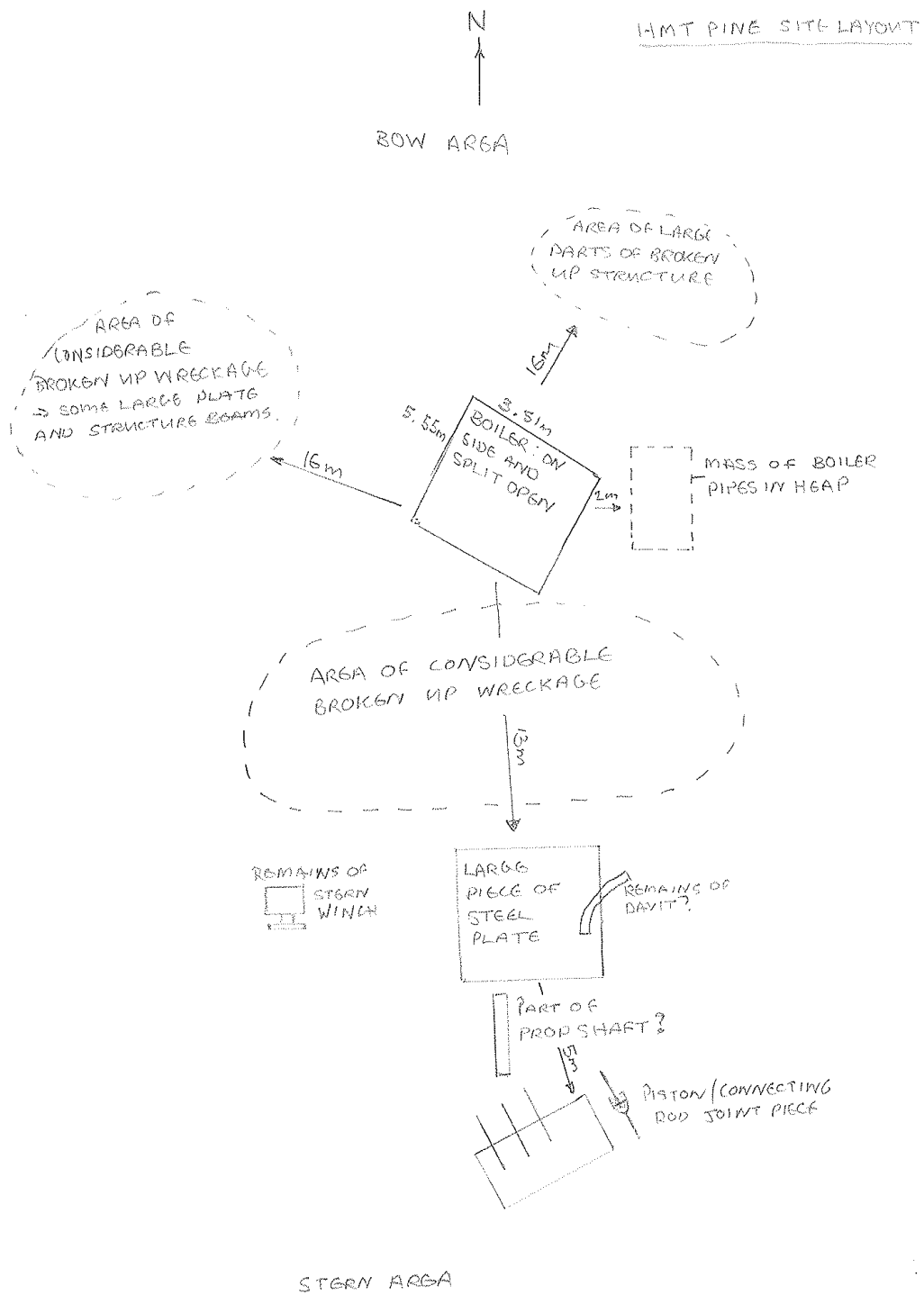
The intention was to involve as many club members as possible in the Project to work together and feel part of a club diving project. A total of 29 divers covering qualification from Advanced Diver to Ocean Diver took part in the diving part of the project, including

dive leader training and first wreck dive for some of our ocean divers. Seven members took part in an in-house NAS Introduction to Survey Techniques and put these into practice on subsequent dives. Unfortunately the weather hampered further training attempts.

5.3 Outreach

This part of the project remains outstanding, but will be carried out during 2013 and beyond. It was almost impossible to do this until the project had reached this far, but now the report is complete; we can work on our outreach activity, and indeed will be doing so.

5.4 Final Sketch of HMT Pine



NOT TO SCALE.

31/05/2013

6.0 Possibilities for Future Work

A further survey dive covering the south-west part of the wreck from the boiler could reveal more measurements, similar to those taken for the north-east part of the wreck; however it is unlikely that this will reveal large structures or recognisable wreckage. If visibility allowed, which was not the case for any of the dives we did, it would be swim from one side of the wreck to the other in one dive, taking width and length measurements. Even at only 18 metres it was difficult to find the edge of the wreckage and take a measurement to the other edge on one dive – it often took half the dive to re-orientate yourself on the wreck and because of the extent of the wreckage, interspersed with expanses of sand, divers often “lost” the wreck in the poor visibility.

There was always a lot of life on the Pine on every dive we did. More work around recording this fish life could be compiled into a “fish book” for the Pine.

Each dive would always reveal something different if you knew what you were looking for.

6.0 Research

6.1 *The Role of Armed Trawlers*

Armed Trawlers played an important role in the Second World War. The start of the Second World War saw a huge rise in the industrial needs of Great Britain. Our allies and trading partners had only one way to get the raw materials into this country and that was via the sea – we are after all an island nation. Raw materials were bought in from across the globe to British ports and harbours, but they required protecting throughout their journey. This protection was afforded by merchant ship via the Royal Navy, but it left one vital link in the chain unguarded and that was the final approaches to our coastline.

Initially the armed trawler was a simple and effective attempt to protect the ports and harbours of the country. The navy quickly saw the benefit in converting fishing trawlers to protection duties around the approaches to our major ports; after all who better to police the local area than the local fishermen? Many trawlers were quickly converted to both anti-submarine and mine-sweeping duties and crewed with the experience of the local fishing fleets.



HMS Honda

This worked well for the fishermen as the boats they knew how best to handle were the very fishing boats being converted for war. Those self-same boats were highly seaworthy and able to put out to sea in all weathers. They became the work horse of coastal protection

with many and varied roles, from the opening and closing of boom gates, barrage balloon tethers, anti-submarine warfare and sweeping the approaches for drifting submerged mines.

The navy initially classified the requisitioned trawlers' by manufacturer and 3 classes of requisitioned trawler came about; they were the Mersey, Strath and Castle classes. It was only later that the navy began to commission new trawlers to be built and all subsequent classes of trawler had the same ancestry. It was the trawler Basset built in 1935 that all subsequent armed trawlers' were based upon. There were 13 sub classes of armed trawlers, they were Basset, Tree, Dance, Shakespearian, Isles, Admiralty, Portuguese, Brazilian, Castle, Hills, Fish, Round Table and Military class, in total 250 armed trawlers were built between 1935 and 1945.

With the invasion and subsequent liberation of France, a new phase in the war emerged and the armed trawlers were suddenly called to serve in a new and unfamiliar capacity, this time as convoy protection; a role they were woefully unsuited for both in fire power and manoeuvrability. Many convoys' plied the coastal routes and armed trawlers were called to provide protection from submarines to these convoys. The slow speed of the trawlers meant that often should a trawler be called away to investigate a submarine sighting or engage the enemy of any kind they would quickly drop behind the convoy and many hours would go by before the trawlers' could return to their positions.

The German U-boat captains knew of the short comings of the trawlers and would play a cat and mouse game with the armed trawlers. The U-boats could outpace the armed trawlers on the surface so would let themselves be sighted before turning and trying to outrun the armed trawlers to get to a position enabling them to engage the allied convoys.

The heroism and bravery of the armed trawler captains didn't go unnoticed by the German naval commanders and one engagement shows quite simply how the armed trawlers and their crews fought even in the face of over whelming odds.

His Majesties Trawler Juniper, of the Tree Class, was escorting a tanker during the Norwegian campaign and while in Norwegian waters spotted a German naval squadron comprising two battleships, Scharnhorst and Gneisenau, the cruiser Admiral Hipper and four destroyers. Seeing that she couldn't escape this squadron as she didn't have the speed, the HMT Juniper hoisted her battle ensign and turned under full steam for the enemy squadron. With only her diminutive 12 pounder, she turned into 530 tonnes of spitting , fighting fury and sailed head first into the squadron. Incredibly she survived for an hour and a half before finally succumbing to the battleships, sinking beneath the waves and leaving only 4 survivors.



Armed trawlers were stationed in small fleets anywhere the admiralty thought they were required. Many stationed around the coast of Britain, in Shetland, Plymouth, Portland, Portsmouth and Rosyth. A number of armed trawlers were stationed further afield from Iceland through Gibraltar and the Mediterranean to the Azores and South Africa. The humble armed trawler made her presence felt across the globe.

See Appendix 12 for a Tribute to Armed Trawlers that served in the Great Wars.

6.2 *HMT Pine (in depth)*

H.M.T. Pine, one of a batch of 20 classified as an Admiralty Tree Class Trawler, was built by Hall Russell & Co. Ltd in Aberdeen. She was laid down on 29th September 1939, launched on 25th March 1940, and commissioned on 2 July 1940. Her size was 530 tons, she was 150 feet long, and her coal-fired steam boilers gave her a top speed of over 10 knots, and a crew of 35. She was equipped with Asdic as well as Minesweeping gear. Armament was a 12 pounder Gun near the bow and other smaller guns - some from the first War – for anti-aircraft and close range use. Also there were “a couple of fancy Schumly Rockets” on the bridge (these rockets were strung together with a length of wire designed to entangle the propeller of attacking aircraft).

Her complement of 4 officers and 30 ratings were commanded in the early part of her career by New Zealander Lieutenant Charles Palmer, R.N.Z.N.R., who was helpful in sending Peter Crocker (Gillingham (Dorset) County Council, from Auckland, his memories and a photograph of the ship. Also, gratitude to the late Hugh Drake R.N.R. from Upminster in Essex, a Signaller on Pine for 20 months, who sent Peter at the time, a most colourful and

detailed account of life on board together with several snapshots of the crew (Appendix Five).

After commissioning at Aberdeen, the Pine sailed via the North of Scotland to Plymouth, where "Bunting tosser Drake, returned to the Hoe - before setting forth to take on the German Armada" (his own words). It was while in Plymouth that Lt. Palmer joined the ship on 16th June 1940.

The job of this class of Minesweeper was to sweep ahead of Channel convoys (usually in groups of four) from Portsmouth to Chatham. On leaving port they collected barrage balloons which floated hundreds of feet above.

Charles Palmer wrote:- "The first convoy our ships escorted was subject to a vicious Stuka attack off Folkestone. We also had in attendance two Hunt Class Destroyers and four Motor Gun Boats, which took station with the convoy through the narrows. After Pine had taken part in a couple of convoys, (she had good look at the Nazi armadas flying to bomb London in September during the Battle of Britain) she was transferred to patrols off Beachy Head. Her job, with one or two others, was to warn Britain of the approach of German invaders, which never came. Later Pine, with sister ships Birch and Hickory, was detached to help sweep large minefields off Falmouth and Portland.

"While operating off Portland, Hickory was sunk by a mine on 22nd October 1940. Pine was able to save only 6 out of 33 crew including her Commanding Officer. It took Birch and Pine more than two months to clear the Portland minefield, at times assisted by a Drifter and the odd Trawler from Portland. Miraculously there were no serious casualties in spite of the weather and several aerial attacks.

"Early in June Pine returned to Portsmouth re-joining the Channel convoys, and in addition she took part in three more Mine clearances off Portsmouth, the Isle of Wight and Beachy Head. On one occasion a mine exploded in her sweep and gave her a good shake and broke most of her crockery. During one Channel sweep, ahead of the convoy, off Folkestone, she had a narrow escape when two bombs fell alongside - it was at night, very black, but I [Charles Palmer] believe our gunners shot that plane down.

"In the latter convoys, we had a couple of Spitfires to escort us through the Straits. Incidentally, we were always subject to shellfire from the long range Guns at Cap Griz Nez. One usually counted fifty after the flash, and then the danger from that particular shell was over."

Lt. Palmer relinquished command on 31st August 1941. During this time the periods alongside at Portsmouth were often interrupted by Air raids, and on one occasion Hugh Drake reports that the glow could be seen all the way from Portland.

H.M.S. Pine's new commander was Lt. Hird R.N.V.R. and for the next two and a half years she was engaged on very similar duties.

On 31st January 1944, HMT Pine was part of the escort to the Channel convoy, sweeping for mines ahead of the convoy along with two other Tree Class Trawlers. Around lunchtime on Sunday, Pine picked up a convoy off Southend and proceeded enroute to Portsmouth. Convoy Cw-243 consisted of 10 merchant vessels and 7 escorts detached for St Helen's Road from Southend. It comprised HMS Haslemere, HMS Albrighton, HMT Rehearo, HMT Lorraine, HMT Blackthorn, HMT Walnut and HMT Pine. The merchant vessels including among others the Caleb Sprague, Emerald Balduin, Ara and Jernland.

The convoy left Southend on the 30th January 1944 bound for St. Helens Roads. It would be passing through the infamous E-boat alley, a popular hunting ground of German fast attack boats out of Calais. The first day passed uneventfully as the convoy steamed at 7 knots along the south coast. Late into the day a Sunderland of coastal command spotted a U-boat on the surface but it soon submerged and nothing more was reported.

On into the night the convoy pressed on, slowly passing Beachy Head. The three Tree class armed trawlers Walnut, Pine and Blackthorn were ahead of the convoy on mine-sweeping duties clearing the path for the merchant vessels behind. Leading the port column of vessels was the Fleet Auxiliary HMS Haslemere commanded by the convoy commodore. Tailing the port column of merchant vessels was HMT Lorraine and behind the starboard column HMT Rehearo, finally tailing the convoy was the destroyer HMS Albrighton.

At 0145 a radar operator on the Sussex shore spotted 10 new plots on his screen headed straight for the convoy plodding along at 7 knots. The new blips on his radar were headed for the convoy at 40 knots and it could mean only one thing. A pack of E-boats was hunting and had found the convoy. The civilian radar operator then made a fatal mistake of following procedure to the letter and went to find a senior naval officer to give him permission to make a plain language transmission to warn the convoy. All the time the E-boats closed in on the convoy.

The E-boats had laid waiting in the channel with their engines turned off and watching for the lights and listening for the transmission of the convoy proceeding down the channel. When they confirmed their target they started their engines and raced towards the convoy at 40 knots. Splitting into 2 groups they encircled the convoy and began to fire torpedoes at the advancing merchant vessels.

One group of E-boats attacked the centre of the convoy and in the ensuing melee the Caleb Sprague and The Emerald were both sunk in quick succession. At this time the call of 'action stations' had passed along the escorts and HMS Albrighton charged in between the lines of merchant vessels and engaged the E-boats as best she could.

The second group of E-boats had made their way around the front of the convoy and were now attempting to engage the convoy from the coastal side. It was at this time that HMT Pine was torpedoed by S142 commanded by Oberlutenant zur See Hinrich Ahrens. The torpedo hit HMT Pine on the bow and blew it clean off, 10 men were instantly killed in the attack.

The E-boats seemed content with their 3 'kills' and left as quickly as they had arrived. The convoy stayed on high alert and began to 'hug the coast' to try and avoid a further anticipated attack from the e-boats. The convoy was ordered not to slow down and make best speed towards the safety of Portsmouth, leaving the crippled HMT Pine adrift behind them.

It was Lt-Commander Leslie close by in Motor Launch 206 who quickly came to save those still on board HMT Pine. He took 20 survivors from HMT Pine and with encouragement from the survivors again went alongside HMT Pine and a boarding party took further 7 survivors from below decks onto M.L.206. The skipper had his legs broken; he had been swept from the bridge to the deck by the falling mast. The sub-lieutenant had his jaw broken, the Asdic rating was badly concussed and the signalman had what looked like broken ribs. Lt.Cdr Leslie then stayed on station with HMT Pine until the HMT Rehearo came alongside and took HMT Pine under tow towards Newhaven. Her bows were shattered by an enemy torpedo and under tow, she made faltering progress towards Portsmouth Harbour but finally foundered and sank some twelve hours later, off the Sussex coast near Selsey Bill.

M.L.206 quickly made its way into Newhaven to disembark its survivors. The Naval Officer in command then ordered HMT Pine to be towed to Portsmouth where there were better repair facilities, so HMT Rehearo turned and towed HMT Pine towards Portsmouth. Two of HMT Pine's surviving officers asked to be put back on board HMT Pine for the tow back into Portsmouth. M.L.206 quickly came along side HMT Pine and the 2 officers transferred across. The 2 officers weren't on the HMT Pine for long; 6 miles from Selsey Bill at 1345 on the 31st January 1944, she suddenly sank.

Today she still rests 6 miles or so from Selsey Bill at

Latitude = 50°43'.057 N

Longitude = 000°37'.183 W

Kindly sent by the grandson of RPO Tom McCabe

'...and then tragedy for one of our flotilla, the minesweeper 'Pine'. We were in convoy with the Pine when we got the alarm during the night when we were on the last lap to Portsmouth. 'Action Stations' the usual star shell, tracers and very loud bangs and flashes. There were a couple of terrific flashes and it was rumoured that two small tankers in the convoy had vanished in them, more flashes and the Pine was hit and blown clean in two by a torpedo - the stern half remained afloat, the rest had just disappeared. A few survivors including two officers were fished out of the water and shortly afterward they went back onboard to salvage the stern half of their ship. They managed to get it taken in tow but a couple of hours later it also sank without warning and the survivors had to swim for it again. The culprits had been E boats on a pitch dark night lying in wait in the swept channel with their engines switched off. We had regularly lain alongside the Pine in harbour and we knew most of those lost fairly well, so it came as a great shock to all of us.'

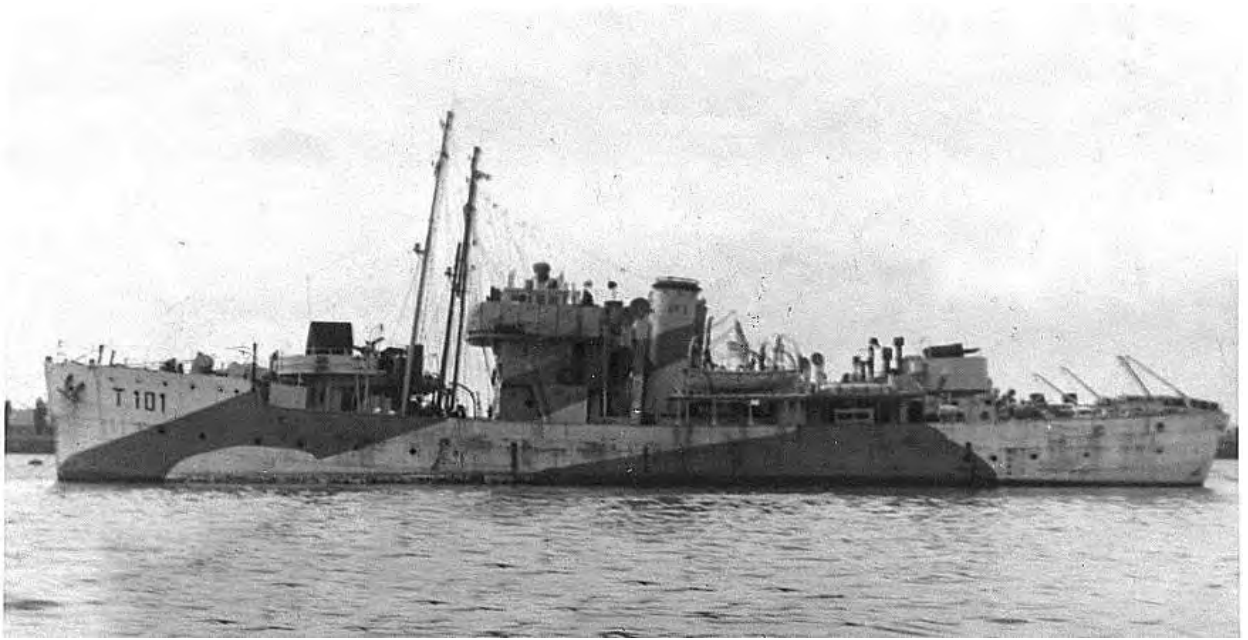
Her Commanding Officers were:

Mar 1940 – 31 Aug 1941:	Lieutenant Charles 'Bunty' Palmer, R.N.Z.N.R.,
01 Sep 1941 - 1943:	T.Lt. Charles Meldon, R.N.V.R
1943 - 31 Jan 1944:	Lt. Hird R.N.V.R

Those who lost their lives on board HMT Pine on 31st January 1944:

AUDIS, Raymond G E, Ordinary Signalman, RNPS, LT/JX 405841, MPK
ELLIOTT, Robert T, Seaman, RNPS, LT/JX 231951, MPK
FAULKNER, Albert V, Seaman, RNPS, LT/JX 203620, MPK
HAYWARD, Arthur, Seaman, RNPS, LT/JX 436311, MPK
HOBSON, Loris, Cook, RNPS, LT/MX 107746, MPK
MARTIN, Edward, Ordinary Seaman, RNPS, LT/JX 355532, MPK
MARTLAND, John, Leading Cook, RNPS, LT/MX 84970, MPK
MASON, Stanley, Ordinary Seaman, RNPS, LT/JX 532715, MPK
PECKHAM, Cecil C, Ordinary Telegraphist, RNPS, LT/JX 370193, MPK
SHERIFF, Ronald B, Seaman, RNPS, LT/JX 379840, MPK

Further research findings, including details of a visit to the Royal Naval Patrol Service and Lowestoft War Memorial Museums are at Appendix 12



APPENDICES

7.0 Appendix One – Sample Dive Plan

Saturday 19th May:

Wreck	Coordinates	Cox	Marshall
HMT Pine	50°43.05N, 00°37.10W 50°43.069N, 00°37.164W 50°43.057N, 00°37.183W (Wrecksite)	Angus Wylie	Anne-Marie Mason 07733334797

Spring Tide	Portsmouth	Water Speed
1 st Slack	-2 hrs HW	0.2 Knots
2 nd Slack	+4 hrs HW	0.1 Knots

Portsmouth	Time	Depth	Morning Slack	Afternoon Slack
High Water	11:37		0910 - 0937	1510 – 1537
Low Water	16:48			

Littlehampton	Time	Depth	Recovery
Low Water	04:56		Min recovery 2 hours before LW
High Water	11:37		
Low Water	16:48		

Type	Planned	Postcode	Alternative
Launch	Littlehampton Marina [07:45]	BN17 5DS	-
Pickup Point	Littlehampton Marina/Pontoon	BN17 5DS	-
Recovery	Littlehampton [latest 15:00]		-

Divers	Qualification	Comments	Confirmed
Angus Wylie	DL	Cox and Second Dive	Yes
Anne-Marie Mason	AD		Yes
Will Mason	DL	Towing – Cox Second Dive	Yes
Ralph Hursthouse	DL		Yes
Chris Bessant	SD		Yes
Mark Purchase	DL		Yes
Jeff Horst	AD		Yes
Simon Gravatt	SD		Yes
Alison Smith	SD		Yes
Richard Creamer	OD	Ass Boat Handler – then second dive	Yes
Reserve List:			
James Paddison	OD		
Duncan Howe	AD		

Buddy Pairs		Comments
Will	Annie	Annie & Richard for 2 nd dive Will to Cox Angus to dive
Chris	Ralph	
Mark	Jeff	
Simon	Alison	

19 th May Schedule	Comments
06:15	Leave Boat Shed (Will & Annie)
07:15	Arrive Littlehampton Marina
07.45	Launch
08:00	Leave launch point and transit to HMT Pine
09:10 – 09:37	Slack - Dive
10:30	All divers back on board – transit to Littlehampton Marina
11:15	Arrive Littlehampton – secure boat
Lunch	
12:30	Pick up divers and transit to dive site for second dive
13:15 – 14:30	Dive – all divers must be back on board by 14:30
15:00	Arrive back at Littlehampton and IMMEDIATELY recover boat
16:00	BEER

<u>Emergency</u>
➤ Any emergencies on land will result in a call to 999
➤ Any emergencies at sea will result in a call on Channel 16 to Solent Coastguard
➤ Oxygen available on the boat and to be checked on Tuesday 15 th May prior to trip
➤ First Aid kit available on the boat and to be checked on Tuesday 15 th May prior to trip

<u>Relevant Telephone Numbers</u>	
➤ Anne-Marie Mason	07733 334797
➤ Solent Coastguard	02392 552100
➤ Littlehampton Marina	01903 713553
➤ Littlehampton Harbour Master	01903 721215
➤ Royal Navy Doctor	07831 151523
➤ Diving Disease Research Centre	01752 020999

Boat – Mckie

- Mckie was fully prepared on Tuesday evening.
- Mckie to be fully fuelled and oiled before launch – Spare fuel/oil to be bought with boat to launch point
- GPS and Fishfinder to be checked and functioning at launch point
- All running lights to be checked prior to launch.
- Radio check to be conducted with Solent Coastguard at launch point

Launch Point – Littlehampton Marina

- Ferry Road, Littlehampton, West Sussex BN17 5DS 01903 713553
- <http://www.littlehamptonmarina.co.uk/How-to-find-us/page/1216/>
- **BE THERE AND READY TO LEAVE THE SLIP FULLY KITTED AT 8.00AM – Gate will open 7.15am**

Transit to Dive Site

- Slipway to Littlehampton Harbour exit – 10knot speed limit – caution taken by cox for other harbour traffic
- Littlehampton Harbour exit – caution over sand bar at exit, we will be transitting over the bar at HW-2hrs on a spring tide, should have no problem but speed to be reduced and watch of depth sounder. (**Channel across sand bar is on Western side of harbour entrance**)
- Harbour Exit to Dive site – direction of 213 degrees and 5.5nm – no obvious points of concern from charts, watch to be kept at all times by cox and divers.

8.0 Appendix Two - Dive Log Sheets

8.1 Log Sheet - 18th March 2012

**GUILDFORD BSAC
DIVE MARSHALLING LOG SHEET**

(COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)

SHEET No. 1/1

DATE 18th March 2012

BOAT NAME	MINE	COX GRADE	TIME OUT		TIME BACK		DIVE SITE	DIVE SITE STOPS	DECOMPRESSION ALADIN, '88, USN, ETC	GAS MIX IF USED		
			TIME IN	MAX DEPTH	TOTAL TIME	TIME OUT				NITROX O ₂ %	DECO MIX MOD	O ₂ % MOD
TAMM STAFFORD		DL	12:00	17m	23	12:23	NIL	NIL				
NICK FOX		AD	12:00	17m	33	12:33	NONE	ADVANCE VFX				
LANASHA POTTIER		DL	11:30	17m	30	12:00	"	"				
CHRIS BISSANT		SD	11:30	17m	30	12:00	"	"				
WILL MASCIU		DL	11:20	18m	30	11:50	"	SURF				
ANDY - MARIE MITCHELL		AD	11:20	18m	47	12:07	"	SURF				
BOB												

BOAT NAME	MINE	COX GRADE	TIME OUT		TIME BACK		DIVE SITE	DIVE SITE STOPS	DECOMPRESSION ALADIN, '88, USN, ETC	GAS MIX IF USED		
			TIME IN	MAX DEPTH	TOTAL TIME	TIME OUT				NITROX O ₂ %	DECO MIX MOD	O ₂ % MOD
WILL MASON		DL	15:00	9	25	15:25	NONE	SURF				
ANU-MARIE MASON		AD	15:00	9	25	15:25	NONE	SURF				
CHRIS BISSANT		SD	15:10	9	37	15:47	NONE	SURF				
RAEF HORNBY		DL	15:10	9	37	15:47	NONE	SURF				

LINDA £205 (LINE FIC)
 ANNIE £125
 ASKE - £15 - FURCACEE FEEL
 NICK - £17.50 - £17.50 BEARING
 LIAISON - £15.
 CURS O -
 PAUL S

8.2 Log Sheet - 14th April 2012

SHEET No.

GUILDFORD BSAC
 DIVE MARSHALLING LOG SHEET
 (COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)

Tower
 Martin Stephens

DATE 14th APRIL 2012

BOAT	NAME	COX	GRADE	FEE PAID	TIME OUT 9.0		TIME BACK 12.0		DIVE SITE	STOPS	GAS MIX IF USED		
					TIME IN	MAX DEPTH	TOTAL TIME	TIME OUT			NITROX O ₂ %	DECO MIX MOD	DECO MIX MOD
	NICK FOX	AD			10:40	16.5m	47		3 @ 6				
	JOHN HILL	SP		£5	10:40	16.5m	47		3 @ 6				
	LARA WHEATHOUSE	DL		£5	10:40	17.2m	54		0m/1g!				
	MARTIN STEPHENS	DL		£5	10:58	17.7	59		3 @ 6				
	CHAS BESSANT	SP		£5	10:51	17.8	24		3 @ 6				
	SARAH JAVIE	AD		£5	10:57	16.8	24		2 @ 6				
	KATE EDEY												

AMT PNE
 ALADIN, 98, USN, ETC
 VEX
 SUWTO
 SUWTO
 SUWTO
 SUWTO
 SUWTO

BOAT	NAME	COX	GRADE	FEE PAID	TIME OUT		TIME BACK		DIVE SITE	STOPS	GAS MIX IF USED		
					TIME IN	MAX DEPTH	TOTAL TIME	TIME OUT			NITROX O ₂ %	DECO MIX MOD	DECO MIX MOD

ALADIN, 98, USN, ETC

8.3 Log Sheet - 19th May 2012

SHEET No.

GUILD-ORD BSAC
DIVE MARSHALLING LOG SHEET

(COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)

DATE 19 May 2012

BOAT	McKie	NAME	COX	Grade	Angus	TIME OUT		MAX DEPTH	TIME BACK		DIVE SITE	STOPS	GAS MIX IF USED	
						TIME IN	TIME OUT		TOTAL TIME	TIME OUT			NITROX O ₂ %	DECO MIX O ₂ %
		Chris Bessant	SD	DL	PAID	09:35	20:1	38'	09:35	20:1	30@6			
		Ralph Hursthouse	DL	DL	PAID	09:35	20:1	38'	09:35	20:1	30@6			
		Simon Grevatt	SD	DL	PAID	09:34	19:6	44'	09:34	19:6	30@6			
		Alison Smith	SD	DL	PAID	09:54	19:26	44'	09:54	19:26	30@6			
		Mark Purchase	DL	DL	PAID	04:40	19:5	37'	04:40	19:5	30@6			
		Jeff Horst	AD	DL	PAID	04:44	19:5	37'	04:44	19:5	30@6			
		Will Mason	DL	DL	PAID	09:10	19:1	82'	09:10	19:1	15@6			
		Anne-Marie Mason	AD	DL	PAID	09:10	19:1	82'	09:10	19:1	15@6			

BOAT	McKie	NAME	COX	Grade	Angus	TIME OUT		MAX DEPTH	TIME BACK		DIVE SITE	STOPS	GAS MIX IF USED	
						TIME IN	TIME OUT		TOTAL TIME	TIME OUT			NITROX O ₂ %	DECO MIX O ₂ %
		Chris Bessant	SD	DL	PAID	13:50	14:6	45'	13:50	14:35	30@6			
		Ralph Hursthouse	DL	DL	PAID	13:50	14:6	45'	13:50	14:35	30@6			
		Simon Grevatt	SD	DL	PAID	13:55	14:4	46'	13:55	14:35	30@6			
		Alison Smith	SD	DL	PAID	13:35	14:4	46'	13:35	14:35	30@6			
		Mark Purchase	DL	DL	PAID	14:00	15	40'	14:00	15	30@6			
		Jeff Horst	AD	DL	PAID	13:28	13:4	68'	13:28	13:4	30@6			
		Anne-Marie Mason	AD	DL	PAID	14:00	15	40'	14:00	15	30@6			
		Richard Creamer	OD	DL	PAID	13:38	13:4	68'	13:38	13:4	30@6			
		ANGUS WILKIE												

8.4 Log Sheet - 15th July 2012

SHEET No. 1 of

GUILDFORD BSAC
DIVE MARSHALLING LOG SHEET

(COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)

DATE 15-07-12

BOAT	NAME	COX	FOX	GRADE	FEE PAID	TIME IN	MAX DEPTH	TOTAL TIME	TIME OUT	STOPS	DIVE SITE	GAS MIX IF USED		
												NITROX O ₂ %	DECO MOD	MIX MOD
MARK PURCHASE	ADL	#12				19.4	43			306	UMT PINE			
GAIL LICKARD	JP	#1L				19.9	43			306				
ANNIE MASON	AO	#12				18.6	59			306				
TOM BOTTICCHIO	DL	#11				18.6	59			306				
SIMON GLENWAT	SP	#12				19.2	39			306				
ALISON SMYTH	SI	#12				19.2	39			306				
SIMON WISE	DL	#12				17.0	27			306				
SIRIAM KECH	DL	#1L				17.9	37			306				

BOAT	NAME	COX	FOX	GRADE	FEE PAID	TIME IN	MAX DEPTH	TOTAL TIME	TIME OUT	STOPS	DIVE SITE	GAS MIX IF USED		
												NITROX O ₂ %	DECO MOD	MIX MOD
MARTIN STEADMAN	DL	#12				12.3	43			306	MAXBERRY			
GABRIEL JIMENEZ	RO	#11				17.3	43			306				
SIMON GOSLING	DL	#12				12.3	55			306				
KATIE GOSLING	NOV	#12				12.3	55			306				
MARK PANNELLS	SP	#12				12.3	55			306				

8.5 Log Sheet - 28th July 2012

SHEET No.

GUILDFORD BSAC DIVE MARSHALLING LOG SHEET

(COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)

DATE 28/07/12

BOAT MULE
SERVY SUTTON

NAME	GRADE	FEE PAID	TIME OUT		MAX DEPTH	TIME BACK		DIVE SITE	
			TIME IN	TIME		TOTAL TIME	TIME OUT	STOPS	DECOMPRESSION ALADIN, '88, USN, ETC
MARLY PENNELLS	SD	£13	11:56	16	41	12:37	30.6	SUNTO	
NATALIE PRIAMOVA	SD	£15	11:54	16	41	12:37	30.6	SUNTO	
CHRIS BESANT	SD	£13	12:00	16	19	12:19	0	SUNTO	
BOBBY ALEXANDER	SD	£13	12:00	16	19	12:19	0	SUNTO	
SEPP HOUST	AD	£13	11:51	16.8	39	12:30	0	SUNTO	
RICHARD CLEMMER	OD	£13	11:51	16.8	39	12:30	0	SUNTO	
MAX DENAY	SD	£13	11:56	12.2	44	12:40	30.6	SUNTO	
SAVES PADDISON	OD	£13	11:56	17.2	44	12:40	30.6	SUNTO	

NAME	GRADE	FEE PAID	TIME OUT		MAX DEPTH	TIME BACK		DIVE SITE	
			TIME IN	TIME		TOTAL TIME	TIME OUT	STOPS	DECOMPRESSION ALADIN, '88, USN, ETC

8.6 Log Sheet - 8th November 2012

SHEET No. 1

GUILDFORD BSAC
DIVE MARSHALLING LOG SHEET

(COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)

DATE: 8th November 2012

BOAT: McKie	NAME	COX	John Gibsc		9.40	15.30		DIVE SITE	HMT Prie		
			GRADE	FEE PAID		TIME IN	MAX DEPTH		TOTAL TIME	TIME OUT	STOPS
	Mark Purchase	DL		10:39	16	60	11:39	3 at 6	Appex		
	Jeff Horst	AD		10:39	16	60	11:39	3 at 6	Suunto		
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				

GAS MIX IF USED		
NITROX O ₂ %	DECO MOD	MIX O ₂ %

BOAT: McKie	NAME	COX	John Gibsc		9.40	15.30		DIVE SITE	HMT Prie		
			GRADE	FEE PAID		TIME IN	MAX DEPTH		TOTAL TIME	TIME OUT	STOPS
	Mark Purchase	DL		14:30	16	10	14:40		Appex		
	Jeff Horst	AD		14:30	0	0	14:32		Suunto		
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
				:			:				
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				:			:				
				:			:				
				:			:				

GAS MIX IF USED		
NITROX O ₂ %	DECO MOD	MIX O ₂ %

8.7 Log Sheet - 23rd November 2012

Dive Plan and Log

Dive number		1		Boat		McKie		Weather		F2-3 WSW; 1m swells dropping during day														
Date		23/11/2012		Cox		Duncan Howe		Notes		(Previous day - night blowing F8-10 storms with 3-4m waves)														
Time		10:30 departure Littlehampton		A. Cox		n/a		Notes		Bit rough clearing Littlehampton due to swell from previous night. Open water conditions very good. Dive visibility appalling. <1m visibility and no light penetration after 6m.														
Site		HMT Pitre		D/M		Mark Purchase		Plan		After dive														
Diver Name	Grade	Dive order	D/L	Y	Comp. / Tables	OC / SCR	Sofna Lime hours	Cylinders		Time in	Bottom time	Total time	Depth	First deco stop	Shot / SMB / DSMB	Time up	Bottom time	Total time	Max depth	Cylinders				
								Cap.	Pressure											Out	Surf. code			
Mark Purchase	DL	1	Y	C	oc			2X12	21%	230	A/1	11:35	40	45	18m	n/a	Shot	11:45	7	10	16	205		
Danny Burns	PADI DM	1		C	oc			2X10	21%	230	A/1	11:35	40	45	18m	n/a	Shot	11:50	12	15	16	200		
Chris Bessant	SD	1		C	oc			15	21%	230	A/1	11:32	60	65	18m	6m	Shot	11:40	6	8	16	195		
Jeff Horst	AD	1	Y	C	oc			2X12	21%	230	A/1	11:32	60	65	18m	6m	Shot	11:40	6	8	16	210		
Duncan Howe	AD	2	Y	C	oc			2X12	21%	230	A/1	12:25	60	65	18m	6m	Shot	12:40 1:10	12 20	15 25	16 16	See notes	E/1	
Angus Wylie	DL	2		C	oc			2X12	21%	230	A/1	12:25	60	65	18m	6m	Shot	12:40 1:15	12 25	15 30	16 16	See notes	E/1	

BSAC 434

26/11/2012

8.8 Log Sheet - 20th April 2013

GUILDFORD BSAC

DIVE MARSHALLING LOG SHEET

(COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)

GUILDFORD BSAC															SHEET No.		
DIVE MARSHALLING LOG SHEET																	
(COMPLETED SHEETS TO BE GIVEN TO THE DIVING OFFICER)																	
DATE															20.4.2013 Pine		
BOAT															GAS MIX IF USED		
NAME	COX	GRADE	TIME OUT		MAX DEPTH	TIME BACK		DIVE SITE	STOPS	DECOMPRESSION ALADIN, '88, USN, ETC	GAS MIX IF USED		NITROX	DECO MIX			
			TIME IN	TIME OUT		TOTAL TIME	TIME OUT				O ₂ % MOD	O ₂ % MOD					
Will Mason	DL		11:25	17:40	17.40	71	12:46	3 at 6	Suunto								
Annie Mason	AD		11:25	17:40	17.40	71	12:46	3 at 6	Suunto								
Nick Fox	AD		11:30	17:30	17.30	52	12:22	1 at 6	VRX								
John Gibson	DL		11:30	17:30	17.30	52	12:22	1 at 6	OSTC 2N								
Mark Purchase	DL		:	:	:	:	:	:	:								
Duncan Howe	AD		12:07	17:40	17.40	33	12:40	1 at 6	ALADIN								
Chris Bessant	SD		12:07	17:20	17.20	26	12:33	0	Suunto								
Jeff Horst	AD		12:07	17:20	17.20	41	12:48	3 at 6	Suunto								
			:	:	:	:	:	:	:								
BOAT															GAS MIX IF USED		
NAME	COX	GRADE	TIME OUT		MAX DEPTH	TIME BACK		DIVE SITE	STOPS	DECOMPRESSION ALADIN, '88, USN, ETC	GAS MIX IF USED		NITROX	DECO MIX			
			TIME IN	TIME OUT		TOTAL TIME	TIME OUT				O ₂ % MOD	O ₂ % MOD					
			:	:	:	:	:	:	:								
			:	:	:	:	:	:	:								
			:	:	:	:	:	:	:								
			:	:	:	:	:	:	:								
			:	:	:	:	:	:	:								
			:	:	:	:	:	:	:								
			:	:	:	:	:	:	:								
			:	:	:	:	:	:	:								

9.0 Appendix Three – List of Divers

The Divers:

Anne-Marie Mason, **Diving Officer**: Advanced Diver & Open Water Instructor, RYA Advanced Powerboat Certificate, RYA Yachtmaster.

John Gibson: Dive Leader & Open Water Instructor. RYA Advanced Powerboat Certificate, member of NAS, Part 3 and Assistant Tutor and Seasearch Observer.

Mark Purchase, **Assistant Training Officer**: BSAC Dive Leader & Open Water Instructor, RYA Level 2 Powerboat Certificate

Jeff Horst: Advanced Diver

Will Mason: Dive Leader & Assistant Open Water Instructor, RYA Level 2 Powerboat Certificate.

Nick Fox, **Assistant Diving Officer**: Advanced Diver & Assistant Open Water Instructors, RYA Advanced Powerboat Certificate, RYA Yachtmaster.

Chris Bessant: Sports Diver

Tom Butterfield, **Equipment Officer**: Dive Leader & Open Water Instructor.

Duncan Howe: Advanced Diver & Assistant Open Water Instructor.

Alison Smith, **Secretary**: Sports Diver

Simon Grevatt, **Treasurer**: Sports Diver

Hannah Petiffer: Dive Leader & Open Water Instructor

Kate Edey: Advanced Diver & Open Water Instructor

Sarah Davis: Sports Diver

Mark Pennells: Sports Diver

Natallia Paliakova: Sports Diver

Bobby Alexander: Sports Diver

Richard Creamer: Ocean Diver

Max Denby: Sports Diver

James Paddison: Ocean Diver

Angus Wylie: Sports Diver & Assistant Open Water Instructor

Danny Burns: Dive Leader

Ralph Hursthouse: Dive Leader

Paul Stafford: Advanced Diver & Assistant Open Water Instructor

John Hill: Sports Diver

Martin Stephens: Dive Leader & Open Water Instructor

Chris Rickard: Sports Diver

Simon Wise: Advanced Diver & Assistant Open Water Instructor

Sarah Keogh: Sports Diver

Grabriel Jimenez: Sports Diver

10.0 Appendix Four – Sketches of HMT Pine

10.1 Sketch One – 18th March



Recording Form Series
Archaeological Dive Recording Form

PERSONAL DETAILS		SITE DETAILS	
Diver Name:	Chris Bessant	Site Name:	HMT Pine
Contact details:		Location/position:	
Buddy name:	Henna	Orientation:	
Tel No.:	Date: 18/3	Archaeological references:	

Archaeological Supervisor:	START ⌚	FINISH ⌚
----------------------------	---------	----------

TASK:	General Survey / Overview
-------	---------------------------

RESULTS:	General Wreckage, boilers, some cables and perhaps a pot hole
----------	---

SKETCH:

PHOTOS TAKEN		VIDEO TAKEN	
WHOS CAMERA:		WHOS CAMERA:	
FILM NUMBER:		TAPE NUMBER:	
FORMAT:	DIGITAL / PRINT / E6	FORMAT:	DIGITAL / VHS
No. OF PHOTOS TAKEN		LENGTH OF FOOTAGE:	
PHOTO LOG No:		VIDEO LOG No:	

10.2 Sketch Two - 18th March 2012



Recording Form Series
Archaeological Dive Recording Form

PERSONAL DETAILS		SITE DETAILS HINT / S PINE	
Diver Name: ANNE MARIE MASON		Site Name:	
Contact details:		Location/position:	
		Orientation:	
Buddy name: WILL MASON + RACHA		Archaeological references:	
Tel No.:	Date: 18/3/12		

Archaeological Supervisor: JOHN GIBSON	START ⌚	11 20	FINISH ⌚	12 04
--	---------	-------	----------	-------

TASK:	LA-1 PALLADIUM SHOT
-------	---------------------

RESULTS:	Shot secured to Boiler at shallowest point c 1.5mtrs -

<p>SKETCH:</p>

PHOTOS TAKEN		VIDEO TAKEN	
WHOS CAMERA:		WHOS CAMERA:	
FILM NUMBER:		TAPE NUMBER:	
FORMAT:	DIGITAL / PRINT / E6	FORMAT:	DIGITAL / VHS
No. OF PHOTOS TAKEN		LENGTH OF FOOTAGE:	
PHOTO LOG No:		VIDEO LOG No:	

10.3 Sketch Three: 18th March 2012



Recording Form Series
Archaeological Dive Recording Form

PERSONAL DETAILS		SITE DETAILS	
Diver Name:	Nick Fox	Site Name:	Hill Pile
Contact details:		Location/position:	Seabed Base
Buddy name:	Paula Strickland	Orientation:	
Tel No.:	07909 961805	Archaeological references:	
Date:	18/03/2012		

Archaeological Supervisor:	START ⌚		FINISH ⌚
----------------------------	---------	--	----------

TASK:	Attach SWOT of General Survey
-------	-------------------------------

RESULTS:	
----------	--

<p>SKETCH:</p>

PHOTOS TAKEN		VIDEO TAKEN	
WHOS CAMERA:		WHOS CAMERA:	
FILM NUMBER:		TAPE NUMBER:	
FORMAT:	DIGITAL / PRINT / E6	FORMAT:	DIGITAL / VHS
No. OF PHOTOS TAKEN		LENGTH OF FOOTAGE:	
PHOTO LOG No:		VIDEO LOG No:	

10.4 Sketch Four - 18th March 2012



Recording Form Series
Archaeological Dive Recording Form

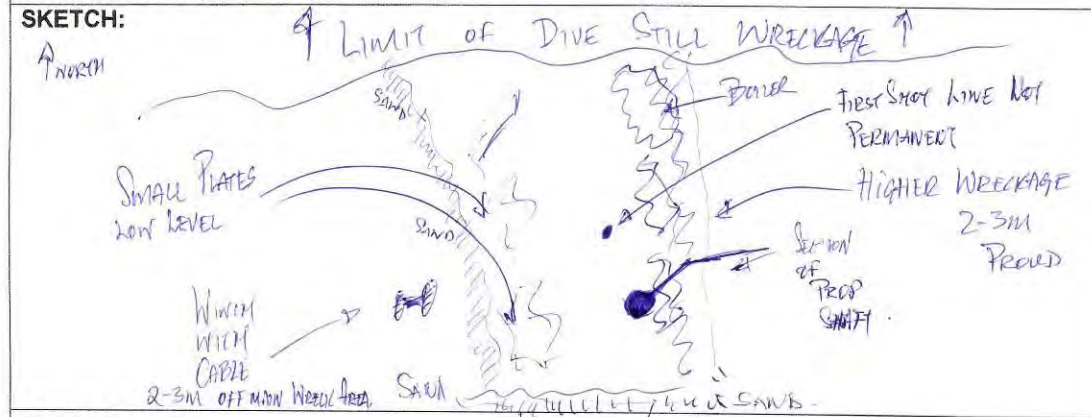
PERSONAL DETAILS		SITE DETAILS	
Diver Name: <i>Paul Stafford</i>		Site Name: <i>HMT/MS FINE</i>	
Contact details: <i>07410 814 060</i>		Location/position:	
Buddy name: <i>Nick Fox</i>		Orientation:	
Tel No.:		Archaeological references:	
Date: <i>18/3/2012</i>			

Archaeological Supervisor:	START ⌚ <i>12:00</i>	FINISH ⌚ <i>+ 23mins</i>
----------------------------	----------------------	--------------------------

TASK:	<i>INITIAL SURVEY</i>
-------	-----------------------

RESULTS:	<i>EASTERN SIDE OF WRECK HAS LARGER SECTIONS OF WRECKAGE WESTERN SIDE IS FLATTER - OFF TO THE WESTERN SIDE WAS A WINCH WITH CABLE - ON THE EASTERN SIDE THERE WAS A SECTION OF PROP SHAFT.</i>
----------	--

FISH:	<i>BIB POLECK, CRAB, STAR FISH, BLENNIES (TORPOT) WRASSE, PLAICE (PLAICE) LARGE SOLE</i>
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PHOTOS TAKEN		VIDEO TAKEN	
WHOS CAMERA:		WHOS CAMERA:	
FILM NUMBER:		TAPE NUMBER:	
FORMAT:	<i>DIGITAL / PRINT / E6</i>	FORMAT:	<i>DIGITAL / VHS</i>
No. OF PHOTOS TAKEN		LENGTH OF FOOTAGE:	
PHOTO LOG No:		VIDEO LOG No:	

10.5 Sketch One - 14th April 2012



Recording Form Series
Archaeological Dive Recording Form

PERSONAL DETAILS		SITE DETAILS	
Diver Name: <i>NICE FOY</i>		Site Name: <i>HMT PINE</i>	
Contact details: <i>GUILDFORD BS26</i>		Location/position:	
Buddy name: <i>JOHN AICE</i>		Orientation:	
Tel No.: <i>07909 961843</i> Date: <i>14/04/2012</i>		Archaeological references:	

Archaeological Supervisor:	START ☺	FINISH ☺
----------------------------	---------	----------

TASK:	<i>SKELETON LARGE SECTION OF NEECK CLOSE TO BOKOR</i>
RESULTS:	<i>SEE SKETCH IDENTIFIED - LIFE BOAT DAVIT & PULP SHAFT.</i>

SKETCH:

PHOTOS TAKEN		VIDEO TAKEN	
WHOS CAMERA:		WHOS CAMERA:	
FILM NUMBER:		TAPE NUMBER:	
FORMAT:	DIGITAL / PRINT / E6	FORMAT:	DIGITAL / VHS
No. OF PHOTOS TAKEN		LENGTH OF FOOTAGE:	
PHOTO LOG No:		VIDEO LOG No:	

10.6 Sketch One: - 20th April 2013



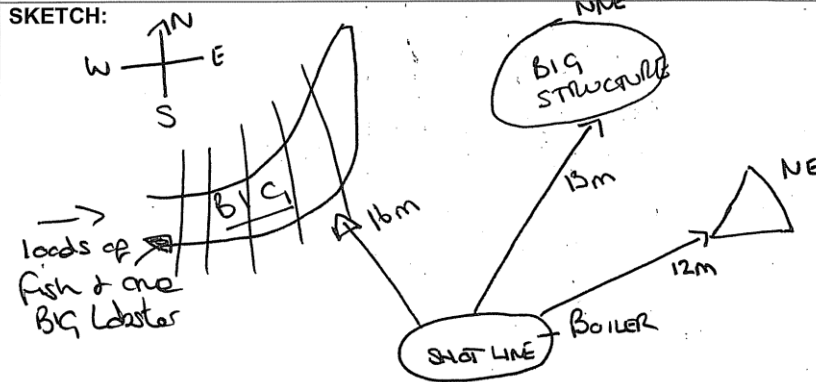
Recording Form Series Small Finds Recording Form

PERSONAL DETAILS		SITE DETAILS	
Recorders Name: ANNE-MARIE MASOV		Site Name: HMT PINE	
Contact details: GUILDFORD BSAC		Location/position:	
HMT PINE PROJECT		Orientation:	
SURVEY DIVE.		Archaeological references:	
Tel No.:			
Date of recovery:	20	Date of record:	20/4/13

Artefact Name:		Artefact Category:	
Artefact Code:		Context Number:	
Condition:			
Completeness:			
Associated Objects:			

Conservation:

SKETCH:



Sample No:			
Drawing No:		Copies sent to/date:	
Photo No:		Object sent to/date:	

10.7 Sketch Two: - 20th April 2013



Recording Form Series
Archaeological Dive Recording Form

PERSONAL DETAILS		SITE DETAILS	
Diver Name: JOHN GIBSON		Site Name: HMT PING	
Contact details: 9 HOLBROOK CLOSE SHALFORD, WILDFORD GU48EB		Location/position: 50°43.060N 0°37.112W	
Buddy name: NICK FOX		Orientation: Generally Heikin E to W	
Tel No.: 01453 577853		Archaeological references: Various reports and dive records	
Date: 20/04/13			

Archaeological Supervisor: JOHN GIBSON	START Ⓢ	11:36	FINISH Ⓢ	12:26
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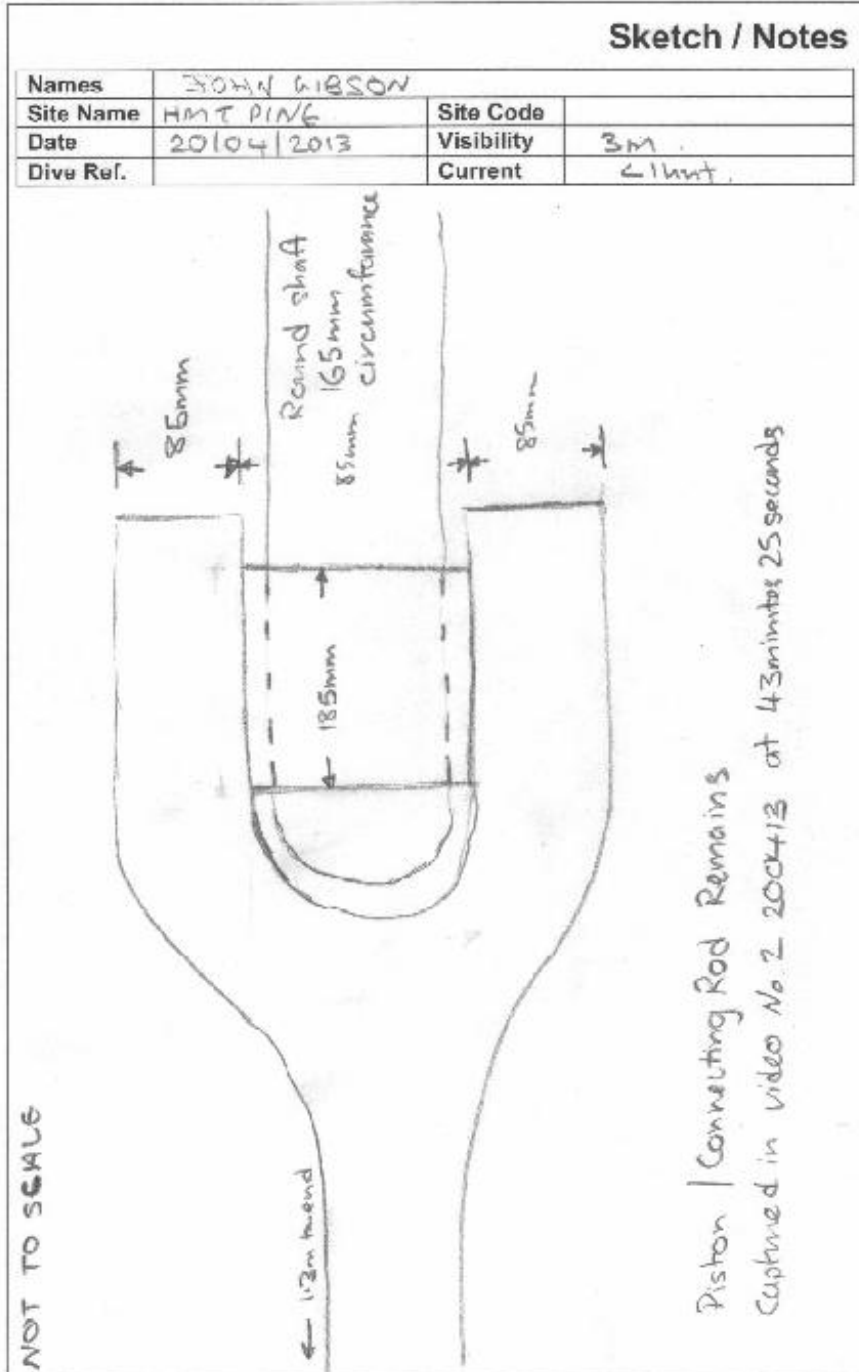
TASK: Record remains of boiler and other significant wreckage

RESULTS: General dimensions of boiler recorded - broken and split and splaying out longitudinally. The boiler has tipped 90° from the upright and now lies on its side. Recorded detail of joint between piston and connecting rod.

SKETCH:
Boiler

PHOTOS TAKEN		VIDEO TAKEN	
WHOS CAMERA:		VIDEO TAKEN	YES
FILM NUMBER:		WHOS CAMERA:	JOHN GIBSON
FORMAT:	DIGITAL / PRINT / E6	TAPE NUMBER:	NO2 200413
No. OF PHOTOS TAKEN		FORMAT:	DIGITAL / VHS
PHOTO LOG No:		LENGTH OF FOOTAGE:	1 hour 1 minute 26 seconds
		VIDEO LOG No:	NO02

10.8 Sketch Three: - 20th April 2013



Site Recorder

www.3HConsulting.com

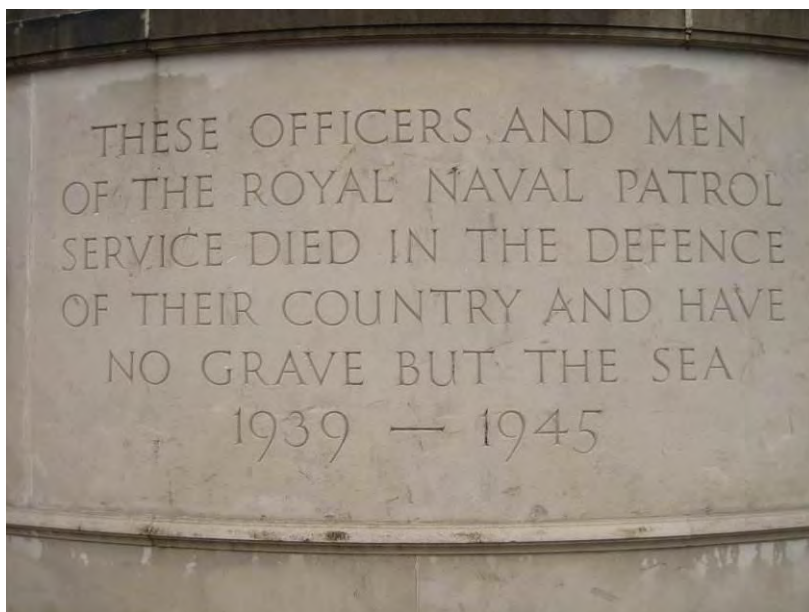
3H Consulting Ltd

11.0 Appendix Seven - Further Research

11.1 Trip to Lowestoft - 27th April 2012

On 27th April 2012, three club members made the trip to the Royal Naval Patrol Service and Lowestoft War Memorial Museums as “Sparrows nest”, war time HQ of the RNPS to research Armed Trawlers in general, but specifically find out more information on the Pine.







They were most pleased to find a replica of the HMT Pine in a display cabinet on display.

The best way to share the experience of the day is through a set of photographs shown below:





All that research – time for a nap!





The HMT Pine in all it's glory



Example of the Plaques around the War Memorial



11.2 Gillingham Dorset Museum

As part of our research, we learned that Gillingham Dorset Museum had connections with HMT Pine and we contacted Peter Crocker, who was serving on the Town Council in the 1980s. Peter had written a number of articles in the 80s and 90s, following his extensive research of the Pine.



There is a plaque in the Town Council Office on the wall presented by the Lords Commissioners of the Admiralty to the people of Gillingham to mark the achievement of raising funds to pay for a ship for the War Effort. The ship was HMS Pine [more properly called HMT Pine, standing for His Majesty's Trawler], a minesweeping trawler. Her cost was £62,000.

**PRESENTED BY
THE LORDS COMMISSIONERS OF THE ADMIRALTY
TO GILLINGHAM (DORSET) & DISTRICT
TO COMMEMORATE THE ADOPTION OF H.M.S. PINE
DURING WARSHIP WEEK NOVEMBER 1941**



Peter Crocker wrote articles in 1988 and again in 1998 for the Gillingham Local History Society. His articles are at Appendix **. Much of the data from his research is incorporated into this document and helps us gain a real insight into HMT Pine, its Commanders, its journey, and its ultimate demise. Much of the information Peter reported is held in archives and is shown at Appendix XX, along with copies of letters Peter wrote trying to gather additional information.

In 1995, Dorset County Council sponsored a series of newsletters in the build-up to the VE and VJ day 50th Anniversaries. In the May 1995 edition there was an appeal for any survivors of HMT Pine, from Ron Peckham (and his 92 year old [1995] mother, and brothers), brother of Cecil Peckham, who went down with the ship in 1944. Ord/Telegraphist Cecil Peckham, a 17 year old, was aboard Pine with 34 other sailors.

Peter dropped a line to the Canadian address, enclosing a copy of the 1988 Newsletter he had written, containing information gathered from former crewmembers. Peter was pleased to receive an acknowledgement, with copies of other information that he had gathered as a result of their enquiry.

Peter was also in touch with Peter Pallot who wrote an article in the summer 1995 *Warship World* Magazine about his experiences on several minesweepers including HMT Pine. As a commercial artist he produced a picture of the Pine, as recalled her, for the feature, and was kind enough to send a colour copy for the Museum.

Chris Bessant contacted Peter Crocker in April 2012, and below is Peter's notes and detail of his archive material held at Gillingham Dorset Museum, compiled by Peter himself.

These notes relate to and explain the files on this disk.

When serving on the Town Council in the late 1980s, I was fascinated by a large plaque on the wall presented by the Lords Commissioners of the Admiralty to the people of Gillingham to mark the achievement of raising funds to pay for a ship for the War Effort. The Ship, HMS Pine was mentioned as the product of this fundraising effort. After a year or two an exercise book was uncovered in the Council offices concerning "Gillingham Dorset and District Local Savings Committee". This book cannot be found now but it is believed it is held in the Dorset Record Office at Dorchester.

*The events leading to Gillingham adopting HMS Pine are noted in the **Newsletter** Folder.*

*Wanting to find out more about HMS Pine, the **Maritime Photo Library** was contacted and they didn't have a picture of the ship but gave a lead to **Commander Hugh Drake** of Upminster.*

Commander Hugh Drake who was a signaller on HMS Pine responded with photographs of the crew and life aboard and a long account of reminiscences of his time serving on her. However apart from a "bows on" view of the ship he could help no further but advised contacting **Commander Charles Palmer** of Auckland, New Zealand who was his skipper at the time.

Commander Charles Palmer seemed delighted to that someone was showing interest in his old ship and sent a photograph of HMS Pine along with a good story of his time in charge. It has since been disputed this photograph is not of Pine but is one of the sister ships.

With the information now to hand I was able to put together an article for the Gillingham Local History Society **Newsletter** in January 1988. All this information was now filed away in the Museum.

In 1995 to mark the 50th Anniversary of VE Day and through to and beyond VJ Day, a monthly newsletter was published (**Dorset VE/VJ Day**) of war memories and events to which any member of the public was invited to contribute. One article in the May 1995 issue was asking for information on Ord/Telegraphist Cecil Peckham, who died when HMS Pine was attacked. This request was inserted by Ron Peckham of Ontario, Canada.

In response, I wrote to **Ron Peckham**, enclosing a copy of the Newsletter article, and discovered that others from the crew on that fateful day had also already been in contact. Ron's reply and enclosures and in the **Ron Peckham** folder.

Around the same time, the magazine, Warship World, carried an article by **Peter Pallot**, an artist who had also served on HMS Pine in earlier times. He has painted a picture of the ship, but it must have been created from memory as the pennant number is incorrect and several features are possibly taken from other ships. However his story is most interesting although it only concerns HMS Pine amongst other vessels.

Another crew member who was in contact as a result of the Peckham correspondence was **Ken Gray** who provided us with several good quality photographs of HMS Pine and her sister ships. Several phone calls were exchanged over the new few years during which he told me of their reunions at Lowestoft and concluded by saying that the old crew mates no longer met owing to their advancing years and he hoped that I would be willing to be a contact point should anyone require information on Pine.

All wartime photographs were loaned to us, and were either re-photographed or in later years scanned and returned to their original owners; therefore Gillingham Museum has just digital copies.

We were contacted in April 2012 by Chris Bessant of Guildford Sub Aqua Club who have obtained authority to dive on the wreck of HMS Pine, and it is possible we may obtain some copies of underwater photographs of the wreck in the future.

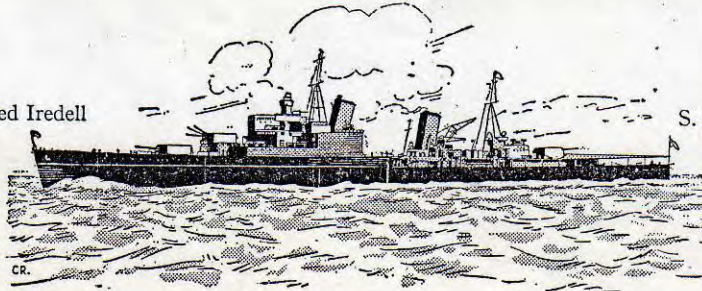
*Each folder on the DVD has files related to the names or features in **bold type** above.*

Peter Crocker, April 2012

See Appenxdix ** for further correspondence in Peter's quest to find out more about the Pine during his time on the Town Council in the 1980s (sample below).

GILLINGHAM (DORSET) AND DISTRICT LOCAL SAVINGS COMMITTEE

Chairman :
Air Vice-Marshal Sir Alfred Iredell
K.B.E., C.B.
Peacemarsh House
Gillingham, Dorset



Hon. Secretary :
S. C. Rowlands
"Sunnyside"
Peasemarsh
Gillingham, Dorset

October 8th, 1942.

Dear Group Secretary,

As you are probably aware, Mr. H. J. Hine has kindly given a silver cup for competition among the groups in Gillingham and District.

The conditions of the competition, which the Committee reserve to themselves the right to revise if necessary, are set out below.

The cup to be held at the War Savings Centre, High Street, Gillingham, on behalf of the winning Group, the name of which will be displayed with the cup.

During the remaining period of the "H.M.S. Dorsetshire" campaign the award will be made each month to the group which gains the highest number of points, and the group with highest aggregate for the four months will be awarded the cup for the next three months. From the 1st April onwards the cup will be awarded for six months on the basis of the figures of the usual half-yearly returns.

The points will be calculated on the increase in membership and subscriptions as shown in the example given below, and for this purpose it will be necessary to call for returns at the end of September, October, November and December this year. A supply of forms and envelopes is enclosed which I shall be glad if you will complete and return to me as early as possible after the end of each month. Forms received later than one week after the end of the month will not be included in the competition, except for the first form which should be received not later than one week after the date of this letter.

May I take this opportunity of enlisting your wholehearted support in connection with the half-yearly returns which are due at the end of September? The form should now be in your hands, and I would appreciate it very much if you can complete it and return it to me before 15th October, if possible.

Yours sincerely,

S. C. ROWLANDS,

Hon. Secretary.

SAVINGS GROUP "A."

(a)	NUMBER OF MEMBERS in Group on 31st July, 1942	50	
	NUMBER OF MEMBERS in Group on 30th September, 1942	60	
	This represents an increase in Membership during the month of 20%, for which	20	points will be awarded.
(b)	TOTAL AMOUNT CONTRIBUTED by Members during the month of July, 1942	£20	
	TOTAL AMOUNT CONTRIBUTED by Members during the month of September, 1942	£25	
	The total Contributions during September show an increase over those for August of 25%, for which	25	points will be awarded.
	TOTAL POINTS SCORED FOR MONTH OF SEPTEMBER	45	

SAVINGS GROUP "B."

(a)	NUMBER OF MEMBERS in Group on 31st July, 1942	120	
	NUMBER OF MEMBERS in Group on 30th September, 1942	132	
	This represents an increase in Membership during the month of 10%, for which	10	points will be awarded.
(b)	TOTAL AMOUNT CONTRIBUTED by Members during the month of July, 1942	£60	
	TOTAL AMOUNT CONTRIBUTED by Members during the month of September, 1942	£78	
	The total Contributions during September show an increase over those for August of 30%, for which	30	points will be awarded.
	TOTAL POINTS SCORED FOR MONTH OF SEPTEMBER	40	

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TOWNSPEOPLE SET "WINGS FOR VICTORY" AIM.

A public meeting was held at the Grammar School on Thursday to inaugurate the "Wings for Victory" Week in Gillingham and district.

The Chairman Air Vice-Marshal Sir Alfred Iredell, said it was felt by many that the town had not had a fair deal in connection with the "Dorsetshire" campaign because the target was set too high in comparison with other districts. Now they had an opportunity of deciding what sum of money they could raise. Sir Alfred Iredell gave an account of a meeting of the County Committee at Dorchester where it was agreed to continue the very successful central organisation of the H.M.S. Dorsetshire campaign and the League table system would again operate during four months, which would include "Wings for Victory" Week. Gillingham and district was allotted £38,000 as the target.

After a lively discussion, the meeting decided on a target of £50,000, to include one of £25,000 for "Wings for Victory" Week. This was £12,000 more than the target originally suggested, an increase of 31 per cent.

Mr. A. E. Sims, treasurer of the local Committee in a report on the H.M.S. Dorsetshire Campaign, said that the people of Gillingham and district could congratulate themselves on passing the very high target of £114,000 set for them by £898. A particularly satisfactory feature was that most of this money was raised in small savings. Free gifts included:—£244 raised by the Gillingham Entertainments Committee; £46 from Stour Provost and Woodville; £26 from Stour Row; £27 from the Stours W.I.; £22 from East Stour; £9 from Milton W.I.; £18 from West Stour; £7 from Kington Magna; £16 from the Glove Factory; £11 from the British Legion (Women's Section); £21 from Gillingham W.I.; £5 from the A.R.P. Report Post; £16 from Todber; 3s from "Ship halfpennies"; and 15s 10d from carol singers. £446 would be handed over to the Government as a free gift.

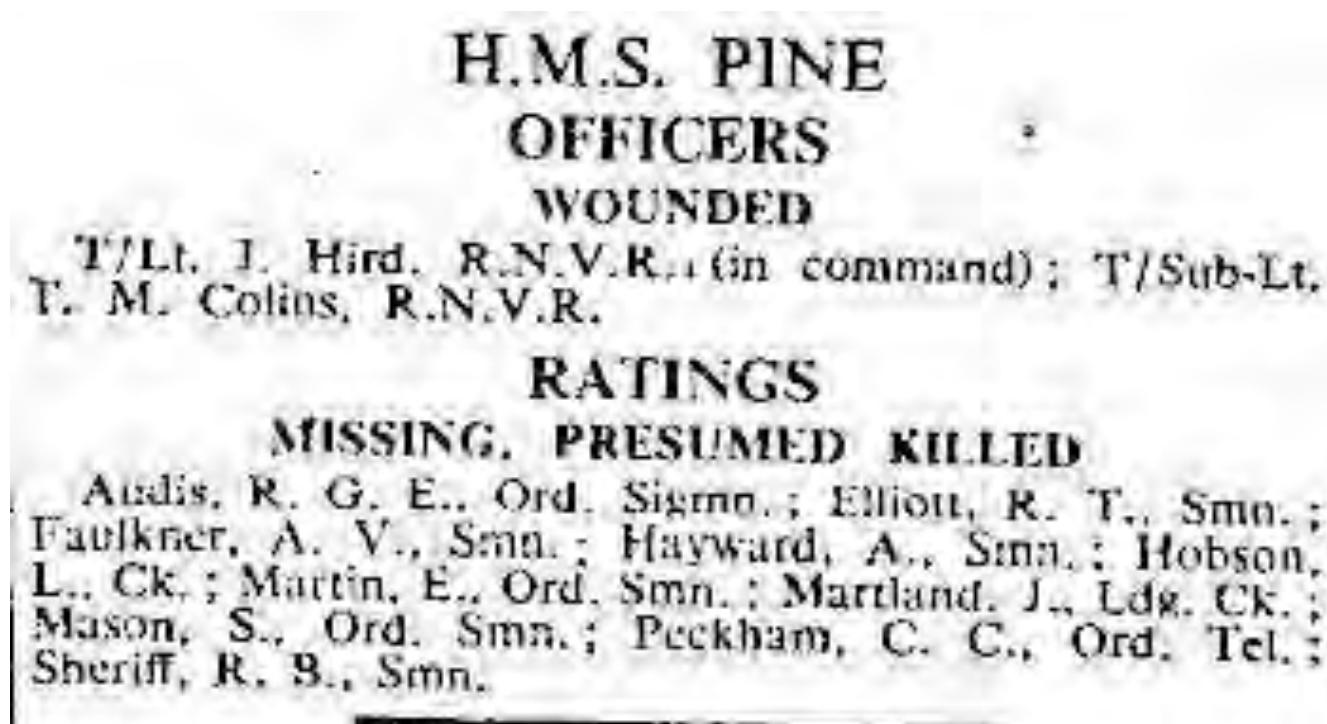
The meeting was followed by the annual meeting at which the Committee was re-elected, with the addition of Mr. W. G. Hughes, Mr. Baxter and Mr. E. Martin.

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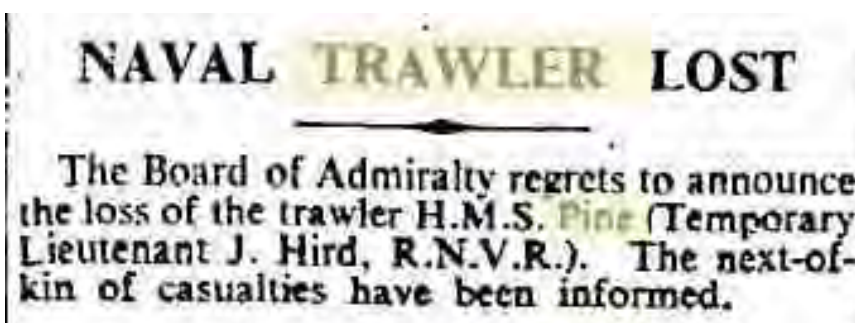
11.3 The People

A Tribute to those who served on HMT Pine

(From Lowestoft War Memorial Museum)



*Press release scanned from
Lowestoft Museum*



Commander Charles G. Palmer DSC & Bar MID RNZNVR



Commander Palmer at sea

Born 30 April 1910, a with a father so prominent in the formation of the Auckland Division of the RNVR, and a love of the sea, it is no wonder that his son Charles Palmer (or Bunty as he was known) joined the RNVR as an Ordinary Seaman as soon as he was able to on 4 February 1929. He was promoted to an Able Seaman in July 1929 and commissioned as a Sub-Lieutenant on 19 June 1931. He carried out sea training on HMS *Wakakura* in 1931 and 1932.

When the Queen Street riots broke out 14 April 1932 in Auckland, the RNVR were called upon to support the police in quelling the disturbances. They also provided guards for government buildings and food warehouses. The reservists were sworn in as Special Constables. Bunty Palmer marched to the foot of Queen Street with a RN contingent then proceeded up the street in a show of force to any civilians who wished to start any further trouble. He was directed to stand guard over Pascoe's Jewellers which had been looted in the riots.

In 1933, Bunty Palmer, took a leave of absence from the RNVR (NZ) and went to England and worked in firms that supplied his father's company. From 11 January 1934 to 7 February 1934 he served on HMS *Hood* for twenty-eight days as part of its spring cruise to Spain, Madeira and Gibraltar. The Captain of *Hood* noted he was a popular officer and took 'a keen interest in his work and has identified himself enthusiastically with all the Ship's activities.' He was promoted to Lieutenant on 19 June 1934 and passed the first navigation examination. In 1935 on return to New Zealand, he spent time training aboard the cruiser HMS *Diomedes* and in 1936 he undertook mine warfare training in the Hauraki Gulf aboard the minesweeper HMS *Leith*.

In 1938, he was aboard HMS *Achilles* when she attended the Sesquicentennial Celebrations in Sydney. The commanding officer Captain Glennie noted that Palmer was 'most keen and zealous'.

By 1939, Bunty Palmer was running a successful Gymnasium business in Auckland with six locations. In 1939, officers in the RNVR (NZD) were expected to attend 2-3 parades per week and assist with the instruction of the ratings. They would also attend Saturday afternoon classes with their men. Lieutenant Bunty Palmer was called up for duty on 9 September 1939 while he was at the Keane Navigation School held in the Ferry Building in downtown Auckland on a refresher course. He passed the second navigation examination as well. The Navy Board had issued the *Naval Mobilisation Emergency regulations* on 1 September 1939 outlining how the reservists would be called up for duty.

The Captain's Motor Boat from *Philomel* was the first craft to be used for harbour patrols. Lieutenant Palmer and four ratings were assigned to this boat on 9 September and he was tasked with patrolling the eastern approaches to the Auckland Harbour. One of the crew

was Ordinary Seaman Sheffield who would save Palmer's life in 1943 when the HMS *Cromarty* blew up. They would patrol from 7pm to 7am along a line from Brown's Island to Emu point when the channel was closed to all shipping.

Palmer subsequently was given command of the requisitioned fifteen metre diesel launch *Wirihana*. His duty at this time consisted of night patrols and daytime resupply runs to the Port War Signal Station at Tiritiri Island. One night Bunty Palmer stopped the launch of the General Commanding the Auckland Area and ordered him to reverse course and sail through the access channel so it could be cleared as per the protocol. This did not impress the General but in Lieutenant Palmer's defence he was trying to sail after 7pm and ran the very real risk of being fired upon by the coastal batteries. He carried this patrol duty for six months.

In May 1940 all RNVR officers were called up for active service. Lieutenant Palmer left for England aboard *Empress of Japan* with 27 RNVR officers (including J.G. Hilliard) and 200 ratings in a draft sailing with the Second Echelon. He arrived in Britain on 16 June 1940 after serving as crew with the RNVR officers and ratings for the passage from Capetown after the civilians refused to proceed into a war zone. Once in Britain he would be sent for service with the minesweeping flotillas being appointed to command 23 July 1940.

His first command was HMS *Pine*, a Tree-class trawler as part of the 24th Minesweeping Anti-Submarine Group, consisting of five trawlers. Ten of these ships were made available for command by New Zealand RNVR officers. The ship's company consisted of four officers and 29 ratings. Part of the function of the flotilla was to escort coastal shipping and sweep for mines during the height of the Battle of Britain. Minesweeping around the British coast was very difficult and dangerous work. For example, in October 1940, the survivors of the minesweeper HMS *Hickory* were rescued by the *Pine* at great risk to itself while sweeping large minefields off Falmouth. This task took over two months to complete. In 1941 Lieutenant Palmer was awarded the DSC for gallant and distinguished service in minesweeping duties. The Auckland RNVR officers distinguished themselves by the 'seamanship, steadiness of nerve, courage and fortitude.' Palmer relinquished command of the *Pine* on 31 August 1941. It was during 1941 that he was granted a full watch-keeping certificate.

On 27 October 1941, Palmer was appointed to command HMS *Cromarty*, a Bangor-class fleet minesweeper launched in 1941 as part of the 14th Minesweeping Flotilla. He was the first Lieutenant RNVR to have a command of a fleet minesweeper. He was promoted to the rank of Lieutenant-Commander on 20 February 1942. *Cromarty* and the Flotilla was part of the fleet (Force H) tasked with the capture of Diego Suarez, a port on the island of Madagascar, at that time a French Vichy colony. This was successfully seized by 7 May 1942 after a two day assault. The flotilla also supported the landings at Majunga and Tamatave. The minesweepers cleared a channel to the anchorage at Courier Bay and then continued to sweep for mines during the two day battle with the Vichy forces as well as rescuing downed aircrew. *Cromarty* and her sister ship *Cromer* were described as the 'outstanding ships of the 14th Flotilla.' The Flotilla was then sent to the Eastern Fleet based at Kilindini. In September 1942, the Flotilla participated in the capture of Majunga and completed the occupation of Madagascar. Palmer was Mentioned-in-Despatches for his part in the

clearance of 57 mines that had been laid in Courier Bay that enabled the landing craft and transports to enter the bay.

Cromarty and the 14th M/S Flotilla were then transferred to the Inshore Squadron based in Alexandria just as the Battle of El Alamein opened on 23 October 1942. They were designated to provide support to the Eighth Army as it advanced. On 9 November 1942 Palmer was appointed to be Second Senior Officer of the Flotilla. The eight minesweepers in the Flotilla completed the 'longest continuous minesweeping operation in naval history, covering 1800 nautical miles (3334kms) and opening six major ports. The Flotilla also escorted convoys to Malta. They would sweep for mines in the daylight and fight off aircraft attacks at night. In February 1943, Palmer was awarded a Bar to his DSC for bravery and enterprise in supporting the advance of the Eighth Army in the successful conclusion to the campaign for North Africa.

The 14th Flotilla was then assigned to the fleet supporting the invasion of Sicily, Operation HUSKY. The Flotilla's two divisions were assigned to Operation HON ONE. From 9 July, Palmer's Division of four minesweepers (*HMS Cromarty, Seaham, Boston, and Poole*) along with trawlers and motor launches swept the approaches to Syracuse, Augusta, and Catalina, and carried out ASDIC patrol around the anchored transports. On 12 July 1943, the *Cromarty* and *Seaham* captured the Italian submarine *Bronzo* and 36 of her ship's company assisted by the cruiser *HMS Uganda*. *Cromarty* attacked a second contact with *HMS Pendant* joined by *HMS Poole* and successfully sank a second Italian submarine. Later on, *HMS Boston* and *Poole* attacked a third contact without success.

This success was reported in New Zealand:

- A notable exploit by four fleet sweepers, all under the command of an Auckland, Lieutenant-Commander C.G. Palmer, D.S.C. RNZNVR is described in a letter which has been received from another Auckland Lieutenant W.A.E. Leonard, whose success in taking 15 motor fishing vessels 2500 miles from Britain to Sicily recently earned him widespread attention and praise.
- Lieutenant-Commander Palmer's four ships attacked three submarines in less than half an hour while on a Mediterranean voyage during the Sicilian campaign. The sweepers captured one of the submarines, sank another, and attacked the third until it disappeared, although sinking could not be conclusively proved.
- **Anti-Submarine Screen Formed:** while on his own voyage Lieutenant-Commander sighted three British cruisers going in the same direction. Without any orders he decided that his ships, equipped as they were for submarine hunting, could strengthen the anti-submarine screen of this valuable collection of big vessels and disposed of his little fleet accordingly. "Within half an hour", say Lieutenant Leonard, "in the fading light of sunset, one of his [Palmer's] ships got a contact, went into attack, dropped two patterns of depth charges, forced an Italian submarine to surface and

pursued it at full speed.” “The first short from the forward gun hit the submarine’s conning tower, killing three officers and mortally wounding the captain. With both vessels still going at full speed a boarding party of one officer and several ratings jumped aboard the submarine and drove two Italians below to stop the engines.”

- Two More Discovered: “this done the Italian crew made a rush and dived over the side, indicating that destructive time bombs had probably been set going inside the hull. Notwithstanding this, a thorough search was made for them, none was found, and the submarine was taken in tow.” “A few minutes later one of the other ships sighted another periscope and the captured submarine was cut adrift while all ships fought this one until they sank it. Yet a third was discovered and attacked. It disappeared, but the sinking could not be conclusively proved.”
- “Less than half an hour cover all three actions, during which the cruisers sailed serenely on. But for ‘Bunty’ Palmer and his gang it might have been very different. They picked up the derelict submarine again and towed it into Malta. I saw it there.”

On 19 September 1943 Palmer’s Division opened the Italian port of Crotona. For this and his work during Operation HUSKY sweeping the channels into Syracuse and Augusta Palmer received second Mention-in-Despatches for gallant and distinguished service and untiring devotion to duty in operations which lead to the capture of Sicily by Allied forces. On 23 October 1943, while sweeping the Strait of Bonifacio between Sardinia and Corsica in preparation for the landing on the southern French coast, HMS *Cromarty* struck a mine and sunk with the loss of 25 of the ship’s company. Palmer himself was severely injured after being blown off the bridge and onto the after gun position. He was evacuated to a hospital in North Africa, passing through another six and a trip on a Canadian hospital ship there before being transferred to Sherborne Naval Auxiliary Hospital at Dorset on 24 December 1943. He was placed on the dangerously ill list in November 1943 and only removed from the seriously ill list in January 1944. By 1945 he was walking again. He recalled the event in a letter to the other surviving officer off the *Cromarty*:

‘We were preceded by a captured Italian shallow draft sweeper. It was not long after ‘Out Sweeps’ that the Italian cut a mine. Suddenly I saw my forward lookout point ahead, turn and shout. I ordered ‘Hard a starboard’ hoping to clear the mine. We actually struck the mine at 11.23. I remember no more. I lost about [five officers], 20 dead [of the ship’s company] and many others were badly injured. I spent many months indeed years in various hospitals and eventually returned to NZ by hospital ship in March 1945.’

Commander W.A.T. Irvine, Commanding Officer of M/S 14th Flotilla noted of Palmer that 'no man had a finer 2nd Senior Officer than I did in Bunty. He earned far more recognition than he received, his decorations being very well earned indeed.'

He was admitted to Rotorua Hospital on 13 April 1945 after arriving back to New Zealand aboard the Hospital Ship NZHS *Maunganui* after being discharged from Sherborne in November 1944 and sent to New Zealand on the Hospital ship *Oranje*.

On 16 April 1946, Bunty Palmer was discharged and demobilised as physically unfit for Naval Service. He was formally awarded his DSC and Bar on 1 May 1947 in Auckland. On 16 April 1948 he was promoted to Commander in recognition of his 'distinguished war record and the especially good service [he] performed in the interest of the Royal New Zealand Naval Volunteer Reserve' and placed on the Retired List of officers of the RNZNVR. John McEwan remarks in *Auckland Rockies* that Bunty Palmer 'typifies the reserve officer at his best, a leader by example in war and in peace; a man of character, charm and distinction.'



His medals were:

MID (Oak Leaf Emblem)
1939-45 Star
Atlantic Star
Africa Star
'North Africa 1942-43' clasp
Italy Star
Defence Medal
War Medal 1939-45
New Zealand War Service Medal

Charles Palmer – courtesy of Peter Crocker

11.4 Correspondence between Peter Crocker & Lt. Cdr. H.M. Drake.

04022
24888.

"Clay Pitts",
School Road,
Gillingham,
Dorset SP8 4QR

22nd June, 1987.

Lt. Cdr. H.M. Drake,
39 Springfield Gardens,
Upminster, Essex RM14 3EH

Dear Commander Drake,

Re: H.M.S. Pine 1940-44

I have been given your name by Adrian Vicary of the Maritime Photo Library, as having been an officer who served with the above Ship.

I am researching the history of the Ship because this town raised the £65,000 necessary to finance its construction through the War Savings Committee and adopted it as its Ship. In the Town Council Room is a plaque which was presented by the Admiralty in recognition of that achievement. I gather that local people sent comforts to the Ship but in what form I am not sure.

Particularly, I would like to find a photograph, but would be interested if you are able to give me any information, anecdotes, history in any form of the life of the Ship, including War Zones in which it served. The object of my research is to write a small article in our Society Newsletter and "tie up" this research to the plaque.

Should you be unable to help me in this quest, I should be grateful if you could let me know of anyone who may be able to help.

Looking forward in hopeful anticipation to your reply.

Yours sincerely,

(P.J. Crocker)
Chairman.

CDR C G PALMER DSC
VRD.
RN.R. Ret.
The Anchorage
57 Marina Parade
Heron Bay.
Auckland.

Maritime Photo Library

Supplier of Photographs
of Naval and Merchant Ships
to Publishers and Private
Collectors

31st May 1987

8 Jetty Street
Cromer
Norfolk NR27 9HF

P. J. Crocker Esq.,
Clay Pitto,
School Road,
Gillingham,
Dorset SP8 4QR

Dear Mr Crocker,

Thankyou for your letter of 20th inst.
I am afraid that I have no photos
of HMT Pine.

I am surprised that you were unsuccessful
with the Imperial War Museum. (Actually, I am not really
surprised!) They have the former MoD negatives which
probably contain an official photo of 'Pine'. However,
when these negs are concerned it is impossible to get
anything out of them by writing - I think there is
such a vast collection and so few staff who can do
anything with it. I understand from Lt Cdr Hugh Drake
of the 'Pine' that there is an official photo of the ship -
~~the~~ this neg. is probably at the IWM if it can be
ferreted out.

I would suggest that your best bet would be
to visit the Photographic Dept. at the IWM and look
through their prints and see if you can find it. I believe
it is in order to make an appointment first.

I have a similar problem - I am deeply
involved in researching the career of HMS Cromer
(Bangor Class Fleet Minesweeper) and I know for certain
that there is an official photo of her in existence -
but I cannot track down the negative!

I wish you luck in your search and append
Mr Drake's address. (If of course you are not in touch
with him already).

H. W. DRAKE
39 SPRINGFIELD GARDENS
UPMINSTER
ESSEX RM14 3EH

Best Wishes

Adrian Vickers

01708 22 4888

H. W. Drake
39 Springfield Gardens
UPMINSTER
Essex
RM14 3EH
01402 2255 - 24888

Dear Mr Crocker

25/8/87

At last! Following your letter of the 22nd June & subsequent Telecom I have at last completed an article on my time in 'The Pine' from her commissioning apr 1940 to my leaving for my commissioning end of July '41. I have had personal health problems & for last 6 wks have with my wife been looking after grand-children, got 2 1/4 little boy 4 1/2 mths so have been too tired at end of day to write!

Being on my own for a couple of days has enabled me to produce some details of the ship's & crew's employment during 15 mths of her life. I have endeavoured to keep impersonal, but as usual it has become an 'I' reminiscence? But hope you will P.T.O

find some of it of interest.
The photos I loan with pleasure
would of course like back in due
course - some may be a trifle
irrelevant but depict times & types
who sailed in the Patrol Service
& Minor War vessels - drifters,
Trawlers converted whale-catchers (one
of the latter my favourite - tho' I have
great affection for the "Trees" "Nance Class"
& Isles Class built by Admiralty.
I also enclose original & photo copy
of a page from "The Weekly News"
this is dated 28/5/41 - written 1/5/41
in Ken: by a special corres: &
I regret I cannot remember how I
came by this, whether a local (Pompey)
or London issue is not known, I
favour the former from the manner
in which it is "phote" (apologies Eric
Wise!). I could of course regale you
with many more anecdotes re crew
their background & doings.

2

If you wish for more, I will do my best to dig out more from the old brain base (one thing leads to another) of my notes written after war. Some of these not fit for printing publicly! I have as far as memory serves, noted the back of photos.

The Original paper page may be better for display - the copy you may keep but, would appreciate return of the Original with photos & booklet.

If I can help in any other way please give me a buzz to write.

Again my belated thanks to the town who supplied the ship (Sunk 1944) & those who sailed in her with so many comforts.

For further reminiscences for post July 41 suggest you write to:-

Cdr C.E. Palmer, D.S.C., V.R.D. RNZNVR
"The Anchorage" 57 Marine Parade
Hesne Bay, Auckland 2 N.Z.
P. 70.

"We still keep in touch - I must
now write to him re our "Algerine"
class m/s's reunion in Blackpool
may this year.

I have 3 more articles to write so shall
be busy til Xmas!

My best wishes for your research
Success & am delighted the name
of 'Pine' is & will be remembered
by the town that fostered her!

Yours Sincerely

Hugh Wake

(Lt Col RNR, V.R.D., Ret'd)

P.S. next month I celebrate the
50th anniversary of joining
the RNR - March 1938!

1907

"H. M. S. PINE"

MOORED-MINE

BY HUGH MAHE 1987

ADMIRALTY BUILT "OROPESA" SWEEPER

Launched 25/3/40

Pennant No: T 101. Built by Hall Russell Aberdeen

Displacement 530 tons. Dimensions (a) Overall length 164'

(b) between perpendiculars (ie exactly overhang of stem & stern)

150' Beam 27 1/2' Draught 10 1/2' ft.

Machinery ^{vertical} triple expansion steam. Indicated horsepower 850

Speed 11 1/2 knots

Armament ^{abaft} 12 pdr AA on "Bandstand" ^{abaft} foremast:

(2 x 0.5 in AA = ~~intermediate~~) 2 Hotchkiss 303 mch guns 1 each wing of bridge.

Complement 4 Officers C.O. & 1st Lt's Cabins beneath wheel house.

2 cabins (under galley / .5" guns) on starboard side. Wardroom on

port side. 35 (inclg Officers) Chiefs Petty Officers separate mess

Leading hands in mess decks below foremast for "Bandstand"

'Heads' (toilets) & wash room beneath foremast deck.

Narrative - by Ordinary Signaller (Bunting Tesser or

Bunt) Hugh Drake who with rest of crew "bided a wee"

while" in the "Allardyce" dance hall (for fortnight or

so) run by a lady & her daughter - "no better than the

other!" We bedding down on mattresses on floor at

night & during the day cleaned ship - had the bridge

house & wings to scrub & the flags to sort out into the

pigeon holes of flag locker.

We "Commissioned" ie hoisted the White Ensign aft under

the eagle eye of a skipper Lt (RNR. Patrol Service)

who was one of the ablest (Master ticket in sail) &

most gentlemanly fishing skipper I was to meet.

No special training port like Tobemorey for us

we left Aberdeen & steamed North about thro'

the Pentland Firth which gave us the shake up

we needed & sorted the men from the boys!

Down we sailed to Oban where we lay at a

buoy next to a Sunderland flying boat &

we were able to visit the famous walls there.

2

~~... to a ...~~
were able to visit the famous Holly. Here
on south we went to Plymouth - Drake
returns to the Hoe! Finally came to rest
up the Tamar. Here we lay for a week or 3

until we learned we were to be taken over by New
Zealanders. We were sorry to lose our skipper. He
the big fat skipper remained. Came the day when
Lt C.E. Palmer RNZNVR assumed command with
Lt Charles Meldon as 1st Lt (Adish!) and a Norwegian
Lt LNR ^{Old} Matheson as Navigator. The skipper
remained as sweep deck Officer.

Next came sweeping exercises with the other "trees"
"Acacia" Senior Officer, "Bay" "Deodar" "Black Thorn"
"Cedar" "Hickory" "Walnut". We were a happy flotilla
& were soon busy working from Plymouth clearing
mine fields round the D.O.W.

It was at this time Summer 1940 we caught our
first mine. Cdr M/S at HMS Vernon the mine laying
^{sweeping} Base at Portsmouth wanted to get hold of a German
mine, so we took aboard a fishing net & with our
sister "Cedar" & the Cypress (converted fishing trawler) set
out astern of the other two - streaming our sweep
when "Bunjo" there was a L - C of an explosion
close (much too close) to our stern & Cdr M/S turned
to "Buntie" Palmer & said congrats - you 1st mine.
In ~~the~~ ^{the} ~~channel~~ ^{channel} we took over the patrol
area in the Channel from the "Seven Sisters" cliffs
(N. Beachy Head) out to a point in Mid Channel
& back again, & as it blew like blazes we
soon succumbed to sea sickness & I did not enjoy my
self having to change recognition lights every
4 hrs during the dark & stormy night!

We were glad to rejoin flotilla end of Oct &
steam to Portland where we were to sweep
a large field laid there, which took us

3/

~~we were glad to repair flotilla out of Oct 27
Steam to Portland where we were to drop~~

a large field laid there, which took us
till to January 4.

It was whilst ploughing up & down off Portland Bill
we encountered the notorious "Portland Race" an
area of violently currents & broken water which
we navigated with difficulty being blown all
which ways!

It was I think at end Nov or early Dec whilst steaming
in 'G' formation to starboard - see booklet HM minesweepers
as sister ship 'Nichary' hit a mine & blew up ^{due to mine}
sank within 20 mins. Our ready-for-use seaboat went
away with 1st Lt - he found the wooden bridge
house afloat tho' half submerged & with the C.O.
trapped by his leg jammed by bent voice pipe within
Charlie Meldon dived in & up into the wreckage & freed
the CO & pulled him to safety of our boat. He deserved
a medal for this act but this was not forthcoming.

I was busy "flashing up" the signal station on Portland
Bill requesting doctors & ambulances to meet us
on return to Port. After passing messages & receiving
affirmative I went below to help tend survivors
particularly the 'Sparkie' (Telegraphist) who had a
large slice of half inch thick glass from W/S Cabin
port hole glass embedded in shoulder.

The sweeps had been recovered at full speed & we
made our way flat out to Portland to land the
wounded & other survivors.

Memories of Portland on a lighter note - The Paddle
Sweeper, relieving monotony of a passage flashing Portland
"Are you Bill Portland?" No reply - sparks were
flying everywhere & had no sense of humor!
Fishing under coal piers where we bested the
"Pippling" for Red Mullet - the use of a multiple barbed

~~resting under coal pier where we rested~~
~~Whipping for Red Mullet~~ The use of a ~~mullit~~
 hook lowered well down & as shoal of Mullet
 passed over - Whipping up the hooks to impale fat fish.
 One day the gunner a Geordie missed. The Mullet
 that impaled a 6 ft longer eel which we managed
 to haul aboard. Very tasty too cooking in segments
 in deep fat by our Norwegian cook!
 I achieved one of my high lights of Naval career by
 snapping up the Admiral's daughter & very nice
 too (the other highlight was leading RNK detachment
 in Lord Mayors Show Nov 53)

4 of 6

Now we blessed the "Sally ally" who had a station
 just outside dock gates. Many a nights leave I spent
 in spotless bed $\frac{2}{3}$ a night after cold pork, pebbles
 & mashed spuds $\frac{1}{3}$!
 One of our Seaman - ^{Seam} photo of crew was an ex
 Bondal boy & he often pointed to his old 'home'
 which ^{was} the hill above us.
 We spent Christmas at 150 lbs ^{Lady} Grund's house ex sub mariner
 widow - This was time when the 'Bunts' & 'Sparks' were
 friendly with officers being C.W (Commissions & Warrants
 candidates). Those were the days
 Wed/End January field being considered clear we steamed
 in evening out of Loddland & towards Pompey. Around
 midnight we became aware of a glow in that
 direction. When we arrived off Southsea & passing thro'
 the entry to harbour we realized the glow was because
 of a very heavy raid that night & the town was still
 burning - a sight we along with the civilians were
 to see & suffer together whilst stationed at Fountain
 Lake Jetty - Opposite 'Whale Island' THE Navy's
 gymnasium establishment.
 Still on topic of raids I will remain to...

~~primary establishments.~~
5/ Still on topic of raids I well remember the one, one night when "The Royal Sovereign" Monitor "Marshall Sault" were in port dock - they opened up with everything they had - plus Whale Island & the Rockets on S Sea. Common the noise was fantastic & sky light with bursting shells tracer etc. Nevertheless one plane at least got thro & laid a stick along "our" jetty narrowly missing gasometer astern of us but hitting small trawler the Revells which sunk but grounded & 1st Lt & I were able to get aboard and lend a hand.

We resumed convoy duty 4 or 5 Ties left Fountain Lake jetty & collected our small (1/3 size) barrage balloons - to deter low level attacks, when raised whilst sweeping up channel. They were a mixed blessing being inclined to leak to get out of control in high winds, impaling themselves

on mast(s) or collapsing all over the deck.

Once past the harbour forts (Nelson's time) & abeam of the Nab Tower off E end of I.O.W. we streamed Sweeps & took up E formation about 1 1/2 - 2 miles ahead of convoy - consisting of small wasters, colliers mainly.

Before commencing sweep I had to fix special lamps with red light to the small staff on the snout of the Orphee float so that we could keep station on each other; another device had to be clamped on to the sweep wire after fully veered, this was a form of microphone which was supposed (+ sometimes did) pick up the sound of sweep wire cutting mine mooring wire & relay this sound to speaker on the bridge & sweep deck - one could then warn those astern.

Occasionally we ^{or convoys} were attacked by low flying Heinkel III's trying to hit us - more often aimed

~~we were~~ ~~was~~ trying to hit us - more of them around
at convoy. My chance then came as I pounced on
postside Hatchkin & sprayed away in the general
direction of plane/ground & on one occasion in an
excess of zeal I followed round & shot away our
wireless aerial, to the disgust of my 'oppo' the
Zacks!

The worst danger was off Hell fire corner
round Dover & up to Maplin, where we re-formed
in line ahead & wound our way round the
plethora of wrecks round there. Many at one
we passed within stones throw of a Mast & funnel
sticking up out of water. One could almost walk
from wreck to wreck.

Daylight found us off the North Foreland &
on thro the swept Channels to about the Reculver
cliffs recovered sweeps. Our destination Sheerness
where we thank fully off-loaded balloons to
RAF Launches, to be collected on way back.
Our escorts on these channel convoys was
usually a small "Hunt" class destroyer ^{or 2003} sometimes

an old "V+W" cl destroyer plus a Truster or
Two. as close escort & rescue ships we had
Fairmile D' type motor launches with extra light
AA guns. When Magnetic mines came along we
were "degaussed" i.e magnetic field greatly reduced by
coils of magnetised copper ^{wire} round hull ^{round Hell fire corner}
On arrival of first acoustic mines ^{we had to take}
the Mh's in tow as their fast rearing engines
were found to easily detonate the mines.
Sometimes we had to slow & the convoy would come
dangerously close to rearward sweeps (usually some 'as
junior ship. Sometimes convoy slowed without our
knowing (we kept wireless silence) & as dawn broke -
no convoy & we had to almost stop for them to catch up.
~~was usual. but the day at anchor in the~~

no convoy & we had to almost stop for them to catch up.
7 We usually had 48 hrs at anchor off Gillingham
(Kent) where we had shore 'leaf' (leave) & I even
made it home via Gravesend & Tilbury to Brentwood
& back next evening - only to find 'blity' damage
to my mother's & sister's houses. One night both
damaged by land mine ^{in field} behind sister's garden?
I went home for peace & quiet.

On returning ~~the~~ trip were often shelled from France
by German 8" & one trip we "lost" the others &
found ourselves only a few miles from Calais &
received near misses from these guns!

It was a hard time for those 24 hrs for us &
the Convoy & all those ashore who often fared worse
than us, but it was rewarding to see those poor
ships steam up the Thames with their cargoes
so badly needed.

We were very grateful for the comforts we
received from the good folk of Gillingham - the
Seaman & I especially on deck most of the time were very
glad of the woolly Balaclava helmets, gloves, mittens,
scarves & most of all the comfy warm jersey's.
I left the Pine end of July for leaving port to
going to "King Alfred" for officer training. What ~~to~~ a send
off - especially by the Norwegians & Buff. Said.

H. W. & N. Drake
39 Springfield Gardens
UPMINSTER
Essex
RM14 3EH
86-24888

New Peter

11/1/88

Ref your picture P.C. of Langham
Church house a delightful little
building thoughtfully presented.
I am sorry to press the matter
but would be glad if you would
return my m/s. photos & booklet
in near future - together with
if I may, a copy of whatever
you produced from my data!
I & family had a Non-ventage year
health wise & must now get down to
a few more articles - on Radilo-
Sweepers I spent short times in (1942)
also, on Nanlayers in med. & the
last I served in 'Tom Cl. minesweepers!
all the best for 1988. To you & yours
& the Society.
Yours sincerely
H.W. Drake

7th Jan 1988

Lt. Cdr. H.W. Drake,
39 Springfield Gardens,
Upminster,
Essex RM14 3 EH

Clay Pitts
School Road,
Gillingham,
Dorset, SP8 4QT.

Dear Commander Drake,

At last, please find enclosed your photos etc., and a copy of our Newsletter, 'hot off the press'. Also I have enclosed a photograph copy of the "Official" photograph of the Pine. Sorry about the delay but trying to run a business and a History Society put great pressure on my time, and indeed the last articles were not ready until just before Christmas. Also this edition I decided to print on my office copier so that we could include more photographs.

You will see from the Newsletter that I was not able to use all of your splendid write up but I have gleaned information from it which enabled me to make an interesting article together with Charles Palmer's essay. It was very difficult for me, who has a deep interest in Naval history to include only the sort of information that our membership (which seems to include an unfair balance of elderly ladies at present) would appreciate and understand. However the material not used here is not lost, as now I have an abundance of archive material which I intend to put together in a scrapbook for posterity. I have made a copy of your notes - you seem abnormally writer. I should personally be very interested in any other articles that you have written, and if possible please can I read your article on Paddle - sweepers etc. when it is finished.

As someone who was not born until a few months after H.M.S. Pine was sunk, I have found this journey into the career fascinating and thank you most sincerely for your kind help.

Should you ever have occasion to travel in this direction, I would be very pleased to stand you a drink or better still a meal for you and your wife.

Wishing you all the best for 1988,
Yours sincerely

Peter Crocker.

Dear Peter

H. W. & A. Drake
39 Springfield Gardens
UPMINSTER
Essex
RM14 3EH
04022 86-24888

13/1/88

Very Many Thanks yours, ^{7/1/88} received yesterday AM.
with enclosed copy of History Society's
newsletter. Very well presented & you
have "done us proud" (Bunty values me) &
hope your scrapbook lives is not just
relegated to dusty storeroom!

Your praise of my writing ability will get
you every where - and I heartily
reciprocate the compliment as I think you
have produced an excellent local
Magazine, I enjoyed the other articles too,
especially that on your "Village"!

I should very much ^{like to} hope I could take
you up on a pint - but due in hosp:
next month for further knee op - so out
of action 2-3 mths - then we have
2 grand children to visit & visit us, so
time well accounted for! P.F.O.

You kindly said you would like to see & possibly have more of my scribbling - well you asked for it!

I enclose narrative photos etc of my time in converted Whale-Catchers etc in Swansea, India & Med.

The twenty three pages were dashed off at request of ^{the wife of} my C.O. during Swansea / Med time - (he was 1st Lt.

of The Midway Queen at Dunkirk) who died 3 yrs ago & I gained contact with his widow thro' Med: Queen preservation Society yr before last.

Please return soonest as I may need data to start on the article re med: experiences for my "Algerines (fleet sweepers) association."

My best wishes also, to you & yours Apr 1988.

Yours Sincerely
M. L.

11.5 Correspondence between Peter Crocker & Ken Gray

~~planting~~

Clay Pitts
School Road
Gillingham
Dorset SP8 4QR

24 October 1996

Tel: 01747 822173

Ken Gray
32 Vermont Close
Clacton on Sea
Essex
CO15 6HJ

Dear Ken

Here is the full information that I have on *Pine* which you may not have ever seen. Also lasers of some appropriate photos. I do not have the originals of the ones as used in the Newsletter. Apologies for the "photocopies of photocopies" quality but it is all I can offer. Return not required - yours to keep.

Hugh Drake is now dead but I do not know about Cdr Palmer.

I should appreciate any pictures or a profile of *Pine* (if one has ever been put together), any time that you can spare it.

Yours sincerely

Peter Crocker

Clay Pitts
School Road
Gillingham Dorset SP8 4QR
Tel: 01747 822173 Mobile: 07801 296002
E-mail: petercrocker@btinternet.com

02 November 2002

Ken H Gray
32 Vermont Close
Clacton on Sea
Essex
CO15 6HJ

Dear Ken

Thank you very much for sending the pictures and other information on HMS Pine.

I have scanned in the pictures and taken a note of the information and captions. All of this will be added to the file in the Museum on Pine.

We will at some time in the future, change the picture on the Museum display that came from Charles Palmer in Auckland. However in the meanwhile, apart from you and me, how many other people will know it is wrong?! Nevertheless that will not prevent me from changing it eventually. As with your experience, our Museum is entirely voluntary.

One thing that always bugs me slightly is the fact that apparently no one on Pine ever seemed to know that the ship has been paid for by this town. Hugh Drake kindly said how grateful they were for comforts by way of knitted garments received from Gillingham but I truly believe from speaking to him initially that he was just "humouring" me. I am not in any way blaming those on board, as they may never have been informed. I imagine that that there was, in the pressure of wartime conditions, a lack of communication between the Admiralty, the ship and Gillingham. Also for those HO crewmembers, thrust aboard from their normal dry land lives, it would have been easier to have related with Gillingham, Kent – indeed one of the pictures shows Pine tied up there.

One day, I must try to get up to East Anglia to visit the *Inshore Patrol* (?) Museum you were talking about. Was it at Lowestoft or Great Yarmouth?

Apart from the Museum, for my own interest, I am most fascinated by the story of Pine, and am most grateful for the trouble that you have taken. As they are so precious to you, I am returning your photographs as promptly as I can manage.

It is inevitable that time has taken away all the crew bar yourself but I am sure that you and your late shipmates feel fortunate to have survived the war let alone the intervening years. I shall remember all who served (and died) on HMS Pine when I stand at the local memorial on Sunday next. Thank you.

Yours sincerely

Peter Crocker

Clay Pitts
School Road
Gillingham Dorset SP8 4QR
Tel: 01747 822173 Mobile: 07801 296002
E-mail: petercrocker@btinternet.com

18 December 2002

Ken H Gray
32 Vermont Close
Clacton on Sea
Essex
CO15 6HJ

Dear Ken

Thank you very much for sending more pictures etc on HMS Pine. I have been struggling to find the file in the Museum on Pine and this has delayed my reply. It has been put in a safe place somewhere – too safe I think.



Anyhow, what I was seeking was a picture of the plaque that hangs in the Town Council building, and I have reproduced the copy that is on the Museum digital photo catalogue.

The wording on the brass label says “Presented by the Lords Commissioners of the Admiralty to Gillingham (Dorset) and District to commemorate the adoption of H.M.S Pine during Warship Week - November 1941.”

They were heading for a target of £62,000 that they were informed would be sufficient to meet the cost of a Trawler Minesweeper.

During this week, organised by the Gillingham (Dorset) and District War Savings committee, £112, 805 was raised (from a population of 9,595). In January 1942, at a committee meeting, they were invited to adopt a ship, which was already in service, named H.M.S. Pine.

And that is how we came to be involved in a small way with Pine. There is no follow up evidence to say what if any liaison was made with the ship so all I have gathered thereafter has come from ex Pine crew.

I thank you again, and wish you and your family all the very best for Christmas, and the New Year. Your pictures and magazine etc are returned in this envelope.

Yours sincerely

Peter Crocker

Ken Gray 32 Vermont Close, Clacton-on-Sea, Essex CO15 6HJ 01255 427972

▼
Peter Croker
Clay Pitts, School Road
Gillingham, Dorset SP8 4QR

20th November 2002

Dear Peter

Thank you for returning the photos so promptly and for your interesting letter. You mention that the *Pine* was paid for by your town. That must have been part of the War Weapons Week contributions. When I was in training at Skegness for five months in 1941, as an armed platoon of signalmen we were on parade at most weekends with the R.M. Band, at towns throughout Lincolnshire.

I did not know that any individual town paid for any special ship. I did hear from one of the commissioning crew that Gillingham had adopted the ship. He must have been one of the officers and ratings who visited your town – very likely when the ship was based for a while at Portland. You will appreciate that as the R.N. Patrol Service expanded rapidly, trained personnel were being relieved and drafted to man new ships nearly every time existing ships came into port. Not quite like the manning of capital ships, where the crew often served for a three-year or longer commission. In twelve months half the crew of small ships in home waters could have changed. It follows that very few in, say 1942, would know of the adoption, or what had happened two years earlier. Frankly, it would have been very low down in the list of priorities. The ship's company of ships based overseas, such as when I was on *Arctic Ranger*, did usually remain together for longer periods.

You enquired about the R.N.P.S. drafting base at Sparrow's Nest, Lowestoft. I was there in '41, '43 and '45. The Europa book, sent herewith, tells the story. I have been driving up to the reunion march, remembrance service and parade each October for many years. That is where most of the photos were taken and that is where the R.N.P.S.A. Museum is situated - all in and below Belle Vue Park, where the memorial and Garden of Remembrance is situated. I would like them back please.

If you do decide to venture to the east coast, do let me know. I will try to meet you and ensure that the museum, etc, is open on that day. Alternatively, you might like to be there for next year's march, etc, which is on the final day (Saturday) of the reunion week. I usually drive up with my wife to be at LT by 10am on that day.

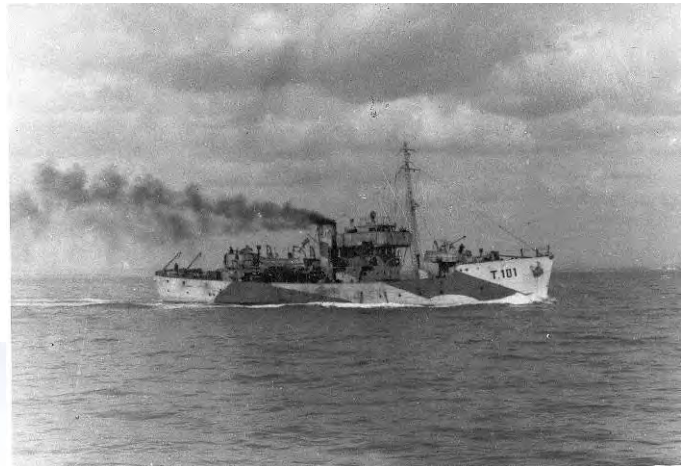
I hope all this detail helps you. It is nice to know that non-naval people are interested.

Yours sincerely

Ken

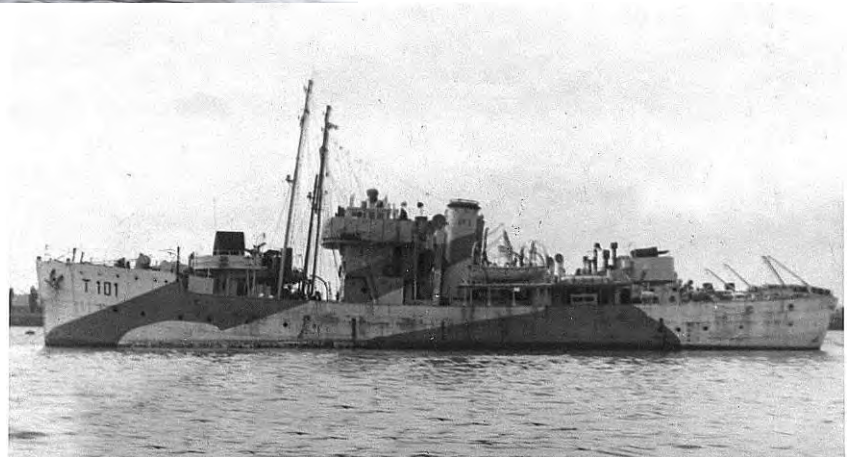
11.6 Pictures from Ken Gray:

HMS Pine.



HMS Birch and HMS Walnut practicing the A-sweep. Photo taken from HMS Pine.

HMS Pine taken from the Blackthorn



Signalmen and wireless operators, HMS Pine 1942. Second from left is Doug McGown (from Shepperton, Middx) and at extreme right is Ken Gray



Majority of the crew of HMS Pine in 1942. Back row 4th from left is Ken Gray, 3rd from left sat is Les Isles (Cape Town, S.A.), crouched 5th from left, with dark vest and behind is Doug McGown (from Shepperton, Middx), in front of him is Jack Brayford (Utoxeter).



Steaming the starboard sweeping gear. The cutting gear to sever the mooring cable of high explosive mines is supported by an Oropesa float, seen here swung out on a davit.



1983. 50th Annivesary reuninion of old HMS Pine shipmates. Sparrow's Nest, Lowestoft. From the left Ken Gray, Jack Brayford (Utoxeter), Denys Hempton (Loughborough), Doug McGown (from Shepperton, Middx), Albert Middlemas (Billingham, Cleveland)

11.7 Correspondence between Peter Crocker & Ron Peckham (including VE/VJ appeal)

SENT COPY OF NEWSLETTER The Ubiquitous Bamboo

by Mr P F Swinnerton of Wimborne

My recollections of VE Day are naturally somewhat muted and vague. To explain, for nearly three and a half years I had been a Prisoner of War of the Japs, taken prisoner in Singapore, 15 February, 1942. I had experienced in some ways a charmed life. There I was somewhere in Eastern Thailand (we called it Siam), tucked away in the hills near the border of Indo-China. We were all officers in this camp, the Japs having separated us from the men some months earlier.

We were in the process of building a new camp with the ubiquitous bamboo. We had done our long, dangerous, arduous stint on the Railway - most of us were in fair condition.

To acquire the bamboo we had a march of some four miles, when we collected the long heavy bamboo poles from massive piles of the stuff lying in disused paddy fields. Much of it was waterlogged, therefore no good for building. We spent much of our time extricating the separate lengths from these huge piles. Much time was wasted finding three good ones to be carried between two officers, three journeys per day at least.

A small group of us, six or seven, proposed to the Jap guards that we spent our time sorting the stuff out in groups of three, so that the carriers could come along, push them up and off.

Strangely, they agreed. By this time, about 14 August, 1945, we knew that European war was over - this particular day, 17 August, we sensed that there was something very strange going on. On our march out to work we met a party of other rank, cheerfully marching back to their camp. They said, Japs say 'Orru we go home Jasume!'. Many Jap cars were passing to and fro. Most unusual. When we got to work, our Jap guard strangely wasn't interested in pushing us to our limits as was usual.

Soon it was time for "mishi" (our midday meal of a cup of rice and tea). We went to our usual place, a collection of Thai huts, where there was a well. Whilst two of us went to fill the bucket from the well, the rest of us lit the fire. When the two came back, they had a strange story. A Thai had come out of his house, raised his arms in a gesture of surrender, said 'Japanese' and wrote in the dust the figures 15-8-45. The implication was that the Japs had surrendered on that date. The rest of us didn't believe it. We knocked over the water and went back for more. We didn't see the Thai, but the figures were there in the dust. Our hopes began to rise, but after three and a half years of rumours we were sceptical. However, another Jap joined us on his bicycle, produced a bottle of local hooch and passed it around. 'Orru men go home. War over'. We went back to camp, not even carrying bamboo this time.

The camp was buzzing with rumours. Roland and I were in the bathing pool - 'There's Col Toosey, let's ask him.' We waded across 'Is the war over, Sir?' Toosey said, 'I believe so. I am finishing my bath, putting on the best clothes I can find and am off to confront him.'

A little later something other than a rumour ran around. All would parade and something important would be announced. We gathered together. Toosey addressed us 'Yes, the war is over, but we are in a dangerous position. We must wait patiently until we are contacted by our own Forces and do nothing stupid. No attempt at revenge, we are in a very dangerous position and we must calmly await events.'

A Search for Survivors.....

HM Trawler 'Pine'

The telegram arrived 2nd February, 1944. Every parents' nightmare of World War II. "Deeply regret to inform you..... Missing presumed killed....." Such was the fate of the Peckhams of Westbourne, Bournemouth on that date.

On 31st January, 1944, HM Trawler 'Pine' was acting as escort to a convoy when her bows were shattered by an enemy torpedo and she sank near Selsey Bill.



Ord/Telegraphist Cecil Peckham, a 17 year old boy, was aboard with 34 other sailors. His mother (who will be 92 years old this year) and his brothers would appreciate hearing from any survivors of the Trawler 'Pine'.

Please write to Ron Peckham,
797275 3rd Line E. (Mulmur),
RR1, Mansfield Ont. L0N 1M0
Canada.

Where are you now?

"Mollie Bailey"



Dennis Hart of the Tarrant Rushton Airfield Memorial has received a letter from Bill Marsh from Leigh in Lancashire who was stationed at Tarrant Rushton for eighteen months from November 1943.

Bill Marsh spent most of his off duty time whilst at the Airfield with a Mr & Mrs Smith and their two sons, John and Richard at the 'Old Inn' at Holt. He is anxious to trace the whereabouts of a Miss Mollie Bailey who, according to his recollections, lived 'on the left hand side of the road from Wimborne to Bournemouth'. Mr Marsh believes that Mollie Bailey's father worked on a local or Bournemouth newspaper and he last met her whilst on a month's holiday in 1947 at the 'Old Inn'. He would be delighted to hear from her or anyone who remembers the family. Contact can be made with Mr Marsh through Dennis Hart at 12 Violet Farm Close, Corfe Mullen, Wimborne, Dorset BH21 3DR.

DORSET IN WARTIME

A full colour fold out map of Dorset, showing military installations and the D-Day embarkation route in 1944 is still available from the Dorset VE/VJ Day Desk. The map also features a gazetteer of the towns and villages in Dorset that played an important role in hosting our American, Canadian and Allied Forces throughout this important period. If you would like to receive a copy, send 50p towards postage and packing to the Dorset VE/VJ Day Desk, 20-22 Christchurch Road, Bournemouth BH1 3NL



In Search of Friends

"MOLLIE BAILEY"

Dennis Hart, who requested information on the whereabouts of Mollie Bailey in the last Newsletter on behalf of Bill Marsh, is happy to report the following:

"Within two hours of receiving my copy on a Saturday in early May, I was telephoned by John Loader, a member of the Wimborne RAFA, as I am myself. He remembered Mollie well, having been at the same school, and was almost certain that she still lived in the area. Shortly afterwards, he contacted me again giving me her married name, address and telephone number.

I then tried to contact Bill Marsh by letter and telephone over the next few days with no success, fearing the worst as I knew that he had been hospitalised on more than one occasion. I also knew that he was a life-member of the Leigh RAFA and so I contacted the branch welfare officer and I was relieved to learn that he was away on holiday, in good health and due back at the end of that week.

He telephoned me on his return having read my letter saying that he had been in touch with Mollie, had a long talk and planned to be at the Tarrant Rushton Airfield memorial service on 4 June, where he hoped that the three of us might be photographed together. Mollie herself lived less than two miles from the airfield where Bill was stationed.

However, events rarely go as smoothly as this. Bill phoned me last week to say that after all, he could not be present on 4 June as, after waiting 18 months for an operation, he had now learnt that he was to be admitted to hospital that weekend. It was a great disappointment to Bill, but he says that after waiting so long he has to accept it and plans to have the reunion later in the summer.

Meanwhile, all readers will wish him a speedy recovery and a happy ending after his seven year search for Mollie."

HM TRAWLER 'PINE'

In the last issue of this Newsletter, we ran an item seeking survivors of the trawler 'Pine' to make contact with Ron Peckham in Canada who lost his 17 year old brother, Cecil Peckham, following a torpedo attack near Selsey Bill. We were delighted to hear that Doug McGown, a fellow Telegraphist on the 'Pine', has already written offering more details of that fateful night in January 1944, when the ship went down. Happily Ron Peckham has now spoken with Doug enjoying a friendly conversation helping to clear up some long standing mysteries about the incident. Also encouraging was the news that two other ex-members of the crew, prior to its sinking, are alive and well in Loughborough and Billingham.

We are naturally delighted that through the columns of this Newsletter, we have once again managed to renew old acquaintances and brought people nearer together. Keep the letters coming, we're here to help!

THE QUEEN'S SHILLING

ARMY - NAVY - AIR FORCE

MEDAL MOUNTING SERVICE

"FIT FOR PARADE - EVEN THE RSM"
MEDALS FULL SIZE, MINIATURE, UNOFFICIAL,
ORIGINAL REPLACEMENT, RESEARCH, MEDAL CASES, RIBBONS,
BROOCHES, BLAZER BADGES, TIES, BERET, GLENGARRY TAM-O-
SHANTER, BADGES, FLAGS, PRINTS, PLAQUES, BOOKS, TOY
SOLDIERS, MEMORABILIA ETC.
56a SANDBANKS ROAD, POOLE, DORSET (01202) 723335



"WHAT HAPPENED AFTER D-DAY, DAD?"

Recollections of some personal experiences by Robert VR Collins (ExRN)

"Well Son, quite a lot." Our second trip across the Channel was of course a great deal quieter than our first, except that whilst we were "beaching" with other LST's there was a minor collision and we sustained a gaping 20ft hole in the forward Starboard section, right beneath the Bofors Gun. During this trip the tide allowed us a short spell on the Beach during which we were allowed to go ashore and walk inland a short distance. We walked into the village of Berniere which was completely deserted, not a soul in sight, including Frenchmen.

We were, on the homeward journey, diverted to Tilbury Docks for emergency repairs and whilst there we had our first experience of the V bombs and wondering really, what the hell they were. A most eerie experience as one minute they were roaring overhead and the next, virtual silence as they dropped.

After a few more trips, during which time Cherbourg was liberated, our work was finished because at last the Allies had a deep water port to operate in and from.

Our small team of medics were, therefore, sent back to base, HMS Drake at Devonport for redeployment, or as they say in the Navy, another "Draft Chit". We were immediately interviewed by a Petty Officer who explained that after our severe experiences on the Beaches, etc, he wanted us to know that by volunteering he could arrange for a "cushy" posting. Well, we were young, gullible, and, as events turned out, idiots. So we did, we volunteered. "Right" he said "you can have seven days leave." This must have been about the end of July 1944.

Reporting back to Devonport, we were immediately put on a train with our kitbags, hammocks and a suitcase and found ourselves in Liverpool and placed aboard the SS Britannic which was full to the Gunwhales with military personnel. After suffering from claustrophobia for four days, we were transferred to another troopship, the MV Christian Huygens and finally set sail for, believe it or not, Colombo, Ceylon (now Sri Lanka) where we landed after about a month at sea. "Yes I know Son, we were stupid to volunteer!" Traumatic experiences were not yet over. After some while we were given tickets or whatever, and found ourselves on a seven day train journey right up through India and finally arriving in Calcutta where I joined my ship, the HMHS Ophir (DU), the DU standing for Dutch Unit. She was a converted old East Indies Ship of the same name and had been converted into a Hospital Ship. The "lower deck" medics' quarters were right up in the ship's bow and had been, until the conversion, the Goat's Quarters, yes that's right, the "Goat's Quarters". So you can imagine how good they were.

We were immediately put to good use and sent to Chittagong collecting wounded from the Arakan Battles and transporting them back to Madras for hospital treatment. This went on for some long while and we did runs down to Cox's Bazaar, Akyab and Ramree Island. We were actually in Chittagong on VE Day, though we really did not know much about it except for the fact that we were "issued" with a free bottle of Indian Beer!!! During the rest of May and June we had what we considered to be a rest cruise, when we had to repatriate Italians to Italy. This involved another trip through the Suez Canal which is a very pleasant experience. We docked in Taranto and then sailed back via Port Said, Suez, Bombay, Colombo and up to Trincomalee, where we must have been preparing for the Rangoon Landings, however, the Japs had left in a hurry and we were not needed.

During our first day lying off Ramree Island was the nearest I got to a Japanese soldier. Every time I, or any of the crew, went on deck we were sniped at and you could hear the bullets "pinging" off the upper deck.

We were in Trincomalee Harbour on VJ Night and once again had a free issue of a bottle of beer!

Charges to pay _____ s. _____ d.
RECEIVED
PRIORITY **POST** **OFFICE**
TELEGRAM
 Prefix. Time handed in. Office of Origin and Service Instructions. Words.
 No. **DL 454**
 OFFICE STAMP
 BOURNEMOUTH * 2 FEB 44 HANTS.
 From *Pan* **PAN 48 11.16 LT OHMS REDT FROM PAN 34**
PRIORITY CC PECKHAM 57 SEAMOR RD WESTBOURNE
BOURNEMOUTH
 DEEPLY REGRET TO INFORM YOU THAT YOUR SON **CECIL CLARENCE PECKHAM ORDINARY TELEGRAPHIST LT/JX 370193** IS MISSING PRESUMED KILLED ON WAR SERVICE LETTER FOLLOWS =
PATROLS LOWESTOFT ++
 telephone "TELEGRAMS ENQUIRY" or call, with this form **B or C**
 57 **LT/JX. 370193 ++** could be accompanied by this form, and, if possible, the envelope

P. D. & Co. Ltd. 5-1-7436

*10 lives were killed
 Cecil had been
 aboard 6 months*

HMT. "PINE"
 "Tree" Class Trawler Minesweeper,
 530 Tons.
 Length 150' Beam 27½'
 12 Pounder Gun & Machine Guns.
 Launched 25.3.40 (Mar 25th 1940)
 Built by Paul Russell Ltd.
 Crew 35
 Speed 11½ knots.
 Torpedoed by an "E" Boat
 January 31st 1944. Sank off
 Selsey Bill.
 Photographs available:
 Imperial War Museum.
 Information:
 Naval Historical Library
 Earls Court London,
 Tel: 01-385-1244
 Memorial to commemorate
 minesweepers in the channel is
 at Lowestoft. For Cecil Clarence
 Peckham - Ordinary Telegraphist
 See Panel 15 Column 1.

*This info was
 obtained from here.*

Patrol Service Centre Depot,
Lowestoft
Suffolk

6th January 1946.

Dear Sir,

In reply to your letter of the 1st
December, 1945, I have to state that I am unable to
comply with your request as it is not Admiralty
policy, in fact, as to the men themselves to furnish
names and addresses of survivors.

I am, however, now able to inform you that
your son was reported missing presumed killed on war
service when H.M. Majesty's Trawler "Pine" acting as
escort to an important convoy which had been attacked
by enemy E-Boats with the loss of two merchantmen,
was herself attacked during the early hours of the
31st January, 1945. Her bows were shattered by an
enemy torpedo, taken in tow by another vessel,
she made faltering progress towards Portsmouth Harbour
but finally foundered and sank some twelve hours
later, six miles off the Sussex coast near Selsey Bill.

I have to inform you that the further details
contained in this letter are for your own information
and not for publication in the Press without prior
Admiralty approval.

Will you please accept my deep sympathy in
again referring to your sad loss.

Yours faithfully,

J. L. Tooke

DRAFTING COMMANDER
for COMMODORE.

Mr. G. Peckham,
57, Seamoor Road,
Bournemouth West.

85, Gaston Bridge Rd
Shepperton
Middlesex, TW17 8HA
10th May 1995

Dear Mr Peckham,

I am not quite sure how to start this letter. I feel it should be with an apology. An apology for not doing it a long time ago. I am sure with a bit of effort I could have obtained Cecil's home address and written to you but I didn't, and the longer something like that is left the more difficult it becomes.

About a year ago I was put in touch with a chap who lives on the Isle of Wight and has started a Lost Shipmates organisation. I gave him my service details, the ships I had served on etc. I finished the letter by enquiring whether he had any news of relatives of those lost on the Pine. And whether he thought it politic, all these years after the sinking, to try and contact them.

This morning nearly eighteen months after that letter, I received a photocopy of your piece in the Dorset Tourism Newsletter No 11. It came at a particular poignant time as we here in England have just finished a protracted commemoration and celebration of the 50th anniversary of VE day, and many wartime memories have been revived.

Not that I need to be reminded of that tragic event. I can honestly say that hardly a day passes when I don't think of it and the lads who were lost.

I do not know how much you know of the action, but at the risk of telling you what you may already know I will tell you my memories. I am a year or too older than Cecil, I will be 72 this September.

I was one of three telegraphists on the Pine. We were part of the escort to the Channel convoy, sweeping for mines ahead of the convoy along with two other Tree Class Trawlers. About lunchtime on Sunday we had picked the convoy off Southend and proceeded enroute to Portsmouth.

The attack took place about two in the morning, and both Cecil and I were off watch asleep in the focsle mess. My first memory is of regaining consciousness on the deck where I had been presumably blown or washed out of the focsle. Only two survived from the focsle, me and the chap who slept in the bunk above me. I picked my way up the boat deck behind the wheel house. One small boat had been smashed to bits and the other one was badly damaged.

We were trying to free the Carley float when one of our escorting Motor Launches came alongside. All the survivors were transferred over including our injured.

The skipper had his legs broken; he had been swept from the bridge to the deck by the falling mast. The sub-lieutenant had his jaw broken, the Asdic rating was badly concussed and the signalman had what looked like broken ribs. When I got into the light of the motor launch messdeck I saw I had a badly gashed thigh. I must have caught it on the broken plating when I exited from the focsle.

The Pine did not sink straight away. A tug came out and started to tow her. I understand she sank about lunchtime somewhere off Littlehampton. The motor launch took us into Newhaven where we were coached back to Portsmouth and the base ship Marshall Soult.

I along with the other injured was transferred to the RN Hospital at Haslar, and from there to a hospital to the North of Portsmouth at Cosham. I was there about three to four weeks until my leg healed, then went on leave and then back to the depot at Lowestoft. By that time the ex Pines had gone their various ways. I saw service in two more trawlers before being demobbed in Jan 46.

About twenty years ago the Royal Navy Patrol Services Association was formed. This was an old comrade's association for those who served in trawlers etc. I joined, and as a result of their newsletters and reunions have met three other survivors. The other telegraphist Denys Hampton who now lives in Loughborough, a stoker Albert Middlemas who lives Billingham Cleveland, and a seaman Les Isles who lives in South Africa. I have met other members of the Pines crew who had left prior to her sinking.

I will give you the two addresses I know and let them know of your enquiry.
Denys Hampton,
76 Tiverton Road,
Loughborough
Leics. LE11 2RZ

Albert Middlemas,
110 Corfe Crescent,
Billingham
Cleveland. TS23 2DR

I was very glad to get the copy of your request, especially with the photo of Cecil exactly as I remember him. He was a cheeky likeable chap. You doubtlessly know his name is inscribed on the war memorial at Lowestoft along with the others who were lost. Once again I must say how sorry I am that I have not done anything to contact you before. Which on the face of it seems very inadequate but nothing can be done about that now.

Yours sincerely

R.D. McGown (ex Telegraphist)

85, Gaston Bridge Road
Shepperton
Middlesex. TW17 8HA.

20th May 1995

Dear Mr. Peckham,

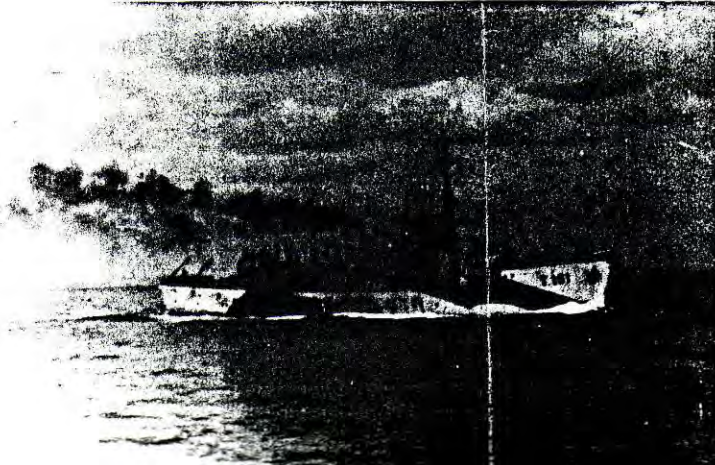
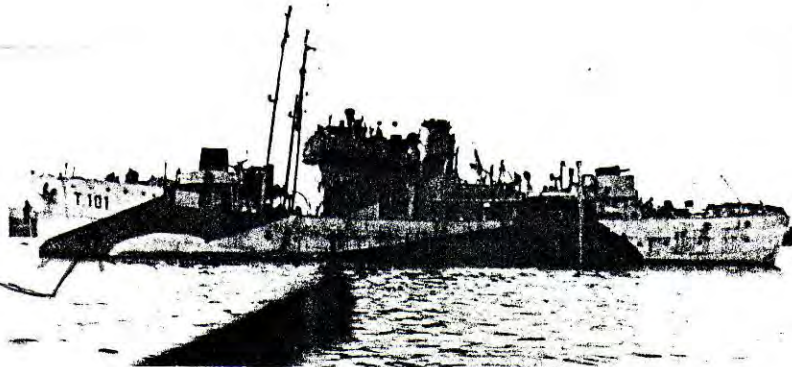
I was delighted to have your phone call yesterday, as a result of which I have had the attached photocopies done. The top one was taken in 1942 when we were tied alongside another trawler at a buoy off Gillingham on the Medway. The bottom one was taken also in 1942 when we were under way, and taken from an accompanying ship. I am afraid they havent copied particularly well, but to be truthful the original photos are not very brilliant.

I have passed photocopies of your advert to Denys Hampton, Albert Middlemas and the Secretary of the Royal Naval Patrol Service Association. I hope you get more info, but not everyone is happy to recall unpleasant memories so dont be surprised if no more is heard.

Sincere best wishes.

Doug McLaurie

CECIL'S BUNK
WAS ABOUT
THERE



797275, 3rd Line E (Mulmur)
RR1, Mansfield Ontario
LON 1M0, Canada:

June 23rd 1995.

Dear Mr Crocker,

I want to thank you most sincerely for taking the time to reply to my advertisement in The Dorset Newsletter.

All the information on the history of T-101 HMT Pine was most appreciated. We had no idea of how monies were raised for the war effort at that time.

Peter Pallot's article pictured T-94 as being that of HMT Pine but Pine was definitely T-101 as in your picture - Bows On.

We have recently bought a Winter home in Dorset (Tarrant Keyneston to be exact) and next year when we are there we will definitely visit your Town Council Office and take a look at the Plaque. Quite impressive from your photo.

I have enclosed a few photocopies that you might be interested in. Two replies from survivors received in the past month and the rest will serve to substantiate the date of the sinking.

Again thank you very much indeed for all your trouble.

Yours sincerely,



(Ron Peckham).

110 CORFE CREES
BILLINGHAM
CLEVELAND
TS 23 2DR.

Dear Ron. I received a letter from
Doug McGown with a news letter about
the sinking of H.M.T 'PINE' & the loss of
your brother Cecil.

as a shipmate of
your brother, I would like to convey
my deepest sympathy to your family,
most of all to your mother who has
carried this burden all these years.
I wish dearly I could give her some
words of comfort. The night of 31st JAN
(31st FEB) remains fixed very clearly
vividly in my memory & will never
be erased. I was only a few feet
away from your brother but on the
other side of the bulk head or partition,
you can imagine the devastation caused
on such a small ship. Only two men
got out of the foc'sle Dodge & a lad
from Portsmouth called TAYLOR. It is
with regret I have to say no one
else could have survived.

We have a beautiful memorial at
Lowestoft with all the names on it
& every year in October hundreds of
us gather to pay our respects & to
remember our shipmates who have no
known grave but the sea as it says
on the memorial. A very moving
ceremony ending with Lawrence Bingham:
tribute "At the going down of the sun
we shall remember them!" That is
what we fiercely believe even though
some believe it to be a bit corny.
Well Ron, I'll close now,
wishing I could do more to help.
If there's anyway I could I would
so I'll say cheerio & all the
best

ALBERT MIDDLEMAS

Received here
in June
1995.

COPY COPY COPY COPY COPY COPY COPY COPY

Clay Pitts
School Road
Gillingham
Dorset SP8 4QR

29 May 1995

Tel: 01747 822173
01747 822900(Work)

Ron Peckham,
792275 3rd Line E (Mulmur)
RR1. Mansfield
Ontario
L0N 1M0
Canada

Dear Mr Peckham

I read that you are seeking contact with any survivors of *HMS Pine*, the wartime trawler. I am afraid that, I can be no help regarding survivors of the ship but as an historian I was in contact with two previous crew members in 1987 when I published a brief article in a newsletter sent out by our local history society, of which I am now chairman.

A copy of this article is enclosed, and the address of one of the contacts, both of whom, I am afraid, left the ship before she was sunk. The information that I was given at the time gave her loss as October 1943 but I was unable to substantiate this. However, I hope that you will find the article interesting. The photographs that we photocopied for the article came from Hugh Drake.

Also, only a few weeks ago, I read a short article about another person who served in *Pine* and I enclose a copy of the it taken from a publication called "Warship World". I will send your name to him in case he has anything to add but he also left the ship before the sinking.

You will appreciate that eight years have elapsed since I wrote the article, and I have today discovered that Hugh Drake died last February. I cannot say whether Charles Palmer is still alive in Auckland, New Zealand but it may be worth trying to contact him. When visiting relations in Auckland in 1988 I actually met him, and spent a pleasant couple of hours talking about his wartime naval experiences, and took the enclosed picture.

I was not born until two months after *Pine* was lost (your date) but I hope that you will be reassured to realise that the thinking people of Britain still take great pride in remembering those who gave their lives to protect our, and the rest of the world's freedom.

Yours sincerely

Peter Crocker

EYEWITNESS

Trawlers and Drifters out of Portland 1940-1941

PETER PALLOT

In 1940 HMS EUROPA (The Sparrows Nest, Lowestoft), the Depot of the Royal Naval Patrol Service was not the place where one's stay was long. As a raw, newly trained, Signalman it was the nearness of the sea, the visit to a real Trawler in the Fish Dock, a smelly coal burner, which made the start of six years serving in those vessels seem rather romantic now. In those six years over 250 Trawlers were lost by enemy action. Not so romantic then.

Draft notice to Ord. Sig. T. P. Pallot D/JX207627 to HMS PINE based at Portland. Railway Warrant in hand, off down country, through a heavily blitzed London, passing a great heap of rubble in Ludgate Circus which had been the offices where I started work. The train steamed through Woking and I could see, on the hill in the far distance, the uncompleted shell of the new Guildford Cathedral. Home was only half a mile from there.

It was rather late, it was dark and the inevitable bombs were dropping as a rather young wide-eyed Signalman reported to the Duty Officer aboard HMS PINE. "Get your head down now and be sure to be on the bridge with all Signal Books by 06.00" was the order. Somehow I found my way to the Mess deck, I was given a slice of bread with baked beans and a bunk was found. I was asleep for what seemed ten minutes when I was up again. I found the safe to get the Fleet Signal Book, Code Books etc. and found my way to the bridge. It was 05.55, still dark and I was the only Signalman on the

ship. We had radio silence and all communication was by visual signals. I was on the bridge until we returned to Portland about fifteen hours later. I found my bunk, slept, got up, found the safe again, fetched the F.S.B. and Code Books to the bridge, it was 05.55 ... it was five days before I saw Portland in daylight, I was tired.

HMS PINE was an Admiralty Trawler of the Tree Class. Built as a minesweeper in 1939 but still coal burning. This was my first taste of the sea, the food was greasy, the sea was fairly rough and I found out I was a 'natural'. Never sea-sick. We were sweeping to clear mines in that part of the English Channel where there was very little shipping in the winter of 1940/41. We were dive-bombed nearly every day and could see the enemy seaplanes appearing to lay mines where we had previously swept. Our group consisted of HMS BIRCH, (which I was to command a few years later!), HMS DEODAR and HMS SAWFLY. HMS PINE was later sunk by 'E' boats, after I had left.

The shortage of Signalmen meant moving about to fill operational spaces and, after a turn in the main Signal Station Portland, HMS BOSCAWEN, for a few days, I was transferred to HMS OLVINA a fishing trawler converted to anti-submarine duties. Our job was to patrol off and sometimes anchor in Weymouth Bay with the Asdic going all the time. The crew of OLVINA were 90% Deep Sea Fishermen and one of the roughest, toughest set of men I had known in my limit-

ed experience. We never contacted any U-boats in my short stay in HMS OLVINA but I grew up very quickly!

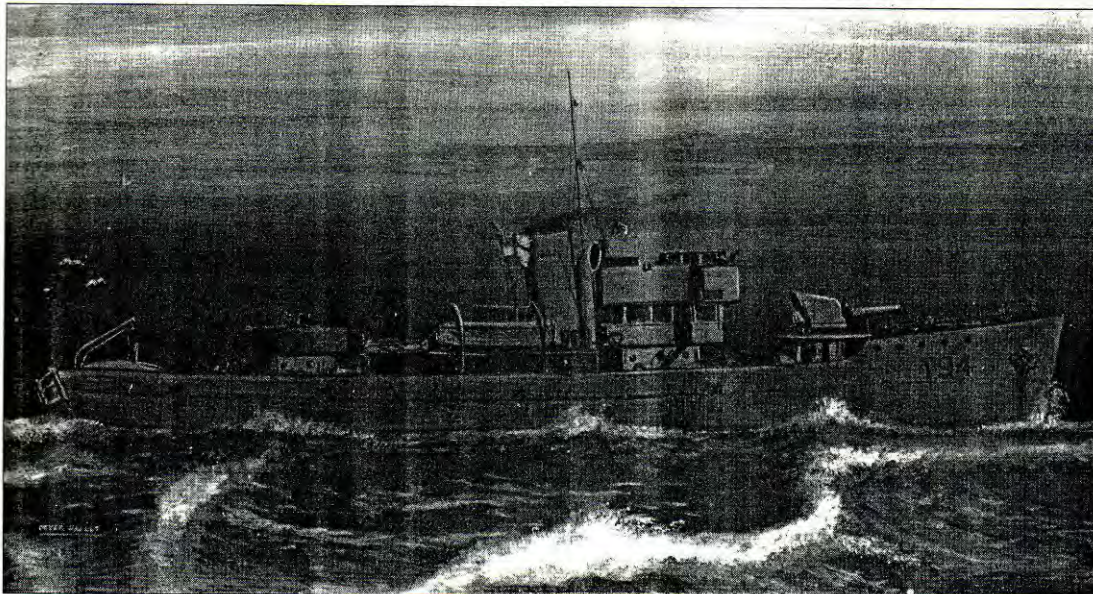
HMS THRIFTY was a Lowestoft Drifter built around 1900 and one of the early craft adapted to sweep the new magnetic mine. It was, for me, a more permanent posting.

We had a large generator installed on the foredeck to power the sweep. Firstly this was a great electric coil mounted on what looked like a Thames lighter and towed behind the ship creating the magnetic force to fire the mine. When a mine was detonated the lighter probably sank but that was cheaper than those Merchant Ships it was designed to sink.

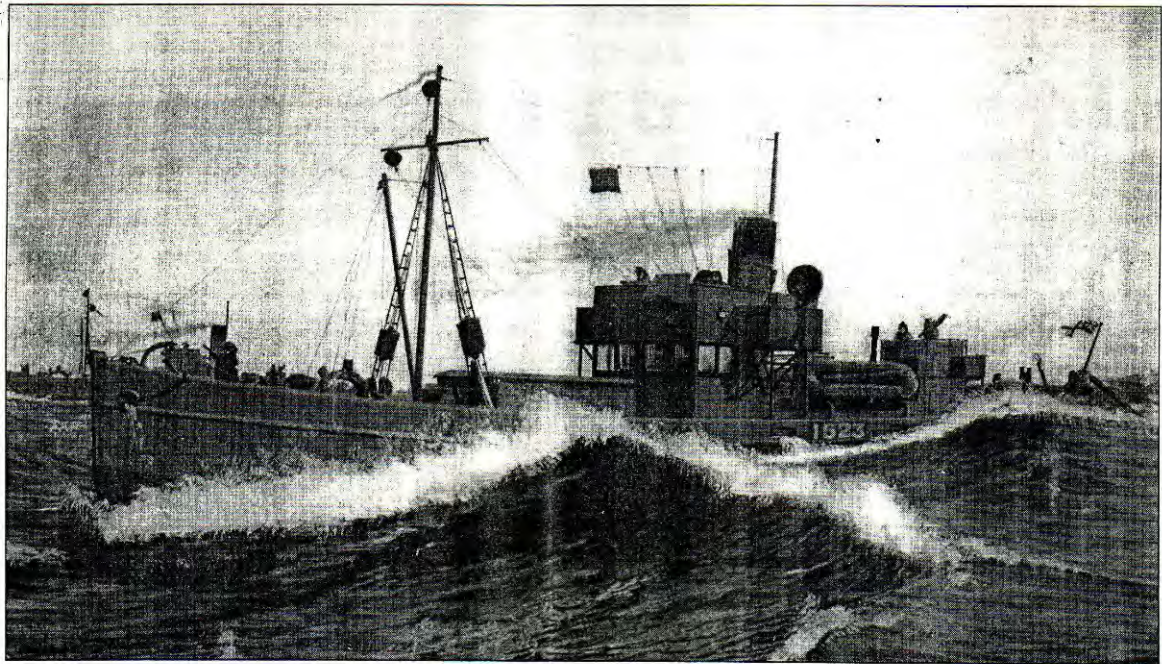
The 'LL' sweep was being devised at this time, about 750 feet of floating cable which did the same thing as the coil on the lighter but much more efficiently and survived explosions. To stream and recover this tail was a mammoth task with all hands on deck manhandling it aboard, the cable was about four inches in diameter and double for nearly half its length. Later, on purpose built ships, it was stored on a large drum, which made it easier to handle, as I believe it is today.

My 'Action Station' on the THRIFTY was an unmounted Lewis Gun on the bridge. This was a bit heavy to hold like a rifle and difficult to manage. The only thing I shot down was a lamp post in the Destroyer Pens in Portland Dockyard. (We were being dive bombed at the time). I used it against aircraft at sea many times but all we did in those actions was to put off the aim of the attackers and so survive.

HMS PINE 1940



P. PALLOT



P PALLOT

HMS THRIFTY 1940

When the RAF tried to be funny by diving at us in a Sunderland Flying Boat and not answering the morse challenge signal we stood by our guns in case it was a captured aircraft, enemy manned, as anything could have happened those days.

Duty Ship in harbour meant 'Stand-by' for any emergency, ship or crew, or both. Early one morning a call came for the Signalman to report to base immediately with Aldis Signal Lamp and Semaphore Flags. THRIFTY was Duty Ship so this meant me. I was bundled into a car with a couple of officers and driven round the coast to a little cove on the other side of Weymouth Bay where we were met by another car load from Portsmouth, including a Commander RN Mine Disposal.

A strange mine had been cut by one of our trawlers. It was floating like a torpedo pointing into the sky and as it was on the "NEW ENEMY MINES, WANTED LIST" the Skipper had floated a sisal rope around the mine and taken it in tow. They spent the night going round in circles, luckily it was a clear, calm night. At daylight the Trawler crew transferred this tow rope to a small boat to row it into this cove and I was there to keep communications between the trawler and the Mine Disposal team from Portsmouth.

The tow rope was taken ashore and over the sea wall for a squad of soldiers to pull the mine to the beach, the boat rowed quickly back to the trawler. The Commander in charge had his shoes and socks off and was wading out, he couldn't get at it quickly enough, it was the first mine of this type he had seen and he wanted to take it apart! He did! By this time everyone, except the Commander and his assistant, was the other side of the sea wall, just in case!

It was fairly basic living on HMS THRIFTY, there were no washing facilities for instance. Water was hand pumped up into a small tank on the engine room casing, from there

one could draw off a bucket full, take it down into the engine room where a flexible pipe from the boiler was inserted and steam let off in the water, it soon became very hot. Shaving water was done in the same way except an enamel mug was used! On cold days the water lost a lot of its heat going from the engine room companion way along the deck to the fish hold which was now the forward mess deck where the only mirror, a very small mirror, was situated.

In the forward mess deck slept, ate, washed and argued five Seamen, including a gunnery rating, two Stokers who had to do all the coal heaving, a Wireman (electrician), the Cook, who could not read or write, the Wireless Telegraphist and me. The after mess deck housed the Coxswain, the Chief and Second Engineers, a P.O. Motorman and the Steward, who was a leading hand. The Skipper had a little cabin next to the forward mess deck.

We worked nearly every day for some months with HMS KINDRED STAR, another drifter with a lovely name. We swept regularly from Portland Bill to St Albans Head, with some variations. There were not many mines but quite a few air attacks. Our main armament was a mounted twin Lewis gun on the after casing, two Hotchkiss machine guns, which I understood were designed for the cavalry just before the First World War. And me, of course, with my unmounted Lewis gun. But we had two extraordinary armaments, the Holman projector and the P.A.C. Rocket. For those who hadn't the benefit of seeing these used in anger I will attempt to describe them.

The Holman Projector stood on the after deck near the stern. It consisted of a pipe, about six feet long, with the diameter to take a standard hand grenade. The pipe, pointing in the air, had a small tank at the bottom and anti-aircraft sights and handles welded on the side. The tank was connected to the main steam pipe from the ship's boilers, with a trigger mechanism to operate by foot. The pin was taken from a grenade and the

grenade was dropped into the top of the pipe, which, of course was movable in all directions, being fixed by a universal joint at the bottom. You now judged where you thought, with the aid of the sights, the diving enemy aircraft was going to be at the same time as the grenade and 'FHUTT' as steam was released on pressure of your foot the grenade was thrown into the air and you crouched under your tin hat as the shrapnel fell!

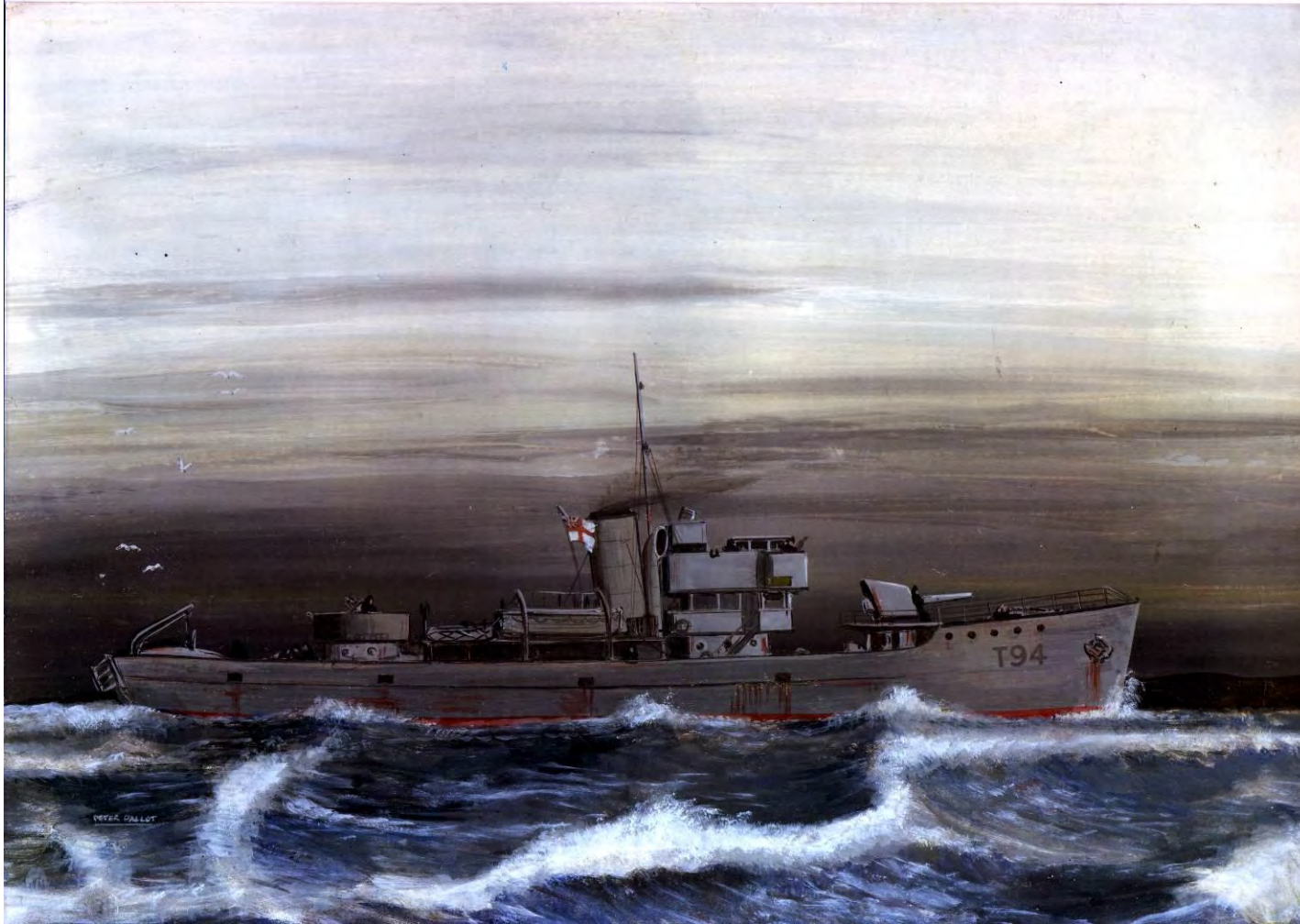
The P.A.C. Rocket was also designed to catch dive bombers. A very large, firework type, rocket was fired into the air, taking with it a length of strong wire which had been suitably stored to run away smoothly, at the end of this wire was a small canister which also went up into the air and this was connected to a line also suitably stored to run smoothly. The line was fixed to the ship, so when fully extended it pulled out a toggle on the canister and out came a small parachute. Timed to go off at the right moment the rocket exploded and out came another small parachute connected to the canister 'chute by the length of wire. The theory being that the aircraft would tangle with this wire which was descending slowly over the ship.

The Skipper of HMS THRIFTY was Lieutenant J Findlay RNR and he took trouble to show me the charts and navigation books, on the few boring days when nothing happened except we proved there were no mines about at that time, I was taking sights and doing the pilotage under his supervision. Eventually he recommended me for a commission and I was interviewed by a bevy of very senior officers in Portland, it was the 7 May 1941 and I was proud to say I was twenty years and two days old.

During my stay on THRIFTY my mother was knocked down by a car and eventually died from her injuries. I shall always remember Lt Findlay for his support and concern for his crew, especially me at that time. I tried to remember it later when I was in that position with bereaved crew members of my own.

R07
WARSHIP WORLD VOLS No 3 Summer 1995

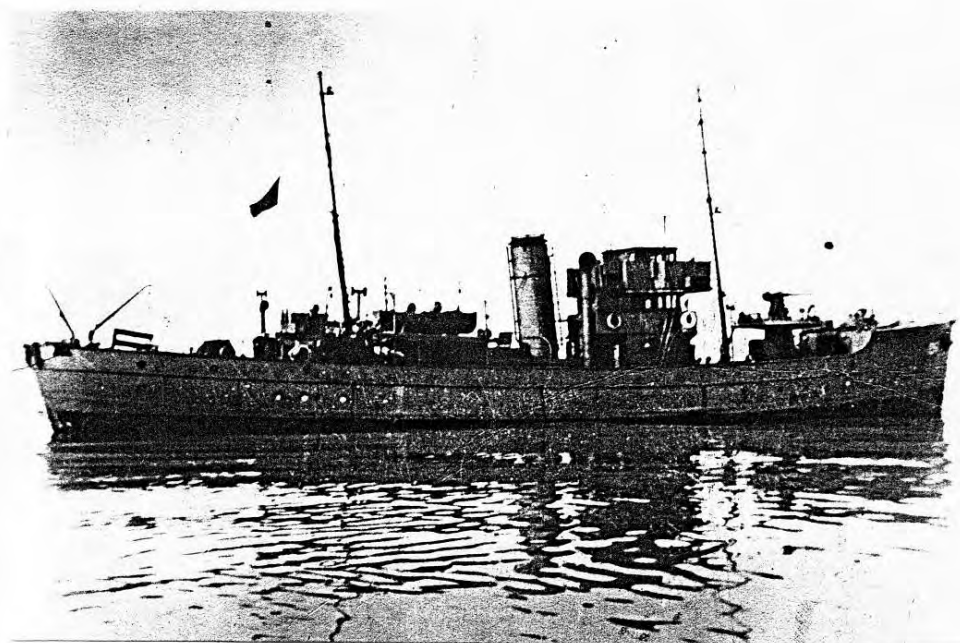
11.9 Picture from ** from Peter Pallot of HMT Pine



GILLINGHAM LOCAL HISTORY SOCIETY

NEWSLETTER NO. 11

JANUARY 1988



GILLINGHAM'S SHIP, H.M.S. PINE

GILLINGHAM'S VITESSE MOTOR CAR

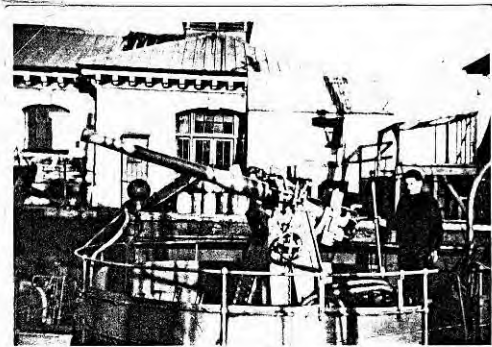
THE ROMAN CATHOLIC COMMUNITY IN MARNHULL:
Part 1 - The Hussey, Johnson and Wilson Families.

75 YEARS AGO: The Council Minutes of 1912 - 13.

MR. ALFRED DAVIS.



'BUNTS'



12 POUNDER



NORWEGIAN COOK
AND STEWARD



'SKIPPER' ON LEFT

LIFE ABOARD H.M.S. PINE 1940-41

Published by the Gillingham Local History Society.

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GILLINGHAM'S SHIP - H.M.S. PINE

In the Town Council Office there is a plaque on the wall presented by the Lords Commissioners of the Admiralty to the people of Gillingham to mark the achievement of raising funds to pay for a ship for the War Effort. How did it all start?

On Thursday 10th April 1941 the inaugural meeting of the Gillingham (Dorset) and District National Savings Local Committee under the Chairmanship of Air Vice Marshall Sir Alfred Iredell, K.B.E., C.B., was held at Plank House. The object was to bring together Savings Groups within the town and surrounding parishes and to bolster enthusiasm to put as much as possible into National Savings for the good of the Nation. In October a meeting was held at the Phoenix Hotel and representatives of local organisations were invited to discuss the question of holding a "Warship Week". It was agreed that this should take place from 15th - 22nd November 1941 and that a target of £62,000 should be adopted, this being the cost of a Trawler Minesweeper.



"The Plaque in the Town Council Office"

The week's efforts were announced at a meeting on 18th December and the total, as sent to the Regional Savings Office on 25th November, was £110,654, being equivalent to £11.10.8d. per head of population of the district (9,595). Late additions were received making a final total of £112,805. It was decided to send £850 'as a free gift to the Chancellor of the Exchequer' and £50 was held in reserve for the next effort. At the January meeting the committee were invited to adopt a ship, which was already in service, named H.M.S. Pine.

H.M.S. Pine, one of a batch of 20 classified as an Admiralty Tree Class Trawler, was built by Hall Russell in Aberdeen and was launched on 25th March 1940. Her size was 530 tons, she was 150 feet long, and her coal fired steam boilers gave her a top speed of over 10 knots. She was equipped with Asdic as well as Minesweeping gear.



"H.M.S. Pine - Bows on"

Armament was a 12 pounder Gun near the bow and other smaller guns - some from the first War - for Anti-aircraft and close range use. Also there were 'a couple of fancy Schumannly Rockets' on the bridge (these rockets were strung together with a length of wire designed to entangle the propeller of attacking aircraft).

Her complement of 4 officers and 30 ratings were commanded in the early part of her career by New Zealander Lieutenant Charles Palmer, R.N.Z.N.R., who was helpful in sending us, from Auckland, his memories and a photograph of the Ship. Also we have to be grateful to Hugh Drake R.N.R. (joined at the time of Munich in 1938) from Upminster in Essex, a Signalman on Pine for ~~her~~ 20 months, who has sent us a most colourful and detailed account of life on board, together with several snapshots of the crew.

After commissioning at Aberdeen, the Pine sailed via the North of Scotland to Plymouth, where 'Bunting tosser Drake, returned to the Hoe' (his own words) before setting forth to take on the German Armada. It was while in Plymouth that Lt. Palmer joined the ship on 16th June 1940.

The job of this class of Minesweeper was to sweep ahead of Channel convoys (usually in groups of 4) from Portsmouth to Chatham, where they tied up in the Medway opposite Gillingham, Kent. On leaving port they collected barrage balloons which floated hundreds of feet above.



"The Crew of H.M.S. Pine 1940"

Charles Palmer writes:- "The first convoy our ships escorted was subject to a vicious Stuka attack off Folkestone. We also had in attendance two Hunt class Destroyers and four Motor Gun Boats, which took station with the convoy through the narrows. After Pine had taken part in a couple of convoys, (she had a good look at the Nazi Armadas flying to bomb London in September during the Battle of Britain)

she was transferred to patrols off Beachy Head. Her job, with one or two others, was to warn Britain of the approach of German invaders, which never came. Later Pine, with sister ships Birch and Hickory, was detached to help sweep large minefields off Falmouth and Portland.

While operating off Portland, Hickory was sunk by a mine on 22nd October 1940. Pine was able to save only 6 out of 33 crew including her Commanding Officer. It took Birch and Pine more than two months to clear the Portland minefield, at times assisted by a Drifter and the odd Trawler from Portland. Miraculously there were no serious casualties in spite of the weather and several aerial attacks.

Early in June Pine returned to Portsmouth rejoining the Channel convoys, and in addition she took part in three more Mine clearances off Portsmouth, the Isle of Wight and Beachy Head. On one occasion a mine exploded in her sweep and gave her a good shake and broke most of her crockery. During one Channel sweep, ahead of the convoy, off Folkestone, she had a narrow escape when two bombs fell alongside - it was at night, very black, but I believe our gunners shot that plane down.

"In the latter convoys, we had a couple of Spitfires to escort us through the Straits. Incidentally, we were always subject to Shell-fire from the long range Guns at Cap Griz Nez. One usually counted fifty after the flash, and then the danger from that particular shell was over."

Lt. Palmer relinquished command on 31st August 1941. During this time the periods alongside at Portsmouth were often interrupted by Air raids, and on one occasion Hugh Drake reports that the glow could be seen all the way from Portland.

Comforts were sent to the ship from the people of Gillingham and District in the form of wolly Balaclava helmets, gloves, scarves and 'warm comfy Jerseys'.

H.M.S. Pine's new commander was Lt. Hird R.N.V.R. and for the next two years she was engaged on very similar duties, until in October 1943 she was torpedoed by an E Boat off Beachy Head. She eventually floundered near the Nab Tower in the Solent after being towed there by a sister ship. Six of her crew were killed and Lt. Hird was badly injured.

The next project for the Gillingham (Dorset) and District National Savings Local committee was to raise a target for a proportion of the replacement value of the Cruiser H.M.S. Dorsetshire, sunk by the Japanese in 1942. This they did by raising £114,898 (although a replacement Dorsetshire never was built) and went on to contribute heavily to the 'Wings For Victory' campaign.

Peter J. Crocker - October 1987.

* * * * *

GILLINGHAM'S VITESSE MOTOR CAR

While in conversation with Bill Budden (Buddens of East Stour) last year he mentioned to me that he remembered that a motor car had been produced in Gillingham in, he thought, about 1933. The car was called initially The Gush Special, later renamed The Vitesse. I knew of the existence of the Vitesse from my interest in early motoring and British speed records but I had no idea that it had been built in Gillingham.

Bill recalled that G.B. Gush and Mr. Le Croisette were partners in The Vitesse Motor Car Co., which had premises in Gillingham at what is now (1987) Southcombe Bros. Ltd. factory in Wyke Road. The chief mechanic was a Mr. England and the body builder was Mr. Ozzard, who later became Ozzards Mowers at Newbury. The company produced a single-seat record breaking Cycle Car, of which more later, and a prototype two seat road car fitted with a J.A.P. engine that they intended to market.

The company went bankrupt in 1934 and Bill Budden's father bought the assets; these consisted of the 'Record Car', a number of engines and other material including all the company records. These papers were burnt just a few years ago unfortunately. The road car prototype was not at the works when the crash came and Bill has no idea what became of it; the Record Car was later sold to a customer in West Dorset and seems to have disappeared.

The history of the Record Car is of considerable interest. In early 1934 G. Gush conceived the idea of attempting to break the existing J class motor car speed records and then re-breaking them at progressively higher speeds during the season. For these attempts he built a cycle car with a channel-section

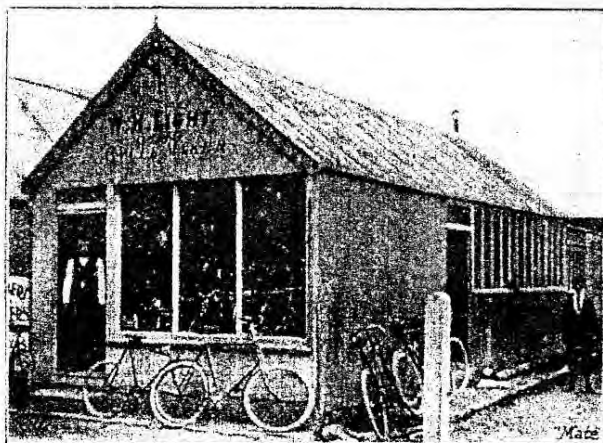
Gillingham Local History Society

JOURNAL

January 1998

== **W. H. LIGHT,** ==

Maker of the Magnet Cycle, and
Agent for the Sunbeam and Premier Cycles.



Repairs,
Enamelling and
Plating,
Accessories,
Lamps, Bells,
Spanners, Tyres.

—
New Machines
guaranteed for
12 months.

—
Agent for the
Edison
Phonograph
and Records.


Peasemarsch and Newbury, Gillingham,
Dorset.

1903 advertisement for W H Light, who celebrated their
100th anniversary in 1997.

A history of W H Light will appear in the next Journal

JAMES WEARE,
. . . Baker & Confectioner.

Pastry, Cakes, Biscuits and Pure Confectionery in
great variety and of the best quality.



Turog, Malt, Wholemeal and Milk Bread.

The Machine Bakery,
. . . GILLINGHAM.

1903 advertisement for James Weare, Baker and Confectioner

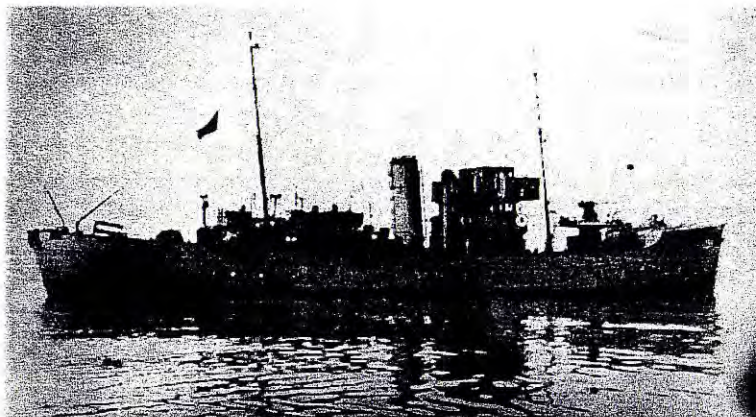
HMS Pine – an update and the story of one lost mariner

In our January 1988 edition we published an article on the warship that was paid for out of money raised in the parish of Gillingham. Further information has now become available on the ship and its demise, so a recap is incorporated in this article for those who may not have had the opportunity to read it.

In the Town Council building there is a plaque on the wall presented by the Lords Commissioners of the Admiralty to the people of Gillingham to mark the achievement of raising funds to pay for a ship for the War Effort. The ship was HMS Pine [more properly called HMT Pine, standing for His Majesty's Trawler], a minesweeping trawler, and her cost was £62,000.

On Thursday 10th April 1941 the inaugural meeting of the Gillingham (Dorset) and District National Savings Local Committee under the Chairmanship of Air Vice Marshall Sir Alfred Iredell, KBE, CB, was held at Plank House, Wyke Street. The object was to bring together Savings groups within the town and surrounding parishes and to bolster enthusiasm to put as much as possible into National Savings for the good of the Nation. In October a meeting was held at the Phoenix Hotel and representatives of local organisations were invited to discuss the question of holding a "Warship Week". It was agreed that this should take place from 15th - 22nd November 1941 and that a target of £62,000 should be adopted, this being the cost of a Trawler Minesweeper.

The week's efforts were announced at a meeting on 18th December and the total, as sent to the Regional Savings Office on 25th November, was £110,654, being equivalent to £11.10s.8d. per head of population of the district (9,595). Late additions were received making a final total of £112,805. It was decided to send £850 'as a free gift to the Chancellor of the Exchequer' and £50 was held in reserve for the next effort. At the January meeting the committee were invited to adopt a ship, which was already in service, named HMT Pine.



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Her complement of 4 officers and 30 ratings were commanded in the early part of her career by New Zealander Lieutenant Charles Palmer, RNZN, who was helpful in sending us, from Auckland, his memories and a photograph of the ship. Also we were grateful to the late Hugh Drake, RNR, from Upminster in Essex, a Signalman on Pine for 20 months, who sent us at the time, a most colourful and detailed account of life on board together with several snapshots of the crew.

After commissioning at Aberdeen, the Pine sailed via the North of Scotland to Plymouth, where “Bunting tosser Drake, returned to the Hoe - before setting forth to take on the German Armada” (his own words). It was while in Plymouth that Lt Palmer joined the ship on 16th June 1940.

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occasion Hugh Drake reports that the glow could be seen all the way from Portland.

HMS Pine's new commander was Lt Hird, RNVR, and for the next two and a half years she was engaged on very similar duties.

This is where our first article finished through lack of further information, and it was destined to be condemned to the archives forever until 1995 when the Dorset County Council sponsored a series of newsletters in the build up to the VE and VJ day 50th anniversaries. In the May 1995 edition there was an appeal for any survivors of HMT Pine, from Ron Peckham (and his 92 year old [1995] mother, and brothers), brother of Cecil Peckham, who went down with the ship in 1944. Ord/Telegraphist Cecil Peckham, a 17 year old, was aboard Pine with 34 other sailors.

I dropped a line to the Canadian address, enclosing a copy of the 1988 Newsletter with its information gathered from former crewmembers, and was pleased to receive an acknowledgement, with copies of other information that he had gathered as a result of their enquiry.

Also I have been in touch with Peter Pallot who wrote an article in the summer 1995 *Warship World* Magazine about his experiences on several minesweepers including HMT Pine. As a commercial artist he produced a picture of the Pine, as he called her, for the feature, and was kind enough to send a colour copy to us for the Museum.

The previous article that we published was based on information that came from crew members who were with the ship in its early life in 1940 and 41, and now we have more information of the ships later life and it's demise.

HMT Pine was Peter Pallot's first draft, and he was a temporary replacement signalman who almost certainly replaced our first contact, also a signalman, Hugh Drake, whilst he was on sick leave. The CO at the time was Lieutenant Charles Palmer, and although Peter Pallot only stayed a short time before moving to a signal post at the Dockyard tower, the two met later in the war in the Mediterranean.

We now know that the actual date that HMT Pine was torpedoed by an "E" boat, was 31st January 1945, and she later sank off Selsey Bill. Ten crewmembers lost their lives, among them Cecil Peckham of Seamoor Road, Westbourne.

His father, Mr G Peckham's search for survivors of the sinking, was to set the family's mind at rest as to how their son died. The official telegram, similar to those that sent a chill through thousands of households during that period, was dispatched on 2nd February 1944 and simply said:-

DEEPLY REGRET TO INFORM YOU THAT YOUR SON CECIL
CLARENCE PECKHAM ORDINARY TELEGRAPHIST LT/JX
370193 IS MISSING PRESUMED KILLED ON WAR SERVICE

LETTER FOLLOWS

PATROLS LOWESTOFT

In December of 1945, a letter Mr Peckham sent to the Patrol Service Central Depot in Lowestoft, received an official reply to a request for names of survivors of Pine. It was not, it said "Admiralty policy in fairness to the men themselves to furnish names and addresses of survivors."

"I am however, now able to inform you that your son was reported missing presumed killed on war service when His Majesty's Trawler "Pine", acting as escort to an important convoy which had been attacked by enemy E-Boats, with the loss of two merchantmen, was herself attacked during the early hours of the 31st January 1944. Her bows were shattered by an enemy torpedo and, taken in tow by another vessel, she made faltering progress towards Portsmouth Harbour but finally foundered and sank some twelve hours later, off the Sussex coast near Selsey Bill."

It seems the Peckham family, who later emigrated to Canada, let the matter rest from then until the 50th anniversary of VE Day was near, and the national nostalgic fervour stirred memories which prompted them to write to the Dorset VE/VJ magazine.

Apart from the information that I sent, Ron Peckham received two replies from crewmembers present at the sinking. The first was from ex Telegraphist Doug McGown from Shepperton, and he says:-

“I do not know how much you know of the action, but at the risk of telling you what you may already know I will tell you my memories. I am a year or too older than Cecil, I will be 72 this September. Not that I need to be reminded of that tragic event, I can honestly say that hardly a day passes when I don't think of it and the lads who were lost.”

“I was one of three telegraphists on the Pine. We were part of the escort to the Channel convoy, sweeping for mines ahead of the convoy along with two other Tree Class Trawlers. About lunchtime on Sunday we had picked the convoy off Southend and proceeded enroute to Portsmouth.”

“The attack took place about two in the morning, and both Cecil and I were off watch asleep in focsle mess. My first memory is of regaining consciousness on the deck where I had been presumably blown or washed out of the focsle. Only two survived from the focsle, me and the chap who slept in the bunk above me. I picked my way up the boat deck behind the wheelhouse. One small boat had been smashed to bits and the other one was badly damaged.”

“We were trying to free the Carley float when one of our escorting Motor launches came alongside. All the survivors were transferred over including our injured.”

“The skipper had his legs broken; he had been swept from the bridge to the deck by the falling mast. The sub-lieutenant had his jaw broken, the Asdic rating was badly concussed and the signalman had what looked like broken ribs. When I got into the light of the motor launch messdeck I saw I had a badly gashed thigh. I must have caught it on the broken plating when I exited from the focsle.”

“The Pine did not sink straight away. A tug came out and started to tow her. I understand she sank about lunchtime somewhere off

Littlehampton. The motor launch took us into Newhaven where we were coached back to Portsmouth and the base ship Marshall Soult.”

Another shipmate who wrote to Ron Peckham was Albert Middlemas from Billingham.

“The Night of 31st January remains fixed very clearly and vividly in my memory and will never be erased. I was only a few feet from your brother but the other side of the bulkhead, you can imagine the devastation caused on such a small ship. Only two men got out of the focsle, Doug and a lad from Portsmouth called Taylor. It is with regret that I have to say no one else could have survived.”

“We have a beautiful memorial at Lowestoft with all the names on it, and every year, in October hundreds of us gather to pay our respects and remember our old shipmates who have “*no known grave but the sea*” as it says on the memorial. A very moving ceremony ending with Lawrence Binyon's tribute “*At the going down of the sun, and in the morning, we will remember them*” - and that is what we fiercely believe.”

The next project for the Gillingham (Dorset) and District National Savings Local committee was to raise a target for a proportion of the replacement value of the Cruiser HMS Dorsetshire, sunk by the Japanese in 1942. This they did by raising £114,898 (although a replacement Dorsetshire never was built) and went on to contribute heavily to the ‘Wings For Victory’ campaign.

Peter Crocker, Chairman - 1988 and 1997

We are often asked how Gillingham got its name.

Charles Howe says "We would like to think that the Saxon Community here were Christians and that they were led by a chief called Gylla. His people were known as Gylla's. Ham = village or homestead near water." Of the 14 spellings of Gillingham, the first was used in 993.

11.12 Further Reading – Books on Armed Trawlers

Category 1

Lund, Paul and Ludlam, Harry

W. Foulsham and Co, ND c1971; paperback: New English Library 1972,
from personal accounts, the story of the Royal Naval Patrol Service in WW2 with its headquarters at Sparrows Nest, Lowestoft, (originally HMS Pembroke X, soon changed to HMS Europa), of the trawlers requisitioned and the many reservists mobilised, of the training and anti-submarine / minesweeping roles undertaken around the British coast and in many other theatres of the war, of the influx of hostilities only ratings as the war progressed, etc., illustrated (hardback), NOTE: by the 'category' rules this ought to be 3 but the content provides such comprehensive picture of RNPS it is placed in 1,

Mainly in Minesweepers

Category 3

McAra, Charles

Leach and Co.,1991,
commissioned in the RNVR the author served with 9th flotilla minesweepers out of Portland, Portsmouth and Harwich before transfer to 13th flotilla for the allied landings in North Africa, Sicily, Salerno and other Mediterranean areas, illustrated,

Out Sweeps! - The Story of the Minesweepers in World War II

Category 3

Lund, Paul and Ludlam, Harry

W. Foulsham and Co, 1978; paperback: New English Library 1979,
from personal accounts, the story of the minesweepers of WW2. In 1939 the Royal navy's minesweeping capability consisted of about 40 mainly WW1 vessels, half coal-burning 'Smokey Joes'. To these were soon added the trawlers of the Royal Naval Patrol Service, then came the new fleet sweepers, the Halcyons, Algerines and Bangors as well as the RNPS's BYMs and BAMs. An account illustrated by personal reminiscences of the development of minesweeping in WW2, from the early days of combatting new types of mine, degaussing and the LL sweep, of the work of the RMS (Rendering Mines Safe) officers (later called BMDO's - Bomb and Mine Disposal Officers), in home waters, the Mediterranean and other theatres, illustrated (hardback),

Warships of World War II - Part 6 Trawlers

Category 1

Lenton, H.T. and Colledge, J. J.

paperback original: Ian Allan,1964

the 'trawler' section of the above publication in a separate paperback issue published before the combined hardback edn., illustrated,

His Majesty's Minesweepers

Category 2

HMSO

large format paperback original: HMSO, 1943,
an official account of the Fleet and RNPS minesweepers including a brief history of minesweeping, training at HMS Lochinvar, how minesweeping is carried out (with diagrams), a contemporary account of the work including sweeping the war channel and dealing with new types of mine, the sweepers at Dunkirk, etc, ills. include RNPS (Stella Rigel) and Fleet vessels (unnamed), illustrated,

Lilliput Fleet

Category 3

Hampshire, A. Cecil

William Kimber, 1957; paperback: Kimber 1959; New English Library 1976,
an account of the setting up of the Royal Naval Patrol Service at Lowestoft in 1939, first known as Pembroke 'X' and then as HMS Europa, of the requisition of numerous buildings in the town, of the fighting force of trawlers and drifters converted into warships and the later purpose built Motor and British Yard Minesweepers, engaged in mine-sweeping, hunting u-boats and taking part in all landings from Madagascar to Normandy, with details of a number of incidents involving RNPS vessels including the winning of a VC at Namsos, illustrated (hardback),

Churchill's Pirates

Category 3

Featherbe, F. C. (compiler)

large format paperback original: North Kent Books, 1994
a collection of personal recollections of WW2 experiences from the veterans of the Royal Naval Patrol Service, illustrated,

Ships of the Royal Navy, Vol. 2 - Navy-Built Trawlers, Drifters, Tugs and Requisitioned Ships from 15thC to the Present,

Category 1

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Greenhill Books, 1970; revised edn. 1984
a useful listing by name of all craft requisitioned by the Admiralty since 15th century, the majority during world wars 1 & 2, with details (where available) of dates, conversions, armament, name changes, service use and loss or final disposition. Most RNPS vessels were requisitioned. First published 1970, but 1984 edn. revised and enlarged. Also published by Naval Institute Press, Maryland, USA,

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