

CATOCTIN MOUNTAIN PARK NATIONAL PARK SERVICE



Rest Camp: A Report on the WWII Use of Catoctin Recreational Demonstration Area by the Royal Navy

Prepared For:
P. Scott Bell
Chief of Resource Management

Prepared By:
K.C. Clay, MAIS
Historian

July 2018

Abstract

In May 1941, The United States allowed British Royal Navy ships into US shipyards. While the vessels underwent repairs and refits, the sailors availed themselves of National Park Service facilities, primarily along the eastern seaboard. Catoctin Recreational Demonstration Area provided two group cabin camps and a lodge, hosting a total of 630 sailors from four ships. The week to ten days spent at Catoctin granted the war-weary sailors a brief respite from the battle fray.

Table of Contents

Abstract	i
Table of Figures	iv
Introduction.....	1
Historiography	1
Methodology	1
Discussion.....	2
Lend-Lease Agreement.....	2
Camp Sites	2
Cultural Exchanges	5
War Secrecy	5
Planning for Next Season.....	6
Conclusion	6
Bibliography	8
Appendix A – The Ships.....	10
<i>HMS Southern Prince</i>	10
<i>HMS Bulolo</i>	11
<i>HMS Menestheus</i>	13
<i>HMS Agamemnon</i>	15
Appendix B – Identified Crew Members.....	17
<i>HMS Southern Prince</i>	17
Enlisted	17
Officers	17
<i>HMS Bulolo</i>	19
Enlisted Men.....	19
Officers	19
<i>HMS Menestheus</i>	20

Enlisted Men	20
Officers	21
<i>HMS Agamemnon</i>	22
Enlisted	22
Officers	22

Table of Figures

Figure 1. Royal Navy Sailor tying knots at Hi-Catoctin in Sep 1941. CATO.....	4
Figure 2. Short Term Lodge around 1938. CATO.....	4
Figure 3. <i>HMS Southern Prince</i> ca 1940. IWM A9986.....	10
Figure 4. 1976 Ships of 1930 commemorative collection.	12
Figure 5. King George VI inspection crew of <i>HMS Bulolo</i> , JA Hampton, 24 May 1944. IWM #A23591.....	13
Figure 6. <i>Menestheus</i> anchored at base on the Kyle of Lochalsh, L.C. Priest, ca1940. IWM #A9988.....	14
Figure 7. <i>HMS Agamemnon</i> at home port, L.C. Priest, ca 1940. IWM #A9987.	16
Figure 8. British Sailors waiting at Greentop field. 1941. CATO.....	18
Figure 9. Sailors enjoy the pool, 1941. CATO.	20

Introduction

By spring of 1941, the British Royal Navy (RN) was exhausted. World War II was almost two years old. The RN losses already totaled more than 55 vessels and eighteen thousand men. British Prime Minister Winston Churchill pressed the United States for desperately needed aid. Pushing to the edge of US neutrality, President Franklin D. Roosevelt sought ways of helping the British. The Lend-Lease Act of March 1941 authorized unspecified military aid to countries fighting the Axis. Damaged RN ships reported to US shipyards for repairs. The RN crews went on shore and recuperated from the stress of combat. Catoctin Recreational Demonstration Area (CRDA) was one of seven National Park Service (NPS) sites that provided rest camps for Allied sailors.

Historiography

The story of Allied rest camps is forgotten in historical scholarship. There are no monographs on the subject.¹ No journal articles - peer reviewed or otherwise.² No mention in the minimal Lend-Lease writings that focus on RN ship repairs.³ Even the post-war NPS report on the agency's wartime activity offered only a one paragraph summary and a statistics chart.⁴ It may be that in the panorama of World War II, the rest camps are lost in the shadow of other stories. It might also be that the secrecy of war has kept the story hidden.

Methodology

I identified four ships. Memorandums and special permits include proper names of the officers in charge (OIC) of each rotation of visiting soldiers. The RN kept bi-monthly lists of officers and ship assignments. By searching the lists for the names presented on the NPS

¹ Keyword search of "Allied rest camp" at hollis.harvard.edu, jstor.org, and catalog.loc.gov on 8 Jun 2018.

² Keyword search of "Allied rest camp" at ebscohost.com on 8 Jun 2018.

³ Corbin Williamson, "Industrial-Grade Generosity: British Warship Repair and Lend-Lease in 1941," *Diplomatic History* 39, no. 4 (October): 745-9, <http://dx.doi.org/10.1093/dh/dhu040>.

⁴ National Park Service, *National Park Service War Work: December 7, 1941 to June 30, 1944*, Charles W. Porter III, (Chicago: NPS, 1946), 46-7.

documents, I matched the officers with their vessel. One officer's name was spelled according to American English rather than British English.⁵ Two other officers could not be suitably identified, but their co-OICs were, so the failure did not impact identifying the vessels.⁶ I then searched the ships on the rolls and other web available resources, resulting in a harvest of names of 111 officers and eighty-one men. Searching public information, I contacted living descendants for three of the officers. Two individuals replied with additional primary documents regarding their father's time in Catoctin.

Discussion

Lend-Lease Agreement

The rest camps were a bilateral arrangement between the United State Navy (USN) and the RN, authorized by the Mar 1941 Lend-Lease Act. The USN provided rations, transportation, and incidentals through their supply system.⁷ The RN provided the cooking staff that prepared the food for the sailors.⁸ The NPS provided the physical sites, buildings, sanitation, and appliances in cooperation with the War Department under instruction from the Secretary of the Interior.⁹ Electricity was not deemed part of the building so the USN and not the NPS covered the cost of usage.¹⁰

Camp Sites

The sailors stayed at three of the four facilities available at CRDA. Site selection depended on the sailor group size, the time of the visit, and the needs of other visitors since the public still

⁵ Woolcomb rather than Woollcombe. G.B. Williams to Region One Director (R1D), 23 Jul 1941, World War II, Catoctin Mountain Park (hereafter cited as CATO).

⁶ Lieutenants Croome and Bibbons. Williams to R1D, 23 Jul and 16 Sep 1941, CATO.

⁷Williams to R1D, dated 26 Jun, 29 Sep, and 1 Nov 1941, CATO; USN Captain E.H. Cope to RN Lt. Commander Perry, 11 Jul 1941, WWII, CATO.

⁸ "Men from British Warships Given Vacation in the Mountains," *Baltimore Sun*, 24 Sep 1941, 13, 28; Corbin, 46.

⁹Secretary of the Navy to Acting Secretary of the Interior, 12 Jun 1941, WWII, CATO; Corbin, 46.

¹⁰ Thomas J. Allen to Manager Catoctin RAD, 11 Aug 1941, WWII, CATO; Williams to R1D, 13 Aug, 3 Nov, and 10 Nov 1941.

had access to the facilities.

The first ship's crew stayed at Camp 2, Greentop. One hundred fifty sailors visited in two groups of seventy-five. Each group stayed for one week. The sailors' stay was in June, prompting concern from the primary tenant group that the camp would be unavailable for their summer use.¹¹ Other camp sites within CRDA became available, so no other groups of British sailors stayed at Camp 2.

The primary facility used by the sailors was the Short Term Lodge. Before the NPS obtained the twelve room structure it had been a privately owned summer boarding house. Now wired for electricity and with three indoor bathrooms, the NPS operated it as a lodge for visitors.¹² CRDA canceled visitor reservations for the summer of 1941 and configured the house to accommodate the sailors. The largest group that stayed there was the final rotation and numbered eighty-five sailors. In total, five groups stayed at the lodge with an average size of fifty-six men.¹³

The large group site was the Hi-Catoctin facilities for Federal employees. Two groups stayed there with an average size of ninety-nine men per group.¹⁴ Published photographs depicting sailors in wooden structures are of the Hi-Catoctin camp.

¹¹ Fred T. Johnston to Region One Director, 27 Jun 1941, WWII, CATO; Williams to R1D, 26 Jun, and 23 Jul 1941.

¹² Handwritten notation of land improvements, Land Use, CATO.

¹³ Williams to R1D, 23 Jun, 16 Sep, and 17 Nov 1941; G.B. Williams to Conrad L. Worth, 4 Jul 1944, WWII, CATO.

¹⁴ Williams to R1D, 10 Nov 1941; Williams to Worth, 4 Jul 1944.



Figure 1. Royal Navy Sailor tying knots at Hi-Catoctin in Sep 1941. CATO.



Figure 2. Short Term Lodge around 1938. CATO.

Cultural Exchanges

The American hosts did their best to provide a relaxing environment for the British sailors. Although the British Ministry of Defense and the US War Department did not publicly acknowledge the presence of the sailors in the US, the residents of Frederick County were aware of them and extended invites to multiple social engagements.¹⁵ National Park Service employees also provided social functions such as hot dog roasts and dances.¹⁶ To some of the war weary sailors, the Americans seemed over compensating for not being engaged in the conflict.¹⁷

The British sailors reciprocated in the cultural exchange. They put on exhibition cricket and rugby matches for other visitors at CRDA.¹⁸ They taught British songs, dances, and dialects to their American hosts.¹⁹ Some sailors got on so well with the Americans that they married them.²⁰

War Secrecy

The need for secrecy kept the news of British ship refits quiet. The British press was under a self-censorship policy monitored by the new Ministry of Information.²¹ The United States also had a voluntary censorship policy with each newspaper exhibiting varying levels of adherence. Major papers and news outlets kept the policy, despite some grumbling, and did not break the news of the British presence until the USN announced it on 19 September 1941.²² Local papers wrote

¹⁵ "Club to Entertain British Sailors," *Hagerstown Daily Mail*, 14 Jun 1941; "Sportsmen to Fete Sailors," *Hagerstown Daily Mail*, 11 Jul 1941; "'Y' Boys Will End Camping," *Hagerstown Daily Mail*, 15 Jul 1941; "British Tars Entertained," *Hagerstown Daily Mail*, 17 Jul 1941; "Soldiers Guests at Dance Friday Night," *Hagerstown Daily Mail*, 19 Jul 1941; "Scouts Plan '42 Program," *Hagerstown Daily Mail*, 15 Sep 1941;

¹⁶ Williams to R1D, 26 Jun, 23 Jul 16 Sep, 17 Sep, and 1 Nov 1941.

¹⁷ Tennyson to Clay, 29 Jun 2017, British Sailors, Resource Management, Catoctin Mountain Park.

¹⁸ Williams to R1D, 1 Nov 1941.

¹⁹ 'Gunner Braum's' Tale, *Mail (Birmingham)*, 22 Nov 1944.

²⁰ Alexander Francis Burgess, A6769, National Archives of Australia.

²¹ Dr. Henry Irving, "Chaos and Censorship in the Second World War," *History of Government* (blog), *Gov.UK*, September 12, 2014, <https://history.blog.gov.uk/2014/09/12/chaos-and-censorship/>; "The Art of War," The National Archives, accessed June 18, 2018, <http://www.nationalarchives.gov.uk/theartofwar/inf3.htm>.

²² Dewey L. Fleming, "Navy Reveals Repairs to 12 Ships," *Baltimore Sun*, 20 Sep 1941; John C. O'Brien, "Knox Says British Have 12 Warships under Repair in U.S.," *Philadelphia Inquirer*, 20 Sep 1941; "Editorial," *Freeport*

of the visiting sailors, but they mentioned no operational secrets such as ship names and sailing times.²³

The USN respected their British counterpart's request for secrecy. Written communication between the CRDA, NPS, and USN used project numbers to identify ships and permit numbers or OIC names to identify groups.²⁴ The British Admiralty ordered the men's silence on their assigned ship names, combat engagements, area of operation, and any information that could possibly be used by the Nazis against them. The Hagerstown *Daily Mail* reporters noted that the men would not divulge that information.²⁵

Planning for Next Season

USN and CRAD personnel began making plans for the 1942 season in fall 1941. The most immediate need was instillation of a pay phone booth. The sailors had made several unofficial phone calls that did not appear on the bill until after the men had departed.²⁶ The British sailors never returned to CRAD for rest camp since the U.S. entered the war in December 1941 and needed the space for their own military purposes.

Conclusion

The Lend-Lease rest camps are an overlooked story in the World War II narrative for multiple reasons. First, the circumstances of war obfuscated identities of the ships and men involved. Second, the story lacks the drama and romance of the beach landings at Normandy or

Journal-Standard, 20 Sep 1941; Associated Press, "Navy Announces 12 British Warships Now in U.S. For Repairs," *Newport News Daily Press*, 20 Sep 1941; United Press, "12 Warships of Britain in U.S.," *Louisville Courier-Journal*, 20 Sep 1941; "British Warships Here at Least 12," *New York Times*, 20 Sep 1941.

²³ "Club to Entertain British Sailors;" "Sportsmen to Fete Sailors;" "'Y' Boys Will End Camping;" "British Tars Entertained;" "Soldiers Guests At Dance Friday Night;" "Scouts Plan '42 Program."

²⁴ Williams to R1D, 26 Jun, 23 Jul, 2 Sep, 16 Sep, 17 Sep, 29 Sep, 1 Nov, and 3 Nov 1941; E.H. Cope to G.[B.] Williams, 2 Sep 1941, WWII, CATO.

²⁵ "Club to Entertain British Sailors;" "British Tars Entertained;" "Three Bus Loads of English Seamen Here," *Frederick News*, 10 Jun 1941.

²⁶ E.H. Cope to G.[B.] Williams, 19 Sep 1941, WWII, CATO; Emil C. Heinrich to Region One Director, 3 Nov 1941, WWII, CATO.

McArthur's return to the Philippines. Third, beyond saying X number of sailors in Y number of groups stayed for a total of Z man days, there are no readily reportable statistics that indicate the importance of the camps on the war effort.

The Catoctin Recreational Demonstration Area Lend-Lease rest camp is a human story. It is about the men who spent two years on alert for Nazi U-boats getting a week respite in the woods far inland from coastal waters. Some men arrived already decorated for valor. Others would go on to perform heroic actions. A few would sacrifice all within weeks of departing the camp. Each man's story is an instrument in the symphony that is Catoctin Mountain Park. Some stand out more than others, but all are necessary to complete the score.

Bibliography

- Archeosous Marine. "A History of Alfred Holt and Company." Accessed 9 May 2017.
www.archeosousmarine.net/Pdf/teiresias_alfredholt.pdf.
- Australian National Maritime Museum. Commemorative Artifacts. Sydney, Australia.
- Christian Science Monitor*. "American Vacations for British Tars." 25 Apr 1942.
- Eckhardt, Fred. "A Floating Brewery in Tokyo Bay." *All About Beer*, 1 Sep 2000.
- Helgason, Guðmundur. "HMS Southern Prince (M47)." Ships Hit By U-boats. Last modified 2018. <https://www.uboat.net/allies/merchants/ships/1074.html>.
- Irving, Dr. Henry. "Chaos and Censorship in the Second World War." History of Government (blog). Gov.UK, September 12, 2014. <https://history.blog.gov.uk/2014/09/12/chaos-and-censorship/>.
- Mason, Geoffrey B. "World War 2 at Sea: Royal Navy Minelaying Operations." Naval History. Last modified July 17, 2011. <http://www.naval-history.net/xGM-Ops-Minelaying.htm>.
- Mason, Geoffrey B. "Service Histories of Royal Navy Warships in World War 2: HMS Agamemnon - Mercantile Conversion, Auxiliary Minelayer." Naval History. Accessed June 19, 2018. http://www.naval-history.net/xGM-Chrono-08ML-HMS_Agamemnon.htm.
- McLaren, Don. Letters. *Slipstream*, Sep 2008.
- National Archives. Records of the Board of Trade and of successor and related bodies. Records of the Registrar General of Shipping and Seamen and successor. Registry of Shipping and Seamen: War of 1939-1945; Merchant Shipping Movement Cards. National Archives – Kew, Richmond, Surry, Great Britain.
- National Archives of Australia. Service Cards for Navy Officers. Canberra, Australia.
- National Maritime Museum. "Prince Line Ltd." Royal Museums Greenwich - The Collections.

Accessed June 21, 2018. <http://collections.rmg.co.uk/archive/objects/531557.html>.

National Park Service. *National Park Service War Work: December 7, 1941 to June 30, 1944*. Charles W. Porter III. Chicago: NPS, 1946.

National Park Service. Catocin Mountain Park. World War II Records. Visitor Center Archives, Thurmont, Maryland.

Rohwer, Jürgen. *Chronology of the War at Sea, 1939-1945: the Naval History of World War II*. 3rd ed. Annapolis, Md.: Naval Institute Press, 2005.

Secretary of the Admiralty. *The Navy List*. London: Ministry of Defence, 1941.

Seymour, Bryan. "The Sydney Cruise Ship That Became a Battleship." 7 News Sydney. 6 Jun 2014. <https://au.news.yahoo.com/investigations/a/24186508/thesydneycruiseshipthatbecameabattleship/>.

Swiggum, S., and M. Kohli. "Blue Funnel Line." The Ships List. Last modified October 17, 2010. <http://www.theshipslist.com/ships/lines/bluefunnel.shtml>.

Teeter, Adam. "To Keep Troop Morale High During WWII, the British Built a Floating Brewery." *VinePair* (blog), January 7, 2016. <https://vinepair.com/wine-blog/wwii-british-floating-brewery/>.

War Machine. Landing Ship, Headquarters (Lsh) and Amphibious Force Flagship (Agc). 1984.

Whetton, J. T., and R. H. Ogden. *Z Location or Survey in War*. 2nd ed. Swansea: Jim Whetton, 2004.

Williamson, Corbin. "Industrial-Grade Generosity: British Warship Repair and Lend-Lease in 1941." *Diplomatic History* 39, no. 4 (October): 745-72. <http://dx.doi.org/10.1093/dh/dhu04>.

Appendix A – The Ships

HMS Southern Prince

Visited: 10-24 June

Sailors: 150 men

Location: Camp 2

Special Use Permits: 10433 and 10434

Officers in Charge: LT [Woollcombe], LT Seper, LT Screepton, and LT Croome



Figure 3. *HMS Southern Prince* ca 1940. IWM A9986.

The *Southern Prince* was originally a civilian ship. Built in 1929 for Prince Line Ltd., it was one of four fast passenger-cargo ships that the company ran on the New York – South America trade routes.²⁷ When the Royal Navy requisitioned it in December 1939, it was refitted as a minelayer and joined the First Minelaying Squadron (ML1) out of Kyle at Lochalsh, Scotland in

²⁷ National Maritime Museum, “Prince Line Ltd,” Royal Museums Greenwich - The Collections, accessed 21 Jun 2018, <http://collections.rmg.co.uk/archive/objects/531557.html>.

July 1940.²⁸

With ML1, *Southern Prince* participated in Northern Barrage. The operation began soon after Norway fell to the Nazis on 9 April 1940. The squadron laid over 10,300 mines along the North Sea and around the island of Great Britain as a defensive measure. In April 1941, the desperate search for the *Bismark* interrupted the minelaying missions. Within weeks of the Nazi battleship sinking, the *Southern Prince* and her crew were in the US.²⁹

The *Southern Prince*'s activities in the Atlantic after its US refit and respite are somewhat ambiguous. Naval history websites indicate the ship suffered damage from a U-boat attack within weeks of departing the Baltimore shipyard. The sites offer vague citations of archives, books, and individuals rather than specific documents.³⁰ The incomplete ship cards and cemetery records give indications of combat engagements, but I could not find records that bridge the gaps.³¹

At the war's end, *Southern Prince* was refitted in Montreal as a troop transport. She stayed in service until the troops from the Asian theater were returned home. When her service ended at the end of 1946, the Prince Line no longer existed, so she was sold to an Italian firm and renamed the Anna C II.³²

HMS Bulolo

Visited: 3-28 July

Sailors: 114 men

Location: Short Term Lodge

Special Use Permits: 10435 and 10436

Officers in Charge: Eng. Cdr. L.G. Sadler, LT F.M. Foster, LT A.E. Spellacy, Midshipman Casey, Midshipman Oramond, Midshipman Rathbone

²⁸ Southern Prince, BT/389/27, 1944, National Archives Kew (here after cited as NA-K); Geoffrey B Mason, "World War 2 at Sea: Royal Navy Minelaying Operations," Naval History, last modified 17 Jul 2011, <http://www.naval-history.net/xGM-Ops-Minelaying.htm>.

²⁹ Ibid.

³⁰ Mason, "Minelaying;" Guðmundur Helgason, "Sources and Thanks," Uboat.net, July 17, 2011, <https://uboat.net/allies/merchants/sources.html>.

³¹ Southern Prince, BT/389/27, 1946, NA-K; Southern Prince, BT/389/1, 1946, NA-K; "Robert Browett Muir," Find A Grave, accessed June 22, 2018, <https://www.findagrave.com/memorial/56052140/robert-browett-muir>; "Matthew Wilson," Commonwealth Grave Commission, accessed June 22, 2018, <https://www.cwgc.org/find-war-dead/casualty/2838215/wilson,-matthew/>.

³² Southern Prince, BT/389/27, 1946, NA-K; Southern Prince, BT/389/1, 1946, NA-K.



Figure 4. 1976 Ships of 1930 commemorative collection.

The *Bulolo* launched in 1938 as a luxury passenger ship with the Burns, Philip & Co, Ltd. Her name comes from a city in the Morobe province, Papua New Guinea. When the Royal Australian Navy took her over for the war effort, in September 1939, most of the ship's crew remained with her, albeit the living conditions were not as luxurious as before the war.³³

For the first couple of years, the *Bulolo* operated as a convoy escort. It was part of the Freetown Escort Force and worked in the southern Pacific region.³⁴ In May 1942, ten months after her visit to Catoctin Recreational Demonstration Area, the ship was reconfigured for service as a headquarters ship for beach assaults. In this capacity, she served in Algiers, Sicily, Anzio, Normandy, and Malay. At Normandy, a Nazi plane bombed her, killing four crewmen.³⁵

The *Bulolo* and her crew witnessed several historic events of World War II. In January 1943, she served as Churchill's communication ship for the Big Three meeting in Casablanca. She was the British Headquarters Ship for the D-Day assault. After the war in Europe ended, she switched theaters of operation and on 7 September 1945 received the surrender of Japanese forces

³³ Reuben Goossens, "Burns Philp Shipping Company - TSMY Bulolo," ssMaritime, accessed 12 Jul 2017, <http://www.ssmaritime.com/MS-Bulolo.htm>.

³⁴ National Archives of Australia, Service Cards for Navy Officers, Canberra, Australia.

³⁵ Plaque, Commemorative Artifacts, 0018171, 1939-1968, Australian National Maritime Museum, Sydney, Australia; J.T. Whetton and R.H. Ogden, *Location or Survey in War*, 2nd ed. (Swansea: Jim Whetton, 2004), 87; Bryan Seymour, "the Sydney Cruise Ship That Became a Battleship," 7 News Sydney, 6 Jun 2014, <https://au.news.yahoo.com/investigations/a/24186508/thesydneycruiseshipthatbecameabattleship/>; *War Machine*, Landing Ship, Headquarters (Lsh) and Amphibious Force Flagship (Agc), 1984, 2402.

in Singapore.³⁶



Figure 5. King George VI inspection crew of *HMS Bulolo*, JA Hampton, 24 May 1944. IWM #A23591.

The *Bulolo* left the Royal Navy in December 1946 and returned to the Burns Philip Company. After being refitted for a civilian role, she commenced transporting passengers in August 1948. In the late 1960s, the Burns Philip Company sold her to a foreign company that scrapped her.³⁷

HMS Menestheus

Visited: 27 August – 26 September

Sailors: 185 men

Location: Short Term Lodge and Camp 3

Special Use Permits: 10440, 10444, and 10449

Officers in Charge: LT King, LT [Gibbons], LT King, LT Breman, LT Tennyson, LT Brannan

³⁶ Ibid.

³⁷ Plaque; Seymour.



Figure 6. *Menestheus* anchored at base on the Kyle of Lochalsh, L.C. Priest, ca1940. IWM #A9988.

The *Menestheus* started life as a passenger ship for the Blue Funnel Line. In 1939, she was converted to a minelayer and assigned to the First Minelaying Squadron (ML1) out of Kyle at Lochalsh, Scotland. With the ML1, she mined the sea around Britain and towards Iceland with the intent of blocking the Nazi access to the Atlantic Ocean. During a mission in February 1941, foggy conditions made movement difficult and she accidentally hit a friendly mine. Although the ship received damage, there are no reports of loss of life from the incident.³⁸

More period information is available for the *Menestheus* refit because she was in Baltimore when the Royal Navy Admiralty lifted the news blackout on the US repairing the British ships. Once aware (or able to report on) the news, journalists from DC headed towards Catoctin Recreational Demonstration Area.³⁹

³⁸ “A History of Alfred Holt and Company,” Archeosous Marine, accessed 9 May 2017, www.archeosousmarine.net/Pdf/teiresias_alfredholt.pdf; Mason, “Minelaying;” “Motorship Menestheus Has a Fast Trip,” *Boston Globe*, 3 May 1930.

³⁹ “Men from British Warships Given Vacation in the Mountains,” *Baltimore Sun*, 24 Sep 1941, 13, 28; “British Warships Here at Least 12,” *New York Times*, 20 Sep 1941; “Many War Heroes Are Aboard H.M.S. Menestheus in Harbor,” *Baltimore Sun*, 23 Sep 1941; “American Vacations for British Tars,” *Christian Science Monitor*, 25 Apr 1942.

In 1945, the *Menestheus* underwent another refit in Vancouver, British Columbia. At this time, she was converted into an amenities ship. The conversion involved installing cinema equipment and a working distillery. The British did not have an alcohol ban and determined it more cost effective to brew their own at sea. The ship boosted troop morale in Shanghai, Hong Kong, Singapore, Aden, Suez, Port Said, Malta, and Gibraltar before returning to the Blue Funnel Line.⁴⁰

After having survived combat with minimal mishaps, the *Menestheus* did not fare as well in peacetime. She ran aground on 28 June 1946.⁴¹ In July 1948, she caught fire outside of Los Angeles while traveling towards Pacific ports. Within the next two years, she caught fire again, in the Caribbean. Then in 1953, she caught fire 500 miles from Long Beach and the crew abandoned ship. The ship burned at sea for several days before authorities managed to extinguish it. The US Coast Guard towed the completely destroyed hull to Los Angeles where it was scrapped. Five times during the scrapping process, the remains ignited from unknown sources. Finally, in June 1957 cutting crews dismantled the *Menestheus*.⁴²

HMS Agamemnon

Visited Catoctin: 23 October – 8 November

Number of Sailors Visited: 181

Location of Stay: Camp 3 and Short Term Lodge

Special Use Permits: 1068 and 10469

Officers in Charge: LT R.L. Phillips

The *Agamemnon* was constructed in 1929 for the Blue Funnel Line. Requisitioned in December 1939, she underwent conversion to a minelayer in London. Assigned to the First Minelaying Squadron, she helped lay tens of thousands of mines between Orkney Islands and Iceland. While on a mission on 27 Mar 1941, in stormy conditions, *Agamemnon* ran into one of

⁴⁰ Don McLaren, Letters, *Slipstream*, Sep 2008; “Vancouver Was Shocked,” *Maple Leaf (Canada)*, 14 Jan 1946; Adam Teeter, “to Keep Troop Morale High During WWII, the British Built a Floating Brewery,” *VinePair* (blog), January 7, 2016, <https://vinepair.com/wine-blog/wwii-british-floating-brewery/>; Fred Eckhardt, “a Floating Brewery in Tokyo Bay,” *All About Beer*, 1 Sep 2000.

⁴¹ *Menestheus*, BT/389/20, 1946, NA-K; “Amenity Craft Well Equipped,” *Nanaimo (British Columbia) Free Press*, 29 Nov 1945.

⁴² United Press, “80 Rescued Men Aboard U.S. Freighter,” *Muncie Star*, 17 Apr 1953; “L.B.-Bound Vessel Burned; Crew Saved,” *Long Beach Independent*, 17 Apr 1953; Ernie Hall, Along the Waterfront, *Fort Myers News-Press*, 30 Sep 1956; Mary Neiswender, “Devil Ship Yields to Rust,” *Long Beach Independent*, 19 May 1957.

her escort ships, the destroyer *H.M.S. Castleton*. She underwent repairs in Britain then returned to her minelaying duties.⁴³



Figure 7. *HMS Agamemnon* at home port, L.C. Priest, ca 1940. IWM #A9987.

The *Agamemnon* surprised the USN and Catoctin Recreational Administration Area personnel. She arrived late in the season and with minimal notice.⁴⁴ Although the crew had fewer opportunities to interact with the community than their predecessors, some men participated in ceremonies for the US observation of Navy Day.⁴⁵

After leaving CRAD, *Agamemnon* continued service as a minelayer for the remainder of the war in Europe. In June 1945, the Admiralty designated her an amenities ship, so she sailed to Canada for conversion.⁴⁶ Japanese Forces surrendered before the Victoria Machinery Depot Company finished the renovations. Instead, she helped recover the deployed forces for a year before returning to her owners in April 1947.⁴⁷ She continued in service for the Blue Funnel Line until she was scrapped in 1967.⁴⁸

⁴³ *Agamemnon*, BT/389/1, 1946, NA-K; A History of Alfred Holt and Company,” Archeosous Marine, accessed 9 May 2017, www.archeosousmarine.net/Pdf/teiresias_alfredholt.pdf; Mason, “Minelaying.”

⁴⁴ Cope to Williams, 19 Sep 1941, CATO.

⁴⁵ Navy Day is 27 October, selected as such because it was the birthday of the “father of the modern navy” Theodore Roosevelt. “Navy Day Speaker Praises Russians,” *Baltimore Sun*, 28 Oct 1941.

⁴⁶ “Floating Luxury Ship Will Be Used for Recreation Purposes,” *Journal (Ottawa)*, 30 Jun 1945.

⁴⁷ *Agamemnon*, BT/389/1, 1946, NA-K; Picked up in Passing, *Herald (Leathbridge)*, 29 Dec 1945.

⁴⁸ S. Swiggum and M. Kohli, “Blue Funnel Line,” *The Ships List*, last modified 17 Oct 2010, <http://www.theshipslist.com/ships/lines/bluefunnel.shtml>.

Appendix B – Identified Crew Members

HMS Southern Prince

Enlisted

Thomas Aydon – additional information available
 Victor Bevis – additional information available
 Alfred Joseph Booty – additional information available
 Arthur Burdon – additional information available
 Thomas Edwin Davis, BEM – additional information available
 Robert Francis Faulkner – additional information available
 James Edwin Fisher – additional information available
 James Frederick Hilliard – additional information available
 Henry Eugene Holloway – additional information available
 Henry Morecock, OBE – additional information available
 Robert Browett Muir – additional information available – died in the war
 Bernard Reynolds – additional information available
 George Stokes Rice – additional information available
 Harold Walter Roper – additional information available
 John Thomas Frederick Smith – additional information available
 Walter Thomas Wells Weare – additional information available
 Claude Cecil Willis – additional information available
 Mathew Wilson – additional information available – died in the war

Officers

Saviour Lawrence Agius – additional information available
 Rev. William John Hawtrey Bankes – additional information available
 Adam Bleakley
 John Henry Carlson
 George Cecil Colville, OBE
 John Creswell
 William Peter Thomas Croome
 Frank Donough
 William Elston-Rose – additional information available
 John Smart Golightly – additional information available
 George Leitch Halkett – additional information available
 Alfred Sydney Hand – additional information available
 Ronald Heavisides – additional information available – died in the war
 Charles Ernest Heighton
 Henry Reynardson Hewlett – additional information available
 Richard Hunter – additional information available

John Johnston
Kevin Francis Jones
Charles Alexander Kilpatrick, MB, ChB
William David Kinmond
Robert Kane McCarthy
William James Stewart McKnight
Walter Thomas Sheriff Mears
Ronald James Morgan
William Robson
Basil Owen Schofield
Leonard Mainprize Screeton – additional information available – died in the war
Henry Herbert Lyttleton Shewell
George Simpson
Marcus Eli Ralph Soper
Wilfred Thomas, DSC – additional information available
Alan Leslie Thomson, CBE – additional information available
Ralph Thomas White, DSC – additional information available
Jack Kilner Whittaker – additional information available
John Picken Wilson – additional information available
John Lovis Woolcombe – additional information available



Figure 8. British Sailors waiting at Greentop field. 1941. CATO.

HMS Bulolo

Enlisted Men

Albert Bradburn – additional information available
Henry Robert Bryant – additional information available
Percy Frank Cook – additional information available
Cyril Deighton – additional information available
Noel Victor Evans – additional information available
William Charles Field – additional information available
Alfred Stanley Fleming – additional information available
Sidney Guy Harding – additional information available
Harry Johnson – additional information available
Wilfred Arthur Morley – additional information available
Richard George Rogers – additional information available
Kenneth George Rowlands – additional information available
William Arthur Styles – additional information available
Don Warren – additional information available
Joseph William George Wilton – additional information available

Officers

Alexander Francis Burgess
Clifford Gillesby Campbell, MD, CM
Graham Casey
Frank Eyre Dabelle – additional information available
Lewis Dean – additional information available
Kenneth Gordon Forman – additional information available
Frank Manley Foster – additional information available
Richard Lloyd Hamer, DSO – additional information available
James Roscoe Hampson – additional information available
Alec Neville Hewett – additional information available
Sydney Hill
Stanley Alfred Cyril Hutton
James Vivian Kerslake
Peter George Lawrence, RD
Joseph Mearns
William Monteith, DSC – additional information available
Donald MacMillan Nicol – additional information available
Robert Black Thomson Orsmond
James Pilling
John Williamson Pirrett – additional information available
Richard Dennis Rathbone

Eric Gwilym James Roberts

Lesley Garrett Sadler – additional information available

Matthew William Hall Seymour

Frank R. Smith

John James Snelson – additional information available

Alfred Eric Spellacy

Arthur Frederick Strachan – additional information available

Harry Herbert Laurence Weller – additional information available

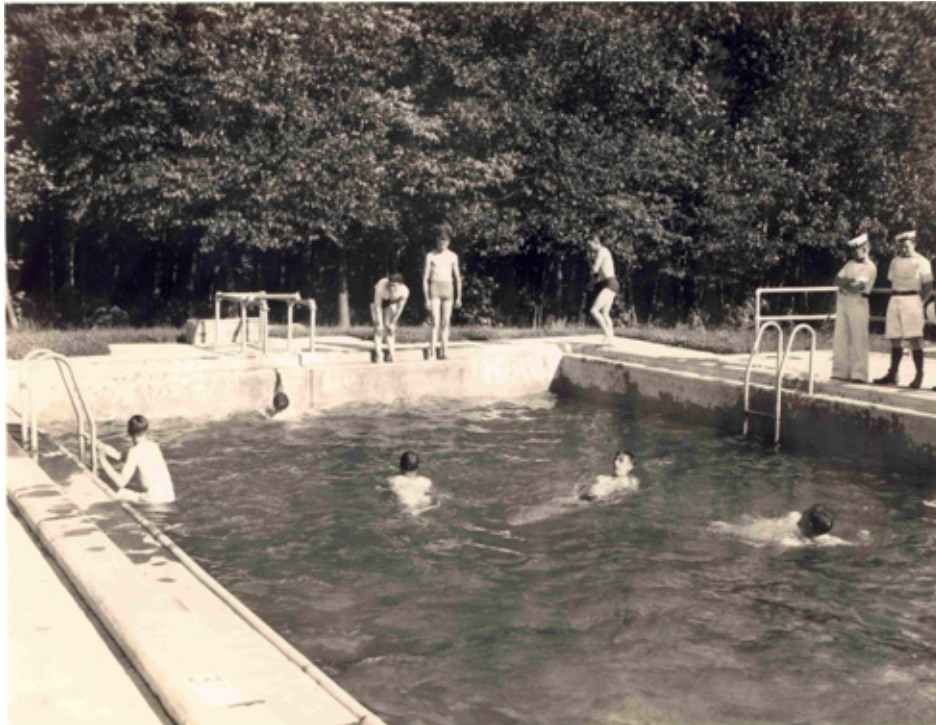


Figure 9. Sailors enjoy the pool, 1941. CATO.

HMS Menestheus

Enlisted Men

George Ernest Bell, DSM – additional information available

Bertram Charles Billinness – additional information available

Archibald George Bishop – additional information available

Frederick James Rhodes Broadbent

Frederick Henry Chambers

Jim Collier

Jack Collison

James Cruddas – additional information available

Cyril Gordon Dawson – additional information available

William Edmunds – additional information available

Reginald Harold Finlayson – additional information available

Sidney James Franklin – additional information available
 Arthur Leonard Gates – additional information available
 Willie Hagger, DSM – additional information available
 Joseph William Heathcote – additional information available
 George Hills
 George Kelley – additional information available
 Alec Maxwell
 Alfred Henry David Merritt – additional information available – died during the war
 George Moss
 William Nixon – died during the war
 Lionel Edward Odiam – additional information available
 Harry Leslie Owens – additional information available
 Arthur Percival Parish – additional information available
 Sidney Edgar Walter Peacock – additional information available
 Jack Powell
 Francis Smyth – additional information available
 Frederick Allan Trees – additional information available
 Geoffrey William Weatherly – additional information available
 Frederick Walter Leonard Webb – additional information available
 Frederick William Joseph Wicks – additional information available
 Alfred Williams – additional information available
 Thomas Wort

Officers

Alfred Mervyn Bingeman – additional information available
 Leo Anthony Brannan – additional information available
 James Leonard Browne
 George Edward Butterfield
 Frederick Catherwood
 John Stuart Crawford, DSO
 John Harold Garnett, MRCS, LRCP – additional information available
 Norman Edgar Gibbons – additional information available
 Charles Stewart Hall – additional information available
 Eric Brian Joll
 Frederic Geoffrey King – additional information available
 John Macpherson MacDonald – additional information available
 Thomas John Alexander Moore – died during the war
 William Pedlow
 Kenard James Ray
 Eric Reed
 George Rutherford

Alan Pearith Slimon – additional information available
 James Stanley Smales, DSC, GM – additional information available
 James Alfred Tennyson, DSC – additional information available
 Sidney Wylie, MBE – additional information available

HMS Agamemnon

Enlisted

Rowland Edward Belsham – additional information available
 Henry William Benson – additional information available
 John James Hoare Berry – additional information available
 Alfred John Cuthbert – additional information available
 Henry Elliott – additional information available
 Louis William Hare – additional information available
 James Lamb – additional information available
 Francis Edward Palmer – additional information available
 Arthur Charles Peters – additional information available
 John Cullum James Raymond – additional information available
 Ernest Stephen Rose – additional information available
 John Vincent Frank Smith – additional information available
 Richard William Swannell
 David Thomas Tyler Watson – additional information available – died in the war
 George Ernest Williams – additional information available

Officers

Sydney Austin Bainbridge – additional information available
 Frederick Lawson Baker – additional information available
 George Pugsley James Burfitt
 George Wilkinson Crone
 Everett Francis Crutchlow, OBE – additional information available
 John Francis Cunningham – additional information available
 Sydney Harold Davies – additional information available – died in the war
 Edward Stewart Finlay
 Ernest Greenwood
 Cyril Edward Percy Harrison – additional information available
 Peter Murray Ingledeu
 Philip Kynvin Lankester
 John Felix Malbon
 Hector Eugene McDonnell
 Rufus Lionel Phillips
 F. Ratsey
 Louis Philip Redknap

William Hector Reed, MBE
Frank Edwin Richardson, OBE
George William Robertson
Henry James Saunders
Frank Smith, DSC
Andrew James Tait
Robert Turnbull
Robert Burness Walker
Alfred James Wheatley