Catoctin Mountain Park
National Park Service

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

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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.
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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.
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

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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.
7 Williams 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.
9 Secretary 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.\textsuperscript{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.\textsuperscript{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.\textsuperscript{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.\textsuperscript{14} Published photographs depicting sailors in wooden structures are of the Hi-Catoctin camp.

\textsuperscript{11} Fred T. Johnston to Region One Director, 27 Jun 1941, WWII, CATO; Williams to R1D, 26 Jun, and 23 Jul 1941.
\textsuperscript{12} Handwritten notation of land improvements, Land Use, CATO.
\textsuperscript{13} Williams to R1D, 23 Jun, 16 Sep, and 17 Nov 1941; G.B. Williams to Conrad L. Worth, 4 Jul 1944, WWII, CATO.
\textsuperscript{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. National Park Service employees also provided social functions such as hot dog roasts and dances. To some of the war weary sailors, the Americans seemed over compensating for not being engaged in the conflict.

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

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. 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. Local papers wrote...

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16 Williams to R1D, 26 Jun, 23 Jul 16 Sep, 17 Sep, and 1 Nov 1941.
18 ‘Gunner Braum’s’ Tale, Mail (Birmingham), 22 Nov 1944.
19 Alexander Francis Burgess, A6769, National Archives of Australia.
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

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.
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


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


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 Screeton, and LT Croome

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. 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

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July 1940.\textsuperscript{28}

With ML1, \textit{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 \textit{Bismark} interrupted the minelaying missions. Within weeks of the Nazi battleship sinking, the \textit{Southern Prince} and her crew were in the US.\textsuperscript{29}

The \textit{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.\textsuperscript{30} The incomplete ship cards and cemetery records give indications of combat engagements, but I could not find records that bridge the gaps.\textsuperscript{31}

At the war’s end, \textit{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.\textsuperscript{32}

\textit{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  

\textsuperscript{29} Ibid.  
\textsuperscript{32} Southern Prince, BT/389/27, 1946, NA-K; Southern Prince, BT/389/1, 1946, NA-K.
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.\textsuperscript{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.\textsuperscript{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.\textsuperscript{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

\textsuperscript{34} National Archives of Australia, Service Cards for Navy Officers, Canberra, Australia.
in Singapore.\textsuperscript{36}

![Image of the King George VI inspection crew of HMS Bulolo, JA Hampton, 24 May 1944. IWM #A23591.](image)

The \textit{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.\textsuperscript{37}

\textbf{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

\textsuperscript{36} Ibid.  
\textsuperscript{37} Plaque; Seymour.
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.\(^{39}\)

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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

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

![HMS Agamemnon at home port, L.C. Priest, ca 1940. IWM #A9987.](image)

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

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