

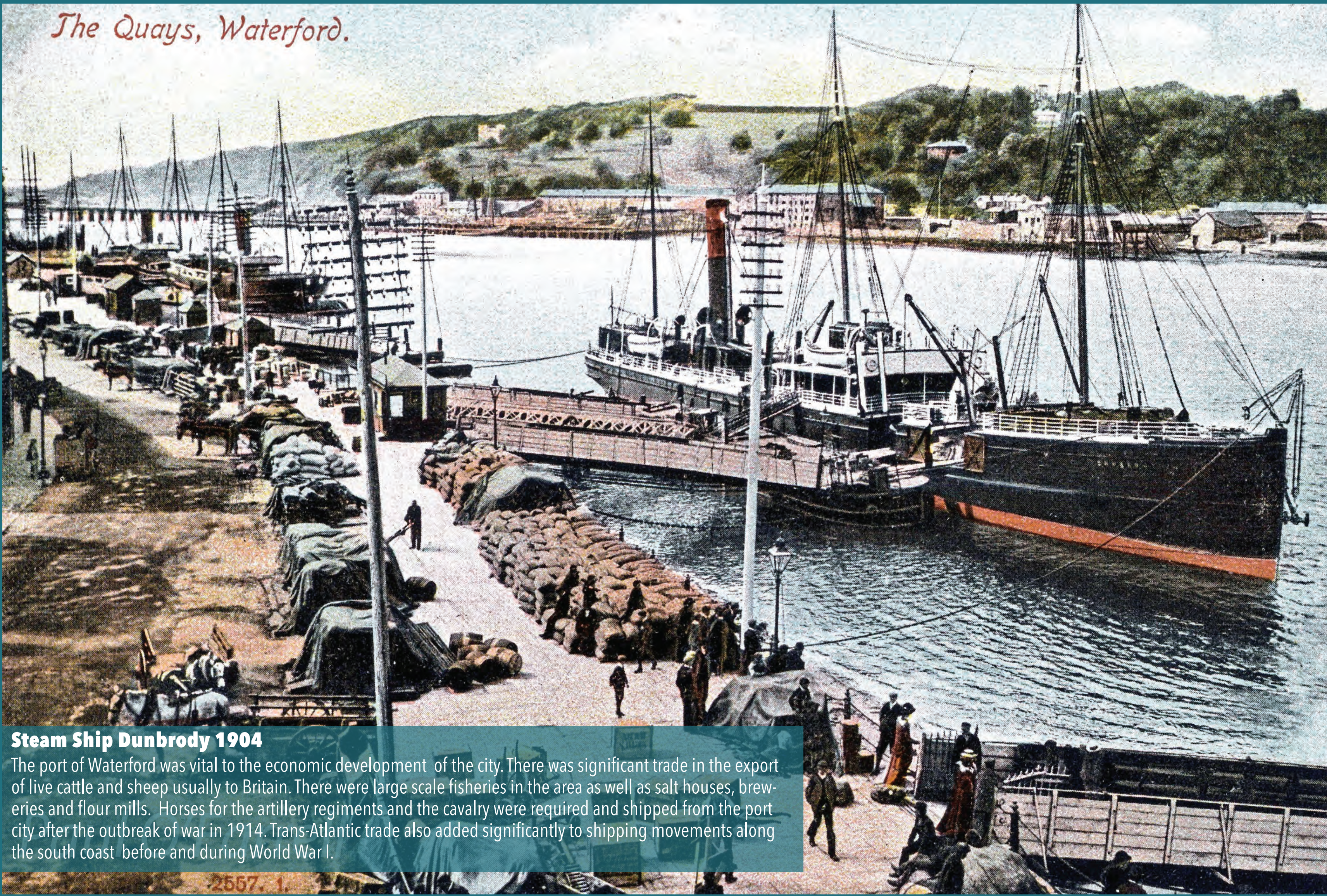
FRIEND AND FOE 1917

U-Boat activity and rescue
in Waterford Harbour



Waterford Pre World War I

The Quays, Waterford.



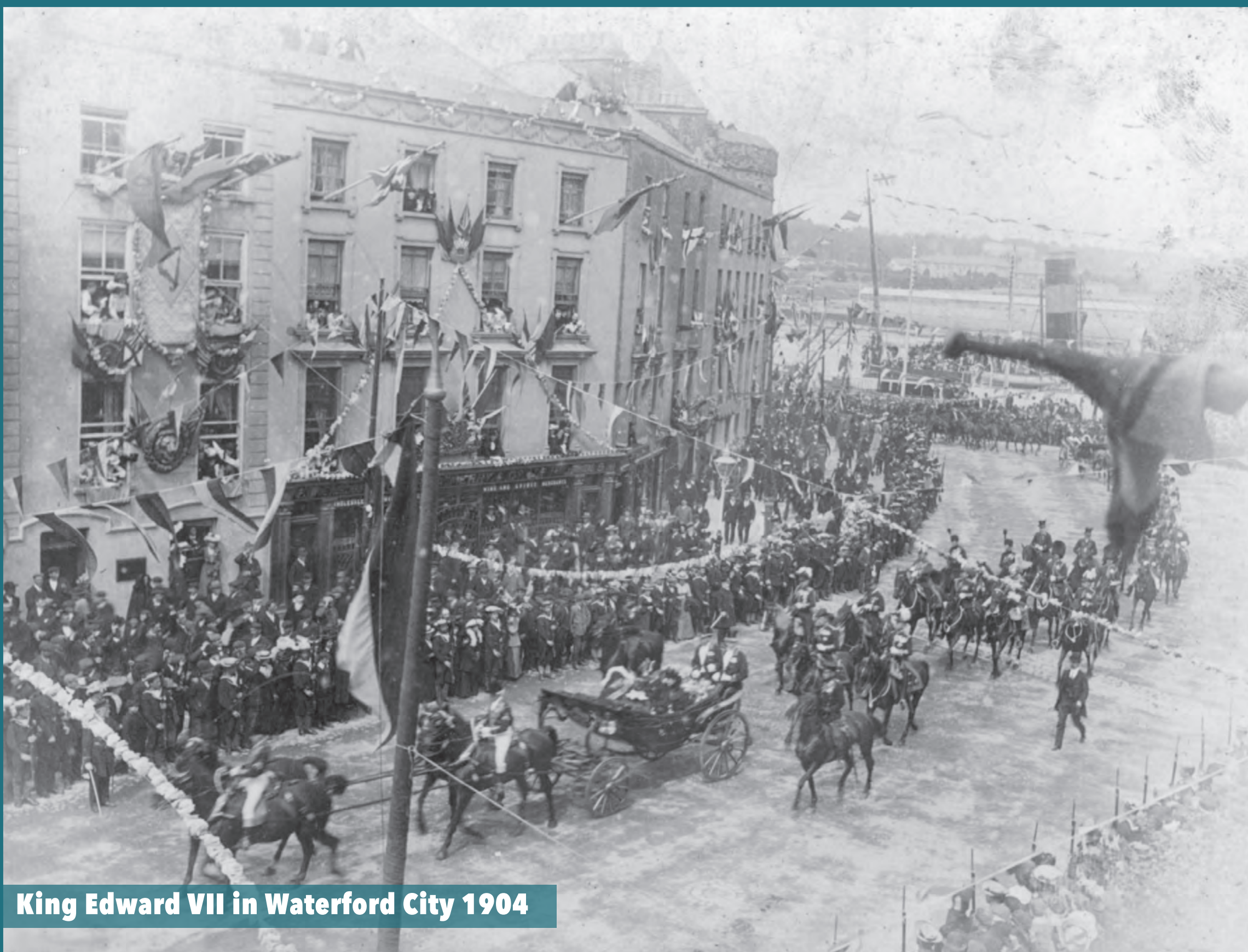
Steam Ship Dunbrody 1904

The port of Waterford was vital to the economic development of the city. There was significant trade in the export of live cattle and sheep usually to Britain. There were large scale fisheries in the area as well as salt houses, breweries and flour mills. Horses for the artillery regiments and the cavalry were required and shipped from the port city after the outbreak of war in 1914. Trans-Atlantic trade also added significantly to shipping movements along the south coast before and during World War I.

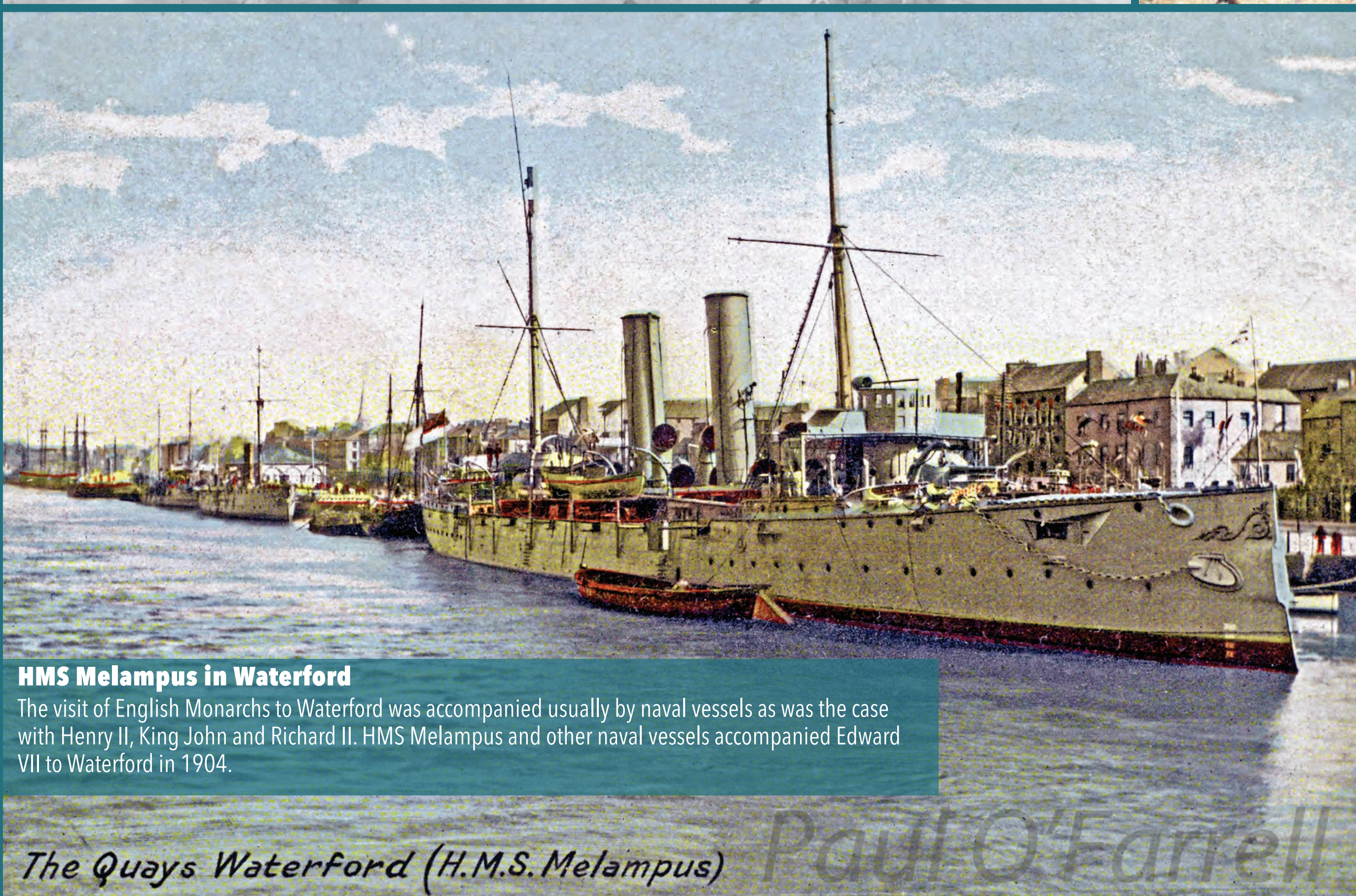
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ATLANTIC OCEAN
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LIVERPOOL STEAMERS FITTED WITH REFRIGERATING PLANT.



King Edward VII in Waterford City 1904



YOUR FIRST DUTY IS TO TAKE YOUR PART IN ENDING THE WAR

JOHN REDMOND
LEADER OF THE IRISH PARLIAMENTARY PARTY

JOIN AN IRISH REGIMENT - TO-DAY -

John Redmond, British Army Recruiting Poster
Waterford's representative and leader of the Irish Parliamentary Party, John Redmond, was a firm believer in the British Empire but also in Home Rule for Ireland. On August 3 1914 on the eve of Britain's declaration of war on Germany John Redmond rose in the House of Commons and said "I say the coast of Ireland will be defended from foreign invasion by her armed sons, and for this purpose armed nationalist Catholics in the south will be only too glad to join arms with the armed Protestant Ulstermen in the North". The Limerick Leader called the speech a "masterstroke of tact, patriotism and statesmanship" believing it would make Home Rule inevitable.

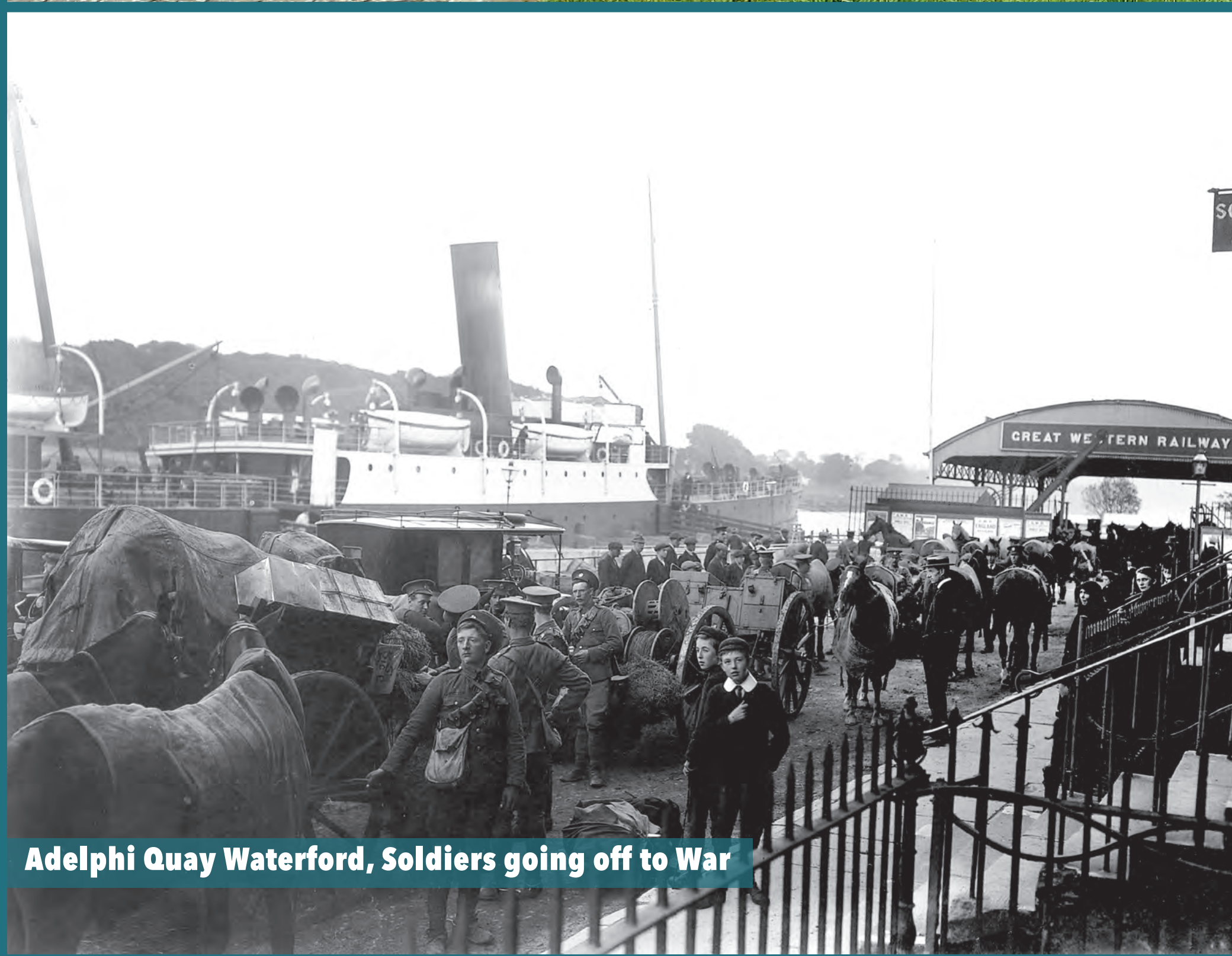
Sinn Fein on the other hand were alarmed at this development and declared it was at variance with their own published aims and objectives. This caused a split in the Irish Volunteers, the National Volunteers supporting Redmond and the Empire and the Irish Volunteers supporting Eoin MacNeill. The Irish Volunteers at the Court House Waterford 1914

Waterford in World War I

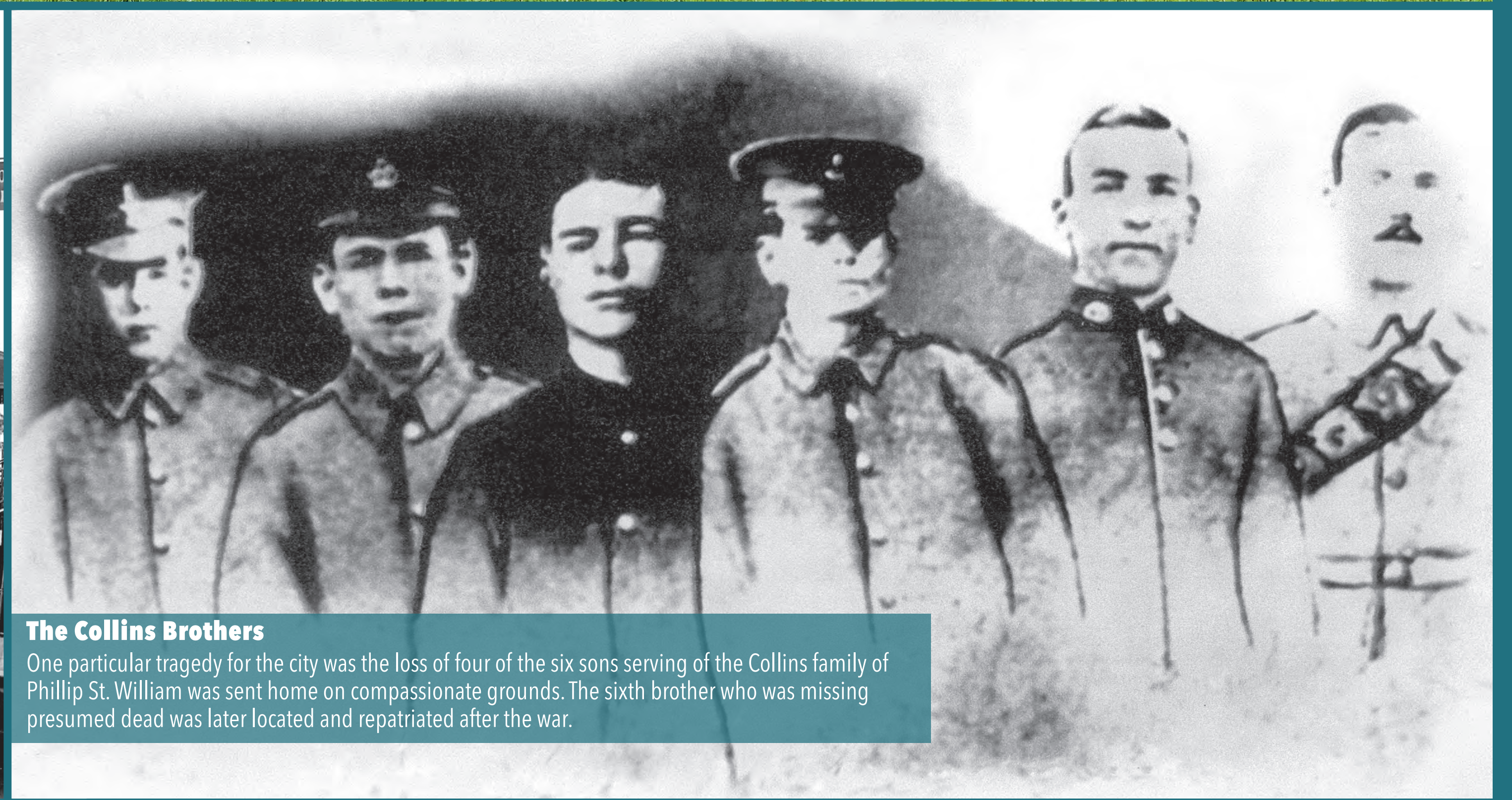
The south coast ports, Waterford and Cork, were of strategic importance on the western approaches to the British Isles. Shipping movements in and out of these ports were amongst the busiest in Ireland. Waterford would contribute in different ways to the war effort from food to munitions to horses. During the war 36 ships were lost off the coast of Waterford alone, most of them due to war action emphasising how Germany regarded its importance.



Waterford Memorial to WWI dead, Dungarvan
350,000 Irish men and women enlisted and 50,000 were already serving in the British Army, of these 1,100 men and women killed were from Waterford.

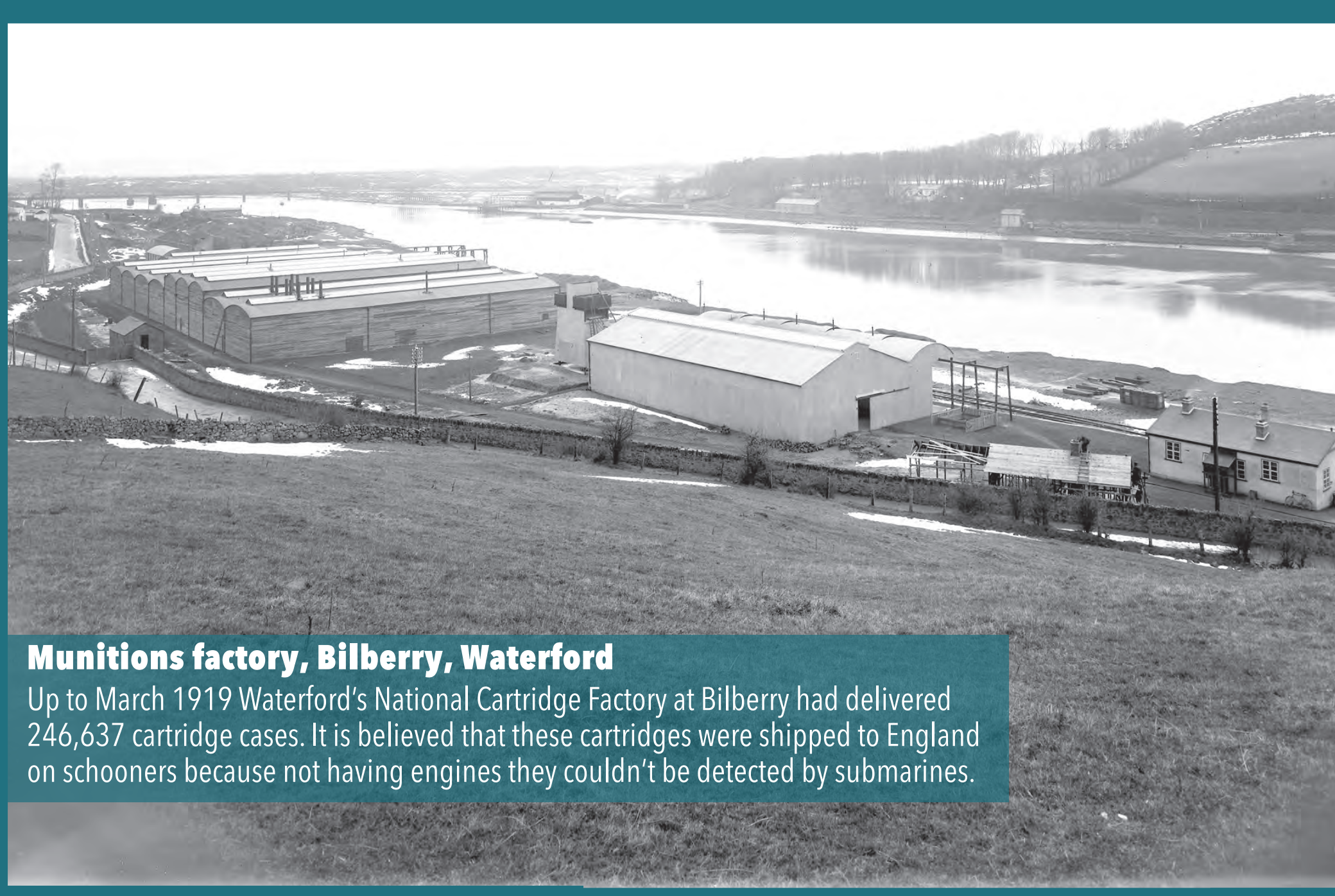


Adelphi Quay Waterford, Soldiers going off to War

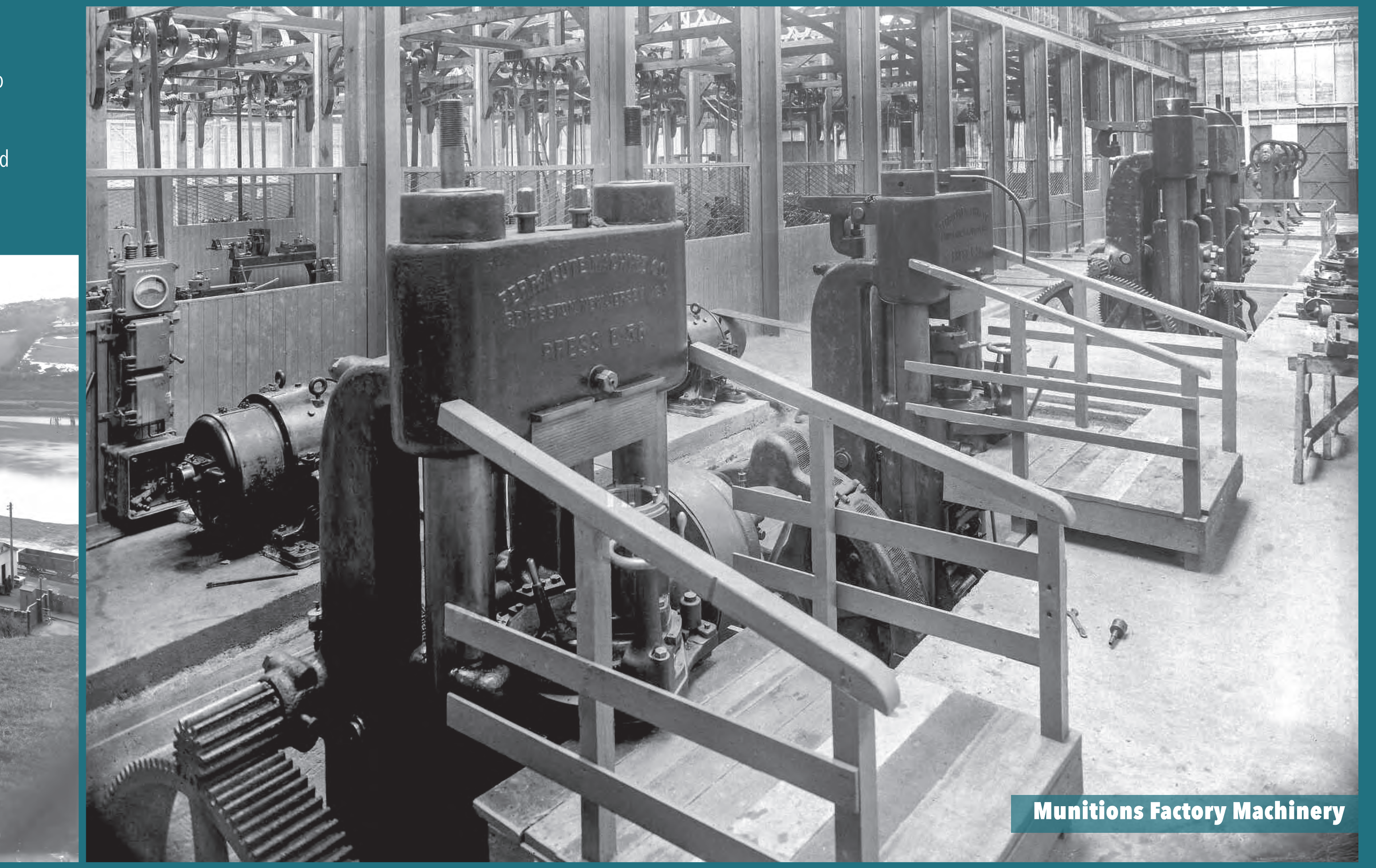


The Collins Brothers
One particular tragedy for the city was the loss of four of the six sons serving of the Collins family of Phillip St. William was sent home on compassionate grounds. The sixth brother who was missing presumed dead was later located and repatriated after the war.

Waterford Boy Soldier, John Condon
John Condon lived in Wheelbarrow Lane off Ballybricken, in Waterford City enlisting as a Private, John was posted to the 2nd battalion, Royal Irish Regiment and sent to Flanders in December 1914. On the 24th May 1915 during the 2nd Battle of Ypres Private John Condon, 6322, was killed in action on Bellevard Ridge. Known as the boy soldier, his grave stone in Poelkapelle Cemetery, Belgium records his age as 14 when he was killed and his is one of the most visited allied war graves in Europe. The Commonwealth War Graves Commission Archives record that John Condon was the youngest known battle casualty of the war.



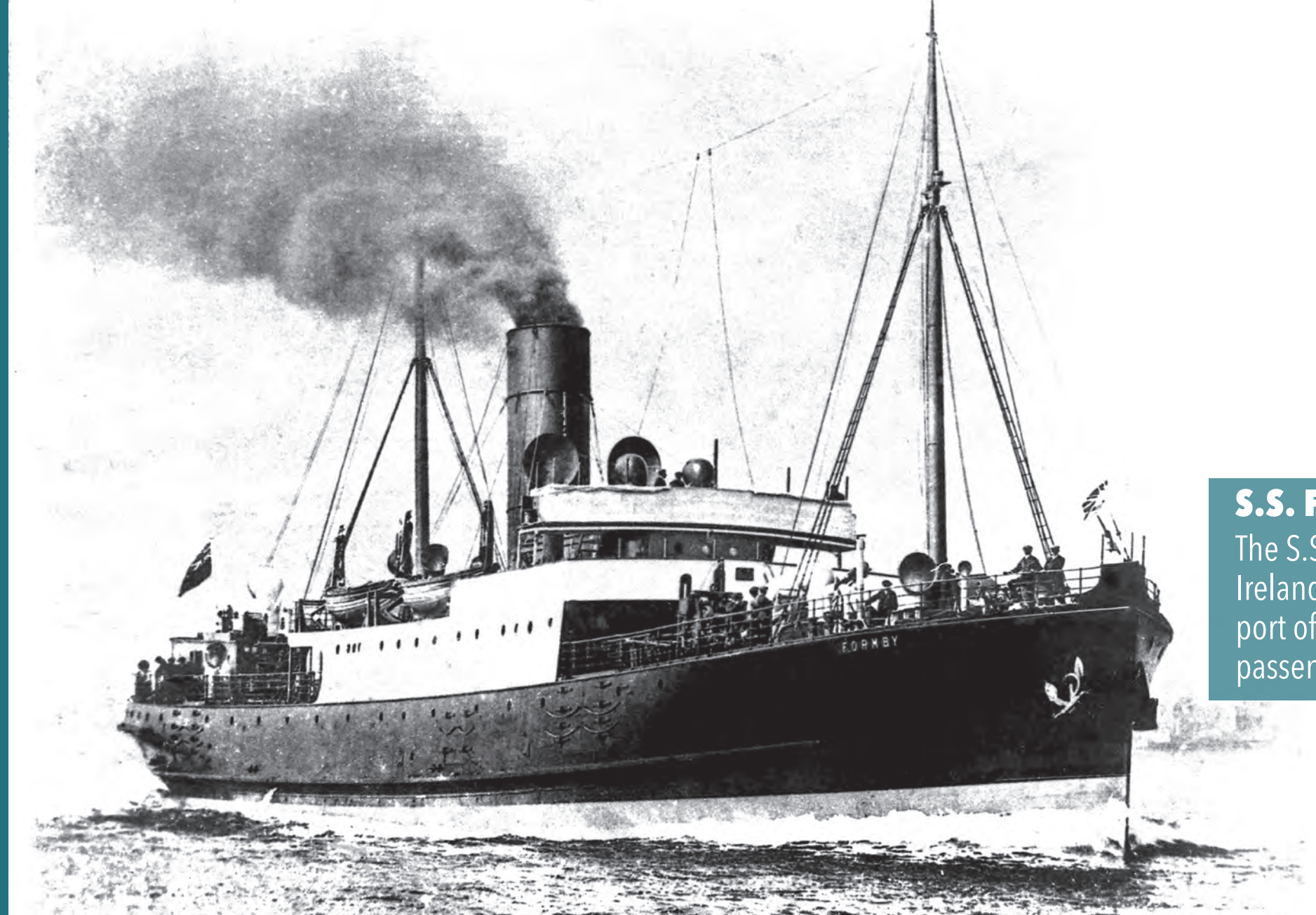
Munitions factory, Bilberry, Waterford
Up to March 1919 Waterford's National Cartridge Factory at Bilberry had delivered 246,637 cartridge cases. It is believed that these cartridges were shipped to England on schooners because not having engines they couldn't be detected by submarines.



Munitions Factory Machinery

Broad St. Cinema.
WATERFORD.
MONDAY AND TUESDAY NEXT,
November 27th-28th,
FOR TWO DAYS ONLY,
THE BRITISH OFFICIAL
BATTLE OF THE SOMME
This is the Famous Five-part Film issued under the control of the War Department.
TWO SHOWS NIGHTLY—
At 6.30 and 9 o'clock.
MATINEE EACH DAY at 3 o'clock.
PRICES AS USUAL.

Battle of the Somme cinema advertisement
The Waterford News November 1916
In an era before television, moving images of war were portrayed by means of special viewing sessions in cinemas. This was the case with one of the bloodiest battles of World War I. The battle was fought over 141 days. The British Army suffered 420,000 casualties, the French 200,000 and the Germans nearly 500,000.



S.S. Formby and her sister ship S.S. Conningbeg
The S.S. Formby and her sister ship S.S. Conningbeg were lost off the east coast of Ireland as casualties of the war. They were both bound from Liverpool to their home port of Waterford on 15th and 17th December 1917. The total loss of 77 crew and 6 passengers was a double tragedy for the city.

A walk from the lower village to the harbour in the early 20th century Dunmore East

The houses on the streetscape of early 20th century Dunmore East are identifiable on a walk through a hundred years on. The relatively unchanged landscape of the heart of the village enables us to experience in some way the events that were to unfold in the village in 1917.



1. Lower Village

The original village was established in 1745

2. Stapleton & Harney's Shop

3. Ladies Cove with bathing boxes

4. Butler Family, Cliff House

5. The Park

later given to the village in 1926 by Lord Waterford.

6. Terrace of thatch cottages

7. Fishermans Hall

Built by the Malcolmson family in memory of their son.

8. Power's Tea Rooms

9. Dock Road

10. Coastguards houses & old Post Office

11. The Convent

Was a hotel when purchased by the Order of Mercy Nuns in 1883 as a girls school & convent.

12. The Dock Strand

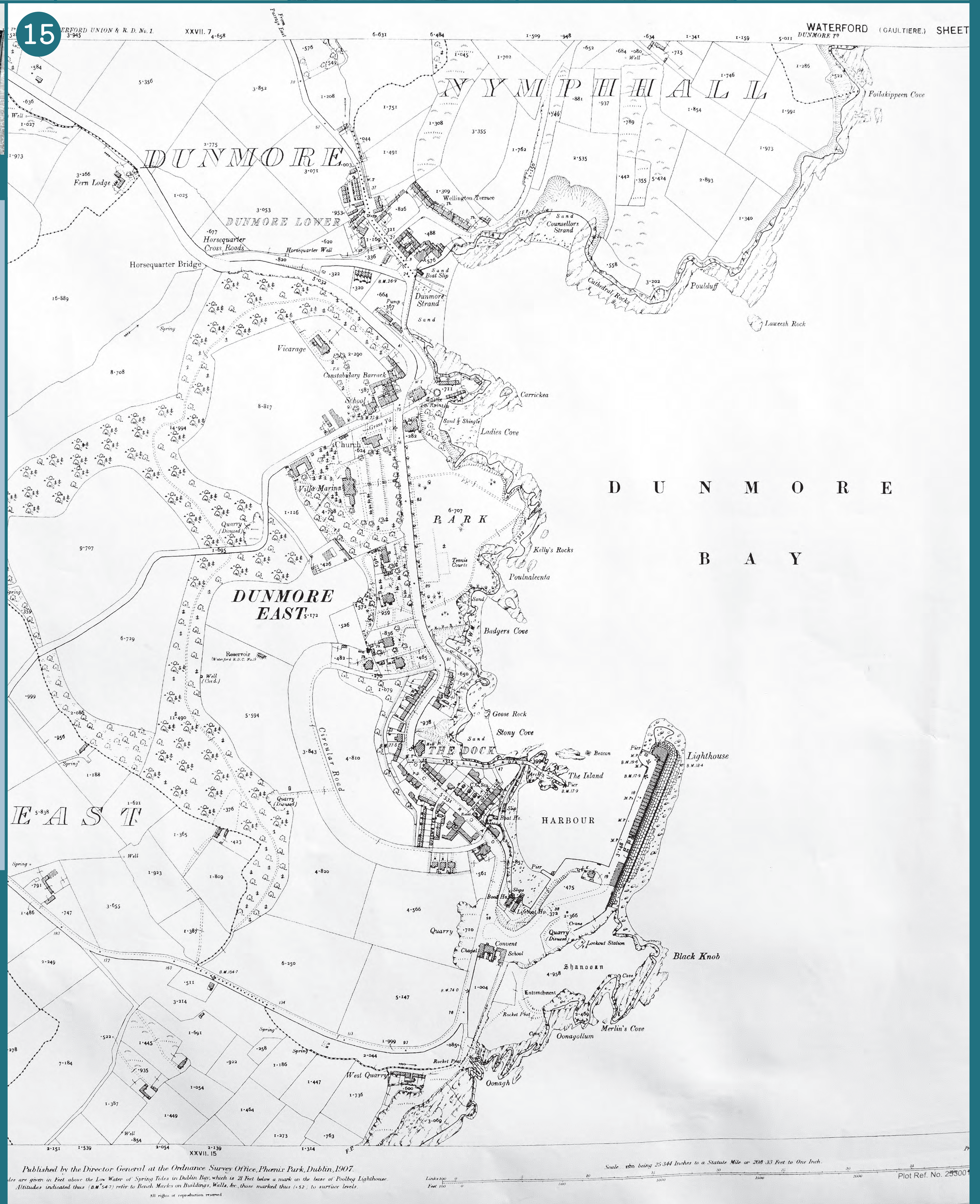
13. The Harbour

Showing the Harbourmaster's house, the lifeboat & The Island.

14. The Harbour with fishing fleet

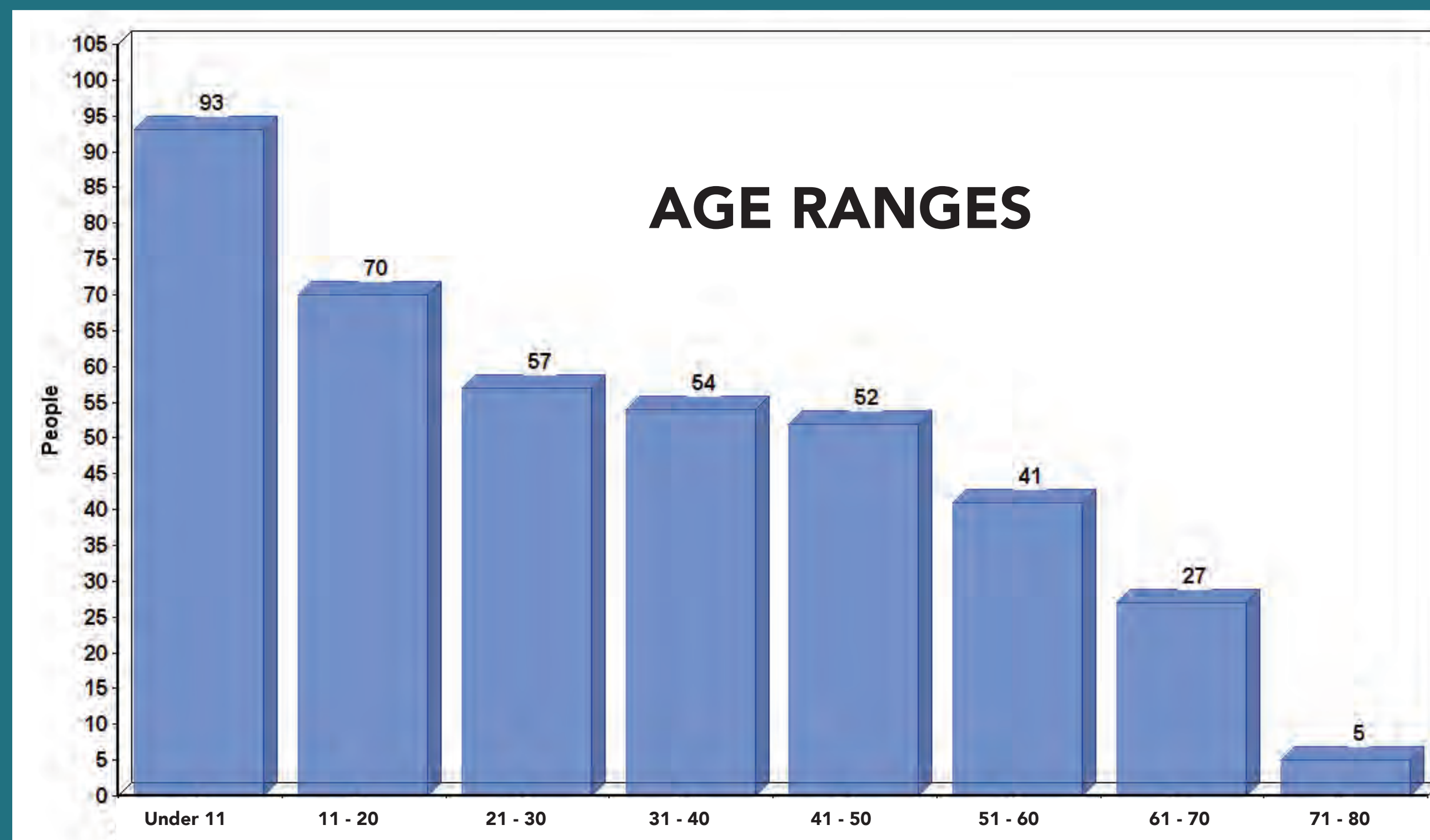
15. Ordnance Survey Historical Map

1907 Sheet XXVII. II.

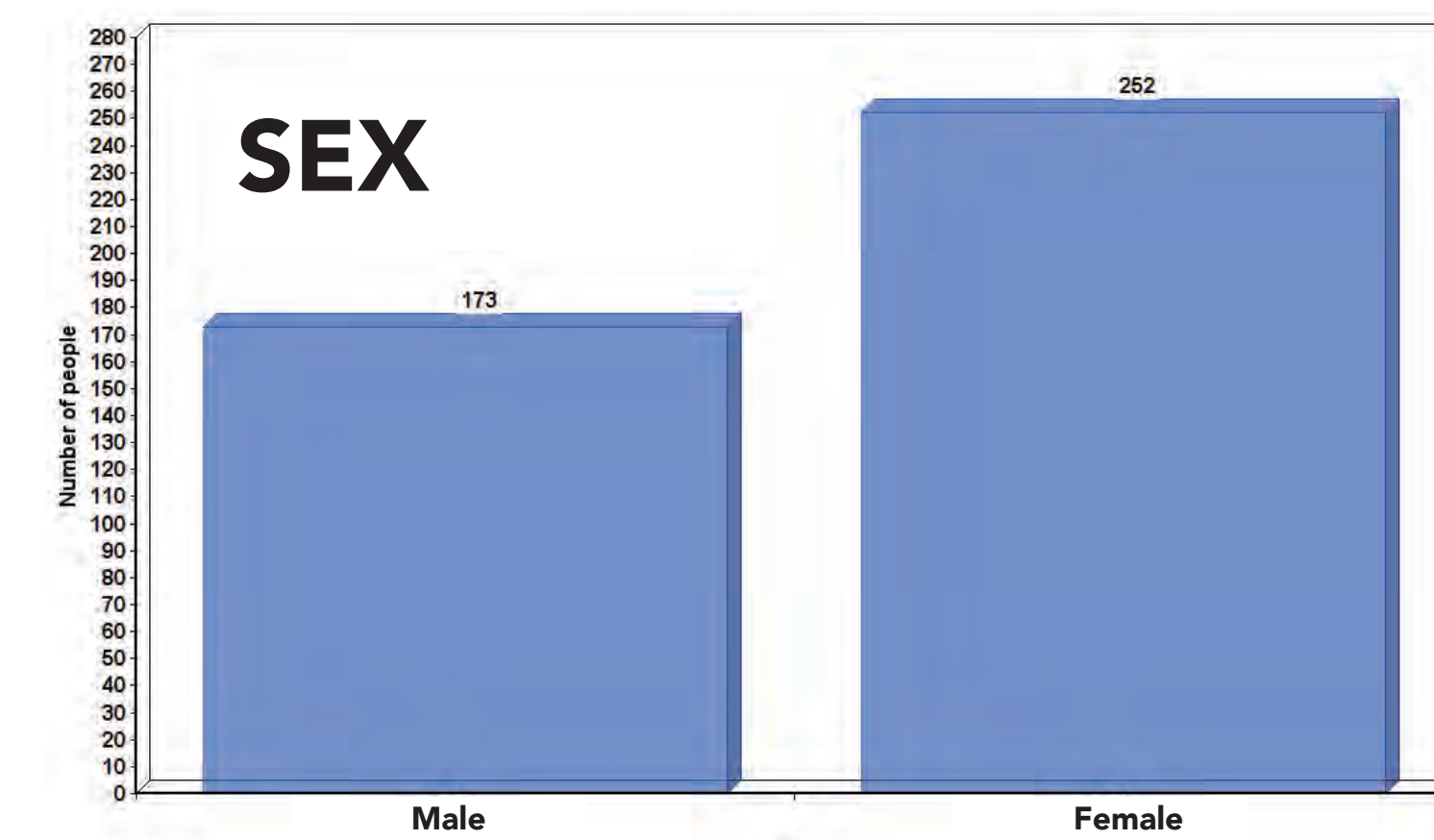
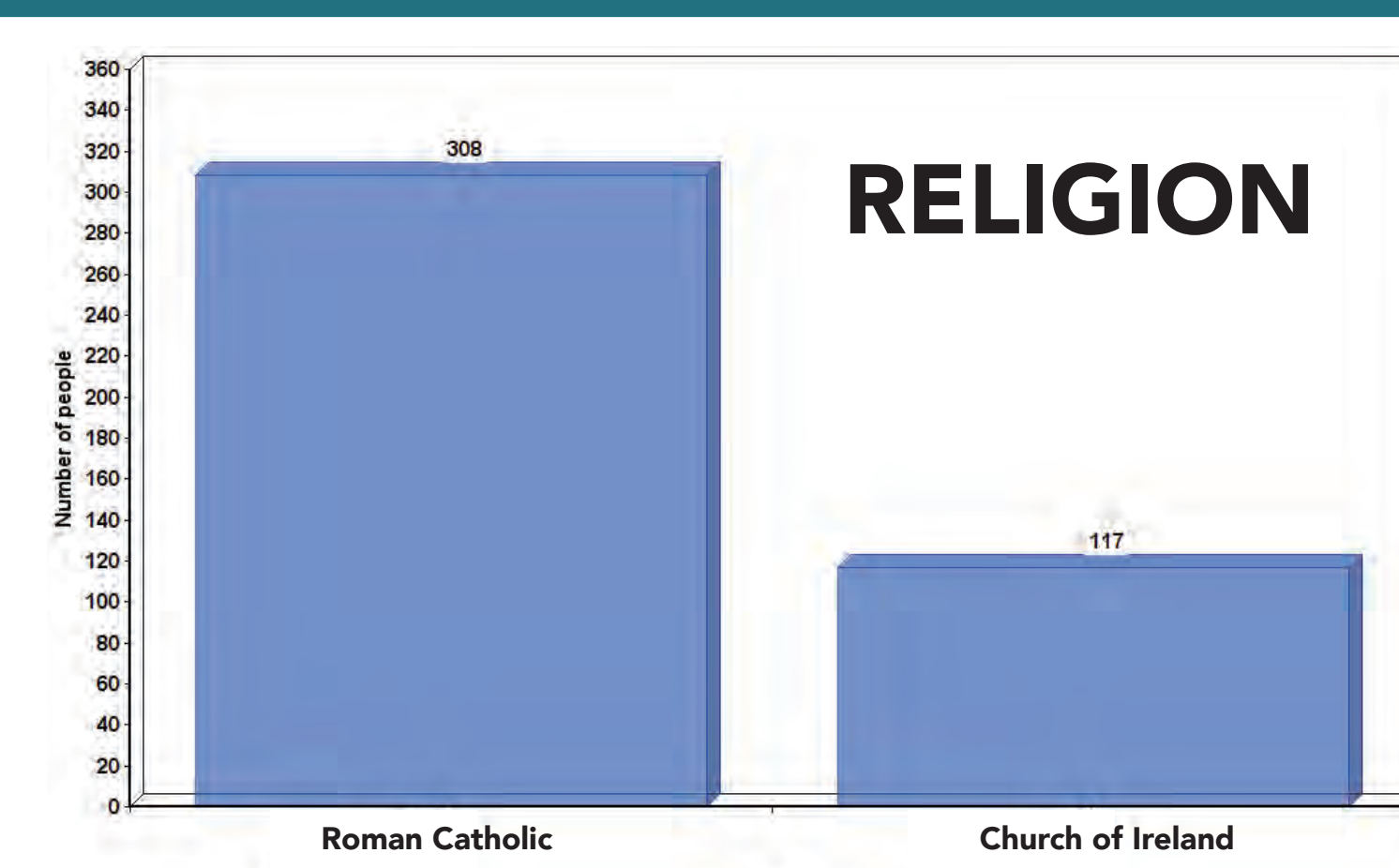


Dunmore East Village in the Census of 1911

The quiet fishing community of Dunmore East was transformed in the early decades of the 19th century when the harbour was constructed to accommodate the packet steamer service to England. That service was quickly lost to Waterford in 1835 but in the decades that followed Dunmore East was to become an important fishing centre in the British Isles. Three years before the outbreak of World War I the census of 1911 provides us with a picture of a community that was Irish and also part of the bigger picture of the British Empire.



Age range, Gender and Religion
Out of a population of 425 in the village during the 1911 census males comprised only 40% of the community, children and young adults up to 20 made up the most numerous of the age ranges. There was only 5 people over 71 years of age and none over 80. Non Catholics made up 27.5% of the community.



Occupations of Dunmore Residents and their Ages in the 1911 Census

BAKER

Edward O'Neill - 42

CAR OWNER

Nicholas Murphy 37

CARETAKER OF FISHERMAN'S HALL

John Bowe 52

COACHMAN

Thomas Whittle 35
Patrick Kennedy 61

COASTGUARDS

Michael Ahern, pensioner, 67
Henry Brickenden 37
James Collins, pensioner, 47
Jesse Cook 45
Thomas Dunne 41
Patrick Kelly 37
George Arthur Morgan, pensioner, 54
Charles Robins 50
George Walter Howard Satler 34
Neville Tyler 40

CONVENT/SISTERS OF MERCY

M. Fachna Finn 63
M. Xavier McNamee 40
M. Patrick O'Brien 46
M. Ita Phelan 34
M. Gertrude Whelan 36
Thomasina O'Sullivan, teacher 23
Margaret Sheehy, cook 18
Margaret Regan, servant 36

CURATE/CHURCH OF IRELAND

Leonard Henry 35

DOCTOR

Edward Francis Stephenson 43
Elizabeth Flynn, cook/servant 22

DRESSMAKERS

Mary Butler 27
Hannah O'Shea 30

FARM LABOURERS

Edmond Power 47
John Kelly 52

FARMERS

G.A.B. 26
Nicholas Galgey 66
Patrick Harney 63
H.O.C. 33
M.S. 34
Thomas Isaac Shipsey 50

FISH DEALERS

Anastasia Eddie 35
Anastasia Phelan 64

FISHERMEN

William Bond 33
George Nicholas Cunningham 65
David Fleming 48
John Fleming 20
Patrick Glody 35
John Keane 55

Geoffrey Power 40
Robert Power 21
Thomas Power 19 *Rescued Tebbenjohanns
William Power 45

GARDENERS

Edward Dunphy 70
Martin Burke 65
Thomas Phelan 50

HARBOUR MASTER

Thomas Sutcliffe 70
Margaret Kearney, servant 78

HARNESS MAKER

J.T. 24

INSURANCE AGENT

Richard Butler 34

LABOURERS

Patrick Burke 25
William Butler 64
K.C. 51
John Calbert 53
Richard Cheasty 45
John Dingley 35
Michael Farrell 42
John Power 23
Patrick Power 17 *Rescued Tebbenjohanns
John Roche 32

LACEMAKERS

Ellen Nichols 27
Georgina Nichols 20

LAUNDRESS

Margaret Power 49

MASONS

William Hayes 70
William Hayes 30

MIDWIFE

Annie Delaney 62

MOTORCYCLE MECHANIC

Thomas DeCourcy 23

NATIONAL SCHOOL TEACHERS

John D. Burke 23
Bridie Fleming 17
Alice Power 19

NATIONAL BOARD SCHOOL TEACHER

Margaret Brett 30

NURSES

Annie Rosaleen Brien 27
Mary Moore 39
Mary Ann Jones 31
Margaret O'Sullivan 34

PILOTS

Patrick Power 48
Thomas Power, pensioner, 74
Isaac Ryan 69

POST OFFICE STAFF

Patrick Niland, sub postmaster 52
Ellen Niland, assistant 17
Margaret Niland, assistant 17
John McGrath, telegraph messenger boy 14
*Rescued Tebbenjohanns
John McGrath, postman 27

PRINCIPAL LIGHT KEEPER

Michael D. Donovan 52
Annie Frances Donovan, Irish Light Department 47

RECTOR/CHURCH OF IRELAND

William George Gilmore 62
Hannah Felleter, servant/cook 49

ROMAN CATHOLIC CLERGYMAN

John Lennon 53
Mary Ellen Glascott, servant 19

ROYAL IRISH CONSTABULARY

Patrick Delaney, pensioner 55
Daniel Long, pensioner 51

SAILOR/SEAMEN

Thomas Butler 18
Thomas Mitchell 52
Sam Mitchell 26

SERVANT/DOMESTICS

Bridget Bowe 46
Annie Burke 20
Katie Burke 21
Ethel Broomfield 16
Ellen Culleton 40
Bridget Dalton 33
Mary Anne Dower 21
Sarah Doyle 59
Mary Drynan 31
Bridget Fleming 35
Margaret Flynn 36
Ellen Henebery 35
Elizabeth Kennedy 64
Hannah Lalor 26
Johanna Lenihan 23
May Lynch 16

SHIP CARPENTER

Ann Miller 75
Mary Murphy 23
Kathleen Oban 19
Ellen Phelan 28
Kate Phelan 36
Annie Power 30
Bridget Power 28
Ellen Power 17
Mary Ann Power 39
Hanora Taylor 25
Eliza Thompson 43
Ellen Tobin 19
Brigid Waldron 25

SHIPS CARPENTER

Edward Ryan 41

SHOP ASSISTANTS

Patrick Harney 17
Thomas Glody 21

SHOP KEEPERS

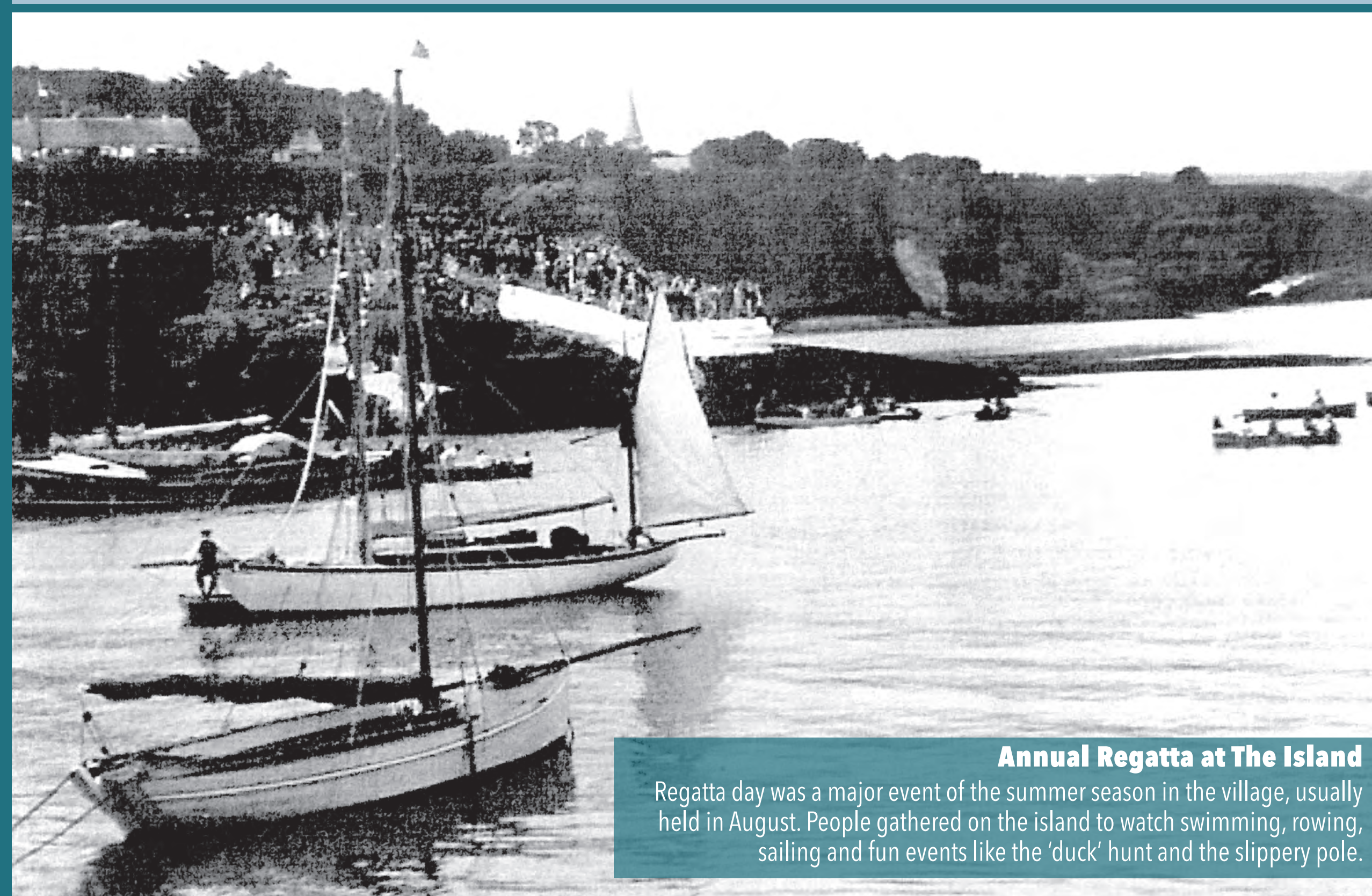
Philip Boucher 70
Sydney Bell 47
Ellen Halley 46
Patrick Harney 63
Ellen Power, grocer 54

UNEMPLOYED

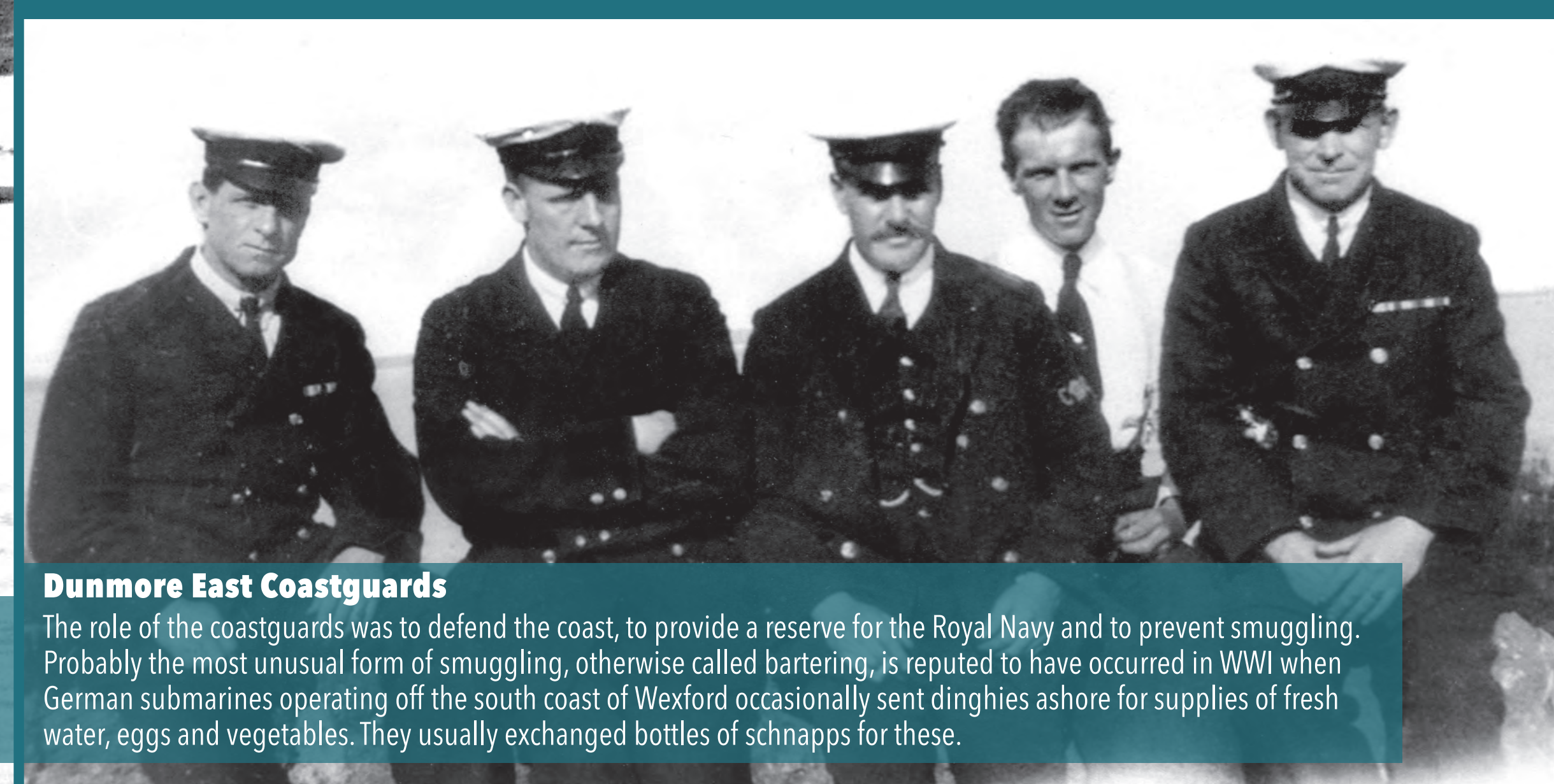
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VINTNER

Thomas Isaac Shipsey 50
Mary Morrissey, barmaid 30



By the beginning of 1917 the war in Europe seemed distant for most Irish people yet nearly 200,000 Irishmen were at the front. The 1916 Rising was only seven months passed. The prisoners were returning home and life was returning to normal. In Dunmore East the 1917 herring season was to be a bumper season and the cycle of social events and family life was continued as usual.



UC44 Sinking and Rescue of Tebbenjohanns August 4th/5th 1917

Dunmore East on the edge of Europe and removed from the battlefields of Flanders Fields, the Somme and Passchendaele was hardly touched by the early years of World War I; 1917 was to change that. On April 20 1917 the people of the village would have heard an explosion out to sea, it was the sinking of the minesweeper trawler HMT Loch Eye with the loss of all the crew. It was a stark reminder that the fishing grounds that had been their livelihood for generations were now a battlefield. On July 12 1917 another minesweeper/trawler HMT George Milburn struck a mine, laid by UC42, off Dunmore East and sank with the loss of all her crew except one survivor. The village had become part of the Great European War.

HMS Sheen Mine Sweeper Trawler



Mine Sweeping Trawlers

The Royal Navy requisitioned a large number of civilian trawlers in World War I. This consisted of about 100 minesweeping trawlers. Their main purpose was to keep approaches to harbours clear of mines.

Painting of Heligoland

Harwood & Voight Antiquarian Booksellers Association, International Map Collectors Society



The plotted course of UC44 to Irish Waters-From the log of UC 44

On July 31 1917 a German minelaying submarine, UC 44 under the command of 32 year old Kptlt. Kurt Tebbenjohanns left the German naval base in Heligoland (North Sea port) with orders to operate off the south coast of Ireland. He proceeded directly to the entrance of Waterford Harbour. The events that followed on the night and early morning of the 4/5 August 1917 are based on documents and images from the National Archives in Kew. These include the translation of UC44's Log, interrogation notes of Kptlt. Kurt Tebbenjohanns, translations of a letter to his parents and a letter to a fellow German submariner. There are also recollections of those who rescued him.



54.
END

Saturday, 4 August, St. George's Channel.

- a.m. Position 50°, 51'N., 6°24'W.

12.30 a.m. Wolf Rock abeam, bearing 310°, distant 3 miles.

12.50 Longships abeam.

2.15 p.m. Sighted 2 steamers, one destroyer and one vessel of "Foxglove" class.

2.30 Dived, as destroyer turned towards "U.C.44". Abandoned attack.

4.43 Came to surface. Sighted small steamer 4 points on starboard bow.

4.45 Dived.

5.40 Newton Hd. bearing 357°, Mine Hd. 295°.

5.50 Attacked steamer. As steamer was of about 600 tons and only half-laden, attack was abandoned.

8.40 Newton Hd. bearing 336°. Hook Point 45°.

10.42 Lay on the bottom in 12.5 fms.

Translation of log , UC44 for August 4th 1917

Extracts from the Interrogation of Kptlt. Kurt Tebbenjohanns detailing the mine laying and the moment of explosion.

"He stated that he carefully fixed his position by the lights at Dunmore and Hook point and submerged in the position of LAT 52 7' North LONG 6 59' WEST. When at a depth of from 10-11 metres he proceeded to lay his mines. At 10.20pm GMT just as the ninth mine was being dropped an explosion occurred and the submarine began to sink rapidly."

Translation of an extract from a letter of Kptlt. Kurt Tebbenjohanns to his parents in Friedrich Wilhelm Platz 1, Braunschweig, Germany while in captivity in London 7 August 1917, three days after sinking of UC44

"With God's help I found my way to the surface out of the sunken boat after the explosion; the thought of you gave me strength to swim for an hour and a half with all my clothes on, and good people from Dunmore, who sent out boats directly after the explosion, picked me up and treated me with the greatest kindness. I owe them eternal gratitude. I deeply regret that I am apparently the sole survivor. At first I saw a few men swimming about near me, but afterwards I lost sight of them."

Translation of an extract from a letter of Kptlt. Kurt Tebbenjohanns to his friend Kptlt. Pasquay, Brunsbittel 8 August 1917

"After the boat went down, I tried to bring her to the surface again, but in vain, so with two or three of the men, who had joined me in the conning tower, I left her, as the water was already up to our knees. As far as I know, these men were by that time the only survivors. I saw them swimming about for some little time afterwards, not far from me, but I lost sight of them in the darkness and did not get any reply to my repeated shouts. About an hour and a half later I was picked up and brought ashore by a boat which had been sent out from Dunmore after the explosion. Another boat heard two men shouting, but was unfortunately not able to find them."

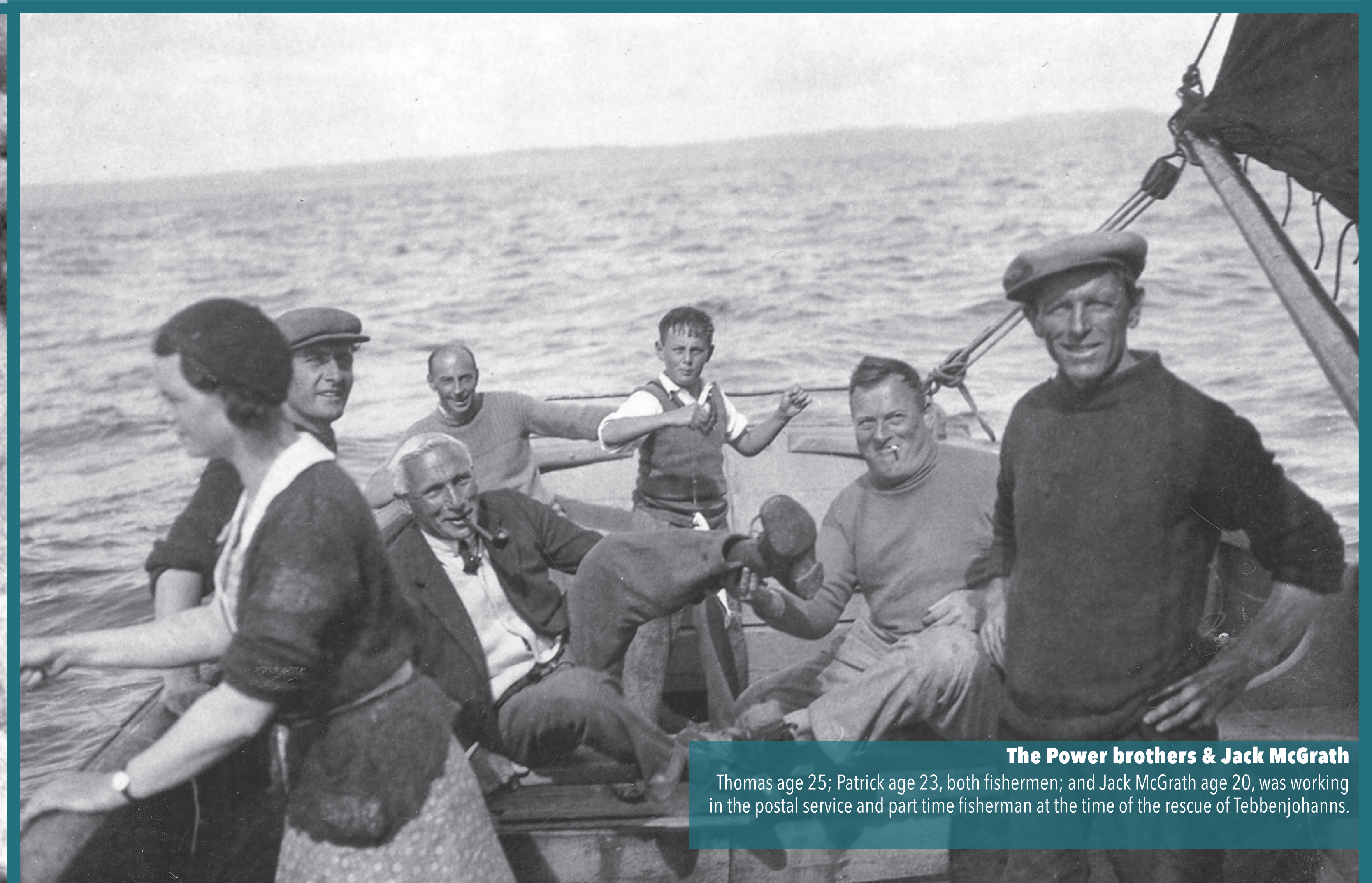
Recollections of the Rescuers

The rescuers themselves did not document the events related to the rescue of Tebbenjohanns. It was the group memory of the event that was told to a number of people over the years, to friends and family, until eventually it got into the public domain.

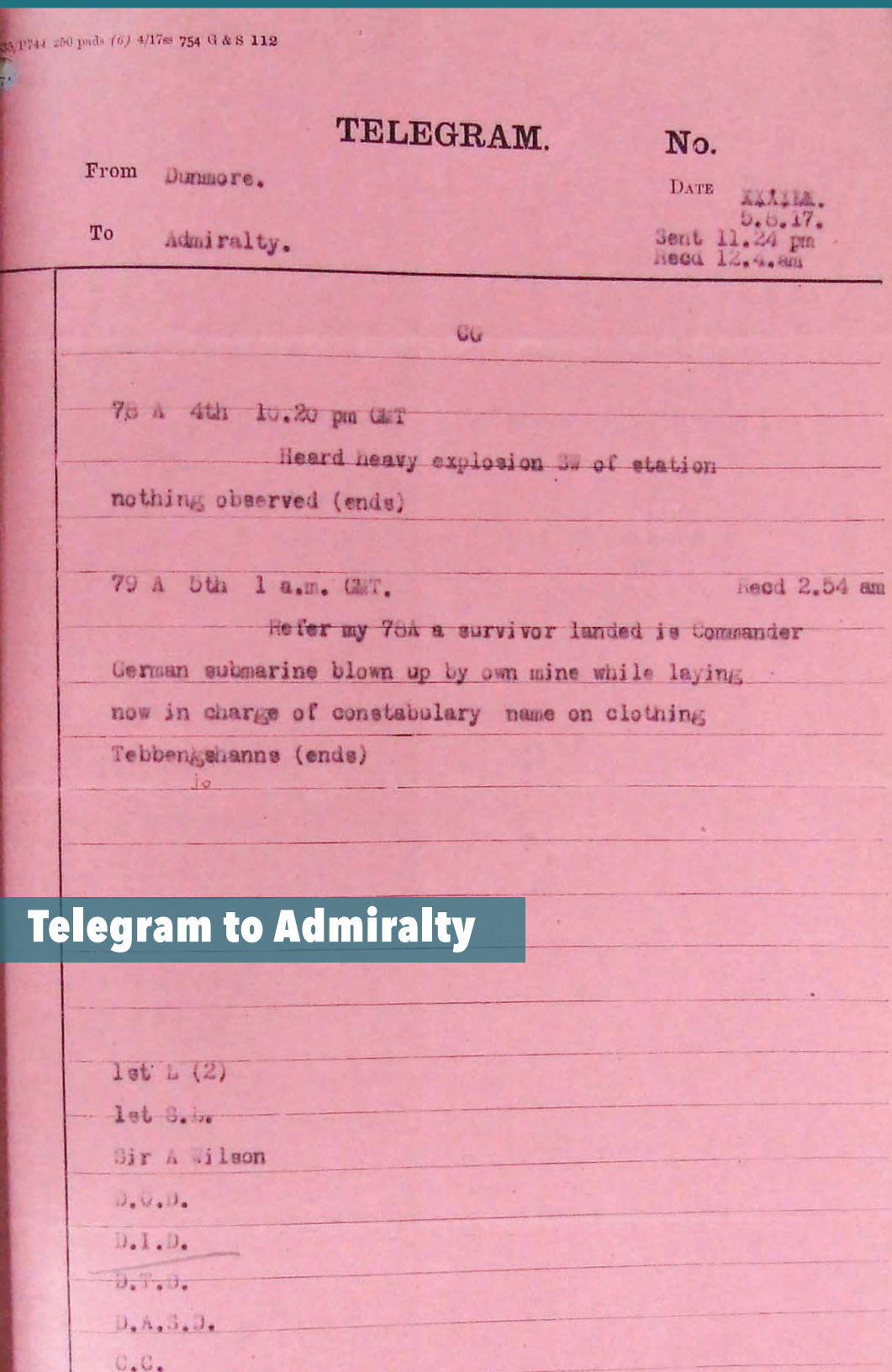
Their recollections reflected the account written by Tebbenjohanns in his letters to parents and to a friend in Germany only a few days into captivity. The facts are that an explosion out to sea from Dunmore East on the night of August 4 1917 resulted in a number of boats responding to yet another disaster. In April 1917 the Loch Eye was sunk when it hit a mine a few miles from Dunmore. In July 1917, only a few weeks before UC44 the George Milburn had been sunk, again only a few miles from Dunmore, after hitting a mine.

The possibility of encountering mines was an ever present reality. Their response was to assist in the rescue of any survivors, friend or foe. The boats with their crews who responded to the explosion would have taken about an hour to reach the approximate location, a distance of about three miles. The calm moonlit night would have helped the rescuers locate any survivors. The boat with the Power brothers and Jack McGrath eventually did locate a survivor responding to the call in the night as they approached him. He had been swimming in water temperatures of no more than 17C, and was then in a state of exhaustion.

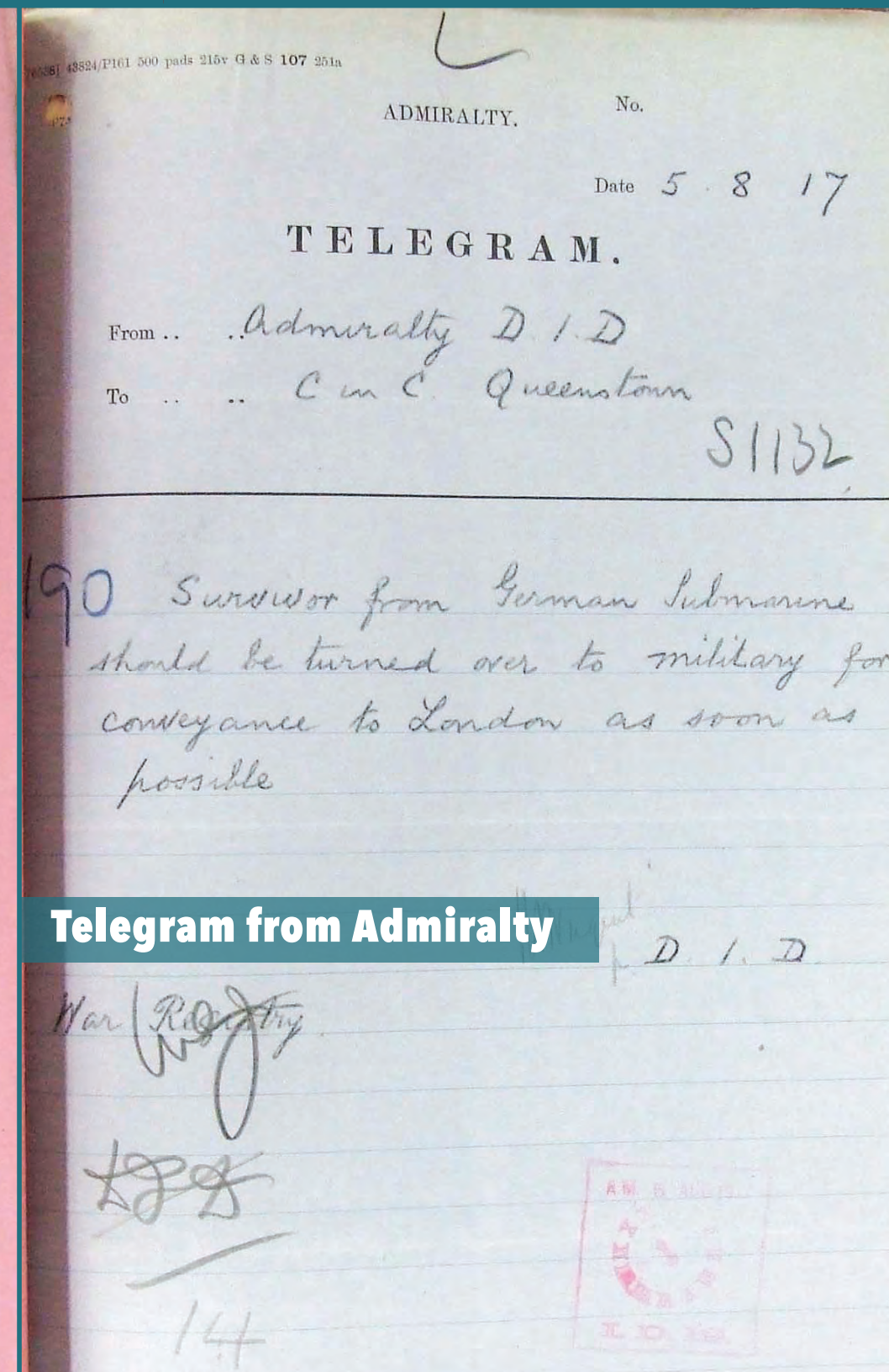
They hauled him aboard and headed for Dunmore. They would not have been aware who the survivor was until he reached shore and the name Tebbenjohanns was identified on his clothing. He was to spend less than twenty four hours in the village before he was shipped out to London as per instructions from the Admiralty.



The Power brothers & Jack McGrath
Thomas age 25; Patrick age 23, both fishermen; and Jack McGrath age 20, was working in the postal service and part time fisherman at the time of the rescue of Tebbenjohanns.



Telegram to Admiralty



Telegram from Admiralty



Waterford Harbour showing location of sinking of UC44 on google maps

Salvaging UC44

The sinking of a German submarine in the relatively shallow waters of Waterford Harbour gave the Admiralty an opportunity to access intelligence on German mine laying operations so the salvaging of the submarine was considered a priority.

Story relayed by Clarence Simpson to the Oral History Section Royal New Zealand Navy.

He was recruited as a volunteer motor mechanic in New Zealand as a gesture of support from the Royal New Zealand Navy for the war effort.

"We went close into a coastguard station close to Dungarvan in the south coast of Ireland and before we got settled in the coastguard station sent to us "There has been an underwater explosion at the entrance to Waterford harbour. Your instructions are to go out..." and then we went over and it was a bright moonlit night. We cruised about till daylight. We located oil coming up from the bottom. We thought that must be the place so we buoyed that and went back to Dunmore reported what we'd done, we had no radio. They then sent a diving tender from Queenstown and went down and followed our cable down and found that it was a German mine laying submarine"

Damage to paddle steamer minesweeper HMS Haldon while sweeping mines laid by UC 44

On August 7 HMS Haldon, while sweeping mines laid by UC 44, was damaged by an explosion of one of those mines and had to be removed from service. It also resulted in the death of one of the crew of HMS Haldon, Deckhand J Gowans No. DA16483 from St Monance, Fife, Scotland, buried in Cobh Old Church Cemetery, Co. Cork.



continued.

Advice on lifting UC 44 by Lt G Davis

On account of strong spring tides it will be extremely difficult for divers to work, which has already been reported. It is not advisable to sweep wires until Friday, nor to commence serious operations until lifting vessel arrives from Holly Head, reported by signal to be on the way.

Gear required for lifting :-

Sword matting wires 9" about 50 fathoms, 3 in number. These are specially made by Bullivant, and should be sent off with lifting vessel.

A powerful tug will be required to work with "Racer" to sweep wires under Submarine.

I have the honour to be

Sir

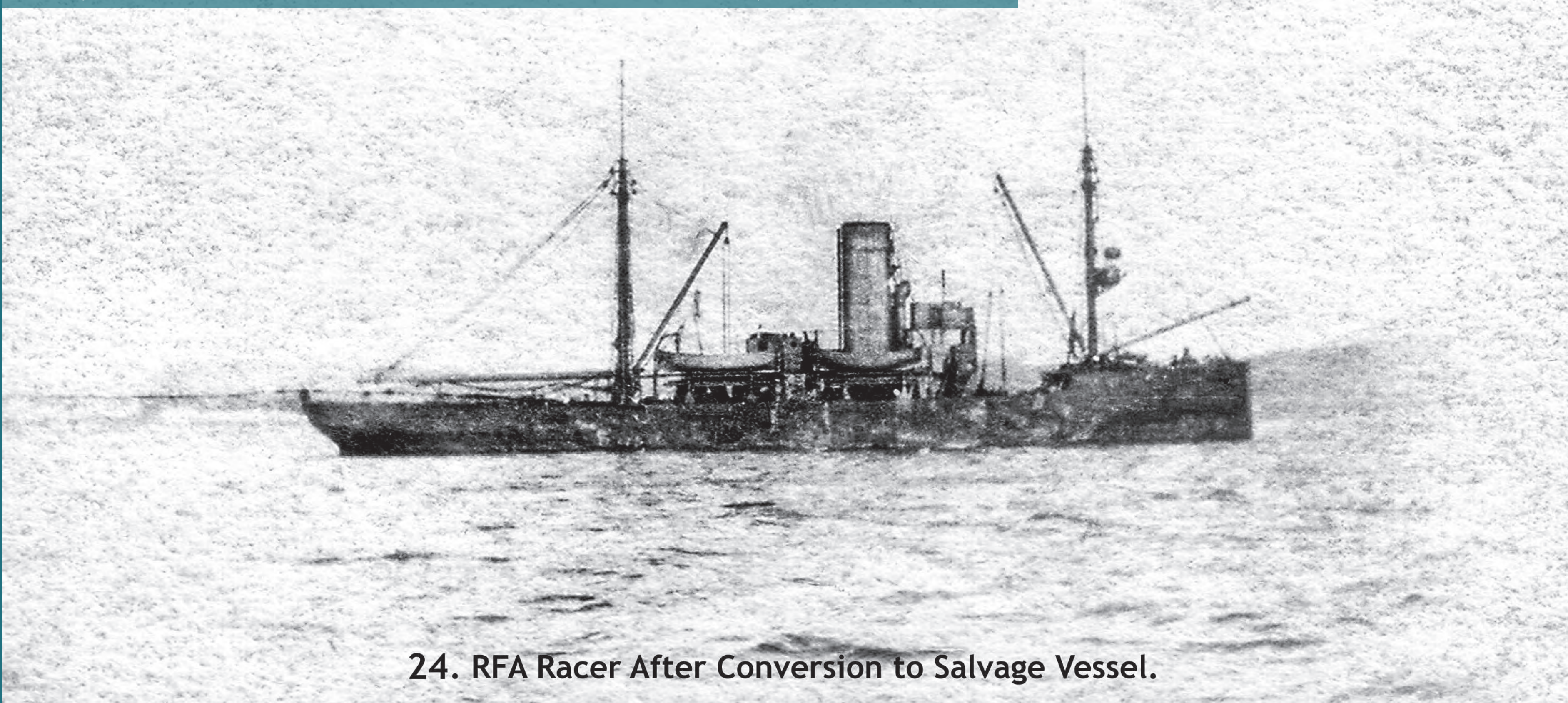
Your obedient servant.

G Davis

Lieut R.N.R.

Salvage Vessel RFA Racer

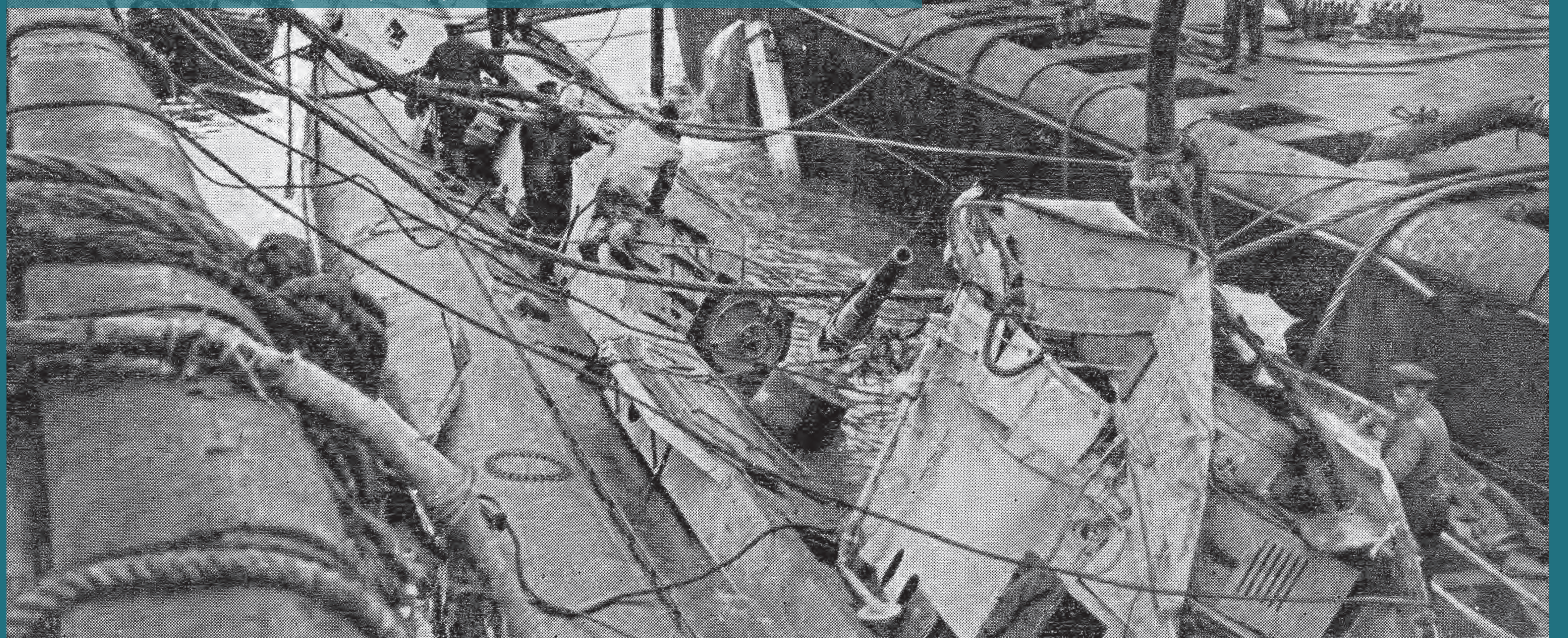
By August 9th the salvage vessel RFA Racer and two Lifting Craft LC1 and LC2 had arrived in Dunmore East. Racer had compressed air pumps capable of pumping 3000 tonnes of water (3 million litres of water) per hour. It took from August 11th-27th to sweep four 9 inch wires under the submarine and then buoy it, due to bad weather. Again due to bad weather and about 20 lifts working the tides, the salvage vessels with the submarine did not reach Dunmore East harbour until around the 25th September.



24. RFA Racer After Conversion to Salvage Vessel.

Lifting Craft LC1 and LC2 using the tides to bring UC44 into the harbour

These lifting crafts were originally huge flat-bottomed steel barges, capable of carrying a load of 1,200 tons. To equip them for salvage work they were decked in and fitted with a series of tanks that would be flooded and emptied at will. When these tanks were full of water, the lifting craft floated 4ft 6in deeper than when they were empty. When the tanks were full it was only necessary to empty the tanks to lift the wreck 4ft 6in clear from the bottom.



Salvaging UC 44, in 1917.

Lifting Craft LC2 as it was used to salvage the ship Brussels at Zeebrugge, Belgium.



Letter from scrap merchant in Waterford offering to purchase wreck of UC 44

40 Mayor's Walk,

Waterford.

Oct.18/10/17.

The Secretary,
Admiralty,
London.

Sir,

We are supplying scrap material to controlled establishments under the Ministry of Munitions and as we understand that you are prepared to accept offers for the wrecked German Submarine lying at Dunmore East, Co. Waterford, we are in a good position to break her up and would be pleased to submit for your consideration an offer.

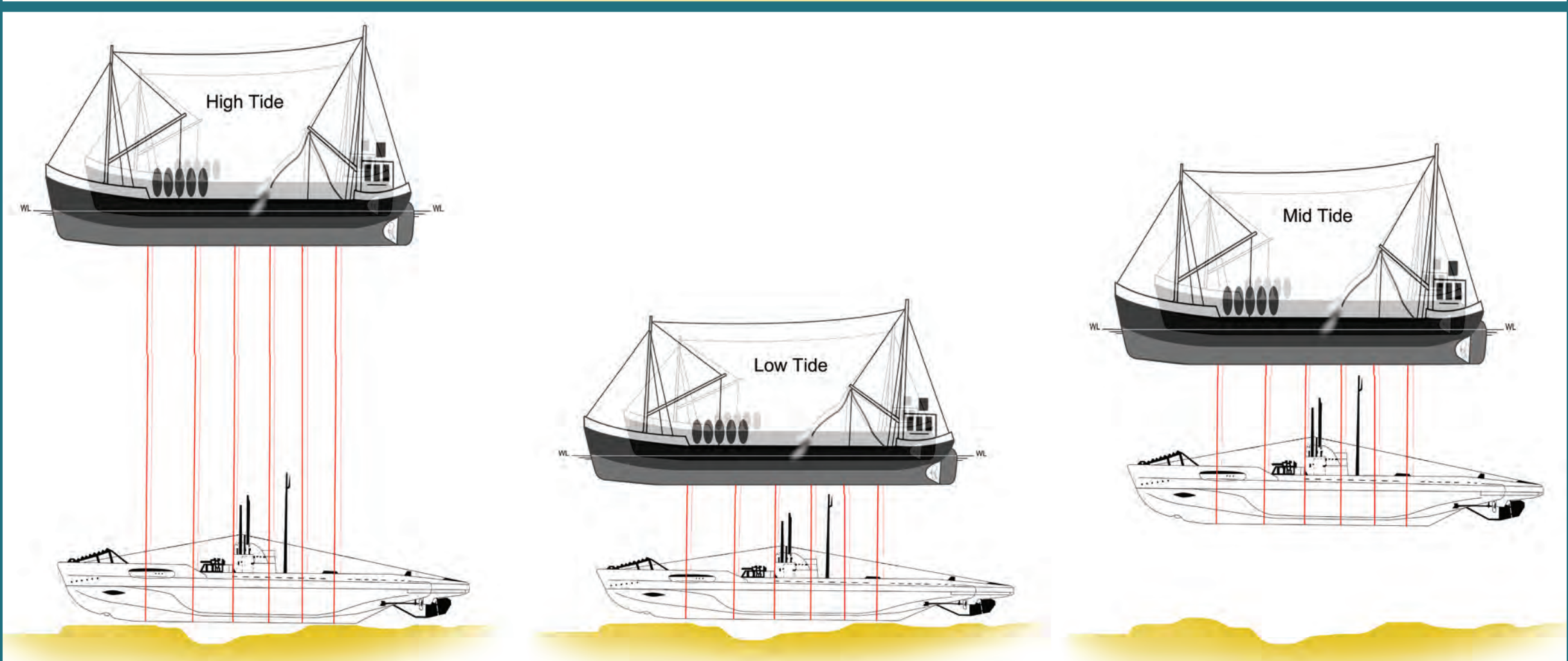
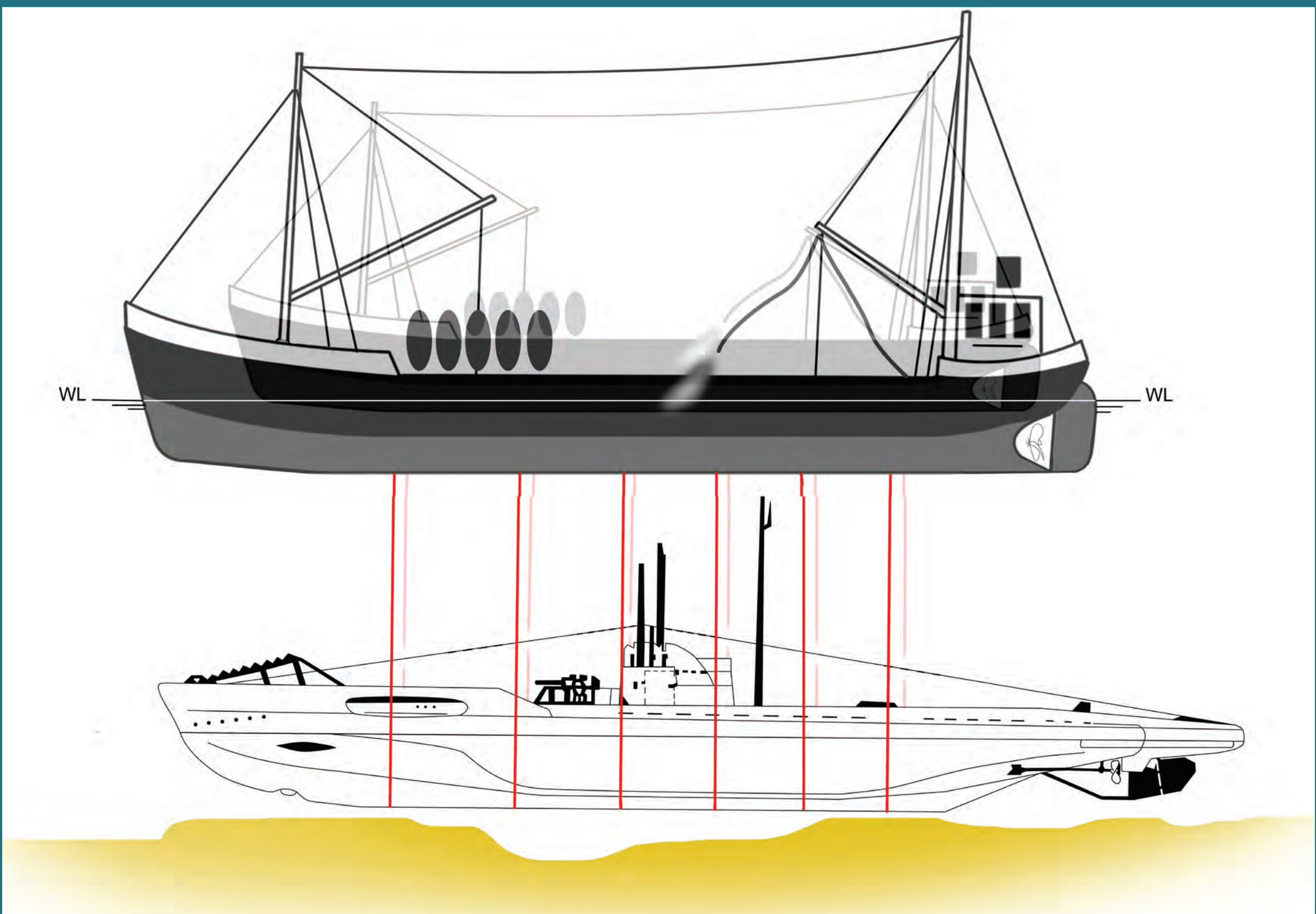
We hear that the present intention is to dump her. This would be a great pity as scrap material is very scarce.

Yours Truly,

(Sd) Edward Donnelly.

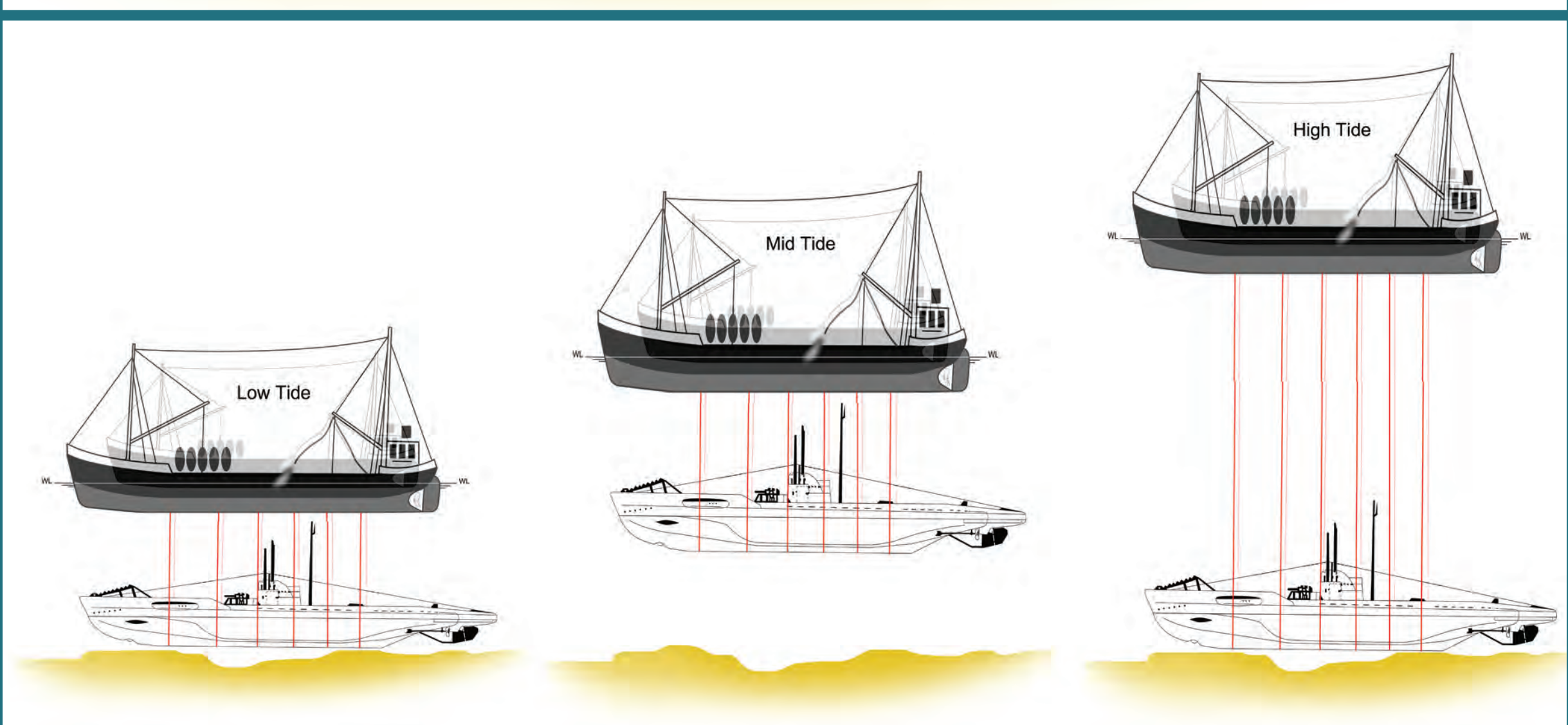
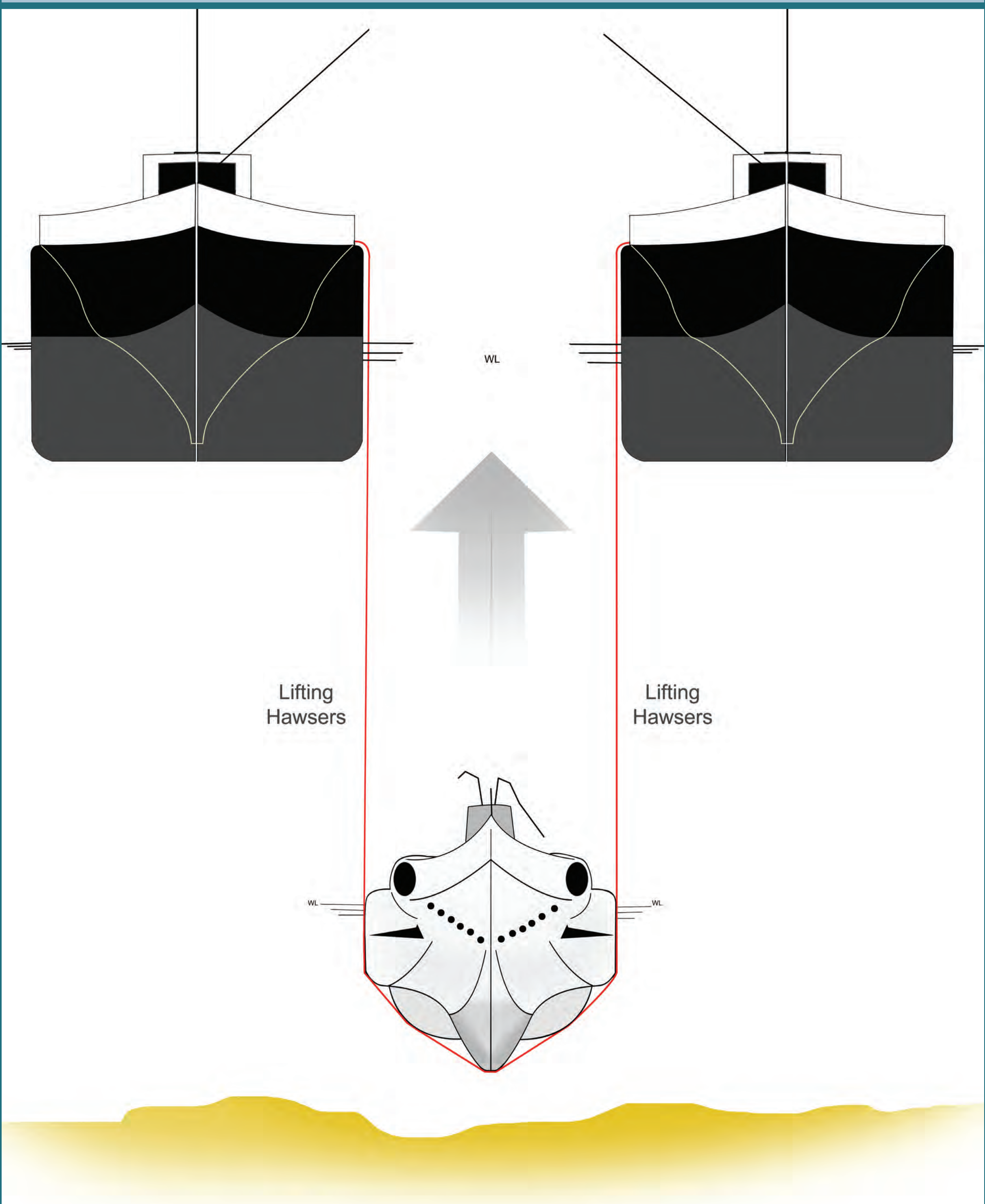
51. Salvage Reports disposal of UC44 by LT Davis

In Memory of John Colfer



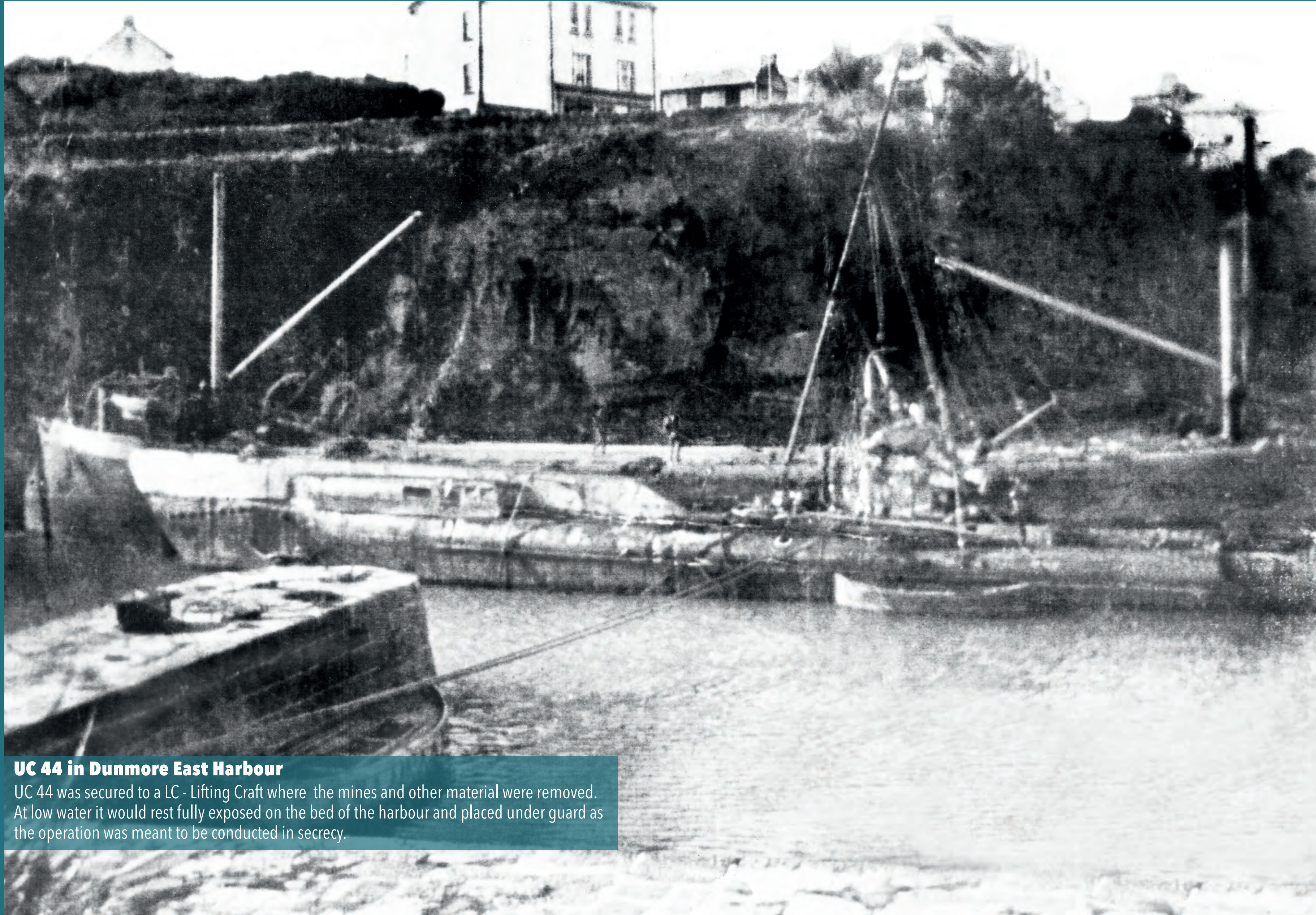
John participated with enthusiasm in making a personal contribution to this exhibition. A lifelong career in marine service gave him extensive experience in marine engineering. One of the themes of the exhibition, the saving of Kptl Kurt Tebbenjohanns reflects another aspect of John's life; that of his service with the RNLI in Dunmore East and the saving of many lives.

John had completed a set of drawings in relation to the salvaging of a sunken submarine and was eager to work on them further while still in hospital. Sadly John passed away at this time. To his wife and family we express our deepest sympathy. To his son Paul we express our thanks, who during a time of bereavement, located for this exhibition, the drawings completed by John.



Removal of Mines and Artefacts from UC44

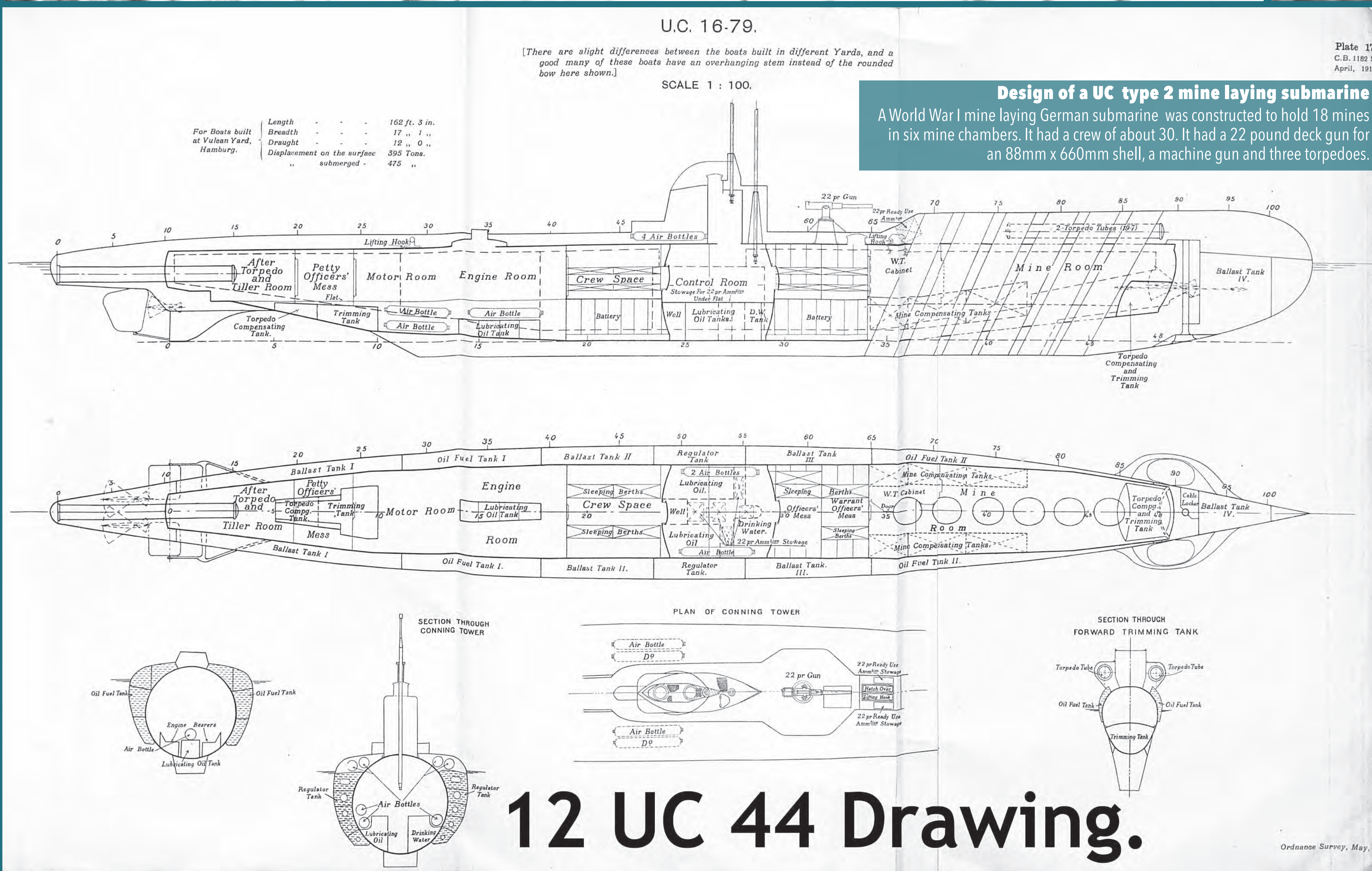
It was necessary to move the submarine into the shelter of the harbour before the dangerous task of removing the mines could be attempted. It would also assist a proper investigation and removal of intelligence material like code books. This operation created its own problems of the potential of a serious explosive situation close to the village.



UC 44 in Dunmore East Harbour
UC 44 was secured to a LC - Lifting Craft where the mines and other material were removed. At low water it would rest fully exposed on the bed of the harbour and placed under guard as the operation was meant to be conducted in secrecy.



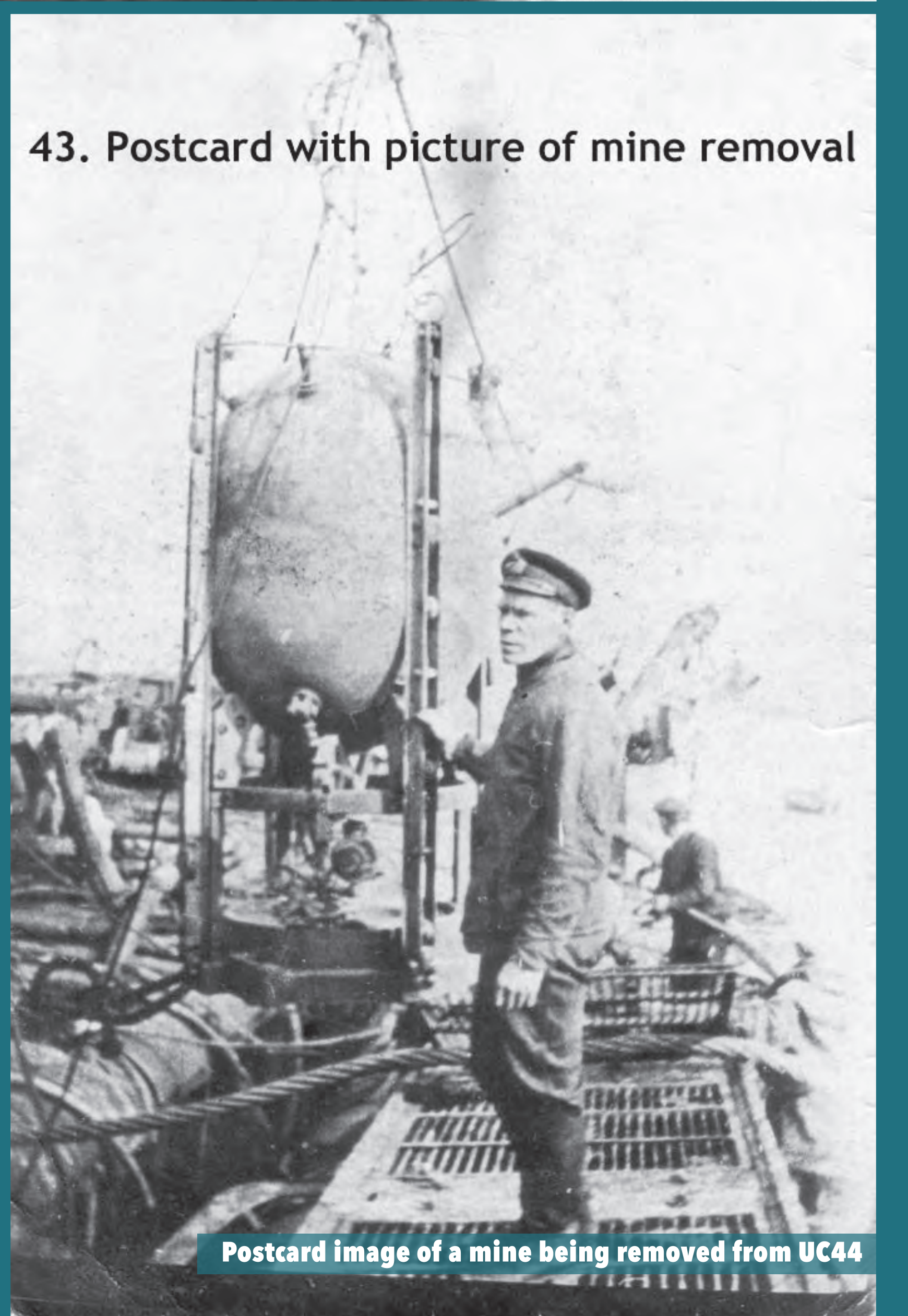
UC44 beached at low water



Design of a UC type 2 mine laying submarine
A World War I mine laying German submarine was constructed to hold 18 mines in six mine chambers. It had a crew of about 30. It had a 22 pound deck gun for an 88mm x 660mm shell, a machine gun and three torpedoes.



Incendiary Device
This very important item was filled with methylated spirits which would be set fire to. Then it is designed to sprinkle this flaming liquid onto the important documents held on the submarine in order to destroy them and stop them falling into enemy hands.



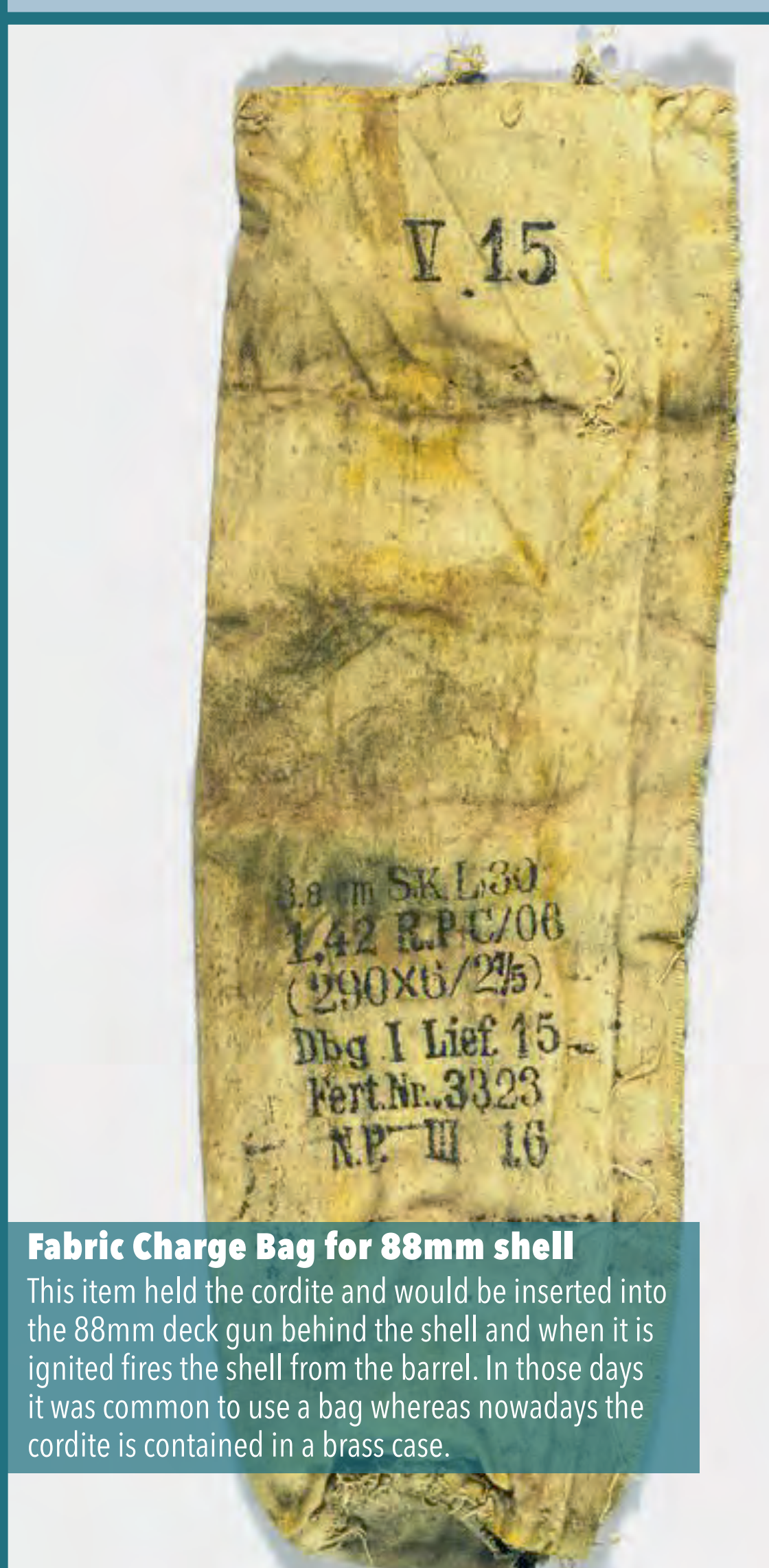
43. Postcard with picture of mine removal

Postcard image of a mine being removed from UC44

12 UC 44 Drawing.

Serving on a U Boat

Serving on a U-boat was one of the most dangerous occupations in the entire war. Of the 17,000 men who served 5,100 lost their lives. Of 375 German U-boats, 202 were lost in action. Ocean-going submarines had a range of 8,000 nautical miles. They could spend about 5 days on war patrol but only had about 72 hours air supply. They could only be submerged for about 2 hours at a time because they had to switch from diesel engines to an electric battery-powered system. If sea water got into the battery cells poisonous chlorine gas was generated.



Fabric Charge Bag for 88mm shell
This item held the cordite and would be inserted into the 88mm deck gun behind the shell and when it is ignited fires the shell from the barrel. In those days it was common to use a bag whereas nowadays the cordite is contained in a brass case.



Wireless Transmission Code Book
In October of 1914 the Russians provided the Royal Navy with a German Code Book taken from the SMS Magdeburg of the German Kaiserliche Marine when it ran aground in the Gulf of Finland in an engagement against the Russians. With it the British were able to read Germany's naval communications until well into 1919. That facilitated not only Allied operations against the German high seas fleet but also those directed against the Zeppelin and U-Boat forces.



Sample page from Code Book



Lamp and Alarm Gong Circuit

Lamp and Alarm Gong Circuit on Linen
A drawing of the critical lamp and alarm safety circuits on UC44 which would be used to check that they work and when they didn't provides technical details enabling the rectification of any non working circuits.

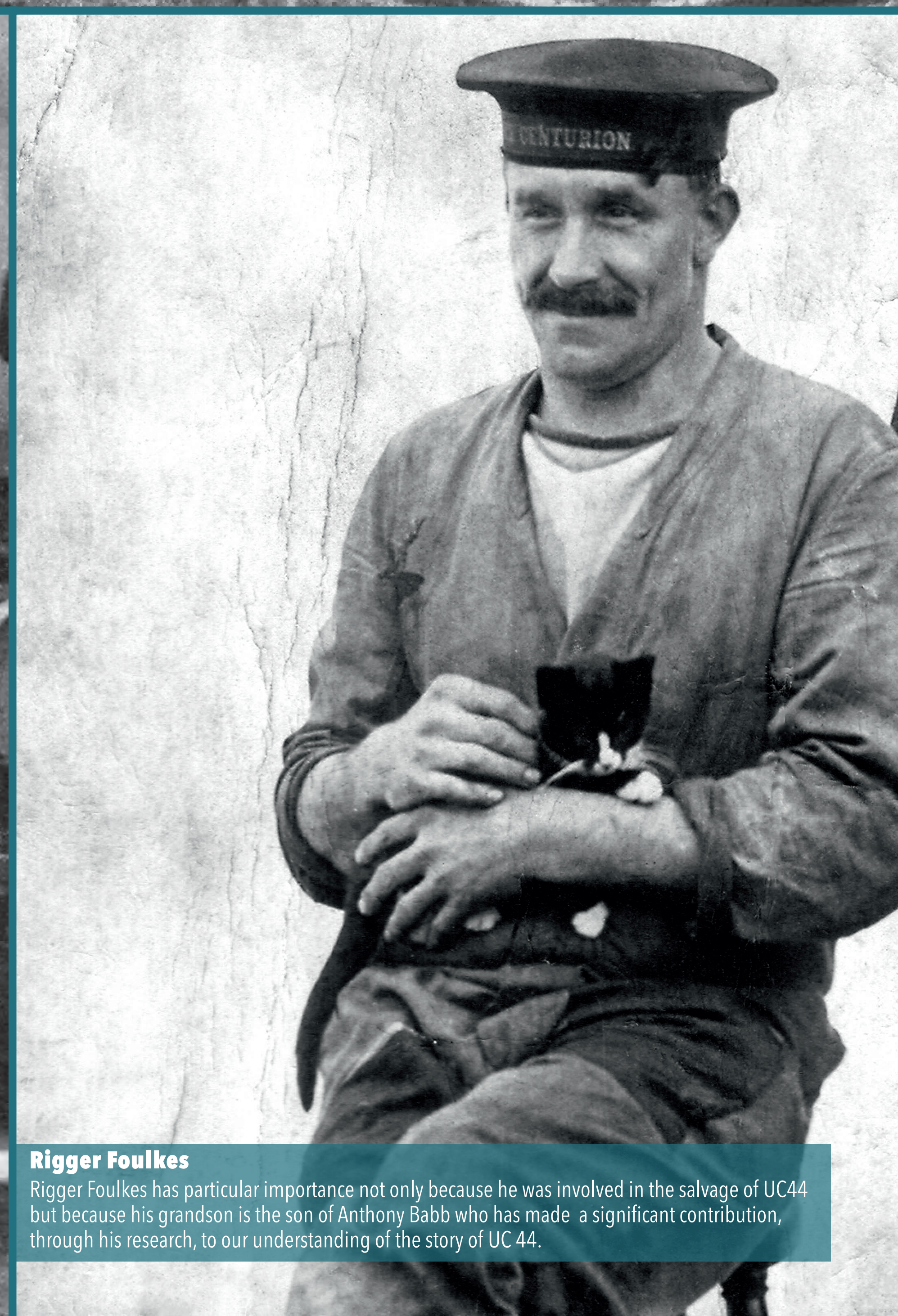
The Royal Navy Salvage Team

The year 1917 proved to be the turning point not only in the U Boat war itself but also in the way the salvage section and the Admiralty came to view what could be achieved by diving on wrecks. It was the recovery of UC 44 which proved for the Salvage Section the intelligence coup of 1917. It was a key milestone in the understanding of what intelligence treasure troves sunken U Boats could yield.

Lt G Davis,

Commander Heaton was placed in overall charge of the operations of removing the mines from UC 44. The task was delegated to Lieut. G Davis (far left), after the submarine had been carried in and beached by the crew of the Admiralty vessel R.F.A. Racer and Lifting Craft manned by Salvage Section shore gang.

He conducted most of the actual salvage work on UC44 with special attention given to the remaining mines. His numerous and detailed written accounts to the Admiralty outline the complexity and danger of raising a 400 ton vessel from the seabed which still contained nine mines.



Rigger Foulkes
Rigger Foulkes has particular importance not only because he was involved in the salvage of UC44 but because his grandson is the son of Anthony Babb who has made a significant contribution, through his research, to our understanding of the story of UC 44.

--: COPY :-
Admiralty, S.W.
24th January, 1918.

--: SECRET :-

The Commander-in-Chief,
H.M. Ships & Vessels,
QUEENSTOWN.

With reference to your submission of the 18th November last, No. 3400/W.123 A., drawing attention to the skill shown by Acting Commander Gervase W. Heaton, for removing mines from the tubes of a German Submarine which had been beached on the 30th September, 1917, I am to acquaint you that the King has been pleased to approve of the award of the following honours to those engaged in this operation :-

To receive a bar to the Distinguished Service Order, Acting Commander Gervase W. Heaton, R.N.

To be awarded the Distinguished Service Cross, Lieutenant George Davis, R.N.R.

The Distinguished Service Medal has been awarded to Petty Officer Frank Pegrome Eaglestone, O.N. 220100, (Chatham).

2.- I am further to request that Lieutenant Davis may be called upon to recommend one of his working party for "Mention" in the London Gazette.

BY COMMAND OF THEIR LORDSHIPS,
(Signed) CHARLES WALKER.

The Medals awarded by King George V

II.

123 A.
Acting Director of
Naval Equipment (for Salvage).

Forwarded. It is requested you will be good enough to inform Lieut. Davis and Petty Officer Eaglestone (Diver) of their awards, as it is not known where they are now serving, and to call upon the former for the report required by paragraph 2 of the Admiralty Letter.

January, 1918.
Admiral.
Commander-in-Chief.

Removal and Burial of Deceased Crew of UC44

Extract from Lt. G. Davis' Final Salvage Report to the Admiralty By kind permission of The National Archives, Kew, U.K.

"September 26 and 27 19 bodies were recovered, taken out and buried at sea - Revd. Blogg officiating."

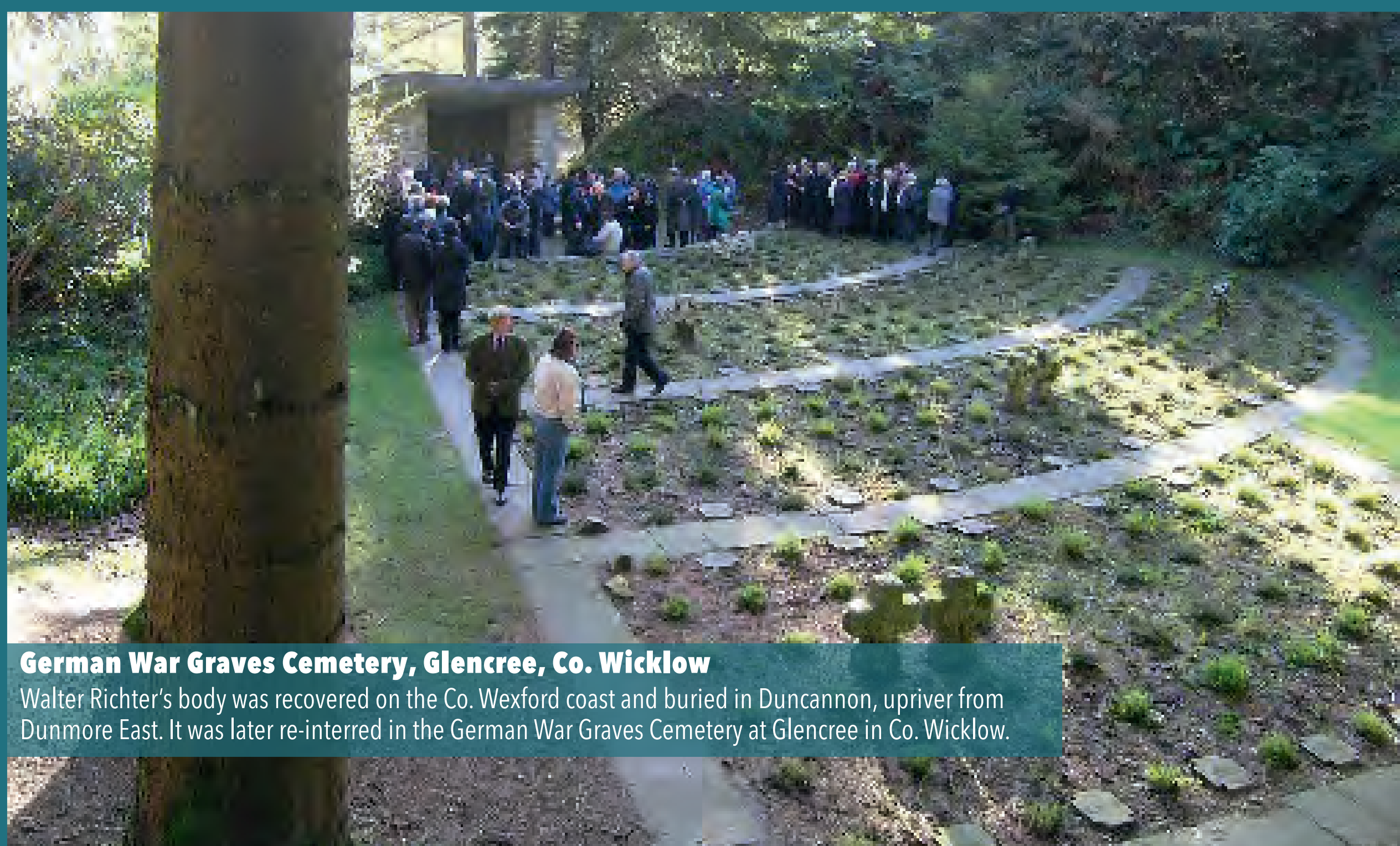
Story relayed by Clarence Simpson to the Oral History Section, Royal New Zealand Navy

By kind permission of Michael Wynd, Researcher, National Museum of the Royal New Zealand Navy

"After maybe about a fortnight they decided to get the bodies out. We went alongside and then they put a little steam drifter alongside the submarine and they brought the bodies out, put them on the deck, identified them through their identification tags and put them in weighted hammock covers put them onto our boat and then we went out about 15 miles out off the south coast and put them overboard about midnight."

NAMES OF THE FALLEN

Rank	Forename	Surname	Location
Matrose	John	Bartz	Helgoland
Ltnt z.S. d. Res	Wilhelm	Bendler	Bonn
ObMaschMt	Fritz	Bienert	Erfurt
Heizer	Karl	Borgwaldt	Lubeck
BtsmMt d Res	August	Bottcher	Altona
ObMatrose	Otto	Burger	Bomst
MaschAnw	Hellmuth	Clasen	Rostock
ObMatrose	August	Dusing	-
ObMaschMt	Johannes	Fahnster	Wilhelmshaven
Heizer	Erwin	Fehrle	Stuttgart
FT-Gast	Karl	Giesenhagen	Hamm
Heizer	August	Golombowski	Konigshutte
Maat	Otto	Heuer	Springe
ObBtsmMt	Hans	Horand	Lissa
Matrose	Michael	Idselis	Stragna, Memel
Heizer	Heinrich	Kersten	Emmerich
MaschTMt	Karl	Klein	Mannheim
FT-ObGast	Adolf	Kramer	Hannover
ObMaschMt d.S.	Richard	Lehmann	Berlin
MaschMt	Dirks	Muller	Ostgrossefehn
ObBtsmMt	Johann	Pabsch	Niederullersdorf
MaschAnw	Walter	Richter	Berlin
MaschMt	Paul	Rosler	Lawalde
Matrose	Walter	Gottschalk	Zullchow
ObHeizer	Wilhelm	Schickendanz	Luneburg
Steuerm d.Res.	Johann	Schluter	Moorhusen, Steinburg
MaschMt	Franz	Schmitz	Crefeld
MaringObAsp	Helmuth	Seifarh	Pollwitz
Matrose	Emanuel	Zielosko	Ellguthoppein-Proskau



German War Graves Cemetery, Glencree, Co. Wicklow
Walter Richter's body was recovered on the Co. Wexford coast and buried in Duncannon, upriver from Dunmore East. It was later re-interred in the German War Graves Cemetery at Glencree in Co. Wicklow.

HMT Loch Eye and HMT George Milburn

In 1910 the Royal Navy Reserve (Trawler Section) was formed with approval to mobilise 100 trawlers during any crisis. During the first week of the war in 1914, 94 trawlers were allocated for mine sweeping duties commanded by Naval Officers. In 1917 two of those trawlers; the Loch Eye and the George Milburn were lost as a result of hitting German mines near Dunmore East.

Lost crew of HMT Loch Eye

Thomas Anderson
Albert Baxter
George Farquhar
Reginald Keech
Frederick James Milne
William J. Nightingale
Robert F. Pirrie

Lost Crew of HMT George Milburn

William Andrews Engineman
Michael Bateman Deck Hand
Reuben Blake Deck Hand
George Burnett Trimmer
William Forrest Engineman
Thomas Fyfe Deckhand
Robert Lees Deck Hand
George Lucas Skipper
John McNicol Leading Seaman
John Ritchie Second Hand
James Spink Deck Hand

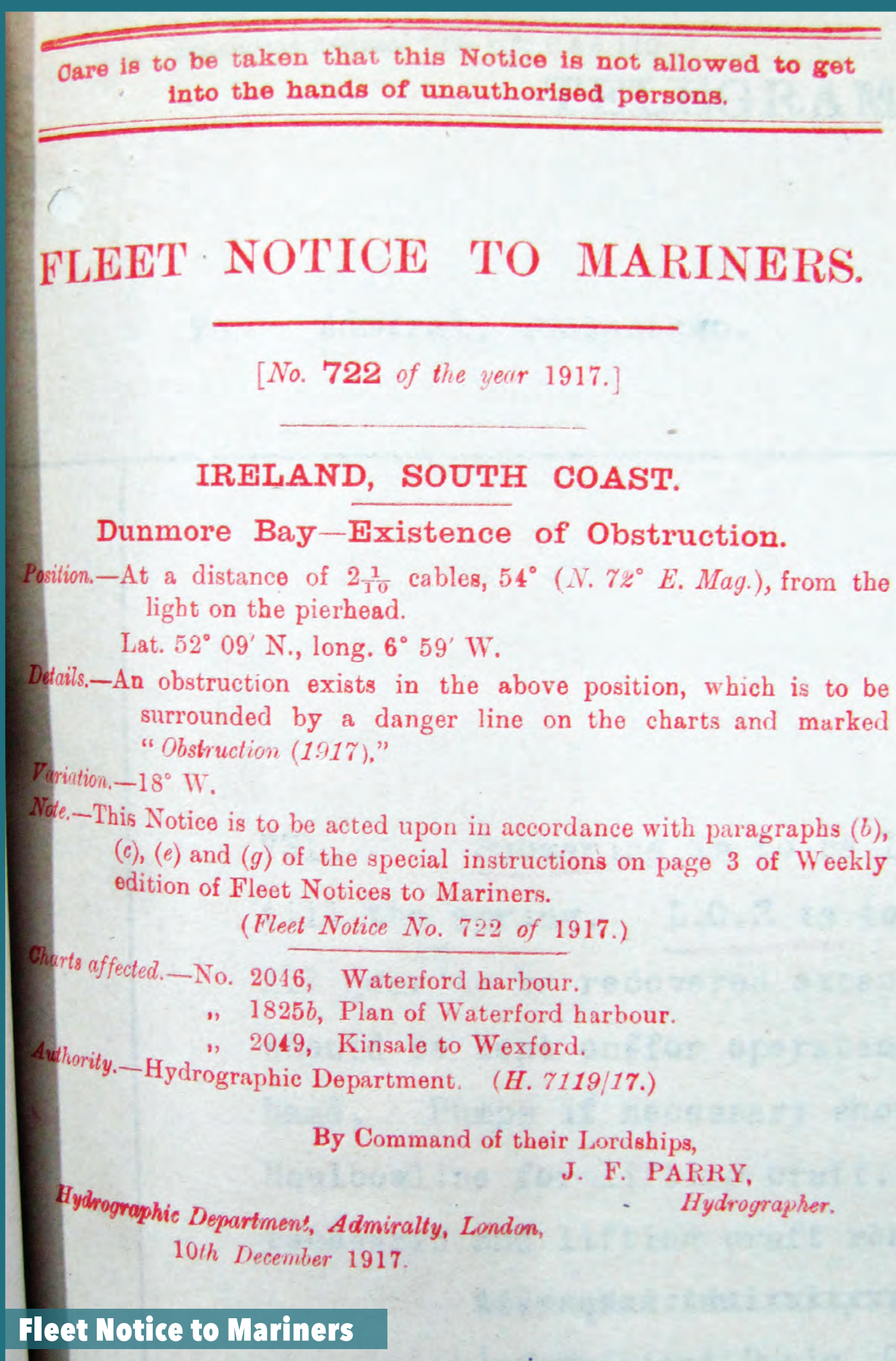
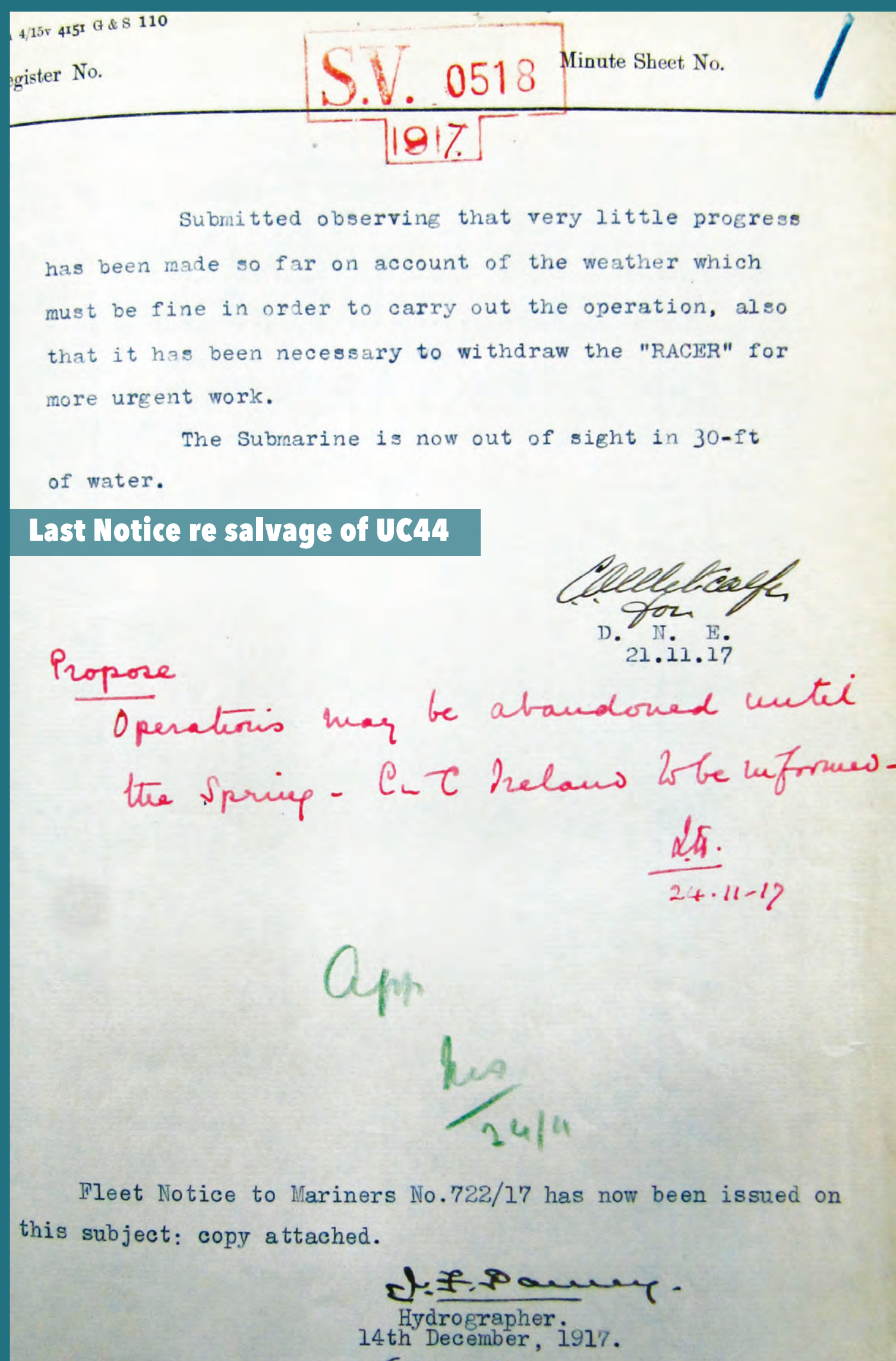


Memorial Headstone for lost crew of HMT Loch Eye, HMT George Milburn and UC42, Templetown, Co. Wexford

HMS Haldon - On August 7 1917 HMS Haldon, Mine Sweeping Paddle Steamer, was damaged by a mine while sweeping the mines of UC44. off Dunmore East. Killed was Deckhand J. Gowans, No. DA 16483, from St. Monance, Fyfe, Scotland, buried in Cobh Old Church Cemetery, Co. Cork.

Final Resting Place of UC44

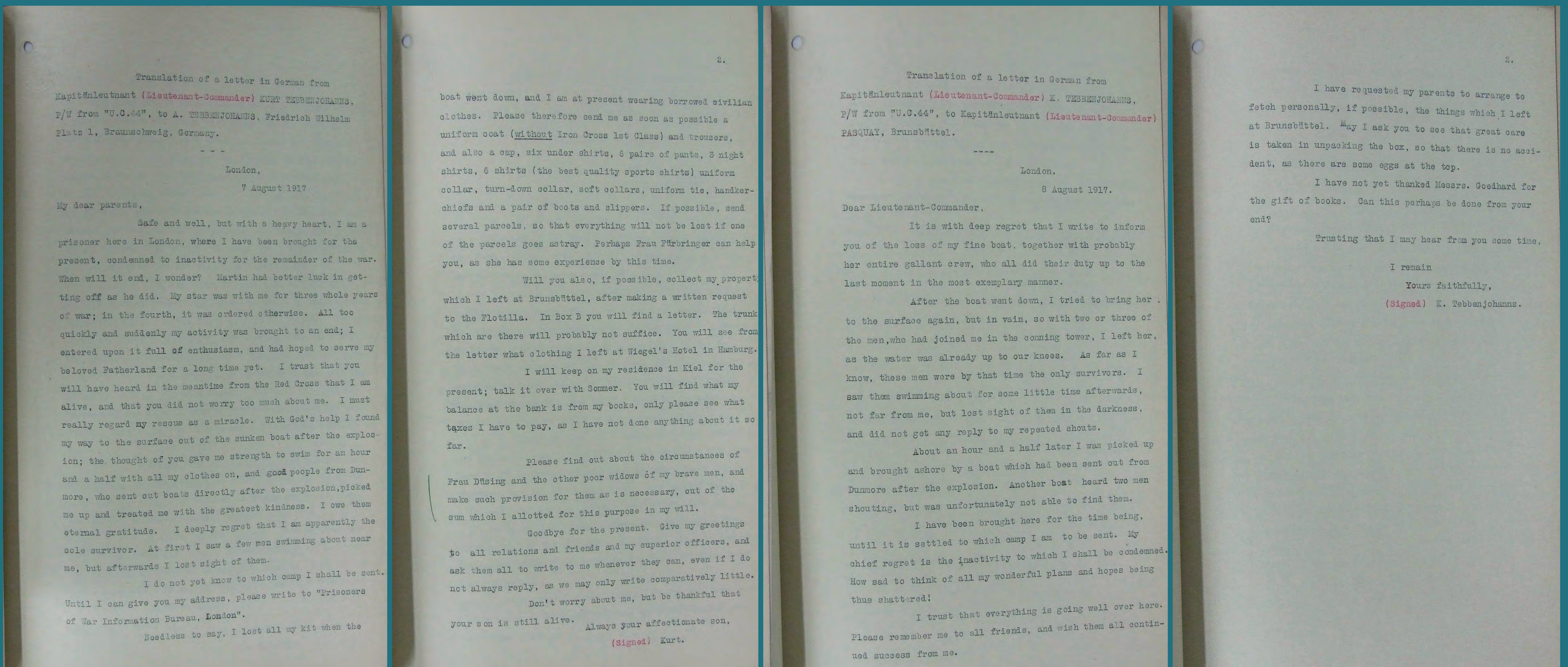
Having completed their objective of removal of mines and other information it was decided to take UC44 out and sink it in deep water. From November 2 1917 a series of lifts were made and on November 9 what was to become the final lift was made. She was dropped in 30 feet of water heading S.E - N.W. with the intention of continuing the lifts. However, the weather was too rough to carry out any further lifting and on November 24 orders were given to abandon operations for the winter.



What of Kptlt. Kurt Tebbenjohanns?

Born on the 20 November 1885. He entered the Imperial German Navy as a Seekadett in 1905. In 1906 he became a Fahnrriich zur See (Petty Officer). Between 1908-1911 he went up in rank to attain the level Oberleutnant zur See (Lieutenant) and transferring to the submarine service he became Kapitaneutenant in 1916. He achieved the distinction of Iron Cross 1st class and Iron Cross 2nd class. Following the events of August 4/5 1917 he was taken to England and became a POW. In 1919 he was discharged from the Navy.

Kptlt. Kurt Tebbenjohanns letters to his parents from captivity and his submariner friend Kptlt Pasquay



References

Anthony Babb, BEM, WW1, Maritime and Royal Navy Historian; Irish Volunteers in Waterford, Decies Journal of the Waterford Archaeological and Historical Society No.60 2004; John DeCourcy Ireland, Ireland and the Irish in Maritime History; //denkmalprojekt.org/u-boote/wk1/wk1_U44.htm; google maps; Imperial War Museum; The London Gazette; Richard McElwee, Last Voyage of the Waterford Steamships; The National Archives, Kew, U.K.; Arthur E. Neiland, The Irish Herring Industry - One Family's Story; Patrick C. Power, A History of Waterford City and County; 1911 census.ie, Electoral District of Killea, Dunmore Town; Richard Roche, Tales of the Wexford Coast; Dr Matthew Seligmann, BBC iWonder; www.boards.ie, Thread, "Munitions factories in Ireland"; Waterford City and County Archives; http://www.Waterfordcouncil.ie/departments/culture-heritage/archives/exhibitions/shipwrecks%201914-18/index.htm; Waterford County Museum and Michael Wynd, Researcher, National Museum of the Royal New Zealand Navy.

Thanks

Emer and Russ Bailey, Wardens, St. Andrew's Church; Ian Lawler, B.I.M.; Bay Cafe; Centra; Niamh Savage and pupils, Christi Lumin Girls National School; Very Revd. Maria Jansson, The Dean, Church of Ireland Cathedral, Waterford; Coastguard Air/Sea Rescue; Colfer Family, Dunmore East Life Boat Service RNLi; His Excellency Mathias Hopfner, German Ambassador to Ireland; Maria Johnson; Killea Boys National School; Harry McLoughlin, Harbour Master, Dunmore East; Hisham Hassan; Andrew Kelly, Kilmacthomas; Richard McCormick, Chairman, National Maritime Museum of Ireland; Cllr Eddie Mulligan; Ordinance Survey of Ireland; Rev. Fr. Power; William and Billy Power; Pod O'Driscoll, Disc & Print Centre.

Waterford Pre World War 1

Steam Ship Dunbrody 1904
Clyde Shipping Poster
HMS Melampus in Waterford
King Edward V1 in Lismore
King Edward V1 in Waterford
HMS Curlew in Waterford
Irish Volunteers At Courthouse
John Redmond Poster

Paul O Farrell
Paul O Farrell
Paul O Farrell
Paul O Farrell
Sean Murphy
Andrew Kelly
Waterford County Museum
Unknown

8. Power's Tea Rooms
9. Dock Road
10. Coastguard Houses and PO
11. The Convent
12. The Dock Strand
13. The Harbour
14. The Harbour with Fishing fleet
15. OSI Historical Map 1907

Waterford County Museum
Waterford County Museum
Waterford County Museum
Waterford County Museum
Waterford County Museum
Waterford County Museum

Telegrams to and from Admiralty
Satellite image of Waterford Harbour

Salvaging UC 44
HMS Haldon
Lt Davis report on Salvage
RFA Racer

National Archives Kew
Anthony Babb BEM, WW1 and Royal Navy Historian

Clyde Marine
National Archives Kew
Anthony Babb BEM WW1, Maritime and Royal Navy Historian

The Royal Navy Salvage Team

Lt G Davis
The Crew of RFA Racer

Rigger Foulkes

Medals Awarded by George V

Paul O Farrell
Anthony Babb BEM WW1 and Royal Navy Historian
Anthony Babb BEM WW1 and Royal Navy Historian
National Archives Kew

Waterford in World War 1

Waterford Memorial to World War 1 Dead
Soldiers going to War
Collins Brothers
Munitions Factory Bilberry
Munitions Factory Machinery
Battle of the Somme Poster
SS Formby
SS Conningbeg

Noel Browne
Sean McGrath
Collins Family
National Library of Ireland
Andrew Kelly
National Archives Kew
Andrew Kelly
Andrew Kelly

Dunmore East Village in the Census of 1911

Fishing Harbour Dunmore East
Annual Regatta at the Island
Coastguards Dunmore East
Battleship Bellerophon
The O'Neill Family
The Clampt Family
Graphs: Age Range, Gender, Religion

Waterford County Museum
Waterford County Museum
John Dunne
John Dunne
Paul O'Neill
National Library of Ireland
Gavan McGrath

UC44 Sinking and Rescue of Tebbenjohanns August 4/5 1917

HMS Sheen Mine Sweeping Trawler

Heligoland

The plotted course of UC 44
Log of UC 44
Translation of Interrogation of Tebbenjohanns
Translations of letters of Tebbenjohanns
Jack McGrath
The Power Brothers

Source Library of Congress History Project Founding Partner
Harwood and Voight Antiquarian Booksellers Association
National Archives Kew
National Archives Kew
National Archives Kew
McGrath Family
John Martin

The Removal of Mines and Artefacts from UC44

UC44 in Dunmore East Harbour
UC44 Beached in Dunmore East
Design of UC type submarine
Postcard; mine being removed UC44

Cover, WT Code Book
Sample Page, Code Book
Incendiary Device
Lamp and Alarm Circuit on Linen
Fabric Charge Bag for 88mm shell

Anthony Babb BEM, WW1 and Royal Navy Historian

Unknown
National Archives Kew
Anthony Babb BEM, WW1 and Royal Navy Historian
National Archives Kew
National Archives Kew
Imperial War Museum
Imperial War Museum

In Memory of John Colfer

Colfer Family

Removal and Burial of Crew of UC 44

Extract from Lt G Davis Final Report
Extract from Clarence Simpson

List of deceased crew of UC44
German War Cemetery

Crew list George Milburn, Loch Eye Memorial Headstones George Milburn and Loch Eye

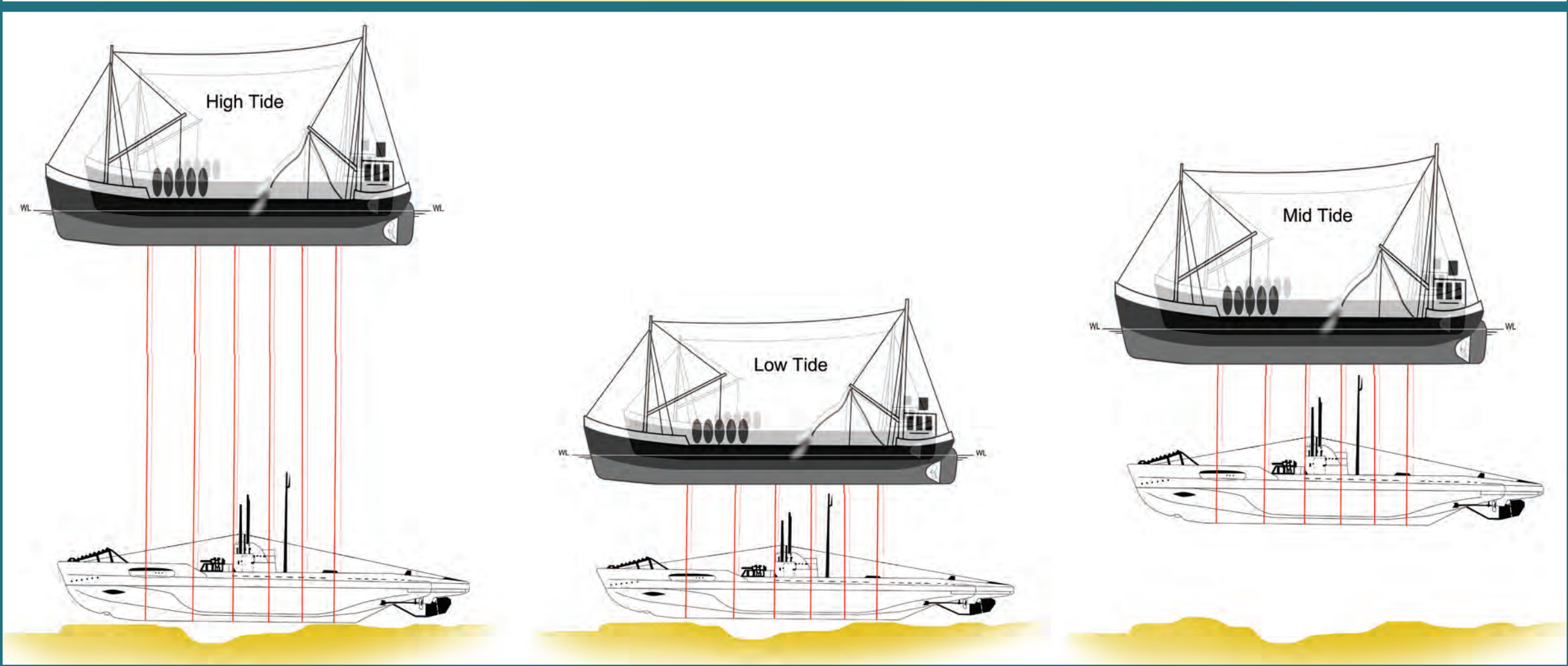
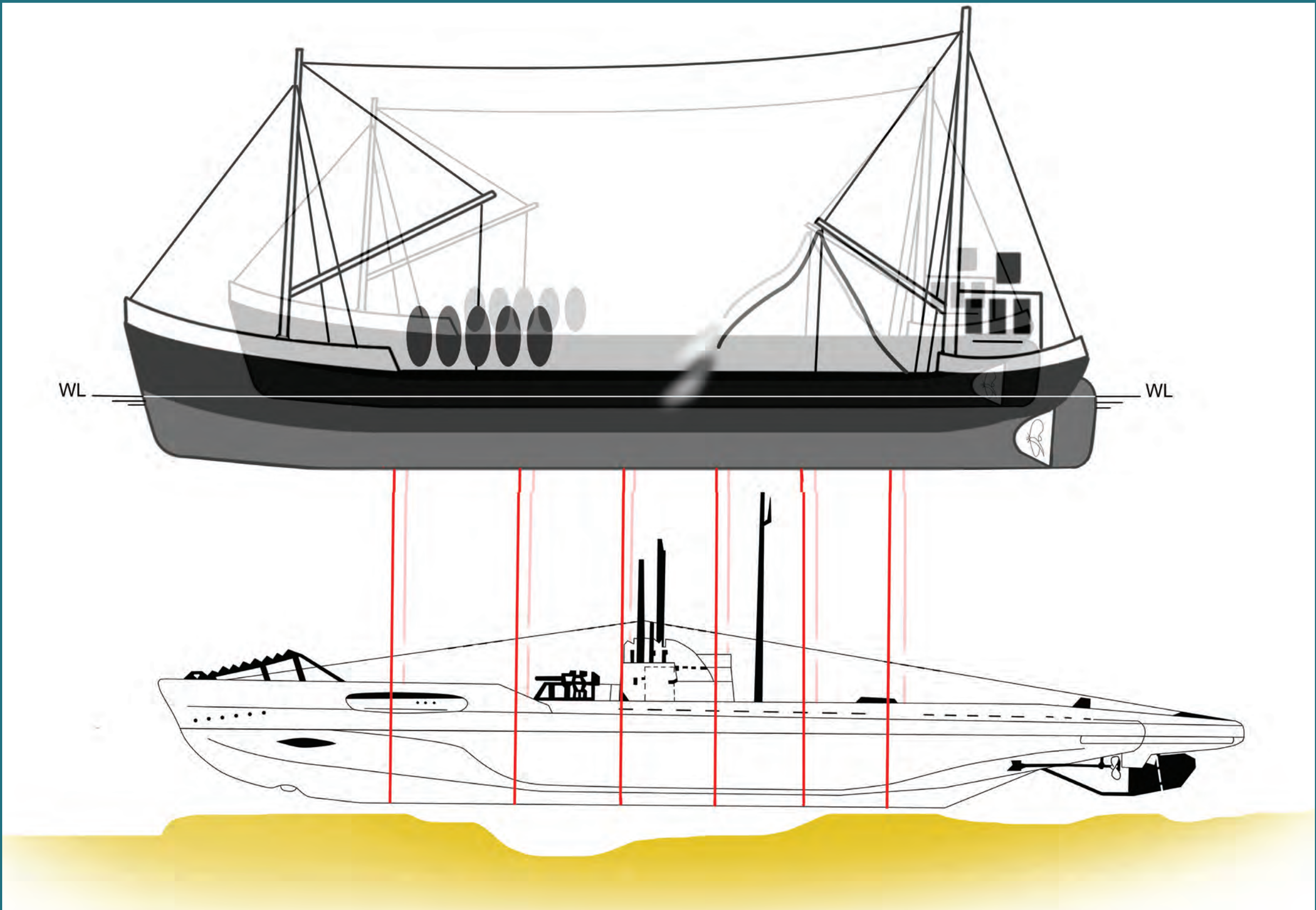
National Archives Kew
Oral History Section Royal New Zealand Navy
City and County Archive
Embassy of the Federal Republic of Germany
Waterford City and County Archives
Michael Farrell

Final Resting Place of UC44

Last Notice re Salvage of UC 44
Fleet Notice to Mariners
Satellite photo of Dunmore East
Letters from Tebbenjohanns

National Archives Kew
National Archives Kew
Anthony Babb, Andrew Kelly
National Archives Kew

In Memory of John Colfer



John participated with enthusiasm in making a personal contribution to this exhibition. A lifelong career in marine service gave him extensive experience in marine engineering. One of the themes of the exhibition, the saving of Kptl Kurt Tebbenjohanns reflects another aspect of John's life; that of his service with the RNLI in Dunmore East and the saving of many lives.

John had completed a set of drawings in relation to the salvaging of a sunken submarine and was eager to work on them further while still in hospital. Sadly John passed away at this time. To his wife and family we express our deepest sympathy. To his son Paul we express our thanks, who during a time of bereavement, located for this exhibition, the drawings completed by John.

