

27

W.H.S.
INDEX

M. 06863/14 ADM 1/18319
M. 06863

1945.

N
9051

RETURN TO
R.O.

H.M.S. "Hargood"

Report of Proceedings for period
between 21/6/45 + 29/6/45.

Dealing with :-

- Escort of Ex German Coasters from off
Portland Bill to Southend.
- Passage from Southend to Wilhelmshaven.
- Escort of U-Boats from Wilhelmshaven
to Lissahally, Lough Foyle.
- Passage from Lough Foyle to Portsmouth.

1945.

15
58

M 06863/45

CONFIDENTIAL

D-51.

(Revised - June, 1933.)

FROM WHOM *b. in C. Portsmouth* DATE *6-7-45.*
4434/0/9685/3/22.

MARKINGS TO BOARD SUBJECT
H.M.S. HARGOOD.
R. of P. 21-29 June, 1945.

FORMER

*Pool
1723*

Referred to	Date	Referred to	Date	NOTATION ONLY	
				Referred to	Date
<i>3250/17</i>				<i>m. H.H.</i>	<i>14/8/45.</i>
<i>M34</i>	<i>11 JUL Recd</i>			<i>W.H. H.H.</i>	<i>15 AUG 1945</i>
<i>DOD/H</i>	<i>22 JUL 1945</i>			<i>E.L.C.</i>	<i>23 AUG 1945</i>
<i>DAN</i>	<i>RECEIVED</i>			<i>T.S.D./H.S.</i>	<i>26 AUG 1945</i>
<i>DAVD</i>	<i>14 JUL 1945</i>			<i>G.H.P.</i>	<i>27 AUG 1945</i>
<i>D.T.D.</i>				<i>19 SEP Recd</i>	<i>29.4.45</i>
<i>D.M.S.</i>	<i>13/8.</i>			<i>TR.</i>	
<i>D.M.I.</i>	<i>24 JUL 1945</i>			<i>20. ix. 45</i>	
<i>M</i>	<i>13 AUG 1945</i>				
	<i>14/8/45</i>				
	<i>15 AUG Recd</i>				

RO.
20MAR1948
PARK ROYAL

m0
CONFIDENTIAL

REPORT OF PROCEEDINGS

H.M.S. HARGOOD.

Ref No. 6/OP/29

29th June, 1945.

Sir,


I have the honour to submit the attached Report of Proceedings for H.M. Ship under my command for the period Monday, 21st June to Friday, 29th June, 1945.

2.- The report is divided into 4 periods namely :-

- I. Escorting 4 Ex German Coasters from off Portland Bill to Southend.
- II. Passage from Southend to Wilhelmshaven.
- III. Escorting U-Boats from Wilhelmshaven to Lisahally, Lough Foyle.
- IV. Passage from Lough Foyle to Portsmouth.

I have the honour to be,
Sir,
Your obedient servant

John Pringle
Commander R.N.


Captain (D),
1st Destroyer Flotilla,
Portsmouth.

II

No. T.3/9452.
THE COMMANDER IN CHIEF, PORTSMOUTH.

Submitted.

Portsmouth.
2nd July, 1945.

H. King
CAPTAIN (D)

COMMANDER IN CHIEF
-3 JUL 1945
PORTSMOUTH

III.

No. 4434/0/9685/3/22.
ADMIRALTY.

Forwarded for the information of Their Lordships.

Portsmouth.
6th July 1945.

Enc. as in Minute I.

R.V. Symonds-Taylor
(R.V. Symonds-Taylor)
for Admiral.

REPORT OF PROCEEDINGS.

Part I - ESCORTING 4 EX-GERMAN COASTERS FROM OFF PORTLAND
BILL TO SOUTHEND.

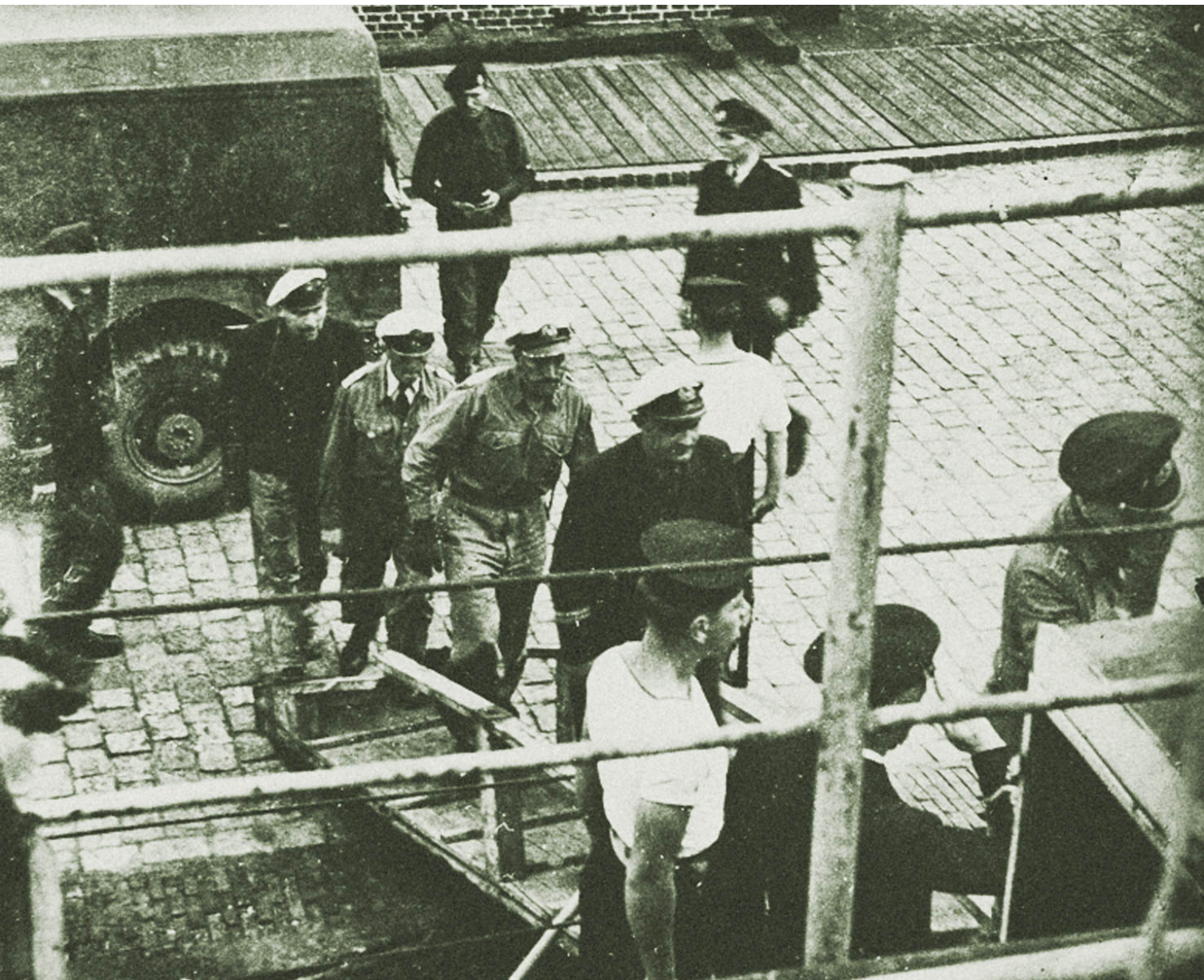
nday, ✓ Acting in accordance with C. in C. Portsmouth's
th June. 171300, H.M.S. HARGOOD weighed from Spithead at 0415.
The four ex-German Coasters (Robert MULLER; DERFLINGER;
GERFRIED; HOLSTEIN) escorted by H.M. Trawlers DOCHET
and CAMBRIDGESHIRE were met 20 miles South of Portland
Bill at 0800.

2.- Having transferred papers by heaving line from DOCHET, H.M.S. HARGOOD took over as escort, ~~and~~ convoy proceeding via Route "E". The coasters were all German manned with no guards on board. I understood from "DOCHET" that they were all owned by their skippers, who appeared only too pleased to be returning homewards, and naturally anxious to retain their ships safe and whole for future profit. Their convoy discipline was however not good and constant "sheep-dog work" using the loud-hailer was required. They had brief routing instructions as far as the Downs only, and when orders were received to take them on to Southend (C. in C. Nore's 172238), I was slightly concerned how we should fare shepherding them through the Downs and Thames estuary if no pilots were available for coasters. Accordingly I went alongside "Robert Muller" and put an officer, a signalman and one rating on board, intending to "the same with one of the others next morning if no pilots were available.

sday, 3.- However on arriving at Dungeness at 0200,
h June. pilots were provided for all four vessels.

4.- At 1000 the convoy arrived and anchored in the Waip anchorage off Southend, where they were apparently to wait 24 hours for an onward convoy to Hamburg via Hull. I lowered the whaler to fetch my officer off "MULLER", and at the same time took the opportunity to fetch off all four pilots. For this they were extremely grateful not relishing the prospect of remaining without food or milk in their tea until the pilot vessel fetched them off some hours later, the coasters being on meagre prisoner-of-war rations. The pilots also reported that the compasses in all coasters had large and erratic deviations, and on reporting this by signal, N.O.I.C. , Southend sent a compass adjuster on board them.

5.- "HARGOOD" proceeded a further eight miles up River and anchored off Southend Bier at 1114, to land one surgical cot case (Able Seaman F. HARDY, O.N. P/JX 208421, suffering from an abscess), and receive on board routing instructions. Fresh provisions were also obtained.



U-Boat Captains arriving on HMS Harvard for a briefing

REPORT OF PROCEEDINGS

II - SOUTHEND TO WILHELMSHAVEN.

Wednesday, 11.- Acting on sailing orders received from
11th June N.O. I/C, Southend, "HARGOOD" weighed again at 1507
continued. and proceeded by coastal routes to opposite the Humber
and thence across the North Sea to Wilhelmshaven. No
officers on board had made this passage before, so that
it was of more than normal interest. One was much
impressed by the manner in which the channels were
buoyed and by the lay out arrangement of the route
instructions. It seemed a pity that these had not been
standard for all commands.

Thursday, 12.- As it seemed easy and advisable to advance
12th June our E.T.A. at Wilhelmshaven so as to arrive before dark,
I made a signal to N.O.I.C. Wilhelmshaven (Hargood's
201104), proposing to arrive No. 4 Buoy at 1900. This
was approved, and we were met here by a German
minesweeper who guided and protected us for the next
10 miles to the mouth of the Jade River, and then up
River as far as SCHILLIG Roads. No pilot turned up as
advertised but the channel was well buoyed in
accordance with the chart, and one had no difficulty in
navigating for the remaining 12 miles up the river to
Wilhelmshaven it-self, where HARGOOD entered and
berthed alongside in the South Lock of No. 3 Entrance
at 2235.

Damage to Starboard Propeller.

13.- At 1450 when proceeding at 22 knots in a
buoyed channel in approximate position 54° 17' N
6° 12' E (120° P 8 Buoy 3 cables), two thuds were
felt by those in the after part of the ship, and a
Petty Officer on the Quarter Deck reported that it
appeared to lift slightly. There was no noticeable
extra vibration at the time, but water noises and
periodic thumping became apparent when the ship
decreased speed later. For the rest of the passage
the starboard engine was stopped, but as the propeller
idled at 80 revolutions it was used for manoeuvring
when entering the lock. N.O.I.C. Wilhelmshaven was
informed by signal (Hargood's 201932) and examination
by divers requested, so at 0600 next morning the ship
moved into the basin where German divers made the
examination and reported that one blade was badly
bent and that the rope guard was missing. (Hargood's
210815 to N.O.I.C., Wilhelmshaven refers)

14.- The ship's ability for her present duty was
not affected, so I delayed making further signal till
more tests had been carried out, and then informed
C. in C. Portsmouth, repeated C. in C. W.A. and
Captain (D) one by HARGOOD'S 231732. This incident
has also been dealt with in a separate report.
(HARGOOD'S No. 6/RP/25 dated 25th June, 1945) - N-1



REPORT OF PROCEEDINGS

III. ESCORTING U-BOATS FROM WILHELMSHAVEN
TO LISAHALLY, LOUGH FOYLE.

- Thursday, 21.- H.M.S. HARGOOD was detailed to escort the first of the five groups U-Boats to sail from Wilhelmshaven in accordance with C. in C. More's 171855/ this group consisting of one type XXI (U.3008), four type XXIII (U.2336; U.2351; U.2356 and U.2341) and one type IX D2. (U.883), all bound for Lough Lisahally.
- 22.- I called on N.O.I.C., Wilhelmshaven (Captain E. R. Conder D.S.O., D.S.C., R.N.) about midnight on Wednesday. Instructions to U-Boats were contained in his 201735, and amplified at a conference with U-Boat Commanding Officers over which I presided on board H.M.S. HARGOOD at 0900 on Thursday.
- 23.- The U-Boats were instructed to proceed in line ahead, $1\frac{1}{2}$ cables apart, and informed that H.M.S. HARGOOD would generally take station ahead and act as guide, flying Pendant 4 (International Pendant 6). When I required to haul out of the line, Pendant 4 was to be hauled down and U.3008 would then be guide.
- 24.- No boats carried International flags and communication was to be by S/P to U.3008, who had an English speaking officer to translate and relay signals to the others. All boats were to keep watch on 500 kc/s, and were to set watch on 70 metres in addition in case of fog.
- 25.- Immediately after the conference the U-Boats commenced to move into the lock, followed by "HARGOOD", and after a short wait there, the group finally sailed at 1100 being seen off by the German Admiral on one side, and the N.O.I.C., and Chief of Staff to Flag officer Western Germany on the other.
- 26.- Three German minesweepers gave protection from Schillig Roads to No 4 Buoy, where "Halcyon" and "Speedwell" from the 10th Minesweeping Flotilla took over. "Halcyon" at first required the group in two columns, but as this formation had not been previously arranged and the U-Boats took some time forming up, "Halcyon" cancelled the requirement and kept them in single line. It then took some little time to get them to understand the cancellation, and appreciate that British minesweepers do not want to take station ahead of the ships they are protecting.
- 27.- The above was however the only time when the U-Boats seemed slow in appreciating what was required of them, or of acting accordingly. During the whole of the passage they gave the impression of wishing to comply as readily as possible with our requirements.

REPORT OF PROCEEDINGS

28.- At P 10 Buoy, where we arrived at 2000, the two minesweepers left and anchored with the ^{three} other ships of the 10th M.S already there. Up to now the weather had been exceptionally still, fine and hot, but about this time a most violent thunder storm developed lasting some two hours.

day,
31 June.

29.- The first night passed without incident till with the dawn we ran into thick fog, which remained until 2130 when we had crossed the Dogger Bank and were approaching the North/South Coastal Channel. At first courses were signalled on the syren, but later W/T communication was established with U-3008 on 70 metres. The U-Boats found it best to close up on "Hargood" and at times they clustered round our stern like a flock of chickens, eventually settling into a formation of 2 columns, one on either quarter. Their positions could be checked fairly well by S L radar, though their echoes often merged into each other or came inside the groundwave.

30.- Navigation by radar from Buoy to buoy was easy, but during the afternoon we appeared to be passing through a popular fishing area on the Western edge of the Dogger Bank, and had to thread our way through a large number of scattered vessels, providing excellent exercise for the plot. By holding our course it generally appeared as if the volume of our massed syrens swept them clear on either side.

urday,
1 June
to
uesday,
2 June.

31.- The remainder of the passage was without incident. The four type XXIII U-Boats restricted our speed of advance to about $8\frac{1}{2}$ knots, and with this I had hoped to make Lough Foyle about noon Tuesday, 26th June, until a signal was received ordering us to arrive 0600, Wednesday. Thus after passing through the Pentland Firth we reduced to 6 knots and later down to 5.

32.- The next two groups which followed us on succeeding days consisted entirely of Type IX or VII boats, and making good about 12 knots, and were thus able to complete the passage in two less days. H.M.S. NARBROUGH with her group passed us in the Pentland Firth early Monday morning, and H.M.S. LOCH SHIN passed us off Mull on Thursday evening, both bound for Lough Ryan.

33.- During the passage, opportunity was taken, whenever the weather and navigational circumstances permitted, to exercise the sea-boat's crew. Each occasion even to the last demonstrated the need for more of such practice.

Enclosure to HARGOOD'S No. 6/OP/29 dated 29th June, 1945.

REPORT OF PROCEEDINGS

34.- The last night we experienced an uncomfortable beam wind and sea, approaching Northern Ireland, and I was glad when all boats had passed inside the shelter of Lough Foyle. Pilots were taken onboard at Moville, and HARGOOD followed by the U-Boats, finally berthed alongside at Lisahally at 0730, Wednesday, 27th June. As soon as the U-Boats berthed, their crews were removed, and the boats joined the many others already there flying the White ensign.

On arrival at Lisahally I had been able to telephone Captain (H)'s office, where S.O.C. confirmed that a boat would be awaiting us at Portsmouth from 27th June.

While alongside the Medical officer ascertained by telephone that Surge ratings who had been awaiting medical treatment for some three weeks and could not be contacted at S.N.S. Kaslar, could be received at Lisahally, Londonderry. The opportunity was therefore taken to land them, in spite of the distance from the ship's base.

During the passage to Belfast, the day changed from typical February to July weather. Under the command of a pilot we were berthed alongside "SUCCEEDERS" in the Fallick Dock. The propeller was being waiting for us, already hoisted on a crane. We could therefore have called at once, but I requested permission to wait until 2300 and give four days privilege leave to the watch and staff.

I was greatly tempted to remain overnight in order to obtain information, advice and possibly a certain amount of material from Captain (H), Belfast. The pilot could assist us in our forthcoming visit, but decided that we ought not to keep the dock waiting at Portsmouth. Captain (H), Belfast thought we were taking a bit of a risk choosing to remain and give leave long expired at 2300, but the ship's company took to the occasion. The leave was appreciated and enjoyed; food was found to be plentiful and cheap; Belfast people were rated as friendly; and all was pleasant on shore.

The boat finally slipped and proceeded out of harbour in the twilight. At first we tried to proceed with both screws doing revolutions for 22 knots, but the vibration was uncomfortable, so we finally settled down to making good 18 knots, with the starboard screw doing revs for 22 and the port revs for 15.

The rest of the passage to Portsmouth was without incident. On our arrival at 0700, Friday, no definite information was forthcoming as to our docking, and eventually at 1015 we were informed we were duty

REPORT OF PROCEEDINGS

IV. PASSAGE LOUGH FOYLE TO PORTSMOUTH.

Wednesday,
14th June.

41.- Oil, water and fresh provisions were embarked while lying alongside at Lisahally. We were also very pleased to receive a complete 8 days' mail which had been forwarded from London and Portsmouth. Then, feeling replenished and cared-for, the ship, slipped and proceeded down river at 1045, bound for Portsmouth with instructions to call at Belfast en-route to collect a spare starboard propeller. From Lisahally jetty I had been able to telephone direct to Captain (D)'s office, whose S.O.O. confirmed that a dock would be awaiting us at Portsmouth from A.M. Friday.

42.- While alongside the Medical Officer ascertained by telephone that three ratings who had been awaiting surgical treatment for some three weeks and could not be accepted at R.N.H. Haslar, could be received at R.N.A.H., Londonderry. The opportunity was therefore taken to land them, in spite of the distance from their home base.

43.- During the passage to Belfast, the day changed from typical February to July weather. Under the directions of a pilot we were berthed alongside H.M.S. "DUCKWORTH" in the Pollock Dock. The propeller was ready waiting for us, already hoisted on a crane. We could therefore have sailed at once, but I obtained permission to wait till 2330 and give four hours privilege leave to the watch and part.

44.- I was greatly tempted to remain overnight in order to obtain information, advice and possibly a certain amount of material from Captain (D), Belfast that would assist us in our forthcoming refit, but decided that we ought not to keep the dock waiting at Portsmouth. Captain (D), Belfast thought we were running a bit of a risk choosing to remain and give leave that expired at 2230, but the ship's company rose to the occasion. The leave was appreciated and enjoyed; food was found to be plentiful and cheap; Belfast people were rated as friendly; and all men returned on time.

45.- We finally slipped and proceeded out of harbour in the twilight. At first we tried to proceed with both shafts doing revolutions for 22 knots, but the vibration was uncomfortable, so we finally settled down to making good 18 knots, with the starboard shaft doing revs for 22 and the port revs for 15.

Thursday,
15th June.

46.- The rest of the passage to Portsmouth was without incident. On our arrival at 0700, Friday, no definite information was forthcoming as to our docking, and eventually at 1015 we were informed we were duty destroyer-somewhat of an anti-climax after our rush not to keep the dock waiting.

Enclosure to HARGOOD'S No. 6/OP/29 dated 29th June, 1945.

REPORT OF PROCEEDINGS

47.- The eleven days at sea involving 2,295 miles steaming and a complete circuit of England and Scotland, had been a welcome change; and apart from any service we carried out, it was of real value to the Officers and ship's company.

~~SECRET~~ SECRET

OUT

WARNING: This is an unparaphrased version of a secret cypher or confidential code message, and the text must first be paraphrased* if it is to be communicated to persons outside British or Allied Government Services.

To B.N.C. in C.G. Date. 5.3.46.
 (*NOTE: Messages shown as having been sent in a One Time Pad:
 D.H.R. "O.T.P." are excepted from this rule.)

C. C. M. 5 Services Worldwide.

From Admiralty.

Moscow and Washington have been informed through diplomatic channels that all unallocated U/Boats afloat in British controlled ports were sunk by 15th February.

2. For your information, no report of sinkings by Russians has yet been received.

050629.

for Hd. of M. 1672.
 Approved A. C. N. S. Ops.

V. C. N. S.
 A. C. N. S. (Ops) (2)
 U. S. (8)
 D. N. I. (5)
 O. D. (9)
 D. of P. (3)
 D. C. (2)
 M. (6) (M. 059361/45).

IMG
 (A65)

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