

remembrance ni



HMS Hawke - Northern Ireland's greatest naval loss of life

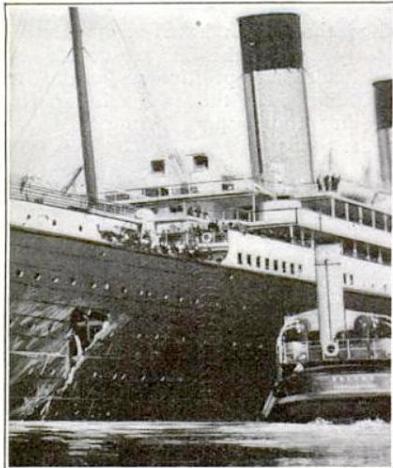
One of the greatest single losses to Royal Navy personnel from Northern Ireland occurred on the 15th October 1914 when the German Submarine SM-U9 which was patrolling the North Sea came across two British Cruisers, HMS Hawke commanded by Capt. Hugh P.E.T. Williams, and her sister ship HMS Theseus. At least 49 from Northern Ireland

perished on HMS Hawke. They came from all walks of life.

On 15th October Hawke, was torpedoed by German submarine U-9. The submarine's first torpedo missed Theseus but hit Hawke, igniting a magazine and causing a tremendous explosion which ripped much of the ship apart. Hawke sank in a few minutes with the loss of her commander Captain Hugh R.E.T. Williams, 26 officers and 497 men; only four officers and 70 of her 594 crew were saved.

A Survivor's account

One of the survivors, a gunner, commented the following day - "At 10:30 am yesterday Oct 15th in latitude 57 degree 49 minutes north and longitude nought degrees 10 minutes west position approximate Endymion closed Hawke to deliver mail; having delivered mail she parted company to take up her cruising station. At about 10:50 am we were struck a little abaft the starboard beam by a torpedo. The ship at once listed to starboard and the hands went to collision stations but it was impossible to get the mats out. All boats were then ordered out. It was impossible to do this. Ship listed rapidly to starboard and sunk in about 5 minutes after being struck. The only boat got off was a port cutter and picket boat which floated clear. A number of men swam to her and she sank. Three or four rafts floated clear and number of men climbed onto them. When we had picked up as many men as the boat would hold we pulled away in a north westerly direction. At 3:30 pm we sighted a Norwegian steamer the Modasta. She took us on board and cutter in tow we steamed back towards the place where the Hawke sank



The Hole in the "Olympic," the Damage Below the Waterline being Much Greater Than That Above



The Bow of the "Hawke," the Damage being so Great That the Ram Has Been Mashed Flat

In an earlier incident Hawke 20/09/1911, had collided with the Olympic holing it, and damaging its own bow. In the Admiralty trial which followed, H.M.S. Hawke and its crew were declared free from blame, owing to the theory proposed that the large water displacement caused by the Olympic had drawn H.M.S. Hawke from her course. By August 1914, the Hawke was ready for action.

with a lookout man aloft. Submarines were sighted and the Norwegian captain headed for Peterhead. We met the trawler Benrinnes and we came to Aberdeen in her ends."

A U boat crew member's account

A member of the U boat crew gave this account of the torpedoing. He wrote, "I gazed at the little picture of the upper ocean. The distant three cruisers were some wide space apart, but were converging, and were steering for a

point and that point was apparently in the vicinity where we lay. No wonder the Commander thought they must want a torpedo.

"We imagined they were bent on joining forces and steaming together, but it presently became apparent that they intended to exchange signals, drop a cutter in the water, and deliver mail or orders, and then go their respective ways. We steered at full speed for the point toward which they were heading, our periscope showing only for a few moments at a time. The Cruisers, big armoured fellows, came zig-zagging. We picked one, which afterward turned out to be HMS Hawke, and manoeuvred for a shot. It was tricky work. She nearly ran us down. We had to dive deeper and let her pass over us, else we would have been rammed. Now we were in a position for a stern shot at an angle, but she turned. It was a fatal turning, for it gave us an opportunity to swing around for a clear bow shot at 400 metres.

" 'Second bow tube fire!'. Weddigen snapped out the order, and soon there sounded the tell-tale detonation."

"We dived beyond periscope depth, ran underwater for a short distance, and then came up for a look through our tall, mast-like eye. The Hawke had already disappeared. She sank in eight minutes. Only one boat was in the water. It was the mail dory that had been lowered before the torpedo explosion. At the rudder the boat officer hoisted a distress signal on the boat's staff. That little dory with half a dozen men aboard was all that was left of the proud warship."

Hawke crew members' accounts

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Two members of Hawke's crew described to newspapers the destruction of their ship. One said, "We were struck right amidships between the two funnels quite close to one of the magazines. All hands were on deck, and it was a terrible explosion. The vessel immediately took a heavy list to starboard. I have never been on a ship so well equipped with life saving apparatus, but the way the vessel heeled over made it almost impossible to get the boats out. The boat in which I was saved had a narrow escape from being taken down with the suction.

"We were struck about 11o'clock in the forenoon, and just as we got away from the Hawke, we distinctly saw the periscope of the enemy's submarine come to the surface. We thought he was going to ram us, but apparently he was on the lookout for any other rescuing vessels. Prior to the accident the Hawke was cruising about zigzag fashion, and we never saw the submarine until we felt her. It was beginning to get hazy when we were almost run down by the Norwegian steamer which picked us up. This boat, after affecting the rescue, cruised about in search of the rafts, but nothing was seen."

The second survivor stated, "Those on deck for an instant, immediately after the explosion, saw the periscope of a submarine, which showed above the water like a broomstick. When the explosion occurred, I, along with the others in the engine-room, was sent flying into space as it were, and must have been stunned for a little. When I came to, I found myself in the midst of an absolute inferno. One of the cylinders of the engine had been completely wrecked, and steam was hissing out in dense, scalding clouds, penetrating to every nook and cranny of the engine-room and stokehold. The horror of

the situation was added to when a tank of fuel oil caught fire, and the flames advanced with fatal rapidity.

"I scrambled up the iron ladder to the main deck. Already the captain, commander, and a midshipman were on the bridge, and calmly, as though on fleet manoeuvres in the Solent, orders were given out, and as calmly obeyed. The bugler sounded the 'Still' call, which called upon every man to remain at the post at which the call reached him. Soon there came the order, 'Abandon ship, out boats'.

"Many of the crew had scrambled on to the side of the sinking cruiser as she slowly turned turtle, and from this temporary place of safety were sliding and diving into the sea. The captain and the midshipman stuck bravely to their posts on the bridge to the last, and were seen to disappear as the ship finally plunged bow first amid a maelstrom of cruel, swirling waters. As the Hawke went down a small pinnace and a raft which had been prepared for such an emergency floated free, but such was the onrush of the men who had been precipitated into the water that both were overcrowded.

"On the raft was seen about seventy men standing knee-deep in the water, and the pinnace also appeared to be overfilled. The cutter rowed around the outskirts of the wreck, picking up as many survivors as the boat could with safety contain. All aboard who had donned life jackets divested themselves of these and threw them to their comrades struggling in the water, and oars and all movable woodwork about the boat was also pitched overboard to help those clinging to the wreckage, many of whom were seen to sink.

"A westerly course was set with the idea of striking the Scottish coast. About 4 p.m. a Norwegian sailing ship hove in sight, and the exhausted men were taken aboard and treated in the most kindly fashion, being served with stimulants and furnished with clothing. The rescuing ship headed towards Peterhead, but on the way encountered the Aberdeen trawler Ben Rinnes, to which the men were transferred."

Rescuer's account

According to a telegraphist on HMS Swift, "Destroyers from the 4th division were despatched on 15th October from Scapa to look for survivors.

"HMS Swift was the first naval ship to arrive at the wreckage, 06.30 on the 16th. Swift picked up seven survivors off two rafts by 09.30. The survivors were: First Lt, Chief Stoker, Ldg seaman, two marines, a stoker and a boy. One of the marines picked up by the Swift died later aboard, and was buried at sea. After the rescue a fierce exchange took place between the Swift and two U-boats that had been lying in wait, fortunately without damage to the destroyer.

"On the return to Scapa Flow, the Swift's Captain, Charles Wintour, addressed the ship's company on the methods used by German submarines, concluding with....."and remember, when we go into action with the fleet, that five hundred good hands have gone to the bottom. Harden your hearts gentlemen, harden your hearts."

At 09.00 on the 17th October, HMS Swift arrived back at Scapa through Holm Sound, transferring the survivors to the hospital ship at noon.

U-9 was retired to be used as a training vessel in 1916 and was one of two German boats awarded the Iron Cross by the Kaiser. SM U9 Captain (Kapitänleutnant Otto Weddigen) was transferred to another U Boat (U-29) which was rammed and cut in two by HMS Dreadnought, there were no survivors from that Sub.

From Waringstown - a member of the family which gave the village their name

Lieut-Commander Ruric Waring was a member of the family which gave Waringstown its name.

Ruric Waring was the second son of Thomas and Fanny Waring. Ruric's father had been a Colonel in the army, before serving as a Member of Parliament for West Down for a number of years. Ruric's brother, Holt, served in the North Irish Horse in the Great War and was killed in action on 15/04/1918. He held the rank of Major and was attached to the 12th Battalion Royal Irish Rifles. Ruric's brother-in-law Lieutenant Samuel B. Combe (North Irish Horse) was also killed in action on 01/10/1914.

Ruric was born on 16/08/1879 and was educated at Stubbington House. He joined the Royal Navy in 1893 and became a midshipman in 1895, drafted to H.M.S. Britannia. He was raised to a sub-lieutenancy in 1899 and was promoted lieutenant after eighteen months' service for meritorious examinations.



The local War Memorial bearing the names of Ruric and Holt Waring

In 1910, after seventeen years service, he retired on half-pay owing to ill-health, with the rank of Lieutenant

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Commander and was placed on the naval reserve list. In 1914, on the recommendation of the Admiralty, Ruric was about to accept an appointment in the Chinese Navy when war was declared. In the intervening years, he helped in the military drilling of the local men of the Ulster Volunteer Force and was a Company commander in the 2nd Battalion West Down Regiment. He was also Vice-President of Waringstown Cricket Club.

In August 1914, with the outbreak of war, Ruric regained his former rank of Lieutenant Commander and joined H.M.S. Hawke at Queenstown, where he awaited further orders to set sail... It was hoped for a time that, owing to his previous malady, Ruric had gone on sick leave, but this proved totally groundless when the official telegram expressing sympathy arrived from the King. Further intimation from the Admiralty announced that it was feared Lt Waring was amongst those who had lost their lives; this was received by his brother Holt in October 1914.

The Leading Stoker from Ballymena



Joyce Power

Joyce Power was a Leading Stoker on HMS Hawke. A report titled, "A message from the dead" was carried in the Ballymena Observer 9/9/1914/ - "The following is an extract from a letter dated 10th October written by Mr. Power to his minister, Rev. A Watson, Broughshane, and received by him on Tuesday last. After referring to his wife and children, he says: - 'The more we have lost some ships it is nothing much, if they would only come out until we get at them (he refers to the German High Seas Fleet). We would soon get our own back.'

"I do not think much of my countrymen in this war for not coming out and showing their loyalty. All the single young men should join now, for this is a just war. Would they like to see their homes ruined and dear ones murdered, while they are content to stop at home? For my part I would not be elsewhere for anything. I cannot tell you anything about what we are doing. Our letters are looked over before they leave and are sent back if we say much.'

"He was a Raceview man and had been employed as a fireman at the Raceview Woollen Mills. Much sympathy is felt in the neighbourhood with his wife and two young children (twins). Mr. Power was a naval reserve man and was called up at the declaration of war."

The middle name of the female twin was 'Hawke' - called after her late father's ship. Another Ballymena man, Alexander Mairs from Gracehill, also was lost on Hawke.

From Derry a sportsman who survived and was a casualty six months later

Able Seaman Charles Trainor was one of the few survivors from HMS Hawke.

Sadly, however, he died later in the war on board HMS Crescent. A local newspaper reported, “He had been home on a few days leave from the Mediterranean, where he had been in active service with his ship. He was one of the reservists called up on the outbreak of the Great War, and joined the crew of HMS Hawke at Queenstown. Previously he had served on H.M.S. Hogue. After joining the Hawke at Queenstown that ship immediately commenced patrol duty, in which she was constantly engaged till she met her doom on Thursday, October 15, 1914, being sunk by a German submarine in the North Sea.

“Trainor, who was one of the few survivors of the ill-fated vessel, gave an excellent account of the sinking of the Hawke. ‘I was on duty on the mess deck,’ he said, ‘at eleven o’clock in the morning. Our ship had stopped to pick up mails from the sister ship Endymion. This work having been completed, immediately afterwards the Hawke was shook from stem to stern by a violent explosion. In a moment every man was at his post. It was instantly seen that the ship had sustained irreparable damage. She took on a heavy list, and in seven minutes turned. The catastrophe was so sudden and she went down so rapidly that any efforts to get out the boats were futile. One boat was launched, but it was capsized. Captain Williams held on to the rail of the bridge to the last. When it was recognised that the launching of the boats was impossible “Every man for himself” was the order.’

“At the time of the disaster Trainor was suffering from a fracture of the ribs, two of which were broken. These injuries were, he said, sustained by him some days

before during coaling operations, when he was badly crushed through an accident. Heavily handicapped as he was with his injury Trainor made a jump for life, and being a good swimmer was able to keep himself afloat until he was picked up by a small boat. While in the small boat Trainor saw the periscope of the German submarine. About four o'clock in the afternoon they were taken aboard a Norwegian steamer. Trainor was asked why the submarine remained in the vicinity. 'Because she was evidently waiting to see whether the Endymion would return to our assistance, so that another torpedo could be launched at her.'



"Trainor then gave some interesting information in regard to the respective methods of operation of the British and German submarines, stating that in his opinion the British boat was decidedly superior. The Germans could not hit a cruiser unless she was halted, whereas the British gunners were able to sight and strike a moving ship. Trainor was asked what complement did the 'Hawke' carry. 'About six hundred, of whom seventy were saved.'

'Were there many Irishmen among the crew?' 'A good number.'

'Were there many from the North West?' 'No, not many. There was one chap I knew named McGinley, from Inch, but I believe the poor fellow went down with the ship. Of course, a lot were killed by the explosion, and I am afraid he was among them. The ship's doctor was, I believe, from the Derry district. His name was Ross, and he often talked to me about Derry.'

Full naval honours at funeral in Derry

"Trainor was afterwards transferred to HMS Crescent. It was believed that the shock of the experience in the North Sea hastened his demise. His funeral took place on Tuesday, April 20, 1915. A detachment of the Royal Naval Reserve under Lieutenant W.J. Bibby, HMS Corantes, and a Company of the Royal Inniskilling Fusiliers, with their Brass and Pipe Bands, under Lieutenant Kelly, marched immediately in front of the gun carriage, which bore the remains, in a solid oak coffin, covered with the Union Flag. The deceased's cap was placed on the coffin. There was a very large attendance of the general public, embracing all creeds and classes. Large numbers also lined the thoroughfares through which the procession passed, and in most houses the blinds were drawn as a tribute of respect. On the way to the Cemetery the bands played the Dead March, and after the service at the grave, which was conducted by the Reverend L. Hegarty, C.C., a party of the Inniskillings, under the command of Sergeant Fullerton, fired three volleys. The Last Post was then sounded. After the grave was filled in a number of beautiful wreaths were placed on it by deceased's comrades in the Navy. The chief mourners were – Mr George Trainor (father); Messrs. James and Alexander Trainor (brothers); Mr James Trainor (uncle); Messrs.

Edward, Charles and Alexander Hillen, and William and John Quigley (cousins). The clergy present were – Reverend L. Hegarty, C.C., St Eugene's; Reverend J.L. McGettigan, C.C., St Eugene's; and Reverend W. O'Neill, C.C., Long Tower.

A naval chaplain's condolences

"The chaplain of HMS Crescent, Reverend C.H. Payton, wrote a sympathetic letter to the widow of Charles Trainor, dated April 20, 1915. It read as follows:- 'Dear Mrs Trainor – I am just writing a short letter to you to say how deeply the ship's company sympathises with you in your recent great loss. I have not joined up with this ship very long, but am safe in saying that like the rest of our gallant navy, your husband was doing his best, and no man can do more. At a time like the present, when so many of our gallant fellows are paying the price for their country, it is very hard to try and condole with their relatives; but your husband's case was exceptionally sad, and we all feel it to be so. All we can do is to pray that his soul, together with the souls of all whom we have lost in the present struggle, is at peace for ever with his Maker. We have the promise that "the souls of the righteous are in the hands of God, and there shall no torment touch them." This promise has been of great help to me wherever I see that some friend or relation has been suddenly called from his work here. May I, in bringing this brief note to a close, once more offer you our heartfelt sympathy.'

Besides being a competent seaman, Charles Trainor was known as a capable boxer and footballer, being a member of Derry Rangers F.C. He was the only Derry

man who took part in a boxing tournament organised by the Royal Irish Constabulary some years before his demise. On the first anniversary of his death, his mother and father had the following in memoriam lines inserted in a Derry newspaper:-

‘Though your hand we cannot clasp,
Nor your face we cannot see,
But while life with us remains
We will still remember thee.’

ROLL OF HONOUR HMS HAWKE

AGNEW, Nathaniel

RN. Stoker 1st Class. SS105083. HMS Hawke. Died 15/10/1914. Aged 26. Born Belfast. Signed the Ulster Covenant at the City Hall with his father, September 1912. His brother, William was killed serving with the army. Son of Nathaniel and Elizabeth Agnew, Westminster Avenue, Belfast. Chatham Naval Memorial. Strandtown WM

ALGIE, Robert

RN. Able Seaman. D/JX 198146. HMS Hawke. Died 15/10/1914. Born Belfast. Husband of Mary J. Algie, Greenwell St., Newtownards. Chatham Naval Memorial.

BELL, David

RN. Stoker 1st Class. SS108915. HMS Hawke. Died 15/10/1914. Aged 28. Born Ballymena. Son of Edmond and Jane Bell, of Belfast; husband of Annie McCauley, Ambleside St., Belfast. Chatham Naval Memorial.



Chatham Naval War Memorial

CAMPBELL, George Jackson

RN. Stoker 1st Class. SS104251. HMS Hawke. Died 15/10/1914. Belfast. East Bread St., Ballymaccarett. St Patrick's Parish Church WM. Chatham Naval Memorial, Panel 4.

GREER, William

Stoker 1st Class. HMS Hawke. Died 15/10/1914. Chatham Naval Memorial, Panel 5

CHISIM, John

RN. Stoker 1st Class. SS105949. HMS Hawke. Died 15/10/1914. Age 25. Born Belfast. Son of John and Mary Eleanor Chisim, Haldane St., Belfast. Chatham Naval Memorial.

CLARKE, William

RN. Stoker 1st Class. SS100711. HMS Hawke. Died 15/10/1914. Age 28. Born Belfast. Son of John and Sarah McConnell, Foreman St., Belfast. Chatham Naval Memorial.

CORMICAN, Hugh Patrick

RN. Stoker 1st Class. SS108467. HMS Hawke. Died 15/10/1914. Age 30. Born Belfast. Son of Mary Cormican, Ballyquillin, Aldergrove, Crumlin, and the late John Cormican. Chatham Naval Memorial. Crumlin WM

CRAWFORD, Hugh L

RNR. AB. SS2908. HMS Hawke. Died 15/10/1914. Age 26. Born Belfast. Son of Johnathon and Sarah Crawford, Coyle's Place, Ormeau Road, Belfast. Husband to Isabella Crawford, Wigton Street, Belfast. Chatham Naval Memorial. Great Victoria Street - PCI RH

CREIGHTON, Robert

RNR. Stoker 1st Class. SS/107757. HMS Hawke. Died 15/10/1914. Age 22. Son of Maggie Creighton, Mountcollyer Street, Belfast and the late Thomas H Creighton. Chatham Naval Memorial, Panel 4.

CROSSIN, Edward.

RN. Stoker 1st Class. K6960. HMS Hawke. Died 15/10/1914. Aged 24. Born Belfast. Son of James and Annie Crossin of Lisburn. Chatham Naval Memorial, Kent, panel 4.

DAWSON, John Thomas Gibson

RN. Able Seaman. SS2426. HMS Hawke. Died 15/10/1914. Age 24. Born Belfast. Son of Henry and

Denah Dawson, Donegall Rd., Belfast. Chatham Naval Memorial. Donegall Road - PCI RH

DICKEY, James

RN. Stoker 1st Class. SS/104940. HMS Hawke. Died 15/10/1914. Canton St., Belfast

DONALD, Marriott Robert (Martie)

RN. Stoker 1st. SS107927. HMS Hawke. Died 15/10/1914. Born Carrickfergus 25/20/1886. Son of Isabella Donald of Red Brae Cottage and the late Robert Donald. Husband to Bella Donald. Chatham Naval Memorial, Panel 5. Carrickfergus WM

ELKIN, William James

Petty Officer 1st Class. 174504. HMS Hawke. Died 15/10/1914. Age 37. Born Coleraine. Son of Nurse Elkin and the late Sergeant Elkin, Brook Street, Coleraine. Chatham Naval Memorial. Coleraine WM

ELLIOTT, John

RN. Stoker. HMS Hawke. Hardinge St., Belfast

FEE, Samuel

Stoker 1st Class. SS102801. HMS Hawke. Died 15/10/1914. Age 25. Born Belfast. Husband of Catherine Fee, Harrisburg St., Belfast. Chatham Naval Memorial. Castleton - PCI RH.

FEE, Samuel

Stoker. HMS Hawke. Barbour Street. Whitehouse - PCI RH

GILLESPIE, William John

RN. Stoker 1st. Class. SS107919. HMS Hawke. Died 15/10/14. Age 30. Son of William and Maria Gillespie of Dunmurry. Chatham Naval Memorial, Kent, Panel 5.

GILLESPIE, W J

Stoker. HMS Hawke. Wolfhill Cottage, Ligoniel, Belfast

GORMAN, James Toland

AB. SS/2796. HMS Hawke. Died 15/10/1914. Age 25. Son of James and Fanny Gorman, Summerhill St., Belfast.

HAMILTON, Robert John

RN. Stoker 1st Class. SS104942. HMS Hawke. Died 15/10/1914. Age 25. Born Belfast. Son of Joseph and Sarah Hamilton, Mersey St., Belfast.

HARPER, William James

RN. Stoker 1st Class. SS/104430. HMS Hawke. Died 15/10/1914. Linden St., Belfast. Chatham Naval Memorial

HUNTER, Robert

RN. Stoker 1st Class. SS104449. HMS Hawke. Died 15/10/1914. 25 years of age. Born Belfast. Husband to Isabella Hunter, of Derwent Street, Belfast. Chatham Naval Memorial. St Patrick's, Ballymacarrett WM. Family Memorial Dundonald Cemetery.

JOHNSTON, William

RN. AB. 188608. HMS Hawke. Died 15/10/1914. Age 34. Husband to Mrs. Johnston, Stewart St., Belfast. Also Kitchener St. Chatham Naval Memorial.

LAVERTY, Daniel

Stoker 1st Class. SS108512. HMS Hawke. Died 15/10/1914. Age 23. Born Belfast. Son of Jane Laverty, Ravenscroft St., Connswater, Belfast, and the late James Laverty. Chatham Naval Memorial. McQuiston Memorial - PCI RH

LEWIS, Isaac

RN. Stoker 1st Class. HMS Hawke. Died 15/10/1914. Age 23. Son of Isaac and Margaret J Lewis of Ballymacarret, Belfast. Chatham Naval Memorial. Panel 5. Strand (Sydenham) - PCI RH

MAIRS, Alexander

RN. Stoker 1st Class. SS101872. HMS Hawke. Died 15/10/1914. Age 29. Son of John and Maggie Mairs, Gracehill. Chatham Naval Memorial, Panel 5.

McALLISTER, Andrew

Stoker 1st Class. SS103005. HMS Hawke. Died 15/10/1914. Age 24. Born Carrickfergus 01/03/1887. Husband of Susan McAllister, Patterson's Row, Woodburn, Carrickfergus. Chatham Naval Memorial. Panel 5. Joymount - PCI RH

McCAUGHERTY, David

AB. 176815. HMS Hawke. Died 15/10/1914 Age 37. Born Belfast. Awarded East and West Africa medal (Benin expedition). Served in the South African War. Son of William McCaugherty, Belfast; husband to Martha McCaugherty, Hurst St., Belfast. Chatham Naval Memorial. Great Victoria Street - PCI RH

McCOMB, Hugh

RN. Stoker 1st Class. HMS Hawke. Died 15/10/1914.
Ogilvie St., Belfast. Chatham Naval Memorial, Panel 5.

McEVOY, Patrick

Leading Stoker. 285115. HMS Hawke. Died 15/10/1914.
Age 34. Born Dechomet. Son of Edward and Mary Ann
McEvoy, Dechomet; husband to Rose Ann McEvoy,
Dechomet, Ballyward, Banbridge. Chatham Naval
Memorial.

McFARLANE, William

Stoker 1st Class. SS108637. HMS Hawke. Died
15/10/1914. Age 24. Born Belfast. Son of William and
Sarah McFarlane, Fifth St., Belfast. Chatham Naval
Memorial.

McNALLY, James

Stoker 1st Class. SS107103. HMS Hawke. Died
15/10/1914. Age 23. Born Belfast. Son of Joseph and
Elizabeth McNally, Grosvenor Rd., Belfast. Chatham
Naval Memorial.

MILLS, John

Stoker 1st Class. SS106665. HMS Hawke. Died
15/10/1914. Age 25. Born Belfast. Husband to Mary Mills,
Colderry St., Donegall Rd., Belfast. Chatham Naval
Memorial, Panel 5.

MOLLOY, Charles H

RN. Chief Petty Officer. 171847. HMS Hawke. Born
Durmragh, Tyrone. Clementine St., Belfast. Chatham
Naval Memorial.

MOLLOY, James

RN.AB. HMS Hawke. Hurst Street, Belfast. Great Victoria Street - PCI RH

MULLEN, Edward

Stoker 1st Class. SS106287. H.M.S. Hawke. Died 15/10/1914. Age 26. Born Belfast. Son of William and Jane Mullen, Sugarfield St., Belfast. Chatham Naval Memorial.

POWER, Joyce

RN. 308879, Leading Stoker. HMS Hawke. Died 15/10/1914. Aged 33. Son of Mr. and Mrs. William Power, Ahoghill; husband of Maggie Power, Waring Street, Ballymena. Chatham Naval Memorial. 2nd Broughshane - PCI RH. Family memorial in Ballymena New Cemetery, Cushendall Road.

PURDY, Richard

RN. Stoker 1st Class. SS/104630. HMS Hawke. Died 15/10/1914. Ottawa St., Belfast. Chatham Naval Memorial. Panel 5. Shankill Rd Mission - PCI RH. Family Memorial Dundonald cemetery

ROSS, William James

Able Seaman. SS2905. HMS Hawke. Died 15/10/1914. Age 23. Born Belfast. Son of Robert and Sarah Ross, Upper Newtownards Rd., Belfast. Chatham Naval Memorial.

SEFTON, Thomas Henry

RN. Stoker 1st Class. SS/103314. HMS Hawke. Died 15/10/1914. Kendal St., Belfast. Chatham Naval Memorial, Panel 5.

SMYTH, John

RN. Stoker 1st Cl. SS104254. HMS Hawke. Died 15/10/1914. Conningsby St., Belfast

THOMPSON, Archer

RN. Stoker 1st Class. SS/104956. HMS Hawke. Died 5/10/1914. Teutonic St., Belfast. Chatham Naval Memorial, Panel 5.

TULLY, David

RN. Stoker 1st Class. SS107383. HMS Hawke. Died 15/10/1914 Age 25. Born Belfast. Son of George and Susannah Tully, of Belfast. Chatham Naval Memorial. Bristol Street, Belfast. Agnes Street - PCI RH

UPRICHARD, Charles Edward

Stoker 1st Class. SS108911. HMS Hawke. Died 15/10/1914. Age 23. Born Lurgan. Son of John and Elizabeth Uprichard, Rosebank St., Belfast. Chatham Naval Memorial.

WARING, Ruric Henry

Lieut-Commander. H.M.S. Hawke. Age 37. Son of Thomas and Fanny Waring, of Waringstown. Chatham Naval Memorial, Panel 1. Lurgan WM.

WASSON, Henry

RN. Stoker 1st Class. SS/103313. HMS Hawke. Died 15/10/1914. Emerson's Row, Belfast. Chatham Naval Memorial, Panel 6

WILSON, Albert Patterson

RN. AB. 224462. HMS Hawke. Died 15/10/1914. Son of Mr. and Mrs. Richard Wilson, (possibly Moneyreagh St.,),

Belfast; husband to May Wilson, The Square, Maynooth, Co. Kildare.

WILSON, James

Stoker 1st Class. SS108189. HMS Hawke. Died 15/10/1914. Age 23. Born Newry. Son of the late James Wilson. Britannic St., Belfast. Chatham Naval Memorial.

YATES, John

RN. Stoker. 1st Class. SS/100526. HMS Hawke. Died 15/10/1914. Springmount St., Belfast. Chatham Naval Memorial, Panel 6. Rosemary Street - PCI Belfast

HMS HAWKE ROLL OF HONOUR SURVIVORS

ALEXANDER, John Alexander

Stoker First Class. SS10977(Ch). HMS Hawke survivor. Emerson St., Belfast

DOYLE, Thomas Hugh

RN. Seaman. 226467 (Ch). HMS Hawke survivor. Warkworth Rd., Belfast

GREER, William

RN. Stoker. HMS Hawke survivor. Cuan Place, Belfast

MOLLOY, Charles H

RN. Petty Officer. HMS Hawke survivor.. Clementine St., Belfast

TRAINOR, Charles

RN. AB.177805. Hawke survivor later lost on HMS Crescent. Died 18/04/1915. Age 44. Born in Londonderry. Son of George and Mary Trainor, Nelson St., Londonderry; husband to Catherine Trainor, North St., Londonderry. Londonderry City Cemetery. Londonderry, The Diamond WM.

Acknowledgments -

Ballymena Observer
Commonwealth War Graves Commission
Derry Diamond Project
'Waringstown during World War 1' by Leslie Elliott & David Stevenson

remembrance ni

The **remembrance ni** programme is overseen by Very Rev Dr Houston McKelvey OBE, QVRM, TD

who served as Chaplain to 102 and 105 Regiments Royal Artillery (TA), as Hon. Chaplain to RNR and as Chaplain to the RBL NI area and the Burma Star Association NI.

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