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M/11997 Percy James Newman - Submariner

Description:

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DIARY OF PERCY J. NEWMAN.

E.R.A. SUBMARINE H.5

WEDNESDAY. NOVEMBER 17TH.

Trial run, smashed Starboard propeller, twisted the shaft; worked all night.

THURSDAY. NOVEMBER 18TH.

1 hour's notice, shoved off at 5 p.m. pitch dark and raining, took in two weeks food.

8 p.m. we are told going to Cattegat - away 14 days.

SATURDAY. NOVEMBER 20TH.

3.10 a.m. dived mighty quick, sighted Submarine who dived, we kept down for 3 hours at 60 feet.

9.30 a.m. N.30° E. speed 11 K. 490 miles.

11 a.m. sighted Destroyer, have dived to investigate (a Neutral).

3.30 Danish Coast sighted. We are at Skager Rack.

SUNDAY. NOVEMBER 21ST.

Could do with a wash and shave. Have dived for one hour now.

8 a.m. and cold - diving by the Skaw into Cattegat, we have done 750 miles, leaving a week to-day (up again after 8 hours) 4 p.m.

9 p.m. bottom 75 feet.

.2.

MONDAY. NOVEMBER 22ND.

7.45 a.m. Just come to the top, got some headache and a cold in my starboard eye. This is our station, the Mouth of the Sound. 2nd Captain has discovered we have only got to drink at Breakfast and Tea, all vegetables to be cooked in sea-water, fresh water tank very low.

12.15 p.m. we are alongside a Tramp, our Captain has gone aboard asking them for fresh water - taken in 35 gallons by buckets down Conning Tower, all crew on deck with life belts on.

9 p.m. bottom 55 feet for night - 1 fag each.

TUESDAY. NOVEMBER 23RD.

8 a.m. Surface, rough, German Liner going towards Sound.

10 a.m. caught in net on bottom, cleaved F.S. astern.

12 p.m. Surface.

1.30 p.m. dived full speed for 3 hours. very rough indeed.

7.30 p.m. been through the Sound, and into the Baltic and back again, and we never knew.

10 p.m. on bottom for night (sloping) - 1 fag each.

WEDNESDAY. NOVEMBER 24TH.

6.30 Surface.

8.45 a.m. in a minefield in the Sound. 40 feet down, Surface, in the Belt seen all round from coast.

10.5 a.m. stand by to fire. Large Nor. Steamer.

...
WEDNESDAY. NOVEMBER 24TH. (Cont)

11 a.m. Surface.

11.30 Dived "stand to fire" (excitement) and it was a Dutchman.

6 p.m. very rough, the pancakes!

10.30 bottom of Baltic for night.

THURSDAY. NOVEMBER 25TH.

6.30 a.m. Surface. Snow and freezing, rough 1086 miles, Cattedgate again, no business.

10 p.m. noises in the belfery.

No more bread - Biscuits (dog pattern)

FRIDAY. NOVEMBER 26TH.

6.0 Surface round Belt, just learnt we have three others with us. Our Periscope broken up. Periscope and bridge has $\frac{1}{2}$ " ice all over it.

3 p.m. Thermometer shows 26 in air, 30 water.

4 p.m. very rough sea.

5 p.m. on bottom. 97 feet.

9 p.m. Captain shows us chart, says shall have done over 2000 miles; that the ship that gave us water nearly run us down in the fog.

Captain says periscope if not frozen we make for one of Germany's outlets to get a Merchant ship, if frozen we shall dive to find some more mines round Belt, that H.5 is the only Sub. left England for a 13 day trip, he volunteered, that tomorrow night we start off home - have done 7 days on our Station and got excellent information - 1 cigarette each.

..4.

SATURDAY. NOVEMBER 27TH.

7 a.m. Surface. 3 attacks during the morning. All neutrals.

3.30 on top after 21 $\frac{1}{2}$ hours.

3.33 the Torpedo.

4 p.m. started for home and nobody is sorry. Some headaches!!

SUNDAY. NOVEMBER 28TH.

Could do with a wash, everybody has some beard!!

9 a.m. Captain tells us of the four lucky escapes.

9.30 a.m. passing the Skaw Lightship towards North Sea, and this is the roughest weather, making very little headway.

4.30 p.m. the sea too rough to face. Captain has turned round to go back, we shall lay on bottom for night - too dense to dive here. Biscuits for breakfast, lunch and tea, no butter left, they forgot the gramophone, and we are "fed up". Saw Daylight for the first time since a week to-day. Nothing fresh to read when off duty, so we just sleep the time away.

6.30 we are on bottom for night, 63 feet. Captain says we shall need our utmost energy in the next attempt tomorrow.

MONDAY. NOVEMBER 29TH.

10.30 a.m. still on bottom, our only Periscope is full of water and useless, 700 miles from Harwich, there is doubt if we shall ever get there on the fuel left, 1200 gallons. We are very unfortunate and may be adrift - may go straight to Queensferry.

.5.

MONDAY. NOVEMBER 29TH. (Contd)

3.30 p.m. Surface and better weather,
heading for North Sea through Skager Rack.
We were down 21 hours.

TUESDAY. NOVEMBER 30TH.

4 a.m. a big sea running. S'Wester Gale,
but we are sticking it - 11 knots - hope to
be in by Wednesday night.

8 a.m. The Sausages!!

10 a.m. dived 115 feet, large steamer sighted,
asked us if we wanted assistance, couldn't
attack her owing to Periscope.

4 p.m. going on if weather favours us at 6 a.m.
tomorrow, can hear the wind blowing and the
rollers upstairs quite plainly.

WEDNESDAY. DECEMBER 1ST.

2 a.m. Surface, the gale has dropped, once
more we make a start.

11 a.m. much more calm.

12.30 we are 60 miles off Heligoland.

8 p.m. a 6d sweep all round for the time
we get in tomorrow night.

THURSDAY. DECEMBER 2ND.

6 a.m. Compelled to dive owing to heavy sea
heading us; whenever shall we get home? The
Crew admit that this is the roughest
expedition they have yet experienced, we
are only 120 miles from Harwich, 13 hours
run, Captain intends going to surface at 9
tonight and rig up new wireless, the other is
washed away, then we can communicate with
the Maidstone.

THURSDAY. DECEMBER 2ND.

1 p.m. we are 90 feet and she still rolls
a lot, we have only enough food to last
till tomorrow night, the Captain of the
Maidstone is responsible for this.

8 p.m. Surface and came up within 20 yards of
a Trawler, we dived mighty quick as they
placed a search light on us - a lucky escape.

9.45 p.m. Surface, dived again, a destroyer
only 200 yards off. The Destroyer fired a
Red Rocket, we are down again, and going
along at 65 feet.

11.45 p.m. Surface - all clear - now we
make one more start, sea calm.

FRIDAY. DECEMBER 3RD.

4 a.m. going full speed, 11 knots, we may be
in to-day. H.P. air comp. pipe burst, sterb.

8.30 a.m. our Coast in sight.

9.30 a.m. answering the challenge from the
Port, a light cruiser passes us and
signalled "we are very pleased to see you".

10 a.m. alongside the Maidstone, we are
48 hours adrift, now for a bath and shave.

SUNDAY. DECEMBER 5TH.

At Division we are called to the front and
congratulated by the Captain of the Maidstone
on our good conduct, he will recommend us -
he gave the D.C.M. to the Chief E.R.A. on
E.16

WRITTEN BY P. J. NEWMAN IN SUBMARINE H.5

AT THE BOTTOM OF THE BALTIC SEA

DECEMBER 2ND. 1915.

Where no green fields and hedge rows grow,
No natural life-like views around us,
The goodly heritage we once enjoyed;
But the North Sea bottom nobody knows.

When on the surface blows a gale
And at 115 feet down we hear its roar,
If it won't retire, to home we can't sail,
We're a Naval Outpost, been on duty in the War.

How great is the power those waves have in
store,
For even down here we are rolling,
How great are our hopes we shall get safely
home.
We'll see what can be done in the morning.

A concert we're having in our little craft
The Crew are the jolliest I've met,
With their jokes & songs not a word can go west,
And the Captain - he's one of the best.

Oh! come on the time when we shall all be,
At Old England's shore in the shade.
Then after a rest we shall be ready again,
For the trenches that are already made.

THE ROLL OF HONOUR.



PERCY JAMES NEWMAN, R.N.,
of Berkhamsted, who lost his life while on
war service in one of H.M. ships.

March 11th, 1918, and 1918

1918
LOST AT SEA.

**YOUNG BERKHAMSTEDIAN'S DEATH
ON WAR SERVICE.**

We regret having to record the death of Percy James Newman, E.R.A. (first-class) R.N., of Berkhamsted. He was the second son of Mr. and Mrs. J. T. Newman, of the Art Studio, High-street, and the deepest sympathy will be felt for the bereaved relatives in their sad loss. The official notification of his death, received a few days ago, read as follows: "Lost his life on duty while in one of his Majesty's ships on war service."

Percy, as he was familiarly well-known to his friends, was only 26 years of age. He was always of a most cheerful and happy disposition, and from the time of his school days in Berkhamsted until the last he was ever ready to do all that was becoming of a good citizen. He served his apprenticeship in the engineering department of Messrs. Wm. Cooper and Nephews, and when early in 1915 he volunteered for his Majesty's Navy he was able to prove his ability, and rose step by step in the engineering section of the submarine service, which he entered as Fourth Class, until in September of last year he received his First Class certificate, which entitled him to take charge of the complicated machinery with which these wonderful under-water craft are equipped.

Many of his adventures while on active service cannot yet be related, but among the operations in which he took part was the sinking of a U boat, several voyages to the Sea, and on one occasion the submarine in which he served was caught in a German net, but escaped with the loss of her periscope and voyaged home "blind." Two Christmas days he spent with his boat on the bottom of the sea, but the crew managed to secure Christmas fare. Had Percy been spared the relation of his war experiences might have thrilled the hearts of his many Berkhamsted friends—old school companions—in the days to come. Unhappily a most useful young life has ended.

Mr. and Mrs. Newman have received many letters of sympathy including one from Sir E. Geddes on behalf of their Majesties the King and Queen, and another from Admiral Lionel Halsey, in which after expressing his sincere sympathy he wrote: "Like so many thousands of other splendid young fellows, he has given his life to the country, and though his death will be mourned by many, I am quite sure that you and his family are rightly and properly proud of him."

"Greater love hath no man than this, that a man
lay down his life for his friends."



In Loving Memory of
our Darling Boo

Who gave his life
for King and Country,

March 2nd 1918

aged 26 yrs

H. M. S. H. B. D. C. M.



They are not dead who fall in battle, giving
Their lives for honour, smiling at Death's dart;
They are not dead whose memory still is living
Within a Nation's heart.

ERA Percy Newman - HM Submarine H5

Newman, Engine Room Artificer Percy James, Royal Navy, of High Street. Enlisted in the Royal Navy early in 1915 in the engineering section of the submarine service. Killed in action on 2 March 1918. Age 25. Son of Berkhamsted photographer, JT Newman. Formerly employed at Cooper's in the Engineering Dept. Chatham Naval Memorial.



WWI sub could become deepest protected wreck

Welsh archaeologist Mike Bowyer has applied for historic wreck protection for the British WWI submarine H5, sunk in 1918 off Anglesey.

Lying deep at 68m, the H5 would be the deepest wreck yet afforded protected status under the Protection of Wrecks Act 1973. The Government's Advisory Committee on Historic Wreck Sites is reported to have had one of its longest-ever meetings recently to discuss the proposal.

In the past, 50m has been regarded as the maximum practical depth to which archaeological inspectors could regularly dive to inspect designated sites. But the case for protection of the H5 is strong, as the 46m Holland-designed vessel is in good condition and regarded as ripe for abuse by deep divers. The committee has asked for a video record of the submarine's current condition, and Bowyer was hoping to organise, with submarine expert Innes McCartney, a deep dive to film it in late August or September.

A plan by Bowyer to apply for protection under the Protection of Military Remains Act 1986, on grounds that the H5 is a war grave on which 27 men died, has been shelved. The sub was rammed by a British merchantman after being mistaken for a German U-boat.

HM SUBMARINE H5 Anglesey WWI

On March 6th 1918 the submarine H5 was sunk in collision with an unidentified vessel. All perished including a United States Naval Officer (US citizen).

H5

Location: ANGLESEY, Wales.

World War I

Military Maritime Grave (UK and USA)

On March 6th 1918 the submarine H5 was sunk in collision with an unidentified vessel. All perished including a United States Naval Officer (US citizen). A request has been made on behalf of the US Government to designate the wreck a war grave.

War wreck given grave status



H5 was sunk with all its crew in 1918

A World War One submarine which sank off the north Wales coast is one of the first vessels in the UK to receive official war grave status.

The Holland class submarine was discovered lying eight miles off Caernarfon and has become one of just 20 sites to receive recognition, following measures agreed by the Government last week.

The announcement follows pressure to invoke the Protection of Military Remains Act 1986, after divers began reaching wrecks such as the H5.

Historians found that the H5 submarine had been deliberately rammed and sunk in the spring of 1918.

The sub had been on a routine patrol between Britain and Ireland and was sunk with the loss of all 28 crew, after being spotted by the British cargo ship the SS Rutherglen on 2 March 1918.

It is believed the SS Rutherglen had mistaken the H5 for a U-boat as the sub patrolled on the surface of the Irish Sea at night.

The H5 was struck in front of its conning tower and sank.

There were no survivors.

Bounty paid

Crews of British ships during the Great War were instructed to ram all submarines on sight, without checking to see which side they belonged to.

The crew members of the Rutherglen were paid a bounty for sinking the H5 but were never told it was a British sub.

Among those on board the H5 who died was an American - the first American to be killed on a submarine in warfare.

According to Gwynedd marine archaeologist Mike Bowyer, the submarine captain's son is still alive and living in Gloucester.

He only discovered his father, Lieutenant A W Forbes, had been killed by "friendly fire" about a year ago when Mr Bowyer told him.

He and the rest of his family had been told by the Admiralty that the sub was sunk by a mine many months after she was actually lost.

"It took 82 years to get the H5 designated as a war grave," said Mr Bowyer.

"It had become too easy for divers to reach the wreck but the government had been reluctant to invoke the protection act because of the costs involved."

U51: Torpedoed by submarine H5, in Helgoland Bight, 14th July, 1916.