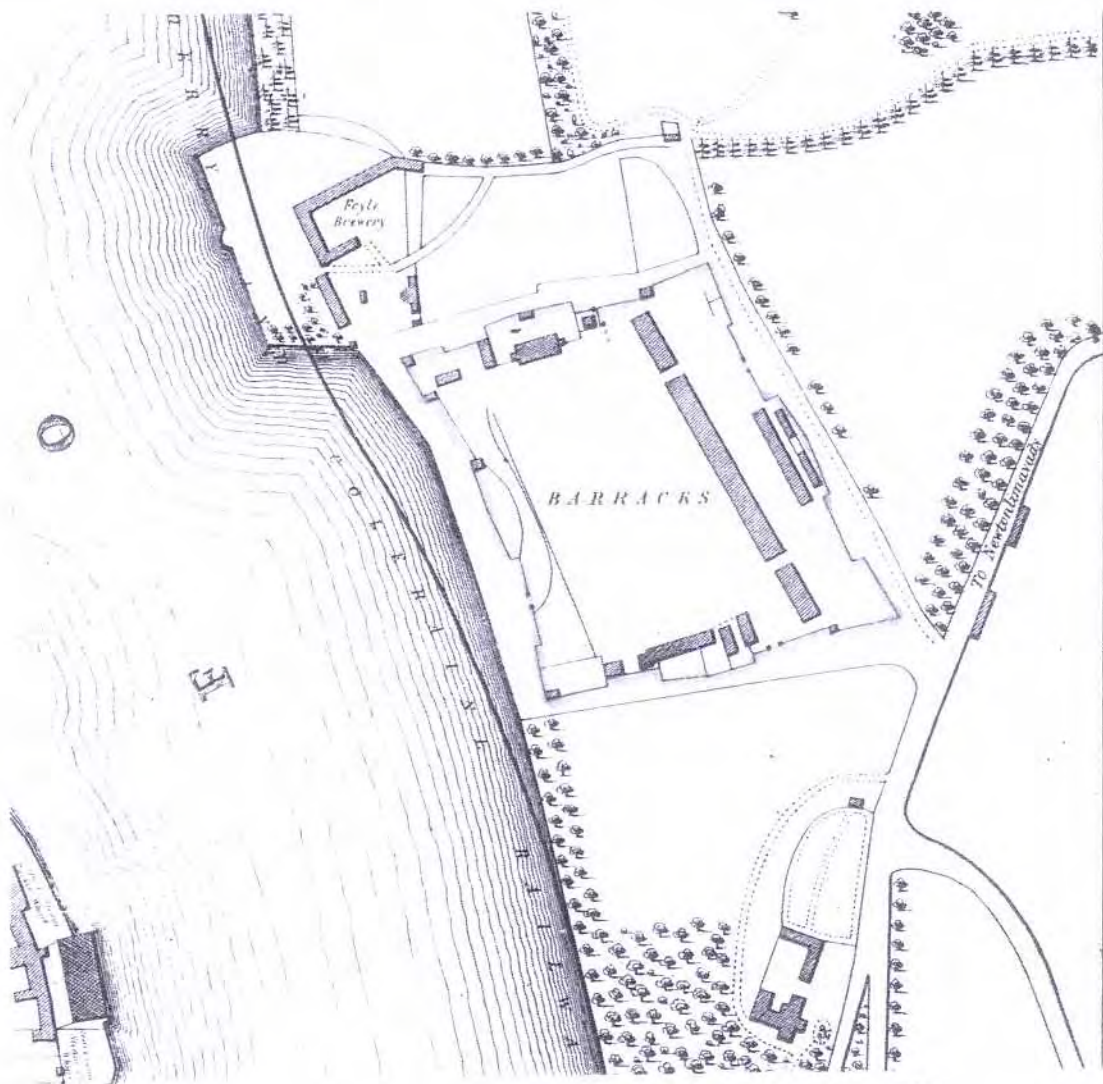


A HISTORY OF EBRINGTON BARRACKS LONDONDERRY.



Ebrington Barracks 1847
(From O'Hagan's map)

BY

ANNESLEY J. MALLEY, FRICS, MRAC.
MARCH 2006

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**Ebrington Barracks 1847
(From O'Hagan's map)**

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A SHORT HISTORY OF VARIOUS BARRACKS IN DERRY:

The earliest reference to a military barracks in Derry is before 1738, when the old barracks in Schoales Lane, now Bank Place was, moved to the new premises at the bottom of Shipquay Street on the western side of the old city. (See Appendix 1) Behind this area stood the old tower, which the army used as a powder magazine and today is recorded by the street name Magazine Street. The present Tower Museum now stands on the site of the old powder magazine. This 'new' barracks was still there in 1788 and was referred to as 'the King's store' in 1799 and on the same map the former Bishop's Palace in Bishop Street became the barracks. (See Appendices 2 & 3)

The next move was sometime before 1834 when the army barracks shows up on the Valuation Map for the City in 1834 in Foyle Street against the river Foyle. The officer's mess is also shown opposite the main barracks. (See Appendix 4) There was also a horse barracks situated in Foyle Road at the same year. The site of the main barracks was badly chosen as it was always damp and there were many complaints about its position on the river's edge.

THE MOVE TO THE WATERSIDE:

The decision to move to another site on higher ground on the eastern side of the Foyle caused much resentment and in 1816 Sir George Fitzgerald Hill, MP writes to Robert Peel in Dublin about not moving it across the river, even though the new wooden bridge had been constructed. (See Appendix 5) Some years pass by without a decision being made and finally a decision is made in 1829 to move to the Waterside site which cover over ten acres in the townland of Clooney. The actual move did not happen for a further twelve years. The land they were to move to was agricultural land sitting on a plateau. (See Appendix 6)

An advertisement for tenders for the building of the new barracks was published in April of 1841. (See Appendix 7) The barracks was not actually built until 1841 when it is recorded in the Derry Journal that engineers had been staking out the boundaries of the site. The Foundation Stone is recorded on a plaque within building no. 25 that the stone was laid on the 26th July 1841 and that the then Lord Lieutenant of Ireland, Viscount Ebrington named it 'Ebrington Barracks' on Queen Victoria's birthday. Lord Ebrington later that year became Earl Fortescue on the death of his father. His title of Viscount Ebrington comes from a small village in the north Cotswolds called Ebrington. (See Appendix 8)

The layout of the new barracks was in the shape of a star fort and buildings were laid out on three sides overlooking the City and the River Foyle. The fort covered some ten acres plus the slob land against the river. The map of 1848 shows the main uses for these buildings and many of them still stand today as they were built. The western wall fortifications as built are still intact, but the two bastions to the east are gone, but a major part of the old outer wall still stands. (See Appendix 9) The local newspaper the Londonderry Standard records the dates for the erection of a large tank in 1844 and the Barracks Master's house in 1846. (See Appendix 10)

IMPORTANT ARCHAEOLOGICAL SITE FROM 1689:

The actual site of the star fort from older maps is also the position of the place known as 'Strong's Orchard', which was a fort used by James 2nd forces to bombard the City in 1689 with cannon and mortar fire. (See Appendix 11) A Dutch engraving of this fort is also shown in Appendix 11. In 1878 soldiers digging a drain came across pieces of mortar shells inside the barracks. (See Appendix 12) The position of this 1689 fort is superimposed on the star fort in yellow and is also shown in Appendix 12. It is important that any deep holes etc dug within this site are carefully looked at by archaeologists as further material may turn up. The present parade ground should be archaeologically surveyed as it has never been built over during the life of the barracks.

THE BARRACKS AFTER 1850:

A copy of a coloured Royal Engineers' plan of the barracks has turned up in the National Archives in London and is dated 1850 at a scale of 50 feet to one inch. (Ref. No. MPH 1/631) It would not be available in time for this report, but when received will be made available for consultation.

The Ordnance Survey map dated 1853 shows the star fort and gives some detail as to what the main buildings were used for. (See Appendix 13) The then new railway line to Coleraine had been constructed on the slob land to the west of the barracks and an underpass had to be constructed to reach the river. The Ordnance Survey map of 1873 shows the barracks very clearly and was becoming very built up. The main buildings had to be added to by the erection of six wooden huts for temporary quarters. (See Appendix 14) An old photograph clearly shows these huts and they remained in use until the 1890s and were then replaced by two new buildings numbered 65 and 70 on the modern map of the barracks. (See Appendix 15) Today number 65 has been replaced by a new building so only one of the original pair is left. These buildings would have been erected around 1890.

EXTENSIONS TO EBRINGTON BARRACKS:

With the lack of space within the old star fort it was necessary to acquire the field to the south from a Mr. Bond around 1875, which allowed the barracks to greatly extend and to erect two fine stone married quarters. Only one now remains from this extension ie 'Cunningham' block. Further land for was also sought in 1890 and it took to 1895 to vest the area to the north east, using an Act of Parliament, from the Hill estate who owned the St. Columb's demesne and had refused to sell from 1890. (See Appendix 16 & 17)

Land was also purchased from the Bond family, who lived in the house called 'Clooney' for a larger entrance to the barracks off the Limavady Road. A composite plan of the various acquisitions is shown at Appendix 18. Around 1900 the area of the barracks had extended to 27.5 acres.

On the river side the slob land against the river had been cut through by the then new railway line in late 1840s and the barracks had to have an underpass constructed to the garrison ferry to the City side operated by a Mr. McKeever for one penny per person.

(See Appendix 19) The remaining sloping land under the western fortifications was used for vegetable growing for many years.

THE BARRACKS AFTER 1900:

With the extra land purchased to the north east in 1895 an extensive building plan was put into action and a new officer's mess was built in 1904. In the south east corner of this new acquisition. It was built of red brick and has two bays to the front with a Coat of Arms over the front porch. To the north of this block two small buildings that look like semi-detached houses were also built and a long thin barracks was also constructed. It now appears that the building firm belonging to Joseph Colhoun erected most of this large extension over a period of four years.

On the northern edge of the site further stores, soldiers' quarters and a school were constructed together with two large accommodation blocks, one called 'Benbow' and the other was called 'Raleigh', which had verandas built on their southern sides. Inside the star fort the six old wooden huts had been replaced by two single storey buildings as a matching pair on each side of the main barrack block. Only one of these is now left standing. At the southern gate a new guard house has been erected and a single storey block to the west beyond the 'Cunningham' block. A new barracks block has also been built within the old fort to the north of the cookhouse. All of these buildings are on the 1904 OS sheet. (See Appendix 20)

To the west of the star fort there is an oval enclosed yard, which has been there since the fort was built. It has had various uses from a 'fuel yard' to the 'engineer's yard'. In the middle of it today is a small single storey building which was erected around 1900 and appears on the 1904 map and also appears half constructed in an early photograph. (See Appendix 21) To the north of this oval yard is a rectangular single storey building, which first appears on the 1908 OS map. The 1908 OS map at Appendix 22 shows that two tennis courts had also been laid out behind the officer's mess.

The present houses at Browning Drive, also known as St.Columb's Park, have not yet been built and a watercolour of this area at Appendix 23 shows the north barracks wall with the little armoury building to the left. The painting by Alexander Williams was published in a book about Cities in Ireland around 1905.

THE FIRST WORLD WAR PERIOD (1914-1918):

In 1914 the barracks was home to the 1st Battalion The Cheshire Regiment and the three old postcard images reflect this period of the barracks history very well. (See Appendix 24 & 25) It is also recorded that elements of Irish Regiments ie 1st, 2nd and 3rd Battalions of the Royal Inniskillen Dragoon Guards were stationed there. Their magazine 'Sprig of Shilleleagh' was printed there during the First World War, but it was moved to Oswestry after 1918.

An interesting item from the 'Sprig of Shilleleagh' dated March 1915, records the thoughts of a wounded soldier from the Inniskillings stationed at Ebrington and was returned to its hospital and he was asked what he thought of France:

' To be sure sorr, its not much of France that I've seen. I got into a train alongside a trooper, there was such a divil of a jam I could not see out of the window. When I got out of the train I was hit by a piece of shrapnel, got put into an ambulance and being on my back I could not see anything until I got back to Dover - that's what I saw of France!'

Two famous writers were stationed in Ebrington Barracks during part of the First World War. They were the poet Francis Ledwidge(1887-1916) and the 18th Baron Dunsany, Edward John Moreton Drax Plunkett (1878-1957).

Francis Ledwidge was born in Slane, County Meath and was always writing poetical untutored verses. His local landlord was Lord Dunsany, who was also interested in the Celtic revival. Lord Dunsany joined the Royal Inniskilling Fusiliers in 1914 and Francis Ledwidge also joined the same regiment and became a corporal. The regiment was sent to Ebrington Barracks in 1916 after serving in Serbia, Greece and Egypt. Lord Dunsany rented a house near Derry called Government House and he allowed Francis to have a room in it to write his poems. While he was in the barracks he composed some forty seven poems and his poem entitled 'Derry' is shown in Appendix 26. He was much interested in the 1916 rising and it was Lord Dunsany who prevented him from deserting to join the Rising in Dublin.

The Regiment was transferred to France in December 1916 and sadly Francis Ledwidge was killed in on the 31st July 1917. He is buried in Boesinghe Cemetry and has a Plaque erected to his memory in Slane, County Meath.(See Appendix 26)

AFTER THE FIRST WORLD WAR:

The OS sheet of 1932 in Appendix 27 shows that the ground to the north east had been mainly covered with wooden huts and may have been there since the First World War. The buildings to the eastern side where the present workshops are have been built. The main gate is still at the south eastern edge of the barracks and had a stone archway out on to the Limavady Road. The old photographs of soldiers marching within the barracks come from the 1930s and this arched gateway is clearly shown. (See Appendix 28) This gateway was once badly damaged by an army lorry hitting it and eventually it was demolished to widen the Limavady Road and a new entrance created from Browning Drive.

The other photographs show the old officer's mess in the foreground and the old hospital etc. (See Appendix 29) In Appendix 30 a Regiment is parading in front of the old hospital block in 1937. Appendices 31 & 32 show rare images of the interior of a barracks dormitory and the canteen. A map of the barracks in 1937 is shown in Appendix 33.

THE SECOND WORLD WAR (1939-1945):

Ebrington Barracks in 1939 was 'home' to a Welsh regiment called The Welsh Borderers, but with the outbreak of war with Germany on the 3rd September 1939 the barracks was to become a very important part of Londonderry's contribution to the war effort. Indeed it was summarised by Professor J. W. Blake in his book on 'N.Ireland in the Second World War' written in 1956. He states:

'Londonderry held the key to victory in the Atlantic. It became our most westerly base for the repair, the working up and refuelling of destroyers, corvettes and frigates. By that critical Spring (1943) when battle for the security of our Atlantic lifelines finally turned our way, Londonderry was the most important escort base in the north-western approaches. Everybody at Londonderry co-operated in this supreme effort and all was controlled from Combined Naval and Air Headquarters, housed in Magee College.'

Within a short time men were being 'called up', but men and women in N.Ireland were 'volunteers' and the image of the smiling Recruiting Sergeant marching 'recruits' to Ebrington Barracks in 1939 is shown at Appendix 34. The poem by Charles McNaugher, dated August 1940, sums up what life was like in Derry during those early years of the war.(See Appendix 35) The German Airforce bombed Derry on the 15th April 1941 and two parachute mines fell on Messines Park at Pennyburn and thirteen people were killed and thirty three were injured.(See Appendix 36) The bombing of Derry was to try and disable the former Ebrington Barracks, which had been taken over by the Royal Navy in December 1940 and renamed HMS Ferret. The Navy had also taken over the old shipyard at Pennyburn, now known as 'Fort George', as a ship repair yard and was operated by men from the Harland and Wolff shipyard in Belfast.

In February 1941 the main HQ for the Western Approaches was transferred from Plymouth to Liverpool and Derry became the backup to Derby House in Liverpool. During the war Derry was the home to over two hundred ships of the Royal Navy, The American Navy, The Royal Canadian Navy and the Free French and Free Dutch Navies. Some ships from the Royal Indian Naval Reserve were also based in Derry for convoy duties. The HQ for the Western Approaches was housed in two large underground bunkers in the grounds of Magee College and the staff also used Talbot House and Aberfoyle as accommodation. (See Appendices 37 to 41)

The sinking of many supply ships in the Atlantic made America agree to a secret deal with Churchill in which America would supply fifty aging destroyers for four bases within the UK. The base at Lisahally was agreed to and on the 30th June 1941 four hundred American technicians arrived at HMS Ferret and began their work in civilian clothes. America only came into the war officially after Pearl Harbour in December 1941. HMS Ferret became the main base for all Naval operations covering the Western Approaches and was to become the main Royal Navy base for anti-submarine operations during the Second World War. (See Appendices 42 to 45)

These Americans were first housed in HMS Ferret and they then moved out to other camps constructed at Clooney Base, Springtown, Belmont, Creevagh and Lisahally. The American Marines also moved into Derry to guard these bases and they were billeted at Beechhill House. They also constructed two large ammunition dumps at Kilnapp and Finglen. The ammunition barges were moored at Rosses Bay and were kept away from most shipping lanes. During the Second World War the numbers of Allied troops, sailors etc numbered over twenty thousand. The ships docking at Lisahally could refuel and replenish their stores and rest crews using during the war up to 1945 when they left. (See Appendix 46)

It was during November 1942 that President Roosevelt's wife Eleanor visited the City to see the sailors and marines and she visited some ships at the American Naval Base. She stayed in the City overnight at the home of Captain V. L. Kirkman the Base Commander. Mrs. Roosevelt was accompanied by Lady Montgomery the mother of the Field Marshall. (See Appendix 47)

HMS Ferret was home to many service personnel and many of the main buildings were used by WRNS, known as 'WRENS', as quarters and places of work. The building no. 70 was the Pay office and the 'WRENS' were quartered in building no.49. A photograph of the Pay Office staff on the 15th August 1945, VJ Day, is shown at Appendix 48 and a photograph of WREN Bridie Callan, who served in HMS Ferret during the war is shown at Appendix 49. Many WRENS also served at the American Base and in the ammunition depots. WRENS from Canada also served in Derry.

The Base was also the place where secret projects were worked out to supply new equipment to try and outwit the German U-boats. The invention of the Squid Mortar was developed within the Base, possible within the workshops at buildings nos.121 to 124. Buildings no.110,111 and 123 were later used to train personnel to handle items on ship's decks etc and it is known that building no.111 had a full cross-section of a destroyer's deck built inside it. It is still not clear if they were there during most of the war, but they were there after 1948. On the 1948/52 plan these buildings are known as Tactical Floors 1 and 2 and Joint Anti-submarine Training (JAST).

The Battle of the Atlantic, which lasted all of the Second World War, was the longest battle of the war and the guarding of the vital convoys from America and Canada were important to the UK. The German U-boat fleet was greatly increased in numbers up to 1943 when the war turned in favour of the United Kingdom and the UK and its Allies started to win in North Africa and then in Italy.

The German U-boat fleet in 1945 finally surrendered to bases in Scotland and to Derry and there were at least sixty U-boats brought in to Derry and moored at Lisahally. (See Appendices 50 to 54) After the Second World War many of the former Servicemen and women have come back to visit Derry and recently a appropriate Memorial was unveiled at Lisahally in their memory. (See Appendix 55)

AFTER THE SECOND WORLD WAR:

With the war ended in Europe and also in Japan in 1945 HMS Ferret was looked at by the Admiralty as to what they should do with the base. It appears from a record in the Public Record Office in London that it was renamed HMS Phoenix and this seems likely until it eventually became HMS Sea Eagle in 1947. The newspaper accounts of September 1945 and November 1946 state the uncertainty of the Base, but with the visit of the then First Sea Lord, Sir John Cunningham, in November 1946 it was agreed that the base should remain an anti-submarine base, but be a proper training base for such work. (See Appendices 56 to 58)

FORMER HOSPITAL CONNECTED WITH EBRINGTON BARRACKS AND SOLDIER'S HOME:

In 1940 or early 1941 it was decided to build a large temporary hospital across the road from the base in Browing drive. This was to cater for any Royal Naval personnel injured from convoy ships or for any Servicemen or women injured and shipped into Derry. The aerial photograph shows the extent of this temporary hospital as it was after the Second World War in 1948. When the war ended it was considered too good to be dismantled and it was kept in by the local Health Board until the 1970s and renamed St. Columb's Hospital. Its early use was for TB sufferers and later was used for other uses. The site has now been cleared and is available for redevelopment. (See Appendix 59)

The Old Soldiers' Home, which used to stand south of the old main gate to the Barracks, was erected in 1901 and was designed by the Derry architect Matthew Robinson, who also went on to design Austin's shop and the present Guildhall in the City.

The building was later taken over as a Sandes Home, but that was eventually abandoned and the building was acquired by the Roads Service for road widening at that corner of the Limavady Road. (See Appendix 59)

HMS SEA EAGLE:

In 1947 it was decided that the Base would become a Joint Anti-submarine Training Base along with the Fleet Air Arm. The flying section would be based at the old wartime airfield at Eglinton and it would be called HMS Gannet. The Base was greatly added to with new buildings over its life until 1970 when it reverted to an army barracks and renamed Ebrington Barracks. The OS map of 1953 shows the extent of the buildings within the Base. (See Appendix 60) The newspaper cutting of a July edition of the Londonderry Sentinel states that HMS Sea Eagle has closed and Ebrington Barracks has returned. (See Appendix 61)

PLAN OF HMS SEA EAGLE FROM 1948/52:

The large folded plan at the back of the report, numbered Plan1, covered HMS Sea Eagle from 1948, with revisions up to 1952. This excellent plan shows how detailed the Base was and how the sections worked together. All the buildings are named or a use is given. It would be possible to locate much older copies of the layout but they would be held in the Public Records Office in London and an expert on Admiralty records would be needed. The local Defence Estates office could not find any earlier copies. The Valuation and Lands Agency were also contacted in order to try and locate their Treasury Valuer's file on the barracks but they were unable to locate the older files.

BUILDINGS NO. 76 AND 104:

Building no. 76 on the EHS plan was formerly the main cookhouse for the original barracks block and was built in 1841. The building is named as a 'Cookhouse' on the 1848 plan. (See Appendix 62) and it appears to have been later extended to the north.

Sometime later it becomes a 'store' and on the 1948/52 plan is called a 'Provisions Store'. Nearby is a large underground water tank with a pump to supply water for the cookhouse. It may be that this tank was constructed in 1844. (See Appendix 10)

Building no.104 is a large red brick barracks built after 1895 to house the extra men needed to staff the then new Headquarters for the west. This building, along with others, formed the northern edge of the barracks. The building was one of a large group built by the Derry builder, Joseph Colhoun, from 1895 to around 1900. (See Appendix 63)

NAMED BUILDINGS FROM THE 1948/52 PLAN:

Within the present barracks there are two 'named' buildings and these are 'Benbow' and 'Cunningham' and at Appendix 64 a short biography is given of each. The other buildings that are named are given below and are named after senior Naval or RAF personnel:

Benbow
Raleigh
Frazer
Jellicoe
Beatty
Tedder
Walker
Rodney
Drake
Nelson
Slatter
Cunningham
Horton
Portal
Howe
Anson
Trenchard
Sholto Douglas
Blake
St. Vincent
Slessor
Grenville
Kent
Matthew

It is possible that some of these 'named' buildings were named as such during the Second World War and further research will find that out.

SOME MODERN IMAGES OF THE BARRACKS AND ITS BUILDINGS:

The following images at Appendix 65 shows a series of modern photographs of some of the buildings and structures within the barracks and some comments on them. They are referenced by EHS numbers to their plan at Appendix 66 and a further EHS plan shows the Historic Buildings reference numbers at Appendix 67.

The EHS report on the Conservation of Ebrington Barracks is shown at Appendix 68. This report gives the detail about the buildings within the barracks that may be Listed etc. together with a history of the barracks. The report cover at Appendix 69 shows the Regeneration Plan produced by Ilex, the urban regeneration company, which includes the Ebrington Barracks and Fort George.

THANKS:

I would like to thank the following people and bodies for helping me with this report: Manus Deery; Jill Kerry; Laurence Manogue; Alan Armstrong; Roy Orr; David Bigger; Ian Bartlett; Kathleen O’Kane; Richard Doherty; Ilex URC Ltd.; Central Library (WELB); Imperial War Museum; British Library, Public Record Office, London; Defence Estates, (MOD); Valuation and Lands Agency; Earl Fortescue.

Signed

Address.....

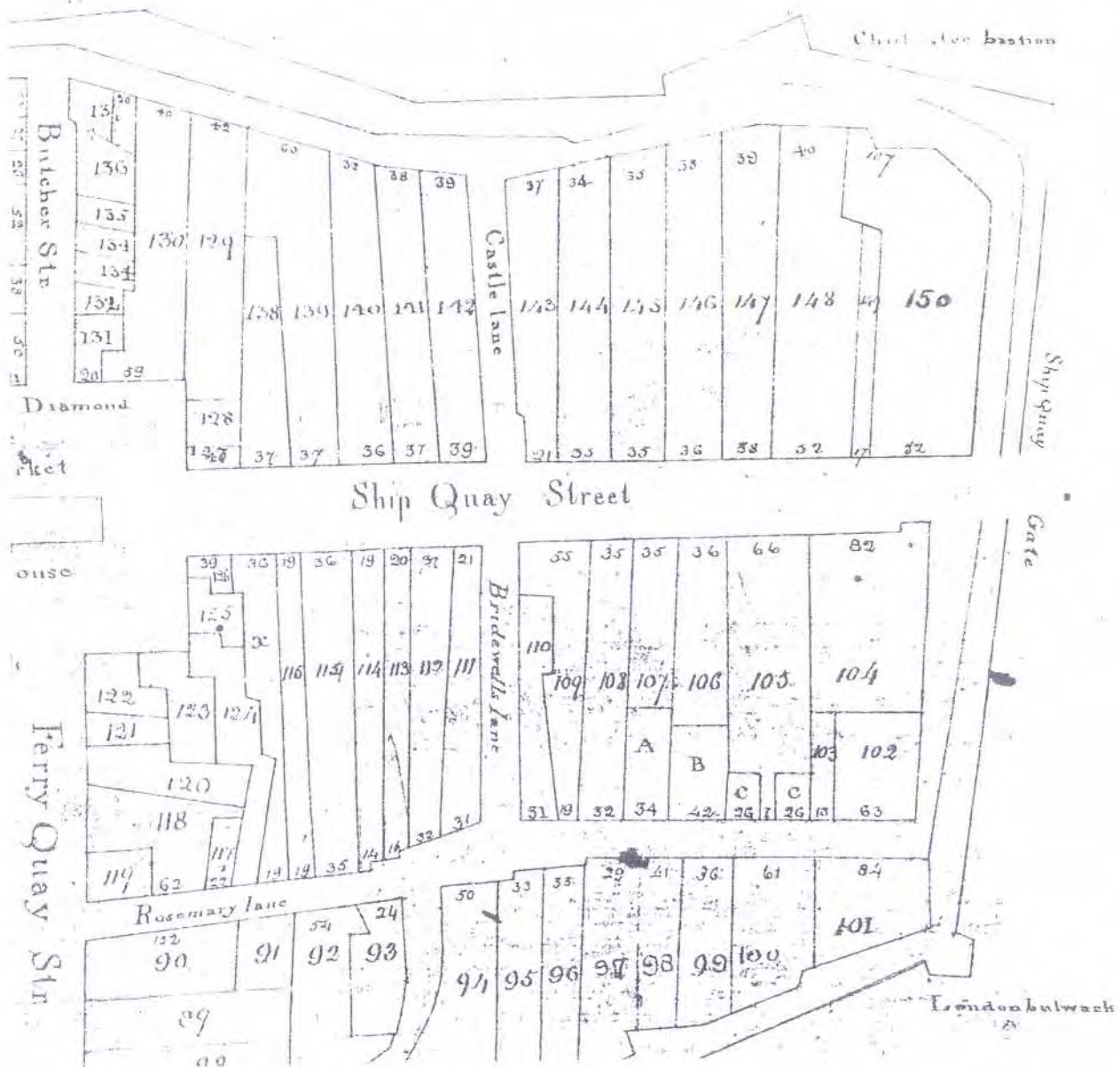
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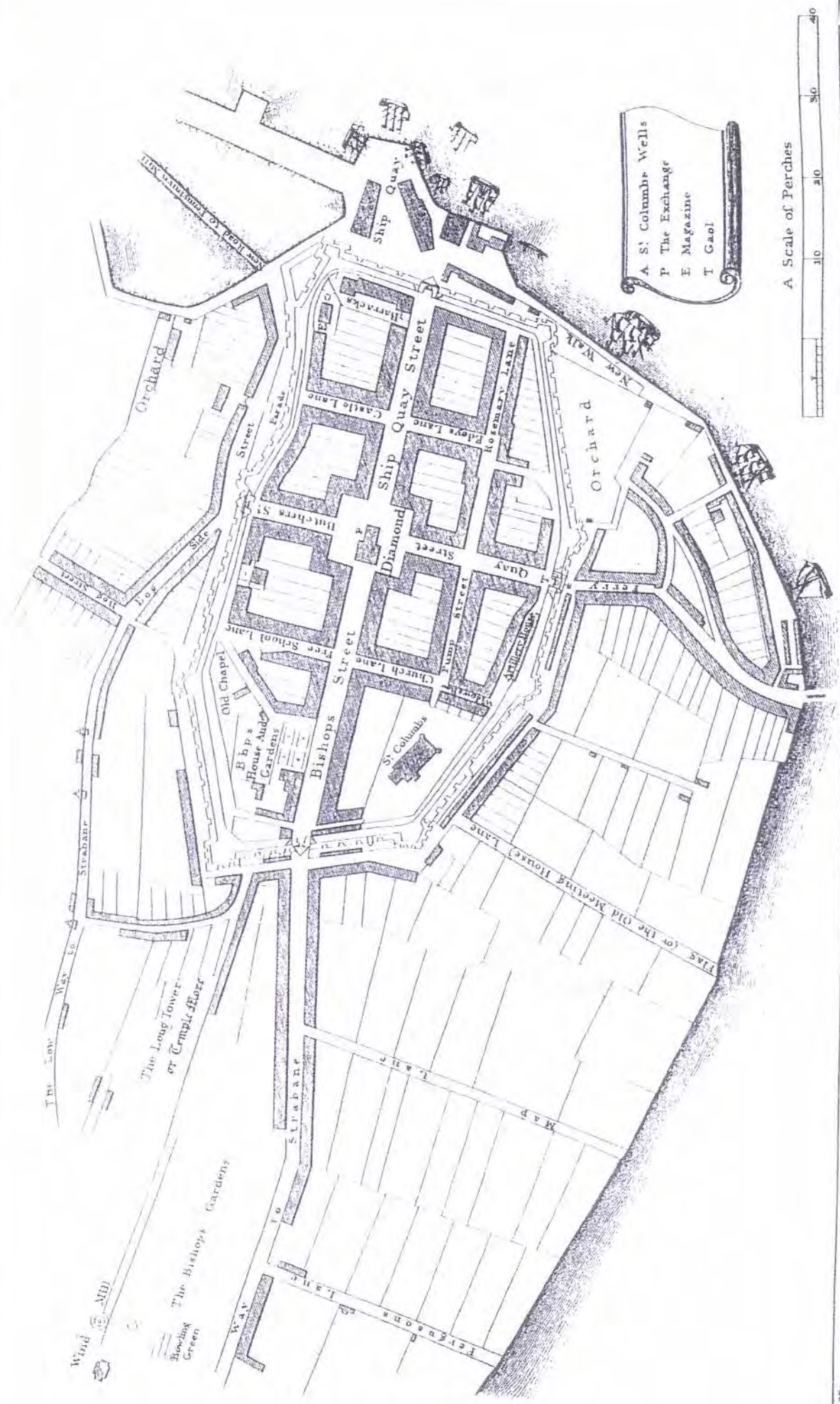
APPENDICES

99	Ditto	36	8	This is the Same	
100	Ditto	61	12	This has two bad Thatched Cabins	1
101	Ditto	84	12	This is a Garden has one little Thatched Cabin	1
102	Nathl Alexander Esq ^r 1664	63	11	This is the Old Barracks part Down	1
103	Robt Norman Esq ^r 1644	18	3	House Down	1
104	Joseph Bolton Esq ^r 1644	82	30	This is a large Good Old Stone House 2 story high with Garden & very good offices	2



148	George Tomkins Esq ^r	52	23	This is a very good Stone House 2 story high & Gate with good offices backwards	10
149	Isabela Morran	17	4	This is an Old Stone House 2 story high & Gate with offices backwards	7
150	The Government	82	11	This is the New Barracks and Magazine	40
151	Ditto			This is the Artillery House	

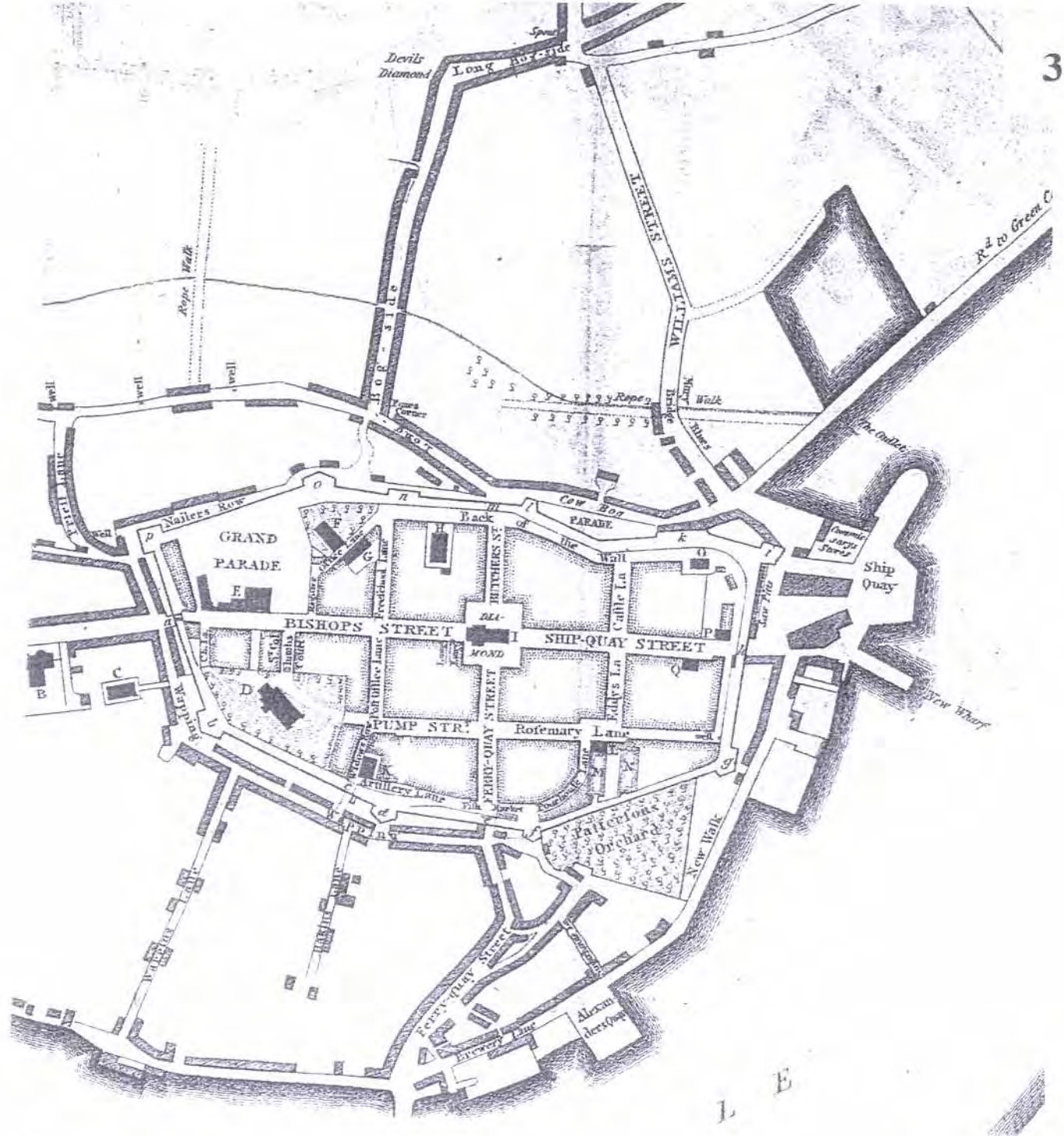
Map of Irish Society plots in 1738 showing pre-1738 barracks and the then 'new barracks.'



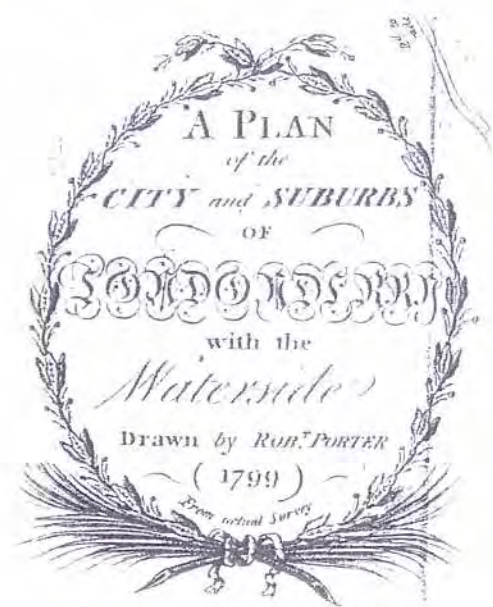
LONDON BARRACKS.
 FROM AN OLD PLAN MADE ABOUT THE YEAR 1788.

!788 map showing barracks.

Ordnance Survey, 1788



- A. Roman Catholic Chapel
- B. Quail
- C. Seceding Meetinghouse
- D. S. Columbs Church & Ch. Yard
- E. Bis. Palace, now converted into a Barrack
- F. Chapel of ease & Old Church Yard
- G. Diocesan School
- H. Presbyterian Meetinghouse
- I. Exchange



1799 map showing barracks.



1834 Valuation map showing barracks.

To The Right Honourable Robert Peel,
Secretary for Ireland,
Dublin.

17th March 1816

Dear Sir,

*I strongly feel that the political spirit of the City of Londonderry is of some value
From 1792 onwards there has not been a community in the Empire which has from its
character or conduct rendered the same good service to the state. It has offered an
example and rallying point to loyalty in bad times and was the centre of active
exertions in the five years preceding 1798 which averted the rebellion of that year
from extending itself in the North of Ireland.*

*The selection of the right bank of the river for the site for a military barracks would
therefore be considered first as an abandonment of the defence of all the country on
the left bank and of the properties and lives of the inhabitants in case of an appeal to
arms either by invasion or otherwise and there are very populous Protestant districts
in Donegal immediately joining the Liberties of Derry and look to it as a point of
rally and d'appui.*

Yours ...,

*Sir George Fitzgerald Hill, Bt., MP.
Brookhall,
Londonderry*



1830 map of Derry showing the land before barracks was built.

NOTICE TO BUILDERS.

THE BOARD of ORDNANCE will receive Tenders for the erection of New Barracks at Londonderry, from such persons as may be willing to enter into a Contract for the performance of this work.

Printed Schedules together with the requisite information may be obtained on application at the Royal Engineer Offices at Londonderry, Armagh or Dublin, between the hours of 10 A.M. and 4 P.M., until the 17th April, Sundays excepted. A deposit of £1 to be made for these Schedules, which deposit will be repaid to the parties, on the Schedules being returned, or upon the decision of the Board upon the Tenders, being notified.

The Tenders to be sealed and forwarded on or before the 20th April next, addressed to "The Secretary to the Board"—"Office of Ordnance"—Pall Mall, London, and endorsed—"Tender for erecting New Barracks at Londonderry."

31st March, 1841.

Advertisement for tenders to build the new barracks in Waterside.

NEW BARRACKS.—The engineers and others employed in the construction of the new barracks on the south side of the Foyle, near to St. Columbs, have commenced operations by staking out the ground and collecting materials.

Engineers begin to mark out site for new barracks in June 1841.

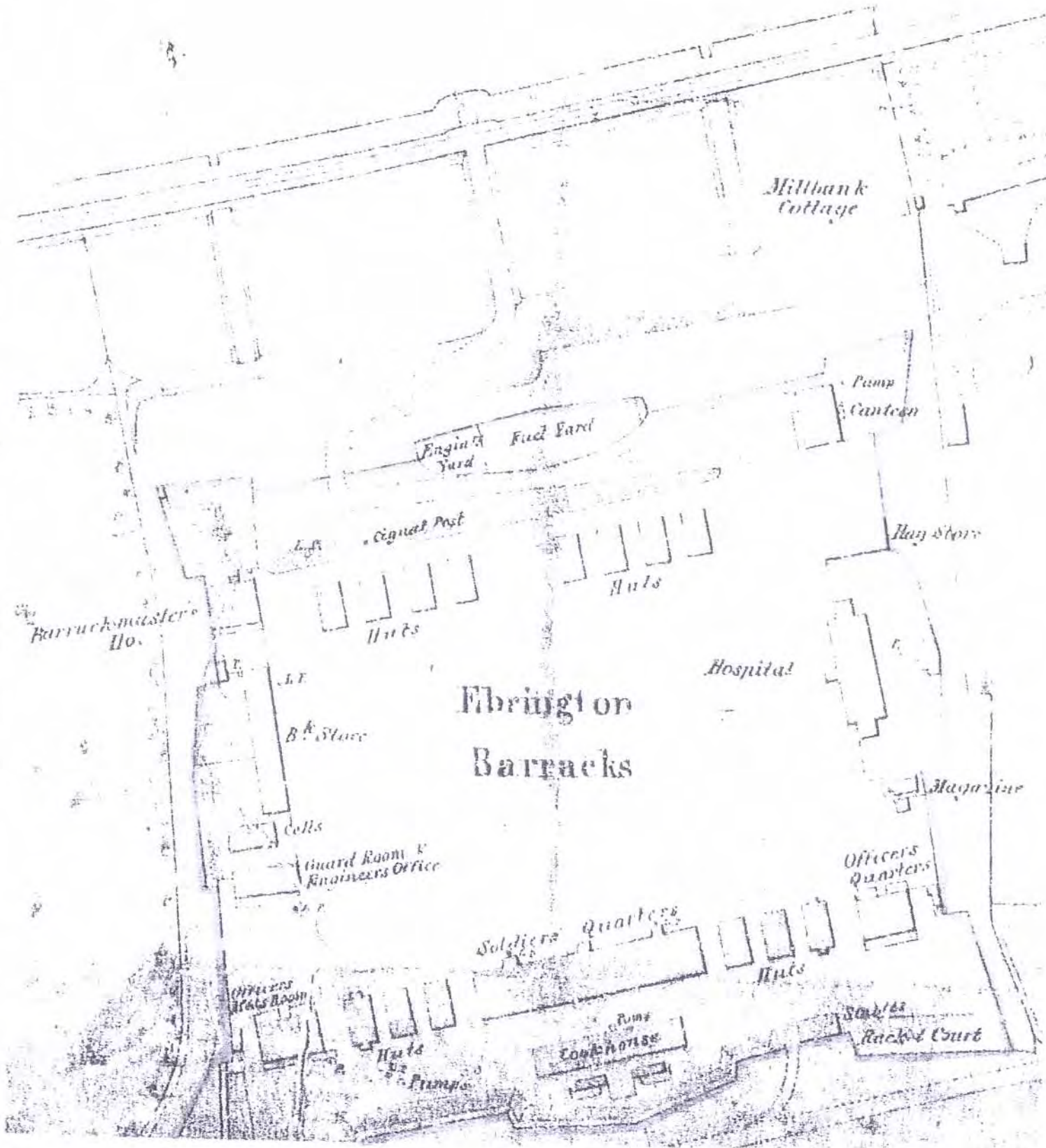
INSCRIPTION FROM PLAQUE IN HALLWAY OF BUILDING NUMBER 25:

'The construction of this military establishment was undertaken by Lieut. General the Right Hon. Sir B. Husser Vivian, Bart. GCB & GCK Master General of the Ordnance and it was named Ebrington Barracks on the anniversary of her Majesty Queen Victoria's birthday AD 1841 by his Excellency Hugh Viscount Ebrington Lord Lieutenant and General Governor of Ireland and the first stone of it was laid on 26th July 1841. Lieut. General the Rt. Hon. Sir Edward Blakency KCB & GCK being Commander of the forces and Lieut. Colonel Holloway CB under whose direction the designs have been prepared commanding Royal Engineers in Ireland'.

Text from original plaque erected after the laying of the Foundation Stone in 1841.

BARONY. 2 and 4. HUGH (FORTESCUE), EARL FORTESCUE, VISCOUNT EBRINGTON and BARON FORTESCUE OF CASTLE HILL, s. and h., *b.* 13 Feb. 1783, at the Army Pay Office, Whitehall, and *bap.* the same day; styled VISCOUNT EBRINGTON till 1841; ed. at Eton 1793; matric. at Oxford (Brasenose Coll.), 7 Feb. 1800; B.A. 1803; M.A. 1810. He was M.P. (Whig) for Barnstaple, 1804-07; for St. Mawes, 1807-09; for Buckingham, 1812-17; for Devon, 1818-20; for Tavistock, 1820-30; for Devon (again), 1830-32; and for North Devon, 1832-39. F.R.S. 5 June 1817. He was sum. to the House of Lords, *v.p.*, 1 Mar. 1839,^(a) in his father's Barony of Fortescue. P.C. 1 Mar. 1839. LORD LIEUT. OF IRELAND, 1839-41; Lord Lieut. of Devon, 1839-61; Lord Steward of the Household, 1846-50. K.G. 12 July 1856. High Steward of Barnstaple and of South Molton. He *m.*, 1stly, 4 July 1817, at St. Geo., Han. Sq., Susan, 1st da. of Dudley (RYDER), 1st EARL OF HARROWBY, by Susan, da. of Granville (LEVESON-GOWER), 1st MARQUESS OF STAFFORD. She, who was *b.* 20 June 1796, *d.* 30 July 1827, in childbed, at her father-in-law's house in Grosvenor Sq., and was *bur.* at Filleigh, aged 31. He *m.*, 2ndly, 26 July 1841, at the Vice-Regal Lodge, Dublin, Elizabeth, widow of Sir Marcus SOMERVILLE, Bart., and da. of Piers GEALE, of Clonsilla, co. Dublin, by Elizabeth, da. of Marcus Lowther CROFTON. He *d.* 14 Sep. 1861, at Exeter, aged 78. His widow *d.* 4 May 1896, at 58 Brook Str., Midx., aged 91.

Biography of Viscount Ebrington, later Earl Fortesque, after whom the barracks was named. He was Lord Lieutenant of Ireland from 1839-1841.



Layout of barracks in 1848.

NOTICE TO BUILDERS.

OFFICE OF ORDNANCE, DUBLIN, 14TH MAY, 1844.

THE principal Officers of Her Majesty's Ordnance hereby give notice, that they will receive Proposals from such persons as are desirous of entering into a Contract, for the construction of a TANK, authorized to be carried into effect at the Barracks at Londonderry, and to be completed on or before the 30th day of September next.

Persons desirous of tendering will receive every information respecting this Contract, on application at the Commanding Royal Engineer's Office, Lower Castle Yard, Dublin; or at the District Royal Engineer's Offices at Belfast and Londonderry, and obtain printed schedules of the prices, with the terms of contract, for the several descriptions of Artificers' work required, upon making a deposit of £1 for the same, which deposit will be repaid to the persons who propose, when the Schedules are returned.

It is strictly enjoined that no alteration whatever be made in the Schedules, nor any observation be written upon them: for if in any manner defaced or soiled, the offer of the person proposing will not be attended to, nor will the sum deposited for the Schedules be returned.

The person whose Tender may be accepted will be required to enter into a Bond, with two eligible Securities, for the due performance of the contract.

The Tenders to be sealed and delivered, on or before the 5th day of June next, addressed to "The Secretary to the Board of Ordnance, Pall Mall, London, and endorsed, "Tender for Works at the Barracks at Londonderry."

Advertisement for new water tank
to be constructed in 1844.
Londonderry Standard 22/5/1844.

23

NOTICE TO BUILDERS.

OFFICE OF ORDNANCE, Dublin, 1st July, 1846.

THE principal Officers of her Majesty's Ordnance hereby give Notice, that they will receive proposals from such Persons as are desirous of entering into a Contract for the erection of a Barrack-master's House, authorized to be carried into effect at the Barracks at Londonderry, which is to be completed on or before the 30th day of APRIL, 1847.

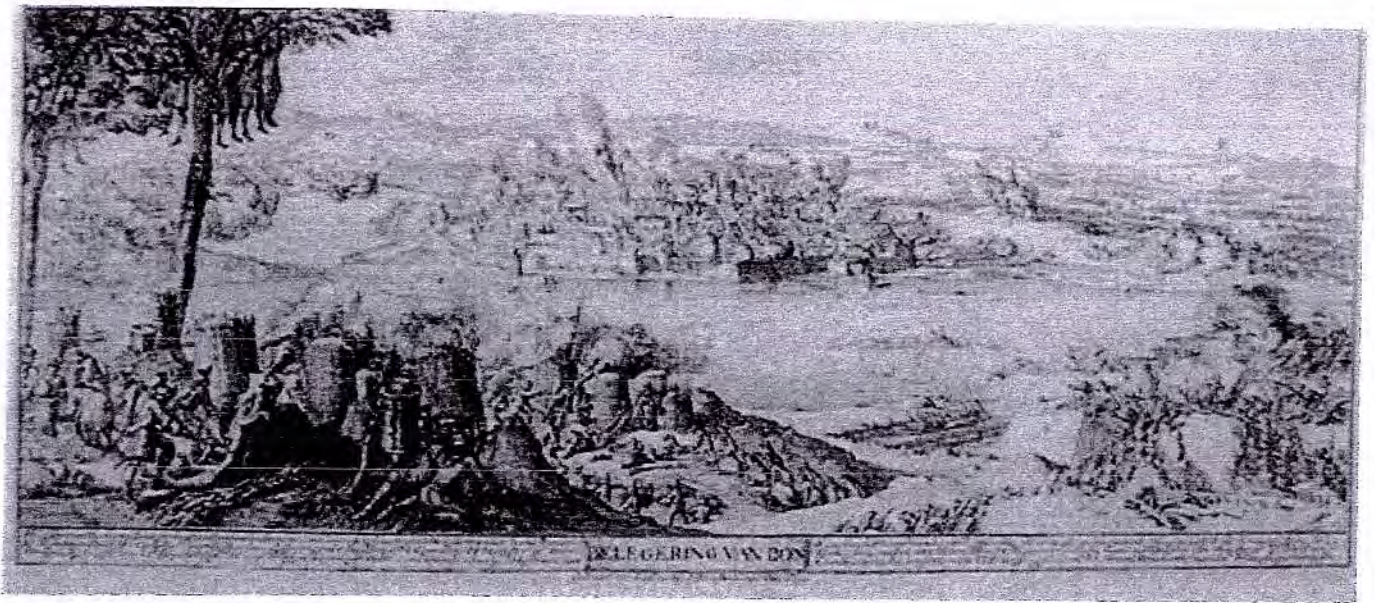
Persons desirous of tendering, will receive every information respecting this Contract on application at the Commanding Royal Engineer's Office, Lower Castle-yard, Dublin, or at the Royal Engineer's Office, Belfast, and obtain Specifications, with the terms of Contract for the several descriptions of Artificers' work required, upon making a deposit of £1 for same, which deposit will be repaid to the persons who propose when the Specifications are returned.

It is strictly enjoined that no alteration whatever be made in the Specifications, nor any observations be written upon them; for, if in any manner defaced or soiled, the offer of the person proposing will not be attended to, nor will the sum deposited for the Specifications be returned.

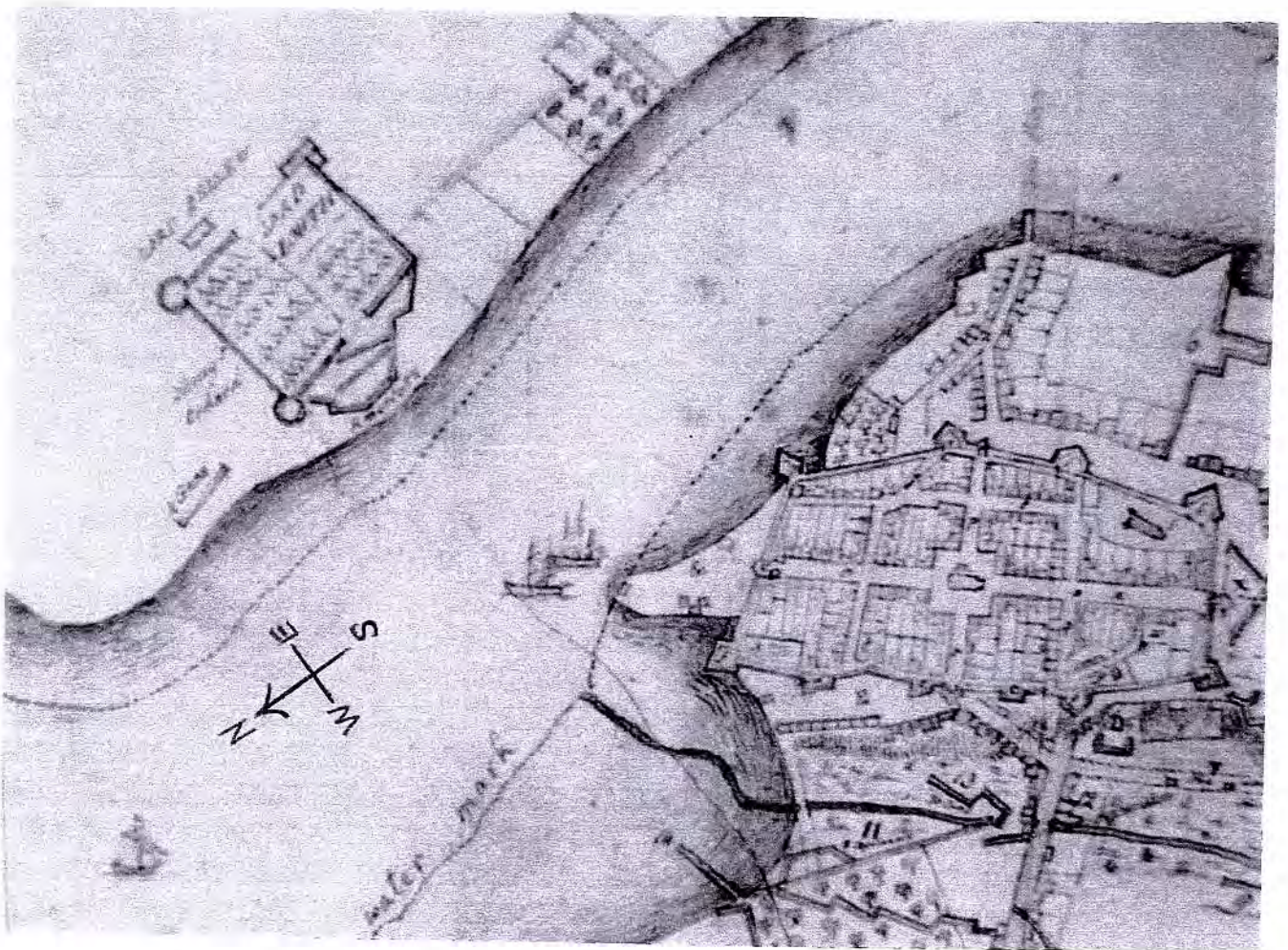
The person whose Tender may be accepted, will be required to enter into a Bond, with two eligible Securities jointly and separately, to be bound under a penalty of £500 for the due performance of the Contract.

The Tenders to be sealed and delivered on or before the 27th day of JULY, 1846, addressed to "The Secretary to the Board of Ordnance, Pall Mall, London," and endorsed "Tender for Works at the Barracks at Londonderry."

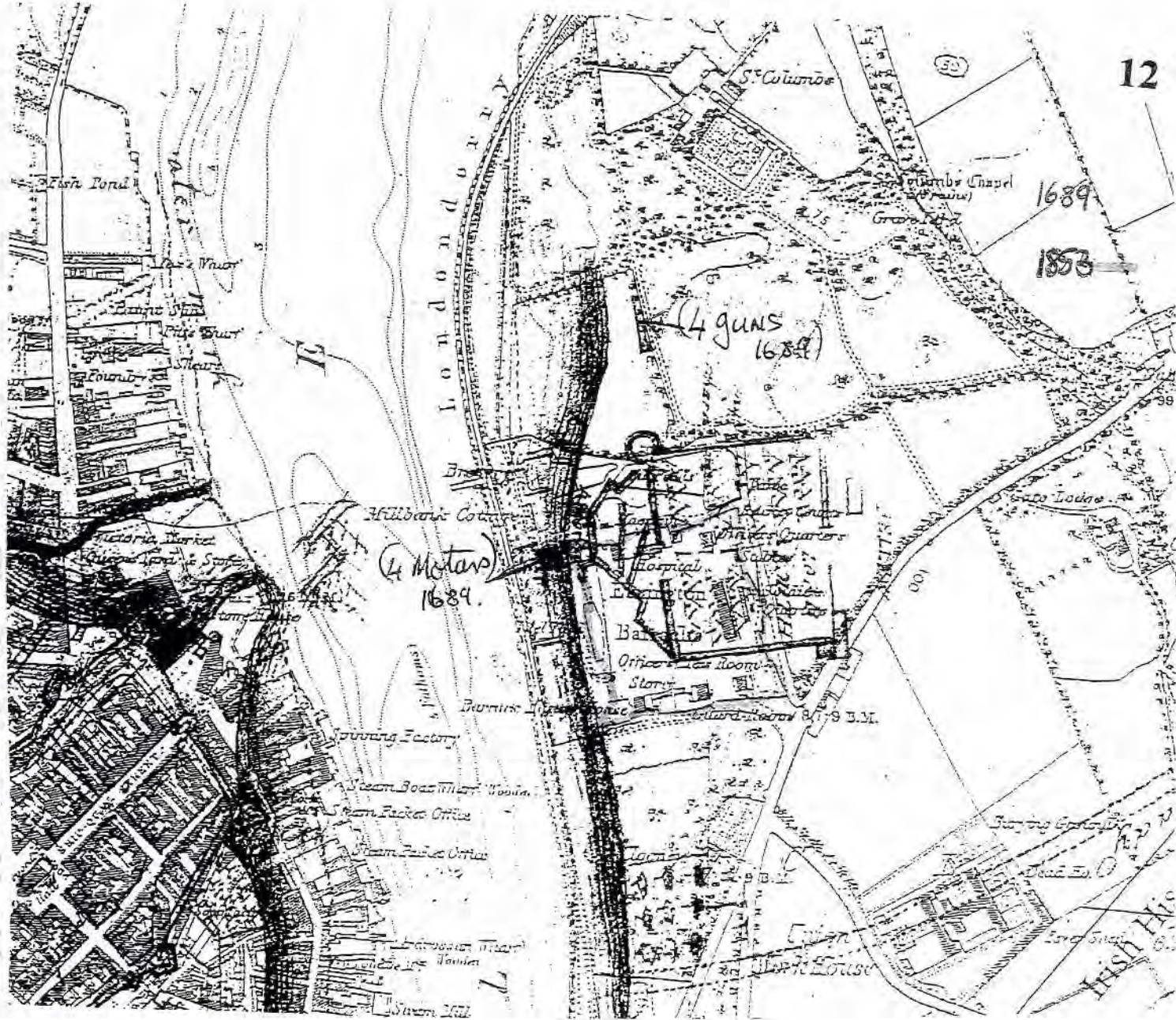
Advert for Barrack Master's
house from Londonderry
Standard 3/7/1846.



1689 print showing 'Strong's Orchard' fort during Siege of Derry.



1689 map showing the fortifications at 'Strong's Orchard' now under Ebrington Barracks.

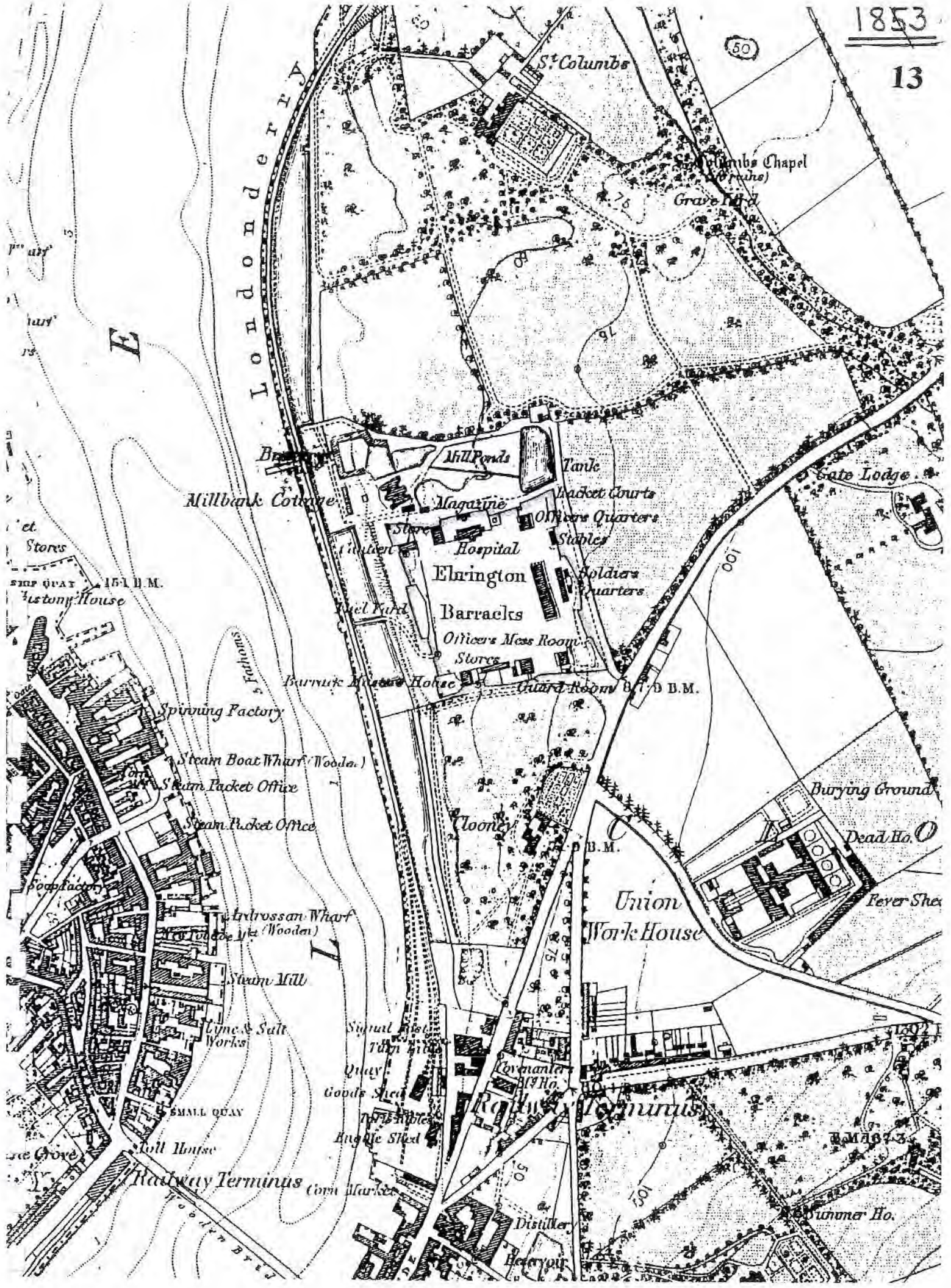


Position of 'Strong's Orchard' in relation to the 'star fort' of 1841.

A RELIC OF THE SIEGE.

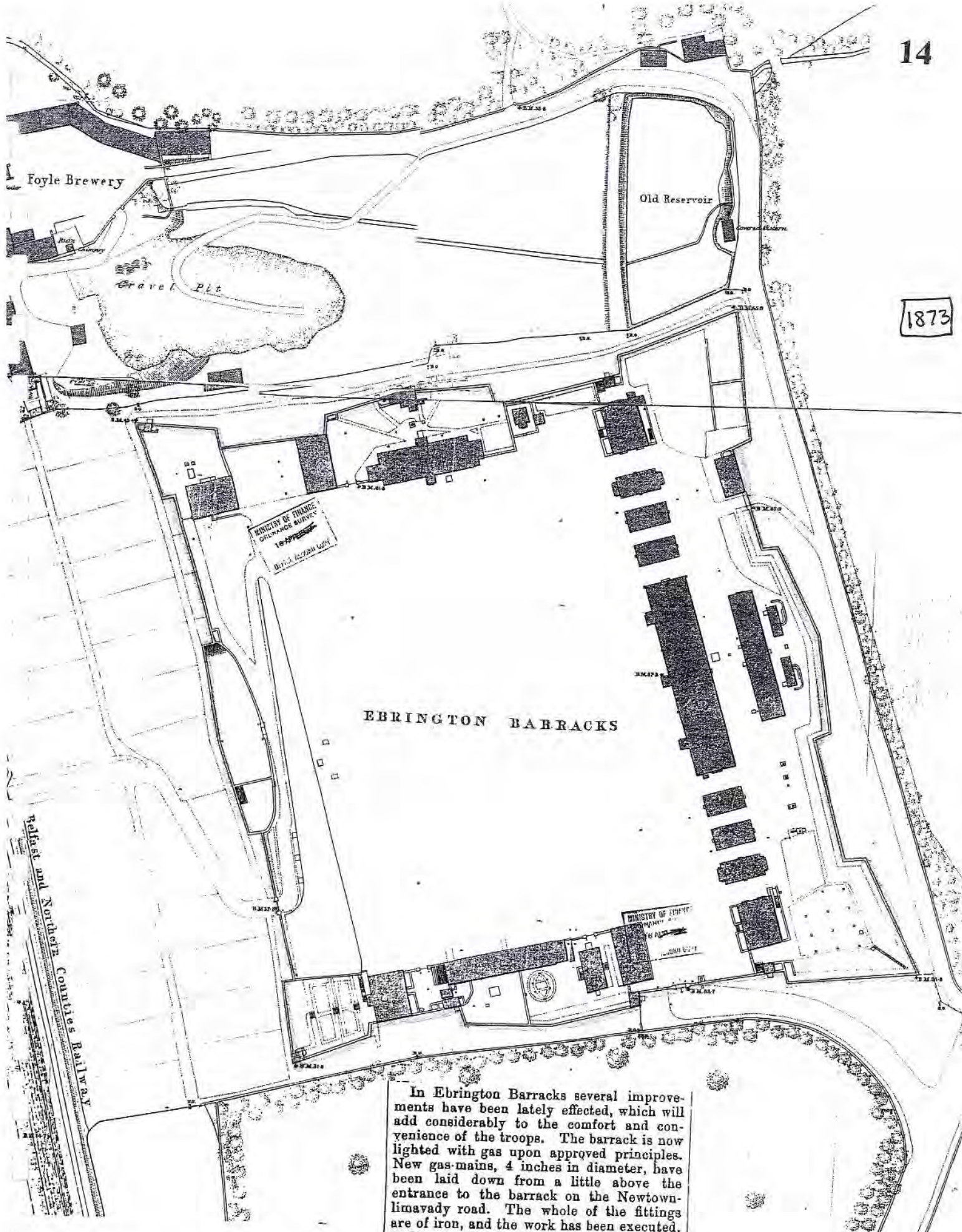
Sergeant-Major Stewart, of Ebrington Barracks, Waterside, has kindly sent us a portion of a bombshell, weighing 27½lbs., which two young men, named John Warner and William McGonagle, found several feet beneath the ground when sinking for a drain at the addition now being made to Ebrington Barracks on Tuesday last. The shell, when whole, weighed about 100lbs., and, from the position in which it was found so near the encampment of the besieging army, must have been projected from the city against the Army.—Saturday morning, November 9th, 1878.

Newspaper article stating that 1689 'finds' were made inside the barracks in 1878.



Map of 1853 showing the 'star fort' layout.

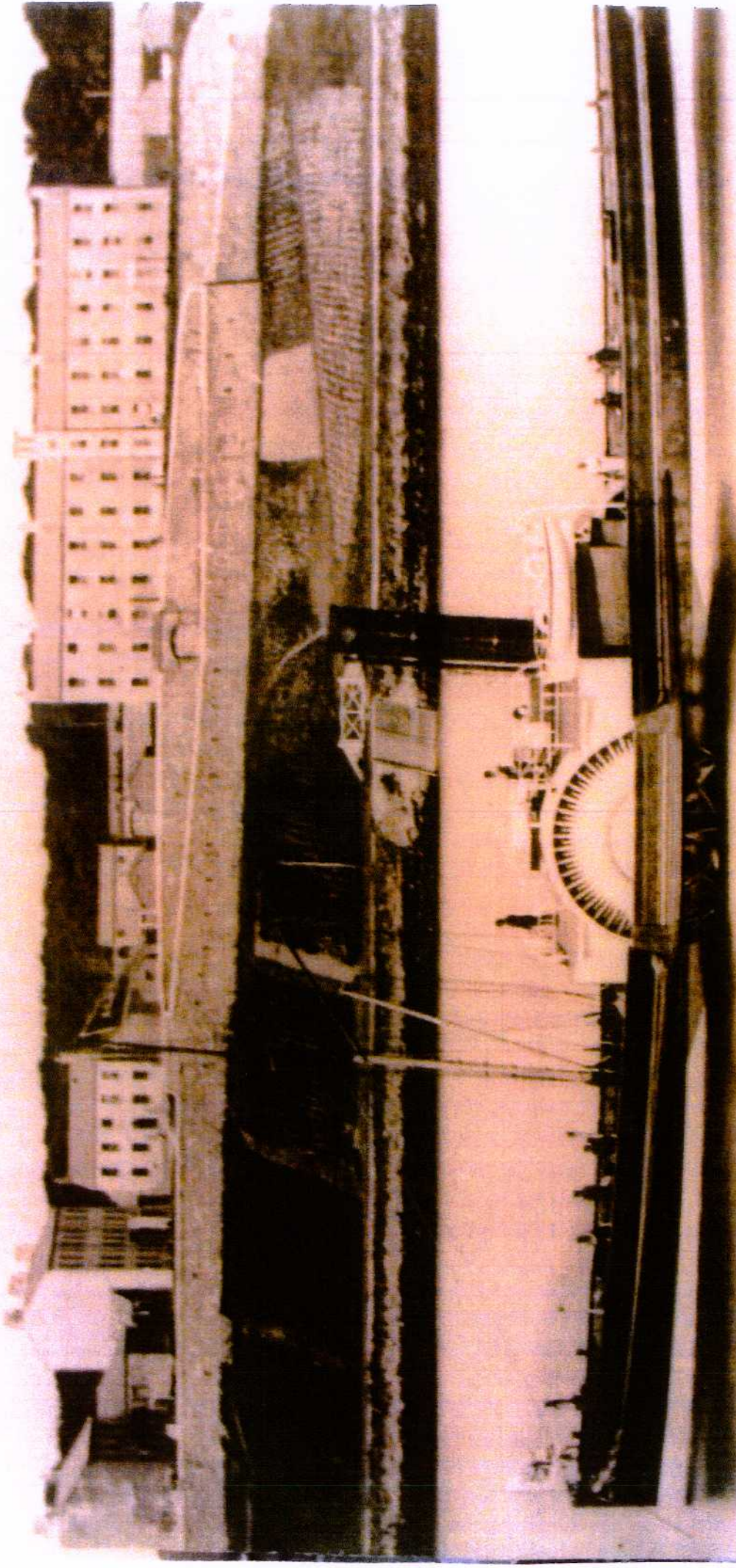
1873



EBRINGTON BARRACKS

In Ebrington Barracks several improvements have been lately effected, which will add considerably to the comfort and convenience of the troops. The barrack is now lighted with gas upon approved principles. New gas-mains, 4 inches in diameter, have been laid down from a little above the entrance to the barrack on the Newtownlimavady road. The whole of the fittings are of iron, and the work has been executed, under contract, by Mr. Robert Stewart, gas engineer, Victoria-street, Belfast. Over every burner there is a zinc hood and tube for conducting the heated air off into stone-ware pipes, laid down between the floors and ceilings, and thus conveyed outside the building. Several other improvements are, it appears, about to be made in Ebrington Barracks beside those already mentioned.

Map of 1873 showing the barracks layout and article from 'The Irish Builder' dated 1/5/1873 stating that a new gas main had been laid to the site.



Early photograph of barracks from the city side showing the wooden huts and gardens on the embankment. (Bigger/ MacDonald)

EXTENSION

OF THE

EBRINGTON BARRACKS.

An extensive addition is about to be made to the accommodation at Ebrington Barracks. The result will be to greatly increase the military importance of the city. For the past two years the staff of the local depot have been constantly urging on the War Office authorities the necessity for enlarging the Derry barracks, and at length the suggested operations have received the sanction of the Department, and tenders are now being asked for the proposed new building. The work is likely to be entrusted to local contractors, the Government usually being inclined, as far as possible, to encourage local industry. Broadly stated, the new building will form the boundary on the Rosses Bay side of the barrack square at Ebrington. At present this side is bounded by the canteen, nearest the river; the hospital, nearest the main building; and the straw store, in the centre. The straw store will be removed; replaced by a three-storeyed building of the regulation dimensions and construction, with massive stone walls, and stone corridors and staircases. The object is to provide a reading and recreation room, library, manager's quarters, shop and schoolroom, canteen steward's quarters, and warrant officer's quarters. These apartments up to the present have been situated in the main building facing the river, where they monopolise the barrack accommodation of no less than 150 men. There will, in addition, be a drill shed and soiled linen store constructed. The last structural alteration at Ebrington dates so far back as the Crimean War. At that period the activity in recruiting necessitated the hasty erection of about a dozen wooden huts. Half this number were placed in an unsightly position in the barrack square, and were consequently removed when the war fever abated. The remaining six huts are still in existence to the right of the entrance. The barracks at present afford accommodation for 265 men, and when it is considered that Londonderry is the principal military training ground in all Ireland the inadequacy of them will be seen at once. The nominal garrison strength is 150 men, but just now the garrison is reduced to 100 men of the East Lancashire Regiment. Thus space for about 165 men is left in which to carry on the operations connected with the training of militiamen and the making up of drafts of trained recruits for English and foreign service. For Londonderry is not only a militia depot, but also a centre for training recruits to the regular army. This arrangement has existed since May, 1884, when the regimental headquarters was removed to Belfast, leaving Ebrington for the depot of the 1st Brigade North Irish Division. The depot receives for training militia recruits from the batteries of Dublin, Wicklow, Dungannon, Ballinasloe, Galway, Sligo, and Carrickfergus. The recruits are sent to Derry immediately on enlisting, and here they are subjected to fifty-six days' training along with whatever regular recruits may be in barracks. Formerly the militia recruits were not summoned up for preliminary drill until six weeks before the annual drilling period. A curious result of the change is, that while the young militiaman, imbued with all the enthusiasm of a newly-made soldier in his first suit of uniform, has an opportunity of associating with the garrison, he becomes seized with a militant spirit and volunteers into the Royal Artillery. In this way last year out of 460 militiamen trained in Derry 59 left the auxiliary forces for the regular army during the training time. Last year also no less than 860 artillerymen were trained and despatched

THE EXTENSION OF EBRINGTON BARRACKS.

We understand the contract for the extension of Ebrington Barracks has been given by the War Office authorities to Mr. Donnolly, of Enniskillen, who also holds the triennial contract for the repair of the buildings. The cost of the additions will be between £3,000 and £4,000.

16

THE EXTENSION OF THE EBRINGTON BARRACKS.

Yesterday the contractor commenced operations in connection with the enlargement of Ebrington Barracks. The straw shed, on the site of which the library and quartermaster's offices, &c., will be placed, was on Friday handed over by the War Office authorities, and yesterday workmen were employed in taking down the roof. The building will be erected nearer the river. The work will occupy about nine months, and will be carried out without inconvenience to the garrison or the Artillery Militia, the full muster of which takes place early in June.

Articles relating to the proposed new works within the barracks by Mr. Donnolly from Enniskillen. L'Derry Sentinel April and May 1887.

in detachments wherever required, whether to India, Gibraltar, Malta, the Cape, or Bermuda, for to all of these stations were Derry-trained men drafted in 1886, after having undergone at least three months' drilling. The drafts are usually embarked at Queenstown or Portsmouth. Derry has never been employed as the port of call of transport ships, the Canadian ports being supplied from Portsmouth. Under the short service system it can easily be imagined that the work of training in the United Kingdom has considerably increased, and it is very satisfactory that the authorities are preparing Ebrington for any strain which may be put upon its resources in the future. It is expected that the new quarters will be ready for occupation next winter, and then the barracks will be capable of housing about 500 men in winter and 420 in summer. The present depot staff consists of Colonel Latham, Major Ewing, Adjutant; Quartermaster Munro, who is also Quartermaster of the 19th Brigade North Irish Division; Major Hezlet, commanding the depot battery; Captain Douglas, Lieutenants Vincent and Butler, and the usual complement of non-commissioned officers. Regarding the character of the training undergone, perhaps the best commentary upon it is the general good conduct of the men while in the city. Their behaviour is customarily most exemplary, and it only requires a glance at the books of the service to lead to the conclusion that as a rule during the training period, in which it is estimated they can save 8½d out of their daily pay of 1s 2d, the amount foolishly spent is exceedingly small.

Article stating that major new building works to be carried out in barracks. Londonderry Sentinel 15/12/1887. (This is building numbered 45/46)

BARRACK EXTENSION IN DERRY.

We announced some time ago that there was every prospect of the barrack accommodation at Derry being considerably extended. We are glad now to be in a position to state that it is practically settled that Derry will be once more made the headquarters of the North-West regimental district, that the accommodation at Ebrington will be greatly increased, and that for this purpose Derry will secure a considerable share of the grant voted by Parliament for barrack extension and improvement. The sum of £50,000 was named as the amount to be allocated to the North-West, and it is probable that the larger portion of this will be expended in Derry, while lesser sums will be devoted to Enniskillen, Omagh, and other places. The War authorities are now in treaty with the owner of lands adjoining the Ebrington Barracks for the purchase of ground for extension beside the married quarters, and yesterday an officer of the Engineers' service was in the city in furtherance of the negotiations, which it is to be hoped may be speedily concluded and operations commenced. We understand, at the same time, that one or two of the wooden huts in the barrack square have been condemned, and yesterday some men were busily engaged in repairing them. The existence of these huts is really a strong argument in favour of a proper and permanent extension of the Derry Barracks.

THE PROPOSED BARRACK EXTENSION IN LONDONDERRY.

INSPECTION BY A MILITARY BOARD.

Yesterday a board of officers, consisting of Colonel Perry, president; Major Satterthwaite, Lieutenant Lemon, officer in charge of barracks, Enniskillen district; and Mr. Humphreys, Surveyor, R.E., sat at Ebrington to report regarding the value and suitability of several sites, one of which will be required in the event of barrack extension taking place in Londonderry. The board, having had before it the correspondence with the owners of ground regarding which negotiations have taken place, visited the sites. It seems the authorities have three directions in which the extension can take place. On the one side Clooney was inspected, consisting of a strip upwards of 500 feet long and 200 feet wide, reaching from Ebrington-road to the railway embankment. This is the property of Mr. J. A. Alexander, J.P., who has named a sum which he proposes the military authorities will give him. One of the alternatives is to extend the barracks into Mr. Watt's property on the Rossea Bay side, diverting the road leading to St. Columb's ferry, for the purpose of securing the necessary area. The third scheme is to acquire Bond's Field on the opposite side of the road from the present barrack entrance. It is understood that the reports already received favour the acquiring of Mr. Alexander's property, but that the amount asked by the owner is regarded by the War Department as so greatly in excess of the official valuation as to preclude the possibility of an arrangement being come to. It is stated that, should the authorities be met in what is considered an unreasonable spirit, the barrack extension scheme in connection with Londonderry will be abandoned and the project for strengthening the garrison be withdrawn. It is intended, in the event of the ground being obtained, to proceed with the erection of sixty three married men's quarters. The report of the board on yesterday's inspection will be forwarded to Belfast in the course of a few days.

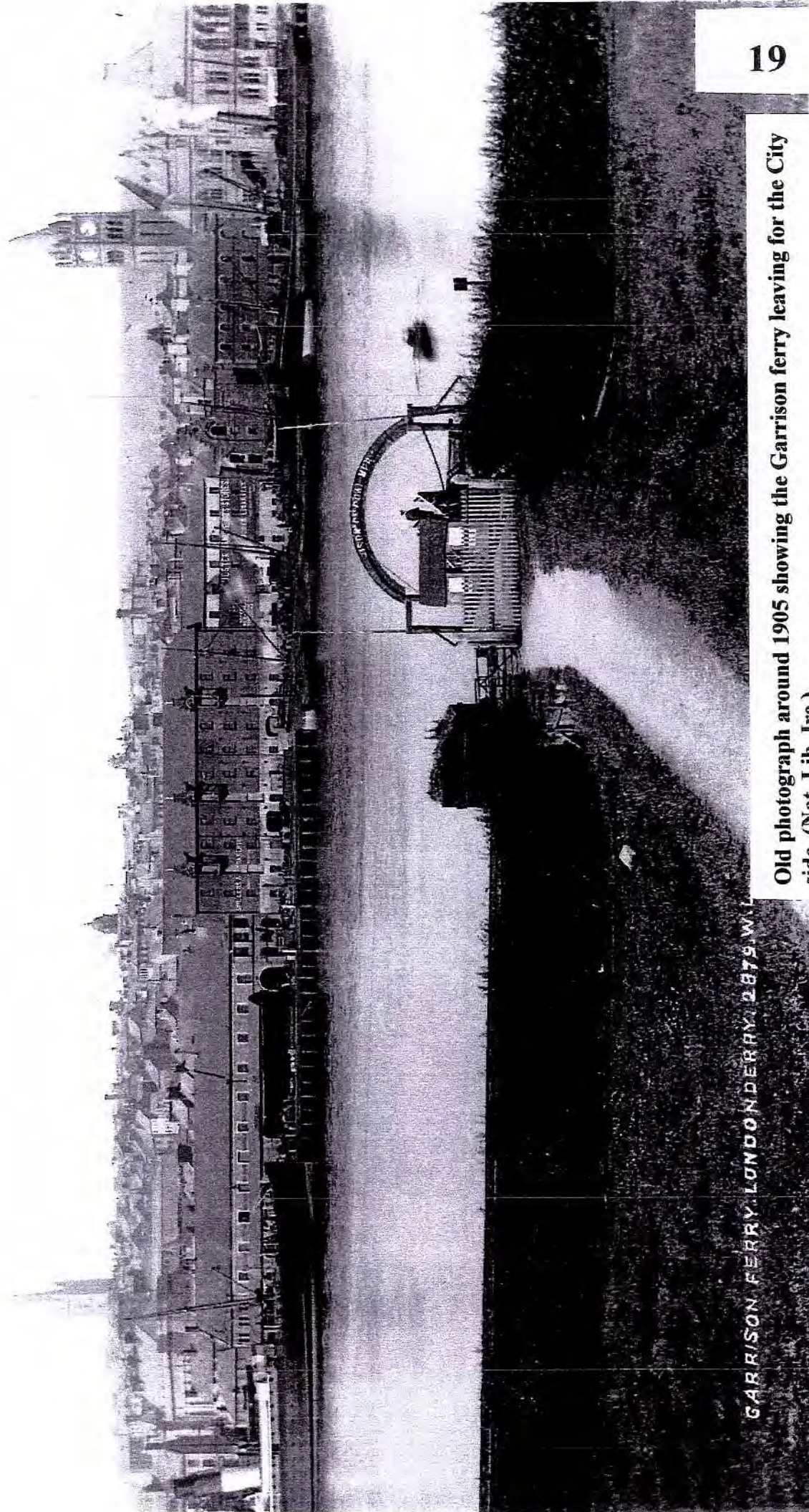
DERRY AS MILITARY HEAD-QUARTERS.

THE EXTRA GROUND PROCURED.

It was currently reported on good authority in the city yesterday that the War Office had agreed with the representatives of the Hill property, adjoining Ebrington Barracks, for the purchase of the strip of land required for the erection of new buildings for the accommodation of additional troops. This will remove the difficulty met with by the authorities, and the citizens may now rest assured that Derry will ere long be declared the military headquarters of the district, and have a full regiment quartered at Ebrington Barracks.



Map showing the various portions of land added to the barracks to make up the present site. (O.S. and M.O.D.)



GARRISON FERRY, LONDONDERRY, 2879, W.I.

Old photograph around 1905 showing the Garrison ferry leaving for the City side (Not 1 in line)

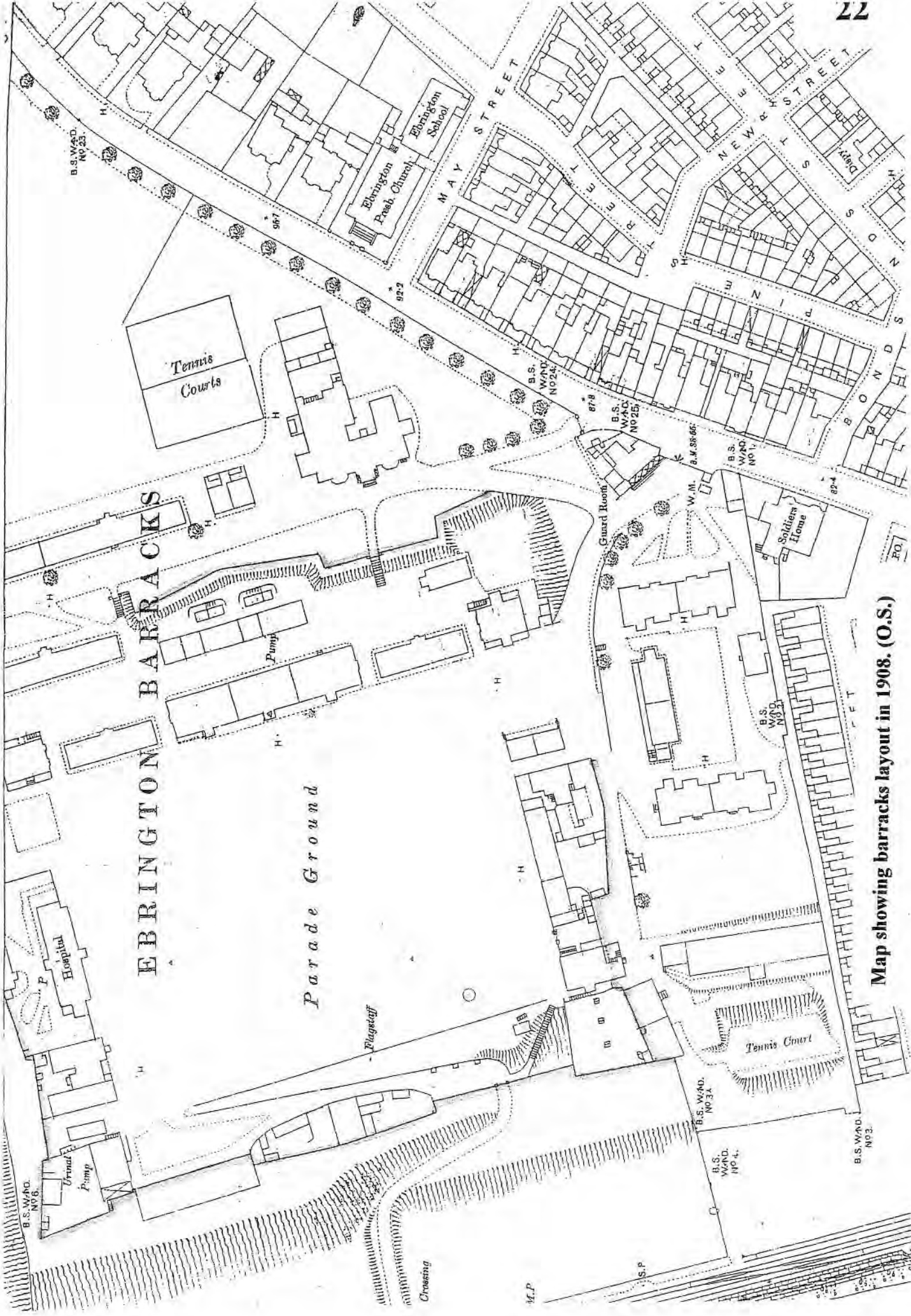


Map showing barracks layout with extension in 1904. (O.S.)



Old photograph c.1880s showing barracks from City side and the construction of building numbered 34-36 in yellow. (Nat. Lib. Ire.)

MILITARY BARRACK DERRY. 1229 W. L.



EBBRINGTON BARRACKS

Parade Ground

Tennis Courts

Hospital

Pump

Flagstaff

Guard Room

Soldiers Home

Tennis Court

Map showing barracks layout in 1908. (O.S.)

B.S. WARD NO 6

B.S. WARD NO 23

967

922

B.S. WARD NO 24

B.S. WARD NO 25

B.M. 58 65

B.S. WARD NO 1

B.S. WARD NO 3

B.S. WARD NO 34

B.S. WARD NO 4

B.S. WARD NO 2

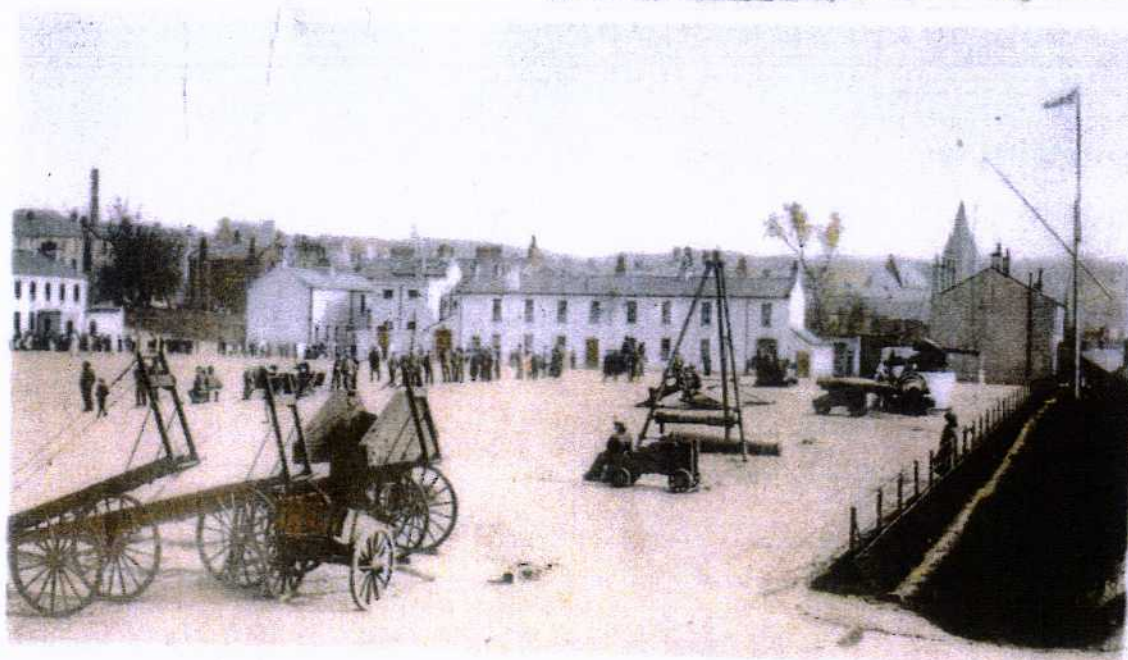
S.P.

M.P.

Crossing

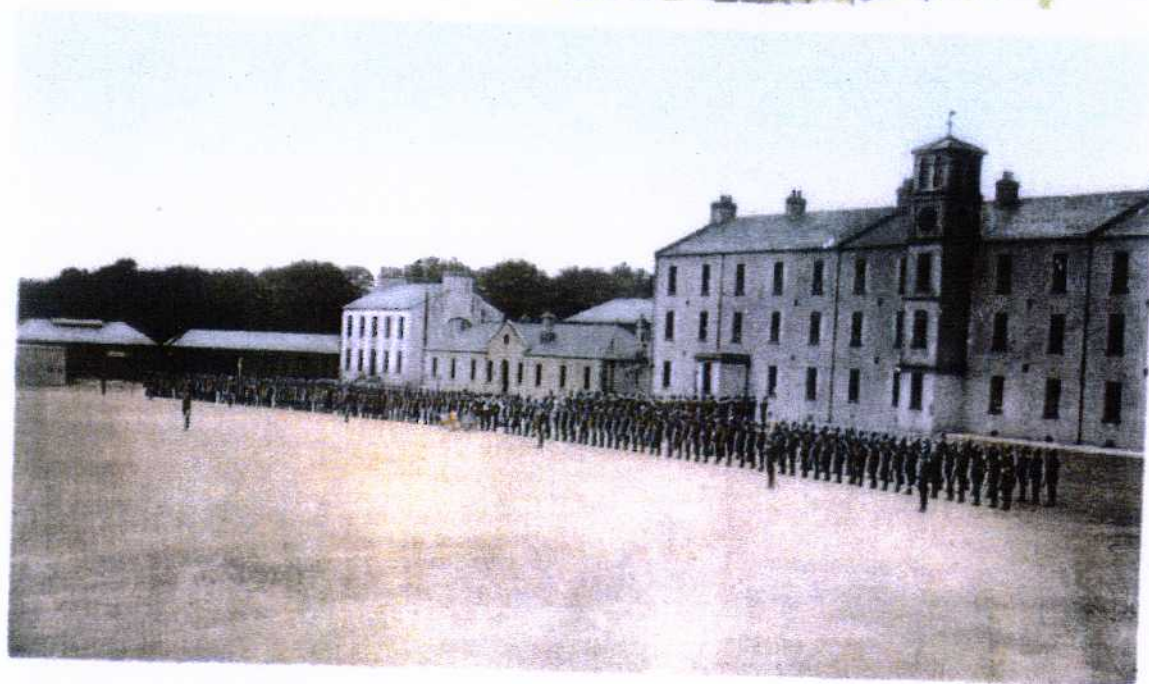


Copy of a painting by Alexander Williams c.1905 showing the north barracks wall and the small armoury building.



SPORTS ON CARRINGTON BARRACKS SQUARE,
LONDONDERRY

Old postcards of the barracks around the First World War. (Ian Bartlett)



BARRACK SQUARE, LONDONDERRY,
SHOWING TROOPS ON PARADE



The Barracks, Londonderry.

Old postcard of barracks after 1900. (Ian Bartlett)



12. Plaque erected in Slane to Ledwidge's memory

FRANCIS LEDWIDGE
 POET
 BORN IN SLANE 1887
 KILLED IN FRANCE 1917
 "HE SHALL NOT HEAR THE BITTERN CRY
 IN THE WILD SKY, WHERE HE IS LAIN,
 NOR VOICES OF THE SWEETER BIRDS
 ABOVE THE WAILING OF THE RAIN."

Derry

By day a place of wheels and looms
 That struggle in a narrow space,
 A shout of children in the slums
 And girls with labour-stained face.

By night a queen with victory crowned,
 For all her years of loud turmoil.
 She spreads her beauty all around,
 Reflects her glory in the Foyle.

11. Ledwidge's grave in Boesinghe Cemetery

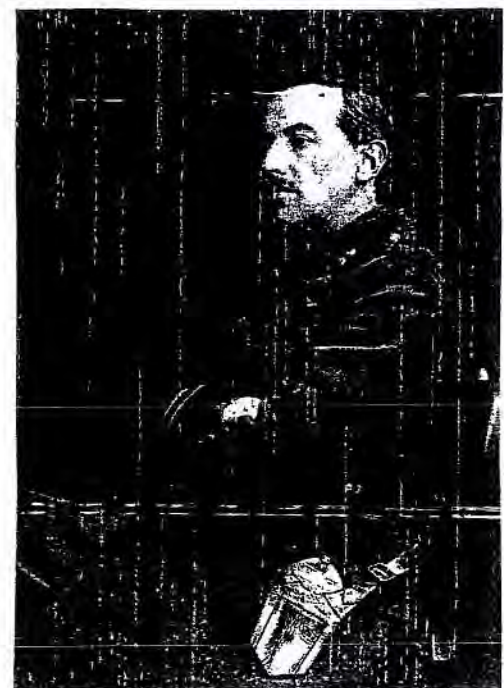


1. Francis Ledwidge, aged 26, 1913

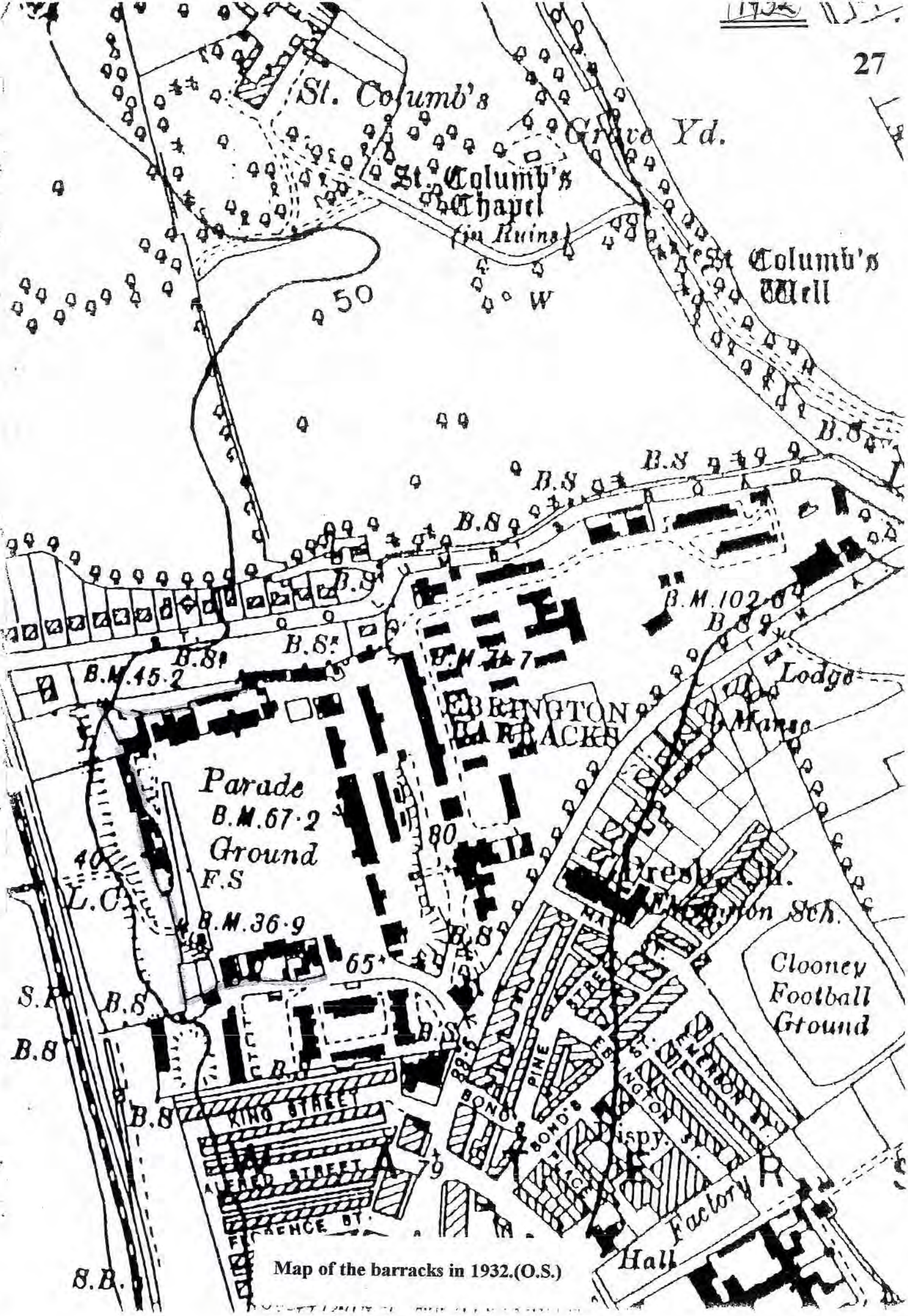
**Images of Francis Ledwidge,
 and Lord Dunsany.**

**A poem written by
 Francis Ledwidge in
 Ebrington Barracks.**

His gravestone in France.

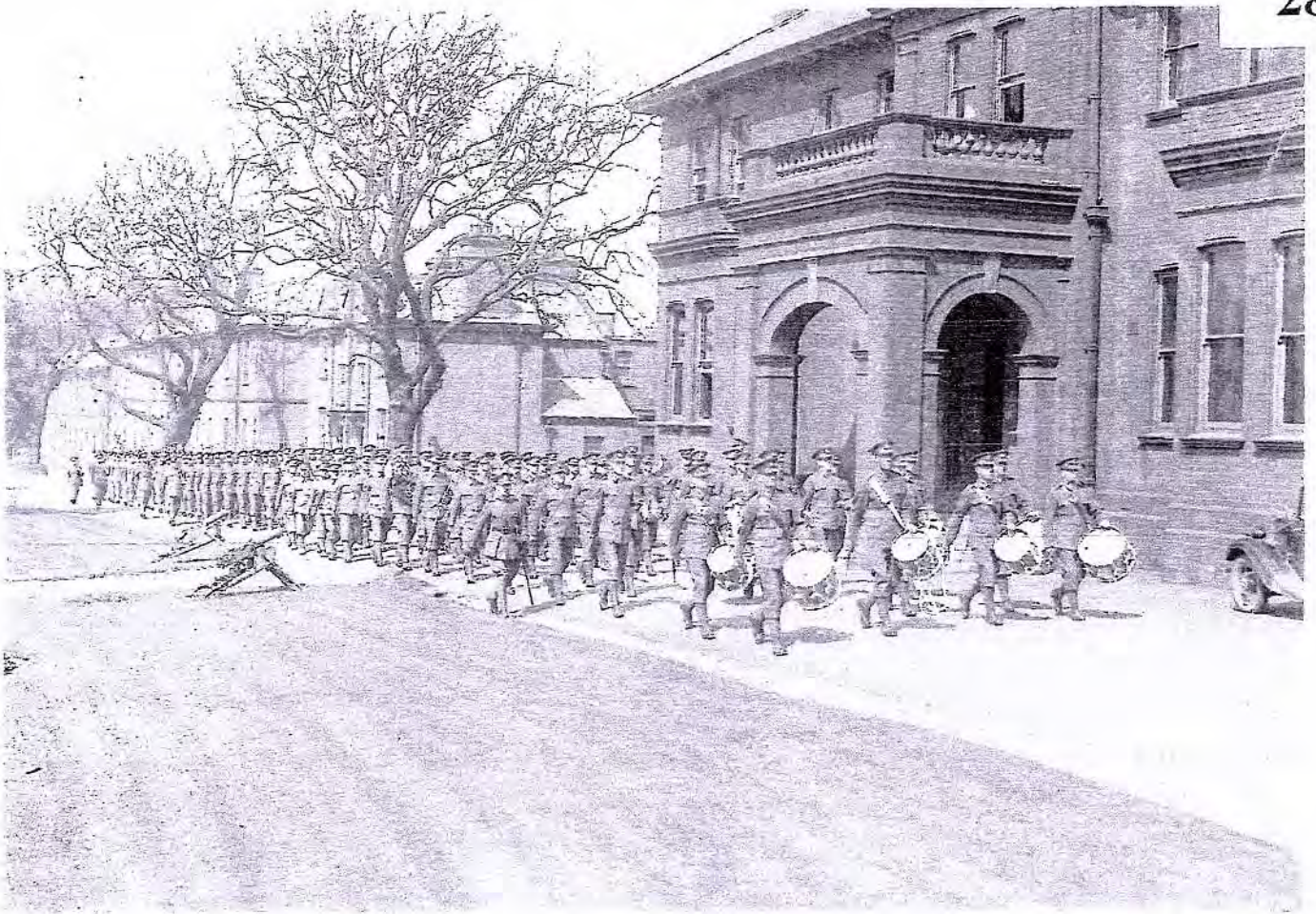


3. Lord Dunsany when he joined the Royal Inniskilling Fusiliers, August 1914



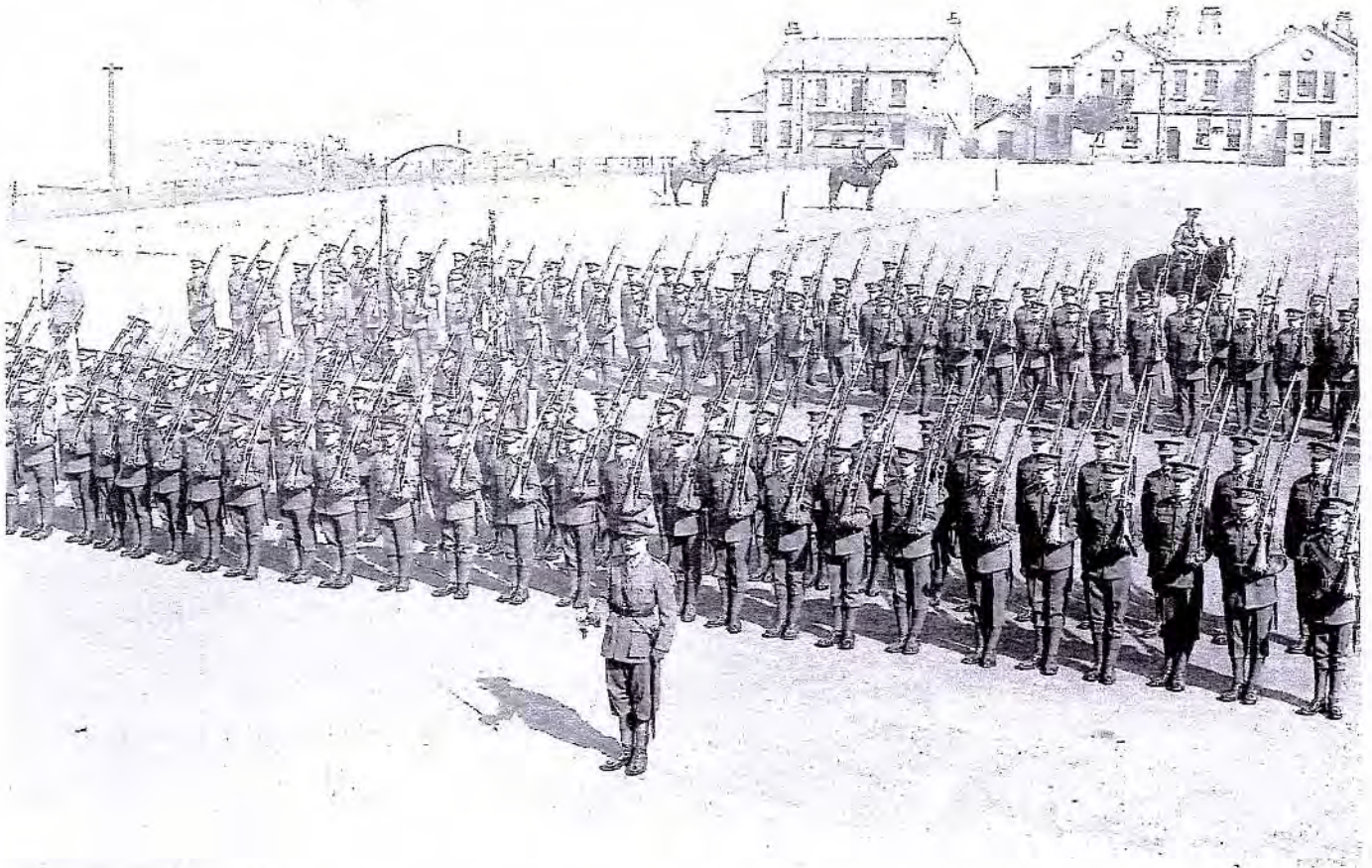
Map of the barracks in 1932.(O.S.)

S.E.



Photographs of a regiment marching in front of Officer's Mess and out the original arched gate around the 1930s. (Bigger/MacDonald)





Photographs of soldiers parading in front of education block and old officer's mess in the 1930s. (Bigger/ MacDonald)





**1937 photograph of soldiers parading in front of hospital and education block.
(Bigger/MacDonald)**

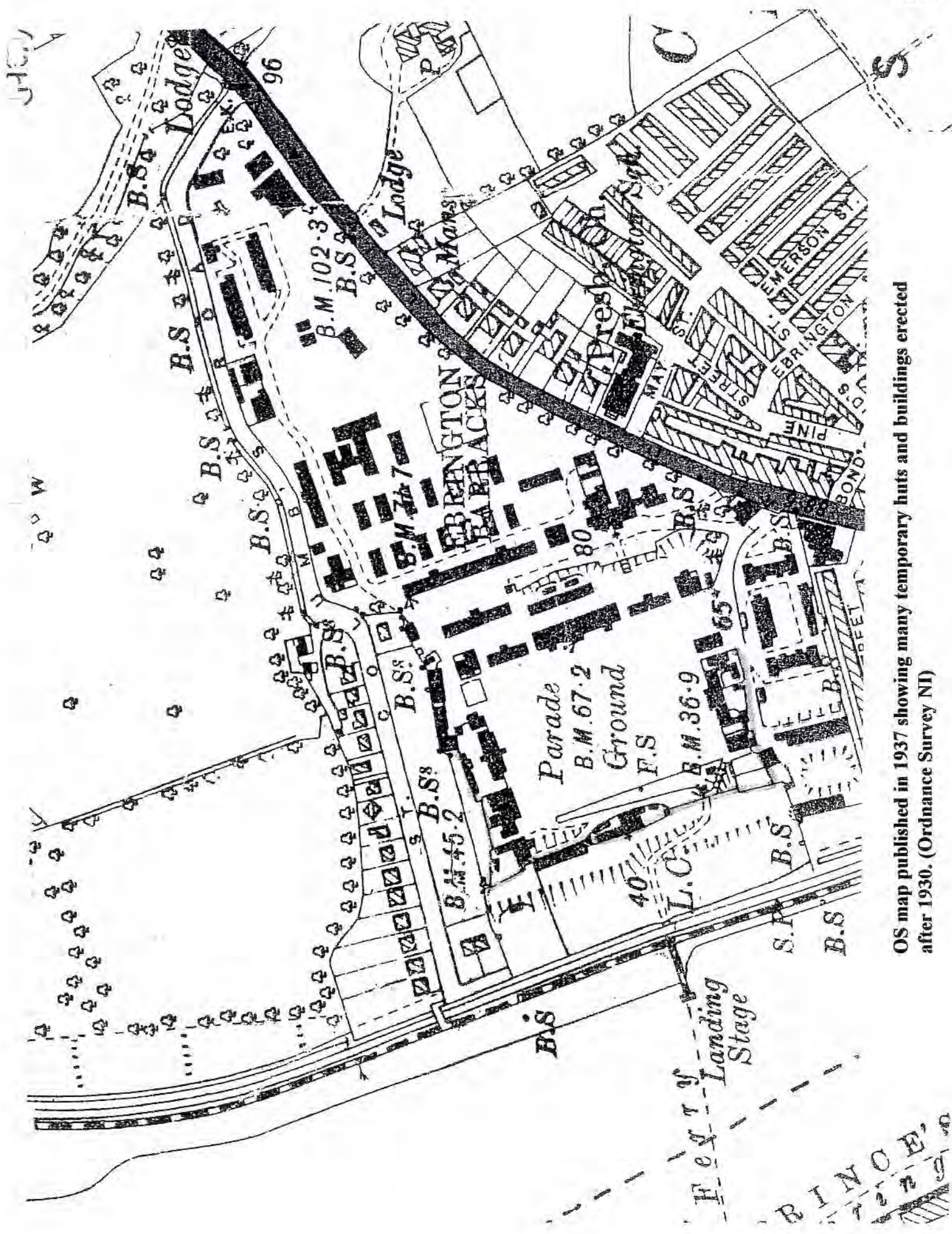


Soldiers' dormitories around the 1930s. (Bigger/MacDonald)





Inside of mess hall or cookhouse in the 1930s. (Bigger/MacDonald)



OS map published in 1937 showing many temporary huts and buildings erected after 1930. (Ordnance Survey NI)



New 'recruits' being marched by the Recruiting Sergeant to Ebrington Barracks in late 1939. (Londonderry Sentinel)

**HITLER MAKES CHANGES IN
DERRY.**

No matter what they say about
The Lad from Old Berlin,
When it comes to making changes
We hand the prize to him.

Now, first of all, we'll take the Bells
That rang from every Tower:
No more we'll hear their joyous peal
Till Hitler's out of power.

No horns blow at the twenty past;
The factory girls are late;
The lads who drove to work in cars
For buses have to wait.

The Income Tax is raised again,
And a penny on the Beer;
The Paperhanger he's to blame
For making things so dear.

We've concrete blocks with iron rails
To keep out Hitler's tanks,
And boys in khaki by the score,
Of every size and rank.

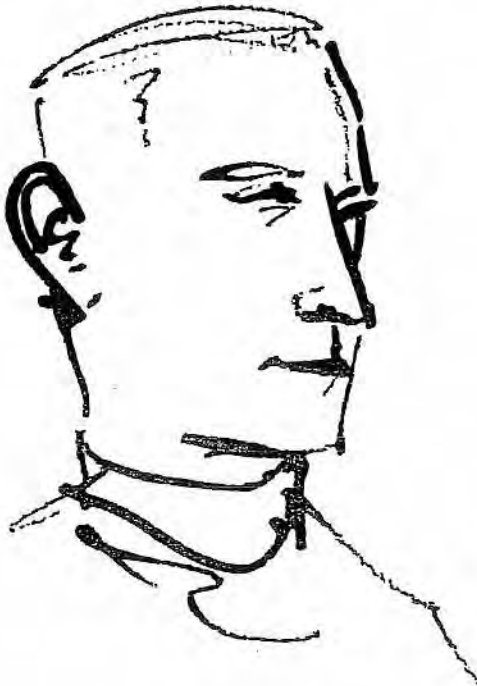
And now they plan to shut the Gates,
As done so long ago,
When Derry boys they stood against
A different kind of foe.

We've Air Raid Shelters to stay in
When bombs begin to fall;
But I think the biggest noise will be
O'er the opening of the Walls.

CHARLES McNAUGHER.
Londonderry.



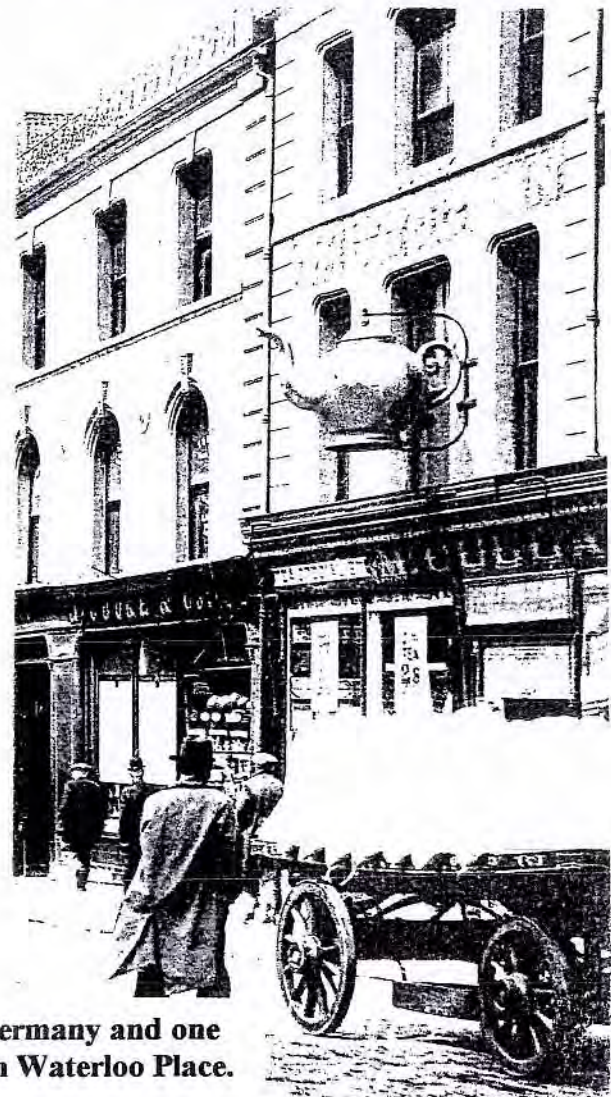
Bomb damage at Messines Park, Pennyburn after two German parachute mines landed on the 15th April 1941. The blast killed thirteen people and injured thirty three.

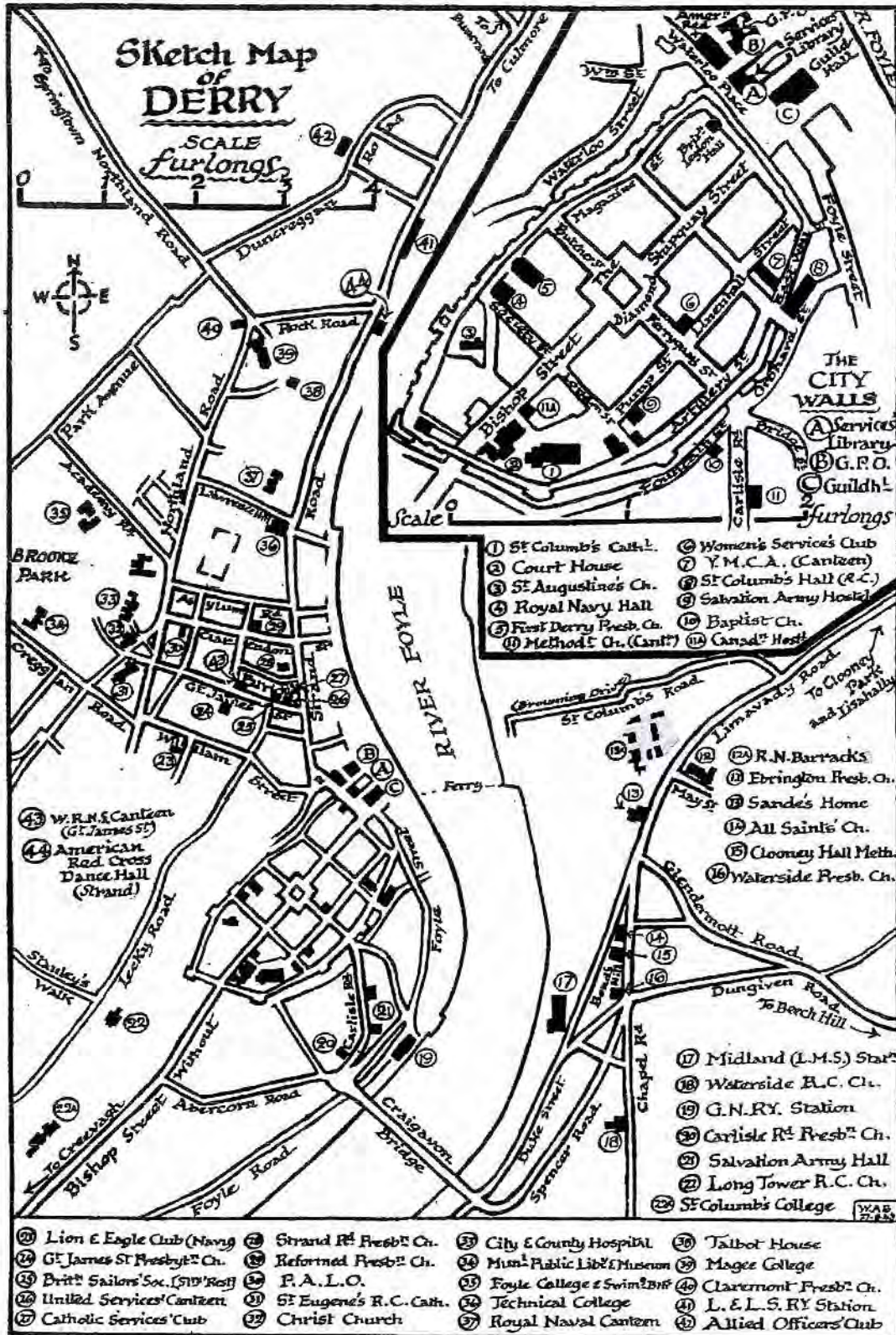


LORD HAW-HAW

William Joyce (1906-1946)

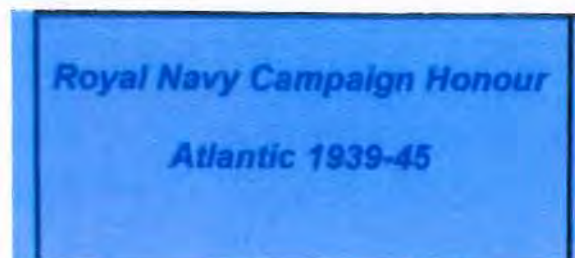
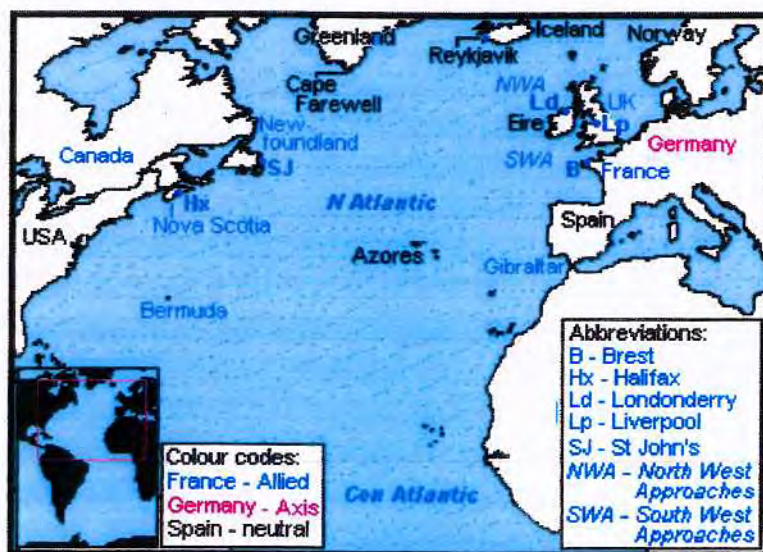
'Lord Haw-Haw', James Joyce, made many broadcasts from Germany and one of them included a reference to 'the Golden Tea-pot' hanging in Waterloo Place. At the end of the war he was tried as a traitor and hanged.



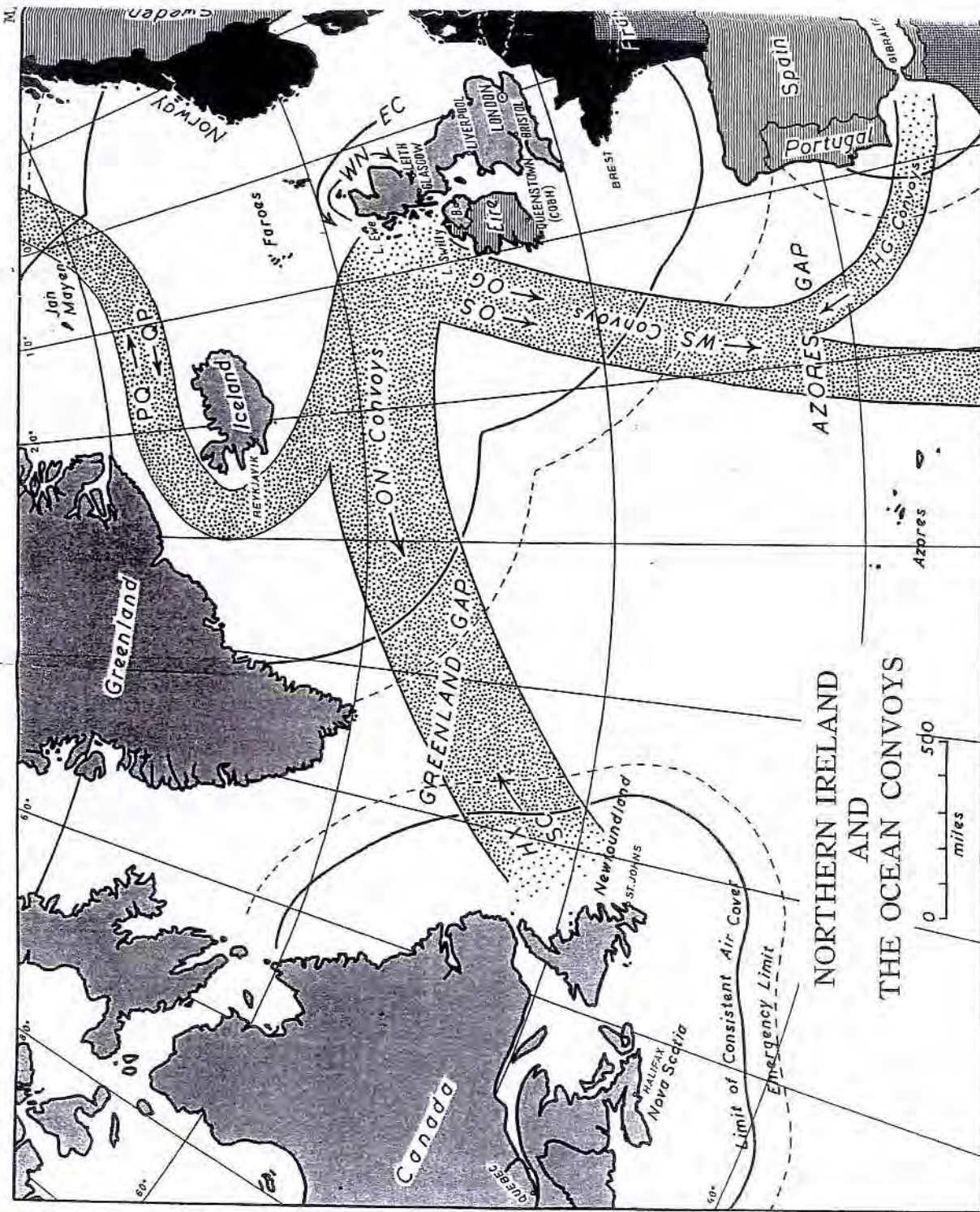


(Courtesy) W. H. Burton

Local map of Derry showing all bases, churches, clubs, facilities etc during the Second World War 1939-45. (W. H. Burton)



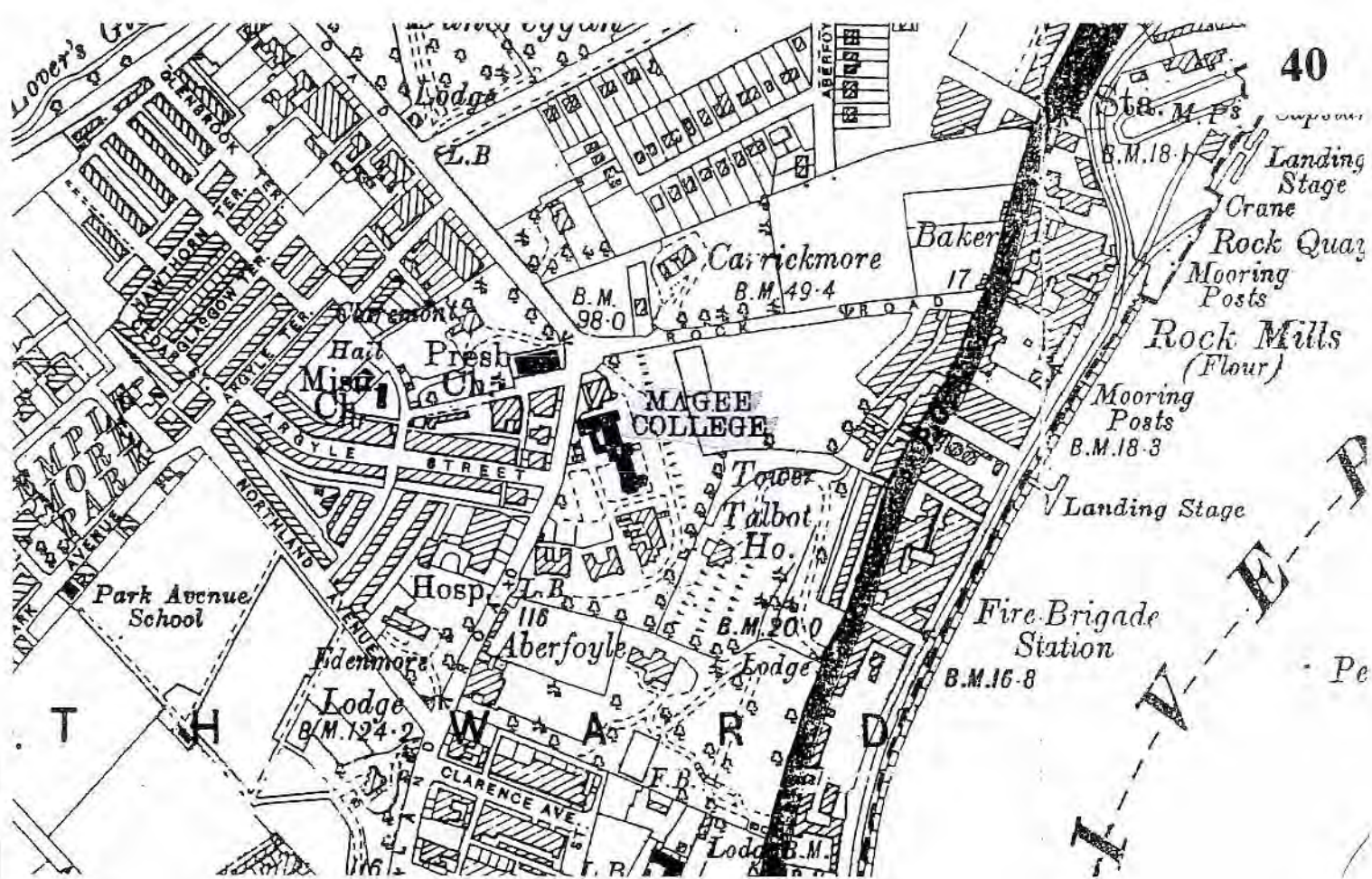
The map of the Atlantic Ocean shows the position of the North and South Western Approaches. The North Western Approaches were guarded by the ships from Londonderry. The main convoys came from Newfoundland and were guarded by ships from the Royal Navy, American Navy and the Royal Canadian Navy. Some Free French and Dutch ships were also used and the Royal Indian Navy Reserve were also used and based in Londonderry.



KEY

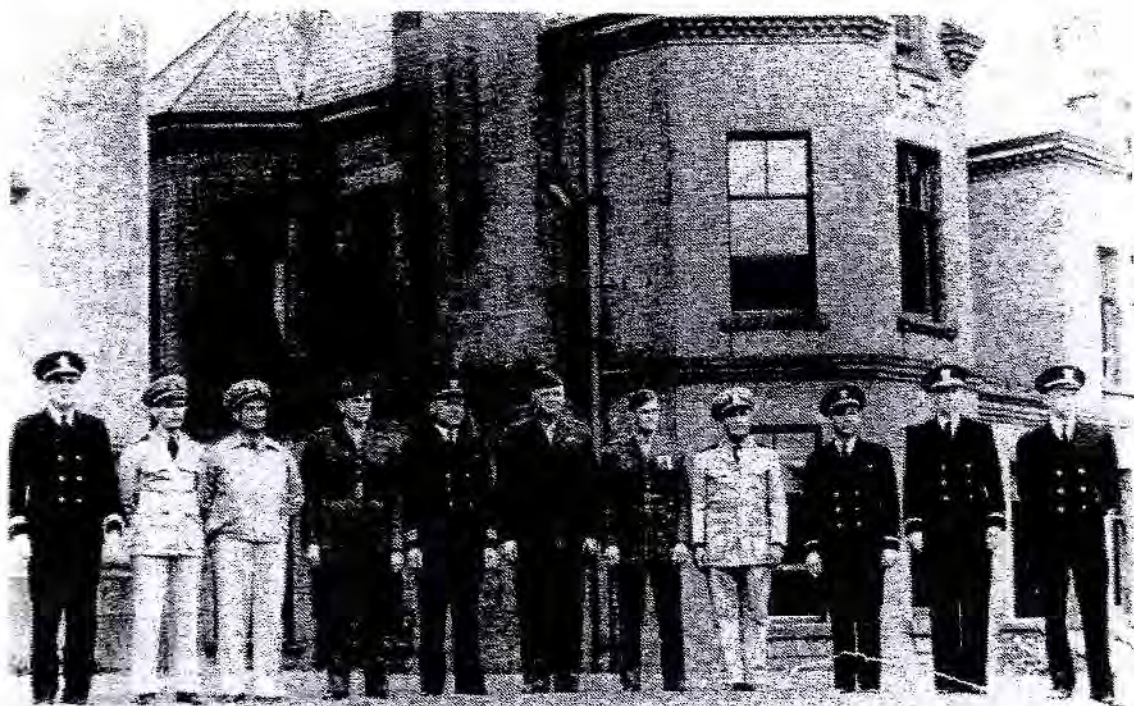
- Convoy Symbols**
- PQ Russia Outward
 - QP Russia Homeward
 - HX Halifax (homeward)
 - SC Slow Convoy (homeward)
 - ON Outward Newfoundland
 - WN West Northabout
 - EC East Coast
 - OS Outward Sierra Leone
 - OG Outward Gibraltar
 - HG Homeward Gibraltar
 - WS (taken from the Initials of the Prime Minister) troopship convoy from the United Kingdom to the Middle East via the Cape.
- Stippling**
- Allied territory
 - Enemy territory
 - Neutral territory
 - Vichy France and French North Africa
- NOTE:-** The limits of consistent air cover shown on the map relate to the period August 1942-early May 1943.

Map showing routes of the convoys from Canada and America to the United Kingdom from 1940 to 1945. (J.W. Blake)



Photograph of the officers of the Allied Forces based at Magee College during the war. The large underground bunkers were HQ to the Naval base at Derry and were second in line to Derby House, Liverpool if it were bombed. These men and others, were based at Talbot House and Aberfoyle during the war and controlled the Battle of the Atlantic which lasted from 1940-1945 the longest battle of the Second World War.

AMERICA'S FIGHTING MEN



United North American Marine & Navy forces outside Magee College.



Lieutenant Pritam Singh Mahindree, Royal Indian Navy Reserve on board HMIS Godavan based in Derry during 1943. (IWM)



American Marines in Derry and at their camp at Beechhill House, Ardmore.





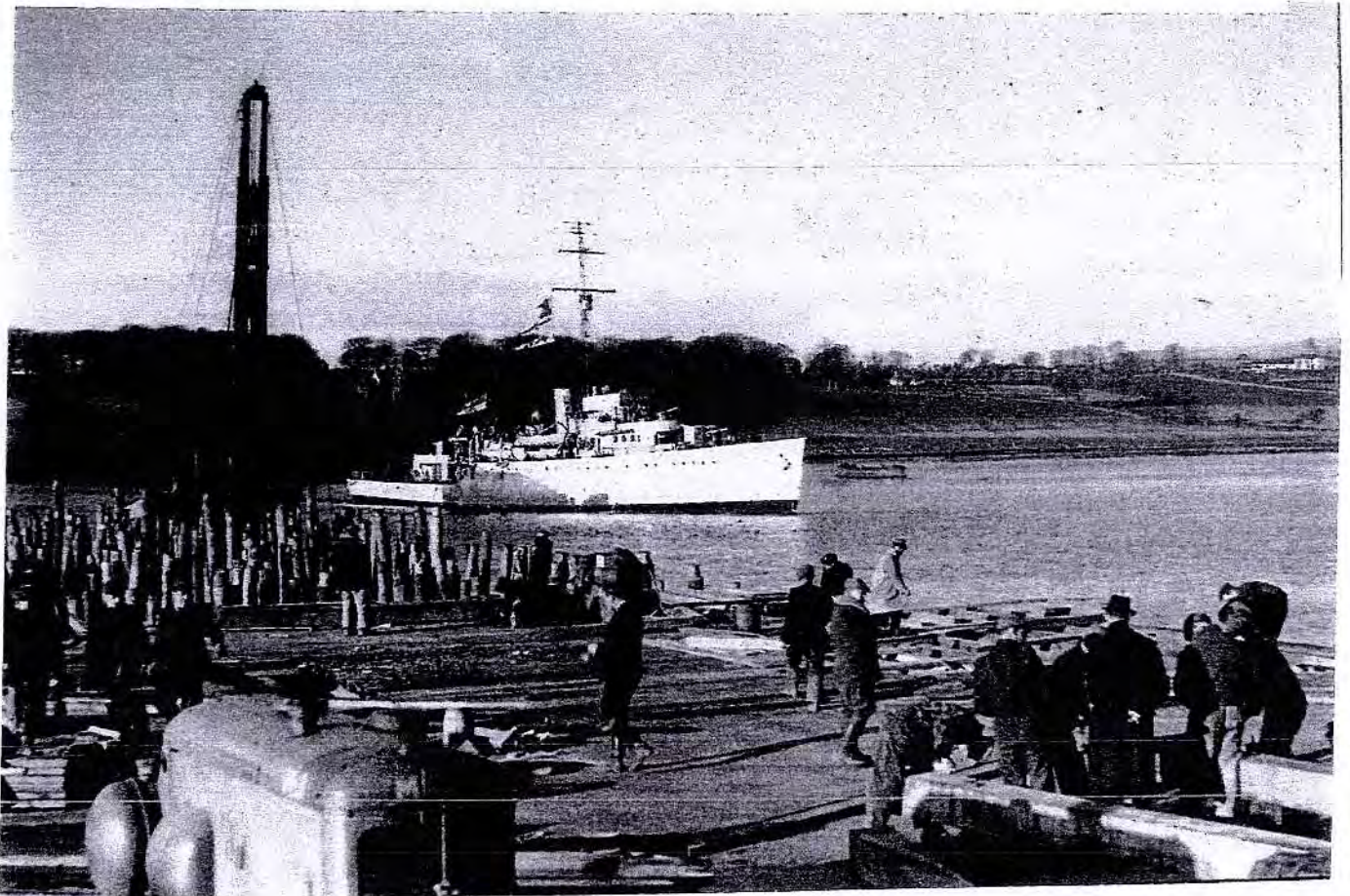
Springtown Camp, 1942. This camp was built for the American servicemen who were reported to be in the city, incognito, one year prior to the bombing of Pearl Harbor in December 1941, when the USA officially entered the war. Many were from the Construction Battalion and did not wear uniforms or identify themselves as American servicemen until after December 1941. They were responsible for the building of a secret underground bunker in Magee University. It was widely believed that if Derby House, Liverpool, the communication base for the Atlantic, had been bombed, Magee would have taken over its role. (Mr Leo Coyle)

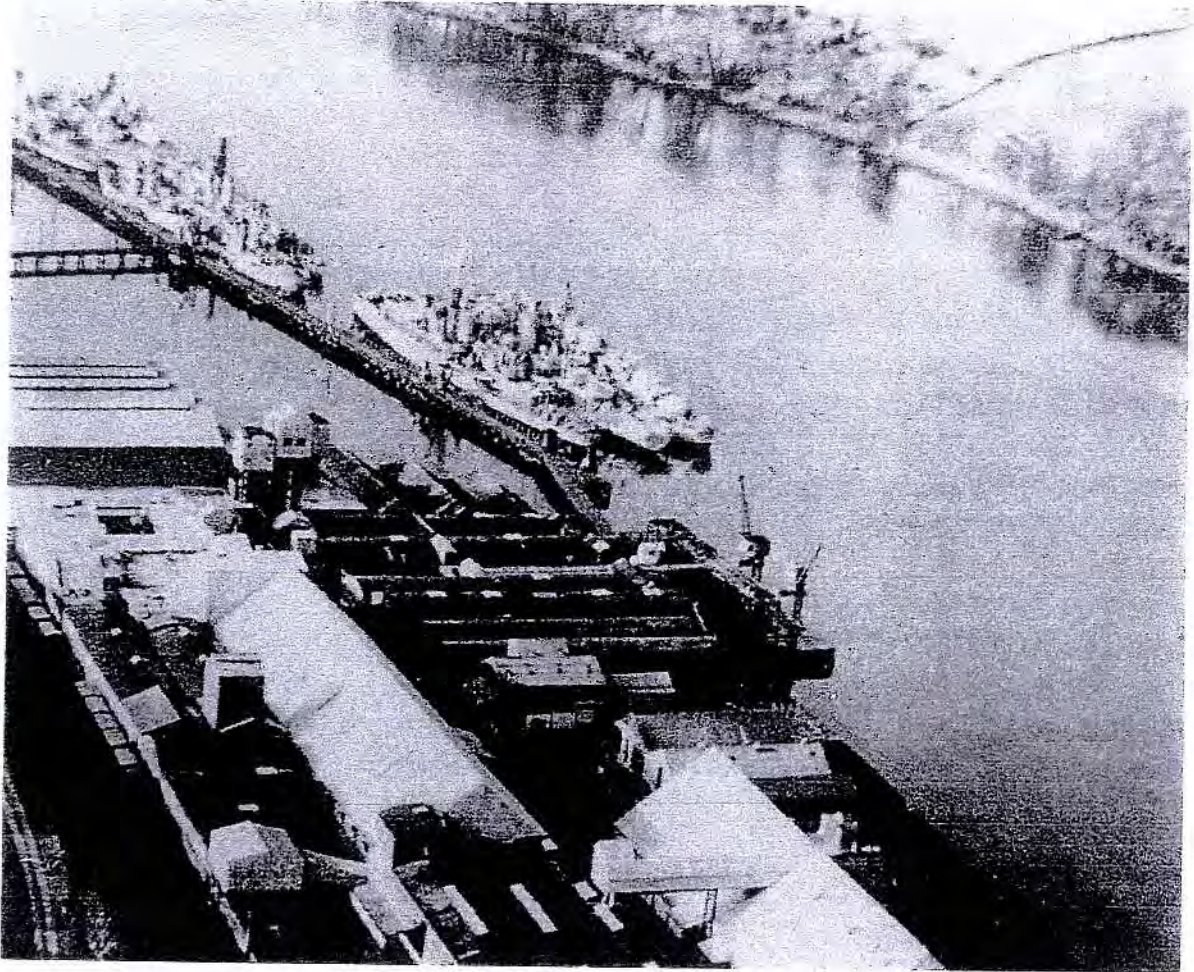


American Naval Hospital set up at Creevagh near Derry.

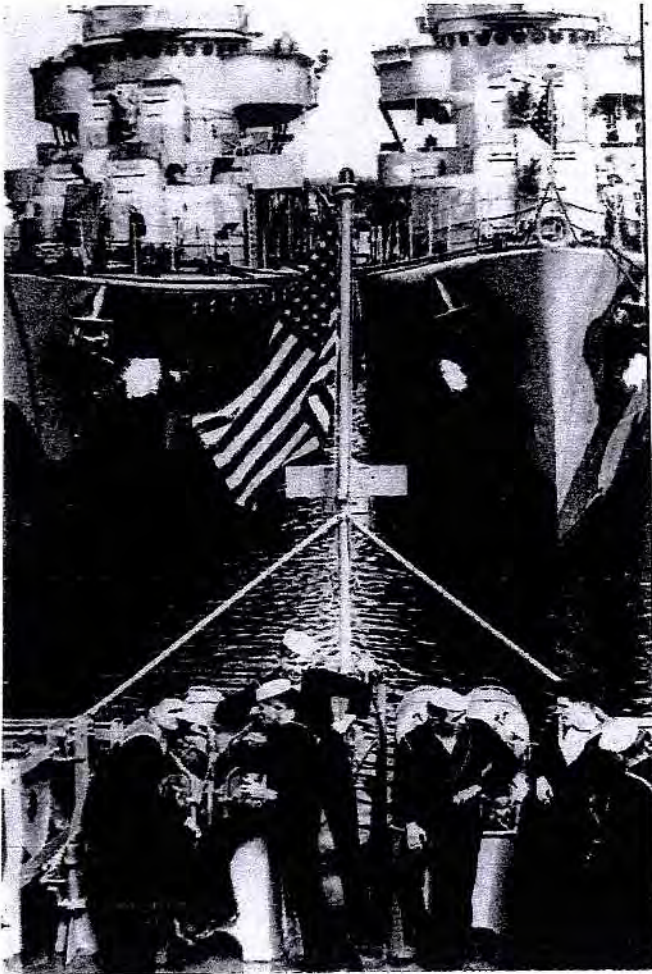


American construction workers and civilians building the American Naval Base jetties at Lisahally.





American destroyers and cruisers based in Derry at Lisahally. (IWM)



Lisahally Base which was set up by the American Navy as a depot and refuelling station.

Mrs. Roosevelt's Visit

Historic Derry Scene

At City War Memorial

Meeting With Lady Montgomery

Tour of American Naval Base

Visit to the Walls

Mrs. Eleanor Roosevelt, wife of the President of the United States, got the best reception of her British tour so far when she visited Londonderry, and stayed from Tuesday night till yesterday afternoon.

Her appearance at the Civic Armistice Service to lay a wreath on behalf of the United States forces in Londonderry on the City War Memorial provided the most impressive and interesting scene witnessed since her arrival in the United Kingdom as she stood alongside the mother of General Montgomery, K.C.B., to pay homage at the shrine of Derry's dead.

Elsewhere her tour had been marked by a succession of visits to various institutions and camps, getting out of and into her car, and there was no suitable background such as yesterday's for a public demonstration of the interest in her presence on this side of the Atlantic.

Visiting journalists, British and American, some with famous names, confessed that they were very deeply touched by the memorable picture presented in this loyal outpost of the British Empire by this dignified ceremony.

Mrs. Roosevelt's participation in the ceremony gave the best opportunity the public have yet had of seeing her.

From the time of her arrival by air on Tuesday night until her departure Mrs. Roosevelt never looked in the least fatigued by the strain of her tour. She seemed to enjoy every minute of her stay in Londonderry, where she was the guest of Captain V. L. Kirkman, Commandant of the U.S. Naval Base, at his house on the outskirts of the city.

Her arrival in the city on Tuesday evening at about 5.30 was unnoted. She stepped down from the plane, and was greeted by Captain Kirkman, Captain T. Theband, U.S.N.; Commodore Ross Stewart, Commandant of the Londonderry Escort Force, Royal Navy; Colonel L. W. Burnham, and Major James J. Dugan, Commanding Officer and Second in Command respectively of the U.S. Marine Corps; Captain B. P. Davis, U.S. Navy Medical Corps.

She was driven to Londonderry and through the streets of the city to the U.S. Naval Base Camp in a car driven by Robert McCarter, a 22-years-old Derryman, of 1, Newlyn Terrace, Waterside, who is employed at the Base. McCarter, an ex-employee of The All Cash Stores,

Band, which plays at as many as eight shows a week. They are really indispensable in catering for the American forces over here, but still they carry on at their work as ordinary soldiers.

For Mrs. Roosevelt's benefit they staged a floor show, in which they were assisted by members of the Glee Club of 23 singers.

Mrs. Roosevelt also looked in at a dance in the Royal Navy Hall (Apprentice Boys' Hall), where an American Marines' dance was in progress, and she cut a 167th birthday cake for the Corps, and told the Marines to remember their great traditions. She said she had sons in all the U.S. Services.

At a dinner party those present included Mrs. Young, W.R.N.S.; Miss Cowdy, W.A.A.F.; and Mrs. Hunt, W.V.S.

From eight o'clock until half-past one o'clock yesterday Mrs. Roosevelt was constantly on the move. Her lightning tours have become proverbial, and she had to go all out to keep up with her programme, and she could not be a minute late at the Diamond.

Before leaving the Naval Base camp she inspected the recreation hall, Post Office, chapel, and some of the sleeping quarters.

A blackthorn walking-stick for the President and a shillelagh for herself were presented to her by Mr. Herbert Hill, on behalf of Major Wm. Baird. They were inscribed, "A token of appreciation and gratitude from the people of Northern Ireland."

Amongst those with whom she had breakfast were two from each of the women's services, W.R.N.S., A.T.S., and W.A.A.F.'s, and representatives of the W.V.S. These included Mrs. O. McLaughlin (daughter of the Mayor) and Mrs. Edith A. F. Eaton (W.V.S. centre organisers). One of the A.T.S., Corporal Dorothy Smith, was from Ranelagh, Dublin.

At the Ship Repair Base, her first call of the day, Yeoman First-Class J. F. Winters, of Portland, Oregon, presented Mrs. Roosevelt with two aluminium ash trays made in the shop. They were gifts from the personnel, and one was for Mrs. Roosevelt and the other was for "The Bossman" (The President). Mrs. Roosevelt was then driven along the water front and was piped on board a British warship, and inspected the ship's company.

Five minutes later Mrs. Roosevelt stepped on to Derry's historic Walls at the Governor Walker Memorial, and spent a few minutes studying the view. She asked questions about the Walker Pillar and Roaring Meg. District-Inspector Dobbin was her guide for this part of her tour.

A large crowd waited at the Diamond to see America's "First Lady" take up her position alongside Lady Montgomery, who was presented by the Mayor (Senator F. J. Simmons, J.P.). The members of the Corporation in their brilliant robes, the Town Clerk (Mr. J. C. Donnell) in wig and gown, and the attendant Mace Bearer (Mr. W. S. Irvine) and Sword Bearer (Mr. S. A. Jack), with the Sergeants-at-Arms in their old-world uniforms, presented a picture of dignified pageantry which created enormous interest amongst the journalists representing the world-wide Press.

Mrs. Roosevelt's tall figure was seen by every eye in the vicinity as she advanced to the War Memorial to lay America's tribute to our honoured dead of the last war. Lady Montgomery, who was almost as much a focus point of interest, left a wreath on the memorial for the Women's Section of the British Legion, Mrs. John Mitchell (vice-chairman of the British Legion), also a soldier's mother, who was to have performed this duty, proudly standing aside to give the honour to the mother of an Empire hero.



The visit of the President's wife, Mrs. Eleanor Roosevelt, in November 1942 to see how the American troops were getting on. (Magee College)

coat of boucle material with horizontal stripes, which she wore over a plain black skirt, and a red, white and brown blouse. She wore a beret-shaped black hat, with a big gold pin in it, and two blue fox furs. The coat and skirt were so flared as to permit her a full, comfortable stride outside. She carried an enormous handbag, with a brass plaque inscribed "Eleanor Roosevelt, White House," on it.

Everywhere she was seen in the city the smiling, quick-striding "First Lady" was cheered by the citizens.

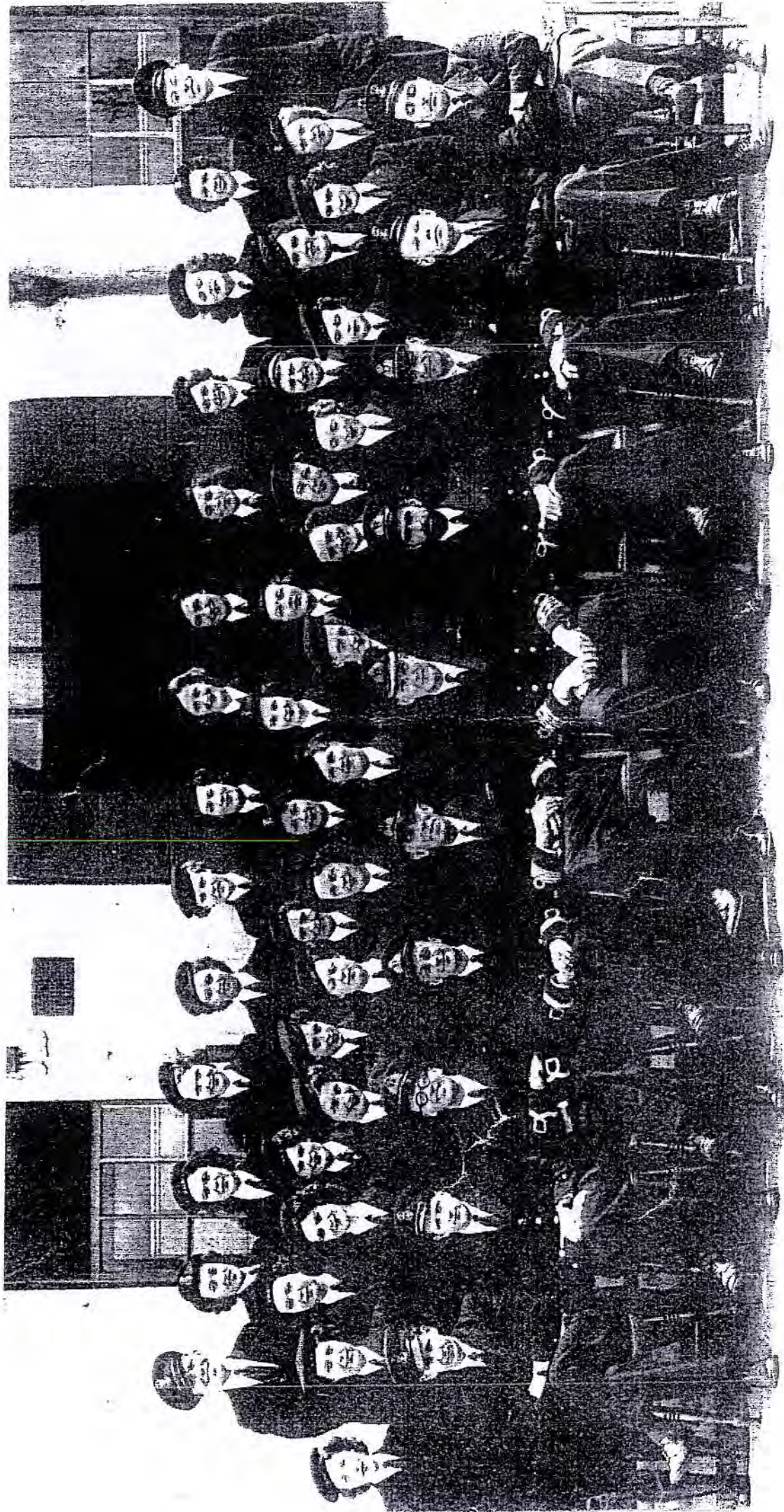
She paid a lengthy visit to the U.S. Naval Base Hospital, where she inspected every building, and saw many nationalities of seamen. At this hospital there are 250 beds, but double the number could be provided at very short notice. The hospital has been functioning since May 14, and the patients have been four British to every American since then, with an average daily census of 180. Members of every Allied force except the Fighting French have been in this hospital. Ten Services were represented in the patients in hospital yesterday.

Leading Steward Heavens, Slough, a patient, was engaged on embroidery, and Mrs. Roosevelt, in admitting it, said: "That is better than I could do myself."

On looking into another hut, Mrs. Roosevelt said: "You have all nationalities here. You are a cosmopolitan crowd."

One of the escorting officers, pulling down the zip-fastener opening of a seaman's tunic, said: "Here is one of the sights of Londonderry." On the man's chest were tattooed the emblems of England, Scotland, Ireland, and Wales.

Mrs. Roosevelt's host, while in Londonderry, Captain Van Leer Kirkman, U.S.N., is a last war hero, and was commended as deserving of special mention for extraordinary heroism, coolness and devotion to duty on October 9, 1918, when he went on the bridge of the U.S.S. Shaw, and remained there well-knowing that H.M.S. Aquitania, at high speed, would strike periodically near the bridge. He was a model of coolness, stated his commanding officer's report, and an inspiration to the men after the collision and during the time the ship was worked into port. He showed absolute disregard for personal safety, and risked his life for the action of himself and other officers in assisting to bring exploding ammunition overboard the ship, which caught fire, might have been lost.



Staff from the Pay Office within HMS Ferret on the 15th August 1945 VJ Day. The Naval Base had to pay all sailors' wages and salaries from this building. It was originally built as a pair of buildings erected on each side of the main barracks. It was erected after 1880s and on the 1948/52 plan is known as the 'Pay Office'. This building is only listed as 'Record Only' by EHS.



Wren Bridie Callan stationed at HMS Ferret during the war. (Bridie Callan)



Allied Victory Song Book 1945. (Derry City Council)

Battle of Atlantic

Half Escort Ships Based at Derry

Commodore Simpson's Tribute to Citizens

"We Have Made Lasting Friendships"

At sunset on Saturday evening, Commodore G. W. G. Simpson, C.B.E., R.N., Commodore of the Western Approaches since May, 1943, struck his pennant at the Londonderry Navy Base for the last time, and, in an interview with a "Sentinel" reporter a few hours previously, he discussed the importance of the Londonderry Base in the Battle of the Atlantic, and was full of praise for the hospitality of the people of the Maiden City.

Commodore Simpson takes his departure from Londonderry in the true sense of having well and truly finished his job.

When he came to the Base the defeating of the German U-boat packs was his solitary objective, and, as he leaves the Londonderry Base, sixty Nazi submarines, whose defeat he helped very materially to bring about, lie a couple of miles away from his actual headquarters after having sailed into the Foyle with German crews for the last time.

In having Commodore Simpson as their opponent in the North Atlantic, the Nazi U-boat commanders had a very crafty foe, who knew what it was to be hunted, and who could visualise beforehand the tactics likely to be adopted by the submarine commander. His choice as leader in the U-boat hunt after having been the leader of the Tenth Flotilla operating from Malta for two years, has fully justified itself, as the "evidence" at Lisahally goes to prove.

Outlining the origin of the Base, Commodore Simpson said when Captain Ruck-Keene, R.N., first came to Londonderry in September, 1940, he decided that it was quite practicable to use the port of Londonderry as an escort base. It was of particular value in the early days of the war when endurance—the radius of action of ships from port—was a major consideration, because Londonderry was some two hundred miles nearer the Atlantic than Liverpool or the Clyde, and eighty miles nearer than Belfast.

In a tribute to the officials of the port and the citizens generally, Commodore Simpson said the Royal Navy had always received the greatest assistance from Londonderry Harbour Board, and yeoman service had been rendered by the pilots under the able direction of the Harbour Master, Captain R. C. Macguley.

Commodore G.W.G.Simpson, RN, was in charge of HMS Ferret from the HQ at Magee College during the war from 1943 to 1945.

CITY'S RESOURCES TAXED

The Royal Navy, he continued, were particularly conscious that the shore-based personnel of approximately 2,000, with 20,000 British and Canadian sea-going personnel visiting the port, had been a considerable tax on the resources of the City of Londonderry, whose population was about 50,000. "We have received the greatest kindness and consideration, and whilst knowing that we have made lasting friendships here, we also hope we have added to the prosperity of the city," he added.

Pointing out the absolute necessity for the requisition of property in order that the Atlantic convoys could be defended and guarded to the utmost limit, Commodore Simpson continued:—

"I would like to inform those people who have suffered inconvenience, who have had their property requisitioned, that the Naval Base at Londonderry has been responsible for the maintenance and direction of approximately half the escort vessels in the North Atlantic.

"Thus, they will, I hope, feel that the successful outcome of the longest of all battles of the war, and a particularly vital one, is a victory to which they have made a personal contribution.

"Our American Allies," he added, "were to have operated a large number of escort vessels from Londonderry, but the cost of the war and their commitments in the Pacific prevented this, and so their naval repair yard, hospital, and many other amenities were operated largely on behalf of the British and Canadian warships.

DERRY PREPARED SHIPS FOR D-DAY

"For more than two years Londonderry has laboured and cared for well over one hundred escort vessels, and prepared about fifty for the landings in Normandy on D-Day.

"During the last two years," continued Commodore Simpson, "there has been a gradual transition. While the number of ships operating from Londonderry remained between 100 and 150, British warships had moved East to the Pacific, and the Dominion of Canada has replaced them to maintain the strength of this essential escort service."

"Thus, in May, 1943, there were 100 British and thirty Canadian warships based on Londonderry; in May, 1945, there were 100 Canadian and thirty British.

Questioned in regard to the losses

of ships operating from the Maiden City, Commodore Simpson replied—"Our losses in escort vessels due to enemy action have been comparatively light, but they run into double figures."

Commodore Simpson, when asked about the number of U-boats killed by ships from Londonderry, replied—"Londonderry can claim a proud share in the U-boat sinkings," but it is understood that the ships operating under his command from Londonderry had the lion's share of all the U-boats sunk in the Western Approaches Command.

Referring to the work of the escort ships, Commodore Simpson said it was difficult to make an interesting story of the actual "incidents" since the escorts never saw their opponents, but immediately after location and attack they had to bring home conclusive evidence that they had killed a U-boat.

"In the early days of the war, before the U-boats travelled below the surface," he continued, "these actions were much more spectacular, and the B7 Escort Group, under Commander P. W. Gretton, D.S.O., O.B.E., D.S.C., fought an action in mid-May, 1943, when three U-boats were known to be sunk and two probably sunk.

These actions were chiefly surface encounters in low visibility.

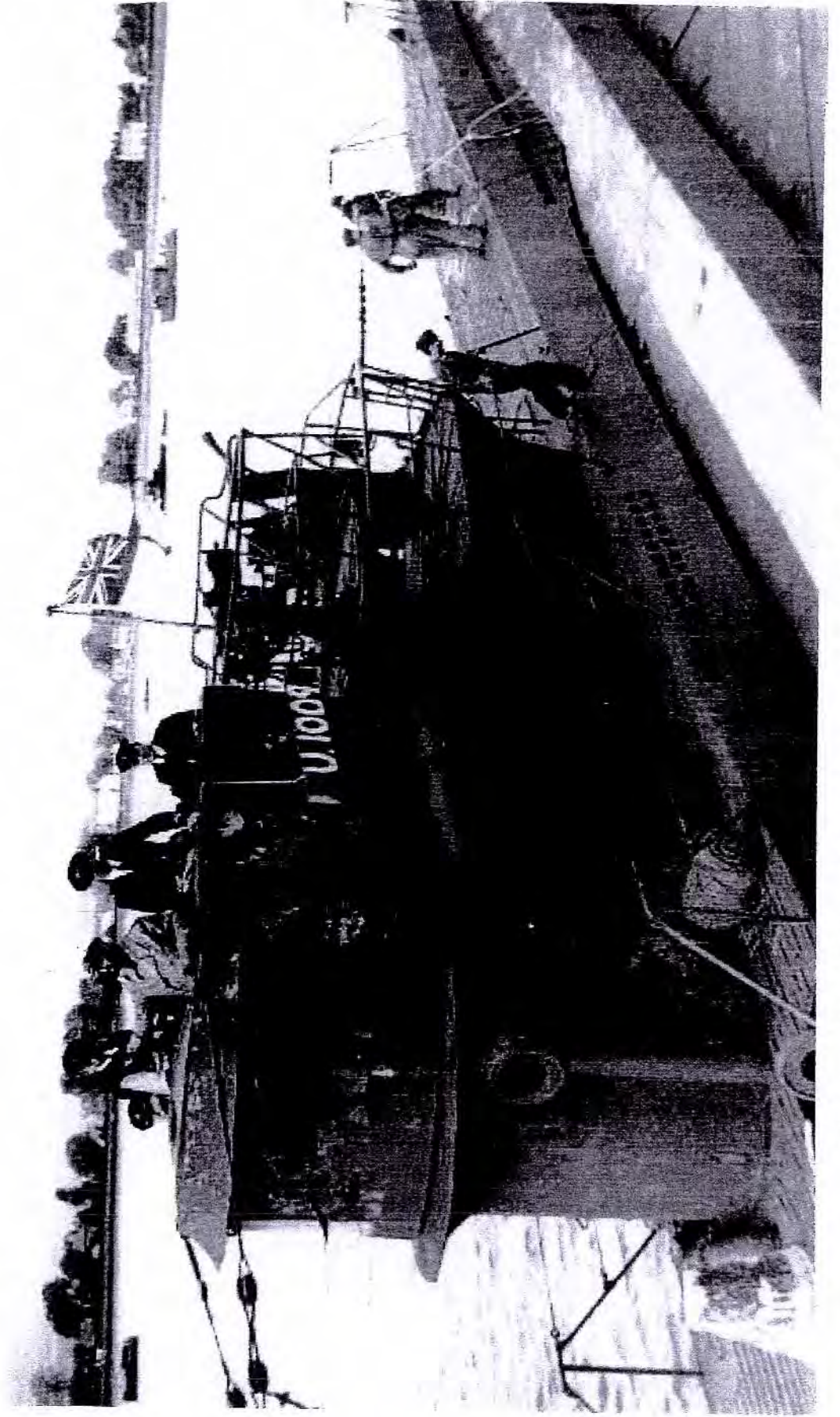
CANADIAN FRIGATE'S GUN BATTLE

The most spectacular action fought by an escort based on Londonderry in recent months was when the Canadian frigate, H.M.C.S. 'Annan,' depth-charged a U-boat which came to the surface and a brisk gun-action took place for nearly a quarter of an hour.

"The 'Annan's' gunnery officer and two ratings were seriously injured, but accurate gunfire of the 'Annan' overwhelmed the U-boat, which was sunk. Members of its crew were brought to port as prisoners—and evidence of the kill.

"Life on board the escorts is generally rather monotonous, with only occasional moments of action," Commodore Simpson continued. "In assessing their achievements, the hazards of the weather must be taken into consideration, and also the difficulty of manoeuvring convoys through the icebergs between February and June as they were approaching the Newfoundland Banks."

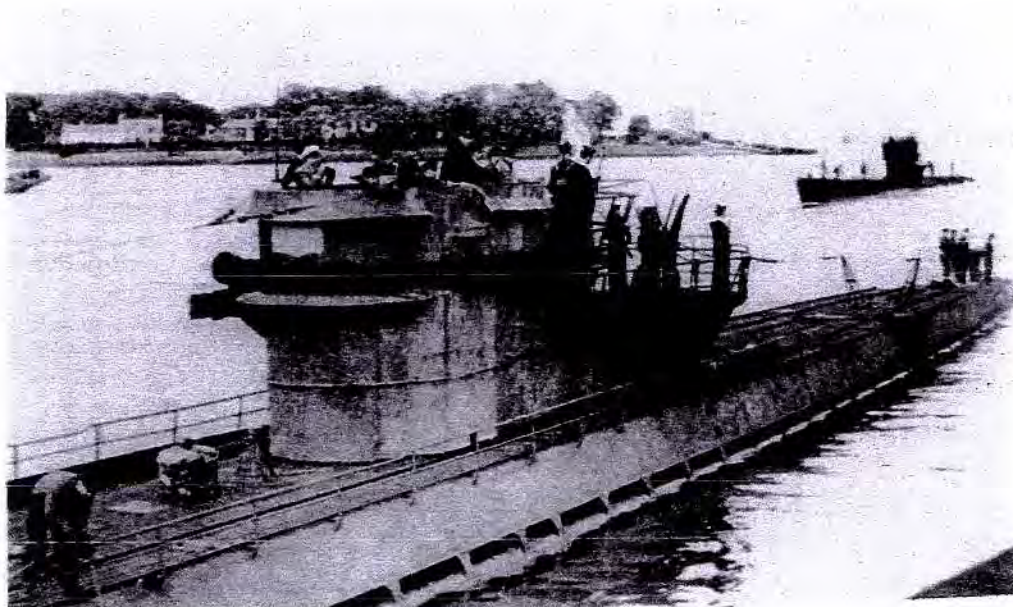
Concluding, Commodore Simpson paid tribute to the men who prepared the ships for battle and repaired them, and said the workmanship of the repairs carried out at the shipyard by private firms in Londonderry had been of a very high standard and contributed very largely to the successes of the Battle of the Atlantic.



The surrender of U-boat 1009 at Lisahally dock in 1945. Note the White Ensign flying and Royal Naval officers on board with German sailors.

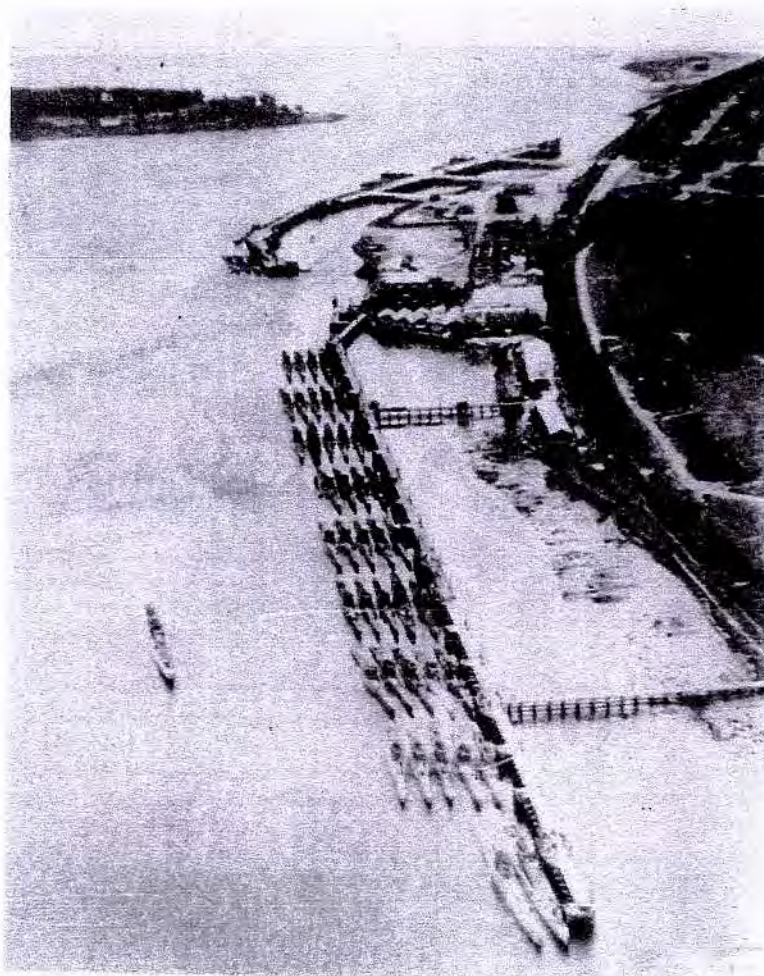


German U-boats surrendering at Lisahally dock in 1945.

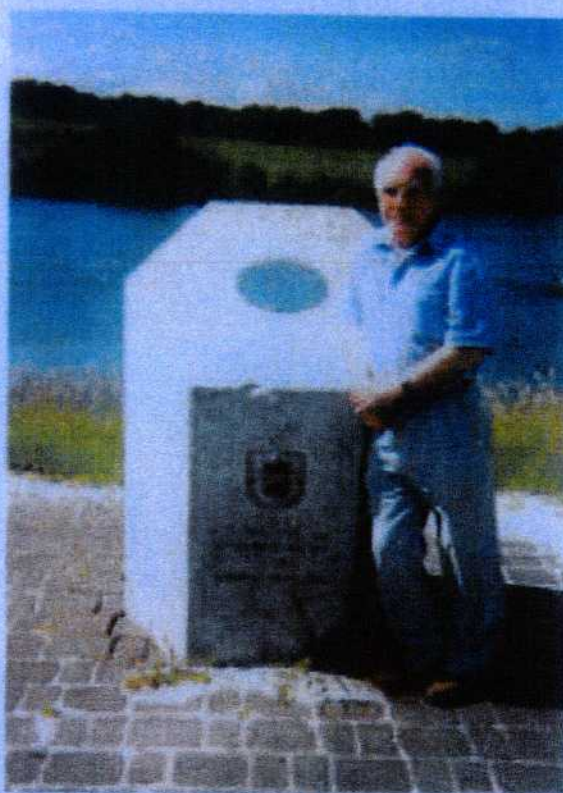




Lisahally base with surrendered German submarines moored alongside. Over sixty U-boats were brought into Lisahally and stripped of valuable equipment and later scuttled off the North coast of County Donegal under Operation Deadlight.



*There's no flowers on a sailors grave
No Lilies on an ocean wave
The only tribute is the seagulls sweep
And the tear drops on a loved ones cheek
We shall remember them*



The memorial at Lisahally on Lough Foyle to all those who died in the battle of the Atlantic.

Memorial to the Allied sailors who lost their lives during 1939-1945 erected at Lisahally docks which was the American Naval Operating Base.

Derry Naval Base

Fate Yet Unknown

Ships Being "Put on the Mud"

More Expected to be Laid Up

The duties of the ships of the Royal and Allied Navies operating from the Londonderry Navy Base—the bastion of the United Kingdom in the Eastern Atlantic—are gradually drawing to a close, and, within the next few months, it is expected that the fate of the base will be made known.

All the Royal Canadian Navy ships have left the port, and only three Royal Canadian Navy personnel remain.

Three corvettes have been "put on the mud," with caretakers on board, and during the coming weeks they will be joined at the laying-up anchorage in Rosses Bay by other Battle of the Atlantic veterans which have hunted the U-boats and guarded Britain's life-line convoys. A number of destroyers have been tied up at the city docks temporarily and have been put out on the "reserve" list.

The crews of the three corvettes and portion of the destroyers' crews have been transferred to other ships, and, in a number of instances, the men have been transferred to similar ships in the Far East.

What the ultimate fate of the fifty-five surrendered German U-boats lying at the base will be is still unknown, and it is very likely that the question of disposing of them will be discussed by Mr. Churchill, President Truman, and Marshal Stalin at their coming conference.

The U-boats still have a number of their original German crews on board, and are being minutely examined by submarine experts of the Royal Navy.

One of the fifty-five U-boats is of the large cargo carrying type and travelled between Germany and Japan.

It is understood that Springtown Camp, one of the United States Navy Base installations, which the Londonderry Corporation at one time contemplated using to ease the housing problem, will be used as a summer camp by a Northern Ireland youth organisation.

Future of Derry Naval Base

Will be Anti-Sub. Training School

Atlantic Battleships as Classrooms

The Londonderry Naval Base—home of the ships of the United Nations which defended the western end of the Atlantic life-line—is to be retained for some time to come as an "A.U." (anti-submarine) School.

This was learned yesterday by a "Sentinel" reporter in an interview with the Naval Officer in Charge of the Base (Captain E. A. B. Stanley, D.S.O., M.V.O., R.N.), who stated that the Base will become a training school and will pass on to the personnel who attend it the secrets of how to deal with the underwater war menace—the submarines.

It is understood that the "A.U." School will open within the next few weeks, and it is expected that a number of naval vessels, which operated from the port and hunted the U-Boat packs in the North Atlantic, will be set aside for training the pupils.

First Lord of Admiralty

Visiting Derry Next Week

Future of Base to be Decided

The First Lord of the Admiralty (Mr. A. V. Alexander) will visit Londonderry during next week—probably Friday next—but it was impossible to obtain any official information yesterday in the city regarding the purpose of his visit.

It was stated unofficially, however, that his visit may be closely connected with the future of the Naval Base at Londonderry and the Submarine Base at Lisahally, where extensive docks and stores were constructed in 1941, under the Lend-Lease Agreement by American technicians.

The fact that the First Lord's visit follows closely on the visit a few weeks ago of very prominent and high-ranking British, American and Russian naval officers, would seem to suggest that the ultimate disposal of the sixty-four surrendered German U-boats, now lying at Lisahally, may also be a matter which will receive attention.

On the occasion of the officers' visit it was learned from an unofficial source that there was every likelihood that the seventeen Flower Class corvettes—veterans of the Battle of the Atlantic—would be handed over to the Soviet Fleet.

CANADIAN SHIPS LEAVING DERRY BASE

Ships of the Royal Canadian Navy, which, while operating from the Londonderry Naval Base, have played an important part in hunting U-boats in the North Atlantic and guarding the convoy routes, are gradually leaving the base, and within the next few weeks they will have ceased to visit the port. The shore-based officers, ratings, and Wrens are also leaving.

The Canadian Salvation Army's War Services' Canteen and Hostel, which was opened in February, 1944, in the Honourable the Irish Society's House in St. Columb's Court, is expected to be closed by June 15.

Two articles from the Londonderry Sentinel for the 22nd September 1945 stating that the base will become an Anti-submarine school. The Naval Base may have been renamed HMS Phoenix.

Two articles from the Londonderry Sentinel from November 1946 about the visit of the then First Sea Lord and Chief of Naval Staff Sir John Cunningham.

FIRST SEA LORD'S VISIT.

Inspection of Derry Anti-U-Boat School.

"Always one Jump Ahead."

The First Sea Lord and Chief of the Naval Staff, Admiral Sir John Cunningham, G.C.B., M.V.O. - yesterday inspected the joint Anti-Submarine School in Londonderry, his first function being a visit to the Operation block in Rock Road.

He later inspected officers and men of the Fourth Escort Flotilla and subsequently went to Ebrington Naval Barracks, where he inspected a general party of the Anti-Submarine School and was received by an armed guard.

He was accompanied by Captain M. A. Pritchard, C.B.E., R.N., N.O.I.C., his host; Captain Sir Charles E. Madden, Bt., Naval Assistant to the First Sea Lord; Commander E. Hart Dyke, Group-Captain W. E. Oulton, D.S.O., D.F.C., R.A.F., and Lieut.-Commander A. C. D. Leach, D.S.C.

In a short address Admiral Cunningham said that he took this opportunity to come here for the purpose of seeing the combined organisations because in two ways it was one of the most important organisations existing in the country to-day.

"I need not tell the majority of you people how close we came to disaster in the last war, or for that matter in the war before, owing to the enemy's attack on our shipping."

He need not tell them, he said, of how the anti-submarine war had fluctuated. At one time they were on top and on another time they were very nearly down the drain.

The only thing they could do was to keep a large reserve of ships and aircraft and to train a large reserve of men and women to man and operate the weapons they would have to commission on the outbreak of war. It was absolutely essential, firstly, to man the ships they kept in reserve in order to protect the shipping on which they lived, and secondly, because nothing in this world was static.

If there was going to be another war so far as the submarine weapon was concerned they wanted to be one jump ahead. They had been one jump ahead the last time and it did save them. They wanted to be at least one jump ahead the next time if there was going to be a next time.

Admiral Cunningham said that another equally important reason for this school was because it was a combined school. There were lots of stupid people going round the country talking nonsense and trying

To Make Mischief

between the Services. War to-day was a complicated operation which could only be a success if all the weapons at their disposal were employed.

Alone the Navy, Air Force or Army could not win a war. They had to help one another. Here they had an opportunity of getting to know their difficulties, places and strength. From this he hoped there would be bred friendship between the Services.

Admiral Cunningham was then taken round various quarters in the barracks, including the instructional shed, where a demonstration on the handling of U-boats at night was given in pitch darkness.

Just before midday, Admiral Cunningham

travelled to Ebrington and inspected the Air Station and returned to England by plane early in the afternoon.

First Sea Lord in Derry

Admiral Cunningham Inspects Navy Base

Tribute to Anti-Sub. School

When the First Sea Lord and Chief of the Naval Staff, Admiral Sir John Cunningham, G.C.B., M.V.O., inspected the Londonderry Naval Base on Tuesday he told a combined parade of R.N., W.R.N.S., E.A.F., and W.A.A.F. personnel at Ebrington Naval Barrack that their Joint Anti-Submarine Training School was one of the most important organisations in existence in the country.

The First Sea Lord was accompanied on his inspection by his host, Captain N. A. Pritchard, C.B.E., R.N., Naval Officer-in-Charge of the School; Admiral L. D. Mackintosh, C.B.E., D.S.O., D.S.C.; Captain Sir Charles E.



The First Sea Lord and Captain N. A. Pritchard, C.B.E., R.N., N.O.C.I.

Madden, Bt., Naval Assistant to the First Sea Lord; Group-Captain W. E. Oulton, D.S.O., D.F.C.; Commander E. Hart Dyke, R.N., and Lieutenant-Commander A. C. D. Leach, D.S.C., R.N.

After inspecting the combined parade, Admiral Cunningham said they came close to disaster in the last war, and the war before that, owing to enemy attacks on their shipping by submarines. When the war came the enemy was able to put into service considerable numbers of U-boats, and the only thing the Navy could do now was to keep a large reserve of ships and aircraft, and train large reserves of men and women to man the weapons to be commissioned on the outbreak of war.

"For that reason," he continued, "we have this Anti-Submarine School, because the submarine war will start with the fall of the flag. It is absolutely essential, in my opinion, that we keep up a reserve to protect our shipping. We know that the future enemy—if there be a future enemy—will start the next war, so far as the submarine is concerned, where the Hun left off. We were one ahead in the last war and that jump saved us. We want to be one jump ahead next time."

Earlier the First Sea Lord visited the Operation Block, where he was received by Commander R. Giddings, O.B.E., and subsequently inspected officers and men of the Fourth Escort Flotilla at the Royal Naval Hall, Strand Road.

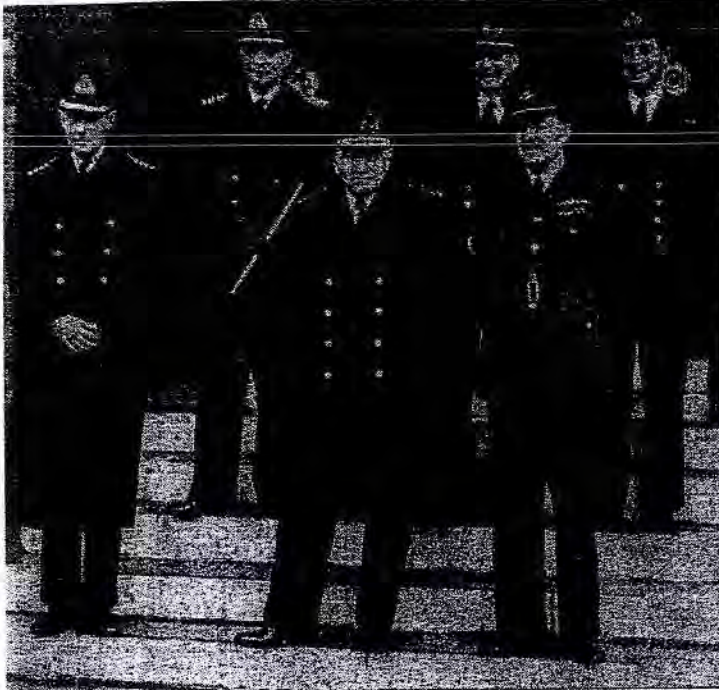
Addressing the parade, which was under the command of Lieutenant-Commander V. C. F. Clark, D.S.C., Admiral Cunningham said the Navy had got a real headache in front of it—to evolve tactics necessary to deal with the very fast submarines which the Hun had almost ready to put into operation when the war ended.

Some of the personnel on parade, he said, were a long way from home, but he understood life in Northern Ireland was not quite so austere as on the other side of the water.

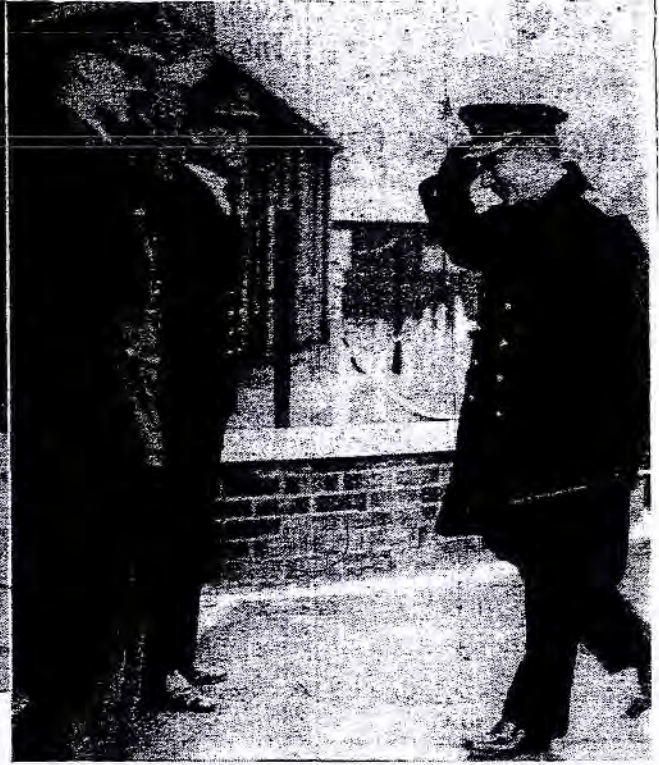
Following an inspection of the Eglinton Naval Air Station, the First Sea Lord returned to England by plane.

THE LONDONDERRY SENTINEL, THURSDAY MORNING, NOVEMBER 28, 1946.

First Sea Lord Visits Derry Base



Front row from left—Captain N. A. Prichard, C.B.E., R.N., N.O.I.C. Londonderry Base; Admiral Sir John Cunningham, G.C.B., M.V.O., First Sea Lord; Group-Captain W. E. Oulston, D.S.O., D.F.C.



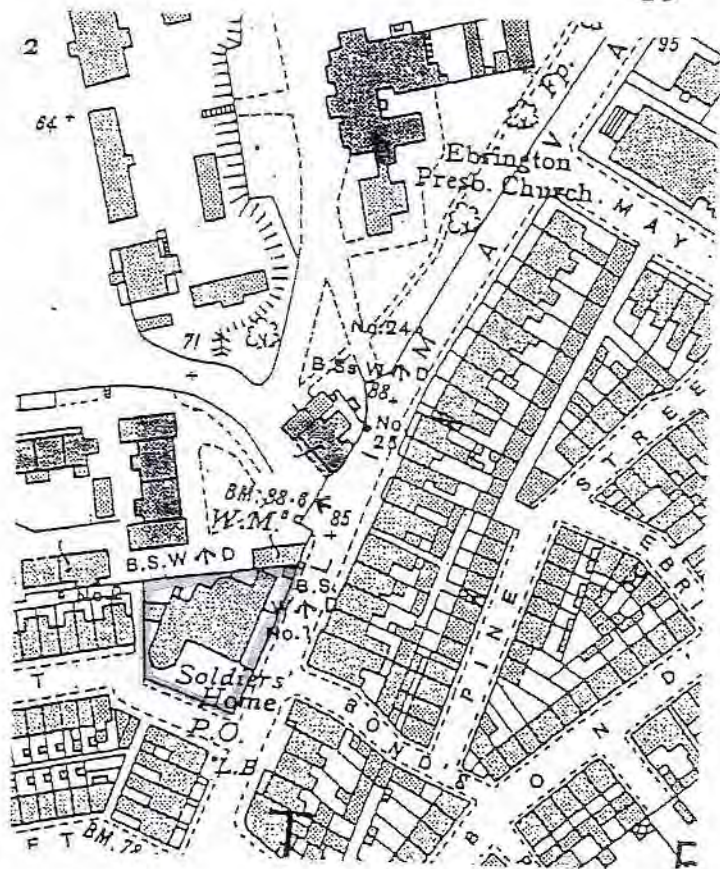
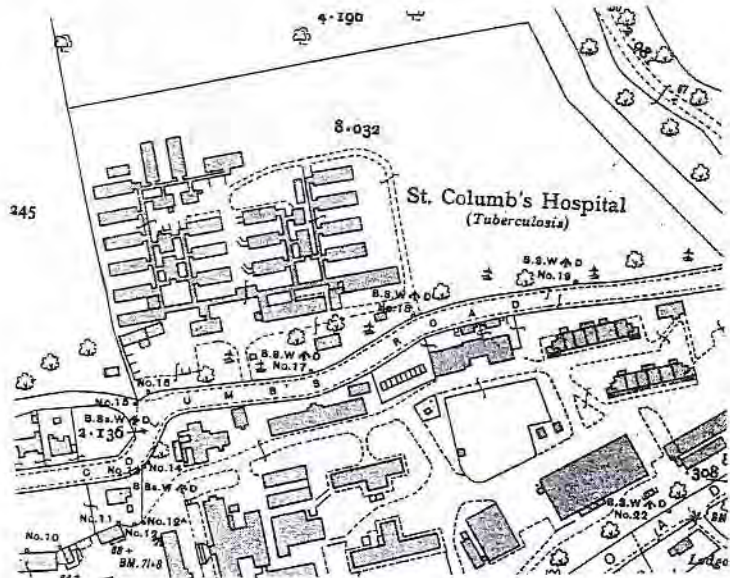
The First Sea Lord being received at Ebrington Naval Brack on Tuesday by Group-Captain Oulton and Commander Hart Dyke.



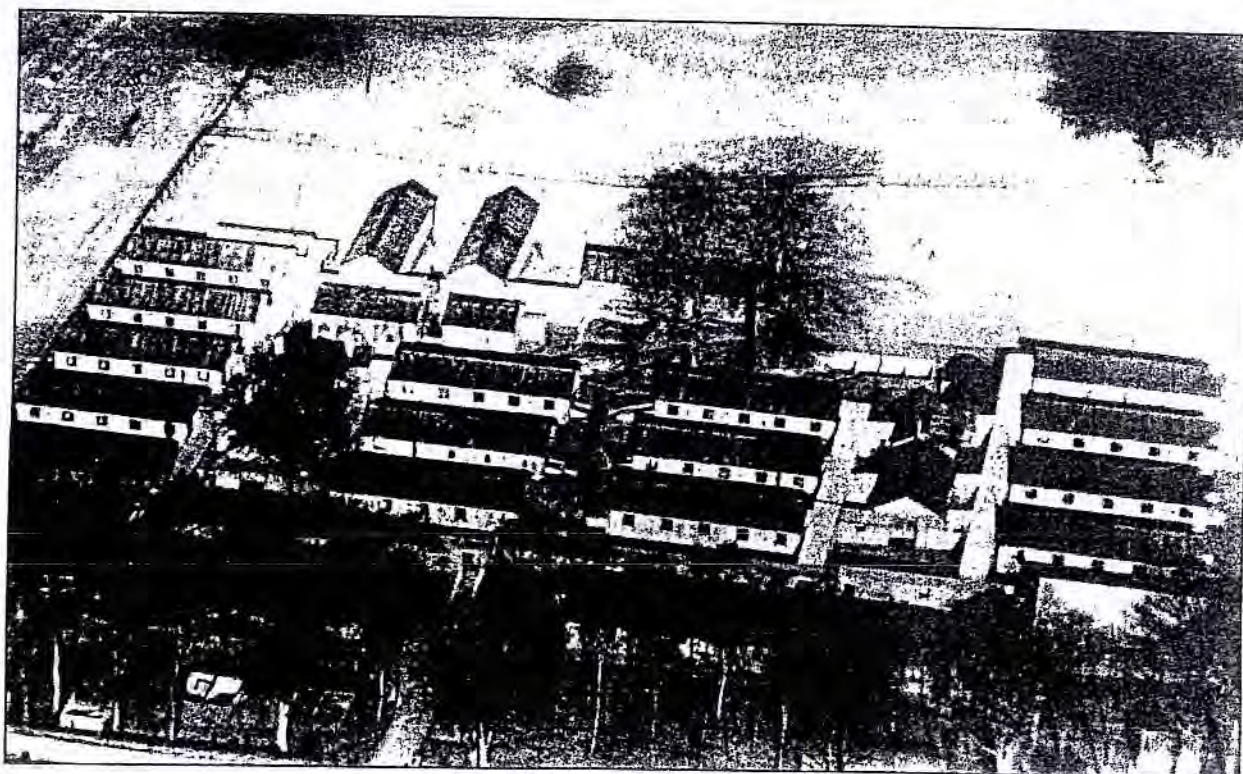
The First Sea Lord chatting to Captain Prichard, who is in charge of the Joint Anti-Submarine Training School.



Admiral Sir John Cunningham during his inspection of Ebrington Naval Barrack.



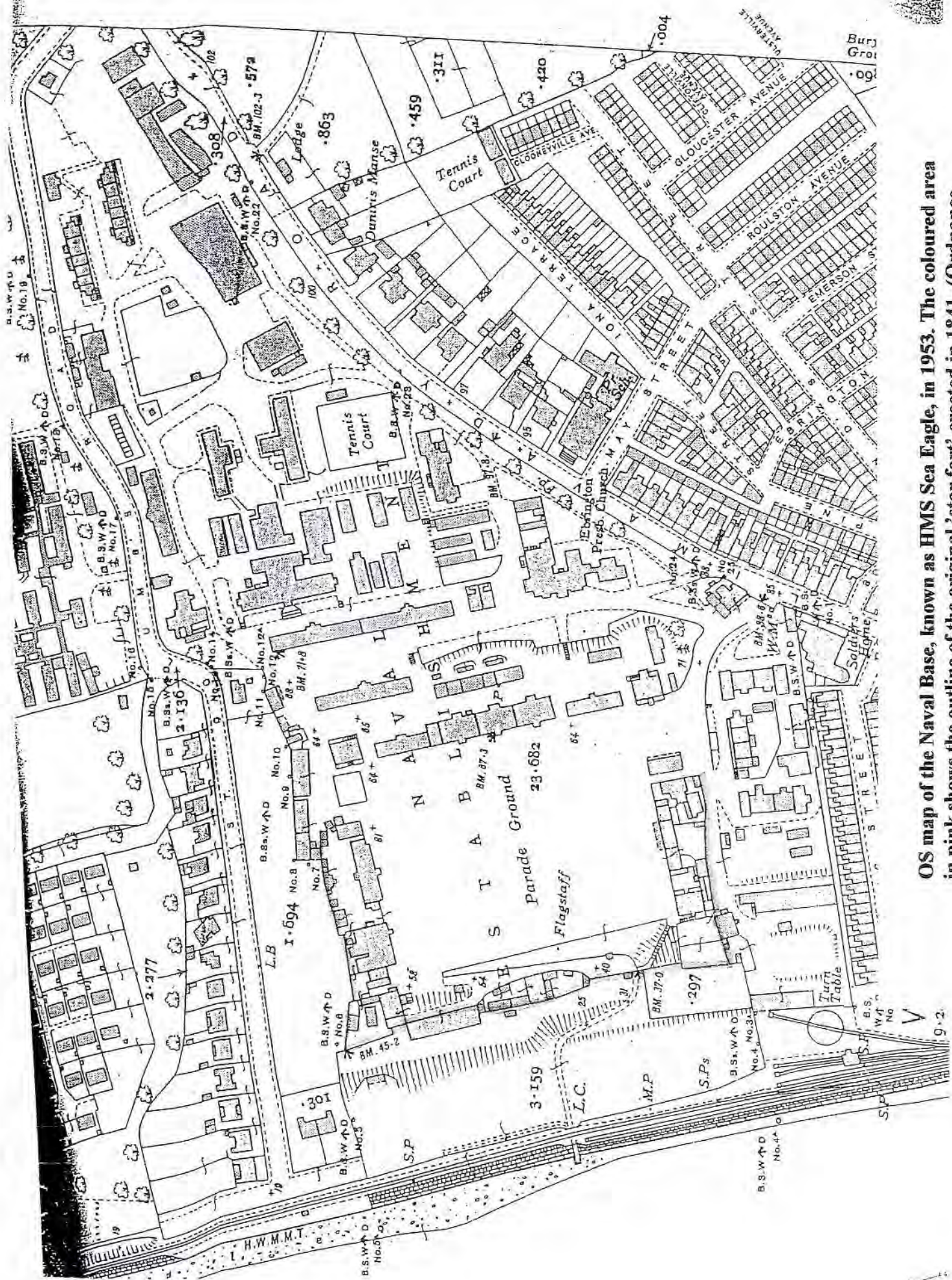
Old Soldiers' Home built in 1901 just south of the old main gate. It was designed by Matthew Robinson and built by Alexander Dunlop. It later became a Sands Home and was demolished to make way for a new road junction.



An Aerial View of St. Columb's Hospital taken on March 16 1948. It is a wooden-hutted hospital which was built for the American forces as a wartime emergency hospital and was not intended to continue in use after the Second World War.

Old military hospital built as a temporary structure just outside the north barracks wall, which later became St.Columb's Hospital.

1953



OS map of the Naval Base, known as HMS Sea Eagle, in 1953. The coloured area in pink shows the outline of the original 'star fort' erected in 1841. (Ordnance Survey)



Sir Basil McFarland, Bt., CBE, ERD, NML, unveiling the plaque at the former Royal Naval Base, H.M.S. Sea Eagle, which now becomes Ebrington Army Barracks. 26TL512

NOW EBRINGTON BARRACK

HMS SEA EAGLE, for thirty years the headquarters of the Joint Royal Navy — Royal Air Force Anti-submarine Training School in Londonderry, which closed down on Wednesday on transfer to Rosyth, was on Friday re-named Ebrington Military Barrack — its title since it was built in the 1830's and opened by the Earl of Ebrington.

To mark the occasion a plaque at the main entrance was unveiled by Sir Basil McFarland, Bt., CBE, ERD, Her Majesty's Lieutenant for Londonderry City, who said the citizens were glad to have the Army back in their former establishment.

He said the people of Northern Ireland had welcomed the Army in August last year and it was interesting that the 22nd (Cheshire) Regiment, which was now occupying the Barrack, had gone from the same station to France on the outbreak of war in 1914.

PERFECT EXAMPLE

"On behalf of the citizens of Londonderry we welcome them back as tenants of Ebrington Barrack and we hope that peaceful days lie ahead, not only for this city but for all of the Six Counties," he added.

The General Officer Commanding, Northern Ireland, General Sir Ian Freeland, thanking Sir Basil, said the barrack had been handed over after 30 years occupation by the Royal Navy, who had left it in first class condition — a perfect example of Inter-Service cooperation.

FRIENDLY RELATIONS

General Freeland said he hoped the soldiers would help the citizens of Londonderry to return to a state of normality and that peace would return as soon as possible.

"The aim of the Army is to establish the same friendly relationship with the people of Londonderry as the Navy has done," he added.

The Barrack will accommodate 630 men of the Cheshire Regiment, as well as the Headquarters of the Eighth Infantry Brigade.

Taking part in the unveiling ceremony were buglers and trumpeters of the Cheshire Regiment.

Association with city was happy

The Senior Naval Officer, Northern Ireland, Captain

Navy and the people of the Province will, I am sure, be maintained in the future by those who have the privilege of being stationed here, and by those in H.M. ships and submarines visiting the ports and harbours.

"On behalf of all those now leaving Northern Ireland, including myself, may I wish you the very best and good fortune in the future?"

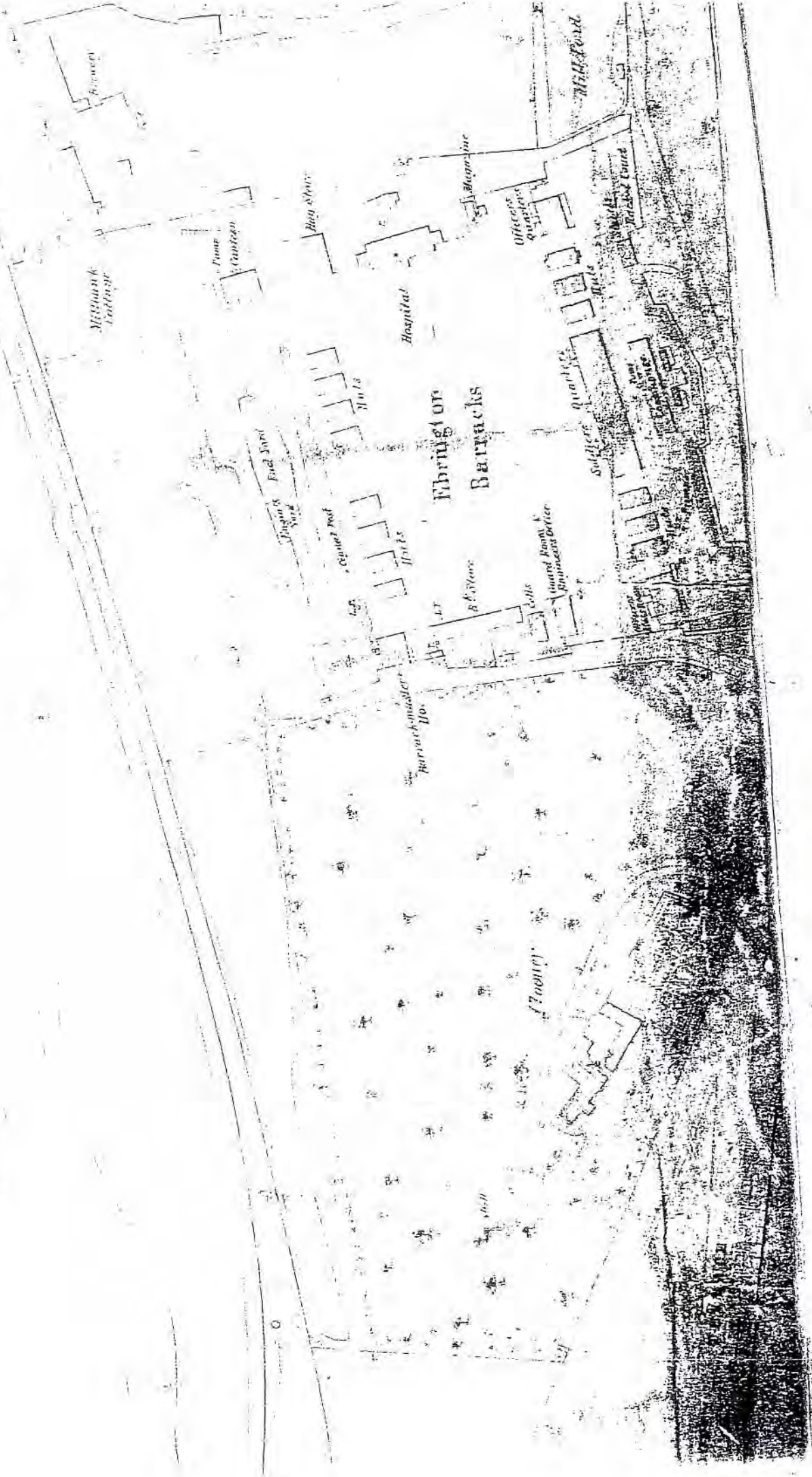
Anthony Morton, in a letter to the Chairman, Mr. Brian Morton, and members of Londonderry Development Commission, refers to the Navy's association with the city.

He writes: "The Royal Navy has been in Londonderry for over 30 years and the friendship and kindness extended to all of us throughout Northern Ireland, whether in visiting ships, submarines, air squadrons or based ashore, has been more generous than I can properly describe. But I know that Northern Ireland and Londonderry have a special place in the affections of every sailor."

"This happy association, which has existed for so long between the Royal

An article from The Londonderry Sentinel of July 1970 stating that the former Naval Base of HMS Sea Eagle had been handed back to the army and renamed 'Ebrington Barracks'.

1847
(REVISED 1848/49)



(1)



J. Glass]

[Londonderry.

MR. JOSEPH COLHOUN.

MR. JOSEPH COLHOUN.

ONE of the most successful builders and contractors in Londonderry is Mr. Joseph Colhoun, of the Strand Saw Mills, Strand Road, whose career has been a practical one, well calculated to fit him for the prominent position he has won. Our subject in this instance is a native of Donegal, and was born about the close of the "forties," so that he is now in the prime of life. He obtained at the best local schools, also private tuitions in Londonderry and America, an education adapted to the requirements of a business career, and after acquiring considerable practical experience in his chosen trade (that of a builder and joiner), he joined his brother, in 1877, in a partnership which lasted until 1892, during which time he assisted to a very large extent in developing the business of the firm of "Colhoun Bros." (which was then carried on in a central but backward street) into one of the largest building and contracting firms in the North of Ireland, and also removed the business to a more suitable and leading situation in the Strand (nearer the city than his present premises), where he, with his brothers, built large workshops, stores, and offices in 1884, and in which the business of the late Robt. Colhoun is still carried on by his son. In the latter year the partnership was dissolved, and Mr. Joseph Colhoun then commenced business on his own account, occupying a plot of land by the side of the quay, which had previously been used as an oil store. Upon this site he reared his workshops and saw mills, and laid the foundation of a business the rapid growth and development of which has made it one of the most notable of its kind in the city. This development is entirely the result of the industry, travel, and close observation of Mr. Colhoun, who has made a point of keeping pace with all the advances of the trade, and whose practical knowledge is of the kind which admits the importance of constant progress. In addition to his original establishment, which is known as the Londonderry Saw Mills, and which is upon a large scale, running from Strand Road through to the quayside, Mr. Colhoun has lately made a very enterprising purchase of mills formerly in other hands, and known as the Strand Saw Mills. The acquirement of this important and valuable property has

placed our subject in a most advantageous position. Indeed, his resources as a saw-miller and joiner are now practically unsurpassed, and our readers will understand the magnitude of his business when we say that he gives employment to between 300 and 400 hands. It may be said without exaggeration that Mr. Colhoun's saw mills, workshop and offices, when the extensive plant now being laid down is complete and in working order, will be the largest in the north-west of Ireland in point of capacity, and will be able to turn out any class of work to almost any extent. The very best of machinery is in use at these highly interesting works, and the whole place bears eloquent testimony to the organising powers of its proprietor, who seems to possess a genius for the development and administration of large concerns of this kind. Mr. Colhoun is not only a saw-miller and joinery manufacturer; he is also a builder and contractor, as we have intimated at the commencement of this article, and he has done a large amount of notable work in Derry and the district, all of which speaks for the capable and conscientious manner in which he fulfils his engagements. He is likewise a large importer of timber, and deals in practically everything necessary for building purposes. Altogether, the business is a most substantial and representative concern, and though Mr. Colhoun is a singularly unpretentious gentleman, and would be the first to deprecate any eulogy of his achievements, we cannot ignore the evidence of the exceptional skill and energy with which he has built up a concern so creditable alike to himself and to Derry. In the short period of seven years, as we understand, he began to push his fortune a second time on rather limited capital. Public life does not engage the attention of Mr. Colhoun, who naturally finds his time well occupied by the affairs of the trade in which his interests are concentrated. Mr. Colhoun has seldom or ever now what one would call a holiday, and has no leisure to enjoy his former recreations of boating and shooting, &c. Mr. Colhoun, who is held in respect by all who have dealings with him, is a staunch Unionist in politics, and a loyal member of the Presbyterian Church, but the vast majority of his employees are Roman Catholics.

Benbow, John (b. March 10, 1653—d. Nov. 4, 1702, Port Royal, Jam.), English admiral who became a popular hero through his exploits against the French and his death in active service.

The son of a tanner of Shrewsbury, Shropshire, Benbow served in the navy and merchant marine before becoming captain of a



Benbow, detail of an oil painting by Sir Godfrey Kneller, 1701; in the collection of the National Maritime Museum, Greenwich, Eng.

By courtesy of the National Maritime Museum, Greenwich, Eng., Greenwich Hospital Collection

naval vessel in 1689. As master of the fleet under Adm. Edward Russell, he helped destroy the French fleet in the Battle of La Hogue (May 1692), and in November 1693 he bombarded the French port of Saint-Malo.

After serving as commander of the English fleet in the West Indies from 1698 to 1700, Benbow returned there as vice admiral in 1701. On Aug. 19, 1702, his seven ships sighted nine French vessels off Santa-Marta (now in Colombia). He gave chase for five days, but the captains of four of his vessels lagged behind, refusing to engage the enemy. On August 24 the Admiral's right leg was shattered by French fire. Nevertheless, he remained on deck until his captains compelled him to return to Jamaica. There he had two of them court-martialed for insubordination and shot. Benbow died of his wounds and was buried in Kingston.

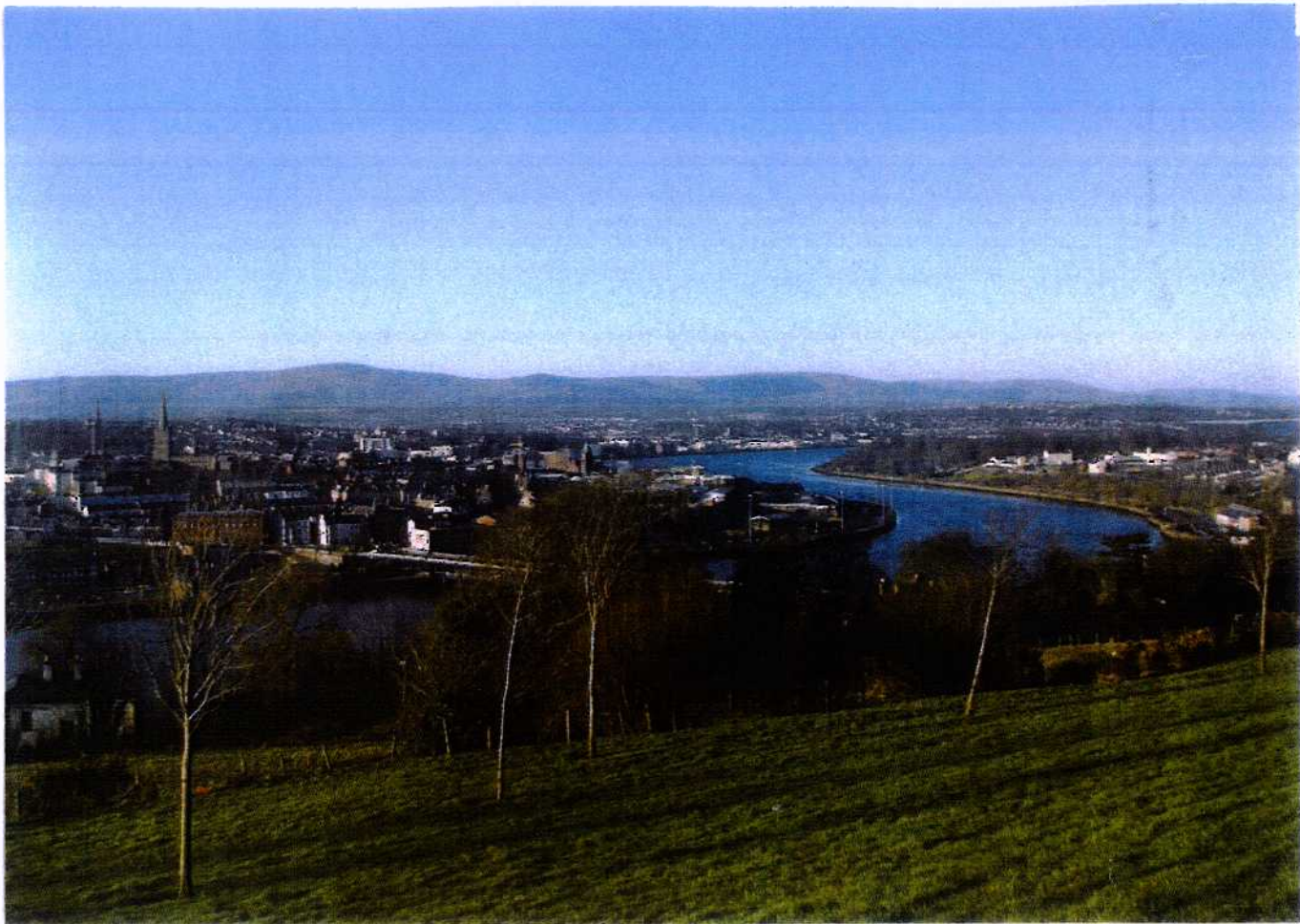


Andrew Cunningham

CUNNINGHAM of Hyndhope, 1st Viscount (U.K.), *cr.* 1946; 1st Baron, *cr.* 1945, of Kirkhope; **Adm. of the Fleet Andrew Browne Cunningham**, 1st Bt., *cr.* 1942; K.T. 1945; G.C.B., *cr.* 1941 (K.C.B., *cr.* 1939; C.B. 1934); O.M. 1946; D.S.O. 1915; D.C.L. Oxford; LL.D. Edinburgh, Birmingham, Cambridge, Glasgow, Leeds, Sheffield, St. Andrews; *b.* 1883; *s.* of late Prof. D. J. Cunningham, Dublin and Edinburgh; *m.* 1929, Nona Christine, *d.* of late Horace Byatt, M.A., Midhurst, Sussex; *no c. Educ.*: Edinburgh Academy; Stubbington House, Fareham; H.M.S. Britannia. Entered Royal Navy 1898; served European War, 1914-18 (despatches, D.S.O. with two bars); War of 1939-45 (G.C.B.); was President Sub-Commission C Naval Inter-allied Commission of Control; Naval A.D.C. to the King, 1932; Rear-Admiral (D) commanding Destroyer Flotillas, Mediterranean Fleet, 1934-36; Vice-Admiral commanding Battle-Cruiser Squadron and 2nd in Command, Mediterranean, 1937-38; Lord Commissioner of the Admiralty and Deputy Chief of Naval Staff, 1938-39; Commander-in-Chief, Mediterranean, 1939-42; Head of British Admiralty Delegation in Washington, 1942; Admiral, 1941; Naval C-in-C. Expeditionary Force, North Africa, 1942; C-in-C. Mediterranean, 1943; Admiral of the Fleet, 1943; First Sea Lord and Chief of Naval Staff, 1943-46. Lord High Commissioner to General Assembly of Church of Scotland, 1950 and 1952; Hon. Freeman: Fishmongers' Company, Company of Shipwrights; Borough of Hove, City of Edinburgh, City of Manchester, City of London, City of Lincoln. Hon. Member the Company of Merchants

of Edinburgh; Hon. Bencher Lincoln's Inn; Hon. F.R.C.S.E.; Hon. Member Royal Institution of Naval Architects. Grand Cordon Légion d'Honneur, Médaille Militaire (French); Chief Comdr. Legion of Merit, D.S.M. Army, D.S.M. Navy (U.S.A.); Grand Cordon of Order of George I, Medal of Military Valour (Greek); Grand Cross Netherlands Lion. *Publication*: A Sailor's Odyssey, 1951. *Recreation*: fishing. *Address*: The Palace House, Bishop's Waltham, Hants. *T.*: Bishop's Waltham 2683. *Clubs*: Athenæum, (Hon.) Caledonian, United Hunt, White's, Bath, Flyfishers', United Service, M.C.C., Hurlingham; Royal and Ancient Golf (St. Andrews). [Died 12 June 1963 (*ext.*).

Within Ebrington Barracks there are two named buildings ie 'Benbow' and 'Cunningham'. These two have been named after two famous naval men Admiral John Benbow from the seventeenth century and The First Sea Lord and Chief of Naval Staff, Admiral Andrew B. Cunningham, who was born in Dublin. He became First Sea Lord in 1945 and was known as 'The Old Man of the Sea'.



Views of Ebrington Barracks on the edge of the Foyle. (A.J.Malley)



SEE REMAINDER UNDER





Views from Ebrington Barracks across to the Cityside. (A.J.Malley)





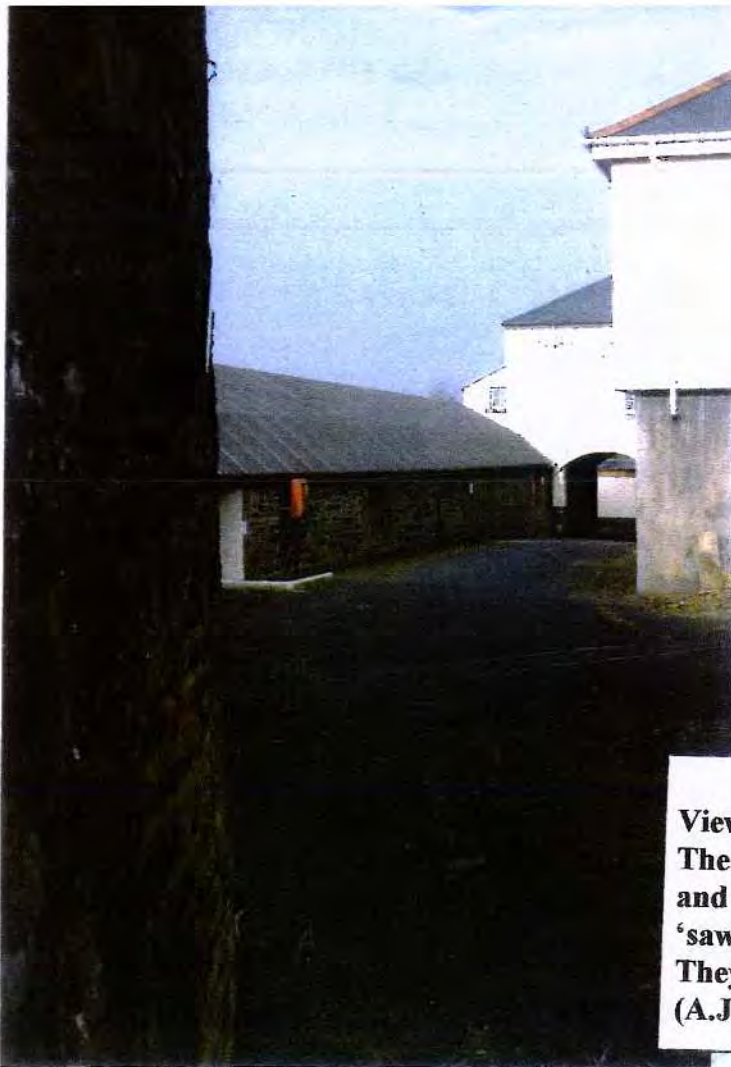
**The Guildhall viewed from one of the old musket loops in Ebrington Barracks.
(A.J.Malley)**



Old musket loops with gun rest at rear. (A.J.Malley)



Name carved on the gate pillar of 'oval yard' built in 1841. (A.J.Malley)



**View showing access to former Barrack's Master's yard
The tin sheeted building was there before 1900
and was marked on the 1948/52 plan as 'Painter's shop
'saw mills and Joiner's shop' and 'plumber's shop'.
They are numbered on the EHS plan as 34 - 36.
(A.J.Malley)**



**Stone gate pillar of old oval yard erected in 1841
and was used as a fuel store and Engineer's yard.
The 1948/52 plan shows such uses as
'Chief Engineer's yard, store and coal pound'.
The walls etc will be Scheduled by EHS. (A.J.Malley)**



Former accommodation block erected after 1880s and former officer's mess erected in 1841. On the 1948/52 plan these are named the 'Pay Office' and Horton Block'. EHS numbers are 70 and 71.



The three blocks shown here are the recreation, library, accommodation block on the left built in 1887 and the former hospital block and the former officers' quarters to the right. The last two were built in 1841 and are known on the 1948/52 plan as 'Matthew Block'; 'Kent Block' and 'Blake Block'. They are numbered on the EHS plan as 45/46,49 and 53. (A.J.Malley)



Main barracks block for enlisted men erected in 1841. This building was named on the 1948/52 plan as Trenchard Block and Howe Block. They are numbered on the EHS plan as 67,68 and 69. (A.J.Malley)





Former cookhouse for main barracks erected in 1841 and extended later. It marked on the 1948/52 plan as a 'provisions block'. It is numbered on the EHS plan as 76. (A.J.Malley)



Part of 8th Brigade HQ building erected after 1949 and houses original foundation tablet etc. This building was named 'XC H.Q' on the 1948/52 plan and is numbered 25 on the EHS plan. (A.J.Malley)



Former Barrack Master's house built in 1846 and during the Second World War was the Captain's House. This block is numbered on the EHS plan as 17. (A.J. Malley)

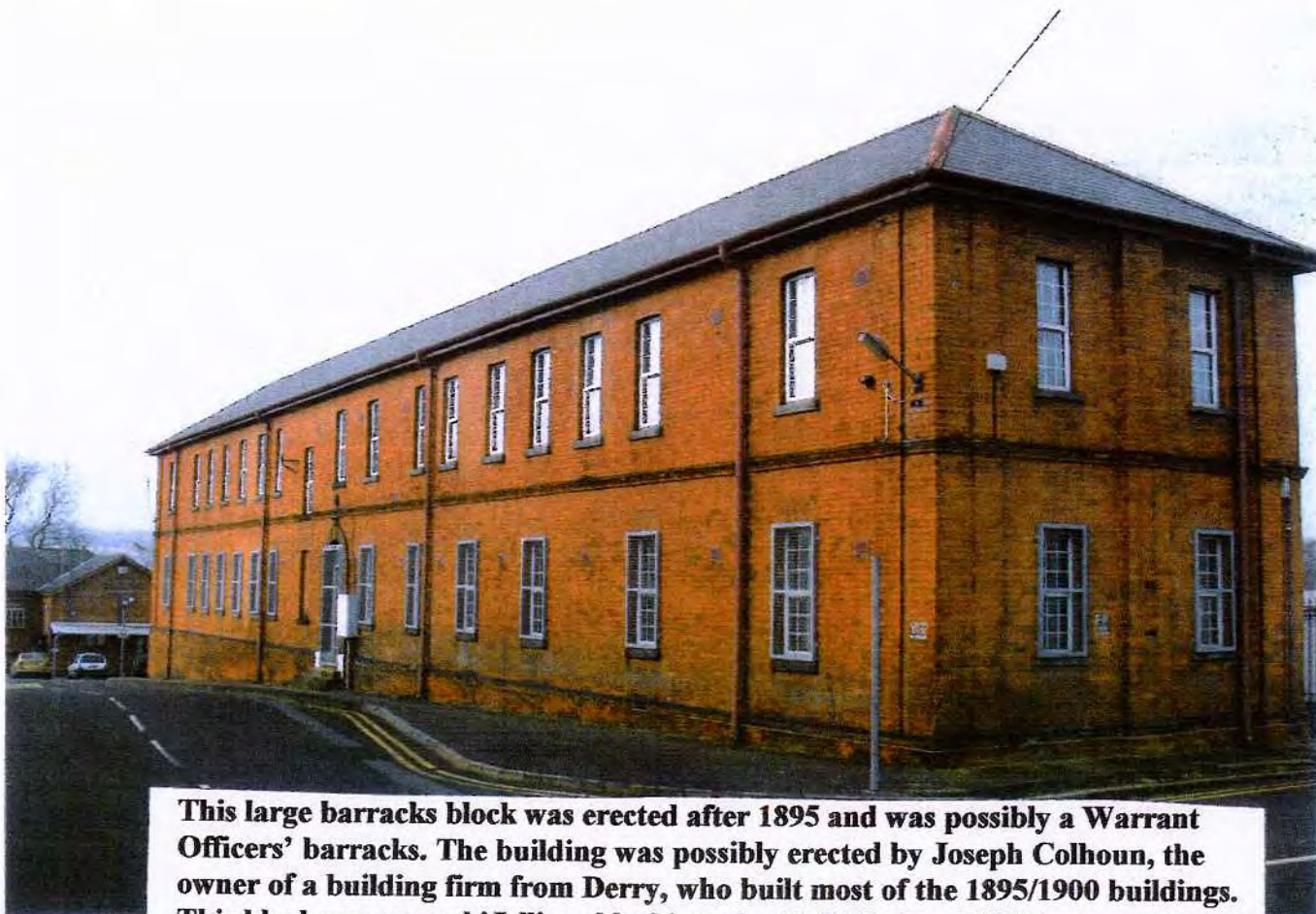


This stone built block was erected after 1875 as part of a barracks extension. It was named as 'Cunningham Block' on the 1948/52 plan and is numbered as 4 on the EHS plan. (A.J.Malley)



Former Officers' Mess built in 1904 as part of the new extension. Marked as the 'Ward Room' on the 1948/52 plan and is numbered as 85 on the EHS plan. (A.J.Malley)





This large barracks block was erected after 1895 and was possibly a Warrant Officers' barracks. The building was possibly erected by Joseph Colhoun, the owner of a building firm from Derry, who built most of the 1895/1900 buildings. This block was named 'Jellicoe block' on the 1948/52 plan. EHS have numbered it 104 and suggested that it be Listed as a B2. The building has been named after the First World War Admiral.



The red brick house was built during the 1950s and was used by the Master of Arms or later a Sergeant Major. The 1948/52 plan refers to it as 'Frazer Lodge' and it is numbered 120 on the EHS plan. It is not to be Listed.



This redbrick block was built originally as two separate school buildings for boys and girls. It had two toilet blocks at the rear. It is part of the big extension to the barracks after 1895. By 1948/52 these buildings had been linked and one end had become a NAFFI and the other end a canteen. The toilet blocks had become stores. This building is 'Record Only' and is numbered by EHS as 115.





Photograph of garages, workshops and stores. There is a possibility that some of these were there during the Second World War. On the 1948/52 plan they were used as a 'Boat House and Store', 'Tactical Floor No.2 and Plotters' Room' and an 'M.T. Garage'. They are numbered on the EHS plan as 121-125. (A.J.Malley)



Former Garrison Church dedicated to St. Michael and St. Nicholas. This wooden building was there in 1948 as a 'chapel', but former Chief Petty Officer Kathleen O'Kane states that it was there during the Second World War. It is numbered 90 on the EHS plan. (A.J. Malley)



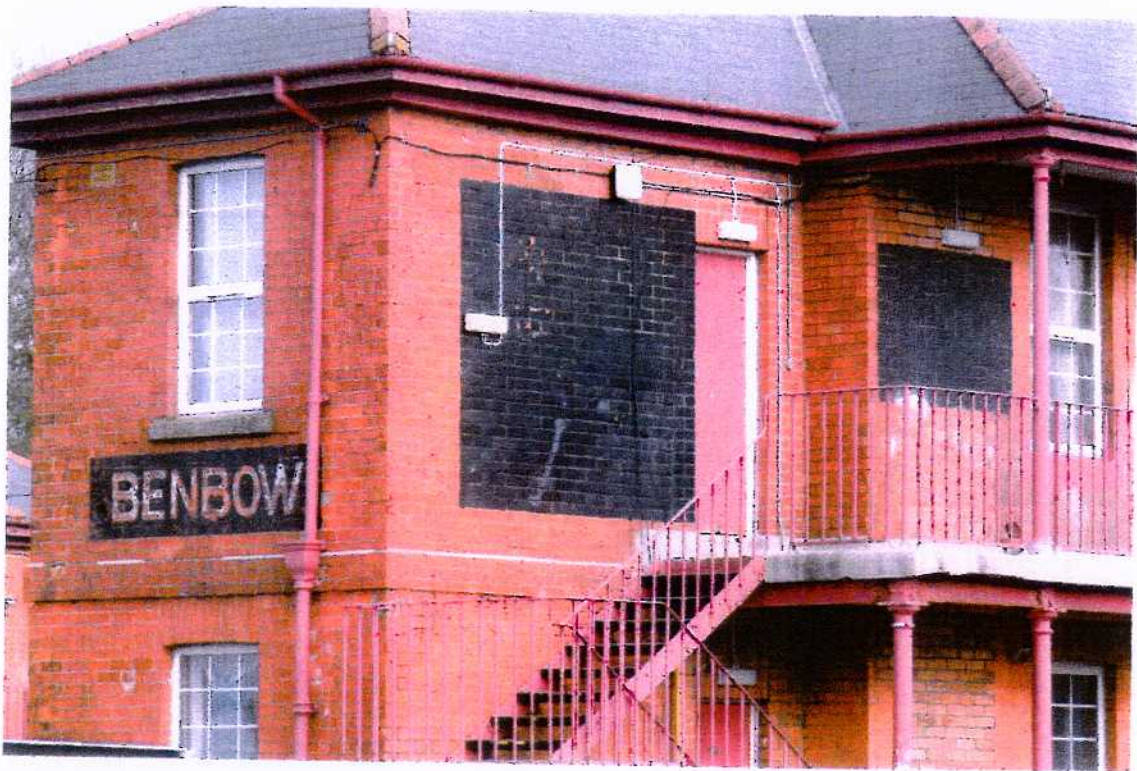
This little red brick building is on the 1904 map, but its use is not known. It was a 'cold store' on the 1948/52 plan and is numbered 119 on the EHS plan. (A.J. Malley)



This image is of the former guard house for the barracks and in 1948/52 was a store house. It appears to have been rebuilt after the Second World War and originally had a basement which held the barrels of rum for the sailors daily ration. It may well still be there underneath the present guard house. (No.102)



This building is one of the later 1950s buildings built for HMS Sea Eagle. (No. 112)



Part of a pair of new married quarters buildings erected after 1895. This one is named 'Benbow block' on the 1948/52 plan. It is numbered 118 on the EHS plan. (A.J.Malley)





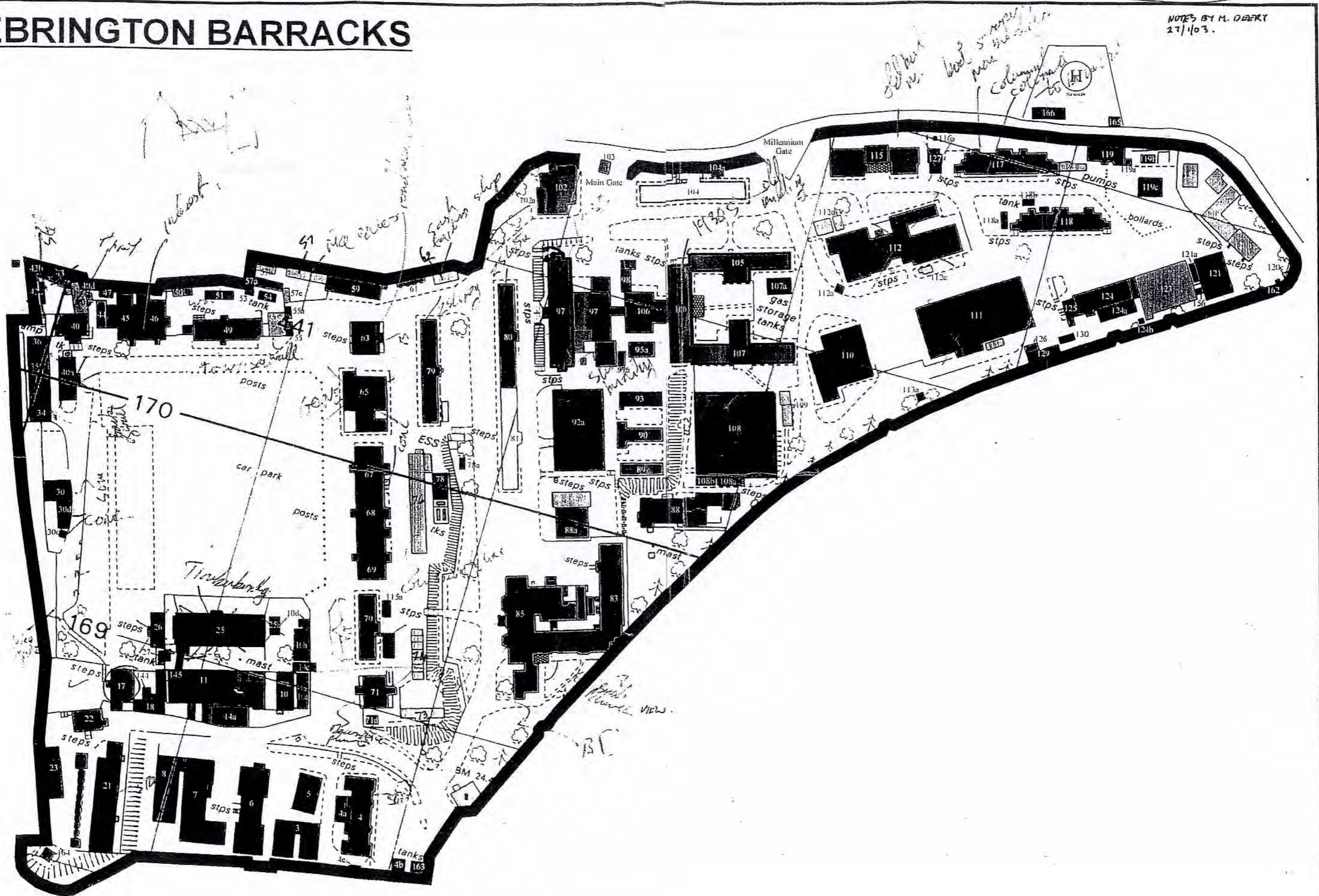
This matching block similar to 'Benbow' was built after 1895 and was called 'Raleigh Block' on the 1948/52 plan. It is numbered 117 on the EHS plan. (A.J.Malley)



Photograph shows the pair of buildings ie 'Benbow' and 'Raleigh'.(A.J.Malley)

EBRINGTON BARRACKS

NOTES BY M. DEERY
27/10/03.



(Not all buildings are necessarily to scale)



Fig 13. Structures Surveyed in detail by EHS

Plan showing the buildings inside Ebrington Barracks which are recommended for Listing or Record Only. (EHS, DOE)