



# The Bulldog Bulletin



Patron: Her Majesty The Queen

President: Priva Guha British Consul General

The Newsletter of The Royal British Legion  
California Branch No 1

## November 2013



The Black Watch



Cheshire Regiment



Devonshire and Dorset  
Regiment



The Green Howards



The Highlanders

**The Royal British Legion**  
California Branch No 1  
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The King's Regiment

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## RBL Chairman's November report,



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For those members who are finding it difficult receiving the Legion Magazine, I thought it might be a useful link.



<http://viewer.zmags.com/publication/f0cdd0f9#/f0cdd0f9/1>



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It is with great sadness, that I have to inform you of the death of Edward Abraham, who passed away October 14th. after a long illness. Ed will be greatly missed.

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**The City of Miami G.A.R. Cemetery hosted a British Flyers Remembrance ceremony** Tuesday, October 15<sup>th</sup>, at 2:00 p.m. on the cemetery grounds.

This event was held to pay tribute to the fifteen **Royal Air Force pilots** who were killed in training accidents while attending Spartan School of Aeronautics Miami B.F.T.S. #3 during the early 1940's. These pilots are interred in the Grand Army of the Republic (G.A.R.) Cemetery.

British Flying Training School #3 and the City of Miami share a rich history. Spartan School of Aeronautics B.F.T.S. #3 actively trained Royal Air Force and USAAF pilots from 1941-1945. Of the 2,124 RAF cadets and 117 USAAF cadets trained at the school, 1,493 were awarded pilot's wings.

Local veterans from the American Legion, Vietnam Veterans of America, and the Marine Corps League, the Sons of the American Revolution, as well as the Quapaw Honor Guard will participate in the ceremony along with The City of Tulsa Pipes and Drums who will perform a musical tribute to honor the British flyers. Members of the Royal British Legion in Oklahoma attended this event.

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We would like to welcome our newest member **Craig Stevens, Camarillo, CA**

**It is now time to pay your dues** in the amount of \$30.00, make your checks payable to the Royal British Legion and mail to Pamela Sweetman, Treasurer, 2616 Snowy Egret Way, Elk Grove, CA 95757

**We have now set-up a Pay-Pal account on the Web page, for those members who would like to pay their dues by Credit Card. There is a processing fee of \$5.00 for this convenience making your due \$35.00**

## Operation Gunnerside Sinks Nazi Atomhopes

On the night of February 27 / 28, 1943, one of the most daring undercover operations of WW II took place in southern Norway. The destruction of the heavy water plant at the Norsk Hydro Elektrisk factory at Vermark was given highest priority at headquarters of the Special Operations Executive (SOE).

The first attempt (Operation Freshman) ended in failure when two Halifax bombers, both towing gliders with thirty-four commandos on board, crashed in bad weather over Norway. Forty-five men lost their lives, some in the crash, the others were shot in cold blood after capture by German forces.

Another attempt (Operation Gunnerside) was made by SOE, this time by parachuting a commando force of volunteers, trained in Scotland, on to the frozen surface of one of the lakes on the 3,500 square mile Hardanger Plateau.

A fourteen man Norwegian Army Commando group eventually reached Vermark and forced entry into the seven storey factory building through windows on the first floor and placed explosives near the eighteen electrolysis cells in the basement.

Mission accomplished, the saboteurs retreated back the way they had come. At 1.15 am, the explosion did not destroy the building but about a ton of heavy water was released to pour down the drains. Two months production was lost.

On 17th of April the plant started production again. It was now the turn of the US 8th Air Force when 140 bombers attacked the plant causing immense damage and killing twenty-two Norwegian and German workers. Production at the plant stopped for a second time.

In February, 1944, the heavy water apparatus was then dismantled and placed on board the railway ferry 'Hydro' prior to being transported to Germany.

This included 157 electrolysis tubes containing 607 kilos of heavy water packed into thirty-nine large drums.

Members of the Gunnerside team, which had been hiding in the snow covered mountains throughout the past year, and with help from local partisans, placed explosives on board the ferry which was docked at Meal ready to sail next morning.

At 10.30 the ferry blew up half way across Lake Tinnsjø.

Fourteen Norwegian civilians and four Germans went down with the vessel.

Twenty-seven persons were rescued. Four drums of the heavy water were salvaged by the Germans and taken to Berlin.



A reconstruction of the Operation Gunnerside team planting explosives to destroy the cascade of electrolysis chambers.

## Commander Philip Balink-White

Last updated at 12:00AM, October 1 2013

Naval officer who survived a daring U-boat attack at Scapa Flow and went on to lead a successful mine clearance diving team

In the small hours of Friday October 13, 1939, the 19-year-old Ordinary Seaman Philip White was among more than 1,200 officers and men aboard the veteran battleship *Royal Oak* when she was struck by first one and, after an interval, three more torpedoes as she lay at anchor in the Royal Navy's main wartime base at Scapa Flow in Orkney. The daring and skill of the U-boat commander Günther Prien had enabled him to penetrate the defences of Scapa, generally reckoned to be an impregnable anchorage, and make his audacious attack. He and his submarine, U47, were able to escape before the Royal Navy could react.



The loss of the lumbering Great War-vintage battleship did not make an important dent in Britain's big-ship strength. But the ease of her destruction in an apparently safe harbour, and the tragic loss of life that occurred — 833 of her 1,208 complement including more than 100 boy seamen — was a blow to British naval pride so early in the war.

White was lucky to get out. He at first found himself buried under a press of bodies trapped in his messdeck by an inward opening screen door. He forced his way on to the upper deck and as the battleship capsized, stepped off her bilge keel into the bitterly cold water. In the 12 minutes between the impact of the first and the next three torpedoes, no one aboard *Royal Oak* had realised that she was being attacked by a submarine. The first detonation under her bow was assumed to be an explosion in her forward inflammable store, and no attempt had been made to abandon ship or to get those asleep up on deck. Inspection parties were still checking the forward compartments when the second, third and fourth torpedoes sliced through her hull and exploded in the stokers', boys' and marines' messes.

White found himself struggling in icy water littered with the dead and dying. He reached a drifting lifeboat but it soon capsized, spilling all its occupants into the sea. After two hours he was on the verge of succumbing to the cold when he heard a welcome "Here's one more" and he was lifted from the sea and deposited in a rescue boat.

None the worse for his experience, he was next drafted to the cruiser *Aurora*, seeing action in the Norwegian campaign and in the pursuit of the *Bismarck*. He subsequently participated in several Arctic convoys.

Philip White was born at Bognor Regis, West Sussex, in 1920. He left school at 14 to help to work the boats of the beach-launched fishing fleet, but his heart was set on the Navy. He liked to recall that his widowed mother had received this news with aplomb, telling him that he might catch the next train to Portsmouth if he stirred his stumps.

In 1947, by now advanced to petty officer, he served in the battleship *Vanguard* when she took the Royal - Family on a tour to South Africa, and was soon afterwards commissioned as a bosun. He then specialised in mine countermeasures, qualifying as a clearance diver, and was soon given command of a mine clearance diving team based at Malta. Over the next three years his team disposed of 2,700 bombs and mines around the shores of the Mediterranean, notably a 1,500lb German acoustic mine, found in the waters of Benghazi harbour. He was appointed MBE (military division) in 1957.

In the meantime he developed a nodding acquaintance with the film world, acting as an extra when *Above Us the Waves*, about the Royal Navy's midget submarine attack on the *Tirpitz*, and later acting as Laurence Harvey's double in the underwater scenes in the wartime frogman drama *The Silent Enemy* (1958). He subsequently rose to become head of the Admiralty Experimental Diving Unit, retiring in 1970.

For a couple of years after his retirement he was a consultant to the British diving and diving equipment company Siebe Gorman. In 1973 in Pensacola, Florida, he married a US Navy officer, Lieutenant-Commander Linda Balink. They united their surnames. He then did what he called his "Denis Thatcher" act, travelling with her for the next 20 years of her career, supporting her and delighting in the many "firsts" she achieved as a female USN officer. In the late 1970s when she was posted to a submarine tracking station in the Hawaiian Islands, he appeared in bit parts in 17 episodes of Hawaii Five-0 and in Magnum PI.

When his wife retired with the rank of captain they settled at her home in Pensacola, where they enjoyed sailing together. He is survived by her and by two sons of a previous marriage.

Commander Philip Balink-White, MBE, mine countermeasures specialist, was born on September 25, 1920. He died on June 5, 2013, aged

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**The English guy lives near Le Bugue in the Dordogne, France**, and at the time he was stopped he was intoxicated.

The gendarme signals to him to wind down the window then asks him if he has been drinking, and with a slurring speech the English guy replies; 'Yes, this morning I was at my (hic)..daughter's wedding, and as I don't like church much I went to the cafe opposite and had several beers.'

'Then during the wedding banquet I seem to remember downing three great bottles of wine; (hic)... a corbieres, a Minervois and (hic)...a Faugeres.'

'Then to finish off during the celebrations.... and (hic) during the evening ...me and my mate downed a bottle of Johnny Walker's black label.'

Getting impatient the gendarme warns him; 'Do you understand I'm a policeman and have stopped you for an alcohol test?'

The Englishman with a grin on his face replies; 'Do you understand that I'm English, like my car, and that my wife is sitting in the other seat, at the wheel?'

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**Next time someone tells you "someday we will all be paperless", have them watch this!.....it's short (30 seconds) [be sure to watch until the end.](#)**

<http://www.flixxy.com/the-paperless-future-emma.htm>

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**Betty White's tribute to Morgan Freeman. This is an excellent video and you should all enjoy it.**

[Http://WWW.youtube.com/watch\\_popup?v=b4S7T05zTqY](Http://WWW.youtube.com/watch_popup?v=b4S7T05zTqY)

## THE BBC

The British Broadcasting Corporation, located in Bush House on the Strand, London, was the most respected and listened-to radio station in the world. Its reputation was built wholly on being truthful about world events. Millions of listeners throughout Nazi occupied Europe, at great peril to themselves, secretly listened to the news broadcasts every night at 7.30 and 9pm. The programs were introduced by the first measure of Beethoven's Fifth Symphony, three dots and a dash, V-for- Victory.

Then followed what was known as 'messages personnels' coded instructions to all resistance groups to prepare them for the Allied landings in Normandy. These messages were meaningless to the majority of listeners but to the informed few they could mean, prepare to blow up a section of railway line at such and such a point, or prepare to receive an incoming SOE agent at a certain landing strip.

With the approach of D-day and the long awaited moment of Liberation approached, the most awaited message was the first two lines from the Paul Verlaine couplet. The first, sent on June 1, was an alert message "The long sobs of the violins of Autumn". The second, an action message "Soothes my heart with a monotonous languor". This summoned all resistance groups to arise immediately throughout France.

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## Indian National Army

Subhas Chandra Bose, the controversial Indian nationalist leader, arrived in Germany in March, 1941. In Berlin he formed the nucleus of an Indian legion from Indian prisoners of war captured in North Africa and now in German hands.

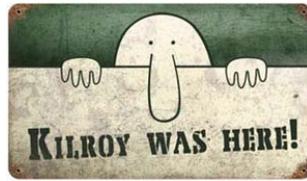
Within months recruits numbered some 3,500 men whose sole aim was the liberation of India from British imperialist rule. After the fall of Singapore on February 15, 1942, Bose and his Indian National Army, as it was now called, declared war on Britain.

As the military situation in Europe began to deteriorate, Bose now sought help from the Japanese and in June, 1943, he made his way to Japan by submarine and from a Tokyo radio station he appealed to India for an uprising to oust the British. In doing so was able to enlist thousands more to the cause from British Indian troops held prisoner by Japan. The Japanese Army promised all-out support and together they fought in the disastrous campaign in Burma, the INA casualties being over fifty percent.

With the re-occupation of Burma by the British, the surviving members of the INA once again became prisoners of war, this time of the British.

As events turned out, Bose's dream of his victorious march to Delhi at the head of his Indian National Army never materialised. Subhas Chandra Bose was killed in an air crash in Formosa (Taiwan) when the plane carrying him to Tokyo crashed on take-off from the small Taihoku airfield at Taipei on August 18, 1945.

He was 48 years old. It is acknowledged today by historians that Bose did more for the liberation of India than did any other national leader including Gandhi.



He is engraved in stone in the National War Memorial in Washington , DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known-but everybody seemed to get into it. So who was Kilroy?



In 1946 the American Transit Association, through its radio program, "Speak to America ," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax , Massachusetts , had evidence of his identity.

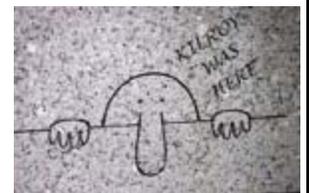
'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy . His job was to go around & check on the number of rivets completed. Riveters were on piecework & got paid by the rivet. He would count a block of rivets & put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through & count the rivets a second time, resulting in double pay for the riveters.



One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, & asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can & brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, & eventually added the sketch of the chap with the long nose peering over the fence & that became part of the Kilroy message.



Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets & chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.



His message apparently rang a bell with the servicemen, because they picked it up & spread it all over Europe & the South Pacific.



Before war's end, "Kilroy" had been here, there, & everywhere on the long hauls to Berlin & Tokyo . To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.



Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest , the Statue of Liberty , the underside of the Arc de Triomphe, & even scrawled in the dust on the moon.

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (& thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, & Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged & asked his aide (in Russian), "Who is Kilroy?"



To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard & some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift & set it up as a playhouse in the Kilroy yard in Halifax , Massachusetts .

And The Tradition Continues...

**EVEN Outside Osama Bin Laden's House!!!**



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