



The Bulldog Bulletin



Patron: Her Majesty The Queen

President: H.M. Consul General Andrew Whittaker

**The Newsletter of The Royal British Legion
California Branch No 1**

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West Riding



West Yorkshire



Surrey



Worcestershire



West Glamorgan

The Royal British Legion

California Branch No 1

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RB L August report,



Leslie Howard's [Second World War](#) activities included acting and filmmaking. He was active in anti-German propaganda and rumored to have been involved with British or Allied Intelligence, regarding his death in 1943 at the hands of the [German Luftwaffe](#) when the [British airliner](#) on which he was a passenger was shot down over the [Bay of Biscay](#).



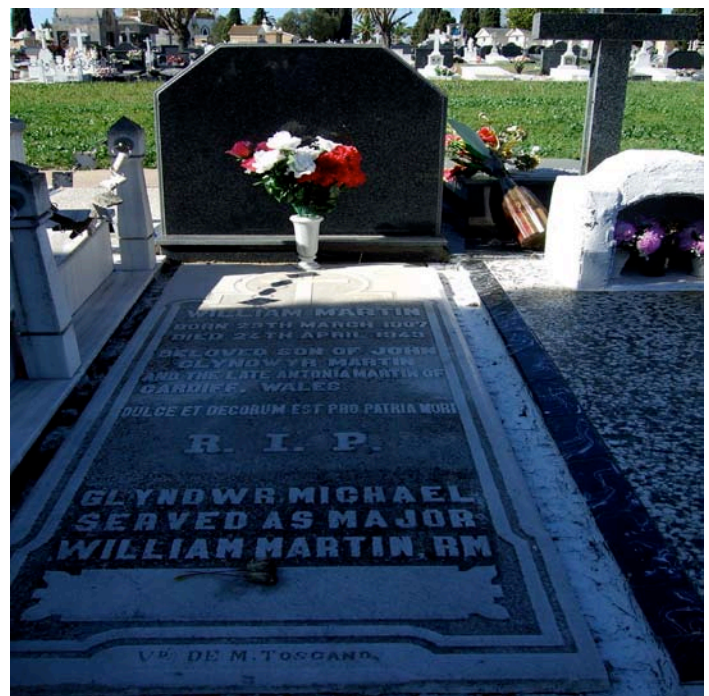
The news of Howard's death was published in the same issue of [The Times](#) that reported the "death" of [Major William Martin](#), the red herring used for the ruse involved in

[Operation Mincemeat](#). (The Film the [Man Who never was](#))

[Click the link below](#)

[https://en.wikipedia.org/wiki/Leslie_Howard_\(actor\)](https://en.wikipedia.org/wiki/Leslie_Howard_(actor))

The Grave of Glyndwr Michael



In World War II there were several reports of military aircrew surviving long falls: Nick Alkemade (UK), Alan Magee (USA), and Ivan Chisov (USSR) all fell at least 18,000 feet (5,500 metres) and survived.

STEPHEN ALKEMADE

Flight Sergeant Nicholas Stephen Alkemade (1923 – 1987) was a tail gunner for a Royal Air Force Avro Lancaster bomber during World War II who survived a fall of 18,000 feet (5500 m) without a parachute after his plane was shot down over Germany.

On 24 March 1944, 21 year old Alkemade was a member of No. 115 Squadron RAF and his Lancaster II "S for Sugar" was flying to the east of Schmollenberg, Germany on its return from a 300 bomber raid on Berlin, when it was attacked by a Luftwaffe Junkers Ju-88 night-fighter, caught fire and began to spiral out of control.

Because his parachute was destroyed by the fire, Alkemade opted to jump from the aircraft without one, preferring his death to be quick, rather than being burnt to death. He fell 18,000 ft (5500 m) to the ground below.

His fall was broken by pine trees and a soft snow cover on the ground. He was able to move his arms and legs and suffered only a sprained leg. The Lancaster crashed in flames and the pilot Jack Newman and three other members of the seven man crew did not survive and are buried in Hanover War Cemetery.

He was subsequently captured and interviewed by the Gestapo who were initially suspicious of his claim to have fallen without a parachute until the wreckage of the aircraft was examined. He was then a celebrated POW before being repatriated in May 1945.

(Reportedly the orderly Germans were so impressed that Alkemade had bailed out without a parachute and lived that they gave him a certificate testifying to the fact.



Three old guys are out walking.
First one says, 'Windy, isn't it?'
Second one says, 'No, it's Thursday!'
Third one says, 'So am I.'

Let's go get a Bear

The Life of Basil Rathbone

1892-1967

Philip St. John Basil Rathbone's life began on June 13, 1892, in Johannesburg, South Africa. In 1895 his family had to flee to escape the Boers because Rathbone's father was accused of being a British spy. In his autobiography Rathbone admits that he doesn't know whether or not his father really was a spy--he had never asked his father! What is known is that his father, Edgar Philip Rathbone, was a mining engineer, and his mother, Anna Barbara Rathbone, a violinist. Basil was the eldest of three children. He had a younger sister Beatrice and a younger brother John. Rathbone grew up in England and attended the Repton School* from 1906-1910. More interested in sports than studying, Rathbone (called "Ratters" by his friends) excelled in sports. While at school, he developed a love of the theater. When he left school, he told his father he wanted to make the theater his profession. His father persuaded him to agree to work for one year at an insurance company (and hoped that Rathbone would forget about the theater.) After the obligatory year, Rathbone visited his cousin Frank Benson, an accomplished actor and manager of his own company. Cousin Frank gave him a job, but did not bestow favors upon him. Rathbone had to learn acting and earn the good parts. Rathbone started acting in the No. 2 company, but by 1913 he had been promoted to the #1 company and was playing all the juvenile leads. While acting in various Shakespeare plays with Frank Benson's company, Rathbone met and fell in love with a fellow performer, Marion Foreman. They married in October of 1914, and the following July their son Rodion was born. Early in 1916 Rathbone left the stage to join World War I. He last saw his mother when he said goodbye to her at Victoria Station. She died in 1917. Rathbone served Great Britain as a captain, an intelligence officer, with the Liverpool Scottish, second battalion in World War I, and his younger brother John died in that war. In an interview with Edward R. Murrow in 1957, Rathbone related the story of how he disguised himself as a tree to get near the enemy camp to obtain information. "I went to my commanding officer and I said that I thought we'd get a great deal more information from the enemy if we didn't fool around in the dark so much . . . and I asked him whether I could go out in daylight. I think he thought we were a little crazy. . . . I said we'd go out camouflaged -- made up as trees -- with branches sticking out of our heads and arms We brought back an awful lot of information, and a few prisoners, too." Basil Rathbone received the British Military Cross for outstanding bravery. ([Click here to read his citation](#) from the London Gazette.) Rathbone's service to Britain and his brother's sacrifice contributed to his decision later on in his life to remain a British subject even though he had been living in the United States for many years.



Click Here [Basil Rathbone, Master of Stage and Screen: Biography](#)

Nigel Bruce

Bruce was the second son of Sir William Waller Bruce, 10th Baronet (1856–1912) and his wife Angelica (died 1917), daughter of General George Selby, Royal Artillery. Bruce was born in Ensenada, Baja California, Mexico while his parents were vacationing there. He was educated at The Grange, Stevenage, and at Abingdon School, Oxfordshire. He served in France from 1914 as a lieutenant in the 10th Service Battalion - Somerset Light Infantry, and the Honourable Artillery Company, but was severely wounded at Cambrai the following year, with eleven bullets in his left leg, and spent most of the remainder of the war in a wheelchair.



Click Here [Nigel Bruce - Wikipedia, the free encyclopedia](#)

If any of you folks had fathers, grandfathers or uncles in the Navy during World War II, they may well have been involved in this operation, given the tremendous number of the ships and personnel involved.

You may also recognize them in some of the photos.
1944 the pictures were not available during the war.

The US kept this place unknown to the citizens of the US.

This is quite a story!!

This is phenomenal ...! An Armada of ships and airplanes poised for the invasion of Japan...that never happened...because President Truman authorized the dropping of "A" bombs at Nagasaki and Hiroshima that resulted in the Japanese surrender. Just think of the American lives that would have been lost had this invasion occurred. Be thankful that we had a President with the courage to make the call. Sadly most Americans today know nothing about this and the sacrifices made by those before us. We are not teaching US history in our schools anymore....Some great pictures of the Ulithi armada! US Naval armada deployed for invasion of Japan. Keep this for posterity. There will never be another assemblage of naval ships like this again.

Staging area for the invasion of Japan.

Check out the carriers on "Murderer's Row."

Click below:

<http://www.warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=52966>

Hospital regulations require a wheel chair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator.

On the way down I asked him if his wife was meeting him.

'I don't know,' he said. 'She's still upstairs in the bathroom changing out of her hospital gown.'

HMS Truculent

Sank in Thames Estuary following collision with Swedish Motor Tanker Divina.

On 12th January 1950 HMS Truculent sailed from Chatham to carry out trials, having just completed a refit; in addition to her normal compliment she was carrying an additional 18 dockyard workers. The trials complete she set a course for Sheerness, which would take her through the Thames Estuary at night. At 7 o'clock a ship showing three lights appeared ahead in the channel. It was decided that the ship must be stationary and as Truculent could not pass to the starboard side without running aground, the order was given to turn to port. At once the situation became clear as the cargo ship Divina came out of the darkness: the extra light indicated that she was carrying explosives. A collision was unavoidable. The two vessels remained locked together for a few seconds before the submarine sank.

HMS Truculent (P-315). On 12th January 1950, HMS Truculent sank in the Thames Estuary after a collision late in the night with the Swedish tanker Divina.

More than 60 people died. HMS Truculent was salvaged in March 1950 and ten more bodies were recovered from her hull. She was sold for scrap in May 1950.

CREW ON BOARD TRUCULENT

E. W. Alexander, Ship Fitter, Chatham Royal Dockyard

E. W. Austin, Electrician, Chatham Royal Dockyard

P. J. Bailey, Electrician, Chatham Royal Dockyard

W. E. Barnden, Electrician, Chatham Royal Dockyard

E. Brookes, Stoker Mechanic

E. Campbell, Stoker Mechanic

J. G. Child, Steward

A. Daw, Stoker Mechanic

J. H. Denny, Electrical Mechanician

W. E. Dighton, Able Seaman

P. Donnelly, Electrical Mechanician

A. Dorn, Stoker Mechanic



Battle of Britain veteran Squadron Leader Nigel Rose

recalls the atmosphere in Britain following the evacuation of Allied troops from Dunkirk in June 1940.

He describes how people believed that they needed to 'prepare for some form of invasion'.

"Hitler gave due warning that he was getting his side ready to come over the Channel."

Rose had joined the Royal Air Force Volunteer Reserve at Southampton in December 1938 "to impress a girl".

He began his flying training at Hamble and had logged 87 hours before being called up immediately after the outbreak of war in September 1939.

He completed his training in June 1940 and was posted to 602 Squadron in Drem in Scotland.

In August 1940 he moved down to Westhampnett, a satellite airfield of Tangmere, near Chichester in West Sussex, just as the German air attack was building in intensity and the Battle of Britain entering its most crucial period.

The possibility of an imminent invasion seemed highly likely at the time and Rose remembers being issued with a weapon for the express purpose of using it against invaders.

"I remember one weekend we were issued with revolvers and about 15 rounds I think to go with it.

And I remember going out in the garden of the farmhouse and putting up some empty beer tins and potting at them to get some practice at shooting. So that was about all the preparation we had at the time."



The Real 'Dad's Army'

The Home Guard was set up in May 1940 as Britain's 'last line of defence' against German invasion. Members of this 'Dad's Army' were usually men above or below the age of conscription and those unfit or ineligible for front line military service.

On 14 May 1940, Secretary of State for War Anthony Eden made a broadcast calling for men between the ages of 17 and 65 to enroll in a new force, the Local Defence Volunteers (LDV). By July, nearly 1.5 million men had enrolled and the name of this people's army was changed to the more inspiring Home Guard.

The Home Guard was at first a rag-tag militia, with scarce and often make-do uniforms and weaponry.

Yet it evolved into a well-equipped and well-trained army of 1.7 million men. Men of the Home Guard were not only readied for invasion, but also performed other roles including bomb disposal and manning anti-aircraft and coastal artillery. Over the course of the war 1,206 men of the Home Guard were killed on duty or died of wounds.

With the Allied armies advancing towards Germany and the threat of invasion or raids over, the Home Guard was stood down on 3 December 1944.

