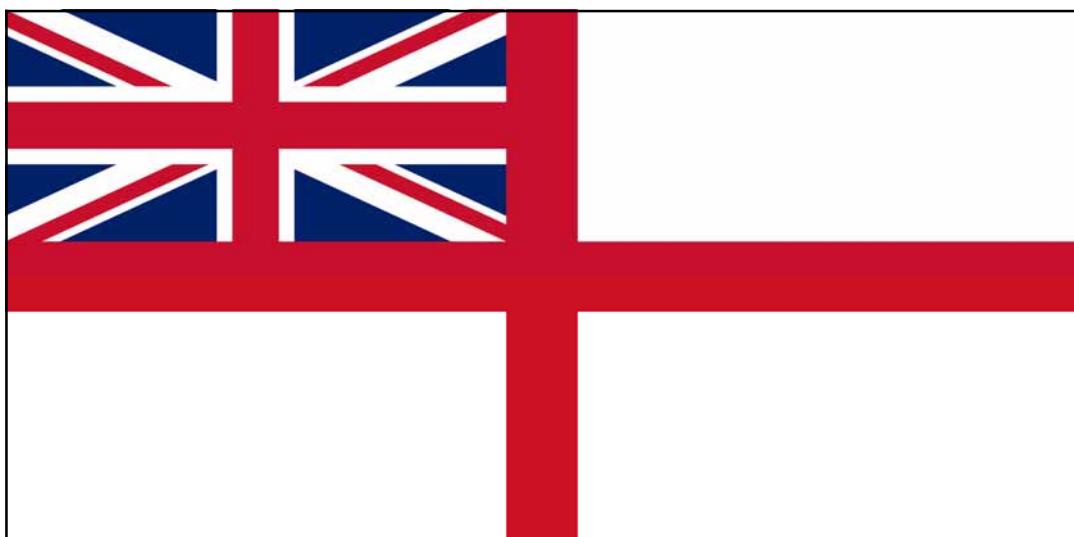


# H.M.S. HYDERABAD

## R.N. Special Service 'Q' Ship

also known as a  
'Mystery Ship'



Notes compiled by John Penny

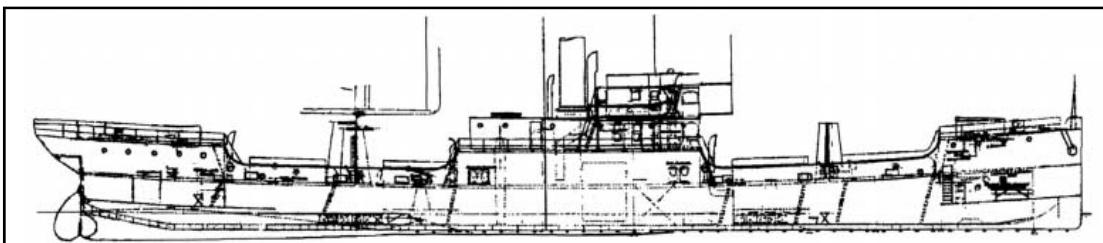


Imperial War Museum  
1/48 scale model (MOD 270)



**'HMS Hyderabad'** was built to counter German U-boats that by 1917 were sinking many Allied merchant vessels.

### 'HMS Hyderabad' Specifications



Length - 240 feet, 251 feet overall.

Beam - 35 feet.

Draught - 3 feet 8 inches, although a false rudder-top visible above water suggested a deep draught.

Displacement - 624 full load Tons, 975 gross, 758 net.

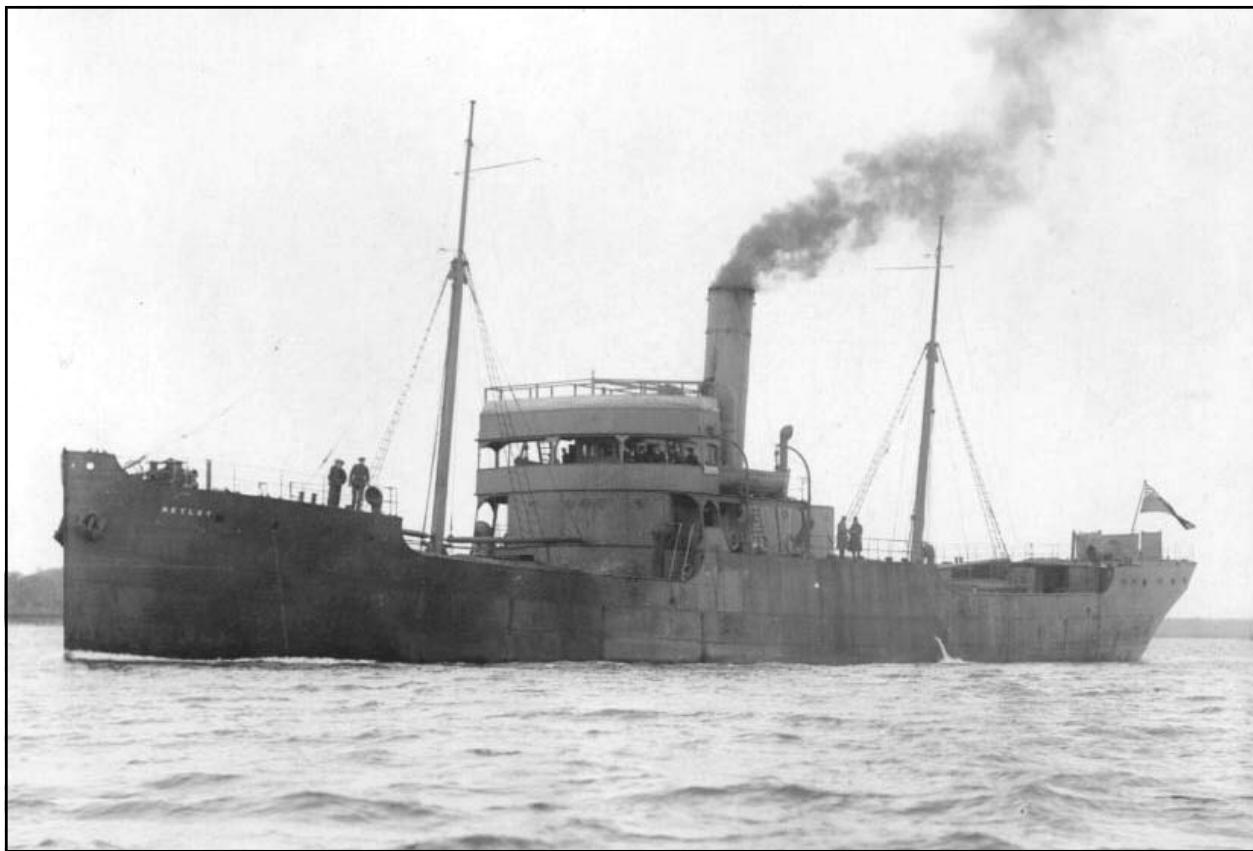
Engines - 2 x 9 inch, 13 inch, 20.5 inch, x 11 inch tandem triple expansion engines developing 601.5 horse power,

Propulsion - Twin screws set in tunnels in the after part of the hull.

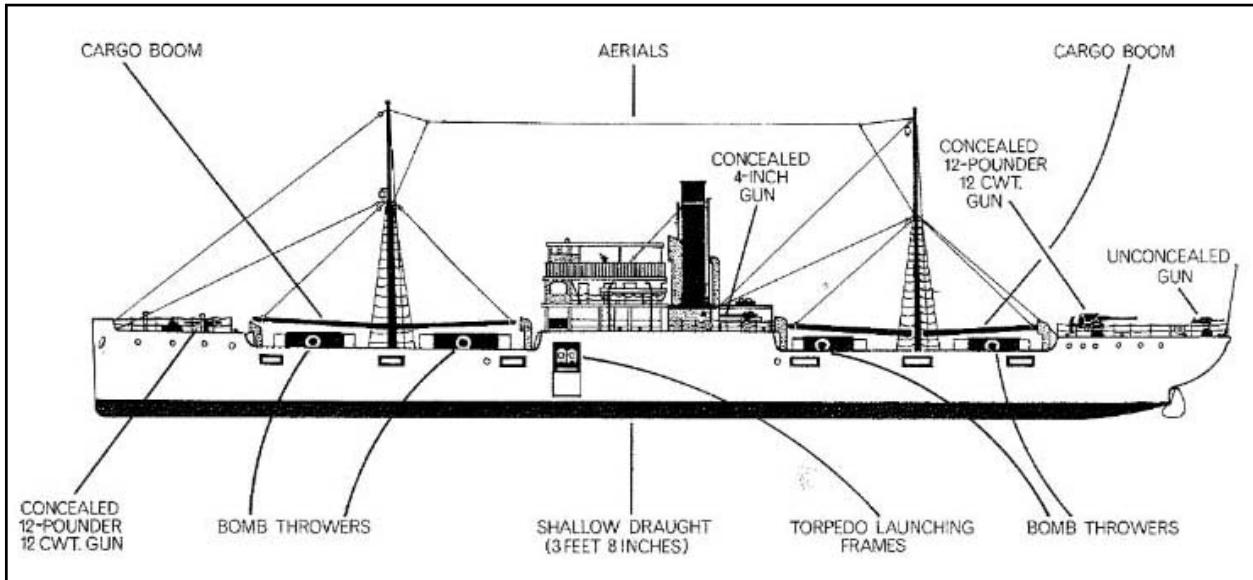
Boilers - 1 x scotch single ended boiler running at 180 lbs pressure.

Speed - 9.226 knots at 321.5 rpm.

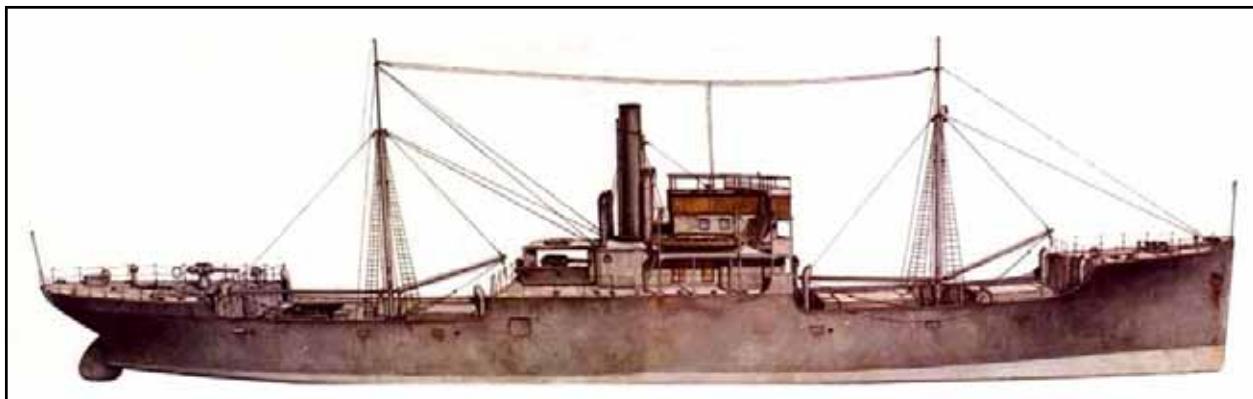
Lifeboats - 2 x 20 feet.



**'HMS Hyderabad' in her initial disguise as the non-existent 'SS Netley'.**



**Armament** - 1 x 4 inch gun concealed in engine casing; 2 x 3 inch 12 pdrs on disappearing mountings on poop and forecastle; 4 x Sutton-Armstrong 200 lb 3.5 inch Bomb Throwers concealed in cargo hatches; 2 x Thornycroft Depth Charge Throwers concealed on deck; 4 x 18 inch torpedo tubes in Thornycroft launching frames behind falling screens; 1 x Hotchkiss 2½ inch unconcealed 2 pdr gun aft.



### **'HMS Hyderabad' - Crew Compliment**

Listed as 73 at completion, but an Admiralty accommodation plan later recommended 81:- Captain; 1st Officer; 2nd Officer; 3rd Officer; 1 Paymaster; 1 Doctor; 1 Chief Gunner; 1 Engineer; 3 ERA's; 3 Leading Stokers; 3 Leading Seamen; 1 Leading Mate; 1 Cook's Mate; 1 Shipwright; 1 Painter; 1 Armour man; 1 Wheelman; 1 Signalman; 1 communication Man; 3 Telegraphists; 1 Ship Stewards Assistant; 16 Bombers; 8 Torpedomen; 10 twelve pounder gun crewmen; 7 Four Inch Gun Crewmen; 3 Domestics; and 6 Stokers.



**68 men of the crew of 'HMS Hyderabad' in naval uniform (top) and disguised as merchant sailors (bottom).**

## HMS HYDERABAD

(HM Special Service 'Q' ship, often called a 'Mystery Ship')

In 1915 Britain was in desperate need of a countermeasure against the German submarines that were strangling her sea-lanes, and at that time one of the few methods of sinking one was by gunfire or by ramming it while on the surface. In order to tempt a U-boat to reveal itself the Royal Navy created 'Q' ships, the existence of which was one of the most closely guarded secrets of the war. Their codename referred to the first letter in the radio call sign of the vessels original home port, Queenstown (today's Cobh), near Cork in south-east Ireland. A typical 'Q' ship resembled a small merchant steamer, but in fact carried hidden armaments, and sailing alone in an area where U-boats were thought to be operating it was hoped that the decoy would appear to be easy prey.

As a U-boat captain would normally save his limited number of torpedoes for larger or more important vessels, he would usually surface to attack smaller vessels with a deck gun. However, once the enemy became visible some of the 'Q' ship's crew, known as the 'panic party' who were already disguised as civilians, might pretend to abandon the ship. However, once the U-boat was within range the American or other neutral flag would drop and the White Ensign would be hoisted and the hidden weapons would come into action, manned by other crew members who had stayed hidden aboard. By that method the hapless U-boat could be engaged, while the 'Q' ship stayed within International Law.

Although 'Q' ships were probably responsible for destroying some 11 to 13 U-boats, their importance was greater than that, as by their very existence they forced German submarine commanders into greater caution and to using submerged attacks more often, thus denying them the ease of action they could have otherwise enjoyed. Similarly, by their presence, the 'Q' ships probably prevented many U-boat attacks on other ships, and an attack on a 'Mystery Ship' denied the enemy the use of shells and torpedoes that might otherwise have been used against merchant targets.

Approximately 113 'Q' ships were operated by the Royal Navy's 'Special Service' in World War One. However, the exact number is still difficult to ascertain as due to their very nature they operated in disguise, while others were found to be unsuitable, or were used only for a short time. Total losses amounted to 59 ships, of which 36 were sunk in action with U-boats; 6 accidentally sunk; 1 captured by the Germans; and 16 torpedoed, damaged, or mined, illustrating the dangerous nature of the 'Special Service'.

Many types of vessel were pressed into service as 'Mystery Ships', ranging from freighters, banana boats, coasters, cross channel ferries, tramp steamers, trawlers, drifters, Flower Class Sloops, PC Boats and sailing ships. However, only one was purpose built for the role of a 'Q' ship, and that was 'HMS Hyderabad', into which all the ideas of disguise, weapons, tactics and protection from damage, learnt through hard experience, were incorporated into its design by the specialist shipbuilder John I.

Thornycroft & Co. of Woolston, near Southampton. These even involved arranging coal bunkers round the vital machinery to protect it from shell fire, and the fitting of torpedo tubes to engage U-boats whilst still submerged. In addition, while in service 'Q' ships often carried cargoes of light wood or casks, so that even if torpedoed they would remain afloat for sufficient time to engage the U-boat should it approach near enough.

In their publication 'Half a Century of Thornycroft Progress and Five Years of War Work 1919' the firm described part in the conception of 'HMS Hyderabad'. "When the submarine menace was at its height, and even the 'Q' ships were getting rapidly torpedoed, it occurred to us that use might be made of our experience with the tunneled stern-type of river steamers; the idea being that a decoy ship might be built for such shallow draught that she would be practically immune from torpedo attack, as the torpedo cannot be set to run with certainty at less than six feet below the surface. We therefore designed a ship having the appearance of a moderate sized tramp steamer, but which only drew 3 feet 9 inches.

We submitted the proposal to the Anti-Submarine Department at the Admiralty, explaining that from our experience of numerous river steamers designed on this principle we believed that such a vessel could be built which would prove a satisfactory sea boat, and suggested that, as she would be apparently immune from torpedo attack, she would be more valuable for decoy purposes than the ordinary ships which had been provided for the purpose.

Our proposals were at once considered and the same day we were ordered to proceed with the construction of the vessel, giving it priority over all other work. She was completed in four months from the date of order, which, we think, will be recognized as a good performance for a vessel of 240 feet in length by 35 feet beam, bearing in mind that a great deal of extra work was entailed in constructing the special disappearing mountings for the guns, torpedo gear etc. She was fitted with very heavy armament and various devices for altering her appearance while at sea."

'HMS Hyderabad' had the above-water appearance of a small three island tramp steamer, but the masts and funnels were adjustable independently fore and aft 1½ inches in the foot. This allowed a wide configuration of these to be used to alter the ship's appearance. On the after deck was a compass and emergency steering position, both of which were dummies, while on the roof of the flying bridge a small dome like structure appeared which was used by the commanding officer as his observation and conning position during the period when the 'panic party' rowed away. The crews for working the different weapons were entirely concealed until the signal was given for opening fire, when all the weapons were unmasked and ready for action in two seconds.

As she had been designed along the lines of the 'SS Patrick', a merchant ship already built, 'HMS Hyderabad' was similar in appearance to a General Steamer Navigation Company vessel. Given the yard number 966, the 'Hyderabad' was completed on 17 August 1917, the sum of £64,242 required for her construction having been donated by

the Nizam of Hyderabad in India, hence the name (see Appendix).

'HMS Hyderabad' was commissioned on 24 September 1917, and in the same month Lieutenant-Commander John Kelty McLeod RN was appointed its commanding officer, a position he held, not only through until the end of hostilities, but also during the post-war cruise undertaken to display the vessel to the public in certain British West Coast ports.

McLeod, who had been born in Colombo, Ceylon, on 18 July 1884, had enrolled in the Royal Navy on 15 September 1899. He was promoted to Midshipman in March 1901; Sub-Lieutenant in June 1904; Lieutenant in December 1906; and Lieutenant-Commander in December 1914. In 1915 he joined the 'Special Service', and was awarded the DSO on 23 May 1917 in recognition of special services performed in the 'Q.6', otherwise the ex-collier 'SS Zylpha'. However, on 11 June 1917 she was torpedoed and badly damaged by U-82, before sinking while under tow near the Great Skellig Rocks, Bolus Head, Co. Kerry in Ireland, on the 15th. He then went on to command 'HMS Hyderabad' from September 1917 until April 1919, but Lieutenant-Commander John Kelty McLeod DSO of 'Bellevue', North Berwick, Scotland, died of Bronchial complications on 26 September 1920 at Haslar Royal Naval Hospital at Gosport in Hampshire, and was buried in the Royal Naval Cemetery there on the 29th.

The first cover name used by 'HMS Hyderabad' was 'SS Netley', others used later were 'Coral', 'Nicobar', and 'SS 966', an operational name stemming from the builder's number. Her sea keeping qualities were obviously of concern because of her shallow draft, but she was initially intended just for summer service, and then only in the English Channel. However, although 'HMS Hyderabad' was initially allocated to the English Channel Patrol, she was later moved to join the Irish Sea Patrol based at Queenstown. That caused one Naval officer to complain that as she was "never intended" for employment off the west coast of Ireland or in midwinter "I am surprised that under these circumstances in weather of the worst character that she has not broken in half".

Sadly, on 1 April 1918, Leading Seaman 237502 George Broomfield of 'HMS Hyderabad' died aged 27. Born in Bournemouth on 15 September 1890, he was the son of George Broomfield and his wife Hannah, previously Curtis, and who in 1918 were living at 'Heathside', 67 Victoria Road, Upper Parkstone, Dorset. Broomfield had joined the Royal Navy on 7 August 1906, and had been gazetted DSM on 1 January 1916 for services relating to mine-sweeping and mine-laying. He then volunteered for the 'Special Service', and was posted to 'HMS Hyderabad' on 24 September 1917, the date on which she was commissioned. However, he was taken ill early the next year, and on 11 February 1918 was temporarily transferred to the books of 'HMS Victory I', the accounting and holding barracks at Portsmouth. Consequently, it was in that city that his death was registered after he lost his fight for life following medical complications had caused Myelitis, an infection and paralysis of the spinal cord. His body was subsequently brought home prior to being laid to rest in Branksome Cemetery at Poole, Row BFF, grave 13C.

Then, on 6 June 1918, came a ‘friendly fire’ incident which involved ‘HMS Hyderabad’ carrying out a mistaken attack on British submarine ‘H12’ at 53.15N / 05.50W, off south-east Ireland, details of which are to be found in file ADM137/3439 in the National Archives. This records that having heard six rounds of gunfire, and assuming it hostile, ‘Hyderabad’ fired seven shots in foggy conditions at ‘H12’, but scored no hits. ‘H12’ then dived and ‘Hyderabad’ dropped two depth charges and two bombs, again with no hits. Four Armed Trawlers in the vicinity subsequently joined in the hunt. The submarine surfaced and was then recognized as British by the ‘Hyderabad’, but the Trawlers opened fire. ‘Hyderabad’ then blew the cease fire signal on its siren and swung to shelter the submarine from further shots. Three Trawlers stopped, but the fourth ('Bracondene') carried on, hitting the submarine three times, one shot penetrating the conning tower killing the Coxswain Petty Officer Thomas H. Evans 239495 and wounding the Captain Lieutenant J. Fraser RN, and AB Arthur Neate SS4093.

It eventually stopped firing, and later the excuse was given that the gun's crew failed to hear the Captain's order to cease fire (the megaphone was in an upper deck cabin and from this enquiry such vessels were issued with a second megaphone for retention on the bridge). Those aboard ‘H12’ later stated that the initial six explosions were signal grenades emitting blue smoke, which, because the ‘Hyderabad’ paid no attention to them as a signal, and taking them for gunfire smoke, caused her Captain to assume her to be a hostile merchantman, and dived. After the incident ‘H12’ was safely escorted to an Irish port for repairs, but no reprimands were issued as a result the actions taken.

The Armistice with Germany was signed on 11 November 1918, and shortly after it was decided that two ‘Q’ ships were to visit ports around Britain, where they were to be put on public display. ‘HMS Suffolk Coast’ was allocated those on the eastern side of the country, and ‘HMS Hyderabad’ the western side. Consequently, a provisional schedule was prepared for late 1918 and early 1919, although it was realized that this would be subject to the savage winter wind and weather conditions. As originally conceived, the visits were to begin at Plymouth (2/12 to 6/12), after which ‘HMS Hyderabad’ was to stop off at Bristol (7 to 10/12); Cardiff (10 to 13/12); Swansea (13 to 17/12); Liverpool (18 to 22/12); Manchester (23 to 30/12); Dublin 31/12 to 3/1); Belfast 4 to 8/1); and finally Glasgow 9 to 13/1).

Unfortunately, due to technical difficulties and the bad winter weather the schedule was soon in tatters, and it was not until 5 December that ‘HMS Hyderabad’ arrived for display at Plymouth, where it berthed alongside the Trinity Pier in the Millbay Docks. The next stop should have been Bristol, but instead on 10 December a mechanical problem forced her into the Dry Dock at Devonport, where she was unexpectedly put on view. ‘Hyderabad’ left on the 17th, and after steaming past Torquay and up into the Mersey, finally berthed at noon on the 18th in the north-west corner of the Salthouse Dock in Liverpool. There she remained open from the 19th to the 21st, during which time Tierney’s Studios of 6 Lord Street, Liverpool, produced a series of postcards to

record the visit.

On 23 December 'HMS Hyderabad' made her way past Runcorn and up the Ship Canal to Manchester to tie up in the Pomona Docks. On 30 December President Woodrow Wilson of America also used the Ship Canal to visit Manchester, and on his return trip as he passed the grey painted 'Hyderabad' the crew carried out one of the dummy drills they had been demonstrating during their visits.

The 'Liverpool Echo' subsequently reported that "As he and Mrs Wilson were seated on the bridge of the White Star tender 'Magnetic' innocent of anything out of the ordinary, they came alongside the 'Hyderabad', which looked quite harmless, as though it was out of commission. At an electric signal, however, it was changed into something all sting and uproar, and, with a tremendous clatter of falling sides, her guns came into play. Dark-looking heaps on her decks blew apart and revealed Jack Tars at the wicked-looking guns. Blank shot was fired, round after round, at the touring vessel, the occupants of which saw what the pirates must have felt like when they had 'bought a pup in the open sea, and the great lamb spat fire and hell them. Mr Wilson admitted that the incident had made a lively impression upon him".

While at Manchester the 'Mystery Ship' was visited by 8000 people, the biggest one day attendance being 2300, and the shillings and sixpences paid by the sightseers went towards alleviating the widows and orphans of the 39,000 men of the Royal Navy who lost their lives in the recent conflict. Although the 'Hyderabad' was scheduled to leave Manchester on 31 December 1918 and then make her way over to Dublin, where she was scheduled to be open to the public between the 1st and 3rd, the atrocious winter weather ensured that the ship remained in Manchester. Instead on 3 January 1919 the 'Hyderabad' berthed on the west side of the Dufferin Docks at Belfast.

At noon the following day Alderman Sir James Johnson, the Lord Mayor of Belfast, and his civic party visited the 'Hyderabad' accompanied by a 'Belfast News Letter' reporter. He later wrote that the ship, "Did not exactly hunt enemy submarines, for though their tastes might be all that way inclined, their duty was to play a deeper game - to be the submarine's target: to keep up the pretence of being a diligent, earnest, timid cargo boat seeking only to avoid an encounter with the enemy sharks and get her to her destination in the quickest possible time. They were out to 'draw the enemy's teeth'. That they did this right well is proved by the fact that they have had four torpedoes beneath them. The average depth at which U-boat torpedoed travelled was 10 feet, and as the 'Hyderabad' draws only 4 feet, there was a nice little margin - but it must have been a thrilling moment all the same." The crew was also positive that they had bagged at least one German submarine, and although the Admiralty failed to credit them, those aboard felt the bump, and the men were quite convinced that they put a full stop to the U-boat's career".

At that time the 'Hyderabad' had a crew of 66 men and six officers, and all the latter had been with the ship since she had been commissioned. They were Lieutenant-Commander John Kelty McLeod DSO, the commanding officer; Lieutenant F.W. Bowack DSC RNR; Lieutenant G.B. Morgan DSC RNR; Paymaster Lieutenant E.G.

Driscoll; Surgeon Sub-Lieutenant F. Wilson; and Gunner T.A. Reid RN.

The 'Hyderabad' remained at Belfast until 9 January when it crossed to Glasgow and tied up at the Bridge Wharf. However, on the 16th it was announced that it had left the city unexpectedly, leaving many disappointed in not being able to visit her, and that she would next be on view at Swansea. However, it appears that the 'Hyderabad' had an accident to her propellers which delayed her, and instead at noon on the 22nd she berthed at the Cork Wharf in the East Dock at Cardiff.

During the visit to Cardiff Councillor Amos Child Kirk became the first Lord Mayor to address the crew of the 'Hyderabad' since her charity tour had commenced. As his civic party stepped aboard the vessel the order "Action stations" rang out. Men appeared from all directions, and disappeared the next moment. Another order was heard, and three guns - two 12 pounders and one 4 inch - rose suddenly out of the deck, while four bomb - throwers (containing bombs about three times as big as a football) two depth-charge throwers, and four torpedoes were ready for action as the deck fittings rushed down. Within two-and-a-half seconds after the order to fire sounded each weapon was fired, the blank shots startling the company watching the proceedings.

The 'Hyderabad' left Cardiff on 27 January, and shortly before 4 p.m. on the same day arrived at Broad Quay in Bristol. During the afternoon of Tuesday 28th Henry William Twiggs, the Lord Mayor of Bristol, accompanied by a civic party, visited the vessel and immediately the crew performed their dummy drill. Consequently, in a minute the harmless looking cargo boat revealed itself as a fighting ship. The 'Western Daily Press' subsequently reported that "There was just a brief, sharp rattle; the sides of the dummy deckhouse collapsed, and revealed the largest of the guns, the two 12 pounders appeared mysteriously from the decks, and with equal rapidity the bomb throwers, with their huge, round projectiles were revealed. The whole transformation was completed in less time than it takes to think of it." Demonstrations of a similar character were also planned to take place daily. 'HMS Hyderabad' remained at Bristol until 3 February before sailing over to Dublin, where she arrived in the Alexandra Basin on the 5th.

Tragically, on the night of 7 February 2123/T(Ch) Stoker Arthur William Young RNR from the 'Hyderabad', fell into the Basin and was drowned. Born 27 January 1882 at South Bank, Middlesborough, he was the son of William and Rachel Young of 36 Nelson Street, South Bank. It appears that he, along with other shipmates went ashore during the evening, but when returning to the Wharf at North Wall two fire engines passed, and the men followed these to the fire. However, the deceased got his foot on the suction hose pipe and was thrown into the River Liffey some 20 feet below. His mates did not miss him until a civilian said someone had fallen in the water, but by that time it was too late to save him. A search party was sent from the 'Hyderabad' but was unable to find the body, as were the initial dragging operations. Nevertheless, his remains were subsequently recovered and finally laid to rest in Deansgrange Cemetery, Blackrock, Co. Dublin, plot S.Q2.24.

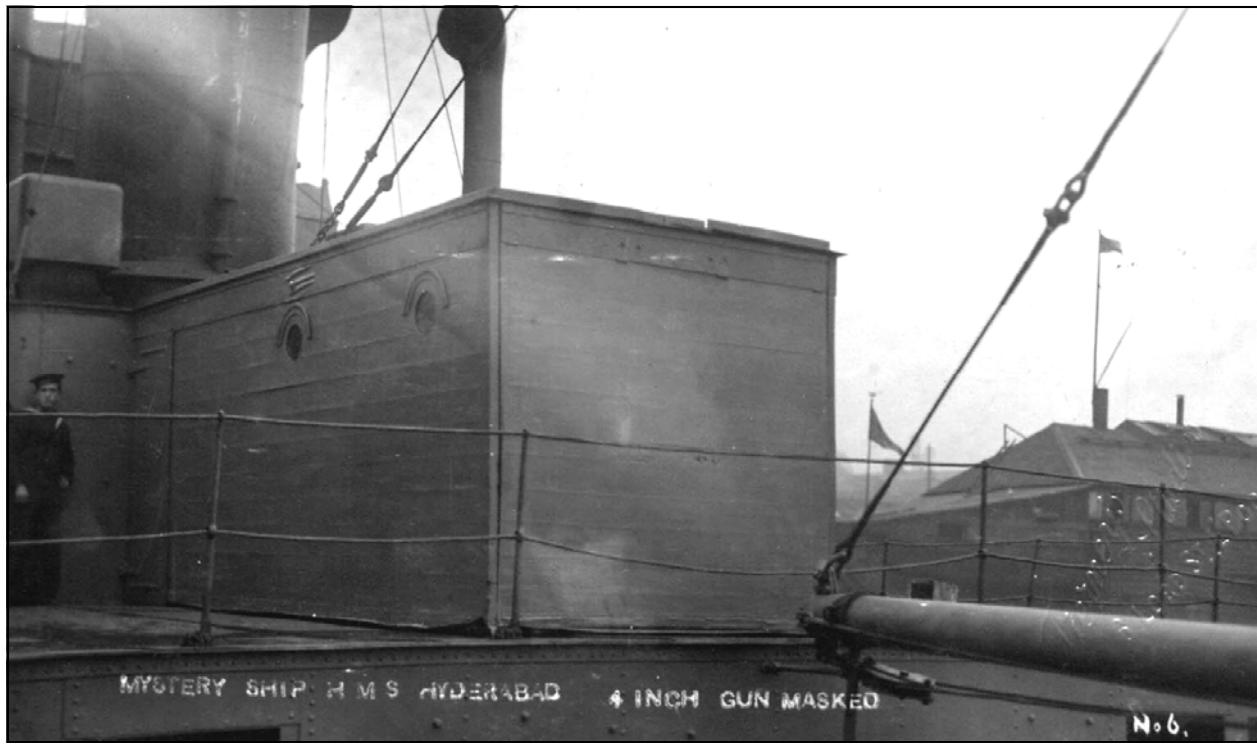
The 'Mystery Ship' was still on public display at Dublin on Saturday 8th, but on the 12th it was reported that it had departed for Falmouth. Then, on 19 February, 'HMS Hyderabad' docked at Dartmouth and was visited by Mr and Mrs T. Wilton, the Mayor and Mayoress, Commander Gibbs, and the cadets of the R.N. College, while the local proceeds were given to the Sailors' Rest. Then, on Wednesday 26 February, the 'Hyderabad', which was lying alongside a jetty at Portsmouth Dockyard, was open for inspection by visitors who were amazed when treated to a demonstration of the ship's dummy drill. The vessel remained open to the public at Portsmouth until 2 March.

The 'Hyderabad' arrived at Dover during the afternoon of Friday 7 March 1919, however to begin with few people were aware of the week long visit and took the opportunity to visit her to see the twice daily demonstrations of the ship coming into action. Nevertheless, during the latter part of the week she finally welcomed a large number of visitors prior to her departure for Portsmouth on the morning of Sunday 16th.

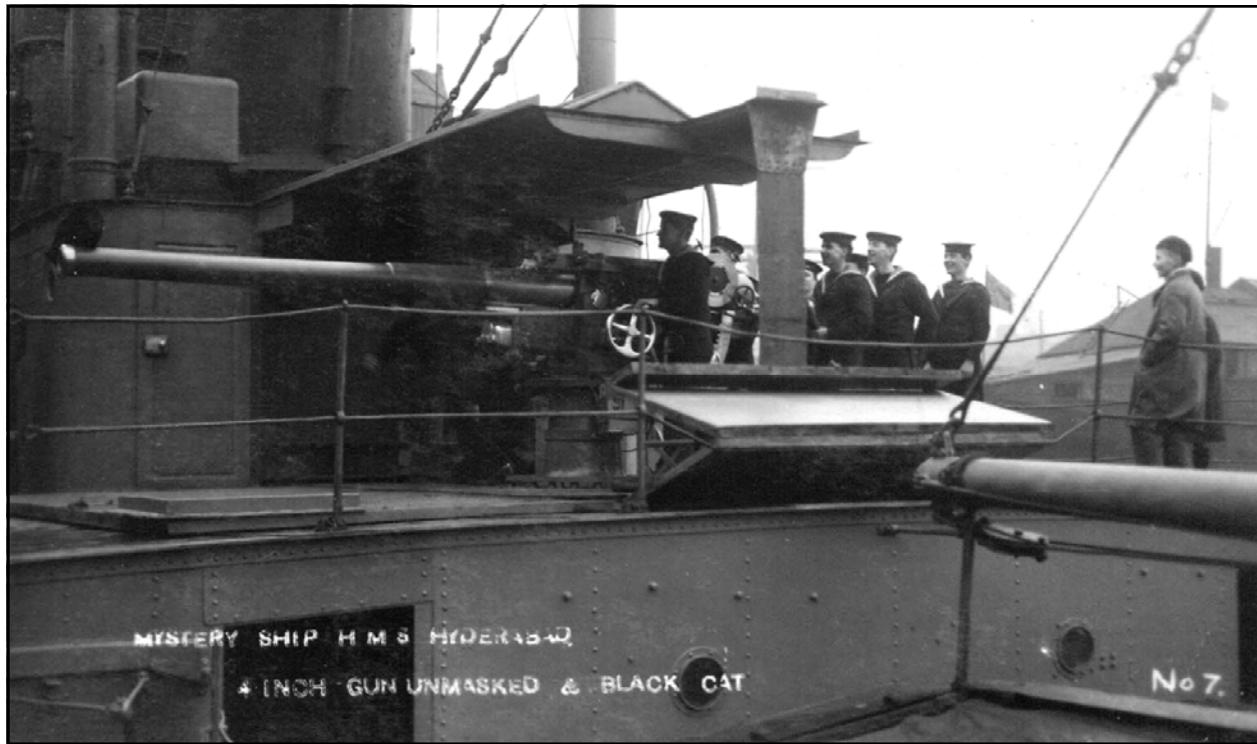
Hearing that the 'Hyderabad' had already paid a visit to Portsmouth, the Mayor of Southampton communicated with the Admiralty to see if the vessel could also come to Southampton. On the evening of the 14th he received a telegram from Admiral Duff intimating that his request would be complied with and that the ship would arrive at Southampton about 18 March, and remain for inspection at the port for four days. In fact she arrived at the Pier on the 17th, and was subsequently inspected by a large number of people before returning to Portsmouth on 22 March.

Finally, on 25 April 1919 it was announced that 'HMS Hyderabad' was to be re-commissioned at Portsmouth for 'special services'. After refitting, on 10 May the vessel was allocated to the North Russian Expeditionary Force, before, on 31 May, she was recorded as being prepared for operations. Consequently, by 26 June she had joined the Dvina River Flotilla, where the 'Hyderabad' acted as a parent and hospital ship for the Coastal Motor Boats, while working with the smaller base ship 'HMS Borodino' supporting the anti-Bolshevik forces at Murmansk. Then, on 27 September 1919, 'HMS Hyderabad' departed Archangel at the conclusion of the Archangel River Expeditionary Force before making her way back to England via the Norwegian Fjords and being officially released from the North Russian Expeditionary Force on 6 November.

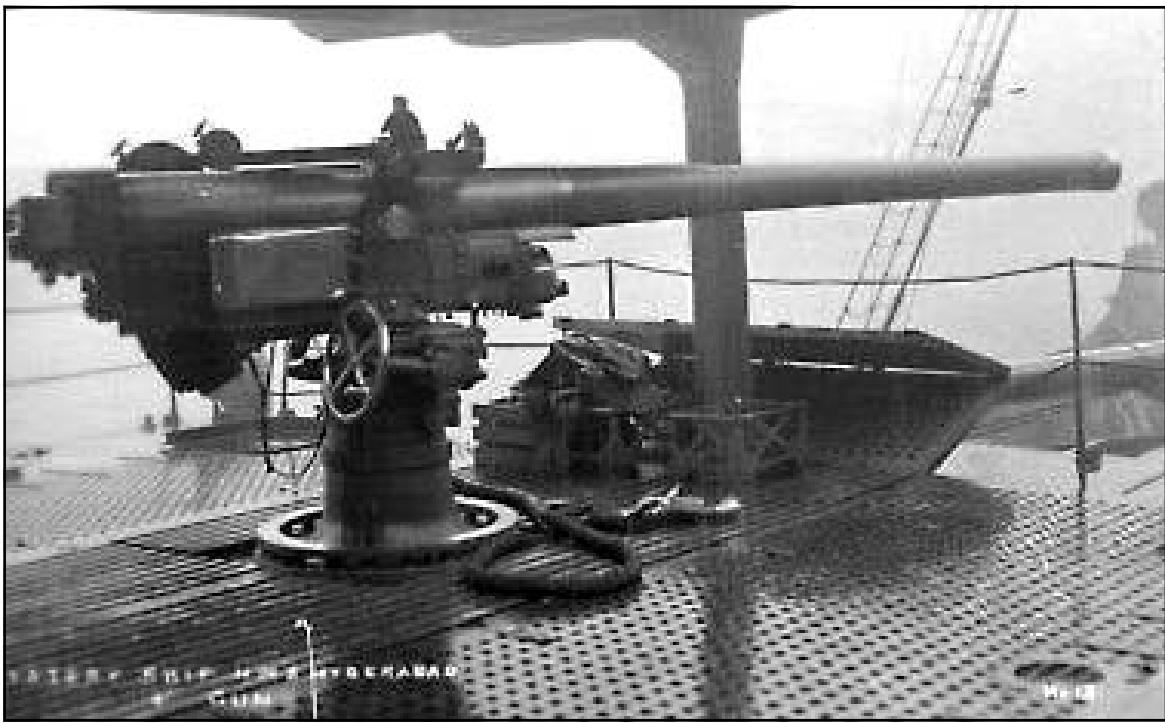
However, in May 1920, she was sold out of service to become the 1150 grt Greek flagged 'Lemnos' under the ownership of K. Kallias & L. Teryazos, who used her as a fruit carrier. Then, in 1929, she was sold to A. & P. Venetzanos and cut down into a barge renamed 'Aias', at which time her dimensions were recorded at as 79.9 x 11.1 metres, while her grt as 883. Sold to I. Parashos in 1940 and to I. Pantelis in 1946, the vessel was said to have been scrapped at Braila in Romania later that year, and in 1950 she was deleted from the Piraeus Register. However in 1962 the deletion was revoked with the reason that the vessel was still in existence at the time she was deleted, although there are no further entries in her register.



The quick-firing 4 inch, 25 pounder, gun concealed in the engine casing and hidden in false timber cabin aft of the bridge of 'HMS Hyderabad'. The cabin walls dropped away when the gun came into action.



The 4 inch gun aboard 'HMS Hyderabad' in the process of being unmasks.



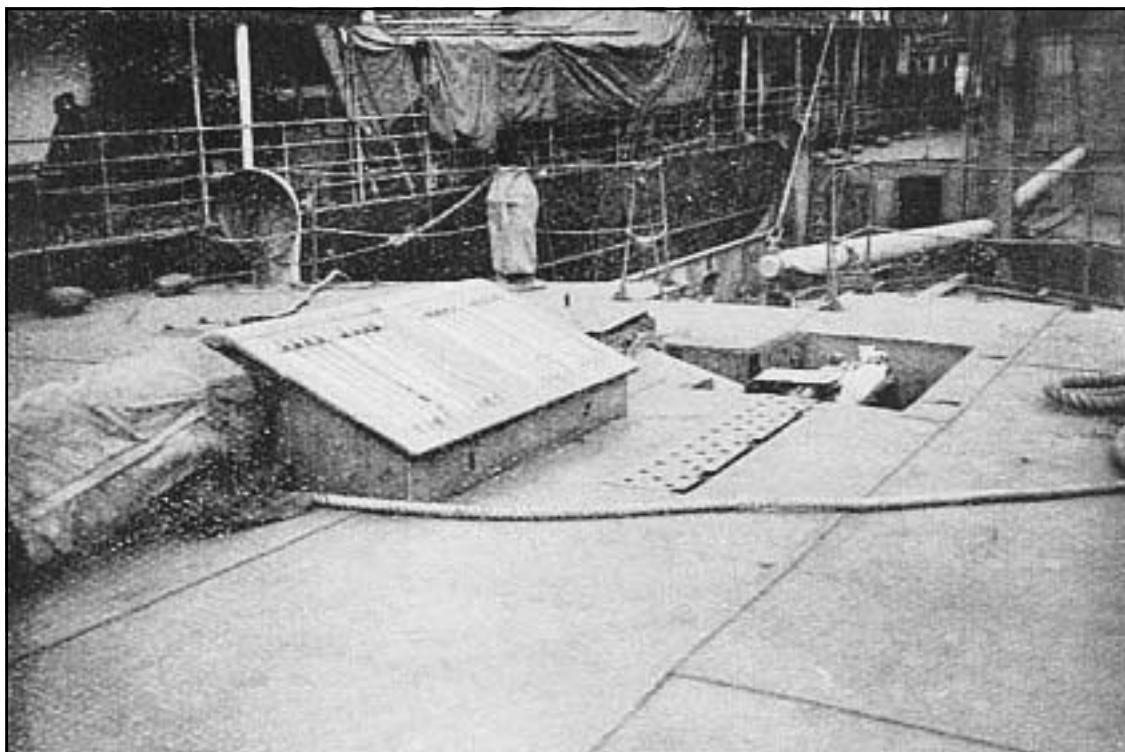
The 4 inch gun ready for action, note how the cabin walls have collapsed.



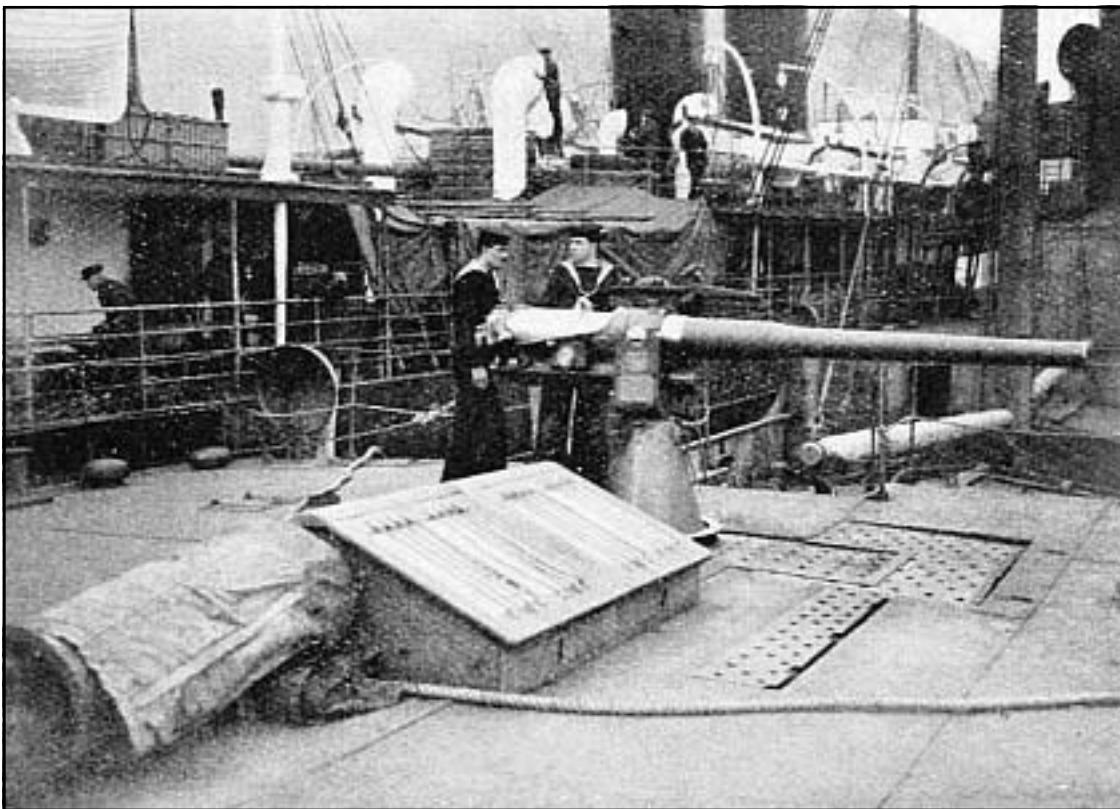
Lewis Gun practice aboard 'HMS Hyderabad'.



Sailors on the after deck of 'HMS Hyderabad' indicating where a 3 inch, 12 pounder, 12 cwt, quick-firing gun was hidden. The small hump remaining was covered with a tarpaulin.



The after deck of 'HMS Hyderabad' showing the hidden 3 inch gun laying flush with the deck, but about to be raised by pivoting sideways.



The after deck of 'HMS Hyderabad' showing a 3 inch gun in its firing position.



The after deck of 'HMS Hyderabad' showing the hidden 3 inch gun and its gun crew. Note the flexible speaking tube for orders.



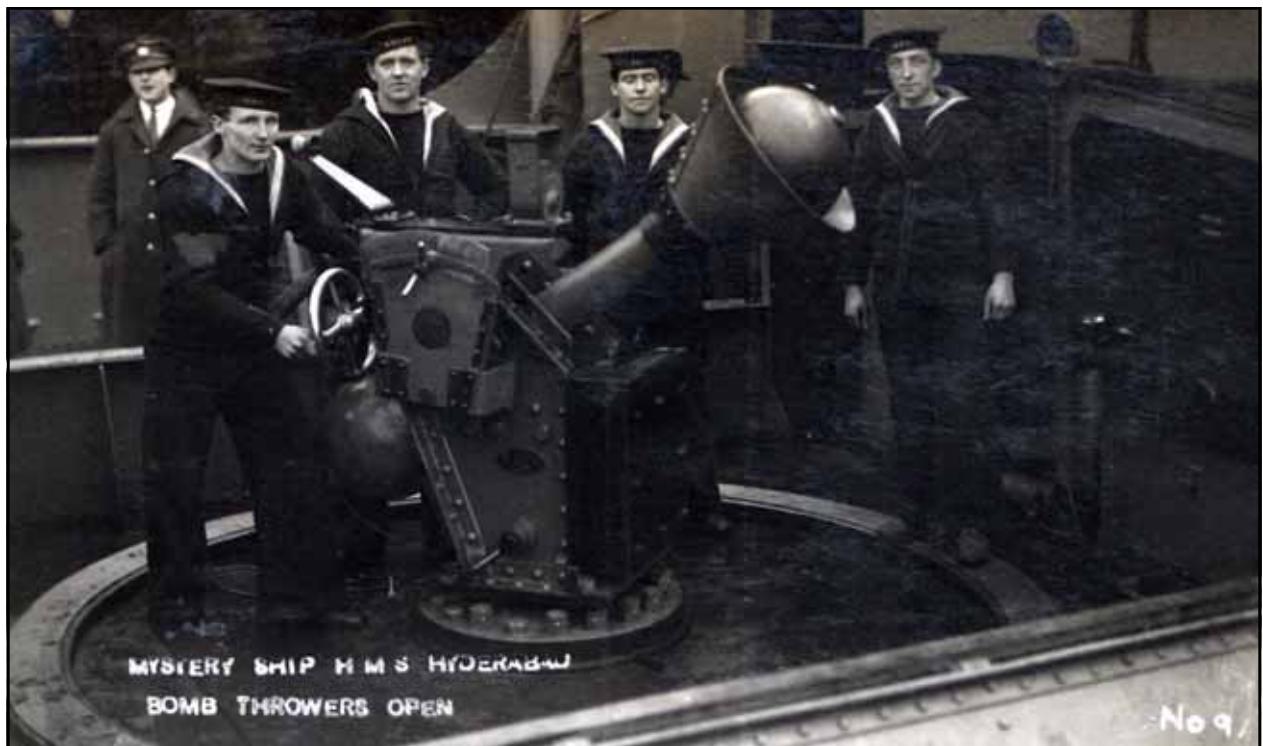
The 3 inch, 12 pounder, 12 cwt, quick-firing gun hidden in the forecastle on board 'HMS Hyderabad'.



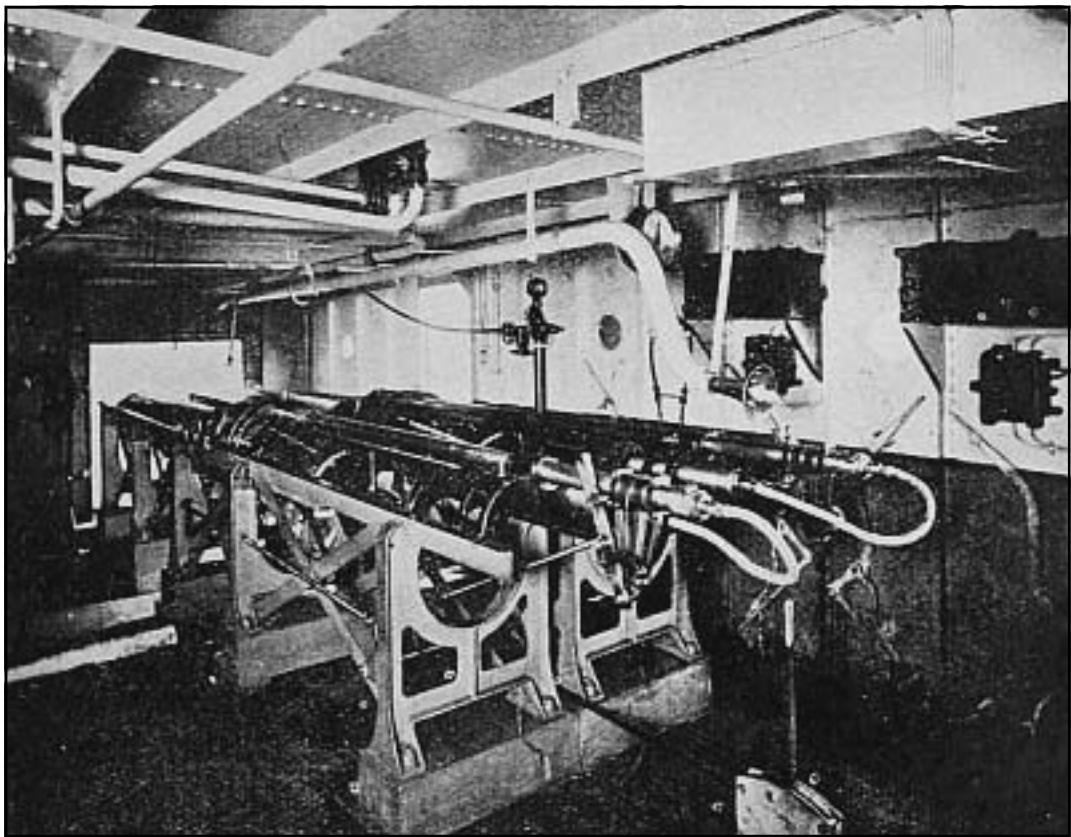
The forecastle of 'HMS Hyderabad' showing the 3 inch gun in its firing position.



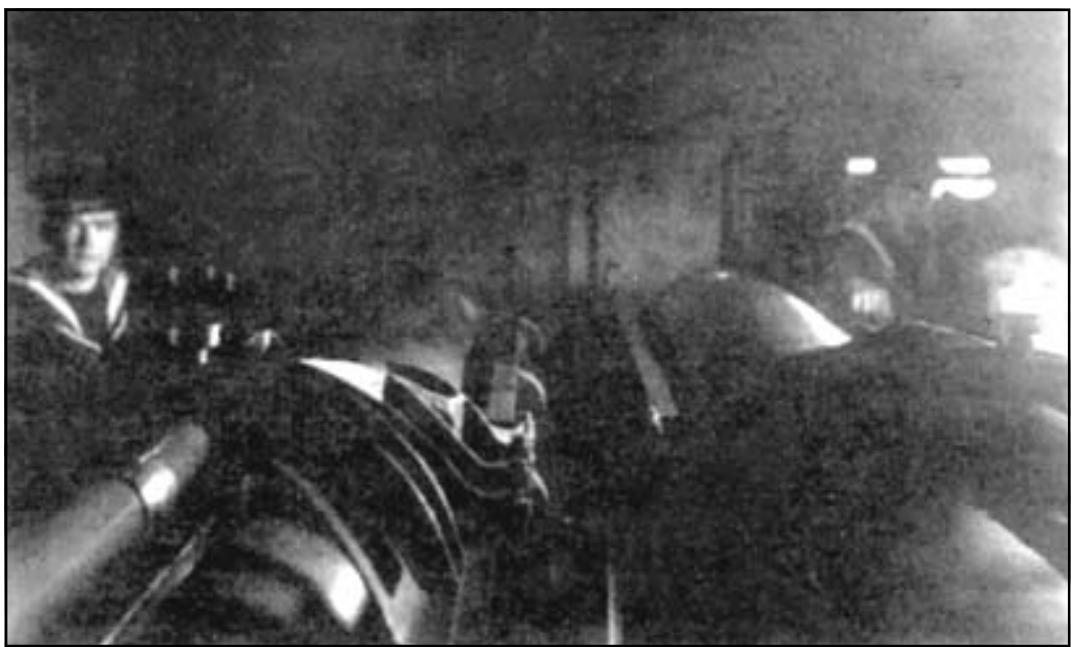
One of the four Sutton-Armstrong 200 lb, 3.5 inch, Bomb Throwers concealed by standard merchantman canvas hatch covers in the forward and after deck wells.



The 3.5 inch Bomb Thrower unmasked.



On each side of the hull in 'HMS Hyderaband', slightly aft of the bridge and hidden behind steel covers resembling ship's plating, were double torpedo tubes. These were installed on Thornycroft launching frames enabling the vessel to fire 18 inch Whitehead torpedoes.

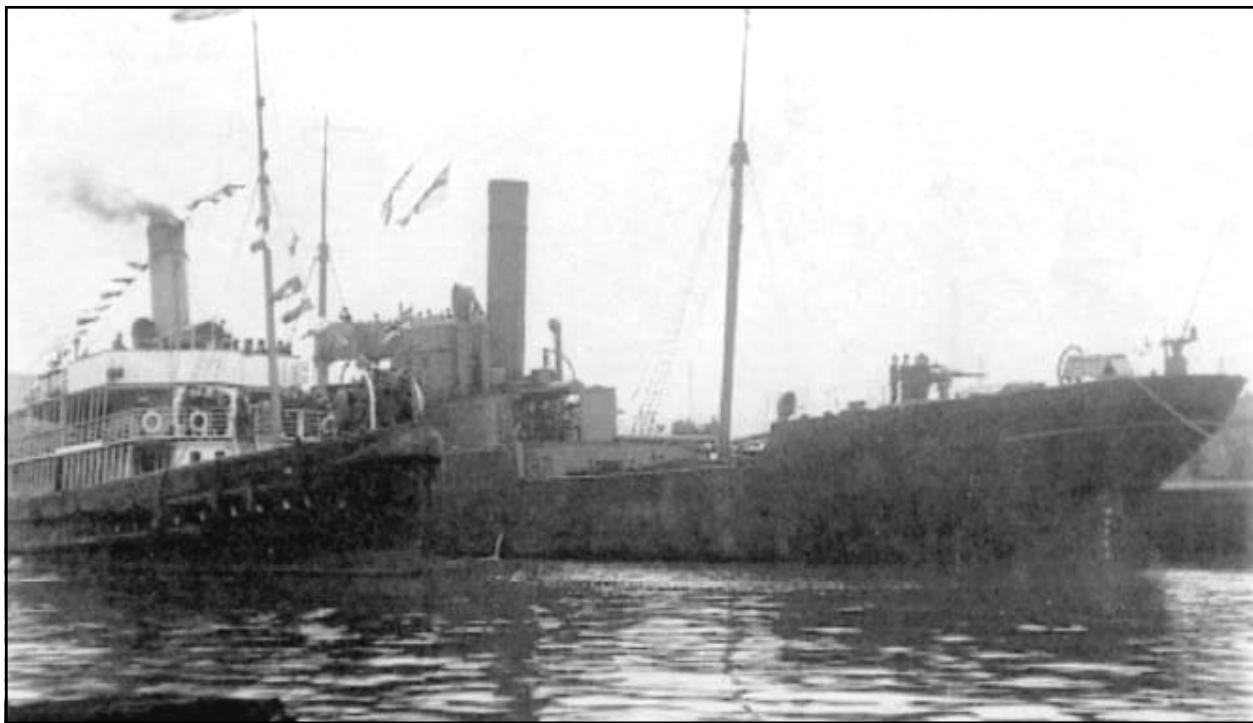


One set of the hidden torpedo tubes below decks in 'HMS Hyderaband'.

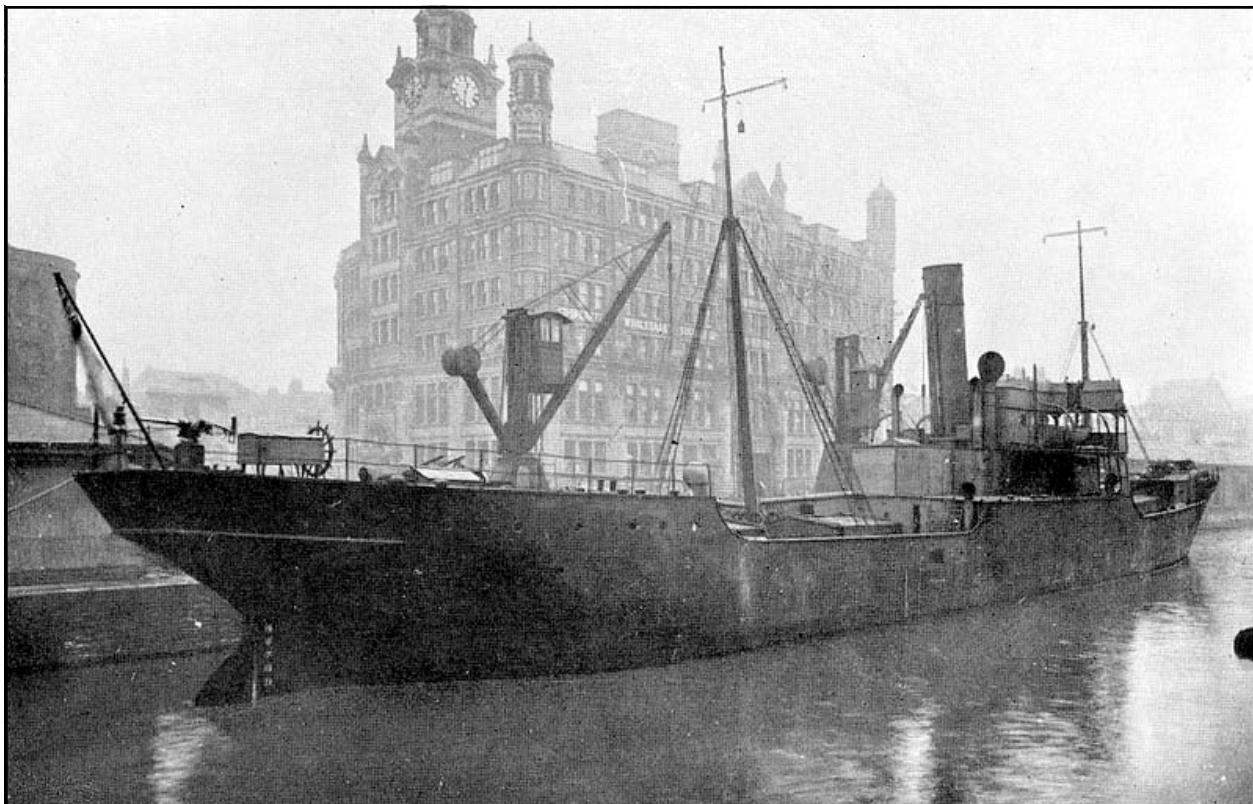


**To aid the field of fire on 'HMS Hyderabad' the dummy emergency compass pedestal telescoped into the deck, while the dummy emergency steering station and its structure collapsed like a house of cards.**





**Pomona Docks, Manchester, 23 December 1918. The White Star tender 'Magnetic' carrying the United States President Woodrow Wilson passing 'HMS Hyderabad'.**



**'HMS Hyderabad' moored at Broad Quay in Bristol, 27 January to 3 February 1919. The C.W.S. warehouse is in the background.**

## **ARRIVAL OF MYSTERY SHIP AT DUBLIN.**

**H.M. SPECIAL SERVICE "Q" SHIP  
"HYDERABAD"**

Will be at  
**ALEXANDRA BASIN, DUBLIN,**

**From To-morrow (Thursday),  
FOR A FEW DAYS.**

Visitors will be allowed on board daily between the hours of 10-12 noon and 1.30-dark.

With a view to keeping a check on the crowding that may occur, a charge of 1/- per head will be made for admission on board, half-price being charged for sailors and soldiers in uniform, silver badges, and children.

The proceeds from admission fees will be given to Naval and Seamen's Charities.

## **MYSTERY SHIP, "HYDERABAD," ON VIEW AT BELFAST.**

On SATURDAY, January 4th, 10 a.m. to 5.45 p.m.

" MONDAY, " 6th, do

" TUESDAY, " 7th, do

" WEDNESDAY, " 8th, 10 a.m. to 1-0 p.m.

**AT DUFFERIN DOCK (WEST SIDE).**

Admission on Board ..... 1/-

Sailors and Soldiers in Uniform, Silver Badge Men, and Children, Half-price

Proceeds will be devoted to Naval and Mercantile Marine Charities.

**Advertisements for public visits  
while in Irish Ports**

## **The North Russian Expeditionary Force May to November 1919**



'HMS Hyderaband' (parent ship) with 'HMS Borodino' (ex-Russian) housed the Senior Naval Officer River, Dvina River Flotilla, during the Bolshevik Campaign in 1919.



The grave stones of the two men who died while serving in 'HMS Hyderabad'.  
George Broomfield of Parkstone in Dorset is buried in Branksome Cemetery at Poole, and Arthur William Young of Middlesborough is buried in Deansgrange Cemetery at Blackrock, Co. Dublin.

## INSCRIPTIONS

**G. BROOMFIELD DSM.  
LEADING SEAMAN. RN. 23750  
H.M.S. "HYDERABAD"  
1ST APRIL 1918 AGE 27**

**A.W. YOUNG  
STOKER. RNR. 2123/T.  
H.M.S. "HYDERABAD"  
7TH FEBRUARY 1919**

## APPENDIX

### Mir Osman Ali Khan, Nizam of Hyderabad (1886 to 1976)

His Exalted Highness Nawab Mir Sir Osman Ali Khan Siddiqi, Asaf Jah VII, GCSI, GBE, was the ruler of Hyderabad, the largest princely state in British India. He ascended the throne in 1911, ruled until 1948, and was one of the wealthiest people of all time. He was elevated by King George V from 'His Highness' to 'His Exalted Highness', and in a letter dated 24 January 1918, the title 'Faithful Ally of the British Government' was conferred on him due to his financial contribution to the British Empire's war effort. It was the Nizam who donated the £64,242 required for the construction of 'HMS Hyderabad', hence her name.

