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date 21 November 1986

I enclose photocopies of the reports on the loss of the Leukos from Lloyd's Weekly Casualty Reports. Jürgen Rohwer's book, Axis submarine successes 1939 - 1945, adds the information that the Leukos was sunk by gunfire from the German U38, commanded by Lieutenant Heinrich Liebe, in an attack beginning at 2113 hours on 9 March, to the north-west of Tory Island.

Yours sincerely

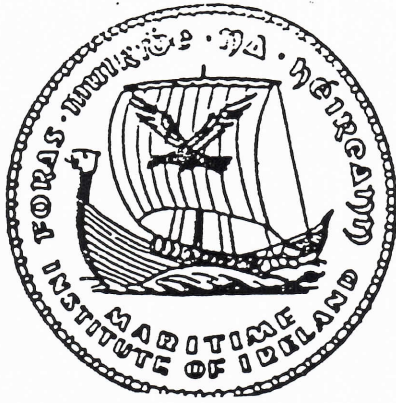
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MARITIME JOURNAL OF IRELAND

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NEWSLETTER OF THE MARITIME INSTITUTE

SUCCESS IN WARTIME SEAMEN'S DEATH REGISTRATION

In 1987 this Journal ran a story on the efforts of Peter Mulvaney to register the death of his great uncle Patrick McCarthy who was lost aboard the trawler LEUKOS when she disappeared off Donegal in March 1940. We also recorded that the trawler had been sunk by a single shell fired from the German submarine U38 north west of Tory Island on the 10th March 1940.

As a result of Mr. Mulvaney's work and, with the co-operation and agreement of the Department of the Marine together with the Registrar General of Births, Marriages and Deaths, it was possible to register Patrick McCarthy as dead and to receive an official death certificate.

Because of this breakthrough any seaman who lost his life aboard an Irish vessel between 1939 and 1945 may now be registered as dead by their next of kin, should they so desire. Under the Births, Marriages and Deaths Act of 1972 the following conditions apply to these registrations (1) that the vessel they were

aboard was sunk outside Irish Territorial Waters [then three miles offshore] (2) contemporary documentary evidence to be produced and (3) each relative or next of kin must make an affidavit confirming these facts.

Any descendant, relative or next of kin of any seafarer who died is invited to contact Peter Mulvaney,

Dublin 3.

for further information which he will gladly supply.

The Council of the Maritime Institute is most appreciative of the work done by Mr. Mulvaney

LEUKOS BLOWN OUT OF THE WATER

by Sean Boyne

This story is reprinted by courtesy of the author and the Editor of the "Sunday World".

As a result of Mr. Mulvany's researches which only began in September 1986 he has now officially registered the death of his grand uncle.

A DUBLIN man has solved the mystery surrounding an Irish trawler which disappeared with all hands during the last World War.

Peter Mulvany had a relative aboard the Leukos which went missing off the Co. Donegal coast in 1940. It was assumed that the boat hit a mine and it's still officially listed as 'missing'.

But in a remarkable piece of detective work Peter has discovered that German naval files which have recently come to light reveal the real fate of the Dublin-based steam trawler.

The boat was, in fact, sunk by gunfire from a German U-Boat off Tory Island with the loss of 11 members of the crew.

The war journal kept by the skipper of the U-38, Captain Heinrich Liebe, shows that he surfaced and opened fire on the Leukos in an attack that began at 21:13 hours on 9 March 1940, to the north west of Tory.

According to German naval archives, the same U-Boat was also involved in landing a German agent on the Irish coast on June 12 that same year.

Peter Mulvany (40), a father of three from Casino Park, Marino, a former Irish Shipping employee told SUNDAY WORLD yesterday "I was thrilled to find the truth after 47 years, but was also sad to learn the fate of these Irish fishermen, who included my granduncle, Patrick McCarthy, from Carleton Road, Dublin.

"The skipper of the German submarine concerned may still be alive. He was last heard of a few years ago living in East Germany.

"I would love to meet him and ask him why he sank an unarmed neutral fishing trawler that posed no threat to anybody. I'm convinced the trawler was in Irish waters at the time."

Peter made his discovery about the Leukos when he started researching the history of his sea-faring family.

Missing

In official Irish records the vessel is still listed as 'missing'. It is also described as 'missing' in the authoritative work on Irish vessels lost at sea during the Second World War —

Frank Forde's 'The Long Watch' published in 1981.

But through a friend in London who helped him with research at the Guildhall Library, Peter discovered that the latest edition of Jurgen Rohwer's book 'Axis Submarine Successes 1939-45' contains information never revealed before — including the details on the sinking of the Leukos.

Files

Some of the new information came from former U-Boat personnel. Other data came from British and American intelligence files, recently declassified, on German signals picked up through the formerly top-secret Ultra decoding system.

"I think it's very important that the real truth of what happened to the men of the Leukos be revealed," said Peter.

"The Irish seafarers who risked and gave their lives during the Second World War have never had the recognition they deserved. And the Irish Shipping Assoc is an example of that."

The 216 ton Leukos was skippered by J.P. Thomason, a native of Fleetwood, with an address at 63 Lower Mount Street, Dublin.

Dubliners on board included Second Engineer Bernard Smith, 10 Boyne Street; cook Patrick McCarthy, 40 Carleton Road, Marino; deckhands T. Mulligan and T. Gill, both of the Catholic Seamen's Institute; fireman Michael Cullen, 29 Boyne Street and apprentice James Hawkins, 69 Park Cottages, Ringsend. Other crew members had addresses in England.

The vessel was owned by the Dublin Trawling, Ice and Cold Storage Company Ltd.

It is possible that the German sub thought the Leukos was a British boat — it had been registered in

U-Boat No.	Name	Commander	Base	Date	Victims
U-38	U-38	Heinrich Liebe	Germany	March 9, 1940	11 Irish fishermen
U-39	U-39	Heinrich Liebe	Germany	June 12, 1940	1 British agent
U-40	U-40	Heinrich Liebe	Germany	June 12, 1940	1 British agent

the UK but was re-registered in Dublin in 1927. The U-38 war diary, however, lists it as 'British'.

It was just one of about 30 'kills' claimed by U-Boat skipper Heinrich Liebe, who seems to have been one of the most resourceful of the German submarine commanders who prowled the Atlantic and the North Sea, preying on Allied convoys. It was a kind of warfare vividly portrayed in the TV series, 'The Boat'.

Liebe's many operations took him from the seas off Sierra Leone to the Soviet Arctic coastline. But despite the many attacks in which he was involved, he survived the war — unlike many of his fellow skippers. Liebe was decorated for bravery, receiving the



Peter Mulvany with his grand uncle's wartime citation and service medal awarded forty seven years later.

Knights' Cross with Oak Leaves.

Thirteen days after the sinking of the Leukos a small ship's boat with a life-buoy on board marked 'S.S. Leukos, Dublin' was washed ashore at Scarnish harbour, Tiree, Scotland. But no bodies were ever found.

Oddly, Peter Mulvany's granduncle had a feeling it was his last voyage before sailing out from Hanover Quay. "He told my mother: 'I don't think I'm coming back,'" said Peter.

The Irish Seamen's Memorial Committee hope to unveil a memorial shortly to Irish seafarers who died during the Second World War. It's planned for Lombard Street, in Dublin's dockland.

WAS SINKING COVERED UP?

WAS the killing of 11 fishermen by a German submarine deliberately covered up?

The fact that it has taken more than 45 years for the truth to emerge about the fate of the trawler Leukos suggests there may have been a conspiracy of silence.

One theory is that the Germans sank the Dublin fishing boat in Irish waters but

covered up the incident in a bid to avoid a row with a neutral Irish government.

The question must also be asked — did the Irish Government ask the German authorities at the time if they were involved in the sinking? And if so, what was the reply?

Officially, German submarine commanders were under orders from U-boat supreme Admiral Karl Donitz to keep out of Irish territorial waters.

But German archives show clearly that the sub which sank the Leukos did indeed secretly invade our territory.

It is now clear that it was the U-38 which entered Dingle Bay on the night of June 12, 1940 to put ashore a secret agent, Karl Simon.

The ageing German spy, who was rowed ashore in a dinghy by moonlight, didn't last long. He was arrested by the gardai after enquir-

ing from some locals about the next train to Dublin. What he didn't realise was that the line had closed 14 years before.

He was interned and returned to Germany after the war.

As regards the U-38, it was just one of two boats of its particular class (Type 1A) to survive the Battle of the Atlantic, and was scuttled in German waters on May 5, 1945.