

"Togimo"

RECEIVED

L 175 Section 1

9859

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 15068 in R. B.

Wreck Book, p. 28/40

Date of writing this report 21st March, 1940

Vessel's Name *Steel Steam Trawler "Togimo"* of *London*Tons { Gross 290
Net 127Built at *Beverley* When *1919* 3 Casualty notice sent to Owner *6/3/40* Owner's reply *12/3/40*Owner's Name *Jenkerson & Jones Ltd. (T. Jenkerson, Mgr.)*Address *Ferryway, Milford Haven.*

Case previously before

Date

Classing Committee.

Last Minute

Particulars of Classification.

+100A1	+LMC 11,39
Stm Trawler	
1139	TS 5,39CL
S.S. No 3-12,31	
S.S. No 2-39	

Date of Casualty *11th February, 1940*

Précis of particulars of Casualty This vessel is reported to have been sunk by gunfire from a submarine, 70 miles South-West of Cape Clear, Ireland, on the 11th February 1940.

The Owners concur.

SOURCE OF INFORMATION.

"TOGIMO"

After 28 hours' ordeal in an open boat, 11 of the crew of the British trawler *Togimo* (290 tons), all suffering from exposure and with three seriously injured, were landed at a port on the south-east coast of Eire early yesterday by the Spanish steamer *Monte Narajo*. The trawler was sunk on Sunday morning by a U-boat which shelled them and killed one of the crew. The *Togimo*, which was built at Beverley in 1919, was owned by Jenkerson & Jones, Ltd. (Mr. T. Jenkerson, manager), of Milford Haven.

LL 14/2

28 HOURS IN BOAT

After 28 hours in an open boat, 11 of the crew of the British trawler *Togimo*, all suffering from exposure and with three seriously injured, were landed at a port on the south-east coast of Eire early yesterday. Their trawler, which was of 290 tons and registered at London, was sunk by a U-boat which shelled them and killed one of the crew. Before they were picked up by a Spanish steamer the men had to exist on a ration of one biscuit and a few spoonfuls of water.

The captain, James Gale, of Milford Haven, said that the U-boat's first shot was at 500 yards range. He extinguished all lights and tried to dash for safety, but the next shot hit the chart house and set it on fire, making an easy target in the darkness. About 20 more shots were fired, continuing while the men were getting into the boats.

Times
14/2

U.Bo. 175
Section 1

RETAIN

Suggested Record

Date of Committee

Committee's Minute

WED 27 MAR 1940

X SUNK-WAR LOSS, 240

Sunk - War Loss 240

W433 - 0169

W433-0178

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LL 7/3

SINKING OF THE "TOGIMO"

The Skipper's Story

At an interview yesterday morning with Skipper James Gale, D.S.C., further details came to light of the sinking of his trawler, the *Togimo*, by a German submarine some seventy miles south-west of Cape Clear, Ireland, on the early morning of Feb. 11. The weather was fine, with a light southerly breeze, a heavy ground swell from the south-west, and a clear starry sky, but otherwise pitch dark, when at 5 a.m. all hands were on deck standing by to shoot the trawl which had been hauled about an hour before. All the *Togimo's* deck lights were burning.

The skipper was below in his cabin taking a sounding with the echometer when he heard the report of a gun. Returning to the bridge, he realised he was being attacked by a U-boat, so gave orders for all lights to be put out and for full speed ahead, in the hope of making his escape. Almost simultaneously he saw a flash from about five hundred yards away on the starboard beam. A shell burst in the chart-room, just below the wheelhouse, setting the ship on fire, smashing windows, splintering doors and bulkheads, and filling the whole place with fumes. The *Togimo* stopped, clearly visible in the light of her own flames, while the U-boat fired shell after shell at point-blank range. Skipper Gale gave orders for the ship to be abandoned, so the boat was hoisted out over the port quarter. One man, a fireman, had already been killed. Of the 10 others seven got into the boat, leaving the skipper, the mate and a deckhand with a badly lacerated arm (which afterwards had to be amputated) on board the *Togimo*, which was now blazing furiously.

Circling round, the submarine continued her fire, approaching to within 150 yards. A shell hit the trawler's bridge and blew it to pieces. Another burst close to the stern of the boat lying alongside the *Togimo's* port quarter, its fragments wounding the chief engineer and several others. A third projectile narrowly missed the boat's bows. The wounded man was put down into the boat, followed by the mate and the skipper. They cast off and used their oars to back astern. A few minutes later the *Togimo* sank. The U-boat afterwards approached within fifteen yards and then steamed off into the distance, leaving the ten fishermen to their fate. Several of them were wounded and their boat, hit by many splinters, was leaking badly. They had about one gallon of water and about two dozen biscuits.

The boat lay to until dawn and through the ensuing day rowed to the north-east, towards land. At sunset the wind backed to the south-east and started to freshen. It became bitterly cold. During the night they sighted several trawlers and lit red flares to attract their attention, but without success. At dawn on Feb. 12 they once more started to row to the north-east in the teeth of the wind and the rapidly rising sea. The skipper was just making up his mind to rig a sea anchor when, at 8.30 a.m., a vessel was sighted to leeward steaming in their direction. To attract her attention they improvised a flag from a cook's apron tied to a boathook. The steamer, a Spaniard, came close past the boat and then stopped. The *Togimo's* survivors were rescued, well cared for, and landed a few hours later at a port in Ireland.



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