

= HMS Engadine ( 1911 ) =

HMS Engadine was a seaplane tender which served in the Royal Navy ( RN ) during World War I. Converted from the cross @-@ Channel packet ship SS Engadine , she was initially fitted with temporary hangars for three seaplanes for aerial reconnaissance and bombing missions in the North Sea . She participated in the unsuccessful Cuxhaven Raid in late 1914 before she began a more thorough conversion in 1915 that increased her capacity to four aircraft . Engadine was transferred to the Battlecruiser Fleet in late 1915 and participated in the Battle of Jutland in 1916 when one of her aircraft flew the first heavier @-@ than @-@ air reconnaissance mission during a naval battle . She was transferred to the Mediterranean in 1918 .

She was sold back to her original owners in 1919 and resumed her prewar role . Engadine was sold in 1933 to a Philippine company and renamed SS Corregidor . She was sunk with heavy loss of life by a mine in December 1941 during the invasion of the Philippines at the beginning of the Pacific War .

= = Description = =

Engadine had an overall length of 323 feet ( 98 @.@ 5 m ) , a beam of 41 feet ( 12 @.@ 5 m ) , and a mean draught of 13 feet 8 inches ( 4 @.@ 2 m ) . She displaced 2 @,@ 550 long tons ( 2 @,@ 590 t ) at deep load and was rated at 1 @,@ 676 gross register tons ( GRT ) . Each of the ship 's three sets of direct @-@ drive steam turbines drove one propeller shaft . The ship 's six boilers generated enough steam to produce 13 @,@ 800 shaft horsepower ( 10 @,@ 300 kW ) from the turbines , enough for a designed speed of 21 @.@ 5 knots ( 39 @.@ 8 km / h ; 24 @.@ 7 mph ) . Engadine carried 400 tonnes ( 390 long tons ) of coal , enough to give her a range of 1 @,@ 250 nautical miles ( 2 @,@ 320 km ; 1 @,@ 440 mi ) at 15 knots ( 28 km / h ; 17 mph ) .

= = Construction and service = =

SS Engadine was laid down by William Denny and Brothers at their Dumbarton , Scotland shipyard as a fast packet for the South East and Chatham Railway 's Folkestone @-@ Boulogne run . The ship was launched on 23 September 1911 and completed later that year . She was requisitioned for service by the Admiralty on 11 August 1914 , and was commissioned on 1 September after she was modified to handle seaplanes by Chatham Dockyard . Three canvas hangars were installed , one forward and two aft , and there was no flight deck , the aircraft being lowered onto the sea for takeoff and recovered again from the sea after landing by newly installed derricks . In 1918 her crew numbered 197 officers and enlisted men , including 53 aviation personnel .

Upon completion of the modifications on 1 September , Engadine was assigned to the Harwich Force along with the seaplane tenders Empress and Riviera . On Christmas Day 1914 , nine aircraft from all three ships took part in the Cuxhaven Raid on hangars housing Zeppelin airships . Seven of the nine seaplanes successfully took off for the attack , but they inflicted little damage . Only three of the aircraft returned to be recovered , but the crews of the other three ditched safely and were recovered by a British submarine and the Dutch trawler Marta van Hattem . A notable member of her crew was Robert Erskine Childers who served as an instructor in coastal navigation to newly trained pilots . He managed to extend his duties to include flying as a navigator and observer and participated in the raid , for which he was mentioned in despatches .

Engadine was purchased in February 1915 by the Admiralty and she was modified by Cunard at Liverpool from 10 February to 23 March 1915 with a permanent , four @-@ aircraft , hangar in the rear superstructure and a pair of cranes were mounted at the rear of the hangar to hoist the seaplanes in and out of the water . Four quick @-@ firing ( QF ) 12 @-@ pounder 12 cwt guns , each with 130 rounds , and two Vickers QF 3 @-@ pounder anti @-@ aircraft guns , each with 65 rounds , were fitted for self @-@ defence . She also carried a pigeon loft that housed carrier pigeons to be used by her aircraft if their wireless was broken .

Upon completion of the conversion , she rejoined the Harwich Force ; on 3 July , Engadine and

Riviera attempted to launch aircraft to reconnoitre the River Ems and lure out a Zeppelin so that it could be attacked . Of Engadine 's three Sopwith Schneider floatplanes that she attempted to launch , two wrecked on take off and the third was badly damaged . She was transferred to Vice Admiral David Beatty 's Battlecruiser Fleet ( BCF ) , based at Rosyth in October . Later that month Engadine carried out trials on high @-@ speed towing of kite balloons for gunnery observations , although she generally served as a base ship for the fleet 's seaplanes .

= = = Battle of Jutland = = =

On 30 May 1916 , Engadine was attached to the 3rd Light Cruiser Squadron , commanded by Rear Admiral Trevelyen Napier , and carried two Short Type 184 and two Sopwith Baby floatplanes aboard . The two @-@ seat Type 184s were intended for observation and were fitted with a low @-@ power wireless while the Babys were intended to shoot down Zeppelins . Engadine accompanied the cruisers when the Battlecruiser Fleet sortied from Rosyth that evening to intercept the German High Seas Fleet . For a time on 31 May she was actually leading the BCF and may have been one of the first ships to spot the oncoming Germans . Her position in the vanguard was dictated by the requirement for smooth water to successfully launch her aircraft ; turbulent water from ships ' wakes was enough to ruin a take off attempt . She would also have to come to a complete stop to hoist her aircraft over the side and prepare it for launch , a process that took at least 20 minutes at anchor . Thus she could launch her floatplane in unruffled water and then fall back among the main body of the fleet .

Beatty ordered Engadine to make a search to the north @-@ northeast at 14 : 40 and she sailed through the BCF before turning north @-@ east to find calmer water . At 15 : 07 Lieutenant Frederick Rutland took off in his Type 184 and his observer signalled Engadine that they had spotted three German cruisers and five destroyers at 15 : 30 . These were ships from the II Scouting Group , leading the battlecruisers of Vice Admiral Franz von Hipper . This was the first time that a heavier @-@ than @-@ air aircraft had carried out a reconnaissance of an enemy fleet in action . After a few other spot reports were transmitted , the aircraft 's fuel line ruptured around 15 : 36 and Rutland was forced to put his aircraft down . He was able to repair it and signalled that he was ready to take off again , but he was ordered to taxi to the carrier on the surface . The aircraft reached the ship at 15 : 47 and it was hoisted aboard by 16 : 04 . By this time , a pair of destroyers , Moresby and Onslow , that had been ordered to protect Engadine while she was stationary had reached her . Engadine attempted to relay the spot reports to Beatty 's flagship and the flagship of the 5th Battle Squadron , but was unsuccessful . She trailed Beatty 's force during the " Run to the South " , during which time her two escorts were detached and again when they reversed course during the " Run to the North " .

The 14 @,@ 000 @-@ long @-@ ton ( 14 @,@ 000 t ) armoured cruiser Warrior had been crippled by numerous hits by German battleships around 18 : 30 and fell in with Engadine 10 minutes later . The former 's rudder had been jammed full over and she continued to turn in tight circles until her steam was exhausted . At 19 : 45 Engadine attempted to take her in tow , but the jammed rudder prevented that until it was trained amidships . By 21 : 30 she was making 8 knots ( 15 km / h ; 9 @.@ 2 mph ) while her turbines were making revolutions for 19 knots ( 35 km / h ; 22 mph ) . Early the following morning Warrior 's progressive flooding had worsened and she was sinking . Captain Vincent Molteno ordered his ship abandoned after Engadine came alongside to take them off at 08 : 00 . One of Warrior 's guns punctured Engadine 's hull below the waterline as the former ship rolled in the moderate seas , but this was quickly patched . About 675 officers and enlisted men successfully made it to the much smaller Engadine which had to quickly distribute them to prevent her from capsizing . Among these were about 30 seriously wounded men who were transferred across in their stretchers ; one man fell off his stretcher between the ships , but was rescued by Rutland against orders . For his bravery he was awarded the First Class Albert Medal for Lifesaving in gold and briefly became the only living recipient . The transfer was completed before 09 : 00 and Warrior sank shortly afterwards . Engadine remained with the BCF until early 1918 when she was transferred to the Mediterranean Fleet . She was based out of Malta , conducting anti @-@

submarine patrols , for the remainder of the war .

== = Postwar career == =

She was sold back to her original owners , the South Eastern and Chatham Railway , in December 1919 and resumed her former role as a cross @-@ Channel ferry . Engadine was transferred to the Southern Railway in 1923 when the British railroads were consolidated . Passing through the hands of a ship broker , she was sold to Fernandez Hermanos , Inc. in the Philippines in 1933 and renamed SS Corregidor .

== = = Sinking == = =

At 22 : 00 on 16 December 1941 , Corregidor left its dock in Manila in total darkness , loaded to overcapacity with Filipino civilians seeking to escape to the southern Philippines after the war had started . It has been estimated that between 1 @,@ 200 and 1 @,@ 500 people were on board , including approximately 150 Philippine soldiers , 7 Americans , 5 Philippine legislators , and hundreds of college students who were traveling home after their schools had closed . Also aboard were military supplies as well the entire artillery complement of the Visayan @-@ Mindanao Force of the Philippine Army . The owners of the ship failed to inform the Navy 's Inshore Patrol of the ship 's plan to leave Manila Bay .

Although Captain Apolinar Calvo of the Corregidor had prior experience navigating the mined entrance to Manila Bay ( the mines had been in place since July ) , the Navy had changed its procedures on that day . Rather than post a gunboat near the safe channel as they had in days previous , lighted buoys were used to guide boats through . As the Corregidor sailed close to the island of Corregidor to pass through the channel at around 01 : 00 , the ship was observed turning toward the electrically @-@ controlled minefield . Some officers posted at the Army 's Seaward Defense Command headquarters on the island recommended that the mines be temporarily disarmed so that the ship could pass through the minefield . A number of accounts state that Seaward Defense Commander Colonel Paul Bunker ordered that the mines be kept active .

When the Corregidor entered the minefield , there was a large explosion on the starboard side of the vessel . The overcrowded ship quickly began to sink , with many people trapped below @-@ deck . Survivors stated that the ship sank so quickly that there was no time for large @-@ scale panic to set in . Searchlights from Corregidor Island illuminated the scene which aided the rescue effort . Sailors of MTB Squadron 3 posted at Sisiman Cove heard the explosion and left on three PT boats ( PT @-@ 32 , PT @-@ 34 and PT @-@ 35 ) to investigate . When the boats arrived they found survivors in the water and were able to retrieve 282 survivors . Seven of the rescued passengers later died from their injuries .

The incident was never investigated due to the Japanese invasion . Later , some Army officers reported that the remote @-@ controllable mines were set to the safety position immediately after the explosion occurred . The total number of victims is unknown . It has been estimated that 900 ? 1 @,@ 200 lost their lives . Among the dead were the captain and most of the crew , two of the legislators , and one of the American passengers . At the time , the sinking of the Corregidor was the most significant maritime disaster in Philippine history , and one of the greatest maritime disasters in the world that did not occur as a result of military or naval action .