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THE QUEEN

-v-

PATRICK ARMSTRONG

I, BRENDAN DOWD of H.M. Prison Albany Newport Isle of Wight MAKE OATH and SAY as follows:-

1. There is now produced and shown to me marked "A" a copy of a statement the original of which was in the handwriting of Mr. James Still and signed by me together with four plans marked respectively BD1, BD2, BD3 and AL1 each initialled by me.

2. There is now produced and shown to me marked "B" a copy of a further statement the original of which was in the handwriting of Mr. James Still and signed by me.

3. There is now produced and shown to me marked "C" a copy of a verbatim transcript of the interview between myself and Mr. James Still and Mr. Alastair Logan on the 26th October, 1976.

4. There is now produced and shown to me marked "D" a copy of a verbatim transcript of the interview between myself, Mr. James Still and Mr. Alastair Logan on the 8th November, 1976.

5. The above mentioned two statements, four plans and two transcripts are true to the best of my recollection knowledge and belief.

6. I am prepared to attend Court and testify at this Appeal if required to do so.

SWORN at Albany in the Isle of Wight this Twentieth day of January 1977

Brendan Dowd

Before me,

Gordon F. Dixon

Solicitor/~~Commissioner for Oaths~~

"A"

CONTENTS

Copy of a Statement the original of which was in the handwriting of Mr. James Still and signed by me together with four plans marked respectively BD1, BD2, BD3 and AL1

Isle of Wight
26th October, 1976.

Statement of BRENDON DOWD, No. 8662, H.M. Prison,
Albany, Isle of Wight

I understand that I am not obliged to say anything unless I wish to do so and that anything I do say will be recorded and may be disclosed to the prosecution authority, that is the Police or Home Office or both.

(Signed) B. Dowd.

Armstrong and those convicted with him for Guildford and Woolwich had no connection with these bombings.

Four of us in motor car, - parked in car park not far from Horse ~~and~~ & Groom as I've shown on my plan (BD1). Hired motor - I don't wish to describe. All four of us left the car which I had driven - we had a brown satchel and another container containing 6 lb each of Frangex - probably gelignite. We split up 2 going to each bar. H. & G. and 7 Stars - I went to Horse & Groom with a companion. I was in charge of the operation. About two visits were made beforehand and we found soldiers used both bars. It was raining or I think it was showery - it was so long ago - 1974 - I had in mind it was August. We arrived about 6 or 7 o'clok in the evening and went straight to the Horse & Groom. There was just one bar - we ordered a drink of beer I think lager and sat down on a seat round the wall - there were chairs and tables - we were at the gable end wall. We put the bag containing the explosive under the seat. There was a combat pocket watch with 4½ volt bell battery - this was fixed before we left London except for the final connection of the detonator wires which was done before we left the motor. I think it was arranged for 9 o'clock. I don't remember the colour of the settee it was so dark. I don't remember the floor covering. We stayed for two or three drinks and then left and returned to the motor in the car park, the other two got back about the same time. We left for London. The entrance to car park was underground - a multi storey with another park beside - I parked on the foot bridge level or the one above, I'm not sure.

Looking at Mr. Logan's plan (ALi) I mark car park, bars,

bus station. From multi storey across footbridge into other one as marked there was a bit of a queue nearby at a bus stop. I can draw plan of pub layout marked BD2. I was where I've put cross and that was where we put the explosive beneath the wall seat two old guys sitting where I put 00 they had groceries - been shopping - probably 40/45 probably one was younger than
Still) Still Quite few soldiers I believed the two marked 00 were waiting for buses.

When I went before, two or three times it was quite late. S was where some soldiers were, I can't be sure but I think there were some girls in the pub where I put 'G'. No warning was given after we left because it was a military target - military personnel in it. Might have been dart board 'E' I believe was an entrance into another room - I'm not sure.

We had arranged 8pm to get back to the motor. I think the explosion was arranged for 9 pm but as I used the hour hand you can't be sure. Similar equipment found in flat West Kensington, that was at a later date, where I had been.

.02

(Break for lunch at request of Prison authorities)

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Bomb. 6lb Frangex 4½ volt battery pocket watch one detonator no standby mechanism: Timing removed minute hand two wires 1 on face and one on body of watch when hand comes round it touched a drawing pin with sharp edge snipped off - hole in perspex face and pin pushed through - pin bought in London - couldn't really say whether me or someone else. Watch from some market shop or Woolworth's - have bought a number from different shops one at a time.

Bag - brown plastic imitation leather like a should bag - lot of students use - I think it had a shoulder strap - it was purchased for the job not used for anything else. Not same type bag for other one - I think it was different bag I didn't have a hand in preparing that one, the other chap dealt with that one. I haven't thought about it since my only reason for bringing the subject up was because the other people are innocent. The bag was closed it had a flap with a sort of clasp - not really sure how - just one of so many - it was left in a dark

area, the best place to do it. The position had been decided on the previous visits I mentioned the Star to give an indication I knew the town. I can't recall seeing anything out of the ordinary nor recall any conversation from customers - a bloke served us drinks.

We went via A3 or A33 I'm not sure returned the same way.

I was satisfied with the reliability of my companions.

I wouldn't 've considered joining any squatters always rented accommodation Sqatters attract too much attention.

These people are hand picked at source in Eire. I vetted them again when and met them by arrangement.

The Woolwich incident followed - This time we had to pick a place where a bomb would be effective if thrown and where one could get away quickly. It was about 8lb explosive blue sump fuse. It has to be lit before throwing 2½ inches was used - gives about 5½ to 6 seconds. Four of us in a car we drove up to the bar, parked down side of it. That night there were some workers digging up a gas main or something. I was driving and just sat in the motor others got out and walked back and just lit the fuse - I didn't see because car was pointed away from them. It was to be thrown through a window - pretty large one, they just jumped back in motor drove off to the city - workers were sitting drinking tea and obviously watched what was happening. We had just started to roll when it went off- there was no incident of anyone stopping us - we went about 200/250 yds without lights - I didn't think about it until another motorist flashed his lights at me when I switched on and carried on driving - I went over the route with an A - Z map and two or three weeks earlier went over the route I think I went alone. No one else went over the route for me. Two or three nights before two or three of us went there and looked in the windowsto see who was using the pub - there were military personnel inside.

Woolwich was chosen because it is a famous place - Arsenal

This attack was I think after 10 o'clock the pub was still open and it was sometime in November I know it was before

Christmas. Afterwards I read about the incidents and later the arrests of the persons who were quite unknown to me and I took no action about that for obvious reasons.

Two of the others were not identical with the three who accompanied me to Guildford

This bomb had nuts and bolts 3P about 4 inches about the thickness of a 'Bic' pen (¼"). They were probably bought in a Do it Yourself shop. I don't think I bought them. When the bomb was prepared the nuts and bolts were put in separately there were some washers. They were rolled up in a plastic bag and all rolled together bound round with insulating tape could be any colour we had several different rolls. A standard type - about ½" inch you can buy in all shops, we taped two matches to the end of the fuse for the purpose of lighting - You just ~~put~~ rub a match box across and it ignites it I think safety matches.

Two of the others were different people One had been with me on both occasions. I had turned off the lights when I parked there were other cars parked without lights and empty.

The pub was either Kings Arms or Kings Head. This was the first one that I saw with a large percentage of military. The car that flashed was coming from the docks area I went down the hill and turned left into the City. This was a stolen car taken I think from Earls Court - it was a Cortina 1963 model I think dark blue or maroon I'm not sure. It was a well kept car. It was locked when it was taken, I had a bunch of keys of which one fitted. It had a radio and outside aeriel fitted to wing (front). It was abandoned about 2 miles away from the scene at Woolwich and we all came back by bus I think I had to get two buses - I'm not sure. The car was abandoned near where I got the bus - without lights as if I had parked properly. It was not damaged as far as I was aware and not damaged during our use of it.

There was no method I used to record the result of reconnaissance - we didn't record such things.

(written as recognizance in error)

Everytime we were armed with revolvers or pistols.

If the cars had broken down we would have flagged down a car and hijacked it leaving the driver with the broken car.

If this happened on the way the mission would have been abandoned.

When going to Guildford we hired a car because it was too far from London and had we stolen a car we would have been with it too long. The Guildford car we returned to the hirers.

When the Seven Stars pair returned they didn't mention any incident but they had to leave it in public bar they had planned to leave it in the Disco I can't remember why they didn't.

The workmen at Woolwich were in a van The footpath had been dug up just at the traffic lights as my diagram BD3 The cross is where the path was dug up I parked as shown as 'P'. 'V' is where the van was parked. 'B' is where the bomb was thrown

Drugs were not in anyway concerned in the organisation I would have known if any of my associates had any concern with drugs. Drinking to excess would be dangerous and I would get rid of any person who did that.

To a certain extent Dublin dictated the targets but anything of a military nature I could go ahead with. We had no connection with Belfast, no members of my unit came from Belfast.

I have not been questioned about Guildford or Woolwich by police.

I last spoke with O'Connell Doherty and Duggan Butler about end of June 1975 I was arrested on 10th July 1975 but have had no contact with them since then. Mr. McGuire told me they wanted to make statements to clear the others and I said go ahead - it didn't matter to me.

As far as I'm concerned the 4 who were convicted for Guildford & Woolwich pub bombs had no connection whatsoever with me or my colleagues and are completely innocent of the said offences

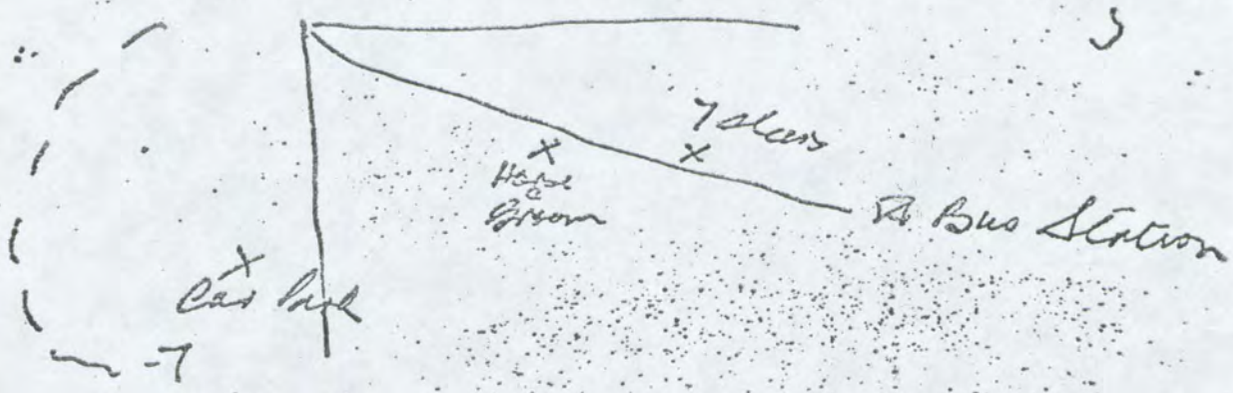
15 pm

(Signed) Brendon Dowd

Statement taken and read over to Brendon Dowd by me and signed by Brendon Dowd after he had agreed that it represented the substance of what he had said during an interview with him.

(Signed) J. Still

BD 1



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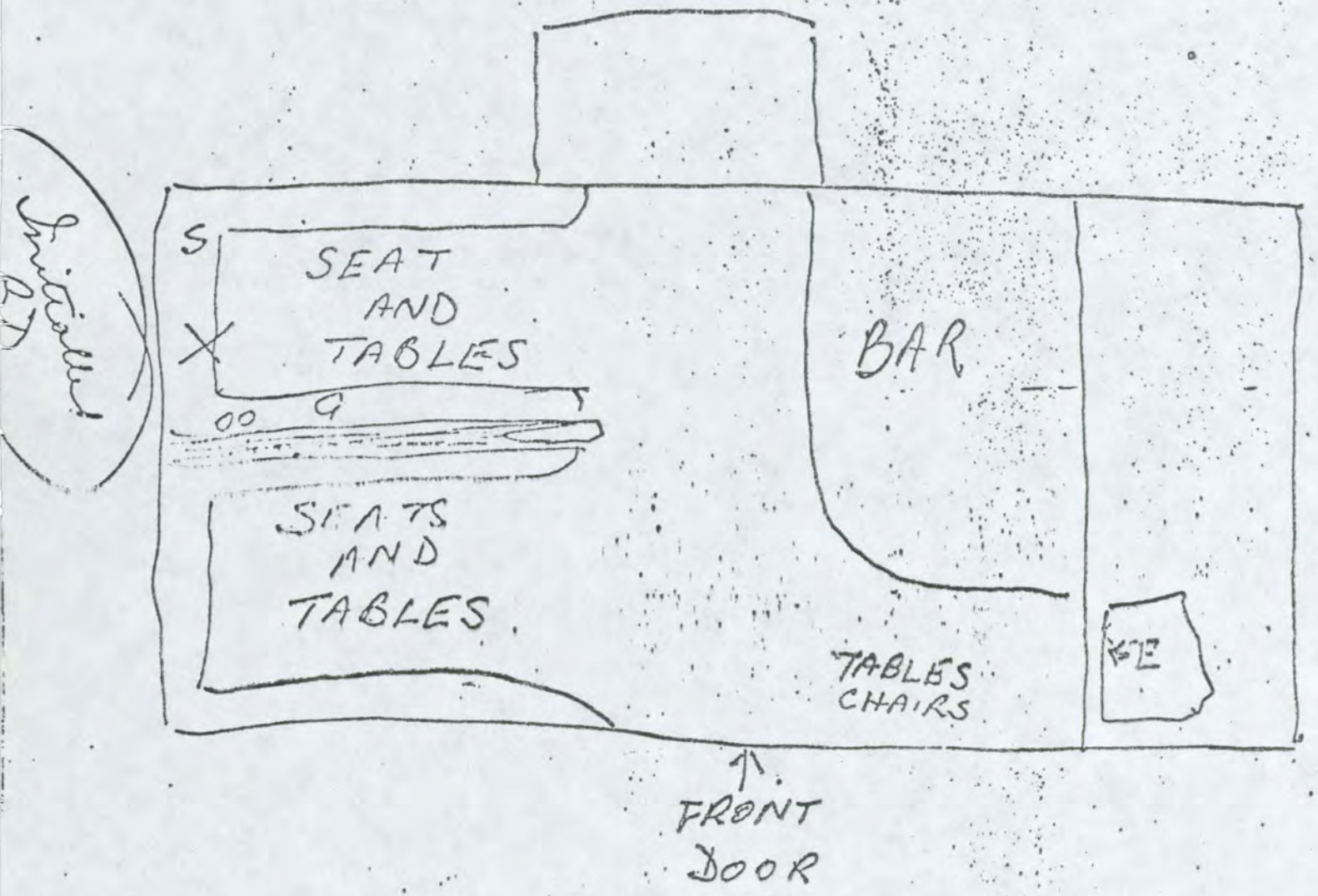

Initialled
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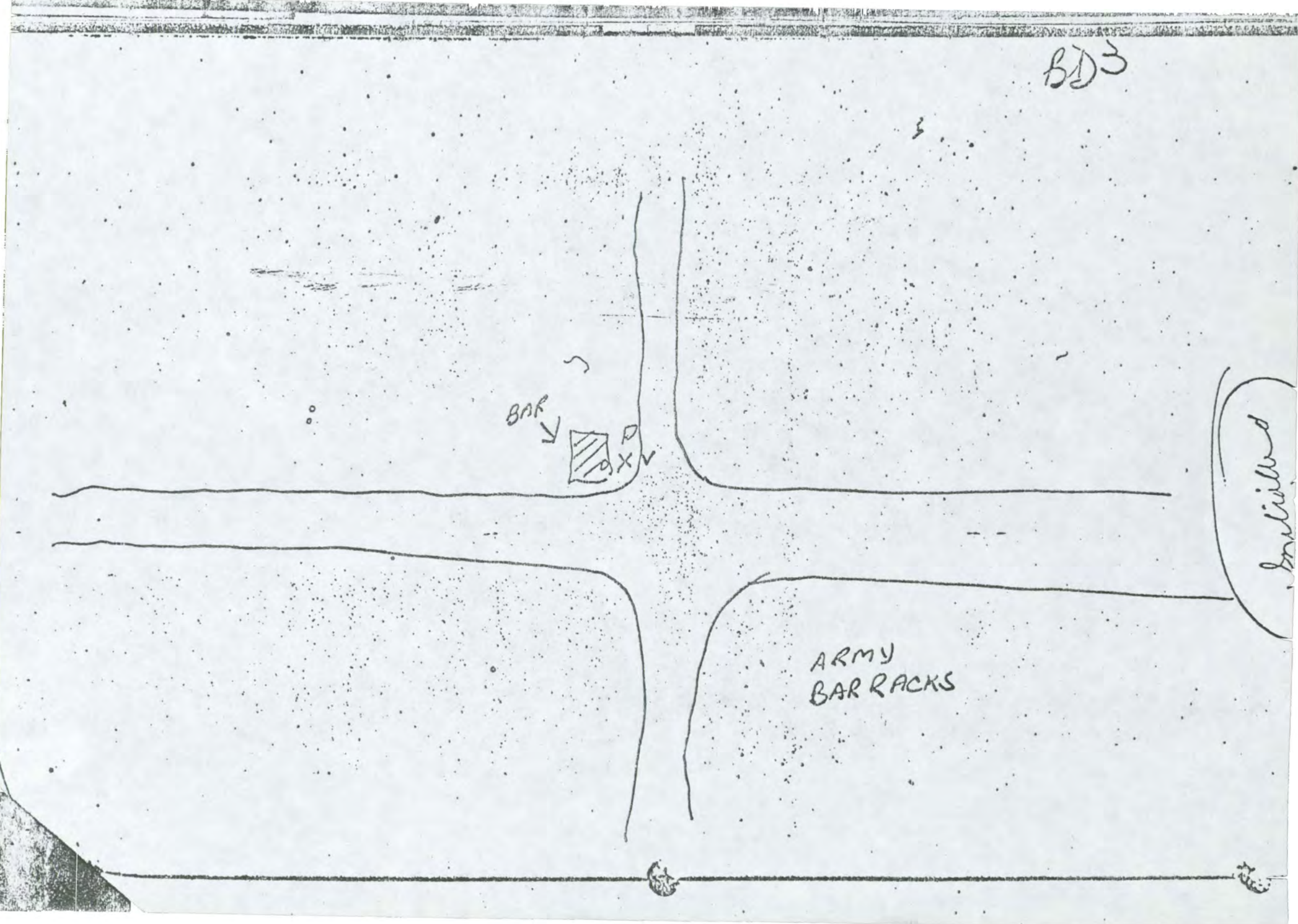
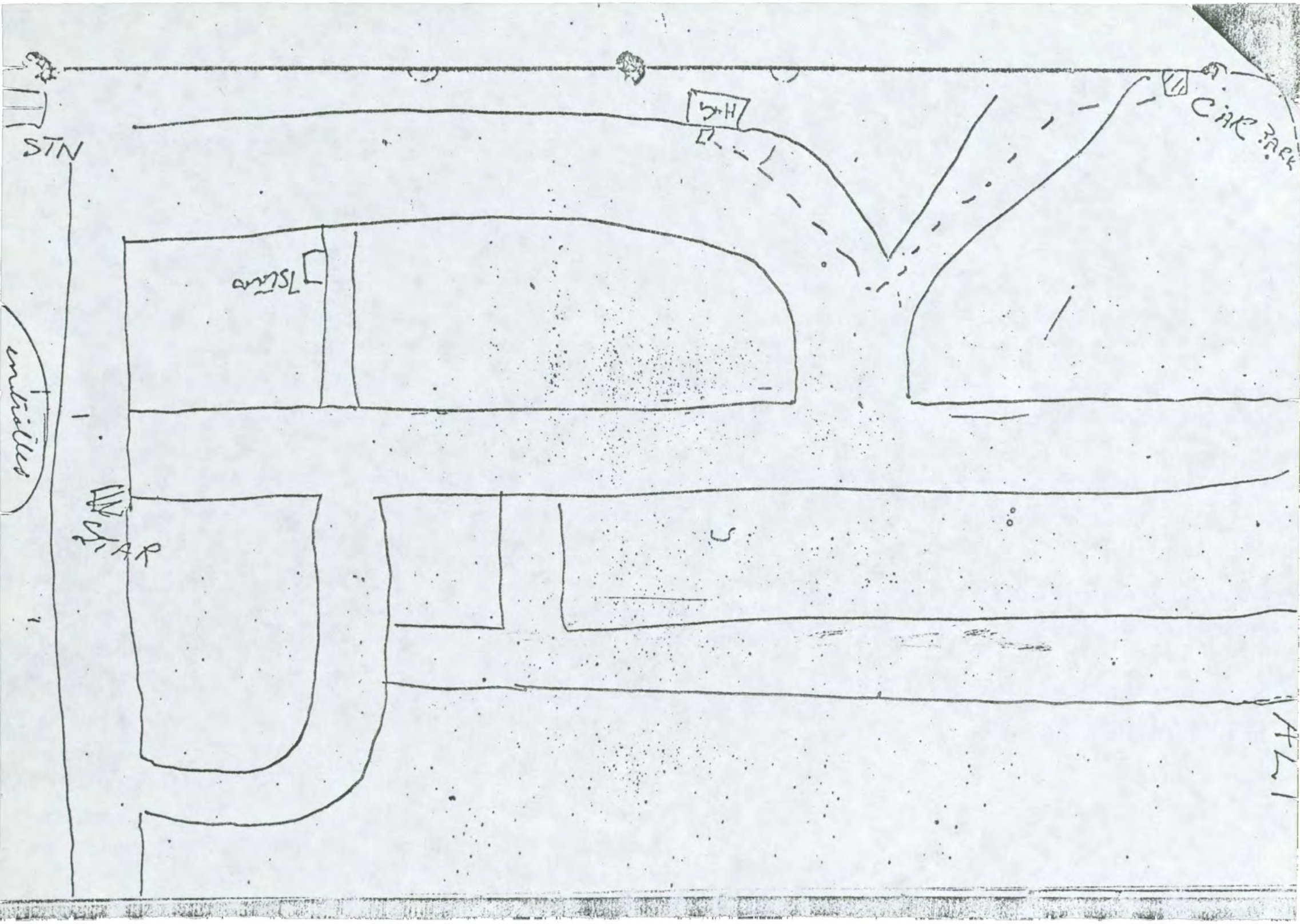
BD3




STN
S+H
CAR PARK
entrailles
CAR PARK

2B

"B"

CONTENTS

Copy of further statement the original of which was in the handwriting of Mr. James Still and signed by me.

Isla of Wight 9th November, 1976.

Additional Statement of BRENDON DOWD No. 8662 Albank
Prison, Isle of Wight.

I have been reminded of the caution given at my last interview and understand that anything I say will be recorded and may be disclosed to the prosecuting authorics i.e. The Home Office, Police or both.

On page 24E of transcript of my last interview I was referring to the direction we drove from the scene at Woolwich. I said we drove off in the direction of the Dock area.

Three people did the intelligence on Guildford, i.e. myself, Joe O'Connell and another man. The other man I lost touch with a few months after. I think he was at liberty at Xmas 1974.

We went to Guildford by car, all three together. I think there was only one trip actually.

The bombing was carried out by five of us - I was there and Joe O'Connell, another man and two girls. One girl accompanied me and the other went with Joe and the other chap. I went to the Horse & Groom - the girl carried the bomb in a lady's should bag. The girl had two identical bags. One with the bomb in she carried outside the other was folded up and concealed. After planting the bag with the bomb the girl substituted the other bag for it.

I believe the car was an Escort but have had so many cars I don't really know what it was.

As far as I know it was between 6 pm and 7 pm we arrived at Guildford and left Horse & Groom about 8 pm. There was roughly an hour, perhaps little more before it went off. I couldn't really say whether I dropped the girls off in London.

I heard the result of the bombing on the radio that evening - the Horse & Groom was first reported. There was some 5 or 6 minutes delay in the other - it went off after Horse & Groom.

I had sports jacket and trousers - believe it was showery - can't remember whether had rain equipment.

One person used bent wire to go through the hole in the watch face - I always used a drawing pin. The person who used bent wire was concerned in the Guildford - could have been. Sometimes if a drawing pin wasn't available one used bent wire. May be slight difference in timing.

difference in timing.

Guildford, I understood, was the main centre for the entertainment for the Army Camps around. When I went I was checking some information received - it related to "Stars" - it wasn't correct about The Stars it should have been Seven Stars. We went about 7 or 8 - three of us went to check, the numbers of people was reasonable - I think it was midweek. Horse & Groom and Seven Stars selected as targets -made up our minds where to plant the bombs. We probably went back again but I can't remember. On Saturday would be bigger crowd. Usually between 8 - 9 when people start to get in pub. The pub was open when we arrived about 7 o'clock. The girl was sitting nearer the two old men I mentioned previously - I drank lager - I forget what the girl had - I don't think it was beer, couldn't say. In there about an hour - hour and quarter. Sports jacket was of general grey colour with flecks of colours in it, trousers were black - I had a sweater might have had it on - can' really say. My hair was shorter than it is now (presently down neck at back). I have not always been clean shaven, for a short time I had a moustache. The other two probably had two bags as well, can't remember what kind. Returned direct to London. I went into Seven Stars aswell as others when doing intelligence. BD 1 is a sketch of it. I went into both sides of pub. Bomb was to be put in Disco where I have marked "X". It is on the same street as Horse & Gromm. Bar was common to both public bar and Disco. When doing intelligence I think there were some records on - it was pretty dark.I was, I think, in it twice, may have been same day, can't remember now. I'm not sure but I think on one occasion ordinary lights were on not Disco lights. When planting bomb had about three drinks, got there as early as possible to ensure getting a seat. The bombs were set probably more than 2 hours to go off, can't really say. I believe others got back first. I had locked car so that they would have to wait for me if they arrived first.

In woolwich first visit there were three of us, myself, Joe and another. I'm not sure of third man, not Butler or Duggan - I don't think so. When doing intelligence went into Kings Arms. I did go by train to Woolwich either from Charing Cross or Waterloo - Charing Cross I think it was. There were quite a few intelligence visits, possibly one by car - it was quicker by cartoo many stops by train. I know the area reasonably well. I went over the route two or three times by car to make sure I knew the place.

The bomb was made up a day or two beforehand. It was to be done

the day before but I couldn't get a motor or something - this has happened a few times when I've had to abandon an attempt. I'm not sure may have been an abandonment, can't recollect it now. We thought Wednesday was best night to do it - at weekends everybody goes away - visiting friend, don't stay in vicinity. Harry Duggan was with me when we got the car. We arranged to meet Joe and Eddie, I think in Sloane Square. We parked it up and went into boozer. I was a little over the time we arranged to meet but decided to go ahead. When we got there two walked back to have a look in from outside. My job was to concentrate on car, I wouldn't take much notice of what they did.

For Woolwich the bomb was in a Student's shoulder bag. It's such a long time ago, probably Joe might remember more because I was always driving and concentrating on that and I always got the cars. Mostly Fords - Cortinas or Corsairs- were taken because of the keys we had were Ford keys. I did have a plastic mac so that we could change appearance by folding it up. Also had a bush hat - wore lots of hats.

I know the two girls were at liberty when the people were arrested - had a good laugh about it. I was in their company so I know the wrong people were charged. Looking at page 62 of London Street Guide we left via Woolwich Road. We abandoned car before New Cross and after flyover - Blackwell tunnel southern approach. I ofter locked car doors when abandoning or pretend to lock them so that it looked as if I was parking properly. It was a hired car for reconnaissance at Woolwich.

When abandoning car after Woolwich it was just off main road. I think there were blocks of flats. I probably wore gloves and gave car a wipe down where touched by hands.

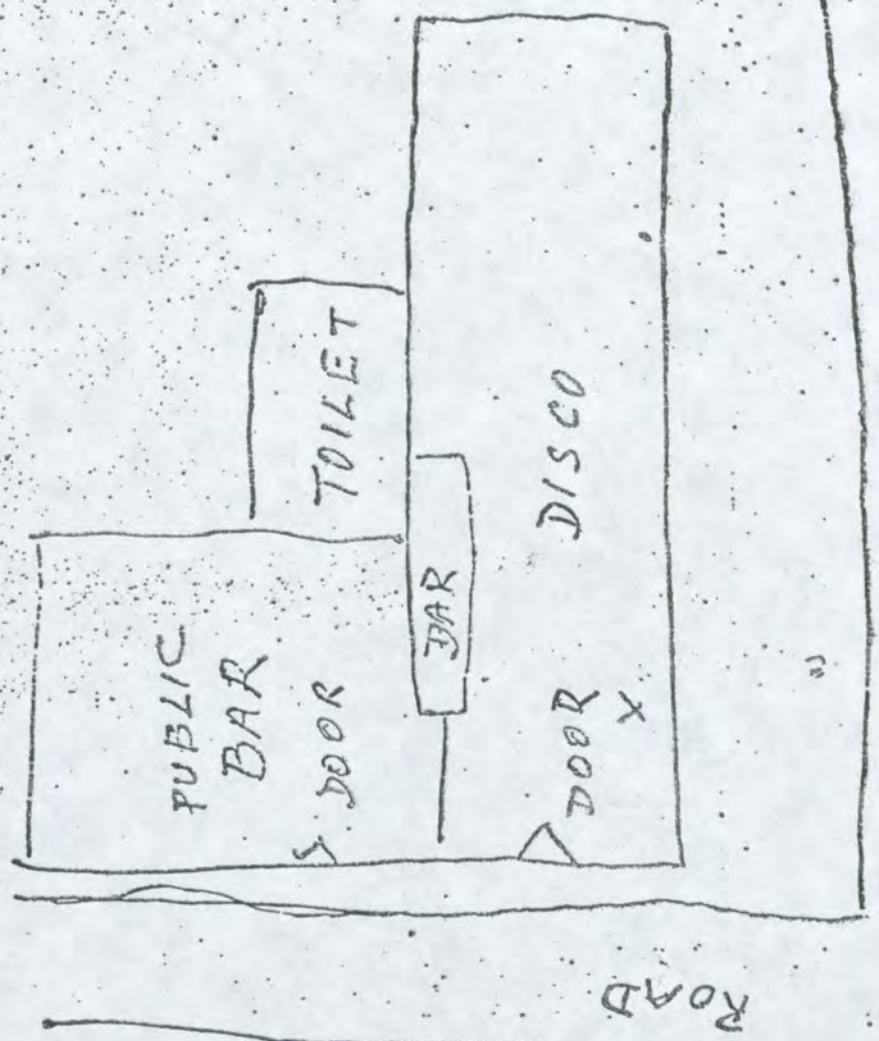
This has been read to me and it is true and I would be prepared to give evidence.

(Signed) Brendon Dowd.

Statement taken and read over to Brendon Dowd by me. After he had agreed it represented the substance of what he had said during the interview he signed it.

(Signed) J. Still

B.D.i 8/11/76



(Signed) Brendan Dowd