



OLD CONWAYS & INDIA – PART I: THE INDIAN NAVIES v12

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From 1859 to 1974 the British training school ship HMS *Conway* trained young boys for a life of service at sea as officers in the British Royal Navy (RN) and Merchant Navy (MN), and in other navies around the world including India.

This article describes Old *Conways*' (OCs) hugely influential involvement in the Indian Navy and its predecessors stretching back to 1859. For completeness this article also covers OCs in the Indian Army and other OCs born/living in India. It is a companion piece to "*Old Conways & India – Part II: Calcutta & The Hooghly*" which describes OCs involvement in the Hooghly River Survey Service, The Bengal Pilot Service and the port of Calcutta.

The Cadet magazine referenced throughout this article is *Conway's* "house magazine" published from 1889 to date, see Section 9 Sources. Names in bold are the names of OCs (their years as *Conway* cadets are shown in brackets).

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1 1612 - 1877: GENESIS OF THE INDIAN NAVY

1.1 THE HONOURABLE EAST INDIA COMPANY'S MARINE

1612 Following an action against the Portuguese, the Honourable East India Company realised they needed to protect the company's sea born trade from local pirates and other European powers. They formed the Honourable East India Company Marine (HEIC) and the current Indian Navy can trace an unbroken lineage back to this force. Their first port was at the village of Suvali, near Surat, Gujarat. While purely Indian naval forces had existed before and outwith the Honourable East India Company, e.g. the Maratha Navy, these were fragmented and independent with no relationship to the Indian Navy other than geography. The following article is from The Cadet of 1934.

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THE CADET.

December, 1934.

ROYAL INDIAN NAVY.

THE OLDEST SERVICE IN BRITISH INDIA: ITS ORIGIN AND HISTORY.

With the inauguration of the Royal Indian Navy on the 2nd October, 1934, there commenced but another phase of the Naval Service of India which has been in existence in some form or other for well nigh three and a quarter centuries, and which, for two hundred and fifty years, was the seagoing fighting force of the Honourable East India Company.

If we are agreed in extolling one achievement of our race as pre-eminently greater than any other, it is, without doubt, the acquisition of our magnificent Eastern Empire. That we are to-day a first-class Asiatic, as well as a first-class European Power, is largely due to this, and the Naval Service of India, whatever its name, played no inconsiderable part in the gaining of that great inheritance.

Although its records can show no roll of great sea fights, for it was always a small Service even in its prime, and was often starved and ill-found, it carried out the duties allotted to it efficiently and was seldom at peace. In single ship actions, boat actions, and in assaults on forts and strongholds, it showed the traditional gallantry of the seamen of its day. Its services from 1612 to 1863 have been fully described in "The History of the Indian Navy," written by Commander Low.

The Naval Service of the Government of India has been known by many titles since its first establishment in 1612. Its functions have varied, but its existence has been continuous throughout. It can well claim to be the oldest service in British India.

Thus, when in 1612 the East India Company first gained a precarious footing at Surat in the Gulf of Cambay, they found themselves continually harassed by the Portuguese and local pirates. It was evident that force could only be overcome by force. Accordingly, a small squadron of fighting ships was fitted out under Captain Thomas Best, the Service being named "The Honourable East India Company's Marine." This force, almost immediately after its arrival in the roadstead of Surat, engaged the Portuguese Squadron on 29th October, 1612, and defeated it after a three-days' battle.

This, the battle of Swally Hole, played a very important role in the history of our Indian Empire, in that had a definite date to be fixed for the foundation of the British Empire in India, Captain Best's victory could lay every claim to it. From that day at least commenced the establishment of a Naval Service in India. A victory even more decisive in its results than Best's was won by Captain Nicholas Downing early in 1615. This victory induced the Emperor Jehangir to grant the "Firman" allowing the English to trade in his Dominions.

Anyone who reads the history of the Service will be astonished at the variety and extent of its duties. In 1622 by its capture of Ormuz from the Portuguese it began the long story of British influence in the Persian Gulf, and the force, augmented from time to time, was engaged up to the year 1686 in practically never-ending and, on the whole, successful warfare with the Company's enemies and rivals, both on the coasts of India and in the Persian Gulf.

Following upon the cession of Bombay to the English by the Portuguese in 1661, it was leased by the Crown to the East India Company, who in 1686 transferred their headquarters there. The title of the Naval Service was then altered to "Bombay Marine." This ended the first phase, but the Service was yet to undergo many changes. From that day to this, however, Bombay has remained the headquarters of the Naval Force of India.

Throughout the remainder of the 17th century and during the early part of the 18th century, we find the "Bombay Marine" fully employed in operations against the pirates of the West Coast of India and Persian Gulf, so much so in fact, that it was felt that the absence of the fleet laid Bombay open to attack.

It was therefore decided to increase the fleet by constructing ships locally. A foreman of shipwrights, one Lavji Naserwanji Wadia, was placed in charge of this department. He it was who selected the site of the present dockyard in Bombay. During the next 150 years, with the famous Wadia family as shipwrights, many ships, renowned for their strength and longevity, were constructed for the Royal as well as for the Indian Navy.

1.2 THE BOMBAY MARINE / INDIAN NAVY

- 1686 With most of the Honourable East India Company's trade centralising on Bombay, the HEIC was renamed the Bombay Marine. It became a more overtly military force and was involved in combat against the Marathas and the Sidis, and participated in the Anglo-Burmese Wars.
- 1830 The Bombay Marine was renamed the Indian Navy (IN) and by 1834 its trading activities had ceased.
- 1839 The IN's role was expanding and it was responsible for patrols as far as Aden. Joint expeditions with the RN were commonplace although the RN was usually in command.
- 1863 April 30th: The Indian Navy reverted to the name of Bombay Marine (BM), the Royal Navy (RN) assumed responsibility for India's maritime defence. And the BM retaining policing, surveying and transport duties.

The following article is from *The Cadet* of 1934.

December, 1934.

THE CADET.

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In 1756, after the destruction of Viziadroog, the stronghold of Tulaji Angria, the notorious Mahratta pirate, Commodore James took his Squadron round to Calcutta in the middle of the S.W. monsoon, the first time that such a thing had ever been attempted, and actually brought with him news of the outbreak of hostilities with France. By landing 500 men from his ships, he assisted Admiral Watson and Colonel Clive to capture Chandernagore in March, 1757, which victory dealt a severe blow to French power and commerce in the East.

During the critical years of warfare between France and England, the ships of the "Bombay Marine" were constantly co-operating with the Royal Navy, as well as successfully acting as the police of the Indian Seas. There was hardly a naval engagement in the East during the latter half of the 18th century in which the "Bombay Marine" did not play a part. It rendered assistance of great value to the fleets of Boscawen, Pocock, and Hughes in the fierce struggle with France for the command of the seas, on which the decision of the ultimate power in India depended.

Subsequently the "Marine" took part in the Egyptian Campaign and in the captures of Bourbon, Mauritius and Java, and still later in the reduction of Mocha, the suppression of the Joasmi pirates in the Persian Gulf, and in the first Burma war, to mention only a few of its many activities during this period.

In 1820 a packet service from Bombay to Suez was established, and in 1830 the "Hugh Lindsay" a steamer of 411 tons, built in Bombay, made an experimental voyage to Suez with the object of proving that the Red Sea route must, with the advent of steam, become the high road between Europe and India. This voyage took 29 days and proved the forerunner of the present Mail Service between England and the East. This to all intents and purposes was the last act performed by the "Bombay Marine" as such.

In May, 1830, the claim of the "Bombay Marine" to be officially designated the Navy of India—a claim they had made good by over two centuries arduous and faithful service—was at length recognised, and the Marine was re-named the "Indian Navy," with Captain

Sir Charles Malcolm, B.N., as Commander-in-Chief, and by 1838 the majority of the sailing ships had been exchanged for steam vessels.

The "Indian Navy" continued very much on the lines of its predecessors, and was represented in practically every operation of consequence that took place in Eastern waters. It acted in co-operation with the Royal Navy, and afforded protection to trade in the Red Sea, Persian Gulf and Malabar Coast. Their ships took part in the capture of Aden in 1838, and in the first China war from 1840 to 1842. They served in the Maori war in New Zealand, at the siege of Mooltan in the Punjab, where they worked the Indian Naval Battery, the first instance of a purely naval force being engaged in military operations seven hundred miles from the sea. They were also present at the second Burma war; the Persian war of 1855; the China wars of 1856-57 and 1860, taking part in the capture of Canton, the Taku Forts, Fatshen, and Peking. During the Great Mutiny of 1857-59, which incidentally marked the end of the East India Company's rule, the "Indian Navy" was represented by a naval brigade nearly 2,000 strong, with 40 guns, serving in Bengal and Assam.

From this it will be seen that services rendered by this small but efficient force were of the most varied character.

The Crown having taken over the Government of India from the East India Company in 1858, it was decided that the naval defence of India should be carried out by the Royal Navy.

Accordingly in 1863 the "Indian Navy" was abolished: all European seamen, the majority of which had been supplied by the "Warspite," were discharged, and the "Bombay Marine," sadly shorn of its former importance, came into being once again—but now only as a Transport Service. This Service was manned by seafaring Mohammedans from Ratnagiri district who were the descendants of those coast pirates with whom the old "Bombay Marine" had waged such bitter warfare in the 17th century.

In 1877 the Service was reorganised and once again changed its name. Now it was designated "Her Majesty's Indian Marine" and its duties increased.

1872 The first OC known to have joined the IN was **Thomas George Rosecastle Finney** (1867-69). *Conway* actually started two year training courses in 1859 so by 1861 when the IN was formed the first OC 'apprentices' might have started arriving in India although it probably took longer than that to allow *Conway's* reputation to be established.

187? **Anastatius Robert William Rait** (1859-60) joined the Bombay Marine but the year is not known.

1.3 THE BENGAL MARINE / BENGAL PILOT SERVICE

1680s The Bengal Marine was based at Calcutta and existed from at least the 1680s but no firm founding date has been discovered. Its largest element was the uniformed but civilian Bengal Pilot Service (BPS) whose primary role at that time was surveying and pilotage from the Bay of Bengal along the River Hooghly to Calcutta. The BPS's story is described in the companion piece to this article "*Old Conways & India – Part II: Calcutta & The Hooghly*".

The Bengal Marine also had cargo, mail and passenger services and a military support role providing transports and warships for RN / Government operations and wars, particularly with Burma and China e.g. the First Opium War.

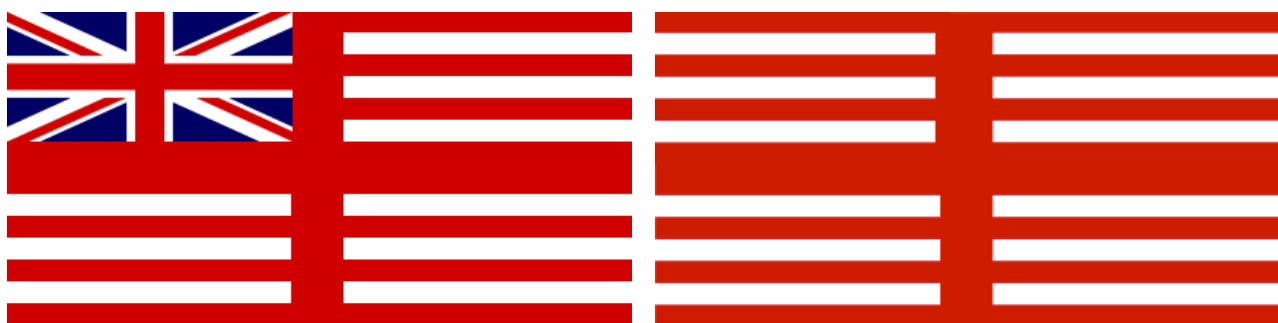
1870s The Bengal marine's fleet was already entirely steam powered and included turret ships.

2 1877-92: HER MAJESTY'S INDIAN MARINE

1877 The Bombay Marine and the Bengal Marine (including the BPS) merged and were renamed Her Majesty's Indian Marine (HMIM) with an Eastern Division at Calcutta and a Western Division at Bombay. The HMIM's main role was trooping and transporting government stores, and maintaining coastal defence ships. Station ships were kept at Aden, in the Persian Gulf, Burma and the Andamans, for any roles deemed necessary. Two gunboats, *Quantung* and *Hugh Rose*, were deployed on the Irrawaddy and Euphrates. Marine surveying continued, particularly of the River Hooghly. The dockyards at Bombay and Calcutta built and maintained all Indian Government small and perhaps not so small-craft. Numerous torpedo boats were acquired but they were commanded by a Captain RN with mixed RN and Indian Marine sailors.

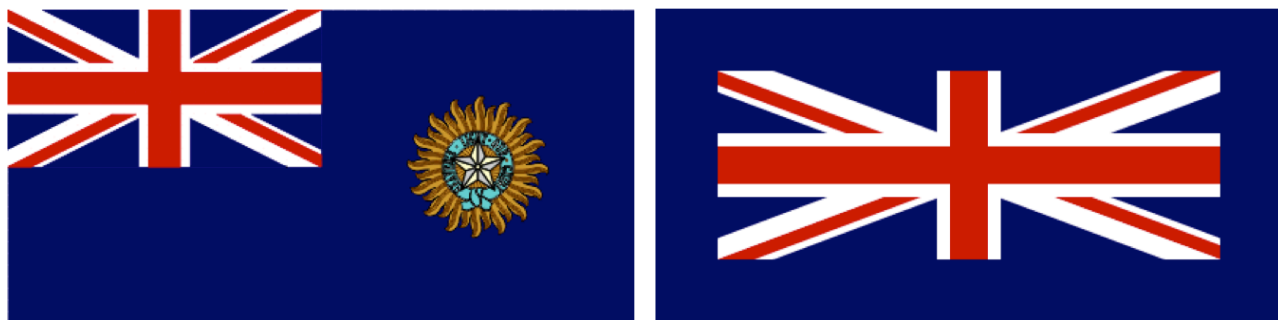
Previously lower deck ratings had been a mix of British and Indian nationalities but from around this time only Indians were employed, mainly from the Ratnagiri district south of Bombay. **Headlam** recalled they were "*fine sailors, they were the Mohomedan descendants of the old Maharatta pirates with whom the Bombay Marine had fought many tough sea battles*".

At this time the HMIM used the Honourable Company's ensign and jack as shown (left and right) below:



1878 **Anastatus Robert William Rait** (1859-60) was First Officer in *Comet* serving at Baghdad. He left the service that year.

1879 July 2nd: seeking the draw the HMIM under closer Admiralty control, the British Admiralty authorised the HMIM to use a blue ensign defaced with the Star of India, as its ensign, and a jack showing the Union Flag (left and right below):



1890 December: Lt **Ferdinand Halford Elderton** (1879-81) and Lt Eric George **Beaumont** (14-15) were in the UK on leave.

1891 **Clarence C Hearsey** (1871-73) was reported to have left the Indian Marine and become a railway contractor in India.

1895 Surveying work had transferred to the Hooghly River Survey Service, see the companion piece to this article "*Old Conways & India – Part II: Calcutta & The Hooghly*".

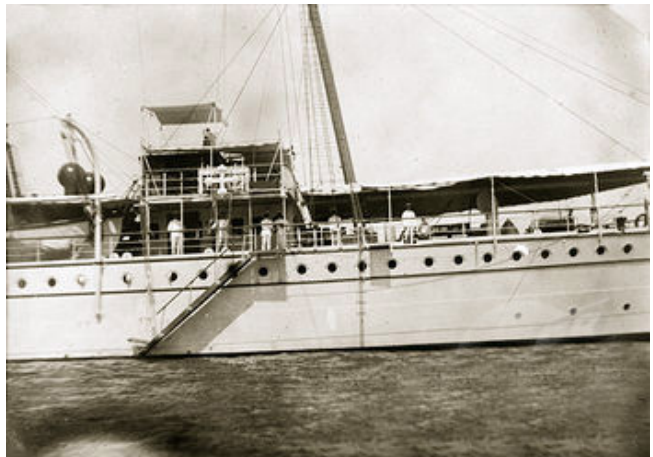
3 1892 - 1938: THE ROYAL INDIAN MARINE & INLAND WATER TRANSPORT CORPS

1892 Obviously well regarded in London HMIM was renamed Her Majesty's Royal Indian Marine (RIM) thus completing its transition into a formal arm of the UK Government. It provided a variety of maritime services to the Government of India from its principal bases in Bombay and Calcutta. It was a combination of fighting Navy (although technically the replacement of the words "Indian Navy" by "Marine" implied a change from a combat to merchant role) with civilian Coastguard, Fleet Auxiliary, Inland Waterway, and Marine Departments. Important sections were troop transport, the BPS and the Coastal Survey of India in which many officers gained expertise in hydrographic surveying. The August 1910 edition of *The Cadet* reported that staff of the survey department "live on steamers with every comfort imaginable ... we finish surveying at 4pm and go out shooting deer, tiger or even boar."

In the same year the Indian Defence Squadron (IDS) was formed consisting of two coast defence turret ships (*Abyssinia* and *Magdala*), two torpedo gunboats (*Assaye* and *Plassey*) and seven first class torpedo boats. It provided RIM officers and ratings with gunnery, signals, torpedo etc., training, preparing them for joint operations alongside the RN's East India Squadron. The RIM was actively involved in numerous British naval operations (although mainly providing transport vessels and services) including the Suakin Expedition (Sudan) 1896, Mkwelo (East Africa) 1897, the Third Burma War (1885-87), the Second Anglo-Boer War 1899-1902, the Somaliland Expeditions 1902-04, the Mekran Expedition (1898), and the Boxer Rebellion 1900.

1892 **Charles Ross Campbell** (1890-92) joined the RIM direct from *Conway*.

Willoughby Raynes Huddleston (1880-82) was awarded the Stanhope Gold Medal through the Royal Humane Society (RHS). It was awarded at the end of every year for the most conspicuous act out of all those receiving RHS awards in the year. His vessel the RIMS *Investigator* (a twin paddle survey steamer) was in the Bay of Bengal when the Gunner, having just hooked a large shark, fell over board into shark infested waters. Without hesitation Huddleston jumped into the water to rescue him knowing that the Gunner could not swim. Only after some struggle to get the Gunner back on board, and with the sharks turning their attention to him, did Huddleston think of his own safety and scramble out of the water.



RIMS Investigator circa 1900

1894: **Hubert Mainwaring Keir-Moillet** (1892-94) joined the RIM direct from *Conway*.

Edward James Headlam (1888-89) joined the RIM from the White Star Line which he joined from *Conway*.

1895 The *Cadet* observed that "...the service is very largely officered by *Conway* cadets" and that "preference is always given to young gentlemen from the *Conway*". By 1912 things were slightly more open "... the India Office prefer *Conway* and Worcester boys ... very few others have been appointed within the last five years". At that time the RIN had a Superintendent (always an RN appointee), 8 Commanders, 32 First Grade officers, 19 Second Grade and 13 Third Grade spread across 26 vessels.

Michael Warren Farewell (1883-85) joined the RIM.

1897 January 29th: **Ernest Cecil John Lazenby** (1887-89) joined the RIM and was appointed to the transport *Clive*¹. A letter in the cadet about his early service in the Andaman Islands is reproduced right. It reports that RIM Officers receive “only 1,500 rupees to replace their kit! Wholly inadequate.”

DEAR CAPTAIN MILLER,—You will, I know, be pleased to hear that my son Cecil is getting on well in the Indian Navy, and has had many most merciful preservations from drowning—capsized when out alone sailing three times now. He got several of his boys in survey class passed. He was at Port Blair, in Andamans, for a long time; now “Mayo” is at poor plague-stricken Bombay, which keeps me anxious. Twice he has been disappointed of a Board to pass him in his exam. for lieutenant, and won't ask for leave until he can get passed. The poor “Warren Hastings” officers are on board now. Government only gives them 1,500 rupees to replace their kit! Wholly inadequate. I trust you still enjoy good health, and not finding such a command too much for the nervous system. I can't settle down anywhere until my son gets leave.

With kindest regards,

Yours very sincerely,

G. MADDEN LAZENBY.

13, Londesbro' Road, Scarbro',
March 21st.

1897 Sub Lt **Edward James RIM** (1888-89) was a Hydrographic Surveyor for the Marine Survey of India. A post he held until 1914.

1897 June 26th: The RIMS *Mayo* rescued the surviving passengers and crew of P&O's SS *Aden* from certain death off Cape Redressa, Sumatra. Captain **Thomas Arthur Leach de Berry** (1880-81) was in command of *Mayo* and the rescue. The rowing boat he despatched to pick up the survivors was commanded by Lt **Ernest Harold Dobbin** (1882-83) (misnamed in the following report as Henry Charles Edward) and he was supported by Sub Lt **Oliver Goldsmith** (1889-91). Another OC was an officer in *Mayo* during the rescue but his name is not known. A report of the rescue is below. The three men were awarded the thanks of the Governor General (equivalent to the thanks of Parliament) for their “*able seamanship and personal gallantry*”.

1899 **de Berry** on behalf of the RIM's *Conway* officers presented the annual “RIM Prize for Proficiency on Rule of the Road” - a fine pair of binoculars. This was funded by subscription from RIM OCs paid over in cash each year, including every year throughout WWI. By 1930 sufficient funds had been collected to invest the capital and use only the interest to purchase the prize. The RIM Prize was therefore assured “*in perpetuity*” but was actually last awarded in May 1968. In its later years it was awarded for technical and executive ability.

1900 April 26th: **Arthur Goodall Maundrell** (1899-00) wrote to The Cadet that he had been appointed to the RIM two years after applying! He was expecting to travel to Bombay “*in a couple of weeks*”.

1900 Sub Lt **Edward James Headlam** (1888-89) was promoted Lt and appointed Assistant Marine Transport Officer, British Expeditionary Force, N. China. He remained in post until 1901 and was mentioned in despatches.

1900 November 29th: **Ferdinand Halford Elderton** (1879-81) was gazetted with the DSO “*in recognition of services in connection with sea and river transport during recent operation in China*”.

1903 The IDS training scheme was abolished and instead selected officers received 18 months training at Portsmouth, in *Excellent* and *Vernon*, and at Greenwich naval college, while others served for six to 12 months with the East India Squadron. RIM vessels were run on a routine which approximated as closely as possible with that of the RN.

1903 August 5th: Lt **William Willoughby Cole Frith** (1890-91) retired from the RIM.

1904 **Henry Amsworth St Clair Bowden** (1884-87) joined the RIM and was sent on a staff course at the RN College, Greenwich.

1906 **John Cameron** (04-06) joined the RIM direct from *Conway*.

¹ Letter from his father to Conway's Capt Superintendent kept in his personal records.

THE LOSS OF THE S.S. "ADEN."

GALLANT RESCUE BY OLD "CONWAY"
CADETS.

RECOGNITION BY GOVERNMENT.

Marine Department,
Simla, 27th August, 1897,
Ship's Salvage.

No. 57.—The **GOVERNOR-GENERAL IN COUNCIL** is pleased to direct the publication for general information of the subjoined letters, reporting the rescue by the R.I.M.S. "Mayo," on the 26th June, 1897, of the surviving passengers and crew of the P. & O. S.S. "Aden."

2. HIS EXCELLENCY desires to place on record his appreciation of the skilful manner in which this dangerous duty was carried out by Commander Thomas Arthur Leach de Berry (Ex-"Conway" Cadet), and the officers and crew of the "Mayo," and particularly of the gallantry of the boat's crew under Lieutenant Henry Charles Edward Dobbin, R.I.M., (Ex-"Conway" Cadet), and Sub-Lieutenant Oliver Goldsmith, R.I.M. (Ex-"Conway" Cadet), who successfully performed the perilous task of removing the survivors from the wreck to the R.I.M.S. "Mayo."

*Letter from the Political Resident, Aden, No. 206,
dated 1st July, 1897.*

"In continuation of my telegram of the 29th ultimo, I have the honour to submit the following Report, which gives details impossible to convey in a telegram.

"On the morning of the 21st instant the agent of the P. & O. Company called at my house, and informed me that he had received a telegram from Perim to the effect that a passing steamer had signalled a wreck on shore at Socotra, and as he was anxious about the P. & O. S.S. 'Aden,' he consulted me as to the advisability of sending assistance. As I knew there had been an old wreck there for some time, I at once wired to the Assistant Resident, Perim, to know if he had any information of a recent wreck there; before this reached him I received the following from him:—

"Steamer 'Volute' signals steamer ashore east coast Socotra, abandoned by crew, name unknown. No assistance can be rendered."

"The following day, however, information received from a steamer which came in here made it seem doubtful as to the absolute correctness of the above information, and though at this time of year it seemed exceedingly problematical whether anything could be done to assist any vessel ashore on the east coast of Socotra, I decided that the 'Mayo' should go out, and at once directed her to get up steam as rapidly as possible. She left in the early morning of the 23rd, and returned on the evening of the 28th. How exceedingly opportune her despatch was will be seen from the enclosed report from Commander de Berry, No. 76, of the 28th ultimo, as from what I have since heard it is almost certain the wreck could not have held together 24 hours longer.

"From all accounts received from ships which have passed Socotra lately the weather of the east coast of the Island—always bad during the Monsoon—is stated to have been abnormally violent of late. Under such circumstances I trust Government will concur with me in considering that the manner in which Commander de Berry conducted the operations which resulted in the saving of so many lives is deserving of the highest praise, and speaks volumes in favour of the discipline and good management which must have prevailed on board his ship. It is a matter of extreme regret that information of the wreck was not received sooner, when, no doubt, the number saved would have been even larger. I attach a list of those missing received from the P. & O. Agent here, and I fear there can be but little doubt that all those mentioned in the list have perished.

"I would desire most cordially to endorse the remarks of Commander de Berry, contained in paragraph 6 of his Report, concerning the conduct of Lieutenant Dobbin, Sub-Lieutenant Goldsmith, and the native crew who volunteered to man the boat on the occasion. I have learnt, through the survivors, how difficult and dangerous the duty was; the sea was very high, washing clean over the wreck; and the wind was very strong—there was quite a gale blowing. Notwithstanding this, owing to the good management of Lieutenant Dobbin and the persistent pluck displayed by all in the boat, every soul remaining on the wreck was got off without mishap of any kind, though two trips had to be made in such weather, and the danger of the boat being stove in against the wreck was extreme, and only averted by skilful management. I venture to hope that some recognition of their conduct on this occasion may be afforded Lieutenant Dobbin and his companions.

"In conclusion, I have only to say that the European survivors, who were all more or less injured and suffering from exposure and want of food, were loud in their praise

of the kindness and attention they received from all on board the 'Mayo;' especially were they grateful to Assistant-Surgeon R. G. Ives, in the medical charge of the ship, who was unremitting in his attentions day and night.

"The Europeans all left for England by the mail of the 30th June, and I attach for the information of Government a copy of the letter which they sent me prior to their departure.

"The native survivors were taken on board the S.S. 'Ganges' here.

"I cannot conclude this letter without bringing to notice how extremely desirable it is that a light should be erected on the East End of Socotra; vessels following the tract of the ill-fated 'Aden' come on to the Island without any warning, especially when, as happens so often during the monsoon, they have been unable to obtain sights for several days, and the immunity from danger which a light in that position is, I understand, fully recognised by all Commanders of ships passing the Island from Colombo."

No. 78, dated Aden, the 28th June, 1897.

From T. A. L. de Berry, Commander Royal Indian Marine Steamer "Mayo."

To ———, The Political Resident, Aden.

In accordance with your order I proceeded to Tamrida on the 23rd instant, and arrived there about noon of 25th, and after some difficulty communicated with the shore. On inquiry I heard that a black painted vessel with one funnel had been wrecked off Cape Redressa some 15 days before; whether still there or not I could not find out. I was also informed that for the first three nights after the wreck was seen rockets and lights were seen on board, but they had not been seen since.

Acting on this information I proceeded, intending to get as near to the wreck as possible that night. She was sighted about 4 p.m., and as I neared her I had no doubt as to her being a P. & O. vessel. It was blowing very hard at the time, and heavy sprays were going over the ship, which quite prevented my being able to see if any people were on board, although a flag was flying from her foremast, and considering the sea too heavy to approach nearer to her I anchored at 5.30 under the land for the night. (I may mention here that a P. & O. vessel bound to the East was off the wreck the same time as we were, she having I think come from Aden. I signalled to her, but am afraid my signal was not seen, as she proceeded on

her course). At 7.15 an officer went aloft to see if any lights were being shown on the wreck, and was much relieved to see that lights were visible. I burned blue lights to let the people on board know that we knew they were on board, but I heard afterwards they were not seen, as we had not burned high enough up, the wreck being the other side of a high spit of land from where we were lying.

At daybreak I weighed, and proceeded to the wreck, getting as close as I considered safe, which was between a half and three-quarters of a mile, and found enough water to anchor in, which I did in 20 fathoms.

With as little delay as possible (the people being now plainly seen huddled together on board) I sent a boat with Lieutenant Dobbin and Sub-Lieutenant Goldsmith to the wreck, which they succeeded in reaching in about 40 minutes, and considering the extremely heavy sea running and wind blowing at the time, I consider they did very well. This boat returned to the ship with the Europeans and some eight natives, and after a short stay alongside returned again to the wreck, bringing back the remainder of the crew, in all about 22 men. Lieutenant Dobbin reported to me the wreck seemed to be moving and showing signs of rapidly breaking up when he left: she certainly was being swept by tremendous seas, and to me it is a wonder she held together so long. The wreck occurred about 3 a.m. 8th instant on the reef of rocks, S.E. of Redressa. Her funnel has gone at the deck, and all deck work, except three ventilators, are gone; the two masts are still standing, but she has broken her back, I should say, just before the bridge.

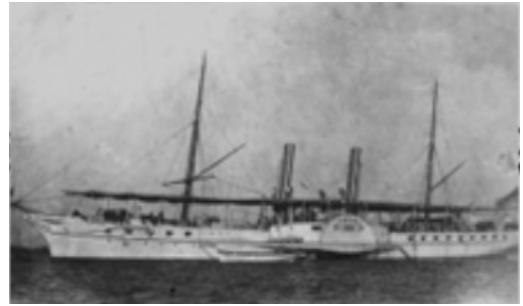
The survivors seem to have had terrible privations, and all the Europeans are more or less injured.

In concluding this Report, I beg you will allow me to draw your attention to the gallant conduct of Lieutenant Dobbin and Sub-Lieutenant Goldsmith as well as the boat's crew, who were all volunteers, and if ever comment is made on the saving of the survivors of the S.S. "Aden," consideration will be taken of the heavy sea running, and wind, at the time, which were both rapidly increasing, and I don't think I should have considered it safe to send the boat back a third time. I have the honour to enclose a list of those rescued on Saturday morning, the 26th instant.

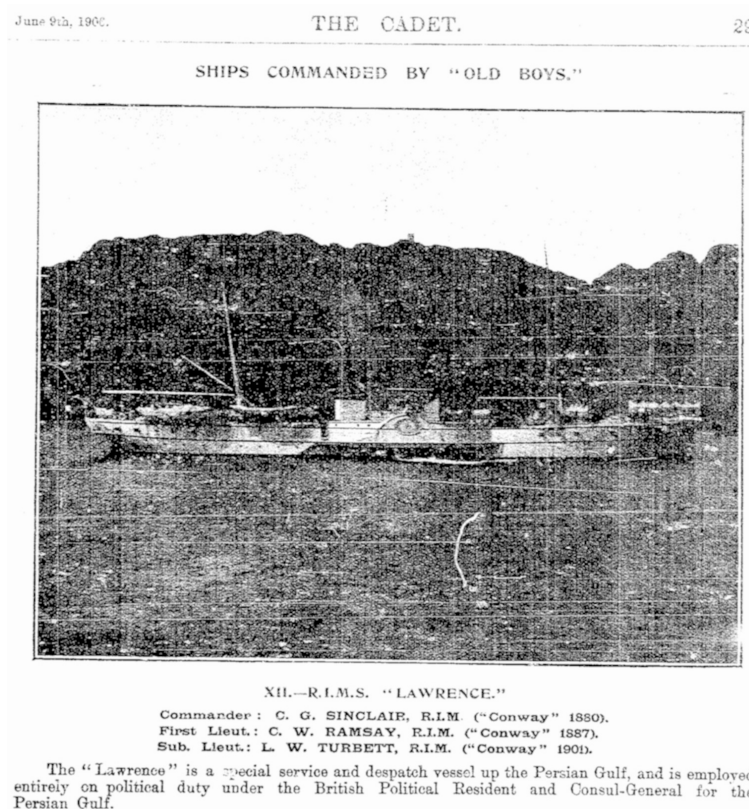
(Signed) P. J. MAITLAND, *Major-General*,
Secretary to the Government of India.

A True Copy. G. F. DE BERRY, *Major-General.*

1906 May 25th: **George Holbrow Lang** (1896-97) wrote from his home in Clontar House, Formby that he was about to sail from Southampton in RIMS *Dufferin* (photo page 6) en route to join RIMS *Sphinx* (photo right) as her 1st Lt. *Sphinx* was then the senior officer's ship in the Persian Gulf Division of the East India Squadron.



1906 June 9th: The *Cadet* carried a report and photo (reproduced below) of the RIMS *Lawrence* on duty in the Persian Gulf. She was a paddle steamer and should not be confused with the later RIMS *Lawrence* purchased in 1939. She was a despatch vessel so it is probable that she was also deployed high up the Irrawaddy river. Her senior officers were all OCs; **Charles George Sinclair** (1878-80) RIM was her Commander, the First Lt was **Clifford Williams Ramsey** (1887) and her Sub Lt was **Lionel William Richard Tufnell Turbett** (00-01) RIM (name incorrect on photo).



1907 **Philip Armitage Mare** (05-07) joined the RIM direct from *Conway*. **Richard Hart Garstin** (00-02) joined the RIM.

1907 August 27th: **Lang** wrote that RIMS *Lawrence* had had a several crew changes but all her officers were still OCs: Captain **Charles William Shearme** (1884-86), Lt **Oliver Goldsmith**, Lt **Collin Stacey G Scott** (1892-93) and Lt **Hubert Mainwaring Keir Moilliet** (1892-94).

1910 **Reginald Carr McClement** (04-06) joined the RIN.

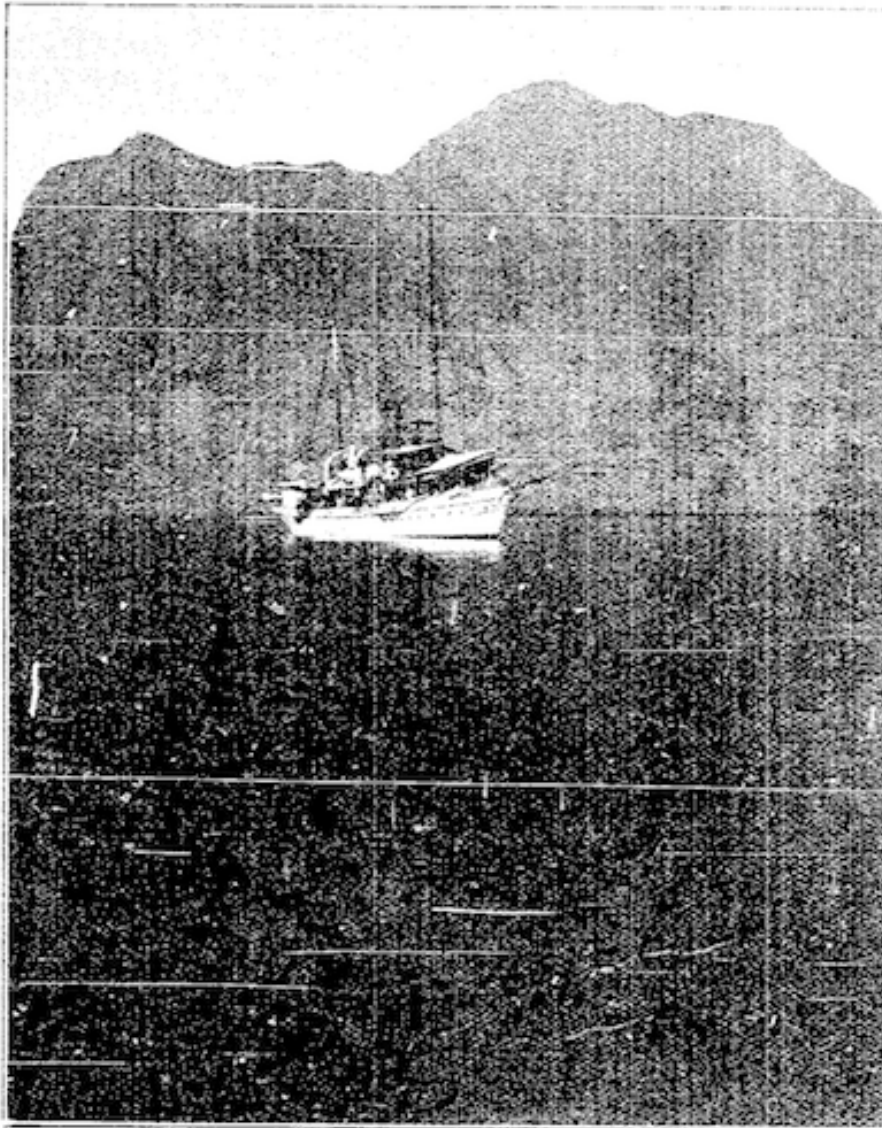
1911 **Henry Amsworth St Clair Bowden** (1884-87) was promoted Commander.

1912 **Arthur Rullion Rattray** (1906-08) joined the RIM from the Merchant Navy shipping company George Milne & Co.

Lt **Horace Edward Headlam** (1879-81) was in command of RIM Survey Ship *Palinrus* (444 tons, built by Cammell Laird in 1907) in the Persian Gulf from 1912 to 1913. The photo below

is from The Cadet November 1913. He was also involved in countering gun running operations in the Persian Gulf for which he was awarded the Naval General Service medal and clasp.

1913 Lt **Edward James Headlam** (1888-89) was promoted Commander RIM but still attached to the Marine Survey of India.



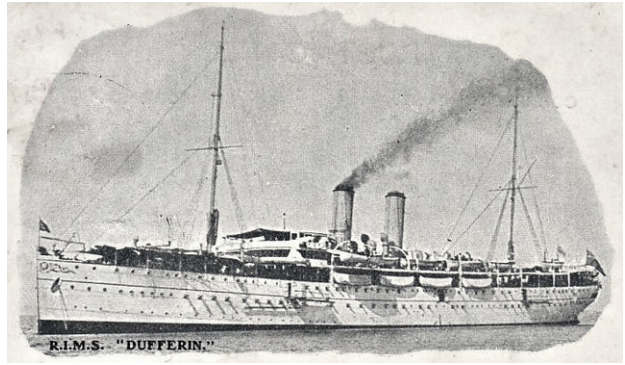
R.I.M. Surveying Ship "PALINURUS,"
Commanded by Lieut. and Commander E. J. Headlam, R.I.M.
(1887-89), Persian Gulf, 1912-13.

1913 **Reginald Carr McClement** (04-06) transferred to the Marine Survey of India.

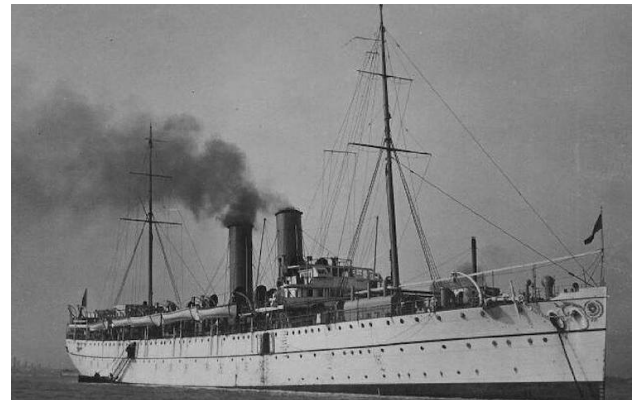
1914 January 1st: 1900 November 29th: **Ferdinand Halford Elderton** (1879-81) was appointed Temporary Commander RN.

1914 Cdr **Edward James Headlam** (1888-89) transferred from the Marine Survey of India as Naval Transport Officer, East African Forces, where he remained until 1917.

1914 August 14th on the outbreak of war the RIM was mobilised and by Royal decree “*such ships, officers and men as were required were handed over to the RN*”. Within three weeks of the declaration of war the RIM began transporting Indian Army troops to France, Africa and Mesopotamia. At the beginning of the Great War a number of ships were fitted out and armed at the Naval Dockyard in Bombay (Mumbai) and the Kidderpore Docks in Calcutta (Kolkata) and three RIM troopships, *Dufferin* (launched in 1905 and the largest troopship in the world), *Hardinge* (launched in 1900 and *Northbrook* were converted into Armed Merchant Cruisers. *Northbrook* became the flagship of the Commander-In-Chief East Indies. *Dufferin* and *Hardinge* were among the men-o-war seeking out the German cruisers *Emden* and *Königsberg*. They then transferred to Red Sea to escort convoys. Another troopship, *Dalhousie* (six 6-pounders), began her war as the examination vessel at Aden, before redeployment to the Persian Gulf, as permanent guard ship at Basra, and the flagship of Admiral Sir Drury Wake. During WWI, the RIM was assigned tasks such as marine survey, lighthouse maintenance, troop transport and minesweeping e.g. it kept Bombay and Aden harbours open through intensive sweeping efforts.



Above: RIMS Dufferin
Below: RIMS Hardinge



1914 September 8th: **Thomas George Segrave** RNR (1877-78) was appointed Honorary Cdr RNR.

1914 October: When the Indian Expeditionary Force was despatched to Mesopotamia to defend the British oil-fuel facilities at Abadan, the RIM operated *Lawrence* there as well as gunboats and river transport vessels. This work increased dramatically in line with subsequent military operations. Smaller RIM vessels designed for operations in inland waters, patrolled the critical waterways of the Tigris, the Euphrates and Shatt-al-Arab, in order to keep the supply lines open for the troops fighting in Mesopotamia. Much of the army's support depended upon river transport and gunboats. At one point, the RIM employed 500 commissioned officers and 13,000 ratings in Inland Water Transport duties. A hospital ship operated by the RIM was deployed to Mesopotamia to treat wounded soldiers. In their craft, scoured from India, Burma and even Egypt, RIM crews acquitted themselves well.

Richard Hart Garstin (00-02) During WWI Richard served as a Lt in the RIM.

1915 *Hardinge* was assigned to the defence of the Suez Canal and was heavily engaged in the attack by the Turks.

1915 October 20th: Cdr **Anthony Hamilton** (1887-88) was gazetted and awarded the DSO “*for distinguished service in the field*” and in November he was mentioned in despatches with the same citation. The place of his service is not mentioned but it is assumed to have been Mesopotamia.

1915 December 31st: Cdr **Michael Warren Farewell** (1883-85) was serving as Port Officer & Marine Transport Officer at Karachi. He was awarded the CIE. **Robert Wilfred Herbert Hughes** (1885-87) RD RE & RIM was awarded the DSO “*for his services during operations in the Cameroons. At the beginning of the campaign Commander Hughes superintended the work of clearing a way through the wreck barrage and piloting HMS Challenger to within*

bombardment range of Douala, and he has subsequently, at considerable risk and frequently under fire, carried out survey work on the Sanaga, Njong and Campo rivers, and continuously harassed the enemy's coast outposts."

- 1916 For the first 18 months of the war the RIM provided all water transport support in Mesopotamia, operating under enormous difficulties until relieved by the Army's (Royal Engineers) Inland Water Transport Corps (IWT). Many RIM officers and men were loaned to the IWT and were given military ranks for the duration. Some RIM shore facilities were also transferred to the RE, e.g. Basra Dockyard. The IWT supported all operations along the river and was responsible for buoyage, pilotage, dredging and ship repair. In effect it was a miniature stand alone armed navy and at its peak over 7,000 personnel in 134 transport vessels, four hospital ships, 134 dumb barges and 95 motor boats supported by thousands of small craft was delivering 3,000 tons of stores a day along 500 miles of river. Baghdad could not have been captured without the IWT's support.
- 1916 January 11th: **Edward James Headlam** (1888-89) was gazetted for the DSO "*for services in connection with military operations*". He was granted the temporary rank of Commander RN while serving as Naval Transport Officer in East Africa throughout the war.
- 1916 July 4th: Commander **Willoughby Raynes Huddelstone** (1880-832) was serving on the Defending Staff, Madras and was mentioned by General B Duff, CinC India, in his report of the attack of the cruiser *Emden* on Madras.
- 1916 December 22nd: Commander **Austin Edward Harold** RE (1887-89) was awarded the DSO. The London Gazette cited his award for "*For distinguished services in the field in connection with military operations in Mesopotamia*". For political reasons many RIM officers were assigned military ranks in the Royal Engineers (RE) and Harold was one such responsible for transporting men and materials along the Mesopotamian rivers. The gazette tracks his progress up to Colonel RE in 1920.
- 1916 December 22nd: Lt **Charles Arthur Scott** (1895-96) was awarded the DSO "*for services rendered in connection with military operations in the field in Mesopotamia ... included in Army awards and lists*". His rank was stated as Lt RIM so it is assumed he was not serving in the RE/IWT. He was possibly attached to another army unit.
- 1916 **Eustace Oliver Knowles** (08-09) joined the RIM at Calcutta and was posted to Mesopotamia and was transferred to the RE for service in the IWT. Details of his initial service are not known but he was Mentioned in Despatches by General Sir Stanley Maude.
- 1916 **John Ryland** (13-16) joined the RIM from *Conway*.
- 1917 Cdr **Edward James Headlam** (1888-89) was appointed Principal Naval Transport Officer, East African Forces, where he remained until 1919.
- 1917 August 8th: Lt **Henry Philip Hughes-Hallett** (05-07) was awarded the DSO for operations in Mesopotamia. No specific citation was given.
- 1917 August 10th: Lt **Alban Rohere Castleton Poyntz** (02-03) was awarded the DSC "*in recognition of zeal, devotion to duty and gallantry while serving in river steamers for long periods during operations in Mesopotamia*". As his citation does not mention the IWT it is assumed he was serving in the RIM Sea Transport Service, Mesopotamia.
- 1917 August 15th: **Rattray** was mentioned on dispatches during his service with the Royal Flying Corps (RFC) in the Mesopotamia campaign.
- 1917 August 25th: T/Brig Gen **Robert Wilfred Herbert Hughes** (1885-87) DSO RD RE & RIM was awarded the CMG "*for services rendered in connection with military operations in the field in Mesopotamia to date 04/06/17*" while serving in the Inland Transport Directorate's Director's Admin & HQ Staff, Mesopotamia.

- 1917 September 21st: Lt **Cecil Gwydyr Hallett** (02-04) was awarded the DSC while serving in the 3rd class cruiser *Proserpine* in the river campaign to capture Baghdad: *"He has given me valuable help throughout the campaign and has carried out the gunnery duties for the squadron. His experience particularly under fire, is of great value, and he has frequently done this under fire."*
- 1917 March 3rd: **Richard Hart Garstin** (00-02) was made a Temporary Major in the RE IWT.
- 1918 January 1st: T/Brig Gen **Robert Wilfred Herbert Hughes** (1885-87) CMG DSO RD RE & RIM was awarded the CSI *"for services rendered in connection with military operations in the field in Mesopotamia to date 04/06/17"* while serving in the Inland Transport Directorate's Director's Admin & HQ Staff, Mesopotamia.
- 1918 January 4th: Cdr **Thomas George Segrave** RNR (1877-78) was awarded the OBE for services in connection with the war. He was serving on loan to the India Office, London as Shipping Surveyor and Advisor.
- 1918 February 20th: Acting Maj **Richard Hart Garstin** RE (00-02) was promoted to T/Lt.Col. and appointed Assistant Director of Inland Water Transport (Class X)
- 1918 March 15th: Cdr **St Ledger Stanley Warden** RIM (1878-79) was awarded the DSO *"for service in the RN Transport Service in France"* providing logistical support to the war effort. He was almost 60 years of age.
- 1918 May 23rd: Lt Eugene John Vincent **Hemelryk** (06-07) had decided the RIM was too tame and so transferred to the 2nd Bn Lancashire Fusiliers. He was killed in action aged 27 years while leading a night patrol, *"he lost his life after a grand show of fighting"*.
- 1918 July 29th: Cdr **Walford Charles Taylor** (1885-87) was buried in Tehran Cemetery.
- 1918 August 23rd: Lt Col **Charles Ross Campbell** (1890-92) RE was awarded the DSO for meritorious services in Mesopotamia. At that time he was a Temporary Lt Col RE and Temporary Lt Cdr RIM. On the same day Lt **Reginald Dundas Merriman** (04-05) was also awarded the DSC for *"valuable services in connection with the defence of Kut-Al-Amara"*. He was serving with the IWT and their role was to move personnel, material and armament.
- 1918 November 15th: Acting Lt Col **Richard Hart Garstin** RE (00-02) still on loan to the IWT from the RIM was awarded the OBE *"for distinguished service in connection with military operations in Mesopotamia"*.
- 1918 November 18th: Capt **Eustace Oliver Knowles** RE (08-09) was still serving in the IWT and was Mentioned in Despatches by General Marshall and awarded the OBE Military Division for *"distinguished services in connection with military operations in Mesopotamia"*.
- By the time the war ended, the RIM had transported or escorted 1,302,394 men, 172,815 animals, 3,691,836 tonnes of war stores and played a vital role in supporting and transporting the Indian Army throughout the war. Members of the RIM served in almost every theatre of war, sometimes with naval, military or air force ranks. The Naval Transport Service of India was entirely composed of RIM officers and every Indian expeditionary force was accompanied by RIM staff. The RIM suffered 330 casualties and 80 of its personnel were decorated with gallantry awards. A total of thirty-five honours were awarded to OC RIM officers in WWI, most of them for transporting troops, guns, ammunition and stores to support estuarine and river-borne military ventures in Gallipoli, the Middle East and East Africa. Some held temporary RN commissions, for instance in the Tigris and Euphrates Flotillas. A plethora of DSOs and DSCs reflects their wartime deeds.
- 1918 December 31st: Captain Sir **Edward James Headlam** Kt, CSI DSO ADC FRGS (1888-89) was awarded the CMG *"for valuable services rendered during the war"*. He was serving as Principle Naval Transport Officer (PNT0) South & East Africa.

- 1919 January 7th: Cdr **George Henry Stransham La Touche** (1886-88) was serving as Deputy Port Officer Calcutta and was awarded the OBE in the New Year's Honours List (India Section).
- 1919 February 2nd: Maj **Hubert Mainwaring Keir-Moillet** RE (1892-94) was on loan to IWT and was awarded the OBE for "*valuable services rendered in connection with military operations in Mesopotamia*".
- 1919 March 21st: Lt **Cecil Gwydyr Hallett** (02-04) was gazetted Lt in the RIM. This is rather confusing as he had been serving in that rank since at least September 1917 when he was awarded the DSC. However his name was part of a long list confirming the commissions of RIM Officers. **Charles Arthur Scott** DSO (1895-96) was gazetted as a Commander.

Meanwhile, back in India, routine tasks were still being undertaken and the service was recognised by the King for its good work by a surprisingly late gesture - RIM officers were granted King's commissions. This move prefaced the eventual formation of the RIN. In the London Gazette of 21st March Cdr **Austin Edward Harold** RIM (1887-89) was promoted Captain, and along with many other RIM officers was granted a "King's Commissions". Lt Col **Charles Ross Campbell** (1890-92) DSO RE RIM was promoted Commander as well as gaining his commission. **Austin Edward Harold** DSO (1887-89) was now a Captain in the RIM and a Captain in the RE.

After 5½ years continuous service in Mesopotamia **Eustace Oliver Knowles** (08-09) returned to the UK on leave.

- 1919 April 1st: **Henry Amsworth St Clair Bowden** (1884-87) was mentioned in despatches for gallant and distinguished service, assumed to be in Mesopotamia.
- 1919 August 1st: **John Ryland** (13-16) was appointed Sub Lt RIM.
- 1919: Acting Cdr **Lionel William Richard Tufnell Turbett** (00-01) serving in the RIM Sea Transport Service in Mesopotamia was awarded the OBE for "*distinguished and gallant service, and devotion to duty during the Mesopotamia campaign*".
- 1920: Lt **Thomas Maxwell Stuart Milne-Henderson** RIM (05-07) was awarded the OBE. He had been seconded to the IWT and was serving as a Major RE where his skills as a hydrographic surveyor would have been of great value.
- 1920 March 3rd: Capt **Eustace Oliver Knowles** OBE (08-09) arrived back on Basra, went into hospital in 9th and died on the 11th. He is buried at Basra. The London Gazette reported that Captain **Ferdinand Halford Elderton** (1879-81) had been moved to the retired list.
- 1920 March 26th: **Thomas George** OBE (1877-78) now a Capt. RNR and serving with the India Office in London was awarded the CBE for services in connection with the war.
- 1920 July 20th: Capt **Edward Joseph Calverly Hordern** (1882-83) was awarded the Order of the Star of India. Lt Cdr **Henry Philip Hughes-Hallett** DSO (05-07) was awarded the MBE for "*valuable services rendered in connection with the Aden Field Force, RN*".
- 1920 November: **Harold** was appointed the RIM's Port Officer for Calcutta.
- 1920 November: **Captain Austin Edward Harold** (1887-89) DSO RIM was appointed their Port Officer for Calcutta.
- 1920 (circa) The new rank of Cadet RIM was introduced. To be eligible for consideration applicants had to hold a 2nd Mate's ticket and be no older than 22 years. In 1918 the requirement for a 2nd Mate's Ticket was dropped providing applicants had at least four years at sea, or "*a course in a training ship with subsequent service at sea*". The latter kept the door open for *Conway* and *Worcester* cadets.

1920s To further inculcate RN traditions and practices RIM officers attended RN courses in the UK.

1921 December 7th: **Jesser Evelyn Napier Coope** (15-18) joined the RIM as a Sub Lt.

1921: T/Lt Col **Robert Wilfred Herbert Hughes** (1885-87) CMG CSI CSO DSO RD RE & RIM was awarded the CB while serving in the Inland Transport Directorate, Mesopotamia.

1922 April 25th: **Stanley Johnstone Thomson** (16-18) joined the RIM as a Sub Lt.

1922 August 1st: Sub Lt **John Ryland** (13-16) was promoted Lt.

1922 Captain Sir **Edward James Headlam** Kt, CMG CSI DSO ADC FRGS (1888-89) was appointed Director of the RIM.

1923 With the severe economic stresses in the 1920s caused by the war the RIN was subjected to cut backs, their troopships were sold and shortly afterwards the Inchcape Commission set out an even worse future, with further reductions in strength and budgetary cuts.

1923 June 1st: Capt **Thomas George Segrave** CBE RNR (1877-78) was awarded a knighthood in the King's Birthday Honours List. He was serving in the Indian Government in charge of the management of Indian prize ships.

1923 June 8th: Lt **Richard Hart Garstin** (00-02) was made Acting Cdr and appointed to command *Lawrence*.

1924 October 6th: Lt Cdr **Reginald Dundas Merriman** DSC (04-05) married Miss L Haviland at Rangoon and then returned to the UK on 12 months leave.

1924 December: The Cadet published a complete list of 33 OCs serving in the RIM. It is reproduced below. OCs dominated the service, Captain Sir **Edward James Headlam** Kt, CSI CMG DSO ADC FRGS (1888-89) was its Director, OCs were in charge of all its main ports and in command of five of its main vessels and **Henry Philip Hughes-Hallett** MBE DSC (05-07) was in charge of the Midshipman Instruction School.

Lt Col **Charles Ross Campbell** (1890-92) DSO RE became a Member of the Victorian Order (MVO).

1925 March 7th: Sub Lt **Jesser Evelyn Napier Coope** (15-18) was promoted to Lt.

1925 April 25th: Sub Lt **Stanley Johnstone Thomson** (16-18) was promoted Lt.

1925 December 4th: A/Cdr **Richard Hart Garstin** OBE (00-02) was confirmed in post as a Cdr.

OLD "CONWAY'S" SERVING IN HIS MAJESTY'S ROYAL INDIAN MARINE.

Name.	Rank.	Appointment.	"Conway" Date.
E. J. Headlam, C.S.I., C.M.G., D.S.O., A.D.C.	Captain	Director, R.I.M.	1887-89
A. St. Clair Bowden, A.D.C.	"	Principal Port Officer, Burma	1884-87
Oliver Goldsmith, A.D.C.	"	Port Officer, Calcutta	1889-91
Henry Morland, A.D.C.	"	Port Officer, Bombay	1891-92
C. R. Campbell, D.S.O., M.V.O., A.D.C.	"	Presidency Port Officer, Madras	1890-92
C. A. Scott, D.S.O.	Commander	Port Officer, Aden	1895-96
P. C. H. Lane	"	Port Officer, Bassein	1897-1900
L. W. R. T. Turbett, O.B.E.	"	Assistant Port Officer, Bombay	1900-01
A. G. Maundrell	"	Port Officer, Akyab	1899-1900
Bryan Gordon	"	Commanding R.I.M.S. "Clive"	1900-01
M. P. Cooper	"	Commanding R.I.M.S. "Cornwallis"	1901-03
R. H. Garstin, O.B.E.	"	Commanding R.I.M.S. "Lawrence"	1900-02
A. R. C. Poyntz, D.S.C.	Lieut.-Comdr.	Marine Transport Officer, Karachi	1902-03
C. R. Bluett	"	Assistant Port Officer, Calcutta	1902-04
C. H. Boykett	"	Commanding B.C.S. "Irawaddy"	1901-03
R. D. Merriman, D.S.C.	"	On leave	1903-05
T. M. S. Milne-Henderson, O.B.E.	"	Marine Survey of India Commanding R.I.M.S. "Palinurus" (Survey Vessel)	1905-06
R. C. McClement	"	Marine Survey of India	1904-06
John Cameron	"	On leave	1904-05
H. P. Hughes-Hallett, M.B.E., D.S.C.	"	In Charge Instruction School for Midshipmen	1905-07
A. R. Rattray	"	On leave	1906-07
P. A. Mare	Lieutenant	Squadron Signal Officer, Bombay	1905-07
P. H. Learmont	"	Afloat	1910-12
C. L. Turbett	"	On leave	1910-12
M. T. Maud	"	On leave	1912-15
John Ryland	"	Marine Survey of India	1913-16
E. S. Bingham	"	Afloat	1914-16
R. R. V. Vernon	"	Afloat	1913-16
E. G. G. Hunt	"	Marine Survey of India	1915-17
J. J. McNulty	"	Afloat	1915-16
J. E. N. Coope	Sub-Lieut.	Afloat	1916-18
F. W. King	"	Afloat	1915-17
S. J. Thomson	"	Marine Survey of India	1916-18

1925 Shortly after the war the Government of India invited Lord Jellicoe to report on the future of the RIM and he was strongly in favour of reorganising the service as a purely combative naval service. This led to the Esher Committee which made the same recommendation so it was decided to re-organise the RIM to allow it to carry out some part of the naval defence of India. Numerous schemes were put forward but all were rejected on account of expense. In 1925 **Headlam** (1879-81), as Director of the RIM succeeded in getting a departmental committee appointed under the chairmanship of His Excellency, Lord Rawlinson, Commander in Chief, India. Admiral Sir Herbert Richmond KCB RN (then Flag Officer East Indies) was a highly influential member of the committee and he and **Headlam** saw eye to eye on the RIM's future. which recommended that from November 1928, the RIM should become a fighting service and that in due course it should be designated the Royal Indian Navy. That transition was to take nine years to 1934. RIM vessels immediately began wearing the White Ensign.

1926 October 1st: A RIM Dinner was held in London. At least 12 RIM OCs attended as listed on the right.

1928 Vice Admiral Sir H T Walwyn KCSI, CB, DSO RN was appointed to head up the RIM and prepare to its transition to the Royal Indian Navy (RIN)

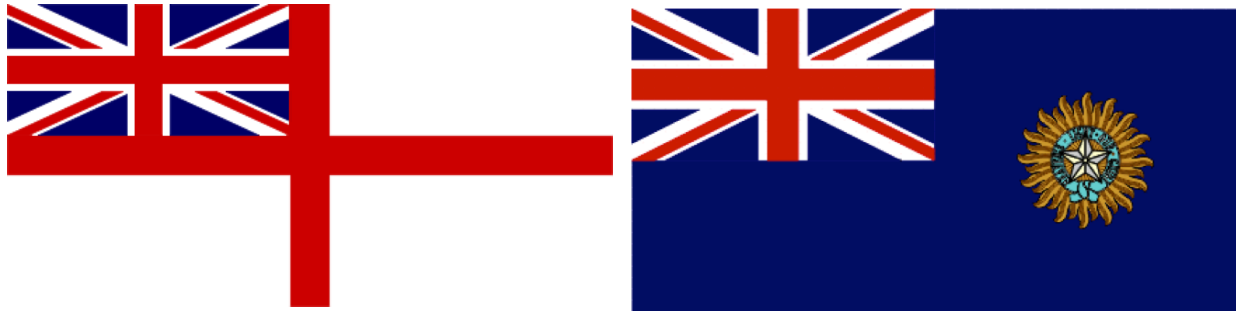
ROYAL INDIAN MARINE DINNER.

At the Royal Indian Marine Dinner, in London, on October 1st, the "Conway" was very well represented, the following Old "Conway's" being amongst the R.I.M. Officers present :—Captain W. Mitchell (1872-74), Captain W. B. Huddleston, C.M.G. (1880-82), Lieut.-Comdr. C. Carey (1881-82), Captain E. J. C. Hordern, C.I.E. (1881-83), Captain C. W. Shearme (1884-86), Captain A. Hamilton, D.S.O. (1886-88), Captain A. E. Harold, D.S.O. (1887-89), Captain W. K. Thyne (1890-92), Commander A. G. Maundrell (1899-1900), Commander A. R. C. Poyntz, D.S.C. (1902-03), Lieut.-Comdr. T. M. S. Milne-Henderson, O.B.E. (1905-06), and Lieut.-Comdr. P. A. Mare (1906-07), and Captain H. W. Broadbent, R.D., R.N.R. (1880-81) was amongst the guests.

1928 January: Sub Lt D. N. Mukherji was the first Indian to be granted a commission, as an engineer officer.

1928 April 1st Cdr **Richard Hart Garstin** OBE (00-02) was pointed to command Bombay Royal Dockyard.

1928 November 11th: On Armistice day the RIM, now officially a fighting force, adopted the RN's white ensign but the jack adopted the HMIM ensign defaced with the Star of India (left and right below). RIM vessels were granted the prefix HMIS (His Majesty's Indian Ship).



1929 March 29th: Captain Sir **Edward James Headlam** Kt, CSI CMG DSO ADC FRGS (1888-89) was knighted and later that year retired as Director RIM. Dates are unclear but it appears that Capt **Edward Joseph Calverly Hordern** CIE (1882-83) succeeded him as Director RIM.

1929: Capt **Henry Morland** ADC FRGS (1891-92) retired as Chief of RIM Defence Staff and Deputy Director of the RIM after 36 years service with the RIM. He was appointed CIE in the King's Birthday Honours List.

1930 August 1st: Lt **John Ryland** (13-16) was promoted Lt. Cdr.

1930 Haji Mohammed Siddique Chaudri became the first Indian commissioned into the RIM as a 'deck' officer. In 1931 four more were appointed. From 1934 officers were recruited in the ratio two Europeans (i.e. *Conway* and *Worcester* cadets) to one Indian. This started a decline in the number of *Conway* and *Worcester* cadets recruited.

1933 March 7th: Lt **Jesser Evelyn Napier Coope** (15-18) was promoted to Lt Cdr.

1933 April 25th: Lt **Stanley Johnstone Thomson** (16-18) was promoted Lt Cdr.

4 1934 - 50: THE ROYAL INDIAN NAVY

1934 September: The Indian Navy (Discipline) Bill was passed by the Indian Legislature, it abolished the RIM and established the RIN in its place. RIM officers transferred en bloc The RIN was as a separate force under its own Flag Officer, Rear Admiral A E F Bedford who was on loan from the RN, perhaps the UK Government did not quite trust the "colonials" to manage matters entirely for themselves. Officers adopted the RN uniform except that their buttons bore the Star of India. Ratings adopted the RN uniform.

1934 December 16th: **Richard Hart Garstin** OBE (00-02) was promoted Capt.

1934 December 30th: Lt Cdr **Philip Armitage Mare** (05-07) was promoted Cdr.

1934 **Rattray** rejoined the RIN from the RFC.

1935 July 10th: **George Bailey** (30-31) joined the RIN as a Lt.

1936 All executive officers, whether British or Indian, now entered the service by the public school entrance exam, were trained as Cadets and Midshipman in the RN before joining the RIN as Sub Lts. Engineer officers joined after serving an apprenticeship in an RN or other shipbuilding yard. For ratings the traditional recruiting ground of Ratnagiri could not supply enough numbers so they were also recruited from the Punjab. There were 167 officers and approximately 1,000 ratings serving in five mine sweeping sloops, a surveying vessel and two patrol vessels all based in Bombay.

1937: Commodore **Thomas Maxwell Stuart Milne-Henderson** OBE RIN (05-07) was appointed Chief of Staff RIN.

1937 June 17th: **Hubert John Douglas Hamilton** (28-30) joined the RIN as Sub Lt.
Note one source claims he joined on 3rd March 1936.



Sub Lt H J D
Hamilton

1938 January 25th: Lt Cdr **John Ryland** (13-16) was promoted Cdr.

1938 April 9th: Sub Lt **Hubert John Douglas Hamilton** (28-30) was posted to the escort vessel *Indus* having previously served in the *Irrawadi*.

1939 April 9th: **Anthony Troughton Bond** (28-30) was appointed Lt in the RIM.

1939 May 31st: Sub Lt **Hubert John Douglas Hamilton** (28-30) was posted to the escort vessel *Cornwallis*.

1939 June 3rd: Sub Lt **Hubert John Douglas Hamilton** (28-30) was promoted Lt.

1939 August: **Milne-Henderson**, serving as Chief of Staff to Rear Admiral H Fitzherbert CB CMG, Flag Officer commanding the RIN, was appointed to officiate as Officer Commanding the RIN while Fitzherbert was on leave.

1939 September 1st: **Arthur Vernon Baker** (35-38) joined the RIN as a Midshipman from *Conway* having passed the direct entry examination.

1939 September 6th: **Harold James Gahan** (22-24) was appointed Temporary Lt RINR.

1939 September 27th: **Henry Morland** ADC FRGS (1891-92) who had retired from the RIN as a Captain in 1929 was re-appointed as a Lt to command *Ratnagiri*. He remained in her until 29th December 1939.

1939 October 1st: When WWII began the RIN's strength was 114 officers and 1,732 sailors with only 16 officers manning the Naval Headquarters which was located inside the Naval Dockyard at Bombay. Since New Delhi was the focal point of command and control during the war, a Naval Liaison Officer was positioned at New Delhi in October 1939 to reduce the time taken to

process important papers. But, since this too proved unsatisfactory, the Naval Headquarters was transferred from Bombay to New Delhi in March 1941.

1939 October 10th: Lt **Hubert John Douglas Hamilton** (28-30) was appointed Commanding Officer of *Irrawadi*.

1939 October 30th: **William Henry Dunster** (1896-98) joined as Temp Lt RINR.

1939 November 16th: **Henry Ellis Passmore-Edwards** (15-16) was promoted to Temporary Lt Cdr.

1939 December 29th: Lt Cdr **Henry Ellis Passmore-Edwards** (15-16) was appointed to command the auxiliary patrol vessel *Ratnagiri*. He replaced Lt **Henry Morland** ADC FRGS (1891-92) and remained in her until 15th August 1940.

1939 During the initial phase of WWII, the RIN maintained a sea going squadron of six escort vessels to co-operate with the RN and was responsible for local naval defence. Merchant ships were armed and new types of vessels added to the fleet for protection of the Indian ports and the sea routes leading to them. The RN's Eastern Fleet was in the background for major operations, but local naval defence was the RIN's responsibility. It undertook combat duties and rendered commendable service in the Middle East and the Bay of Bengal. Its vessels operated in the Mediterranean and the Atlantic. Perhaps the most important and earliest combat assignment was in the Red Sea where RIN ships took an active share in the capture of Massawa from the Italians and fought the Italian Navy on the coast off Somaliland. They operated with success in the Persian Gulf, where their duties related largely to patrolling the coast and escorting the supply ships.

1939 January 8th: Lt Cdr **Stanley Johnstone** (16-18) was posted to the RIN Depot *Dalhousie* where he remained until at least February 1942.

1939 March 3rd: Sub Lt **Hubert John Douglas Hamilton** (28-30) was promoted Lt.

1939 October 2nd: Sub Lt **Hubert John Douglas Hamilton** (28-30) was posted to the auxiliary patrol vessel *Irrawadi* (a converted passenger/cargo vessel) as her commander. He remained in her until 19th November 1941.

1940 January 3rd:

Lt **Anthony Troughton Bond** (28-30) was posted to the auxiliary patrol vessel *St Anthony* (a converted passenger ship requisitioned by the RIN in October 1939) as her commander. Late in 1939 she had suffered serious damage to her engine room following the sheering of bottom end bolts in her port engine. It was expected repairs would take until about 20th January 1940 but Anthony completed the repairs on 13th. He remained in her until 4th December 1940.

T/Lt **Harold James Gahan** (22-24) was posted to the auxiliary patrol vessel *Sophie Marie* as her commander. He remained in her until 21st July 1940.


1940 January 14th: Lt **Henry Morland** ADC FRGS (1891-92) was appointed to command the auxiliary patrol vessel *Selama*. He remained in her until 21st July 1940.

1940 March 20th: Lt Cdr **Jesser Evelyn Napier Coope** (15-18) was posted to the auxiliary patrol vessel *Nulchira* as her commander. He remained in her until late 1941.

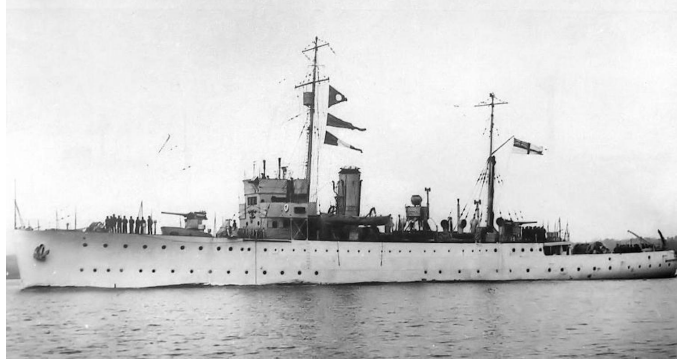
1940 March 26th: T/Lt **William Henry Dunster** (1896-98) was posted to the auxiliary patrol vessel *Sandoway* as her commander. He remained in her until 4th April 1940.

1940 April 2nd: **James Edward Johnson** (29-31) joined the RIN as a Temporary Sub Lt RINR.

1940 July 9th: Cdr **Cecil Lefroy Turbett** (10-12) was awarded the OBE in the King's Birthday Honours List

- 1940 August 18th: Lt **Henry Morland** ADC FRGS (1891-92) was re-appointed to command the auxiliary patrol vessel *Selama*. He remained in her until 6th November 1940.
- 1940 Captain **Richard Hart Garstin** OBE (00-02) was appointed NOIC Basrah.
- 1940 October 19th or 28th: **Henry Brainard McIlree Williamson** (24-26) joined the RINVR at Columbo. One record says he was posted immediately to command the auxiliary patrol vessel *Rukmavati* (FY075) and served in her until May 1944. A separate fuller record disputes this saying he remained in Columbo depot until 3rd March 1941, apart from a few weeks in *Dipavati*, when he was posted to command the auxiliary patrol vessel *Satuyavati* (FY073). He remained in her until 20th February 1942, apart from a few short periods on Navala Control Service duties at Karachi. The latter record has been used hereafter as it is much fuller.
- 
- 1940 November: T/Lt **Harold James Gahan** (22-24) was posted to the auxiliary minesweeper *Lilavati* as her commander. He remained in her until late 1941.
- 1940 December 2nd: Midshipman **Edwin Peter Popert** (37-39) was killed in action while serving in the cruiser HMS *Liverpool*. She was attacked by Italian planes and damaged by torpedo south east of Crete. He was 19 years old and is buried in Suda Bay War Cemetery.
- 1941 January 18th: Lt **Anthony Troughton Bond** (28-30) was posted to the auxiliary patrol vessel *Badravati* (FY065), a requisitioned passenger/cargo vessel, as her commander. He remained in her until 22nd May 1941.
- 1941 February 2nd: T/Lt **William Henry Dunster** (1896-98) was posted to the auxiliary patrol vessel *Lady Craddock* as her commander. He remained in her until 3rd November 1941.
- 1941 February 26th: Cdr **Philip Armitage Mare** (05-07) was posted to the Bittern Class sloop *Sutlej* (U95). He saw her through her commissioning on 23rd April 1941 at Belfast following which she deployed for convoy defence in the Irish Sea. In August, she was deployed as a part of the escort for convoy WS11 through the Northwest approaches, with *Repulse*, *Encounter*, *Nestor*, *Sennen*, *Totland* and *Derbyshire*. When the convoy was split into fast and slow vessels, she and *Totland* escorted the slow section to Freetown. She then joined *Repulse*, *Encounter*, *Derbyshire* and *Woodruff* as an escort to the Indian Ocean. Mid-way, in September, she received orders to join the British Mediterranean Fleet and proceeded to Suez, where she was deployed for anti-aircraft defence. After Japan entered the war, she was transferred to the East Indies in December 1941. She was then deployed to escort military convoys to Singapore, in the Bay of Bengal, on the West coast of India, as well as to the Persian Gulf and Aden all through 1942 and early 1943. Philip remained in her until February 1943.
- 1941 February 5th: Cdr **Philip Armitage Mare** (05-07) was promoted Captain.
- 1941 April 5th: Lt **Cdr Stanley Johnstone Thomson** (16-18) was promoted Cdr.
- 1941 May 1st: Mid **Arthur Vernon Baker** (35-38) was promoted Sub Lt.
- 1941 June 21st: Commodore **Thomas Maxwell Stuart Milne-Henderson** OBE RIN (05-07) retired as Chief of Staff RIN.

1941 July 2nd: Lt Cdr **Henry Ellis Passmore-Edwards** (15-16) was appointed to command the sloop *Lawrence* (U83) seen right. He remained in her until 11th January 1942.



1941 August 24th-25th: T/Lt **Harold James Gahan** (22-24) in *Lilavati* participated in Operation Dover, the capture of Abadan. His role in sub Operation Crackler was to land troops at Abadan. At 0840 on 24th *Lilavati* embarked 288 men of the 2/6th Rajputana Rifles and 15 men of the 5th Field Company Sappers and Miners at Pier 11A at Basra. At 0045 on 25th she cast off from the pier and followed *Ihsan*, *Zenobia* and *Seabelle* along the river to Abadan. His troops were landed under hostile fire; Gahan was Mentioned in Despatches and three of his crew were awarded the DSM. *Lilavati* was then ordered to patrol the river between Khurramshahr and Seeba. She remained on the Basra patrol until 30th December 1941 when she moved to Karachi and it is assumed Gahan left her for a new appointment.

1941 September 1st: T Sub Lt **James Edward Johnson** (29-31) was promoted Temporary Lt RINR.

1941 September 23rd: Acting Cdr **Jesser Evelyn Napier Coope** (15-18) was posted to the Grimsby Class sloop *Indus* (U67) as her commander.

1941 October 23rd: T Lt **James Edward Johnson** (29-31) was appointed to the auxiliary patrol vessel *Padmavati* as her commander. He remained in her until mid 1942.

1941 October 25th: Lt Cdr **Jesser Evelyn Napier Coope** (15-18) was promoted to Cdr.

1941 November 10th: Lt **Henry Brainard Mcllree Williamson** (24-26) joined the Naval Control Service Officer, Karachi.

1941 December 8th: When Japan entered the war, Burmese waters became the RIN's primary field of activity, patrolling, and cooperating effectively in combined operations, magnificently displaying bravery and skill.

1941 December 20th: Lt **Henry Brainard Mcllree Williamson** (24-26) was posted to command the auxiliary patrol vessel *Ramdass* having spent the previous two days attached to the depot at Bombay. On 21st January 1942 he was moved back to command *Satyavati* until 20th February 1942 when he returned to Naval Control Service duties at Karachi. As an RINVR officer he seemed to be used as a short term stand-in for many appointments.

1941 Lt **Ryan Vidian-Jones** (39-41) joined the RIN after a short course at the RN College, Greenwich as war time officer. After the war he moved to Canada and joined the RCMP.

The IWT was allocated about 20 old paddle steamers found on the Hooghly and other Bengal backwaters; they were given a hasty refit, crewed with member so the RIM and others and despatch to Mesopotamia.

1942 February 28th: Lt Cdr **Henry Ellis Passmore-Edwards** (15-16) was promoted to Temporary Cdr.

1942 March 6th:

Captain **Richard Hart Garstin** (00-02) OBE was still NOIC at Basrah when he was gazetted with the CBE for distinguished service in the Persian Gulf during Operation Countenance, the Anglo-Soviet invasion of Iraq to secure their oilfields for the allies, particularly Russia.

Lt Cdr **Henry Ellis Passmore-Edwards** (15-16) was Mentioned in Despatches "For courage, enterprise and devotion to duty in operations in the Persian Gulf" while serving in the minesweeping sloop HMIS *Lawrence*

1942 April 6th: The sloop *Indus* (U67), commanded by Cdr **Jesser Evelyn Napier Coope** (15-18) was bombed by Japanese aircraft off Akyab, Burma. She suffered three direct hits and sank at position 20°07'N, 92°54'E. No lives were lost although 10 crew were injured. She is shown right at Akyab shortly before her loss.



1942 April 9th: Lt **Hubert John Douglas Hamilton** (28-30) attended a gunnery course in *Excellent*, Portsmouth.

1942 April 16th: Cdr **Jesser Evelyn Napier Coope** (15-18) was posted to the Black Swan Class sloop *Jumna* (right) as her commander. He remained in her until 1st December 1942.



1942 April 23rd: Capt **John Ryland** (13-16) was transferred from CO Coastal Forces, East India Station. To be CO of *Sutlej*.

1942 May 4th: **William Alexander Dow-Sainter** (15-17) joined as Temporary Lt.

1942 May 19th: Lt **Henry Brainard McIlree Williamson** (24-26) was posted to command the auxiliary patrol vessel *Hiravati* returning to the Bombay depot on 27th May 1942. On 8th June he became Executive Officer in the auxiliary minesweeper *Kalavati*. He was on leave from 22nd July to 20th August.

1942 June 16th: Acting Capt **John Ryland** (13-16) was appointed CO Coastal Forces, East India Station.

1942 July: **David Hay** (40-42) joined RINR direct from *Conway*.

1942 August: **John Wilfred Harper Fullerton Dickie** (39-42) joined the RIN but after a few months he exchanged with another junior RN officer and transferred to the Royal New Zealand Navy where he rose to the rank of Commander.

1942 September 1st: Sub Lt **Arthur Vernon Baker** (35-38) was promoted Lt.

1942 October 19th: Lt **Hubert John Douglas Hamilton** (28-30) was appointed Commanding Officer of the Bangor Class minesweeper *Carnatic* (J199). He brought her into commission on 27th October and remained in her until 29th March 1943. During his time in command she was a convoy escort. Naval History.net shows her escorting convoys from well before her commissioning date and at sea for many days either side of the 19th when Hubert is supposed to have taken over command. For the rest of 1942 he shuttled convoys:

- MB50 from Colombo to Bombay arriving Thursday 14th October.
- BM71 from Bombay, departing Monday 18th October, to Colombo arriving Saturday 23rd October.

- MB53 from Colombo, departing Tuesday 2nd November, to Bombay arriving Sunday 7th November.
- BP102 from Bombay to Khor Kuwai departing on Tuesday 9th November, although she developed engine trouble and had to return to Bombay for repairs.
- BP103 from Bombay to Khor Kuwai arriving Thursday 18th November.
- PA62 from Khor Kuwai to Aden arriving Thursday 25th November.
- PA62 from Hormuz to Aden arriving Wednesday 1st December.
- PA62 from Hormuz to Aden arriving Thursday 2nd December.
- AP55 from Aden on Monday 6th December to Khor Kuwai.
- PB66A from Bandar Abbas on Tuesday 21st December.
- PB66B from Hormuz, departing Wednesday 22nd December, and arriving Bombay on Monday 27th December.

1942 October 27th: Commodore **Richard Hart Garstin** (00-02) CBE OBE CdeG RIN was killed in action aged 56 while serving as Commodore RNR in SS *Stentor* and sailing as Vice Commodore of Convoy SL-125. The convoy was en route from Lagos and Freetown, West Africa to Liverpool. *Stentor* was carrying a cargo of about 6,000 tons of West African produce when she was torpedoed by German submarine *U-509* and sunk NW of the Canary Islands at 29°13'N, 20°53'W - Grid DH 7531. She was hit by one torpedo on the starboard side at the bulkhead between holds No., 2 and No., 3. The palm oil stored in the deep tank was thrown up by the explosion a survivor reported that "it erupted into a huge fountain that shot high in the air. It was on fire when it came back down", pouring into the passengers' accommodation and setting the forward holds and bridge on fire. The men on the bridge were either killed or badly burned and had to be assisted to reach their lifeboat stations. Richard was badly burned and was led to a lifeboat by the ship's doctor. The ship suddenly sank by the bow about eight minutes after being hit and the boat carrying the injured master capsized, drowning almost all occupants. From a total of 235 on board 44 persons were lost including Richard, 20 crew members, three army personnel, four nurses and 15 passengers.



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1942 December 1st:

Lt **Arthur Vernon Baker** (35-38) was appointed to the minesweeper *Orissa* (J200) see right. He served in her until 29th March 1943.



T/Lt **William Henry Dunster** (1896-98) was posted to the sloop *Clive* (U79) as her commander. She was in the eastern Fleet as a convoy escort. He remained in her until 26th March 1943.

T Lt **James Edward Johnson** (29-31) was appointed to the auxiliary patrol vessel *Ramdass* as her commander. He remained in her until 10th April 1944.

1942 December 8th: Lt **Henry Brainard McIlree Williamson** (24-26) was posted to the auxiliary minesweeper *Victoria Marie* as her Executive Officer.

1942: Cdr **Stanley Johnstone Thomson** (16-18) was appointed Director of Personal Services in Naval HQ, *Dalhousie*. He occupied this post until 3rd July 1944.

1943 February: Cdr **Jesser Evelyn Napier Coope** (15-18) was posted to the Black Swan Class sloop *Sutlej* (below) as her commander. He replaced Cdr **Philip Armitage Mare** (05-07) and remained in her until July 1943.

1943 March 31st: T/Lt **William Alexander Dow-Sainter** (15-17) was promoted Temporary Lt Cdr.

1943 June 10th: Lt **Hubert John Douglas Hamilton** (28-30) was appointed to the RIN depot, Bombay (HMS *Dalhousie*).

1943 July: The sloops HMIS *Sutlej* (U95, Bittern/ Black Swan class, see right) and HMIS *Jumna* (U21) played a key role in the allied invasion of Sicily, the former under command of Capt **Philip Armitage Mare** (05-07).



1943 July 10th: Lt **George Bailey** (30-31) was promoted to Lt Cdr.

1943 July 13th: Lt **Henry Brainard McIlree Williamson** (24-26) filled a number of short term relief commanding officer postings: until 11th August in the auxiliary patrol trawler *Chandball*, 12th to 18th August in the armed trawler *Madura*, 21st August to 18th October back in *Chandball*, 19th October to 16th March 1944 in the auxiliary patrol vessel *Rukmavati*, 17th March to 21st June in the auxiliary minesweeping trawler *Nautilus*, from 8th to 11th May he was the Executive Officer in the minesweeping sloop *Kumaon*, 22nd June 1944 to 21st January 1945 back in *Satyavati*, 22nd to 24th January in *Feroze*, 25th January to 8th March 1945 in the auxiliary patrol vessel *Ramdass* and finally 9th March to 19th December 1945 in the minesweeper *Bihar*. He retired on 25th December 1945.

1943 December 1st: T/Lt Cdr **William Alexander Dow-Sainter** (15-17) was posted to the auxiliary patrol vessel *Ratnagiri* as her commander. He remained in her until 22nd June 1944.

1943 December 28th: Capt **John Cameron** (04-06) was made a Companion Indian Empire (CIE) after 37 years service in the RIM/RIN. He was serving as Principal Officer, Mercantile Marine Dept, Calcutta.

1943 "late" : Lt **Arthur Vernon Baker** (35-38) was appointed to the minesweeper *Punjab* (J239). He served in her until early 1946.

1944 June 1st: T Lt **James Edward Johnson** (29-31) was appointed to the Bassett Class minesweeping trawler *Cuttack* (T251) as her commander. He remained in her until 12th January 1945.

1944 July 7th: Cdr (2nd Class) **Stanley Johnstone Thomson** (16-18) was appointed commanding officer of *Dalhousie*. He occupied this post until July 1945. An alternative service record (on U Boat net) says that from 26th July 1944 to 30th November 1945 he was commanding to the Black Swan Class sloop *Kistna* (U46)². This is completely at odds with his main career records on Unit Histories.

² *Kistna* was part of the Eastern Fleet escorting convoys en route to Bombay, the Persian Gulf, the Bay of Bengal and the Indian Ocean. She supported military operations by the British Indian Army and the British Army in Burma. In December 1944, she joined a task force with *Jumna*, *Narbada* and *Flamingo* to support the advance by the Indian Division down the Mayu peninsula in Burma as a part of Operation Romulus. In January 1945 *Kistna* with *Phoebe*, *Rapid* and *Flamingo*, supported the amphibious landings of the Indian 71st Division and the British 4th Division on Ramree Island in Burma, as a part of Operation Matador. After a refit in Bombay, in April 1945, she was part of the amphibious assault group for the Indian 26th Division on Rangoon during Operation Dracula. Other members of this assault group included *Cauvery*,

1944 October: Lt **Hubert John Douglas Hamilton** (28-30) was appointed to the RN cruiser *Ceylon*.

1944 December 1st: Acting Lt Cdr **Anthony Troughton Bond** (28-30) was posted to the sloop *Investigator* (J81) as her commander. She was previously the government cable ship *Patrick Stewart*. He remained in her until 25th August 1945.

1945 January 1st: Capt **Stanley Johnstone Thomson** (16-18) was awarded the CIE.

1945 March 3rd: Cdr **Henry Ellis Passmore-Edwards** (15-16) was promoted to Temporary Captain.

1945 May 22nd: Cdr **John Ryland** (13-16) was promoted Acting Captain.

1945 February 24th: A/Cdr **George Bailey** (30-31) was appointed to command HMIS *Rohikhand* a Bangor Class minesweeper in the Eastern Fleet. In her he escorted numerous convoys between Africa, India and Australia.

1945 April 9th: Lt **Hubert John Douglas Hamilton** (28-30) was First Lt in the *Godavari*.

1945 June 8th:

Rear Admiral **Arthur Rullion Rattray** KBE RIN (06-08) was awarded the CB while serving on the naval staff of FOIC Bombay.

Commodore **Philip Armitage Mare** (05-07) was awarded the CIE while serving as Chief of Administration, RIN HQ.

1945 August 29th: Acting Lt Cdr **Anthony Troughton Bond** (28-30) was posted to the sloop *Kistna* (U46) as her commander. She was previously the government cable ship *Patrick Stewart*. He remained in her until 25th August 1945.

1945 December 28th: Acting Capt **John Ryland** (13-16) was awarded the CIE while serving in HMIS *Sutlej* in supporting operations in Rangoon and the Adamans.

1945: Cdr (2nd Class) **Stanley Johnstone Thomson** (16-18) was appointed to Madras naval base (HMIS *Adyar*).



Ryland

1946 February 18th: The Royal Indian Navy Mutiny was started in Bombay by Indian ratings in the destroyer *Hindustan* and other ships and shore establishments in protest against general conditions, particularly living conditions and food. It quickly and spread all over India. WWII had caused rapid expansion of the RIN and by 1945, it was 10 times larger than its size in 1939. Many communists had been recruited to achieve the numbers of ratings the growth demanded. The RIM's organisation and procedures had not kept pace. The mutineers began calling themselves the Indian National Navy and a total of 78 ships, 20 shore establishments and 20,000 sailors were involved in the rebellion. However Mahatma Gandhi, the Congress Party and the Muslim League condemned it, realising it was largely communist inspired. The British Government ordered the RN to put the mutiny down so on the third day, Admiral Sir **Arthur Rullion Rattray** CB KBE RIN (06-08), Flag Officer Bombay, issued an ultimatum ordering the ratings to raise black flags and surrender unconditionally. The decision was made to confront the Indian naval ratings on board *Hindustan* and an ultimatum was delivered to the mutineers stating that if they did not the leave the ship and put down their weapons by 1030hrs they would have to face the consequences. The deadline came and went and there was no message from the ship or any movement. Orders were given to open fire at 1033hrs and the first round was on target. In *Hindustan* the ratings began to return gunfire but most shells they fired fell on Karachi itself. They had not been primed so there were no casualties. However, the mutineers could not hold on. At 1051hrs the white flag was raised. British naval personnel

Godavari, *Narbada*, *Sutlej* and *Hindustan*. In July, *Kistna* was deployed for minesweeping operations to the Malacca Straits during Operation Collie. In August, she conducted preparatory exercises to participate in Operation Zipper, the landings to recapture Malaya.

boarded the ship to remove casualties and the remainder of the mutinous crew. The rest of the mutiny was repressed with force by British troops and RN warships.

1946 March: Cdr (2nd Class) **Stanley Johnstone Thomson** (16-18) was appointed President of Board of Enquiry into the causes and circumstances of the mutiny in the Castle Barracks, Bombay, between 18th and 24th February 1946.

1946 June 4th: Capt **Percy Herbert Learmont** (10-12) was awarded the CIE for his services as a *“much respected investigating officer of the Indian navy mutiny”*.



Admiral Sir Arthur Rullion Rattray CB KBE RIN (1906-08)

Rattray was born in Gatehouse of Fleet, Scotland, the fourth of five children born to Arthur Rattray, a retired Indian Civil Servant and judge, and his wife Mary Louise Wakely (née Sutherland). His parents had returned from Bengal, where their first three children were born, in around 1889.

Rattray was sent to HMS *Conway* in January 1906, remaining there until December 1907. He then trained at HMS *Ganges*, near Ipswich, before serving in the Merchant Navy, working for the Aberdeen-based shipping company of George Milne & Co. He joined the RIM in 1912.

He continued to serve in the RIM after the outbreak of World War I, but on 15th February 1917 he was appointed a temporary lieutenant on the General List to serve in the Army's RFC as a flying officer (observer), with seniority from 7th November 1916, but without prior pay or allowances. He served in the Mesopotamian Campaign, gaining a mention in despatches from the Commander-in-Chief, Lieutenant-General Sir Stanley Maude, on 15th August 1917.

By mid-1918, by which time the RFC and the Royal Naval Air Service had merged to form the Royal Air Force, Rattray was serving in No 104 Squadron, based in France, flying as gunner/observer in an Airco DH.9 two-seater bomber. His first aerial victories came on 12th August 1918 over Saverne, when he and pilot Lieutenant Pickup destroyed a Pfalz D.III, and shared in the driving down out of control of another with 2nd Lieutenant George Smith and Sergeant William Harrop. On 2nd August he and Lieutenant Pope destroyed an Albatross D.V over Mannheim. His final two victories come in October, with Lieutenant J. H. Cuthbertson as pilot. They destroyed an enemy aircraft over Anney on the 23rd, and a Fokker D.VII over Jametz on the 29th.

He left the RAF after the war, re-joining the RIM, which became the RIN in 1934. On 2nd December 1934 he was promoted from Lieutenant Commander to Commander, and to Captain on 5th April 1940. By the time he was made a Companion of the Order of the Indian Empire on 1st January 1943, he was serving as a Commodore, and by 14th June 1945, when he was made a Companion of the Order of the Bath, had been promoted to Rear Admiral. He was serving as Flag Officer, Bombay, during the 1946 mutiny which he helped put down. He was made a Knight Commander of the Order of the British Empire on 1st January 1948, two weeks before his retirement on 13 January.

He died at his home in Camberley, Surrey, on 10th August 1966.

1946 June 28th: Cdr **George Bailey** (30-31) was awarded the DSC for distinguished service in the Far East.

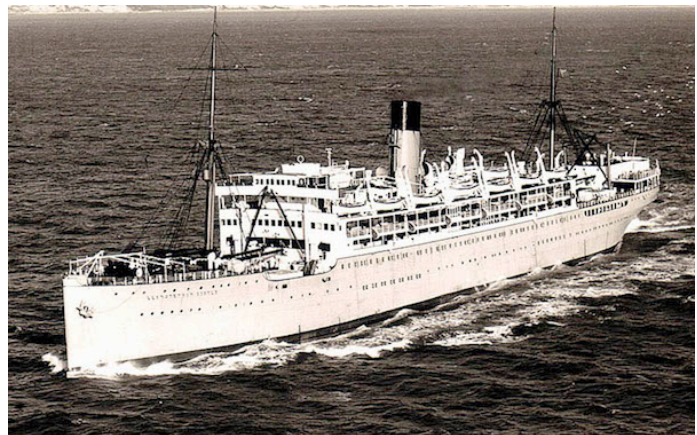
1946 July 26th: Lt **Ian Major** (40-42) wrote to the ship from the army's 16th British General Hospital in Jerusalem where he was recovering from a lung abscess, he had been landed there for urgent treatment from a troopship en route to the UK. *“I was wavering weather to stay in the*

*RIN or not, but conditions are so unsettled in India and then the mutiny – which incidentally was the most unpleasant experience of my life – that I decided not to apply for a permanent commission. I understand the RN authorities are not too keen on taking ex-RIN Officers otherwise I would do my best to transfer to the permanent RN ... **Noel Vivian James** (40-42) and I were lucky enough to gain accelerated promotion to Lt and it was back dated to October 1945". He also reported on other OCs in the service: "**Jimmy James** (years uncertain) and **Olly Hall** (years uncertain) have both been demobbed and are at home. **Ian Lang** (38-40) we left behind in India, I think he was trying for a permanent commission. Hoppy Holdsworth's (**40-42**) chubby countenance was last seen in Bombay – he's the pilot of a corvette, also Dolly Davies, who has grown to about 6ft odd in the past couple of years".*

1946 July: Lt **George Howard Selby-Smith** RNR (41-42) was serving in an RIN training ship, either *Dalhousie* or *Deepavati*.

1946 September 10th: Cdr **Jesser Evelyn Napier Coope** (15-18) and Cdr **Stanley Johnstone Thomson** CIE (16-18) were promoted to Captain.

1946: Capt **Stanley Johnstone Thomson** (16-18) was appointed to the troopship *Llanstephen Castle* requisitioned from Royal mail Lines – see right. It is assumed he was her commander.



1947 March 3rd: Actg Lt Cdr **Hubert John Douglas Hamilton** (28-30) was made a substantive Lt Cdr.

1947 June 3rd: Lt **Hubert John Douglas Hamilton** (28-30) was promoted Lt Cdr.

1947 June 6th: Capt **Percy Herbert Learmont** (10-12) serving on the Staff of the RIN retired after 35 years service.

1947 August 15th: India became independent but remained as a dominion within the Commonwealth. The title RIN, and the existing ensign and jack were retained. Rear Admiral J T S Hall, RIN, was appointed as India's first Flag Officer Commanding, RIN.

A number of RIN OCs were granted honours including Capt **Eric George Guilding Hunt** (15-17) DSC and Rear Admiral **Arthur Rullion Rattray** 06-07) CB.

1948 January 1st: Capt **Stanley Johnstone Thomson** CIE (16-18) was posted to HMS *Highflyer*, the RN shore establishment at Trincomalee, Ceylon. He remained there until July 1948.

1948 April 22nd: Capt **Jesser Evelyn Napier Coope** (15-18) retired.

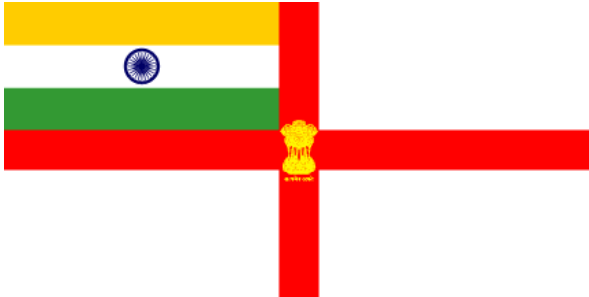
1948 November 4th: Capt **Stanley Johnstone Thomson** CIE (16-18) retired. He was re-employed on 2nd June 1949.

1949 January 1st: Cdr **George Bailey** DSC (30-31) retired.

1949 June 2nd: Capt **Stanley Johnstone Thomson** CIE (16-18) was re-employed as an Emergency Captain with seniority of 19th September 1945.

5 1950 - TO DATE: THE INDIAN NAVY

1950 January 26th: India became a republic and the RIN was split between India and Pakistan, with senior British officers continuing to serve with both navies. RIN vessels were divided between the two nations (India receiving two thirds, Pakistan one third), the Royal suffix was dropped and the IN's vessels were granted the prefix INS (Indian Navy Ship). The IN adapted the RIN's ensign by replacing the Union Flag with the Indian Flag and its jack was the Indian national flag (left and right) below:



It is not known how many OCs were still serving at his point, but there were at least two:

- a. Capt **Stanley Johnstone Thompson** (16-18).
- b. Lt **Arthur Vernon Baker** (35-38).

1950 May Capt **Stanley Johnstone Thomson** CIE (16-18) served in HMS *Bluejacket* (Naval base Trincomalee, Ceylon?) until May 1953.

1950 September 1st: Lt **Arthur Vernon Baker** (35-38) was promoted Lt Cdr.

1951 October: Vice Admiral **Charles Thomas Mark Pizey** DSO (12-15) was appointed as Commander-in-Chief of the Indian Navy, the last RN officer in the post

1952 March 25th Vice Admiral **Charles Thomas Mark Pizey** DSO (12-15) wrote to the ship from Naval Headquarters in New Delhi to say he had found *"there is a tremendous amount of good work to be done in helping to build up the Indian Navy after the disturbing days of partition. We have only been out in Delhi for about four months but have already begun to thoroughly enjoy our life in India."*

Letter from Vice-Admiral C. T. M. PIZEY, C.B., D.S.O.

Naval Headquarters,
New Delhi.
25th March, 1952.

Dear Captain Hewitt,

I have just paid a visit to a place in South India called Coorg, where I met a man who is apparently very keen to get his twin sons, aged 13, into the Navy. He is considering sending them to the "Conway" with a view to their being given a good hard training, and subsequently entering the Navy direct. He asked my advice and I told him that the training received in "Conway" could not be bettered.

The world is very small as I met another man in Coorg whose name, I think, was Bucknell, and he already has a son in the "Conway." If this name rings a bell! I wonder how the boy is getting on, as his father is hoping he is doing well.

I seem to have travelled about a bit in the world since I left the Ship in 1915, and much water has passed under many bridges as far as I am concerned! I can

only say that the training I received in the old Ship has served me in wonderful stead ever since.

Having spent a busy two years in Melbourne as Head of the U.K. Services in Australia, I then spent a very happy and busy year as Admiral Commanding the Cruiser Squadron in the Mediterranean with our base at Malta. Having been in Malta for nearly 10 years between the two wars it was rather like going back home again.

Now I am out here as Commander-in-Chief of the Indian Navy where I am finding there is a tremendous amount of good work to be done in helping to build up the Indian Navy after the disturbing days of Partition. We have only been out in Delhi for about four months but have already begun to thoroughly enjoy our life in India.

When I get back to England I must pay the old Ship a visit as I am ashamed to say that I have not done so for many years.

Yours sincerely,
MARK PIZEY

1953: Vice Admiral **Charles Thomas Mark Pizey** DSO (12-15) was knighted with the KBE in the Coronation Honours List. The drawing of him below dates from 1942.

1954: Vice Admiral **Charles Thomas Mark Pizey** KBE DSO (12-15) was promoted Admiral.

1955 April: Vice Admiral **Charles Thomas Mark Pizey** KBE DSO (12-15) was appointed Chief of Naval Staff of the Indian Navy, which had replaced the former designation of Commander-in-Chief, Indian Navy. He also became chairman of the Indian Chiefs of Staff - in effect the founding father of the Republic of India's defence forces. He was honoured with the Order of the People's Army of Yugoslavia that year upon Josip Broz Tito's state visit to India.

1955 July: Vice Admiral **Charles Thomas Mark Pizey** KBE DSO (12-15) was retired and was succeeded by Vice Admiral Stephen Hope Carlill

1958 April 22nd: Vice Admiral R D Katari, become the first Indian to become Chief of the Naval Staff of Indian Navy. He had joined as a cadet from IMMTS *Dufferin*.

1971 September 21st: Lt Cdr **Arthur Vernon Baker** (35-38) retired.

It is not known when the last OC retired from the Indian Navy.



6 LIST OF OLD CONWAYS IN THE INDIAN NAVIES

The following OCs' names have been discovered to date. Their Conway years are in parentheses. Ranks are the most senior discovered for each individual:

1. **Bailey**, George (30-31). Cdr DSC OBE. He was awarded the OBE on 1st January 1951, two years after his retirement.
2. **Baker**, Arthur Vernon (35-38) Lt Cdr. Born in Watchet, Somerset he was in *Conway's* RN Class and is shown as joining the RN in Dec 38. He later transferred to the RIM.
3. **Balfour**, Alfred S Capt (1884-85) OBE
4. **Beaumont**, Eric George (14-15) Capt.
5. **Bickley**, Reginald Courtney (1899-1901) Lt Cdr OBE
6. **Bingham**, Ernest Keith (14-16) Lt.
7. **Bluett**, Ceal Robert (02-03) Lt Cdr.
8. **Bond**, Anthony, Troughton (28-30) Lt Cdr
9. **Bowden**, Henry Amsworth St Clair (1884-87) Capt ADC. Registered as St Clair at *Conway* so at some point he changed his name to Bowden. Died 7th February 1961 aged 88. Gained his First Mate's Certificate in 1893.
10. **Boykett**, Charles Henry (01-03) Cdr.
11. **Cameron**, John (04-05) Capt CIE.
12. **Campbell**, Charles Ross (1890-92) Capt DSO MVO ADC (also Lt Col RE). Believed to have died in Bristol in March 1955.
13. **Campbell**, Edmund Percival (1889-90) Sub Lt.
14. **Campbell**, George Edwin (07-09) Sub Lt.
15. **Carey**, Charles John Pugh (1881-82) Lt Cdr.
16. **Casey**, Edmund Henry (1896-97) Sub Lt.
17. **Collier**, John Robert Carlyon (05-08) Lt.
18. **Coope**, Jesser Evelyn Napier (15-18) Capt.
19. **Cooper**, Maurice Pearson (01-03) Cdr.
20. **Cooper**, Robert (1880-82) Lt.
21. **Cope**, Matthew Fletcher (11-13) Sub Lt.
22. **Crickmay**, Stuart (15-17) Cadet.
23. **Crutwell**, Cecil Godfrey (1897-99) Lt Cdr.
24. **Davidson**, Arthur Duncan (1895-97) Sub Lt.
25. **de Berry**, Thomas Arthur Leach (1880-81) Capt.
26. **de Burgh**, Is listed with the initials F D but there is only one cadet de burgh and he is not FD so it is assumed this was Rupert Hesketh de Burgh(1888-89) Lt.
27. **Devenish**, Reginald George (1880-82). Lt Cdr. Died 14th April 1939.
28. **Dickie** John Wilfred Harper Fullerton (39-42) .
29. **Dobbin**, Ernest Harold (1882-83) Lt.
30. **Dow-Sainter**, William Alexander (15-17) Temporary Lt Cdr.
31. **Downes**, Percy (1869-71).
32. **Dunster**, William Henry (1896-98) Temporary Cdr.
33. **Evans**, Francis Cyril Masson (14-17) Lt.
34. **Farewell**, Michael Warren (1883-85) Cdr CIE. Believed to be the first OC to join any Indian navy.
35. **Finney**, Thomas George Rosecastle (1867-69) Capt. The first OC known to have joined the IN.
36. **Fitzwilliams**, Richard Braithwaite Lloyd (1890-91) Lt.
37. **Footner**, Claude Calcott (04-06) Sub Lt.
38. **Ford**, Cecil Rooke (1876-79) Cdr.
39. **Frith**, William Willoughby Cole (1890-91) Lt OBE. He left the RIM in 1903. He was awarded the OBE in July 1919 as a Commander RNR *"for valuable services as Chief Examination Officer in the Tyne"*.
40. **Gahan**, Harold James (22-24).Temporary Lt RINR.
41. **Galbraith**, William Alexander (00-04) Lt.

42. **Garnett**, Karl Ernest (11-13) Lt.
43. **Garstin**, Richard Hart (00-02) Cdr OBE CBE CdeG. Also Lt Col RE during WWI. He was lost at sea in WWII and is commemorated on the Liverpool Naval Memorial. Son of Rev. William Fitzroy Garstin, Rector of St. Luke's Belfast, Rector of Cornwall (Lettterkenny, Co. Donegal), later Archdeacon of Raphoe, and Catherine Emily Hamilton.
44. **George**, Thomas CBE OBE (1877-78) Capt RNR. Multiple sources refer to him as an OC although no trace has been found in any *Conway* records.
45. **Goldsmith**, Oliver (1889-91) Capt DSO ADC.
46. **Gordon**, Bryan (00-01) Cdr.
47. **Gordon-Graham**, Archibald Bertie Grant (15-17) Cadet.
48. **Guilding**, R A Gray Lt Eric (15-17) Lt DSC. Multiple sources refer to him as an OC although no trace has been found in any *Conway* records.
49. **Halford-Elderton**, Ferdinand (1879-81) Cdr DSO. Registered as Elderton in *Conway*.
50. **Hall**, Alexander Harvey (1894-96) Sub Lt.
51. **Hall**, "Olly". Rank not known although he might have been a WWII "hostilities only" commission. *Conway* years uncertain as there is no Oliver Hall listed. Contenders are Edward Aitken (39-41), Robert Muirhead (40-42), Alan Kenneth (42-43) and Derk Dalton (42-43)
52. **Hallett**, Cecil Gwydyr (02-04) Lt DSC DSO.
53. **Hamer**, Alan Trafford (12-14) Sub Lt. Later resigned and joined Cunard.
54. **Hamilton**, Anthony (1886-88) Cdr DSO. Masefield claims he was Alfred Henry John Hamilton (1893-95) but other references all give his name as Anthony.
55. **Hamilton**, Hubert John Douglas (28-30) Capt DSO. Second son of Bernard M.C. Hamilton, Indian Police, and ... Currie, of Kakamega, Kenya Colony. Served in the RN before joining the RIM. 2nd Oct 1940 married in Karachi to Hermione Claudine Steuart-Gratton daughter of Major John Steuart-Gratton, Indian Army and Etheldreda Mary Sancroft, da. of William Sancroft Randall, AMICE of Orford, Suffolk.
56. **Harold**, Austin Edward (1887-89) Capt DSO, also Lt Col RE.
57. **Hay**, David (40-42) Joined RINR direct from *Conway*.
58. **Headlam**, Edward James (1888-89) Captain Sir Kt, CSI CMG DSO ADC FRGS. First OC to become Director of the service. He retired in 1929 and died on 14th July 1943. He held the Royal Humane Society's Medal and was an Honorary Member of the American Military Order of Dragon.
59. **Hearsey**, Clarence C (1871-73).
60. **Hemelryk**, Eugene John Vincent (06-07) Lt. Transferred to the army (2nd Bn Lancashire Fusiliers) in 1918 and was killed in action on the Western Front.
61. **Henderson**, Maxwell Thomas Stewart (05-06) Lt.
62. **Hicks**, Alfred Haldane (07-09) Lt.
63. **Higgins**, Stanley Scott (1889-91) Lt.
64. **Holdsworth**, John Keith (40-42).
65. **Hopkins**, Ernest Hambler (15-16) Capt. Promoted Capt after just two years!
66. **Hordern**, Edward Joseph Calverly (1882-83) Capt CIE. Director RIM 1929. Father of the actor Sir Michael Hordern.
67. **Huddleston**, Willoughby Raynes (1880-82) Capt CMG.
68. **Hughes**, Robert Wilfred Herbert (1885-87) T/Brigadier General CB CSI CSO DSO RD RE & RIM. He spent 12 years in the Merchant Navy before joining the Nigerian Marine. Over time was variously listed as Cdr RNR and Cdr RIM. The former is confirmed by his RD. He fought in the Boer War. During WWI he served to the RIM and was seconded to the IWT. He became Director/Commodore of the Nigerian Marine aged 63 and was a highly regarded officer. He is connected with the establishment of Port Harcourt in Nigeria. He retired in 1930 and died at Knightsbridge, London on 23rd March 1936.
69. **Hughes-Hallett**, Henry Philip (05-07) Lt Cdr MBE DSC.
70. **Hunt**, Eric George Guilding (15-17) Capt DSC.
71. **James**, Edward (1888-89) Sub Lt RIM.
72. **James**, Noel Vivian (40-42) Lt RIN.
73. **James**, Jimmy, Rank not known although he might have been a "hostilities only" commission. *Conway* years uncertain as there is no James Jones listed. Contenders are Royston William

- Clon (37-40), Ryan Vidian (39-41), Peter Leonard (40-41), David Glynn (42-44) and John Hugh (42-44)
74. **Johnson**, James Edward (29-31) Temporary Lt RINR
 75. **Jones**, B H Lt. The *Conway* years of this individual are not known but there is only one B H Jones listed, Bryan Hugh **Jones** (52-54)
 76. **Keir-Moillet**, Hubert Mainwaring (1892-94) Cdr also Lt Col RE.
 77. **King**, Fred William (15-17) Sub Lt.
 78. **Knowles**, Eustace Oliver (08-09) Lt OBE, also Captain RE. He died in 1920 and is buried at Basra.
 79. **La Touche**, George Henry Stransham (1886-88) Capt OBE.
 80. **Lane**, Kenneth Douglas (07-09) Lt. He returned to *Conway* in 1926 to become a member of the technical staff
 81. **Lane**, Paul Cuthbert Horsburgh (1897-00) Cdr. Born 1884 at Simla, India.
 82. **Lang**, George Holbrow (1896-97) Lt.
 83. **Lang**, Ian James Leonard (38-40)
 84. **Lazenby**, Ernest Cecil John (1887-89) Sub Lt.
 85. **Learmont**, Percy Herbert (10-12) Capt CIE. Retired 1947 after 35 years' service. Died aged 91 years.
 86. **Lowth**, Norman Charles Leslie (07-09) Sub Lt.
 87. **Mace**, P A Lt. There is no Mace listed in Conway records.
 88. **Major**, Ian (40-42) Lt.
 89. **Mare**, Philip Armitage (05-07) Commodore CIE.
 90. **Maud**, Maurice Theobald (12-15) Lt.
 91. **Maundrell**, Arthur Goodall (1899-00) Capt.
 92. **McArthur**, Archibald Wilson (1879-81) Cdr.
 93. **McClement**, Reginald Carr (04-06) Lt Cdr.
 94. **McNulty**, John Joseph (15-16) Lt.
 95. **Merriman**, Reginald Dundas (04-05) Cdr DSC.
 96. **Miller**, Ludovic Rory (03-06) Lt.
 97. **Mills**, E G Lt. There is no E G Mills listed but several other Mills from 1860 onwards
 98. **Milne-Henderson**, Thomas Maxwell Stuart (05-07) Commodore CIE, OBE, also Major RE and later Surveyor In Charge, Marine Survey of India). Chief of Staff RIN. Retired 1941. He was a native of Edinburgh.
 99. **Mitchell**, Walter (1872-74) Capt.
 100. **Moilliet**, Hubert Mainwaring Keir (1892-94) Lt.
 101. **Moore**, Leigh Russell (15-17) Cadet.
 102. **Mordaunt-Smith**, Bridgeman P R (12-15). Appointed Midshipman RNR on *Conway*.
 103. **Morland**, Henry Capt. CIE ADC FRGS (1891-92) Chief of RIN Defence Staff and Deputy Director of the RIN. 36 years service retired in 1929. He served in the RIM again in WWII as a Lt. Often incorrectly listed in *Conway* records as Moreland. Born Bombay 1876. Died 1966.
 104. **Munro**, Maurice Theobald (12-15) Capt. Not found in *Conway* records.
 105. **Murray**, William Edmund Logan (1886-88). Born in Newfoundland, the son of Lt Sir Patrick Keith Murray RN Rtd, Director Geological Survey of Newfoundland. Joined Devitt & Moore sailing ship *Rodney* from *Conway*.
 106. **Pape**, Percy John (1886-88) Lt Cdr.
 107. **Passmore-Edwards**, Henry Ellis (15-16) Temp., Capt. MiD.
 108. **Petterson**, Philip Eric (14-17) Cadet.
 109. **Pizey**, Charles Thomas Mark CB DSO (12-15) (Vice Admiral RN) Commander In Chief IN from Oct 1951 to Jul 1955.
 110. **Popert**, Edwin Peter (37-39) Midshipman RIN. Killed in Action aged 19 years and buried in Suda Bay War Cemetery.
 111. **Poyntz**, Alban Rohere Castleton (02-03) Capt DSC. He held a master square rigged certificate. He died at Teignmouth on 1st December 1968 and was buried at sea
 112. **Rait, Anastatius Robert William (1859-60). Possibly the first OC to join the IN, then the Bombay Marine.**
 113. **Ramsey**, Clifford Williams (1887) Lt Cdr.
 114. **Rattray**, Arthur Rullion (06-07) Rear Admiral CB, CIE RIN. MiD.

115. **Robertson**, Adrian George (1898-00) Lt. Transferred to RN in 1914. Later Commodore of Mogul Line.
116. **Robinson**, Authur Pollescew (1888-89) Cdr.
117. **Ruddell**, Archibald Henry (1889-91) Sub Lt.
118. **Ryland**, John (13-16) Acting Capt.
119. **Scott**, Collin Stacey Guillum (1892-93) Lt.
120. **Scott**, Charles Arthur (1895-96) Cdr DSO.
121. **Segrave**, Thomas George (1877-78) Capt Sir Kt CBE RNR.
122. **Selby-Smith**, George Howard (41-42) Lt RIN RNR.
123. **Sergeant**, Charles Roy Edmunds (14-16) Cadet.
124. **Shearme**, Charles William (1884-86) Captain.
125. **Sinclair**, Charles George (1878-80) Cdr.
126. **Taylor**, Walford Charles (1885-87) Cdr. Killed in action WW1 and buried at Tehran.
127. **Thomson**, Stanley Johnstone (16-18) Capt RIN CIE. Died 1981.
128. **Thomson**, Allan Mathieson (16-18) Sub Lt. Later a Trinity House pilot. Died 1971.
129. **Thyne**, William Kirkwood (1891-92) Capt. Born Aden 1876, son Of Capt W K Thyne ex Indian Marine. Died April 1932 Aldbourne, Wiltshire.
130. **Turbett**, Lionel William Richard Tufnell (00-01) Capt OBE.
131. **Turbett**, Cecil Lefroy (10-12) Cdr OBE. Left *Conway* and joined the White Star training ship *Mersey*.
132. **Vernon**, Robert Reginald (13-16) Lt.
133. **Vidian-Jones**, Ryan (39-41), Lt
134. **Warden**, St Lionel Fawcett (1883-84) Lt.
135. **Warden**, St Ledger Stanley (1878-79) Captain DSO. He died on 14th September 1951 aged 88 and is buried at Cheltenham.
136. **Wilkinson**, Henry Du Cane (02-04). He was cox of winning gig crew in the *Conway-Worcester* race on the Medway on 31st May 1904. He "steered the boat beautifully". When he weighed 10 stone 1 lb and was 5' 11³/₄" tall. See photo right.
137. **Williamson**, Henry Brainard Mcllree (24-26). Temporary Lt. Born 1910 in Kandy, Ceylon where his father had been a rubber planter. On his retirement on 25th December 1945 he became a rubber planter in Ceylon.

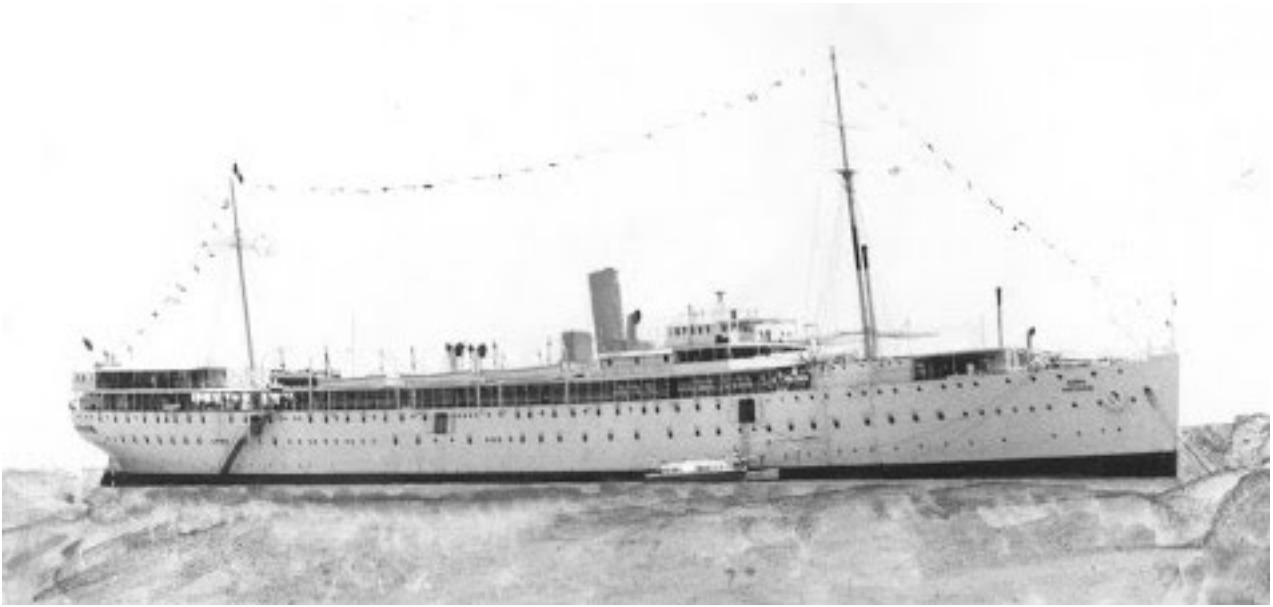


Henry Du Cane Wilkinson (02-04)

7 OLD CONWAYS & IMMTS DUFFERIN

In 1927 the RIM's *Dufferin* was saved from the scrapyard and became Indian Merchant Marine Training Ship (IMMTS) *Dufferin*, the Indian Merchant Navy's equivalent of *Conway*, complete with Tops, Cadet Captains and a Viceroy's Gold Medal. The syllabuses and training manuals were by and large in line with those of *Conway* and *Worcester*. She was berthed at Bombay.

- Lt Cdr **Reginald Carr McClement** (04-06) was appointed as her Captain Superintendent in 1937 and held that post until he retired to England in ill health in March 1943.



8 OLD CONWAYS IN THE INDIAN ARMY

Major **Guy (George) Duncan Campbell Beaver** (06-08) Served in the Asiatic Steam Navigation Co trading around Indian ports. He served in the Indian Army during WWI (from 1916) and WWII. In WWII he was mentioned as an Embarkation Staff Officer. The London Gazette announces his honorary rank of Major Indian Army Reserve of Regular Officers and that he *“reverts to unemployment on account of disability”*. He died at Crowburgh, Sussex in April 1947.

Col **John Duncan Campbell** DSO (02-04) served in the Indian Army. The London Gazette (1939 June 2nd) says he *“retires on an Indian pension 03.04.39”*. The Gazette Of 1944 June 9th says he ceases to belong to the Indian Army Reserve of Regular Officers.

Lt **Arthur Glynne Lewis** (1895-97), master mariner, in 1918 he was serving in Watson’s Horse, Indian Army at Basra.

Col **George William Paris** (30-32) served in the Indian Army Corps of Engineers in WWII. He was gazetted with the MBE, 1946 January 15th, for gallant and distinguished service in Burma as a Major IEME. He died in December 1998 at Lymington.

2 Lt **Daniel George Mark Robinson** (08-09). Member of the Indian Army but attached to 1st Bn South Staffordshire Regt on the Western Front where he was shot through the heart at Festubert on 16th May 1915.

Maj., (Temp., Lt Col) **Ralph Palmer Taylor** (19-21) was Mentioned in Despatches in 1943 while serving in the Touchi Scouts on detachment from the 19th Dogra Regt.



Above: Lt Arthur Glynne Lewis (1885-87)

Below: 2 Lt Daniel George Mark Robinson (08-09):



9 OTHER OLD CONWAYS LIVING IN INDIA

1885 Jan 21st **Lewis Cope Newman** (1899-1900) was born in Karachi, lived for some time at 2 Grants Buildings, Bombay (Arthur Bunder Rd, Apollo Bandar, Colaba, Mumbai, Maharashtra 400005) and appears to have lived in India until he came back to the UK to attend Bedford Modern Scholl before joining *Conway* in 1899. His father, William Newman, was a Chief Engineer in the RIM.

1894 August 12th: **Vincente Szczepanowski** (aka **Vincent Stephens**) (1866-67). When Vincent left *Conway* he served in, and qualified as a master in, tea clippers before transferring to steamers. He left the sea to be a tea planter in India but the sea called him back. As well as time at sea he was an excellent electrical engineer. He worked with his half brother, Z de Ferranti in the formation and development of the Ferranti business. He advised the London Electrical Supply Corporation and wrote two books on electrical subjects. A man of many talents he was also a member of the RNAS and while master of SS *Drudge* he conducted trials of the new Sims-Edison torpedo at Spithead. In 1894, aged just 40 years old while serving as Third Officer in Union Company's SS *Spartan* he was lost overboard and never recovered

1911 December: **Smythies** gave his addresses as Hastings Street, Calcutta and the British India Marine Services Club, Bombay. He was in their Indian Coast service between those two ports.

1914 June: **Douglas Beecroft Hall** (1894-95) was Assistant Harbourmaster at Chittagong.

1916: Early in the year **Smythies** was reported as an army Captain in the KRRC (King's Royal Rifle Corps). In May he was seriously wounded while serving in the 17th Bn Leicester Rgt. He was convalescing at home at St Helen's Road Hill, Nr Bath, an address that no longer exists. In 1917 he was fitted with an artificial leg.

All those living in Calcutta are listed in Part 2.

10 SOURCES

The Cadet Magazine: (Year Month Page No.) Copies held by the Merseyside Maritime Museum.

1889 07 04	1901 05 08	1913 11 229 and 235	1922 12 82
1889 11 09-11	1903 12 126	1913 12 257	1923 08 122-23
1890 02 08-09	1904 10 207 and 235	1914 04 26	1924 12 209-11
1890 05 07-08	1906 03 11	1914 06 54	1925 04 237-9
1890 09 07-08	1906 06 45	1915 04 19	1925 12 290-293 and 303
1891 03 05, 07	1906 12 111-13	1915 10 89	1926 04 04, 06-07
1891 05 01	1907 06 158	1916 08 162-3	1927 04 103
1891 12 12	1908 12 368	1916 12 185-56 and 200	1928 12 258
1892 02 08	1909 08 30 and 48	1917 08 248	1929 12 355
1892 03 06 and 11	1909 12 01	1917 12 263-64	1934 04 132
1893 05 31-32	1910 06 144 and 146	1919 04 14	1938 04 214
1893 10 54 and 57	1909 10 63	1919 07 46	1939 08 50-52
1894 04 95-96, 107-08	1911 06 269	1919 12 51, 74 and 77	1946 07 25
1894 07 118-120	1911 08 303	1920 04 105-7	1947 08 77
1894 10 125	1911 11 325-27	1920 08 128	1947 12 112
1895 02 150	1911 12 354 and 356	1920 12 148-50 and 152	1948 08 139
1896 07 258, 260	1912 04 3	1921 04 171-3	1960 06 56
1897 03 01-02	1912 08 58	1921 08 200	1970 02 122
1897 07 33-34	1912 12 128	1921 12 221	
1897 10 44	1913 04 139, 150 and 162	1922 04 20	
1899 03 153	1913 02 186	1922 08 26	
1900 03 266	1913 08 207	1939 08 79	1947 08 54
1901 02 10	1920 12 143	1945 04 106/7 Roll of Honour List	1961 05 154
1894 05 108	1924 12 227	1945 05 123	
1897 03 08	1926 12 66	1946 07 26	
1897 12 01, 50-51	1932 08 306	1946 10 5	
1906 06 41 and 45	1934 12 166-169		
1907 10 229	1936 08 38-40		
1913 11 233			

Books

Blueprint To Bluewater (the Indian Navy (1951-65) by Satyindra Singh

The Conway by John Masfield OM (1891-94)

From Sea to Sea by Rudyard Kipling

The Royal Indian Navy 1939-45 by J T E Collins

https://books.google.co.uk/books?id=68PfDAAAQBAJ&pg=PT11&lpg=PT11&dq=troopship+Dufferin&source=bl&ots=IN70nLPEiT&sig=WuV5Wvh84_eNEk9ZMs5YZeV431M&hl=en&sa=X&ved=0ahUKEwilstjC35LTAhXpK8AKHeFLAD8Q6AEILjAE#v=onepage&q=troopship%20Dufferin&f=false

https://books.google.co.uk/books?id=68PfDAAAQBAJ&pg=PT11&lpg=PT11&dq=troopship+Dufferin&source=bl&ots=IN70nLPEiT&sig=WuV5Wvh84_eNEk9ZMs5YZeV431M&hl=en&sa=X&ved=0ahUKEwilstjC35LTAhXpK8AKHeFLAD8Q6AEILjAE#v=onepage&q=troopship%20Dufferin&f=false

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