

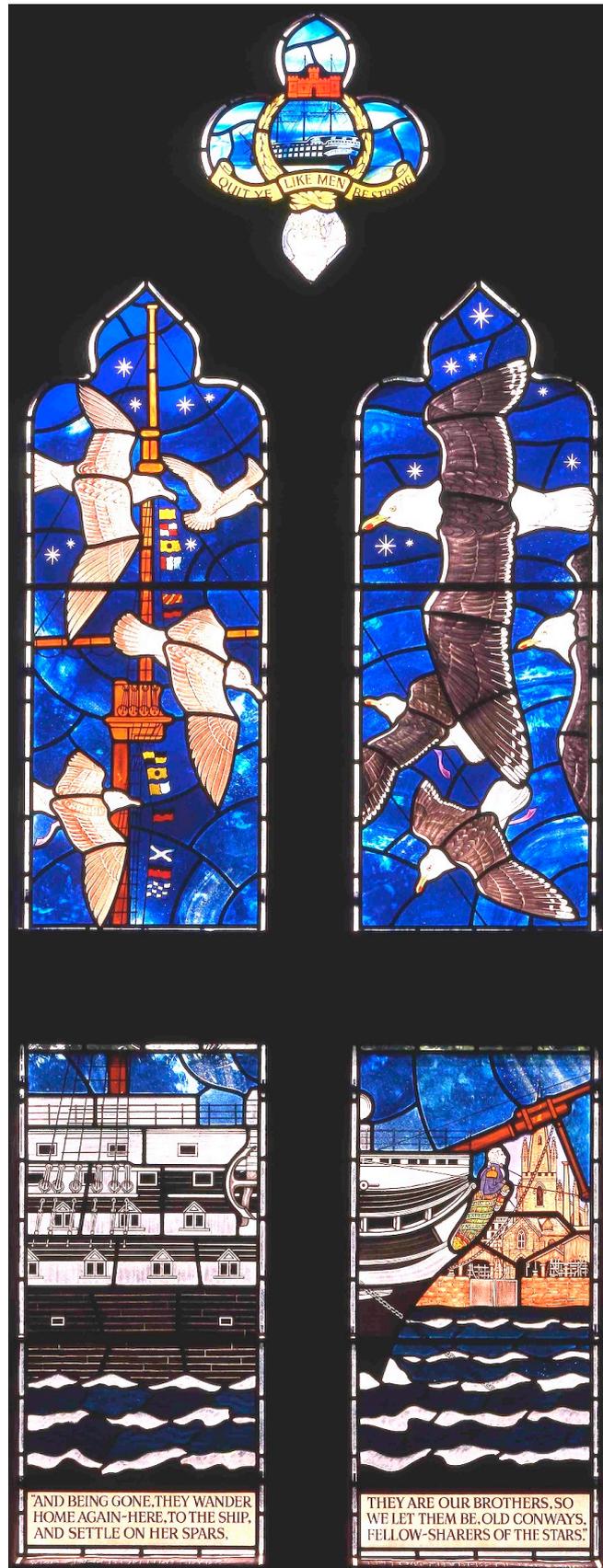


# *Book of Remembrance*

*HMS Conway Cadets*

*Lost At Sea*

*V133*



## The Gulls Memorial Window

In 1933, John Masefield OM, Poet Laureate and Old Conway (1891-94) wrote a poem 'The Conway Gulls' about the Conway tradition that seagulls are the returning spirits of cadets who have crossed the bar.

*They died in the gales' roaring, in the smash  
Of some green billow whence they never rose;  
Some diced with Death with many lucky  
throws  
Till the last throw, that nulled them into ash.*

*Some were for all adventure, being rash;  
And others died, in thirst and fever-throes,*

*On frontiers at the furthest that man goes,  
Or on the foreman's muzzles, in the flash.*

*And being gone, they wander home again  
Here, to the Ship, and settle on her spars,  
Mewing and going gleaning in the sea.*

*They are our brothers, so let them be,  
Old Conways, fellow-sharers of the stars,  
Advanced another link upon the chain.*

The Friends of HMS Conway commissioned this window to commemorate the tradition and illustrate the poem.

# *Book of Remembrance*

## *HMS Conway Cadets Lost At Sea*

The 296 Old *Conways* listed in this Book of Remembrance have no known grave because they were either lost at sea and their bodies were never recovered, or they died at sea and were committed to the deep.

The list excludes:

- Those listed on the original 1910 Lost At Sea Memorial Board in the Ship but who we now know were buried ashore Richard Norman Ainsworth (14-15), Charles A Gardner (03-04) who died in *Conway*, E Johnson (1892-93), Douglas Harold Martin (1891-93), John Leigh Richardson (1891-93), H. Tait (1901-03), H. G. Williams (1893-95) and Edmund Wilson (00-01)
- OCs who died ashore but whose ashes were scattered at sea.
- OCs who died at sea but were buried ashore.

*If you know of any other OCs who were lost at sea, or have more details about any of the existing entries please notify [alfie@hmsconway.org](mailto:alfie@hmsconway.org)*

## Losses By Day (where exact date is known)

### LOSSES BY MONTH

Jan 1 <sup>st</sup> 1915	Harrison	Apr 4 <sup>th</sup> 1941	Roberts
Jan 1 <sup>st</sup> 1950	Hughes	Apr 4 <sup>th</sup> 1941	Taggart
Jan 1 <sup>st</sup> 1880	MacKenzie	Apr 9 <sup>th</sup> 1968	Swann
Jan 1 <sup>st</sup> 1938	Nicholson	Apr 11 <sup>th</sup> 1901	Cummins
Jan 1 <sup>st</sup> 1915	Somerville	Apr 12 <sup>th</sup> 1966	Willcock
Jan 4 <sup>th</sup> 1951	Brydges	Apr 14 <sup>th</sup> 1912	Moody
Jan 16 <sup>th</sup> 1946	Conlan	Apr 19 <sup>th</sup> 1906	Barney
Jan 17 <sup>th</sup> 1900	Matthews	Apr 19 <sup>th</sup> 1956	Crabb
Jan 17 <sup>th</sup> 1941	Wildsmith	Apr 19 <sup>th</sup> 1966	Linekar
Jan 19 <sup>th</sup> 1918	Ives	Apr 22 <sup>nd</sup> 1952	Littlewood
Jan 20 <sup>th</sup> 1941	Love	Apr 22 <sup>nd</sup> 1949	Skinner
Jan 23 <sup>rd</sup> 1925	Batty	Apr 23 <sup>rd</sup> 1974	Bentley
Jan 24 <sup>th</sup> 1941	Leigh	Apr 23 <sup>rd</sup> 1947	Sherwell
Jan 26 <sup>th</sup> 1918	Drew	Apr 26 <sup>th</sup> 1937	Morgan
Jan 26 <sup>th</sup> 1928	Jolliffe	May 1 <sup>st</sup> 1928	Dayas
Jan 26 <sup>th</sup> 1926	Littlehales	May 3 <sup>rd</sup> 1941	Whitehead
Jan 27 <sup>th</sup> 1917	Mills	May 4 <sup>th</sup> 1900	Davies
Jan 28 <sup>th</sup> 1917	de Verinne	May 4 <sup>th</sup> 1917	Hall
Jan 29 <sup>th</sup> 1918	de Wet	May 5 <sup>th</sup> 1917	Davys
Jan 29 <sup>th</sup> 1918	McCallum	May 8 <sup>th</sup> 1942	Band
Jan 31 <sup>st</sup> 1918	Elliott	May 9 <sup>th</sup> 1943	Connolly
Jan 31 <sup>st</sup> 1915	Falconer	May 13 <sup>th</sup> 1915	Bartlett
Jan 31 <sup>st</sup> 1918	Warde	May 18 <sup>th</sup> 1918	Ward
Feb 3 <sup>rd</sup> 1915	Auld	May 19 <sup>th</sup> 1944	Bowie
Feb 3 <sup>rd</sup> 1915	Butler	May 19 <sup>th</sup> 1912	Fleet
Feb 3 <sup>rd</sup> 1915	Cullimore	May 20 <sup>th</sup> 1940	Thornton
Feb 3 <sup>rd</sup> 1915	Hamilton	May 22 <sup>nd</sup> 1897	Godwin
Feb 3 <sup>rd</sup> 1941	Whiteside	May 22 <sup>nd</sup> 1941	Underwood
Feb 4 <sup>th</sup> 1892	Blattner	May 23 <sup>rd</sup> 1941	Money
Feb 11 <sup>th</sup> 1943	Winton	May 23 <sup>rd</sup> 1941	Mortimer-Booth
Feb 15 <sup>th</sup> 1942	Craven-Philips	May 24 <sup>th</sup> 1941	Freeman
Feb 17 <sup>th</sup> 1918	Dodds	May 24 <sup>th</sup> 1941	Lewis
Feb 18 <sup>th</sup> 1918	Herring	May 24 <sup>th</sup> 1941	Warrand
Feb 18 <sup>th</sup> 1944	Marrian	May 27 <sup>th</sup> 1915	Wiatt
Feb 19 <sup>th</sup> 1958	Blossom	May 29 <sup>th</sup> 1914	Moore
Feb 22 <sup>nd</sup> 1943	Golby	May 29 <sup>th</sup> 1930	Quayle
Feb 23 <sup>rd</sup> 1941	Williams	May 29 <sup>th</sup> 1941	Nedwill
Feb 24 <sup>th</sup> 1942	Carter,	May 31 <sup>st</sup> 1916	Davis
Feb 25 <sup>th</sup> 1941	Close	May 31 <sup>st</sup> 1916	Guest
Feb 28 <sup>th</sup> 1936	Gooch	May 31 <sup>st</sup> 1916	Hopcraft
Mar 1 <sup>st</sup> 1917	Hearn	May 31 <sup>st</sup> 1916	Jauncey
Mar 1 <sup>st</sup> 1940	Tett	May 31 <sup>st</sup> 1916	Smith
Mar 5 <sup>th</sup> 1942	Hopper	Jun 6 <sup>th</sup> 1940	Barker
Mar 8 <sup>th</sup> 1891	Christie	Jun 7 <sup>th</sup> 1970	Mavetty
Mar 9 <sup>th</sup> 1943	Howe	Jun 8 <sup>th</sup> 1940	Daniel
Mar 11 <sup>th</sup> 1915	Dunphy	Jun 9 <sup>th</sup> 1918	Hartley
Mar 11 <sup>th</sup> 1915	Huddy	Jun 9 <sup>th</sup> 1897	Hill
Mar 11 <sup>th</sup> 1915	Sims	Jun 10 <sup>th</sup> 1941	Johnston
Mar 14 <sup>th</sup> 1943	Beasley	Jun 15 <sup>th</sup> 1944	Holland
Mar 19 <sup>th</sup> 1936	Cumming	Jun 16 <sup>th</sup> 1944	Morley
Mar 25 <sup>th</sup> 1941	Gibbon	Jun 17 <sup>th</sup> 1890	Napier
Mar 26 <sup>th</sup> 1907	Frank	Jun 22 <sup>nd</sup> 1941	Jack
Mar 29 <sup>th</sup> 1943	McIntyre	Jun 23 <sup>rd</sup> 1917	Hillkirk
Mar 30 <sup>th</sup> 1944	Boyer	Jun 26 <sup>th</sup> 1918	Kell
Mar 30 <sup>th</sup> 1944	Malet	Jun 29 <sup>th</sup> 1944	Morris
Apr 2 <sup>nd</sup> 1898	Campbell	Jul 5 <sup>th</sup> 1942	Johnston
Apr 4 <sup>th</sup> 1918	Hoadley	Jul 6 <sup>th</sup> 1897	Graves
		Jul 9 <sup>th</sup> 1917	Allender
		Jul 9 <sup>th</sup> 1917	Ogilvie

## Losses By Day (where exact date is known)

Jul 9 <sup>th</sup> 1917	Wevill	Oct 27 <sup>th</sup> 1865	Hartley
Jul 9 <sup>th</sup> 1941	Younger	Oct 30 <sup>th</sup> 1895	Coney
Jul 10 <sup>th</sup> 1920	Wildman	Nov 1 <sup>st</sup> 1914	Candy
Jul 12 <sup>th</sup> 1940	Allen	Nov 1 <sup>st</sup> 1914	Dowding
Jul 12 <sup>th</sup> 1942	Brice	Nov 1 <sup>st</sup> 1914	Pascoe
Jul 12 <sup>th</sup> 1930	Murray	Nov 8 <sup>th</sup> 1942	Hague
Jul 13 <sup>th</sup> 1955	Meyer	Nov 11 <sup>th</sup> 1917	Barker
Jul 15 <sup>th</sup> 1918	Spraggon	Nov 11 <sup>th</sup> 1942	Watson
Jul 15 <sup>th</sup> 1942	Grundy	Nov 12 <sup>th</sup> 1898	Turner
Jul 16 <sup>th</sup> 1918	Braine	Nov 12 <sup>th</sup> 1942	Brown
Jul 16 <sup>th</sup> 1886	Murray brothers	Nov 13 <sup>th</sup> 1957	Major
Jul 16 <sup>th</sup> 1917	Norman	Nov 14 <sup>th</sup> /15 <sup>th</sup> 1960	Barham
Jul 18 <sup>th</sup> 1899	Sandford	Nov 15 <sup>th</sup> 1942	Danson
Jul 21 <sup>st</sup> 1917	Jefferson	Nov 15 <sup>th</sup> 1888	Gloag
Aug 3 <sup>rd</sup> 1910	Halloran	Nov 15 <sup>th</sup> 1942	Haynes
Aug 6 <sup>th</sup> 1900	MacLeod	Nov 16 <sup>th</sup> 1880	Allen
Aug 8 <sup>th</sup> 1919	Neal	Nov 16 <sup>th</sup> 1880	Barton
Aug 8 <sup>th</sup> 1915	Usher	Nov 16 <sup>th</sup> 1880	Caroll
Aug 8 <sup>th</sup> 1915	Wood	Nov 20 <sup>th</sup> 1978	Lofts
Aug 10 <sup>th</sup> 1940	Combes	Nov 23 <sup>rd</sup> 1940	Gobert-Jones
Aug 12 <sup>th</sup> 1894	Szczepanowski	Nov 24 <sup>th</sup> 1941	Hollinshead
Aug 13 <sup>th</sup> 1942	Bolton	Nov 25 <sup>th</sup> 1908	Briscoe
Aug 20 <sup>th</sup> 1896	Gething	Nov 25 <sup>th</sup> 1941	Jennings
Aug 20 <sup>th</sup> 1896	Mitchell	Nov 26 <sup>th</sup> 1914	Bartlett
Aug 20 <sup>th</sup> 1896	Riches	Dec 1 <sup>st</sup> 1916	Headley
Aug 20 <sup>th</sup> 1930	King	Dec 4 <sup>th</sup> 1923	Blackler
Aug 21 <sup>st</sup> 1943	Boomer	Dec 5 <sup>th</sup> 1899	Simonet
Aug 27 <sup>th</sup> 1944	Wheeler	Dec 7 <sup>th</sup> 1942	Hickling
Aug 31 <sup>st</sup> 1940	Bickford	Dec 8 <sup>th</sup> 1940	McMullen
Sep 1 <sup>st</sup> 1962	James	Dec 10 <sup>th</sup> 1941	Hunt
Sep 3 <sup>rd</sup> 1956	Cartmel	Dec 11 <sup>th</sup> 1891	De Burg
Sep 10 <sup>th</sup> 1978	Marks	Dec 11 <sup>th</sup> 1891	Paley
Sep 11 <sup>th</sup> 1895	Hoseason	Dec 11 <sup>th</sup> 1891	Spencer
Sep 12 <sup>th</sup> 1918	Carlisle	Dec 12 <sup>th</sup> 1890	Lane
Sep 16 <sup>th</sup> 1903	Cooke	Dec 12 <sup>th</sup> 1942	Mackenzie
Sep 17 <sup>th</sup> 1939	MacDonald	Dec 13 <sup>th</sup> 1917	Winslow
Sep 18 <sup>th</sup> 1942	Edge	Dec 16 <sup>th</sup> 1974	Lloyd
Sep 18 <sup>th</sup> 1944	Hazelton	Dec 16 <sup>th</sup> 1942	Thorpe
Sep 20 <sup>th</sup> 1943	Farrar	Dec 18 <sup>th</sup> 1940	Thoseby
Sep 21 <sup>st</sup> 1943	Aitken	Dec 21 <sup>st</sup> 1916	Toughill
Sep 22 <sup>nd</sup> 1914	Bennett	Dec 22 <sup>nd</sup> 1885	Partington T
Sep 22 <sup>nd</sup> 1914	Kell	Dec 22 <sup>nd</sup> 1894	Tribe
Sep 22 <sup>nd</sup> 1914	Tinne	Dec 24 <sup>th</sup> 1941	Miller
Sep 23 <sup>rd</sup> 1940	Newell	Dec 25 <sup>th</sup> 1905	Townson
Sep 24 <sup>th</sup> 1917	Butterfield	Dec 26 <sup>th</sup> 1935	Southam
Sep 24 <sup>th</sup> 1954	David	Dec 28 <sup>th</sup> 1900	Edwards
Sep 29 <sup>th</sup> 1918	Allfree	Dec 28 <sup>th</sup> 1900	Wood
Sep 29 <sup>th</sup> 1940	Ireland		
Sep 30 <sup>th</sup> 1940	Niblett		
Oct 2 <sup>nd</sup> 1942	Vaughan		
Oct 5 <sup>th</sup> 1904	Conby		
Oct 8 <sup>th</sup> 1942	Fox		
Oct 14 <sup>th</sup> 1941	Godfrey		
Oct 15 <sup>th</sup> 1940	Dean		
Oct 19 <sup>th</sup> 1940	Jones		
Oct 22 <sup>nd</sup> 1944	Mead		
Oct 23 <sup>rd</sup> 1943	Fernie		
Oct 23 <sup>rd</sup> 1943	Horne		
Oct 26 <sup>th</sup> 1940	Chanter		
Oct 27 <sup>th</sup> 1942	Garstin		

Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Aitken, John Gordon (18-19)	1943 Sep 21 <sup>st</sup>
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Killed in Action WWII.

John was lost aged 39 while serving as Lt RNR as Captain of the Flower Class Corvette HMS *Polyanthus*, pennant K47.

On the night of 19–20<sup>th</sup> September 1943, westbound convoys ONS18 and ON 202 facing frequent U-Boat attacks, called *Polyanthus* to their aid in the wake of several setbacks, including the near destruction of HMS *Escapade* and HMS *Lagan*. After successfully driving away *U-238*, *Polyanthus* was ordered to rescue the crew from the escort HMCS *St. Croix*, sunk by *U-305*. *Polyanthus* was hit by the new acoustic homing torpedo from *U-952* and sank before any rescue could be effected. She was lost SW of Greenland at 57°00'N, 31°10'W.

At least 7 officers and 77 crew were lost. The only known survivor drowned within days at the hands of another U-Boat attack on the ship that rescued him, HMS *Itchen*.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Polyanthus\\_\(K47\)](https://en.wikipedia.org/wiki/HMS_Polyanthus_(K47)))

(<http://uboot.net/allies/warships/ship/5489.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Allen, Henry (1871-73)**

1880 Nov 16<sup>th</sup>

The barque rigged clipper ship *Galatea* was lost in a storm off Cape Clear, Ireland shortly after leaving Liverpool with a cargo of coal for Bombay. The Wreck Report concluded that a space had been left in the after part of the tween decks into which her cargo shifted when she fell onto her side. She could not right herself. The steel main topmast yard fell piercing a hole in her side and she sank.



*Cape Clear*

23 of her crew were lost. One apprentice out of 10 survived together with the carpenter and four seamen, the rest of the crew were lost including four Old Conway apprentices, Henry **Allen** (1871-73), Charles Stanley **Barton** (1879-80), Robert Deacon **Caroll** (1878-79) and William M **Pollard** (1879-80). This was the greatest loss of OCs' lives in a single incident.

(1910 06 127)

(Wreck Report: <http://www.wrecksite.eu/docBrowser.aspx?3647?7?1>)

(Newspaper report: <http://trove.nla.gov.au/ndp/del/article/43144044>)

(Register of Deceased Seamen)

(<http://teignmouthnfl.d.blogspot.com/2015/12/although-this-is-not-galatea-its-self.html>)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

187 .						Deceased Seamen, &c., received and disposed of.								
Date when		Port received from	Name of Ship	Official Number	Name of Deceased Seaman	Age	Particulars of Death			Particulars of Account		Date when accounted for	Initials of Examined-Clark	REMARKS
Received in Office	Sent to Board of Trade						Date	Place	Cause	Amount to be accounted for	Effects how disposed of			
					Muller	William	28	at sea			nil			R.B.
					Wilson	Robert	41	at sea			nil			R.B.
					Wagner	A.H.		at sea			nil			R.B.
					Dixon	Charles	38	at sea			nil			R.B.
1 12 70	6 12 70	Liverpool	Galatea	57924	Kelly	William	21	at sea	16 11 70	at sea	Drowned	Lost 30 11 70		R.B.
					Jones	Thomas	32	at sea			nil			R.B.
					Carroll	Robt Deacon	18	at sea			nil			R.B.
					Allen	Hy	17	at sea			nil			R.B.
					Pollard	Wm Marshall	16	at sea			nil			R.B.
					Barton	Charles Stanley	16	at sea			nil			R.B.



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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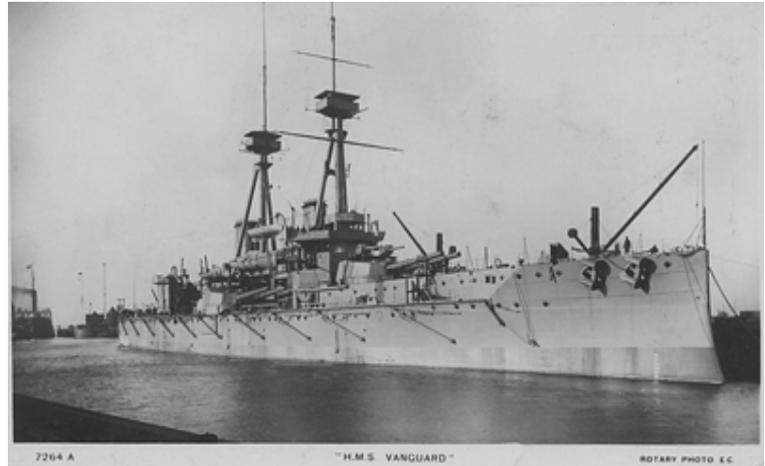
**Allender, Frederick (06-08)**

1917 Jul 9<sup>th</sup>

Died on Service WWI.

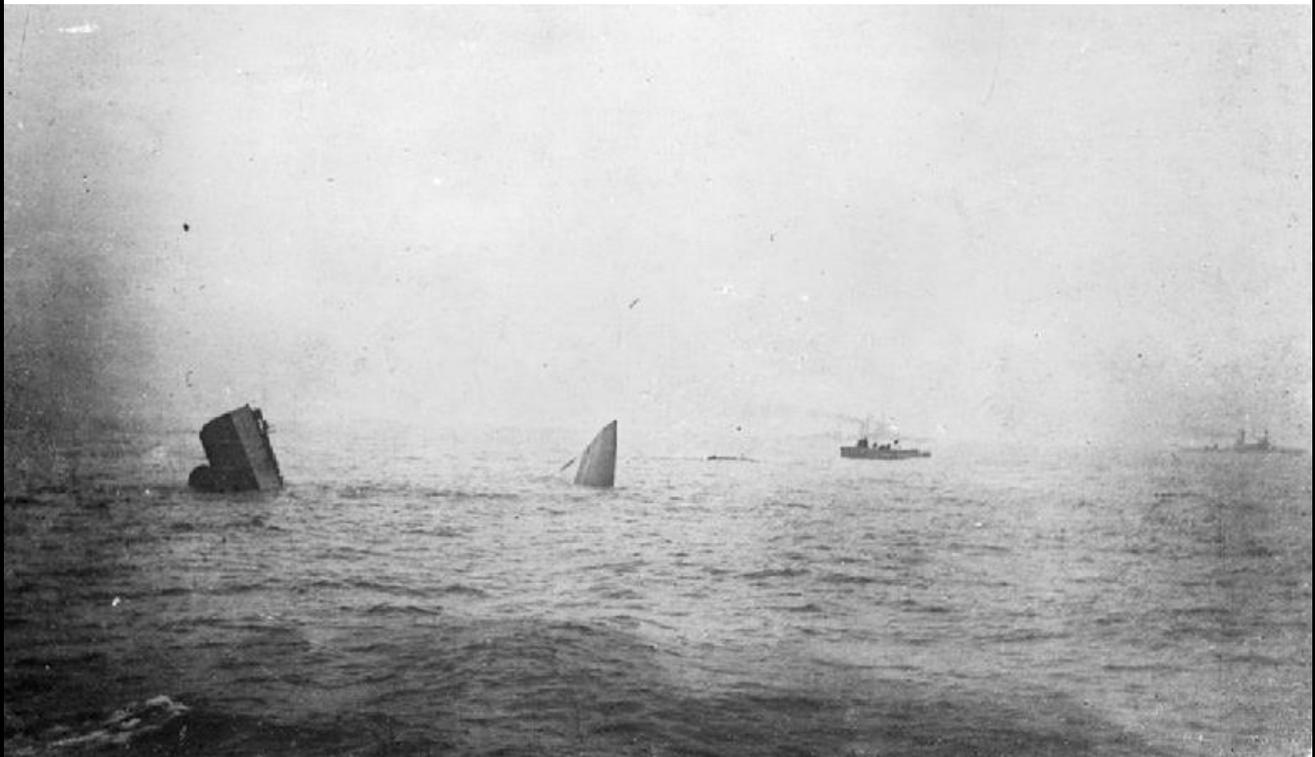
OCs **Allender, Ogilvie** and **Wevill** were all killed in the same incident.

He was an Eng S/Lt RN in the battleship HMS *Vanguard* which was destroyed by an internal explosion at Scapa Flow. The probable cause was an unnoticed stokehold fire which heated cordite stored against an adjacent bulkhead in one of the two magazines which served the amidships gun turrets 'P' and 'Q'. She split in two and sank almost instantly (see below), killing an estimated 804 men. There were only two survivors.



(1918 12 Losses Supplement)

(<http://www.gwpda.org/naval/vanguard.htm>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

Allfree, Geoffrey Stephen (04-06) 1918 Sep 29<sup>th</sup>

Died on Service WWI.

Listed as lost in UK waters while serving as Lt RNVR in HMML 247.

Four motor launches (sister ML shown below) entered St Ives Bay for shelter during a strong southerly gale, after the wind veered and "increased to hurricane force", threatening to blow them ashore. Two boats started engines and worked into deeper water, the local lifeboat went to the aid of the other two, one of which then managed to get started and entered St Ives harbour, the other developed engine trouble one mile off Clodgy Point and drifted towards the rocks. By the time the lifeboat had been relaunched and reached ML 247, she had struck the rocks and blown up on Oar Rock, west of Clodgy Point, St. Ives (50°13.10'N, 05°29.42'W); all but one crew member were lost in the explosion or probably drowned. One officer was washed ashore and saved by people on the beach. A further two hour search revealed only wreckage.

(1918 12 326)

(1918 12 Losses Supplement)

([\[1918.invisionzone.com/forums/index.php?showtopic=56892\]\(http://1914-1918.invisionzone.com/forums/index.php?showtopic=56892\)\)](http://1914-</a></p></div><div data-bbox=)

(<http://www.naval-history.net/WW1NavyBritishMLs.htm>)

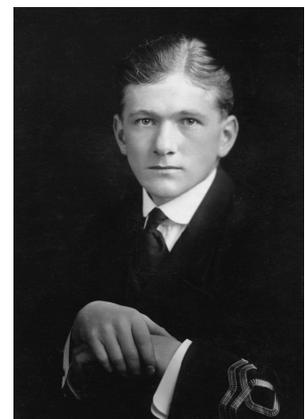
(<https://livesofthefirstworldwar.iwm.org.uk/story/18073>)

(Brief report in the Daily Mirror)



Above: Allfree - Hockey Team  
1906

Below: Lt Allfree RNVR



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Auld, John Hamilton** (11-12)

1915 Feb 3<sup>rd</sup>

Died on Service WWI

John was a Midshipman RNR serving in the armed merchant cruiser HMS *Clan McNaughton* which foundered in a gale off the north Coast of Ireland. All hands were lost - 281 men. OC E **Butler** (10-12) was lost in the same ship.

She was in radio contact at about 6 a.m. on the morning of 3 February 1915 and reported terrible weather conditions. Nothing further was ever heard of her. Some floating wreckage was found about fortnight later in the approximate area of her last known position but it could not be identified as having come from her. The truth is that no one knows for certain what did happen to her.

*(1918 12 Losses Supplement)*

*(<http://archiver.rootsweb.ancestry.com/th/read/GREATWAR/2003-08/1061726110>)*

*(<http://www.naval-history.net/xDKCas1915-02Feb.htm>)*



*Auld - 1st XV Dec 1912*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Bailey, John Herbert Reid (18-19)**      1942 Dec 2<sup>nd</sup> 1740 hrs

Killed in Action WWII.

John was lost aged 39 while serving as Master of Panamanian registered SS *Amarylis*.

He was also a Lt Cdr RNR and described as Staff Captain.

*Amarylis* was on an unaccompanied voyage from Kosseir, Egypt to Durban, South Africa carrying a cargo of phosphates. At 1740 hrs on 2<sup>nd</sup> December 1942 about 140 miles south-southeast of Lourenço Marques at 28°14'S, 33°24'E - Grid KP 3583 she was hit on the port side amidships by a G7a torpedo from *U-181* while steaming on a non-evasive course at 7.5 knots in rainy weather. The ship broke in two and sank within three minutes; so fast that the crew had no time to launch the lifeboats and only a few men managed to reach the rafts that floated free. The master, 26 crew members and two gunners (the ship was armed with five machine guns) were lost.

He is commemorated on the MN Memorial at Tower Hill, London, panel 6.

(1945 04 106/7 Roll of Honour List)

(<http://www.wrecksite.eu/wreck.aspx?15675>)

(<http://uboat.net/allies/merchants/2483.html>)

(<http://uboat.net/allies/merchants/crews/person/45258.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Band, Brian Hugh (30-32) DSC**

1942 May 8<sup>th</sup>

Killed in Action WWII.

Brian was lost aged 25 while serving as Lt RN and Second Officer in HMS/M *Olympus*. She was one of three submarines converted into underwater transporters - ferrying around 200 tons of supplies from Gibraltar to Malta to help ease the Axis blockade of the island.



She set out for Gibraltar before sunrise on 8<sup>th</sup> May 1942, carrying her normal complement of 55 crew and more than 40 'passengers' - crew from three sunken submarines, *P36*, *P39* and *Pandora* - who were being sent back to the UK to help crew new boats. About an hour out of Grand Harbour, on the surface three and a half miles - 67° from St. Elmo Light on the NE coast of Malta, she was shaken by a terrible explosion. Although her crew thought she'd been bombed, she had actually struck an aerial mine laid by German aircraft. On this occasion, no minesweeper had been sent to clear a path ahead. The crew were soon ankle-deep in water, the electric lighting became intermittent, seawater got into her batteries causing chlorine to spread through the boat. Despite the chaos - it's unlikely there was a formal order to abandon ship - and the vast number of souls aboard, many men did get 'top side'. On the casing, officers urged men not to remove their submariner's sweaters - they would provide good insulation in the water - but they did tell them to remove shoes and boots to help swimming. The men removed them - and lined them up neatly on the casing as they went into the water. They then set out as a group to swim towards Malta and, as daylight came, they watched the bombers come over and attack as they did every day at breakfast time.

Nearly 90 men lost their lives. Some accounts say 11 men reached shore, others nine. It took the few survivors around five hours to get to land. Her wreck was found in 2011 at 35°55'N, 14°35'E.

(1945 04 106/7 Roll of Honour List)

(<https://navynews.co.uk/archive/news/item/3261>)

(<http://www.wrecksite.eu/wreck.aspx?16109>)



*HMS Olympus in Grand Harbour, Malta, just before Christmas 1941. IWM A 6928*

**Name & (Conway Years)****When Lost****Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)**Barham, John Nicholas** (53-55)1960 Nov 14<sup>th</sup>/15<sup>th</sup>

Lost in a flying accident.

The Gloster Meteor, powered by a ground-breaking turbo-jet engine developed by Frank Whittle, was the post-war RAF's main fighter plane. However, as might perhaps be expected with ground-breaking technology, they were not without certain drawbacks. They had straight wings, which for high speed aircraft were not as good as swept back wings. It's turbo-jet engine was also fairly thirsty for fuel and therefore Meteors only had limited endurance. During the 1950's, there were a growing number of crashes and it became apparent that metal fatigue was an issue affecting some older airframes. The aircraft was also rapidly becoming obsolete in its' primary role as an interceptor, due to the introduction into service of more advanced aircraft types and also due to improvements in surface to air missile technology. Meteors were however still being a usefully employed as trainers, photo-reconnaissance aircraft and as target-tugs.

On Tuesday 15th November 1960 John and Lt. Cdr. Edward Ward were flying one such target-tug over the waters of the Mediterranean. The aircraft was a two-seater Gloster Meteor TT.20 (Serial No. WD771-579/HF) belonging to 728 Naval Air Squadron. They took off from HMS *Falcon*, the naval air station at Hal Far in Malta, for a night practice strike on a navy ship, thought to be HMS *Girdle Ness*, a trial vessel for the Royal Navy's then experimental Sea Slug ship launched surface to air missile system. They were returning to *Falcon* but ran out of fuel and crashed into the Mediterranean off Linosa, 119 km due west of Malta. Both crew members were presumed killed, aircraft wreckage was never located or bodies recovered.

A term mate observed *"I think his eyesight failed him, which was why he joined the RN Supply and Secretariat branch. He had, I heard, long wanted to take off in an aircraft, and I think I am right in saying that he was a 'passenger' in the plane that crashed."*

(1961 02 12)

(<http://www.naval-history.net/xDKCasAlpha1945%20-presentA.htm>)

(<http://www.aviationinmalta.com/MilitaryAviation/AccidentsMilitary/19601969/tabid/652/language/en-GB/Default.aspx>)

(<https://www.naval-history.net/xDKCas1960-62.htm>)



*The above photo is of a very similar Meteor aircraft which belonged to the same squadron as his.*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Barker, William James T (1884-85)** 1917 Nov 11<sup>th</sup>

Died on Service WWI.

William was serving in SS *Menapier* (ex *Lady Carrington*, Built 1907). The ship was owned by Lloyd Royal Belge and was carrying a cargo of iron ore from Villaricos to Gibraltar. She was involved in a night time collision with SS *Iddesleigh* in November 1917 one mile off Cala Burras Point on the southern coast of Spain, resulting in *Menapier* sinking. Both ships were attempting to avoid a submarine attack at the time. Barker was the last man aboard after the rest of the crew took to the lifeboats. Apparently he was killed by a boiler explosion

Other records indicate that a W J T Barker was lost in another SS *Menapier*, owned by Antwerpseche Zeevaartmij of Belgium, on 7<sup>th</sup> June 1915. She was torpedoed and sunk approximately two miles off the Tongue Light Vessel in the Thames Estuary by the German submarine *UB-10*. The ship was commanded by a Captain De Brock and was on a voyage from Algiers to Middlesbrough laden with iron ore. No crew lists have been found but the MN Memorial lists only one British man on-board as being lost - the pilot so it is unlikely that this was William.

(1920 08 589)

(1918 12 Losses Supplement)

(<http://www.wrecksite.eu/wreck.aspx?15079>)

(<http://1914-1918.invisionzone.com/forums/index.php?showtopic=173200>)

(<http://boatinfo.no/lib/other/manuals/disasters.html#/466> page 446)



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Barker, John Frederick (20-21) DSC 1940 Jun 6<sup>th</sup>**

Killed in Action WWII.

John was lost aged 33 while serving as Lt Cdr RN in the A Class destroyer HMS *Ardent*.

On 31<sup>st</sup> May, she and the destroyers *Acasta*, *Acheron*, *Highlander* and *Diana* escorted the aircraft carriers *Ark Royal* and *Glorious* from the Clyde towards the Norwegian coast to carry out air operations in support of the evacuation of allied forces from Norway (Operation Alphabet).

*Ardent* and *Acasta* were detached from *Ark Royal*, to escort *Glorious* back to Scapa Flow. It was a fine clear day with light wind but *Glorious* apparently did not have an aircraft on patrol, which would have given her all round visibility of approximately 40 miles, and did not have any of her aircraft on deck ready for immediate launch. She was therefore surprised when spotted by the German battleships *Gneisenau* and *Scharnhorst* at about 1600 hrs near the Lofoten Islands. *Ardent* and *Acasta* laid a protective smokescreen to hide the British ships, and engaged the German ships with their torpedoes and 4.7 in main armament, which proved to be ineffective at the range of the targets. *Ardent*, on the port side of the battleships continued her torpedo attacks and tried, extremely skillfully, to avoid the effective defensive fire of the battleships' medium armament by means of constant alterations of course. Finally this destroyer also opened fire on the battleships. She fought with outstanding resolution in a situation that was hopeless for her. The destroyer received numerous hits and finally went down, her bow armament firing to the last and her engines apparently in order and driving her at high speed. The final range was about 5 miles.

*Ardent* eventually capsized with the loss of 10 officers and 142 ratings. *Acasta* and *Glorious* were also sunk in the engagement. John was posthumously awarded the DSC.

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/commanders/2760.html>)

([https://en.wikipedia.org/wiki/HMS\\_Ardent\\_\(H41\)](https://en.wikipedia.org/wiki/HMS_Ardent_(H41)))

(<http://ww2today.com/hm-ships-glorious-acasta-and-ardent-sunk>)

(Full details of the engagement: <http://www.scharnhorst-class.dk/scharnhorst/history/scharnjuno.html>)

(Film of battle: <https://www.youtube.com/watch?v=N97ExRXnaFM>)





**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Bartlett , Charles Sydney Ellis (11-14)**

1915 May 13<sup>th</sup>

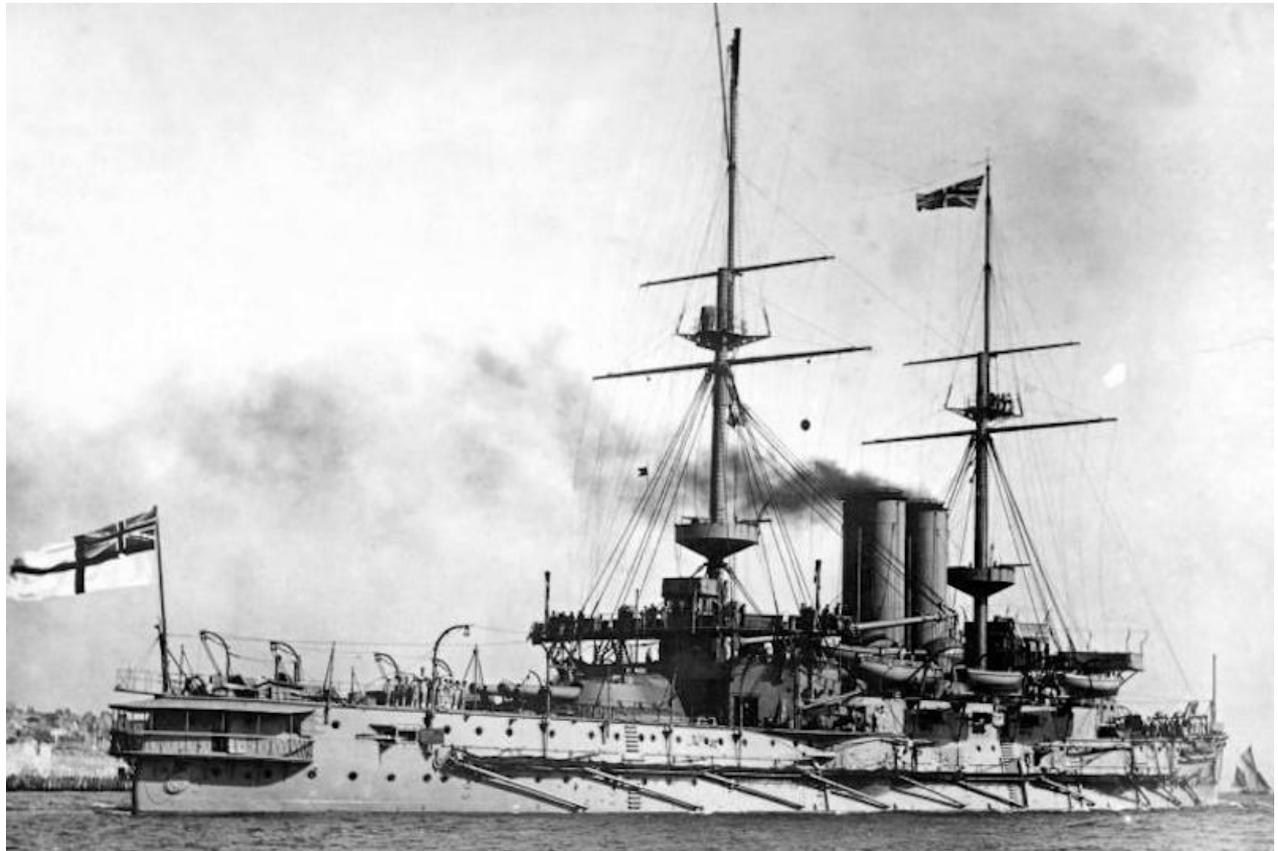
Killed in Action WWI.

Charles was a Midshipman RN in *Goliath* fresh from *Conway*. He was 15 years old when killed in action, one of 570 men lost out of 700 crew when she was sunk by a patrolling Turkish torpedo boat the *Muâvenet-i Millîye* (National Support). *Goliath* was anchored in Morto Bay, near Cape Helles, in company with *Cornwall*. At 0100 hrs *Muâvenet-i Millîye* spotted *Goliath* directly ahead and launched three torpedoes. She was hit below the bridge, funnels and towards the stern. She capsized and sank almost immediately. Charles's body was never recovered.

(1918 12 Losses Supplement)

(<http://dawlischronicles.com/sinking-of-hms-goliath-13th-may-1915/>)

([http://www.maritimequest.com/warship\\_directory/great\\_britain/pages/battleships/hms\\_goliath\\_roll\\_of\\_honour.htm](http://www.maritimequest.com/warship_directory/great_britain/pages/battleships/hms_goliath_roll_of_honour.htm))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Bartlett** Geoffrey Edward Rose (08-11) 1914 Nov 26<sup>th</sup>

Died on Service WWI

Geoffrey was a Midshipman RNR when he was killed when a powerful internal explosion ripped HMS *Bulwark* apart at 0750 hrs on 26<sup>th</sup> November 1914 while she was moored at Number 17 buoy in Kethole Reach, west of Sheerness in the estuary of the River Medway. Witnesses who saw the explosion all related a similar story of seeing a huge sheet of flame, thick smoke, followed by an explosion and the ship suddenly disappearing. Those on the upper deck of H.M.S. *Implacable*, reported, "*a huge pillar of black cloud belched upwards and from this column, flames appeared running down to the sea level. This was followed by a thunderous roar some lesser explosions and finally a huge explosion that shook H.M.S. Implacable from stem to stern*".

Of her complement of 750, only 14 sailors survived, two of whom subsequently died of their injuries in hospital. A naval court of enquiry into the causes of the explosion established that it had been the practice to store ammunition for *Bulwark's* 6 in (150 mm) guns in cross-passageways connecting her magazines. 275 six-inch shells had been placed close together, most touching each other, and some touching the walls of the magazine, on the morning of the explosion. The most likely cause of the disaster appears to have been overheating of cordite charges stored alongside a boiler room bulkhead.

Before the war Geoffrey was a Cadet in the White Star Line.

*(1918 12 Losses Supplement)*

*(<http://sussexhistoryforum.co.uk/index.php?topic=1780.0>)*

*(<http://www.wessexwfa.org.uk/articles/hms-bulwark.htm>)*

*(Casualty List <http://www.naval-history.net/xDKCas1914-11Nov.htm>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Barton, Charles Stanley (1879-80) 1880 Nov 16<sup>th</sup>**

Charles was lost in *Galatea* with **Allen** and others, see above. He was born in Calcutta

(Register of death)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)



Cape Clear

294  
P & T 309 12 75

187 .

Register of Accounts of Wages and Effects of							Deceased Seamen, &c., received and disposed of.								
Date when		Part received from	Name of Ship	Official Number	Name of Deceased Seaman	Age	Ranking	Particulars of Death			Particulars of Account		Date when accounted for	Initials of Examiner/ Clerk	REMARKS
Received in Office	Sent to Board of Trade							Date	Place	Cause	Amount to be accounted for	Effects how disposed of			
					Miller	William	28	AB			nil			R.A.	
					Wilson	Robert	41	AB			nil			R.A.	
					Wagner	A.H.		AB			nil			R.A.	
					Dixon	Charles	38	AB			nil			R.A.	
1 12 70	6 12 70	Liverpool	Galatea	57924	Kelly	William	21	AB	16 11 80	at sea	Drowned	Lost	30 11 80	R.A.	
					Jones	Thomas	32	AB			nil			R.A.	
					Corrill	Art. Dixon	18	App			nil			R.A.	
					Allen	A.J.	17	App			nil			R.A.	
					Pollard	Wm. Marshall	16	App			nil			R.A.	
					Barton	Charles Stanley	16	App			nil			R.A.	

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Batty, Robert William (18-20)**

1925 Jan 23<sup>rd</sup>

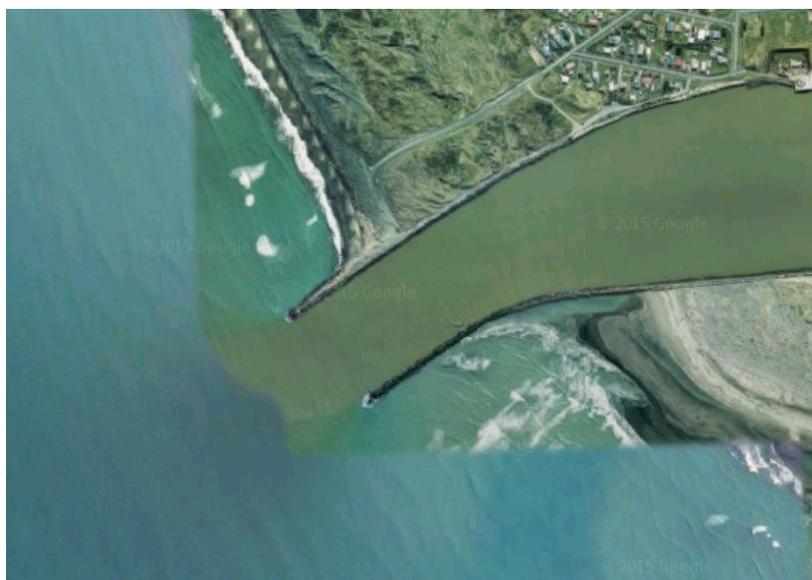
The Cadet magazine reported that *“He was Third Officer of the SS Kumara and was in charge of the ship’s lifeboat which went in from the steamer lying in the roadstead to pick up the Captain who was onshore. While entering Wanganui Heads the boat hit the south Mole and capsized. The crew of four managed to scramble on shore but Batty was never seen again.”*

Wanganui is on New Zealand’s North Island and there are two long moles at the mouth of the river (image below) which used to have ship berths and loading ramps.

(1926 04 4)



*Batty in 1920*



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Beasley, Benjamin Norman (14-16)** 1943 Mar 14<sup>th</sup>

Killed in Action WWII.

Benjamin was lost aged 42 while being repatriated to the United Kingdom in Canadian Pacific's SS *Empress of Canada* converted in 1939 as a troopship. He had previously been in command of an RFA.

On 13<sup>th</sup> March 1943, while en route from Durban, South Africa to Takoradi on the Gold Coast carrying Italian prisoners of war along with Polish and Greek refugees, the *Empress of Canada* was torpedoed and sunk by the Italian submarine *Leonardo Da Vinci* approximately 400 miles (640 km) south of Cape Palmas off the coast of Africa - 01°13S, 09°57W. The first torpedo struck at 2345 hrs. The submarine surfaced and gave her Master 30 minutes to abandon ship. She was then sunk by gun-fire.

Of the approximate 1,800 men, women and children people on board, 392 died, many in the water from shark and barracuda attacks. One man who did not survive the sinking was the naval officer in charge of the Italian prisoners. He failed to pass on the order '*Abandon Ship*' to the lower deck thus causing great loss of life among the prisoners, and he was tossed overboard to the sharks. No formal action was ever taken over his murder. Nearly half of the fatalities reported were Italian prisoners.

(1945 05 123)

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/RMS\\_Empress\\_of\\_Canada\\_\(1920\)\)](https://en.wikipedia.org/wiki/RMS_Empress_of_Canada_(1920))))

(<http://www.wrecksite.eu/wreck.aspx?15464>)

([http://www.sharkattackfile.net/spreadsheets/pdf\\_directory/1943.03.14-Empress-of-Canada.pdf](http://www.sharkattackfile.net/spreadsheets/pdf_directory/1943.03.14-Empress-of-Canada.pdf))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Bennett, Hugh Donald (1890-93)**

1914 Sep 22<sup>nd</sup>

Killed in Action WWI

Hugh was a Chief Officer in P&O but joined the RNR at the outbreak of war. He was lost while serving as Lt RNR in the armoured cruiser H.M.S. *Cressy*. OC Philip **Kell** was also lost in *Cressy*. OC **Tinne** was lost in *Hogue* in the same engagement.

*Cressy* was part of Cruiser Force C patrolling the area of the North Sea known as the Broad Fourteens. There was opposition to this patrol from many senior officers, including Admiral Jellicoe, on the grounds that the ships were very vulnerable to a raid by modern German surface ships and the patrol was nick named the "*live bait squadron*". The Admiralty maintained the patrol on the grounds that destroyers were not able to maintain the patrol in the frequent bad weather and that there were insufficient modern light cruisers available. Early on September 22<sup>nd</sup> the submarine *U-9* (commander Cdr Otto Weddigen) sighted the *Cressy*, *Aboukir* and *Hogue* steaming NNE at 10 knots in line abreast, about 2,000 yards (1,800 m) apart without zigzagging. Although the patrols were supposed to maintain 12-13 knots and zigzag, the old cruisers were unable to maintain that speed and, as no submarines had been sighted in the area during the war, the zigzagging order was widely ignored. At about 6.25 am *U-9* fired torpedoes at all three ships sinking them all. The damage to *Cressy* was not fatal but *U-9* turned round and fired her last torpedo which hit *Cressy* sinking her within a quarter of an hour. He is remembered on the Chatham War Memorial and has a memorial plaque in St Giles Church, Bredon.



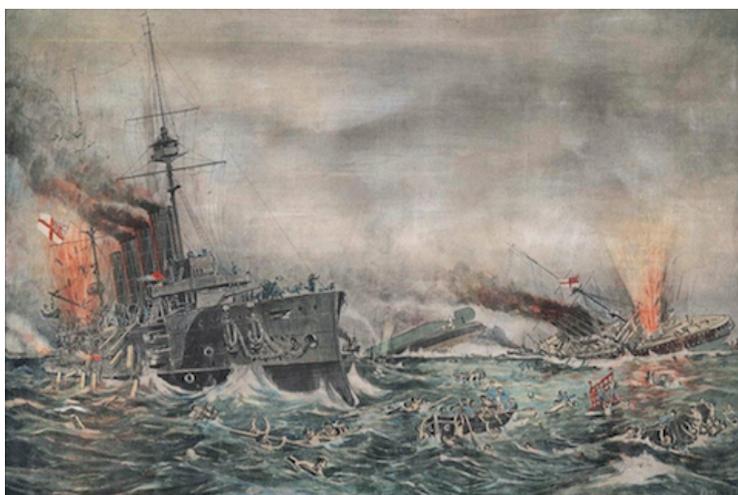
*Hugh as a new cadet in 1890*



(1918 12 Losses Supplement)

(Casualty List <http://www.naval-history.net/xDKCas1914-09Sept.htm>)

(<http://www.worldwar1.co.uk/cressy.htm>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Bentley John Edward (46-48)**

1974 Apr 23<sup>rd</sup>

John was serving as Chief Officer in the ANL ship *Australian Enterprise* and was accidentally "Lost overboard in the Tasman Sea." in the Bass Strait.



During his *Conway* course, he and another cadet (Bertie Maggean) were away trialing for international rugby, when John was struck down with polio in his left leg. He returned to the ship after a long break and completed his training. John's term QB photo is below. He is front row, fifth from the left. He had removed his leg brace for the photo but his hands are holding the leg. John was Chief Cadet Captain in his last term - December 1948. He won the Broadbent prize of a barometer. He left *Conway* to join Alfred Holt's Blue Funnel Line.

*(David Hillhouse and OC Haydn Lockwood (46-47))  
(with many thanks to Patricia Bentley)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Bernier, Raymond (36-38)**

1941 after Dec 10<sup>th</sup>

Raymond was lost aged 21 while serving as Third Officer in the US Navy vessel USS *Nereus* (AC10), one of four Proteus-class colliers built for the United States Navy before WWI. Not to be confused with the Dutch SS *Nereus* also lost in 1943 but off Great Yarmouth in convoy FS64. During the war *Nereus* was registered in Montreal and her crew was all from the Canadian MN.

*Nereus* was lost at sea while steaming from St. Thomas in the Virgin Islands with bauxite ore destined for the Saguenay River to make aluminum for Allied aircraft. *Nereus* was presumed sunk after being torpedoed by a German U-Boat. However, there are no German U-Boat claims for this vessel and her wreck has never been located. However, her sister ship, *Proteus*, was torpedoed and sunk two weeks before and it is possible that any submarine was also sunk before it could report *Nereus*'s sinking.

Rear Admiral George van Deurs, USN researched the losses of the *Nereus* and her sister ship *Proteus* and came to the conclusion that the colliers broke up in heavy seas following a storm. A contributing factor may have been that, as observed in other colliers of this type, the acidic coal they had carried had seriously eroded the ships' longitudinal support beams, thereby, making them extremely vulnerable to breakage under stress. Another theory is that her cargo was waterlogged (the Virgin Islands experiences its greatest rainfall in November) and that effectively the free water effect made her unstable.

A memorial listing for her crew can be found on the CWGC Halifax memorial.

(1947 12 112)

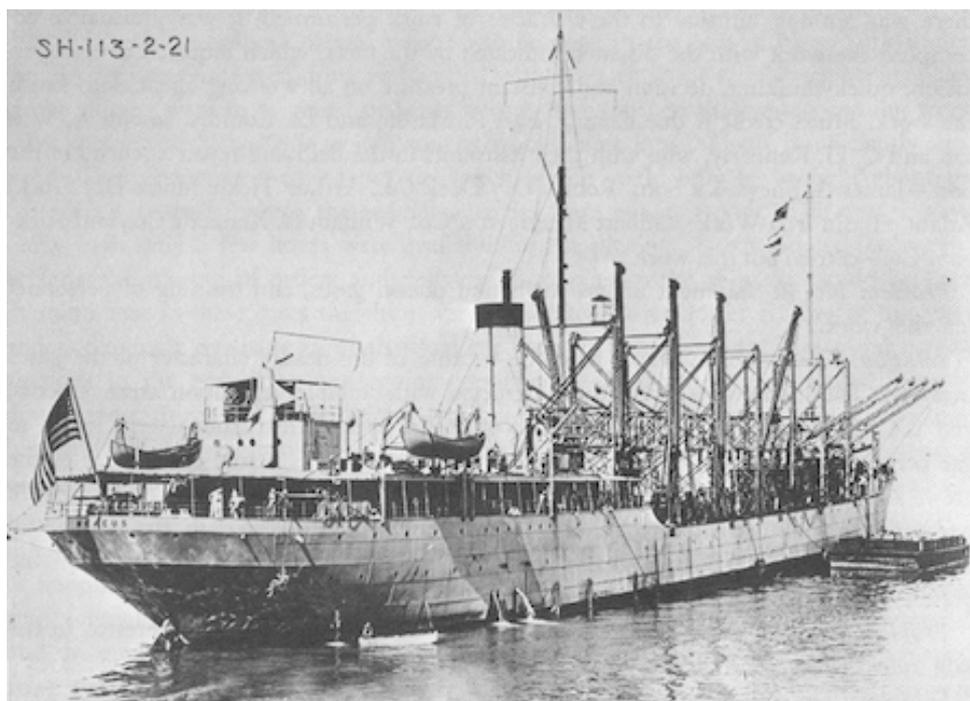
(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/USS\\_Nereus\\_\(AC-10\)\)](https://en.wikipedia.org/wiki/USS_Nereus_(AC-10))))

(<http://www.cwgc.org/find-war-dead.aspx?cpage=1>)

(Crew List <http://www.canadaatwar.ca/forums/showthread.php?t=2492>)

(<http://maritimeaccident.org/2010/12/solving-the-bermuda-triangle-the-proteus-vessels/>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Bickford, Jack Grant (10-13) DSO DSC** 1940 Aug 31<sup>st</sup>

Killed in Action WWII.

Jack was lost aged 43 while serving as Captain RN in the E Class Destroyer/Minelayer HMS *Express*, part of the 20<sup>th</sup> Destroyer Flotilla.

*Express* was lost during what is now called The Texel Disaster which took place off the Dutch coast and involved the laying of an offensive minefield off the Dutch coast. At around 2300 hrs as the ships were about to lay their mines, air reconnaissance detected a German naval force moving west from Terschelling towards Britain; fearing an invasion, the flotilla was ordered to intercept. Whilst heading for this German force the flotilla ran into a newly laid, uncharted minefield and *Express* was badly damaged, losing most of her bow. *Esk* and *Ivanhoe* were sunk by mines trying to come to her aid.

The explosion caused heavy casualties: 90 of the 175 men on board were killed or wounded, including her captain, J. G. Bickford, who was injured by the explosion. In total approximately 300 were killed, with a further 100 injured or taken prisoner



*Bickford - Summer 1913.  
Kings Gold Medal Candidate*

*(1945 04 106/7 Roll of Honour List*

*([https://en.wikipedia.org/wiki/HMS\\_Express\\_\(H61\)](https://en.wikipedia.org/wiki/HMS_Express_(H61)))*

*([https://en.wikipedia.org/wiki/Texel\\_Disaster](https://en.wikipedia.org/wiki/Texel_Disaster))*



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Bishop, William Trimmer (1872-74) 1893 Aug

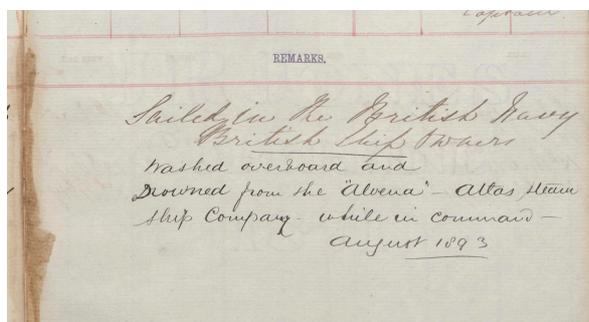
William was master of Atlas Steamship Company's *Alvena*, he was washed overboard in a hurricane between New York and Haiti a few days after August 17<sup>th</sup>. He was 32 years old.

"Well known in Ramsey (Ed - IoM), he was a great favourite with all who knew him. He had been in command of the vessel for about two years and had every prospect of a bright career before him".

(1893 12 65)

(Conway Cadets Records, Merseyside Maritime Museum)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)



Name & (Conway Years)	When Lost
Circumstances ( <i>Sources in parenthesis, The Cadet sources shown YYYY MM Page</i> )	

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**Blackler, George (1886-87)**                      1923 Dec 4<sup>th</sup>

George was serving with Lamport & Holt as Master of their SS *Archimedes*, 5364 tons.

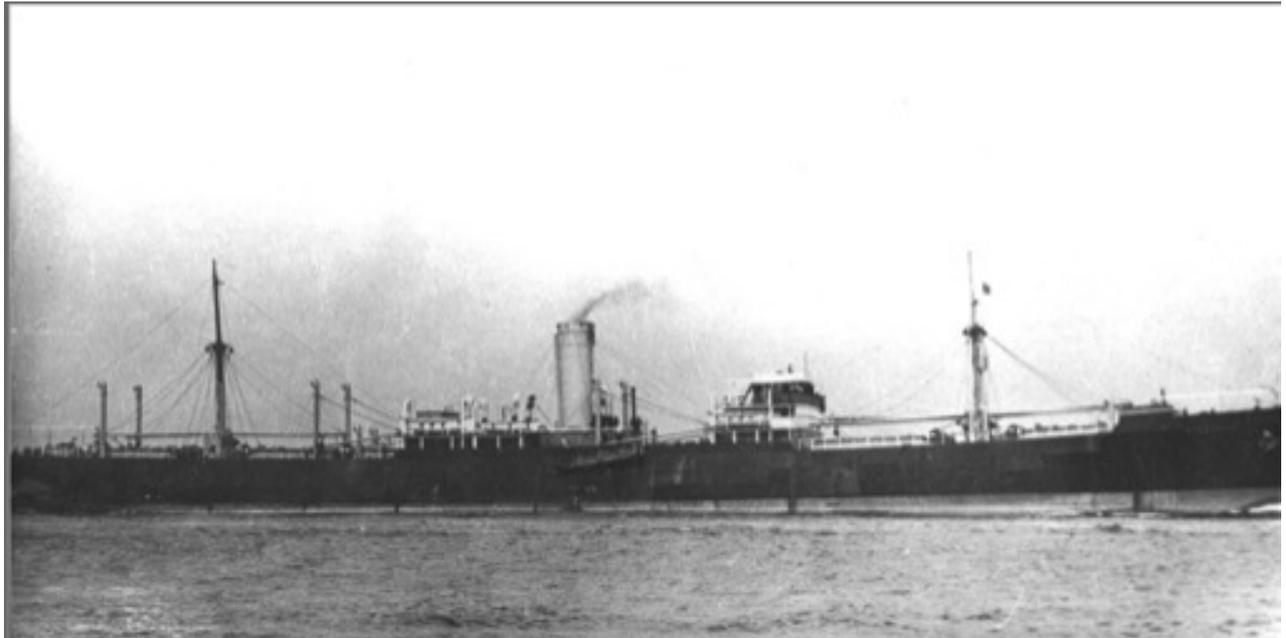
All that is known is that he was washed overboard aged 53. It is possible that she was on her normal run between Liverpool and Buenos Aires

His father was a Capt RN, his son a Lt Cdr RN and his grandson was a Conway cadet (1962-65).

(<https://www.lostatsea.org.uk/entries/captain-george-blackler/>)

(*The Cadets List*)

(<http://www.heardfamilyhistory.org.uk/Detailsindex/fam338.html>)





**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Blossom, John Michael Brandon (49-51)** 1958 Feb 19<sup>th</sup> 0935 hrs

John was serving as 3<sup>rd</sup> Officer in Strick Line's SS *Seistan* (7,440 tons) when she blew up in a shattering explosion in the Bahrain Explosives anchorage at Sitra.

The vessel had been carrying a mixed cargo which included cases of Toe Puff, a substance described in the Dangerous Cargoes Aboard Ships listing as; *"Several layers of fabric impregnated with cellulose nitrate solvent, rosin and dye. Liable to spontaneous combustion. To be packed in hermetically sealed tins and packed in wooden cases and to be stowed away from inflammable cargo and not in the same hold as explosives."*

Two cases of this material had been stowed in No. 5 hold which also contained 156 tons of commercial explosive consisting of geophex and gelatine together with cases of safety fuses and detonators.

On 17<sup>th</sup> February 1958 as the vessel was entering the Arabian Gulf from the Red Sea, smoke was seen issuing from a deck ventilator in the vicinity of No. 5 hold. The hold was immediately filled with steam to smother any flames. The steam smothering continued until 0530 hrs on 18<sup>th</sup> February when the vessel anchored at Sitra where it was decided to discharge the explosives. Some 75 tons were subsequently discharged and steam smothering resumed.

During the day the vessel was moved closer to the port. That evening, February 19<sup>th</sup> 1958, a glow was observed in the vicinity of No. 5 hold. Minutes later, at 2135 hrs, a vast explosion blew the vessel in two - leaving a huge pall of smoke rising into the night sky. *"The shock wave from the explosion was felt in Dhahran, Saudi Arabia. In Awali, the cinema screen shook like jelly. The ship's stern was completely shattered, the after part of the main deck being wrapped over the superstructure as if it were the top of a sardine can."* What remained of the vessel caught fire and sank by the stern in 40 feet of water leaving the bow and foredeck above the surface. The explosion killed Captain Chappel, almost the entire Indian crew in the after part of the vessel and five crew members of a tug alongside. There were 18 survivors.



(1958 05 50)

(<http://www.wrecksite.eu/wreck.aspx?136699>)

(<http://bagejohn.webspace.virginmedia.com/JohnReadheadShipyard%20Page9.htm>)

(*The Islander* Newspaper, published by BAPCO)

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Bolton, Ralph Kearsley (23-24)**

1942 Aug 13<sup>th</sup>

Killed in Action WWII.

Ralph was lost aged 33 while serving as Second Officer in Shaw Saville's SS *Waimarama*,

*Waimarama* was part of the 14 ship convoy Operation Pedestal to the relief of the besieged island of Malta. The convoy was the most bombarded convoy in the entire war. *Waimarama* was sunk by German Junkers 88 dive bombers off Cape Bon. Direct hits by four bombs ignited aviation fuel stored in cans on her deck. The ship exploded in a sheet of flame and smoke. She sank in less than five minutes.



The attempt to run 50 ships past bombers, E-boats, minefields, and submarines has gone down in military history as one of the most important British strategic victories of WWII. However, it was at a cost of more than 500 lives, with only five of the original 14 merchant ships reaching Grand Harbour, the most famous of them being the tanker *Ohio*.

(1945 04 106/7 Roll of Honour List)

(<http://www.wrecksite.eu/wreck.aspx?37246>)

(<https://maltagc70.wordpress.com/tag/waimarama/>)



*SS Waimarama Explodes*



Name & (Conway Years)	When Lost
Circumstances <i>(Sources in parenthesis, The Cadet sources shown YYYY MM Page)</i>	

**Bowie, Robert Craig Kemp (37-39)** 1944 May 19<sup>th</sup> 1755 hrs

Killed in Action WWII.

Robert was lost aged 19 while Second Officer in SS *Fort Missanabie* - MOWT,

*Missanabie* was part of Convoy HA 43 en route for Augusta when she was torpedoed off Taranto in the Mediterranean Sea at 38°20'N, 16°38'E by *U-453*. She split in two. The fore section sank. The stern section was taken in tow but sank the next day.

12 of her 62 crew were lost.

She was the last ship sunk in the Mediterranean Sea by a U-Boat.

Robert is commemorated on the Scottish National War Memorial.

(1945 12 147)

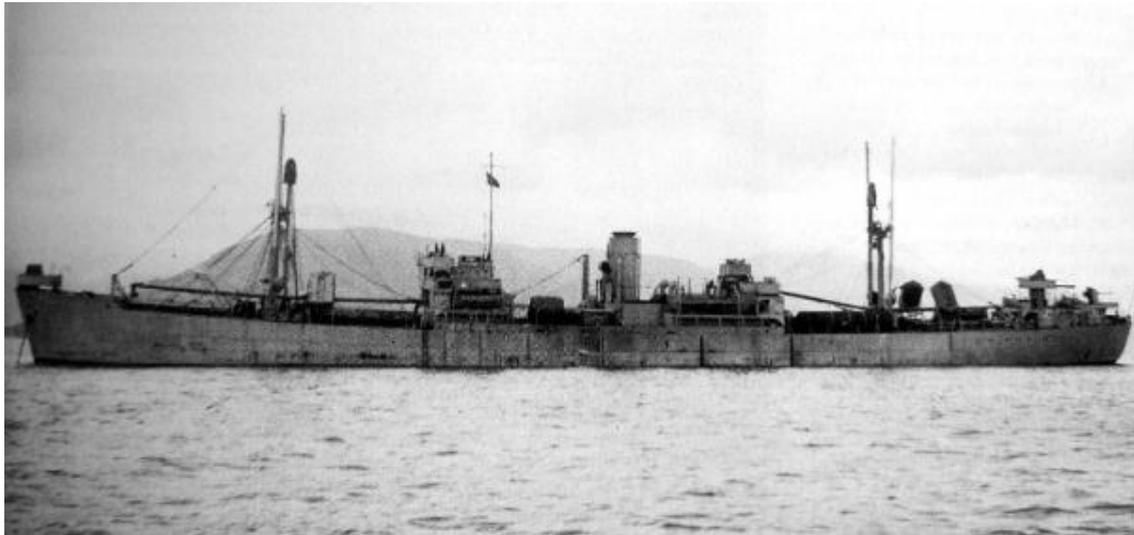
([https://en.wikipedia.org/wiki/German\\_submarine\\_U-453](https://en.wikipedia.org/wiki/German_submarine_U-453))

([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_May\\_1944#19\\_May](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_May_1944#19_May))

(<http://www.wrecksite.eu/wreck.aspx?15129>)

([https://en.wikipedia.org/wiki/Fort\\_ship](https://en.wikipedia.org/wiki/Fort_ship))

(Casualty List: [http://fortships.tripod.com/Forts%20roll\\_of\\_honour.htm](http://fortships.tripod.com/Forts%20roll_of_honour.htm))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Boyer, Frederick John (34-36) 1944 Mar 30<sup>th</sup>**

Killed in Action WWII.

Frederick was lost aged 23 while serving as Lt RCNVR in the destroyer HMS *Laforey*.

She was torpedoed and sunk by *U-223*, 60 miles east of Palermo on 30<sup>th</sup> March 1944.

*Laforey* deployed from Naples for a patrol off the west coast of Italy on 28<sup>th</sup> March and on 29<sup>th</sup> March she carried out a hunt for *U-223* 60 miles east of Palermo, in company with the destroyers *Tumult*, *Tuscan*, *Urchin*, *Hambledon* and *Blencathra*. The search lasted until 30<sup>th</sup> March when, after sustaining several hours of depth charge attacks, *U-223* surfaced, and was attacked by the destroyers with gunfire at a range of 1,500 yards (1,400 m). *U-223* was able to fire three torpedoes which struck *Laforey*. She sank quickly, resulting in the loss of most of her company, including her captain. There were only 65 survivors out of the 247 on board.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Laforey\\_\(G99\)](https://en.wikipedia.org/wiki/HMS_Laforey_(G99)))

(*"Enemy Engaged"*, published in 1957 by survivor Ronald Sired)

(Casualty List: <http://www.naval-history.net/xDKCasAlpha1939-45Bo.htm>)



Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Braine, Carl Svend (07-10)	1918 Jul 16 <sup>th</sup>
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Killed in Action WWI.

Carl was lost while serving as a Lt RNR in the sloop HMS *Anchusa*

Having sailed from Lough Swilly on 14<sup>th</sup> July, *Anchusa* screened a homeward-bound convoy off the northern Ireland coast the following morning and was then ordered to return to Lough Swilly. On the way she was diverted to assist in a search for a submarine reported in the area, but without success, after which she resumed her passage to Lough Swilly. At 0207 hrs she was hit on the starboard side by two torpedoes fired from a submerged *U-54* (Captain Hellmuth von Ruckteschell). She broke up and sank rapidly, going under in just two minutes, her boilers exploded as she sank. 68 officers, men and boys were lost. 12 survivors were picked up the following morning in position 55°37'N, 7°35'W.

(1918 12 Losses Supplement)

([http://www.uboaat.net/wwi/ships\\_hit/276.html](http://www.uboaat.net/wwi/ships_hit/276.html))

(<http://1914-1918.invisionzone.com/forums/index.php?showtopic=210465>)

(Casualty List <http://www.naval-history.net/xDKCas1918-07Jul.htm>)



*Anchusa Class Sloop*

Name & (Conway Years)	When Lost
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Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Brice, Leslie James (19-21)	1942 Jul 12 <sup>th</sup>
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Killed in Action WWII.

Leslie was lost aged 37 while Chief Officer in Port Line's SS *Port Hunter*.

*Port Hunter* was part of Convoy OS33 carrying general cargo, including ammunition and depth charges and motor launch *HMNZS ML-1090* as deck cargo to Auckland New Zealand. At 1100 hrs on 11<sup>th</sup> about 370 miles west-southwest of Madeira the convoy dispersed fearing U-Boat attack. At 0115 hrs on 12<sup>th</sup> a spread of two torpedoes from *U-582* narrowly missed *Port Hunter*. At 0147 hrs she was struck on the port side in No., 2 hold by one of a second spread of two torpedoes. Her cargo of ammunition was ignited and the vessel disappeared after several heavy detonations, which were seen as flashes at the horizon by other ships of the dispersed convoy. A lot of debris was blown into the air and hailed down on the nearby U-Boat, forcing it to dive immediately. In the meantime, the ship listed heavily to port and sank within two minutes. When the U-Boat surfaced again after 20 minutes, only burning fuel oil and wreckage were spotted at the sinking position.

She was torpedoed near Durban at 31°15'N, 23°50'W - Grid DG 6397.

Of her crew of 91, 88 were killed and 3 survived. Leslie and the crew are commemorated on the Tower Hill Memorial, London (panel 83) and the Halifax Memorial (panel 22).

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/merchants/1925.html>)

(Memorials: [http://www.convoyweb.org.uk/os33/index.html?mem\\_porth.htm~mainframe33](http://www.convoyweb.org.uk/os33/index.html?mem_porth.htm~mainframe33))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Briscoe, Archie (02-04)**

1908 Nov 25<sup>th</sup>

The SS *Sardinia* disaster occurred as the ship sailed out of Grand Harbour, Valetta, Malta just before 1000 hrs on Wednesday the 25th November. She was carrying a crew of 39, 17 passengers, and 142 pilgrims from Morocco who were travelling to Mecca (the NY Times quotes 44 crew and 200 pilgrims).

She was only about 200 yards beyond the breakwater when thick black smoke was seen emerging from her starboard side, followed by a series of explosions. There was a very strong wind at the time fanning the flames along the side of the ship and high into the air. The ship turned as if to re-enter the harbour, but was then seen to be following a circular path, and ran aground on the rocks off Fort Ricasoli. There was then a large explosion, shooting flames skywards and flaming debris to litter the shore. Since it was too dangerous for rescue boats to go alongside, the men and women on board had to jump into the sea in the hope of being picked up. 10 passengers and 23 members of the crew were saved, but there was a calamitous loss of life amongst the pilgrims.



Not all the bodies were found, and the final death toll was two European passengers, 16 crew, including Archie Briscoe, and more than 100 pilgrims. Archie's death led to the establishment of a memorial plaque in *Conway* listing the names of all those old boys who had lost their lives at sea.

(1908 12 353/354 and <http://query.nytimes.com/mem/archive-free/pdf?res=F70715FB3C5D16738DDDAF0A94D9415B888CF1D3>)

(<http://www.independent.com.mt/articles/2013-08-08/arts-and-culture/the-ss-sardinia-disaster-2280554497/>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Brown, Reginald Harding (36-38)** 1942 Nov 12<sup>th</sup>

Killed in Action WWII.

Reginald was lost aged 19 while serving as Midshipman RNR in the destroyer HMS *Marne* (G35).

On 9<sup>th</sup> November *Marne* was dispatched from Gibraltar with the destroyer *Venomous* to escort Destroyer Depot Ship *Hecla* and *Vindictive* during passage into Gibraltar. They came under attack by U-515 180 miles west of Gibraltar. *Hecla* was hit by two torpedoes so *Marne* carried out anti-submarine attacks with *Venomous* and then returned to assist *Hecla*. Whilst alongside her *Marne* came under further attack by U-515 which fired two torpedoes. *Marne* was hit aft by one of the torpedoes which blew off her stern causing extensive damage. 13 of the ship's company including Reginald were killed and her X-mounting was totally disabled. The second torpedo hit *Hecla* which then sank with heavy loss of life. *Marne* was taken in tow by *Venomous* but this had to be abandoned when U-515 attacked again. *Marne* eventually arrived safely in Gibraltar on 13<sup>th</sup>.



(1945 04 106/7 Roll of Honour List)

([http://www.naval-history.net/xGM-Chrono-10DD-43M-HMS\\_Marne.htm](http://www.naval-history.net/xGM-Chrono-10DD-43M-HMS_Marne.htm))

([http://www.holywellhousepublishing.co.uk/HMS\\_Hecla.html](http://www.holywellhousepublishing.co.uk/HMS_Hecla.html))



*Marne Less Her Stern*

**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Brydges Norman Leslie Anderson (46-48) 1951 Jan 4<sup>th</sup>**

The Cadet reported his loss as: "Lost at sea while serving as uncertified officer in SS Flintshire." He was aged 20. *Flintshire* was lost at 38°04'N 122°03'E which is midway between Dalian and Weihai I the Yellow Sea off North Korea.

(1951 04 64)

(<https://i.pinimg.com/originals/76/08/1a/76081a6b77133d1fb6709b1035d6dd41.jpg>)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

E	- do -	do	- do -	11 <sup>th</sup> Apr. 1951	do.	Norman Robin URWIN	Male	22
(S)	Canford	181585	London	13 <sup>th</sup> Apr. 1951	Le Havre	Henry GLANCY	Male	31
(E)	Flintshire	169744	Liverpool	4 <sup>th</sup> Jan. 1951	AT SEA LAT. 38° 04' N LONG. 122° 03' E	Norman Leslie Anderson BRYDGES	MALE	20
-E	Clan Macdonald	165971	Glasgow	5 <sup>th</sup> Mar. 1951	At-Sea	Foyole MEAH X Romingolla	Male	56



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Bust, Martin Hodgetts (1898-00)****1908 Oct-Nov**

Martin was born on 9<sup>th</sup> August 1884 in the small Lincolnshire village of Winterton. He came from farming stock but his father died when Martin was only 10 months old. In due course he enrolled in *Conway* and left with an Extra Certificate.

Martin joined the sailing ship *Hartfield* as Second Mate in Sydney in 1907. She was an iron-hulled British sailing ship, 261.7ft long and 39.3ft wide, and 1,866.5 gross tons. Built in 1884 in Whitehaven, Cumberland, the *Hartfield* had been thoroughly overhauled while in London during December 1906-January 1907 and was classed A1 by Lloyd's.



She loaded a cargo of coal and sailed for Valparaiso, Chile, where she arrived about 21<sup>st</sup> August 1907 after a very stormy passage. The coal was discharged and *Hartfield* took on 1,030 tons of sand ballast in preparation for a voyage to Tacoma, Washington, where a cargo of wheat awaited her. She departed Valparaiso for Tacoma on 25<sup>th</sup> October 1907 with a crew of 22, including Martin, and was never seen again.

In a letter to the Agent of the Marine and Fisheries Department the lighthouse keeper at St Estevan Point, Vancouver Island reported that he had found two life belts, some hardwood cabin fittings, and a miniature life buoy, upon which latter appeared the words "*Hartfield*," Liverpool.



The press speculated that her cargo had shifted but the Wreck Report of 1909 states that the master of the ship *Palgrave* who was at Valparaiso at the same time as the *Hartfield* said that he saw the loading of the ballast, and that shifting boards were used and also wire hawsers were stretched over it and set up with lashings, and that it appeared well secured, and therefore unlikely to shift. The wreck report concluded: "whether the vessel was blown on shore from the violence of the wind, was in collision, or capsized from the ballast shifting, there is no evidence to show". The loss of the ship was widely reported in newspapers around the world in January 1908. Martin was just 23 years of age.

(1908 04 265)

(<http://sconzani.blogspot.co.uk/2015/05/lost-at-sea.html>)

(<http://www.old-merseytimes.co.uk/HARTFIELD.html>)

(<http://www.plimsoll.org/resources/SCCLibraries/WreckReports2002/19559.asp>)

(<http://mightyseas.perso.sfr.fr/marhist/whitehaven/wsb/hartfield.htm>)\_

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Butler, Basil George (10-12)**

1915 Feb 3<sup>rd</sup>

Died on Service WWI

Basil was a Midshipman RNR serving in the armed merchant cruiser HMS *Clan McNaughton* which foundered in a gale off the north Coast of Ireland. All hands were lost - 281 men. OC **J Auld** (11-12) was lost in the same ship.

She was in radio contact at about 0600 hrs on the morning of 3<sup>rd</sup> February 1915 and reported terrible weather conditions. Nothing further was ever heard of her. Some floating wreckage was found about fortnight later in the approximate area of her last known position but it could not be identified as having come from her. The truth is that no one knows for certain what did happen to her.

*(1918 12 Losses Supplement)*

*(<http://archiver.rootsweb.ancestry.com/th/read/GREATWAR/2003-08/1061726110>)*

*(<http://www.naval-history.net/xDKCas1915-02Feb.htm>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Butterfield, Charles** (1882-83) 1917 Sep 24<sup>th</sup>

Killed in Action WWI

Charles was lost while serving as Chief Officer in SS *Boynton*, a 2,578 grt defensively armed steamer owned by Morgan & Cadogan Limited of Cardiff. Note that the list of OCs lost in the war published in *The Cadet* shows him as “Captain”.

*Boynton* was torpedoed and sunk with the loss of 23 lives including that of her master by UC-47 (a German Type UC II mine laying submarine shown below) while on a voyage from Manchester for France with general cargo. Her position is given variously as being in the Lands End area, five miles WNW from Cape Cornwall, four miles N of Lands End and 12 miles NW Lands End at 50°05.43'N, 05°55.30'W.

(1918 12 Losses Supplement)

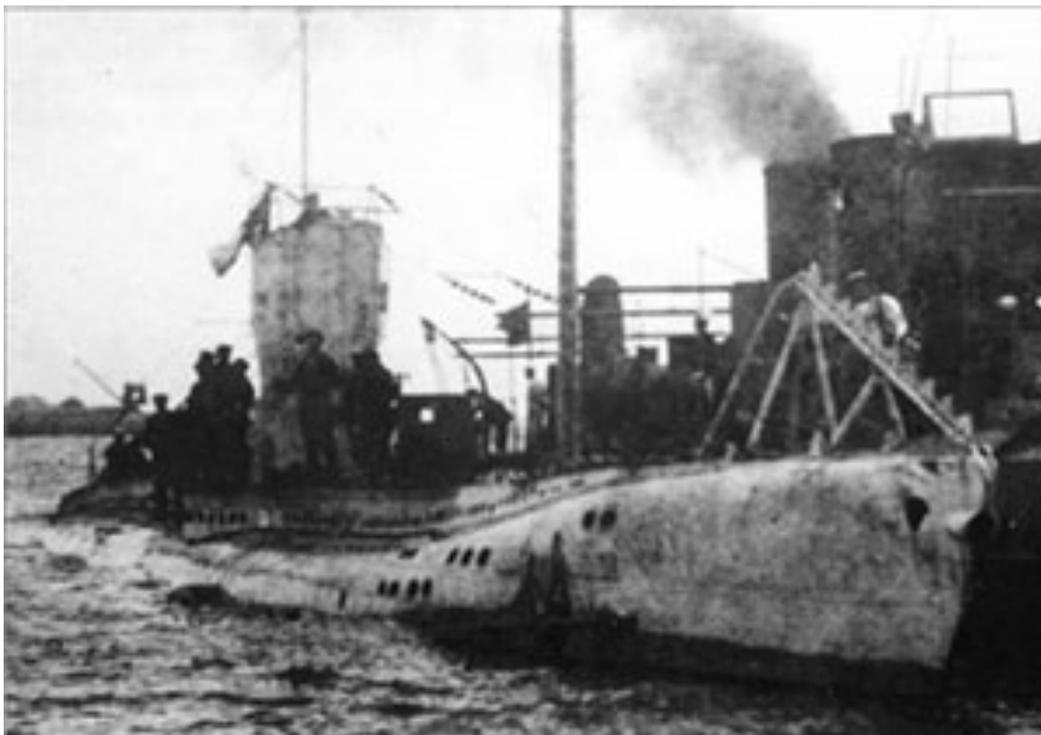
(<http://uboat.net/forums/read.php?23,70295,70296,quote=1>)

(<http://www.naval-history.net/WWILossesBrMS1918.htm>)



*Above: UC-47*

*Below: Sister sub UC42*





**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Candy, Philip Sadler (12-13)**

1914 Nov 1<sup>st</sup>

Killed in Action WWI.

Phillip was lost at the Battle of Coronel off Chile while serving as Midshipman RN in the cruiser H.M.S. *Monmouth*.

The Germans formed a battle line in the order *Scharnhorst, Gneisenau, Leipzig* and *Dresden*, with *Nurnberg* approaching from 30 miles to the north. The British line was ordered *Good Hope, Monmouth, Glasgow* and *Otranto*. At about 1930 hrs at 12,000 yards the Germans open fire with the British squadron silhouetted by the setting sun. *Gneisenau's* third salvo



hit *Monmouth* setting her forward turret on fire. She was subsequently hit over 30 times and was soon on fire and listing to port. One shell from *Gneisenau* blew the roof off *Monmouth's* forward turret and started a fire, causing an ammunition explosion that completely blew the turret off the ship. Severely damaged, she slowed and veered out of line unable to fire but with her White Ensign still flying. The newly arrived *Nurnberg* found her and finished her off with gunfire at point blank range, 75 gun flashes being observed from *Glasgow*. She sank with the loss of all hands a total of 735 officers and enlisted men and boys.

OCs **Pascoe** (12-13), his term mate, was also lost in *Monmouth*. **Dowding** (11-12) was also killed at Coronel in H.M.S. *Good Hope*.

(1918 12 Losses Supplement)

(<http://www.coronel.org.uk/search.php?search=candy&Search+Surnames=Search+by+Surname>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Carlisle, Reginald Henry (1893-96)** 1918 Sep 12<sup>th</sup>

Killed in Action WWI.

Reginald was lost while serving as Lt RN in the boarding steamer H.M.S. *Sarnia*. She was built in 1910 by Cammell Laird at Birkenhead. She was owned by the London & South Western Railway Company and was normally a Channel passenger ferry. She was used as an armed boarding ship and in 1915 she was sent to the Dardanelles for the Cape Helles landings.

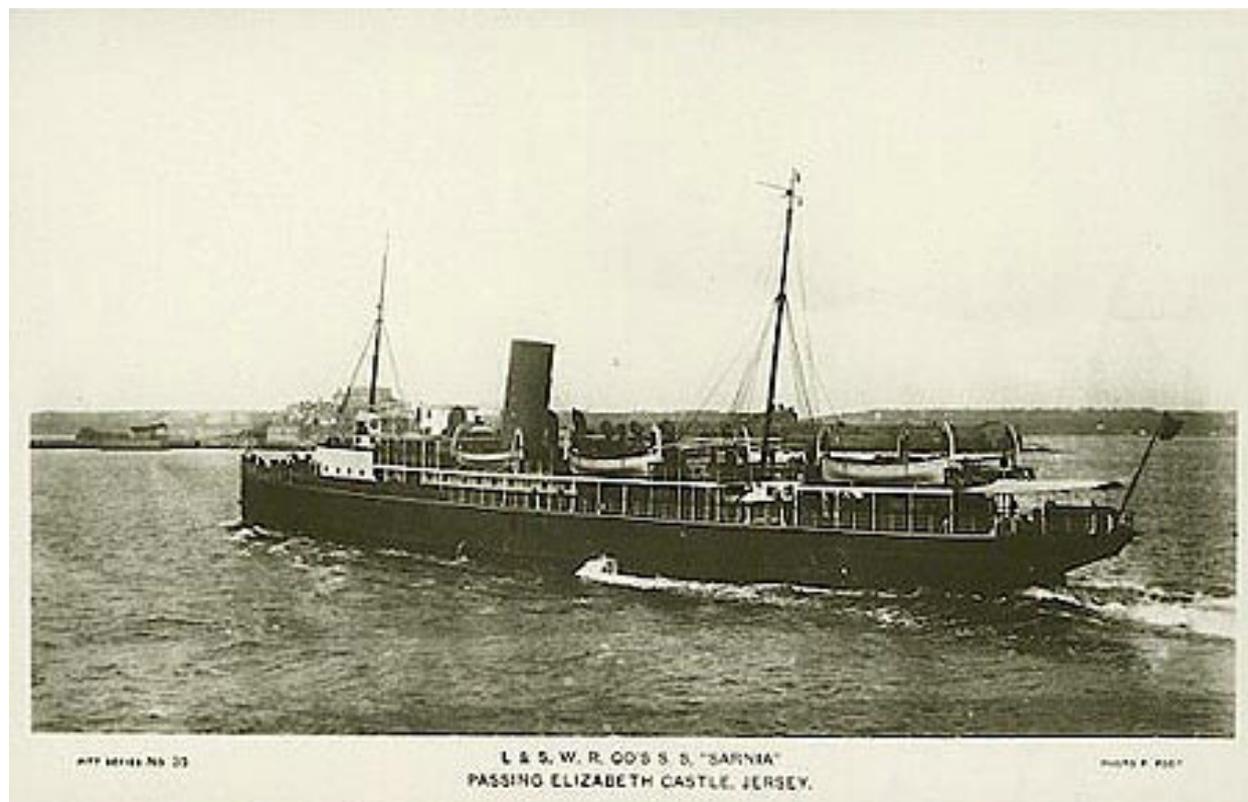
She was torpedoed by the German submarine *U-65* (Captain Gustav Sieß), off Alexandria Egypt at 31°58'N, 30°55'E en route to Port Said. 54 men were lost.

Reginald is commemorated on the Portsmouth Naval Memorial

*(1918 12 Losses Supplement)*

*(<http://www.historicalrfa.org/requisitioned-auxiliaries/176-requisitioned-auxiliaries-s/1753-requisitioned-auxiliary-sarnia>)*

*(<http://www.merseysiderollofhonour.co.uk/obits/ships/sarnia.htm>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Carroll, Robert Deacon (1878-79)**

1880 Nov 16<sup>th</sup>

The clipper ship *Galatea* was lost in a storm off Cape Clear, Ireland shortly after leaving Liverpool with a cargo of coal for Bombay. The Wreck Report concluded that a space had been left in the after part of the tween decks into which her cargo shifted when she fell onto her side. She could not right herself. The steel main topmast yard fell piercing a hole in her side and she sank.



*Cape Clear*

23 of her crew were lost. One apprentice survived together with the carpenter and four seamen, the rest of the crew were lost including four Old *Conway* apprentices, Henry **Allen** (1871-73), Charles Stanley **Barton** (1879-80), Robert Deacon **Carroll** (1878-79) and William M **Pollard** (1879-80). This was the greatest loss of OCs' lives in a single incident.

(1910 06 127)

(Wreck Report: <http://www.wrecksite.eu/docBrowser.aspx?3647?7?1>)

(Newspaper report: <http://trove.nla.gov.au/ndp/del/article/43144044>)

Register of Accounts of Wages and Effects of							Deceased Seamen, &c., received and disposed of.								
Date when		Part received from	Name of Ship	Official Number	Name of Deceased Seaman	Age	Rating	Particulars of Death			Particulars of Amount		Date when accounted for	Initials of Examined-Clark	REMARKS
Received in Office	Sent to Board of Trade							Date	Place	Cause	Amount to be accounted for	Effects how disposed of			
					Miller	William	28	AB			nil			R.B.	
					Wilson	Robert	41	AB			nil			R.A.	
					Wagon	A.H.		AB			nil			R.B.	
					Dixon	Charles	38	AB			nil			R.B.	
1 12 80	6 12 80	Liverpool	<i>Galatea</i>	3722	Kelly	William	21	AB	16 11 80	at sea	Drowned	Lost 30 11 80		R.A.	
					Jones	Thomas	32	AB			nil			R.A.	
					Carroll	Robt Deacon	18	App			nil			R.B.	
					Allen	H.	17	App			nil			R.B.	
					Pollard	W <sup>m</sup> Marshall	16	App			nil			R.B.	
					Barton	Chas Stanley	16	App			nil			R.B.	

Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Carter, Dennis Everett (36-37)	1942 Feb 24 <sup>th</sup>
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Killed in Action WWII.

Dennis was lost aged 21 while serving as Second Officer in Hall Brothers' SS *White Crest*, 4365grt

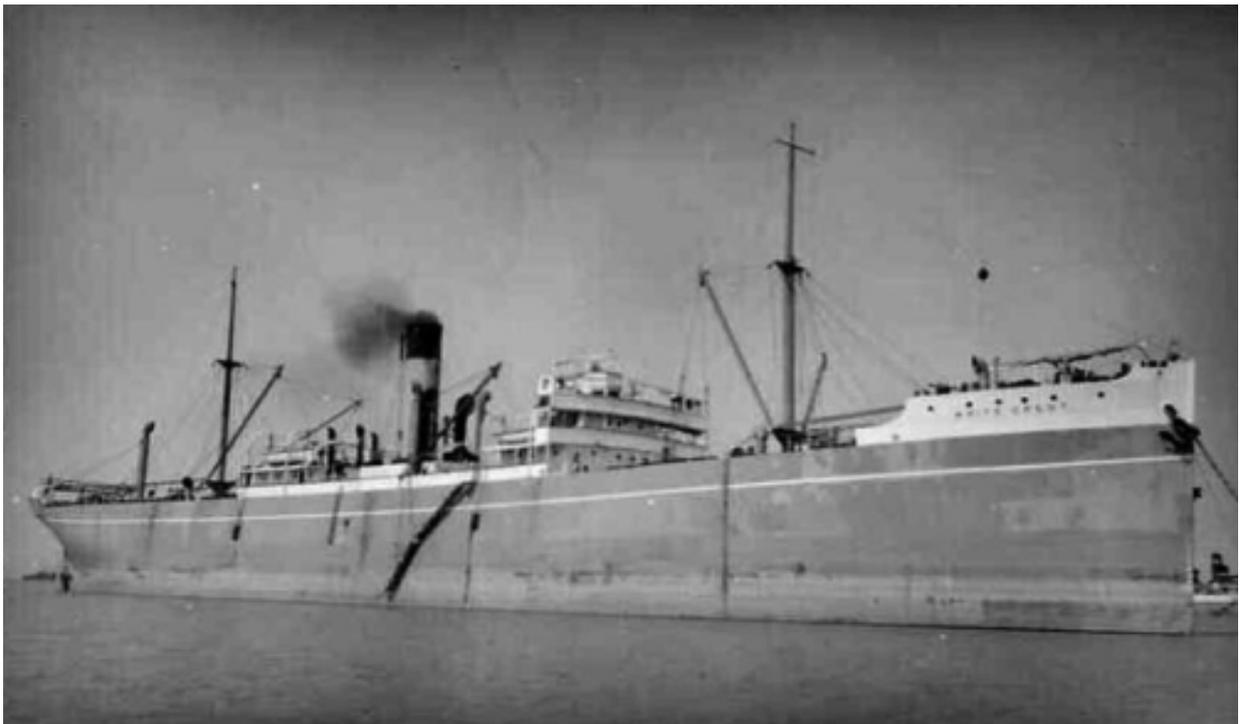
En route from Cardiff to Buenos Aires, she left Belfast on 19th February carrying a cargo of coal and coke as part of convoy ONS67. Caught in a gale in the Atlantic on 19<sup>th</sup> February she became an unescorted straggler. At 0835 hrs she was torpedoed by German submarine *U-162* southeast of St. John's at 47°45'N, 38°15'W - Grid BD 4144. She was hit by two torpedoes from *U-162*, capsized and sank after eight minutes. The ship had been spotted by *U-162* at 0230 hrs and missed by two torpedoes at 0445 hrs. Her crew of 47 were lost.

(1945 04 106/7 Roll of Honour List)

(<http://www.wrecksite.eu/wreck.aspx?16736>)

(<http://uboaat.net/allies/merchants/1373.html>)

(Crew List: <http://uboaat.net/allies/merchants/crews/ship1373.html>)





**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Chanter, William Georgie Wolferstan (15-17)**      1940 Oct 26<sup>th</sup>

Killed in Action WWII.

William was lost aged 26 while serving as Chief Officer in Elders & Fyffes' SS *Matina*, 6,300grt.

*Matina* left Port Antonio, Jamaica on 12<sup>th</sup> October bound for Garston carrying a cargo of 1,500 tons of bananas. She was about 100 miles west of Rockall, northwest of Ireland, at 57°30'N, 16°31'W - Grid AL 3880t when, at 0432 hrs she was hit in the stern by a torpedo from *U-28*, after the ship had been missed by a first torpedo at 2150 hrs the day before. The U-Boat then surfaced and fired 28 rounds with her deck gun, achieved 15 hits and left the vessel in a sinking condition. At 2200 hrs on 29<sup>th</sup> October *U-31* reported the sinking of a drifting wreck by a coup de grâce, this must have been the *Matina*. The *U-28* observed that some survivors abandoned ship in lifeboats, but they were never seen again. Her whole crew of 71 and one passenger were lost.

(1945 04 106/7 Roll of Honour List)

(<http://www.wrecksite.eu/wreck.aspx?12838>)

(<http://uboa.net/allies/merchants/642.html>)



**Name & (Conway Years)**

**When Lost**

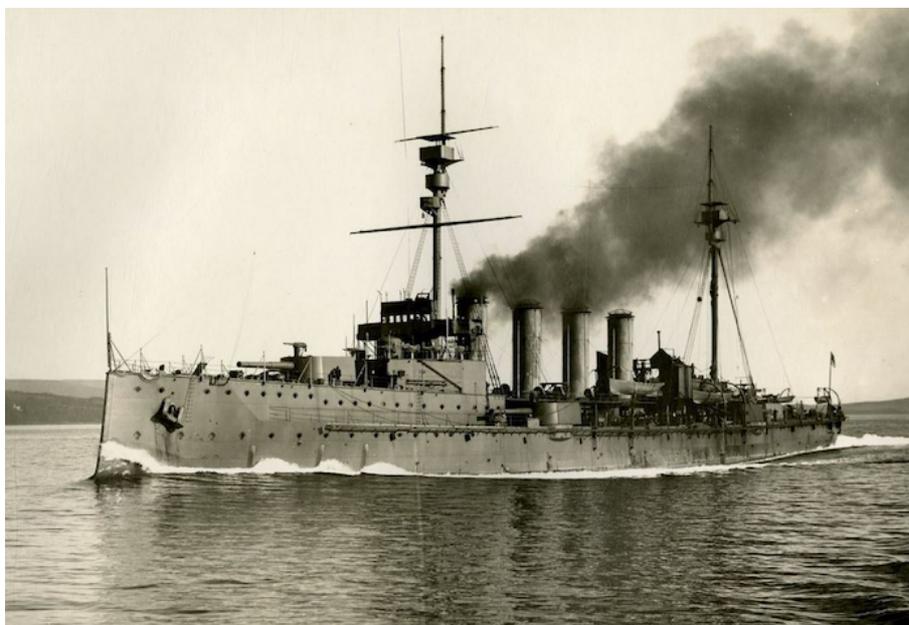
**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Chaplin, Charles Geoffrey (06-07)** 1915 Dec 30<sup>th</sup>

Died on Service WWI.

Charles was lost while serving as a Lt RN in the cruiser HMS *Natal* based in the Cromarty Firth.

*Natal* was moored in the Firth. A film show was being held on deck so a number of wives and civilians were onboard for the afternoon and evening.



At 1529 hrs *Natal* signalled: “*Ship on Fire*”. Shortly afterwards she was blown apart by a massive internal explosion. At 1530 hrs *Shannon* signalled: “*Natal has turned over and has bilge keel showing. Tugs are now at her and also boats from Second Cruiser Squadron*”.

421 crew and civilian visitors died in the explosion, including women and children. 400 of the crew survived.

*(1918 12 Losses Supplement)*

*(<http://www.hmsnatal.co.uk/index.asp>)*

*(<http://www.nhcra-online.org/20c/natal.html>)*

*Below Left: Wreck of upturned hull and marker buoy – the wreck is still marked today.*

*Below right: Wreck in foreground in 1931*







Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Combes, Frederic (28-29)	1940 Aug 10 <sup>th</sup> Saturday
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Died in Service WWII.

In June 1940, Frederic, a MN Officer, was posted as Lt RNR to H.M.S. *Anthony* (H40), a destroyer based at Harwich. On 1<sup>st</sup> August 1940 she was transferred to the Home Fleet and on Friday 2<sup>nd</sup> August she was assigned to the 12<sup>th</sup> Destroyer Squadron on convoy escort and anti-submarine duties in defence of capital ships. She was based in Scapa Flow and deployed from there on various short missions in August. During the day of 6<sup>th</sup> August *Anthony* escorted the carrier *Furious* before returning to Scapa which she left again at 2200 hours with the destroyers *Achates*, *Keppel* and *Amazon* for the Clyde to join the Western Approaches Command. Early on the morning of the 10<sup>th</sup> they were still transiting to the Clyde when the armed merchant cruiser *Transylvania* was torpedoed and sunk by U-56 35 miles W of Inistrahull, Northern Ireland at 55° 50'N, 8° 03'W. At 0215 *Ashante* was ordered to pick up survivors and the others ordered to make a sweep for the submarine. Frederic is recorded as drowned at sea on 10<sup>th</sup> August 1940. Gales and heavy seas were recorded in the area at the time so it is assumed he was lost overboard during the search for U-56.

One of the documents below lists him as Killed on Active Service i.e. not Killed in Action so, as there is no record of *Anthony* being attacked on that day, Frederic is listed as Died In Service.

([https://www.dropbox.com/s/lq374nmd1e4reit/memorials-ww2-roll\\_of\\_honour.pdf?dl=0](https://www.dropbox.com/s/lq374nmd1e4reit/memorials-ww2-roll_of_honour.pdf?dl=0))

(<http://www.naval-history.net/xDKCas1940-08AUG.htm>)

(<https://www.naval-history.net/xDKWW2-4008-21AUG01.htm>)

(<https://uboaat.net/allies/warships/ship/4344.html>)

(<https://uboaat.net/allies/merchants/ship/457.html>)

([https://www.unithistories.com/units\\_british/hms/Transylvania.htm](https://www.unithistories.com/units_british/hms/Transylvania.htm))

([https://books.google.co.uk/books?id=aBXOAwAAQBAJ&pg=PT260&lpg=PT260&dq=loss+of+amc+TRANSYLVANIA&source=bl&ots=xTHDg8-](https://books.google.co.uk/books?id=aBXOAwAAQBAJ&pg=PT260&lpg=PT260&dq=loss+of+amc+TRANSYLVANIA&source=bl&ots=xTHDg8-yj3&sig=ACfU3U0S4r4Hx46fR9HKDkFybJ2IC28Hhw&hl=en&sa=X&ved=2ahUKEwjL9cfZ_775AhWUgVwKHe9WCvUQ6AF6BAGyEAM#v=onepage&q=loss%20of%20amc%20TRANSYLVANIA&f=false)

[yj3&sig=ACfU3U0S4r4Hx46fR9HKDkFybJ2IC28Hhw&hl=en&sa=X&ved=2ahUKEwjL9cfZ\\_775AhWUgVwKHe9WCvUQ6AF6BAGyEAM#v=onepage&q=loss%20of%20amc%20TRANSYLVANIA&f=false](https://books.google.co.uk/books?id=aBXOAwAAQBAJ&pg=PT260&lpg=PT260&dq=loss+of+amc+TRANSYLVANIA&source=bl&ots=xTHDg8-yj3&sig=ACfU3U0S4r4Hx46fR9HKDkFybJ2IC28Hhw&hl=en&sa=X&ved=2ahUKEwjL9cfZ_775AhWUgVwKHe9WCvUQ6AF6BAGyEAM#v=onepage&q=loss%20of%20amc%20TRANSYLVANIA&f=false))

([https://books.google.co.uk/books?id=IifzAAAAMAAJ&pg=PA265&lpg=PA265&dq=loss+of+amc+TRANSYLVANIA&source=bl&ots=B0bb40gtaF&sig=ACfU3UIWw0\\_-](https://books.google.co.uk/books?id=IifzAAAAMAAJ&pg=PA265&lpg=PA265&dq=loss+of+amc+TRANSYLVANIA&source=bl&ots=B0bb40gtaF&sig=ACfU3UIWw0_-URX4AytVrIIAqiU09ksSFw&hl=en&sa=X&ved=2ahUKEwjL9cfZ_775AhWUgVwKHe9WCvUQ6AF6BAGxEAM#v=onepage&q=loss%20of%20amc%20TRANSYLVANIA&f=false)

[URX4AytVrIIAqiU09ksSFw&hl=en&sa=X&ved=2ahUKEwjL9cfZ\\_775AhWUgVwKHe9WCvUQ6AF6BAGxEAM#v=onepage&q=loss%20of%20amc%20TRANSYLVANIA&f=false](https://books.google.co.uk/books?id=IifzAAAAMAAJ&pg=PA265&lpg=PA265&dq=loss+of+amc+TRANSYLVANIA&source=bl&ots=B0bb40gtaF&sig=ACfU3UIWw0_-URX4AytVrIIAqiU09ksSFw&hl=en&sa=X&ved=2ahUKEwjL9cfZ_775AhWUgVwKHe9WCvUQ6AF6BAGxEAM#v=onepage&q=loss%20of%20amc%20TRANSYLVANIA&f=false))



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

*Deceased killed on Active Service*  
*C.R. 1.*  
*10/8/40 per Admiralty & CofE 16/8/40*  
**COMBES** *20/8/40 80*

Surname .....  
 [in CAPITALS]  
 Christian Name *Fredric*  
 Birth: Year *27/10/1912* Place *Chichester*  
 Dis. A. No. *R115831* Rating *2/M/33* R. V. 2 No. ....  
 Certificate (if any): Grade *Seamans national* No. *33700*  
 Health Insce. No. *2/11/33* Unemployment Insce. No. *Temply Card*  
 Height *5'4 1/2 in* Colour Eyes *Brown* Hair *Dark*  
 Complexion *Medium* Distinguishing marks .....

(9915) 28730/485 50m (4) 5/26 C. & S., Ltd. 186 [TURN OVER.]

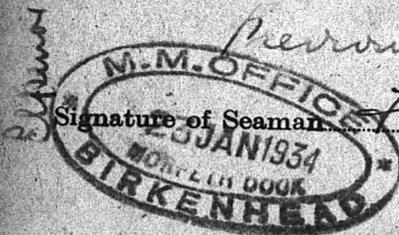
DECLARATION TO BE MADE IF OCCASION ARISES:

I hereby certify that I am not now in possession of an unfilled Continuous Certificate of Discharge (Board of Trade, Irish Free State, or Canadian) for the following reason:—

*1st Loss*

*Previously on Indentures*

Signature of Seaman *F. Combes*



Dated Stamp of M.M.O.

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Conby, Robert Blake (00-01)**

1904 Oct 5<sup>th</sup>

Robert died whilst outward bound in the sailing ship *Englehorn*. The family grave at New Kilbride Graveyard, Co Wicklow records that he died and was buried at sea aged 19 years. Fellow apprentice and OC Jack Conroy (01-03) wrote to *The Cadet*:

*“When we were about four weeks out we lost our poor shipmate, after but one week’s illness. It was a very sad thing indeed, for he was a popular fellow amongst us. We had a very bad luck all the passage.”*

(1904 12 235)

([http://www.rootsweb.ancestry.com/~irlwic2/grave\\_yards/new\\_kilbride\\_cemetery.htm](http://www.rootsweb.ancestry.com/~irlwic2/grave_yards/new_kilbride_cemetery.htm))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

---

**Coney, Gerald Scott (1888-91)**

**1895 Oct 30<sup>th</sup>**

Gerald was swept overboard from *Rhoderick Dhu* in huge seas off Cape Horn on passage to San Francisco. The ship had encountered severe weather and seas off the Cape for several days and her cargo shifted giving her a dangerous list. Gerald was Second Mate and on the poop directing his watch in righting the ship as huge waves swept the vessel from stem to stern.

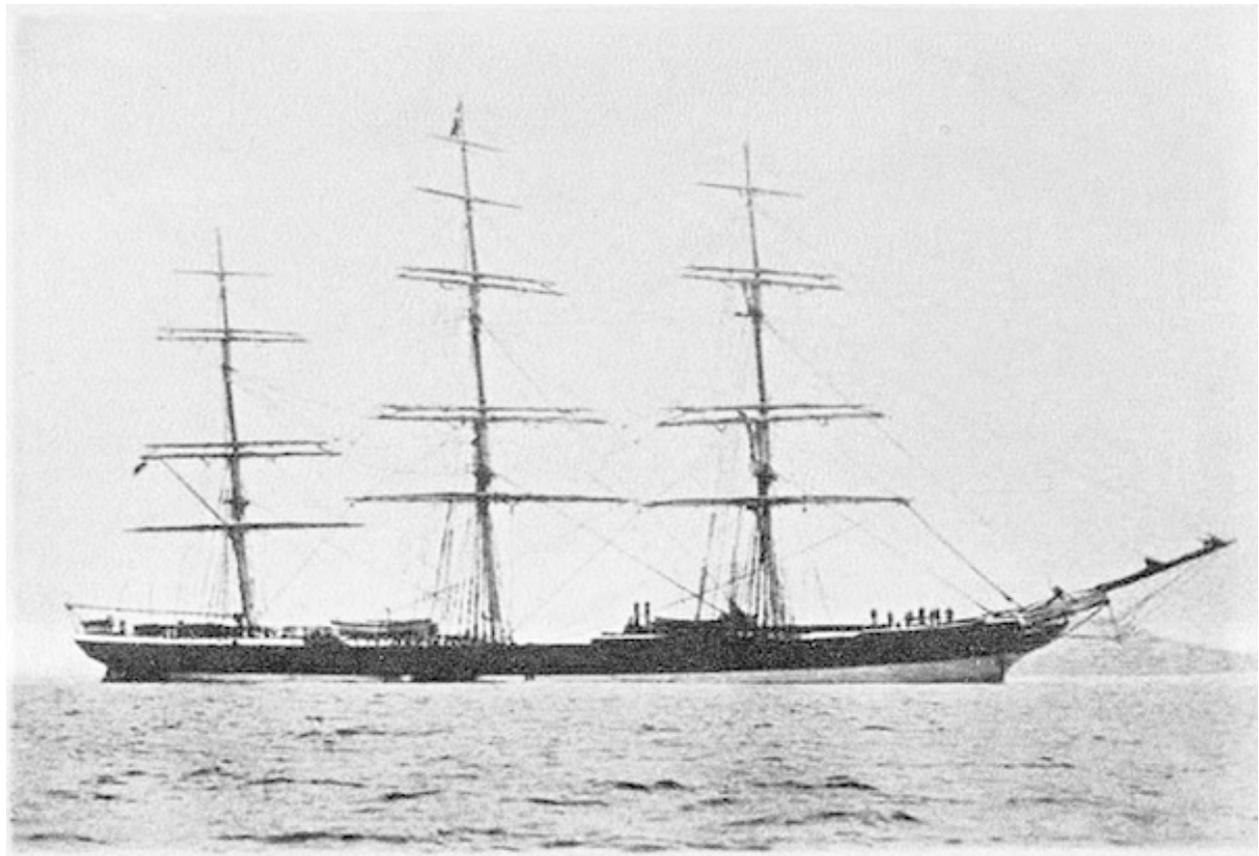
*“He lost his footing, was thrown down into the bulwarks and immediately swept into the boiling ocean when he was washed under the vessel’s quarter. It was evident that he had been badly hurt and probably stunned as he made no attempt to reach the lines and lifebelts thrown to him; one indeed was thrown almost over his head but the poor fellow did not see it.”* As the crew began to launch a lifeboat *“he took hold of a lifebuoy which was floating near him. Words of encouragement were shouted to him but a heavy wave washed over the gallant young fellow and almost submerged the ship. When the waters subsided he was gone”*.

*“He was 20 years of age, a handsome and manly young fellow and in every respect an ideal typical sailor. He had a brilliant future ahead of him”*.

A silver paten for use at Holy Communion was presented to the ship by a Mrs Ackers in 1896. It was inscribed ‘Presented to the *Conway*, to the glory of God and in memory of J L C Richardson and G S Coney. Easter 1896.’

(1896 02 227)

(*Liverpool Daily Post* 31<sup>st</sup> Jan 1896)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Conlan, Peter (29-31)**

1946 Jan 16<sup>th</sup>

Peter was washed overboard while working on deck during very bad weather while on his first voyage as Chief Officer in the steamer *Irish Ash*. He was lost some 600 miles west of Fastnet on passage from St. John to Dublin. An immediate search by a lifeboat failed to locate him and the ship arrived at Dublin on 21<sup>st</sup> January, 1947, flying the national flag at half-mast.

Peter was only 33 years old and had studied for the Bar prior to joining Irish Shipping Limited. He was called to the Bar in 1941 and at the time of his tragic death, he was preparing to take his Master's Certificate before coming ashore to specialise in maritime law.

(1947 08 77 and 1947 12 112)

(<http://homepage.eircom.net/~Irishshipping/The%20War-Time%20Fleet%20-%20Irish%20Ash.htm>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Connolly, Frederick Price (39-41)** 1943 May 9<sup>th</sup>

Killed in Action WWII.

Frederick was lost aged 19 while serving as a Cadet in Henderson Line's defensively armed cargo liner SS *Kanbe*.

*Kanbe* was carrying 3,500 tons of copper bars as part of convoy TS-38 bound from Alexandria, Egypt to England, via Takoradi, Ghana and Freetown, Sierra Leone. She became a straggler and was torpedoed and sunk by German submarine *U-123* 60 nautical miles (110 km) south of Monrovia, Liberia

She was lost with all hands. Frederick is commemorated on Tower Hill Memorial, panel 59.

*(1945 04 106/7 Roll of Honour List)*

*(<http://www.cwgc.org/find-war-dead/casualty/2799218/>)*

*(<http://www.wrecksite.eu/wreck.aspx?37417>)*

*([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_May\\_1943](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_May_1943))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Cooke, Victor William (1889-00)**

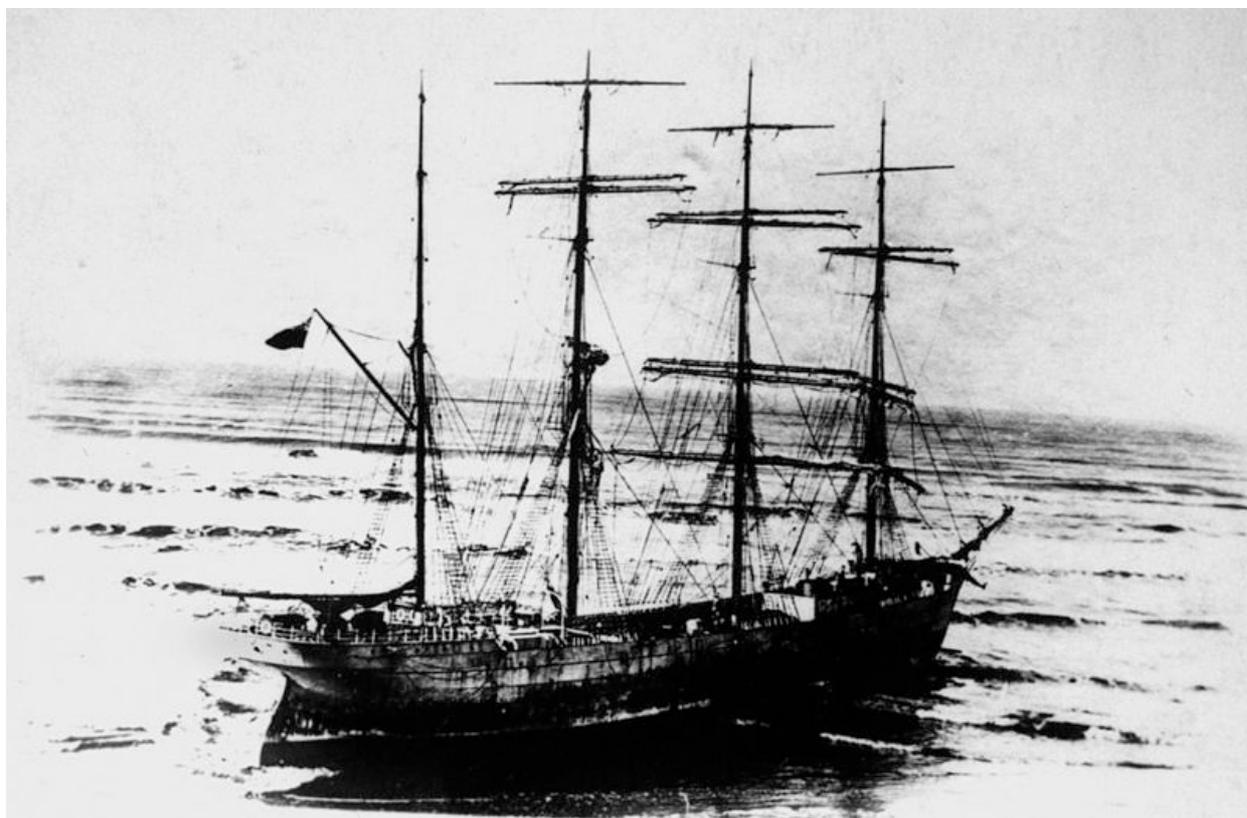
1903 Sep 16<sup>th</sup>

The Cadet magazine simply records Victor's death by accident on board his ship the *Galena*. Galena seems to have been his second ship as he joined A Shute & Co's *Endora* from Conway in December 1900 having been appointed Midshipman RNR .

(1904 03 141)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

**COOKE** Victor William of Windsor-house Cowes Isle-of-Wight mercantile-marine-apprentice died 16 September 1903 at sea Administration **Winchester** 9 April to John William Cooke master-mariner Effects £120 12s.



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

---

**Crabb, Lionel Keith “Buster” (23-25)GM OBE**

1956 Apr 19<sup>th</sup>

Buster disappeared in Portsmouth Harbour while diving under the Soviet cruiser *Ordzhonikidze* that had brought Nikita Khrushchev and Nickolai Bulgannin on a diplomatic mission to Britain. His body was never recovered. He was an RN diver but his dive was on behalf of MI6.

([http://en.wikipedia.org/wiki/Lionel\\_Crabb](http://en.wikipedia.org/wiki/Lionel_Crabb))



Soviet cruiser *Ordzhonikidze* berthed in Portsmouth Harbour during April, 1956. Alongside is the *Smatriashchin* and another destroyer of the Soviet Baltic Sea Fleet.

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Craven-Philips, George Hutchings (19-20)** 1942 Feb 15<sup>th</sup>

Killed in Action WWII.

George was lost aged 37 while serving as Cdr(E) RN attached to the H.M.S. *Nasar* shore base at RNAS Sembawang near Singapore. It is assumed he was responsible for the maintenance of shore based Fleet Air Arm aircraft and those from local carriers which were often disembarked to *Nasar* when in port.

By January 1942 the situation on the ground in Malaysia had worsened and Sembawang was evacuated by sea. He was in HMML 433 (a Fairmile B motor launch based at Sambawang. *ML433* and heading towards Batavia in company with other assorted craft. She was "*Lost by gunfire from Japanese surface vessels off Banka Strait*" along with her CO and her crew.

He is not listed in the 1945 Roll of Honour, under Craven or Phillips. He is commemorated on Plymouth Naval Memorial, panel 63, column 1.

(<http://www.uboaat.net/allies/warships/ship/14601.html>)

(<http://www.naval-history.net/xDKCas1942-02FEB.htm>)

(<http://www.naval-history.net/xDKWW2-4202-42FEB02.htm>)

(<https://www.navyhistory.org.au/hms-simbang-rnas-sembawang-singapore-1945-1976/>)



*A similar motor launch*



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Cullimore, Bertie Harold (08-10) 1915 Feb 3<sup>rd</sup>**

Killed in Action in WWI aged 20.

When war was declared Bertie was Second Officer in *Kermack* in Calcutta on government service. In December 1914, as a Midshipman RNR, he was appointed to the Armed Merchant Cruiser H.M.S. *Viknor*, part of the 10<sup>th</sup> Cruiser Squadron. Before being requisitioned by the Royal Navy she had been RMS *Atrato*. She had a crew of 22 officers and 273 ratings. OC J A **Hamilton** (10-12) was also aboard and he too lost his life.



In 13<sup>th</sup> Jan she left her base (either Londonderry or Loch Swilly) and headed out in rough weather on patrol. Although in radio contact she was lost in heavy seas off Tory Island off the north coast of Ireland en route for Liverpool to deliver a German national who had been taken off the neutral Norwegian vessel *Bergensfjord*, under suspicion of being a secret agent, as well as six other men who have been cryptically referred to as “stowaways”. She was lost without making a distress signal and the cause is still uncertain. It is attributed either to the weather but more likely a German mine. She sank with the loss of her entire 291 man crew and the seven “passengers”. While some unidentified bodies were buried ashore this entry remains.

*(1918 12 Losses Supplement)*

*(<http://historyhubulster.co.uk/hms-viknor/>)*

*(<http://www.causewaycoastalroute.com/war-graves.html>)*

*(<http://dawlishchronicles.com/the-loss-of-hms-viknor-13th-january-1915/>)*







**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Dand, Henry Middleton (1884-86)**      1888 June

On leaving *Conway* Henry was bound as an apprentice seaman at London on 25<sup>th</sup> Nov 1886 for four years to C. Nicholson's Corinthian Shipping Company, a Liverpool ship owner. He sailed on the *Cumeria* from North Shields on 20<sup>th</sup> April 1888 with his *Conway* term mate **William Paynter**. They were bound for Valparaiso. The ship was last sighted on 12<sup>th</sup> June 1888 at 30°S, 50°W off the east coast of South America, between Port Alegre and Rio Grande, about 300 miles north of Montevideo. She was presumed lost with all 25 hands missing, presumed drowned, including.

(<http://www.newman-family-tree.net/William-Paynter.html>)

(<http://www.plimsoll.org/resources/SCCLibraries/WreckReports/15388.asp>)



Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

**Daniel, Ronald Campbell Blair Arnold (14-16)**      1940 Jun 8<sup>th</sup>

Killed in Action WWII.

Ronald was lost aged 39 while serving as Lt RNVR in the Tree Class trawler H.M.S. *Juniper* (T123) participating in Operation Alphabet to evacuate troops from Norway.

On 7<sup>th</sup> June 1940, *Juniper* sailed from Tromso, far north of Narvik, escorting the 5,600 ton tanker SS *Oil Pioneer*. At dawn on 8<sup>th</sup> she sighted heavy warships and sent an urgent signal on reporting her discovery. Then ordering the tanker to sail independently, she hoisted her battle flags and bravely sailed in to challenge the big ships. One of the ships responded that she was the British cruiser *Southampton*. In fact she was the *Admiral Hipper* (18,200 Ton, 1,600 crew) accompanied by the *Scharnhorst*, *Gneisenau* and four destroyers. *Hipper*'s heavy guns proceeded to blast *Juniper* (505 tons, 35 crew) out of the water but she fought back with her single 12lb gun and three 20 mm Oerlikon AA guns lasting an incredible 90 minutes before sinking at 67°20'N, 04°10'E in the Norwegian sea. Only four of her crew survived.

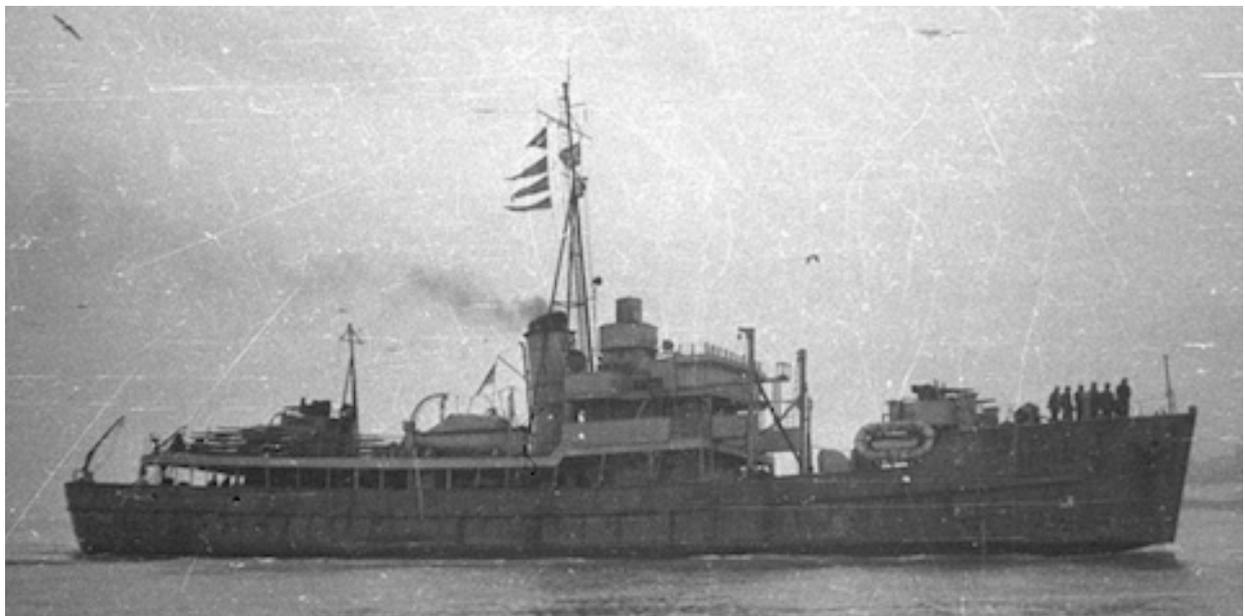
Ronald is not listed in the 1945 Roll of Honour but is commemorated on the Royal Naval Patrol Service Memorial at Lowestoft, panel 12 column 2.

(<http://www.bbc.co.uk/history/ww2peopleswar/stories/60/a2029060.shtml>)

(<http://uboat.net/allies/warships/ship/6593.html>)

([http://www.rnpsa.co.uk/memorial/memorial\\_name1.htm](http://www.rnpsa.co.uk/memorial/memorial_name1.htm))

([https://en.wikipedia.org/wiki/HMT\\_Juniper\\_\(T123\)](https://en.wikipedia.org/wiki/HMT_Juniper_(T123)))



Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Danson, Sidney Henry (17-18)	1942 Nov 15 <sup>th</sup>
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Killed in Action WWII.

Sidney was lost aged 40 while serving as Lt RNR in the escort carrier HMS *Avenger* (D14). OC **Haynes** (27-29) was killed in the same ship.

*Avenger* was tasked with providing air cover for one of the convoys carrying the British assault force for Operation Torch, the North African landings. Having supported the landings she left Gibraltar for Liverpool on 14<sup>th</sup> with fast convoy MKF1(Y) comprising 11 vessels. 16 U-Boats of the Westwall U-Boat Group were waiting. She was torpedoed by *U-155* just west of Gibraltar at 36°15'N 07°45'W. The torpedo struck *Avenger's* bomb room which, astonishingly, ran across the middle of the ship from one side to the other and lay above the oil fuel tanks. It contained about thirty 500 lb. bombs, seventy 250 lb. bombs, one hundred and twenty 40 lb. bombs, and 100 depth charges. Not surprisingly, the explosion blew out the center section of the ship. Her bow and stern sections rose high in the air. One report stated, "an inclination of about 30° up towards the stern and...shortly after this the angle jumped to 60°...the propeller above water". She quickly sank and within a mere three minutes she was gone. Only 12 members of her 526 crew survived.

(1945 04 106/7 Roll of Honour List)

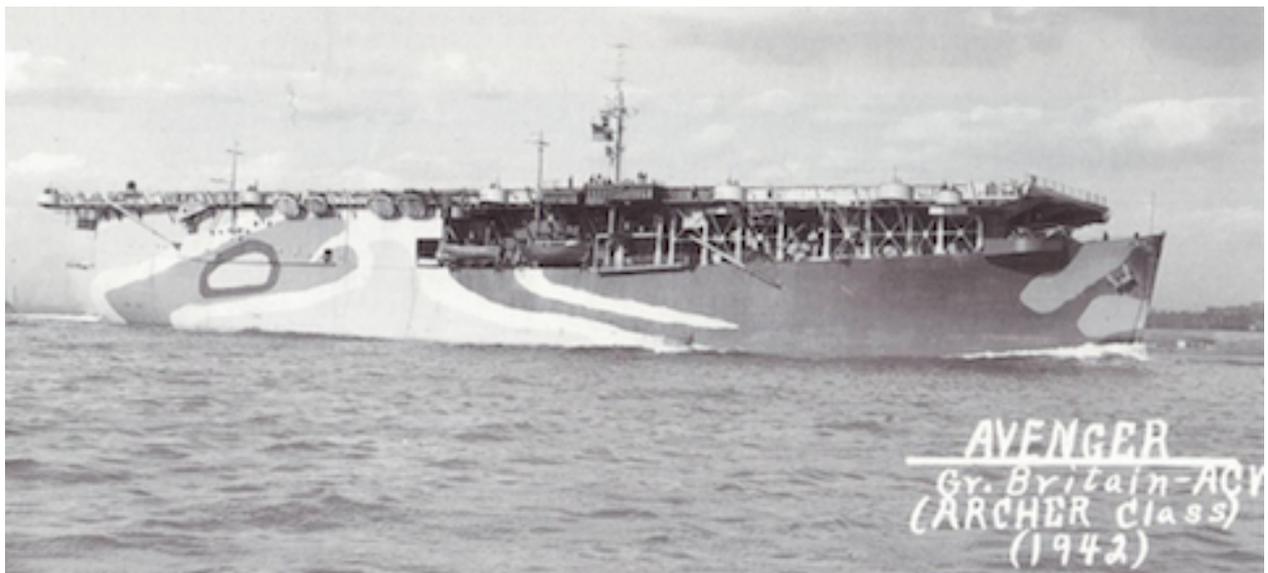
([https://en.wikipedia.org/wiki/HMS\\_Avenger\\_\(D14\)](https://en.wikipedia.org/wiki/HMS_Avenger_(D14)))

(<http://brew.clients.ch/avenger.htm>)

(<http://www.naval-history.net/xGM-Chrono-05CVE-Avenger.htm>)

(<http://uboat.net/allies/merchants/crews/person/10214.html>)

(<https://uboat.net/ops/convoys/convoys.php?convoy=MKF-1Y>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

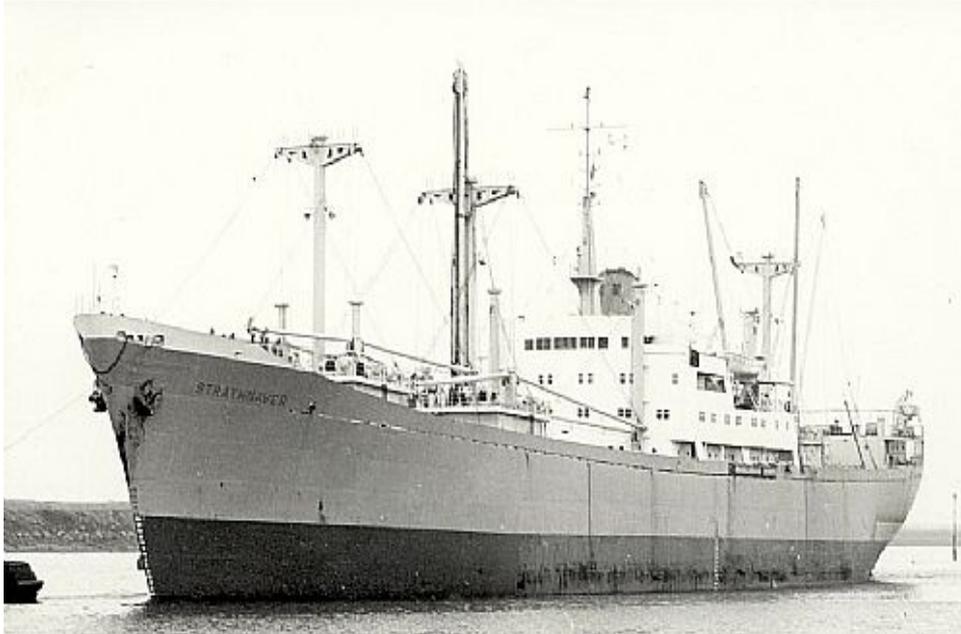
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**David, Lionel Rhys (29-31)**

**1954 Sep 24<sup>th</sup>**

Lionel died in the Sick Bay of the *Strahnaver* (below) aged 41. He was Chief Officer of the MV *Port Vindex* (bottom) when he was taken ill in Australia and was on his way home when he died. He joined Port Line in 1947 after six years with Blue Star Line and was well thought of by all his shipmates.

(1955 01 35)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

---

**Davies, Edmund Evan Keith** (1897-99)

1900 May 4<sup>th</sup>

Died on Service in the Boer War, i.e. died in wartime whilst on active service in the MN but not as a result of direct enemy action.

“*Lost overboard*” from Elder Dempster & Co’s liner SS *Montrose* on his first voyage at the age of 16 years and 9 months.

The ship was on passage from Liverpool to Cape Town carrying troops to the Boer War. No other details have been discovered.

DEAR CAPTAIN MILLER,

I received your letter, and was very sorry to hear of poor Menzies death, and am sorry to say E. E. Keith Davies has been drowned off S.S. “*Montrose*,” according to the *Daily Mail*, Tuesday, May 29th.

SYDNEY MARTIN.

13, Hampton Road, Clifton,  
May 30th, 1900.

(1900 07 245)



Length 548 ft. Breadth 40 ft. Canadian Pacific S. S. MONTROSE. Tonnage 16,400.

Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Davis, William "Bill" (1862)

1876 Feb

Bill was washed overboard from his ship on the last voyage of his apprenticeship.

(1910 08 170)



THE MEMORIAL TABLET.

**Name & (Conway Years)**

**When Lost**

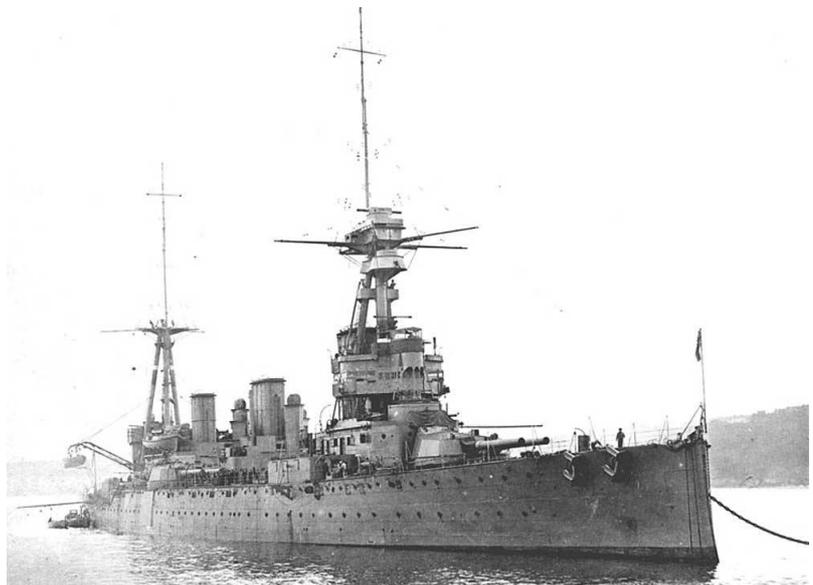
**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Davis, Eric James (14-15)**

1916 May 31<sup>st</sup>

Killed in Action WWI.

Eric was lost aged 16 while serving as a Midshipman RNR in the battle cruiser HMS *Indefatigable* at the Battle of Jutland. Jutland was the largest naval battle, and the only full-scale clash of battleships, in the war. Over 6,000 British seamen lost their lives including nine OCs: **Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*).



In the first engagement between the British and German battle cruisers, *Indefatigable* was in the rear opposite *Von Der Tann*. After about 25 minutes, a hit on the fore turret penetrated *Indefatigable*'s magazine, blowing the ship in half. She sank at five minutes past four with a loss of 1,017 crew - there were just two survivors.

(1918 12 Losses Supplement)

([http://www.devonheritage.org/stentiford/Issue\\_38/Article1/5Feb1art2.htm](http://www.devonheritage.org/stentiford/Issue_38/Article1/5Feb1art2.htm))

([https://en.wikipedia.org/wiki/Battle\\_of\\_Jutland](https://en.wikipedia.org/wiki/Battle_of_Jutland))

(Casualty List:

[http://www.northeastmedals.co.uk/britishguide/jutland/hms\\_indefatigable\\_casualty\\_list\\_1916.htm](http://www.northeastmedals.co.uk/britishguide/jutland/hms_indefatigable_casualty_list_1916.htm))



Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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Davys, Robert Hepburn (15-17)	1917 May 5 <sup>th</sup>
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Killed in Action in WWI.

Robert was lost aged 16 while serving as a cadet in SS *Feltria*, a 5,254 grt, defensively-armed British merchant ship of the Cunard Line.

*Feltria* was en route from New York to Avonmouth when was torpedoed and sunk by *UC-48* (Oberleutnant zur See Kurt Ramien) 8 miles SE from Mine Head, Waterford, Ireland at 51°57'N, 07°18'W with the loss of 45 lives. Some reports say that Robert survived the sinking but died of exposure in an open boat making for Ireland but his war grave entry says he downed.

He is listed on the Tower Hill MN memorial, London

(1917 08 232)

(1918 12 Losses Supplement)

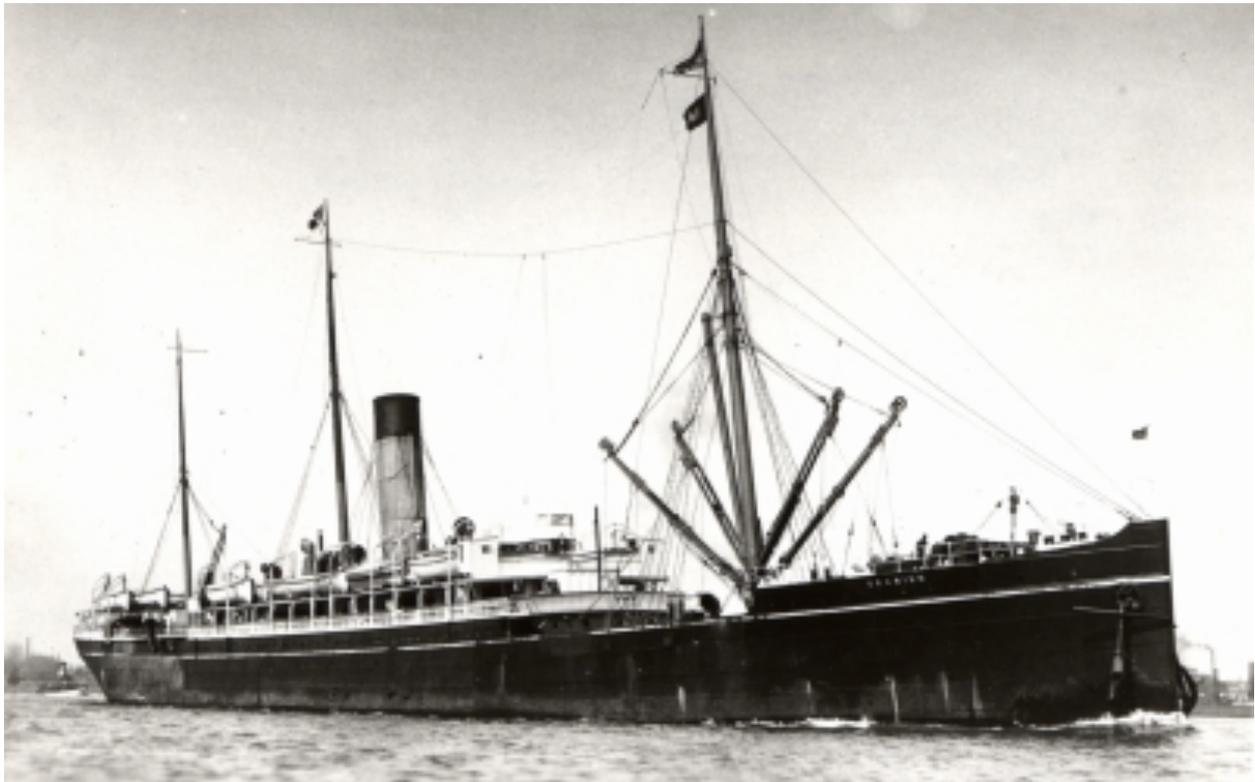
([http://www.irishshipwrecks.com/shipwrecks.php?wreck\\_ref=189](http://www.irishshipwrecks.com/shipwrecks.php?wreck_ref=189))

(<http://www.cunardshipwrecks.com/wrecks/feltria.html>)

([https://www.cwgc.org/find/find-war-](https://www.cwgc.org/find/find-war-dead/results?firstName=Robert%2Bhepburn&lastName=Davys&war=1)

[dead/results?firstName=Robert%2Bhepburn&lastName=Davys&war=1](https://www.cwgc.org/find/find-war-dead/results?firstName=Robert%2Bhepburn&lastName=Davys&war=1))

(<https://www.cwgc.org/find-war-dead/casualty/2978338/davys,-robert-hepburn/#&gid=null&pid=1>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Dayas, Thomas Charles Edwin (1888-90)** 1928 May 1<sup>st</sup> 11am

Thomas died while master of P&O's Naldera returning from Sydney to the UK carrying the Australian Olympic team en route the games in Amsterdam. His Chief Officer J W Hartlkey (1898-99) reported that *"On the night before we left Sydney, he tendered a little private dinner party at which I was present and he was then in the best of spirits and in apparent good health An hour or so before his death he had a long conversation with the purser (Mr S Rawson and the manager of the Olympic team (Mr L Duff) when he discussed arrangements for the training of the team on board Shortly before 7 o'clock he spoke to me and asked whether I was dining In the saloon but I had decided to remain in my quarters and did not accompany him as I was not dressed for the purpose Soon I was informed that he had collapsed and died. He was having his dinner in the saloon at the time and evidently not feeling well asked to be excused He had only taken a few steps when he collapsed and fell to the floor The ship's surgeon (D C C Chance) immediately attended him and he was carried out to the lift to be taken to his quarters but death had already occurred before he could be got there"*. He was buried at sea

He was *"a most, lovable character and a gentleman who commanded the respect and goodwill of all who served under him"*. *One of the most popular officers in the service and his fellow officers have yet recovered from the shock"*.

Thomas was master of troop ships in the Boer War and received the Transport Medal with South Africa clasp. He was also master of troop ships in WWI and was twice torpedoed.

*(<http://trove.nla.gov.au/newspaper/article/29769208?searchTerm=Dayas%20Naldera&searchLimits=>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**de Burgh, Rupert Hesketh (1888-90) 1891 Dec 11<sup>th</sup>**

The Cadet reports that in December 1890, De Burg, Paley and Spencer left *Conway* and joined Gracie & Beazley's ship *Theophane* as apprentices. All three were included on Conway's original Lost At Sea Memorial placed in the ship in 1910 but the exact circumstances of their deaths were not known. *Theophane* was reported as lost in December 1891 and they were presumed drowned. She sailed from Newcastle, New South Wales, for Mollendo, on the west coast of South America, on 11<sup>th</sup> December 1891, with a cargo of coals, and was not been heard of again. Although they are not mentioned in the crew list that list is clearly incomplete.

(1910 06 127)

(1891 02 12)

(<https://trove.nla.gov.au/newspaper/article/13862535>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**de Verinne, Dallas Herbert (10-12)** 1917 Jan 28<sup>th</sup>

Died on Service in WWI.

Died aged 19 while serving as Third Officer in HMT (Troopship) *Egra* (BISN Co.,) near Basra. This vessel should not be confused with the troopship *Egra* in WWII. The photo below shows her at Basra in 1917. She was carrying Indian troops in the Indian Expeditionary Force.

The Cadet magazine of July 1918 reports that he succumbed to a severe attack of tetanus. He is believed to have been buried at sea and is not listed by the Commonwealth War Graves Commission..

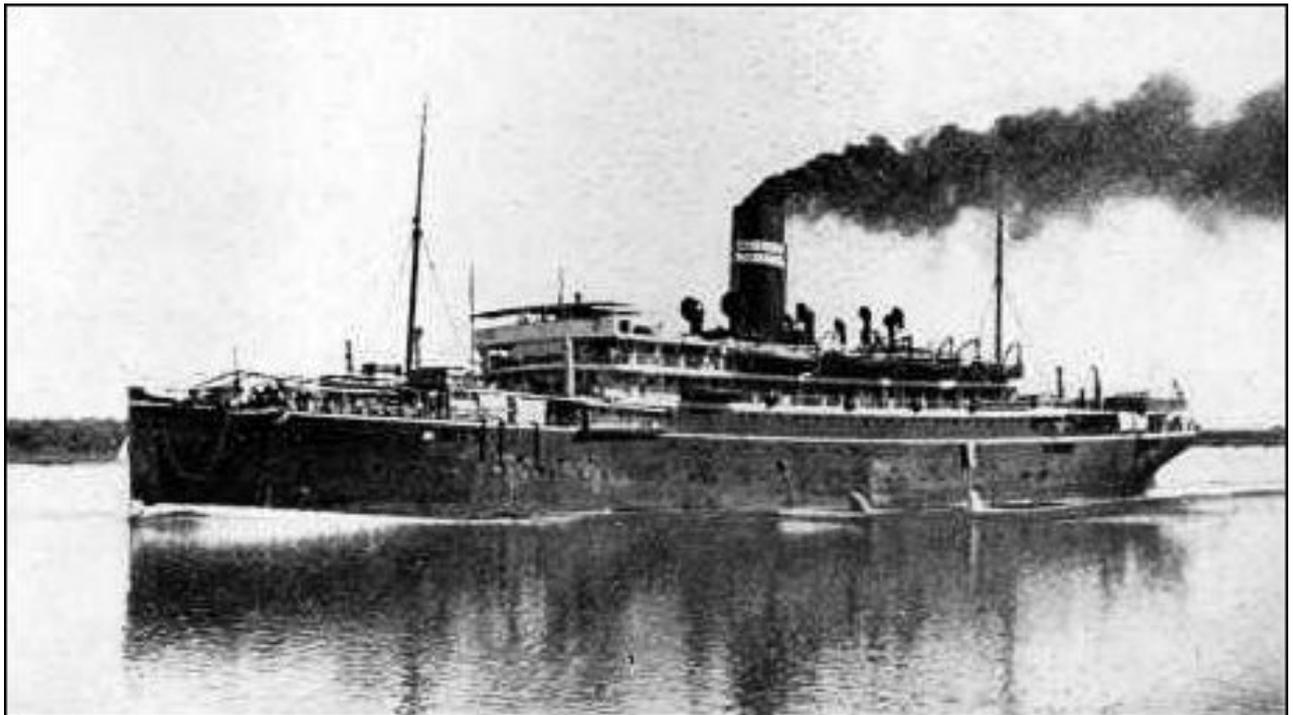
(1918 07 301)

(<http://www.hmsconway.org/Mem%20List%20WWOne.pdf>)

(1918 12 Losses Supplement)

(<http://www.25thlondon.com/egra.htm>)

([http://www.naval-history.net/OWShips-WW1-75-RIMS\\_Dalhousie.htm](http://www.naval-history.net/OWShips-WW1-75-RIMS_Dalhousie.htm))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**de Wet, Eric Oloff (09) DSC**

1918 Jan 29<sup>th</sup>

Died on Service WWI.

Eric was reported drowned by the Admiralty aged 20 while serving as a Sub Lt RN in HMS *Narborough*.

On the night of the 12<sup>th</sup> January 1918 the destroyers, HMS *Opal* and HMS *Narborough*, were escorting the light cruiser HMS *Boadicea* on patrol against mine layers. There came such a severe blizzard of snow and high winds that the destroyers were forced to return to base at Scapa Flow. Unable to see, a navigational error caused the ships to sail straight into the cliffs at Hesta Rock (shown right), just to the north of Windwick Bay, South Ronaldsay. There was only one survivor out of a compliment of 160 men and boys on both ships.



Admiral Mark EF Kerr CB, CVO wrote to his parents "*Had he survived he would have become the youngest British Admiral*"

He is commemorated on Portsmouth Naval Memorial panel 28.

(1918 04 277)

(1918 12 Losses Supplement)

(<http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=56691488>)

(<http://www.greatwarci.net/honour/jersey/database/dewet-eo-ports.htm>)

([http://www.scapaflow.co/index.php/history\\_and\\_archaeology/the\\_20th\\_century/war/wartime\\_tragedies/the\\_loss\\_of\\_hms\\_narborough\\_and\\_hms\\_opal](http://www.scapaflow.co/index.php/history_and_archaeology/the_20th_century/war/wartime_tragedies/the_loss_of_hms_narborough_and_hms_opal))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Dean, Herbert (27-28)**

1940 Oct 15<sup>th</sup>

Killed in Action WWII.

Herbert was lost while serving as Sub Lt RN in HMS/M *Triad*.

In October 1940 *Triad* was operating in the Gulf of Taranto, with orders to reach Alexandria on completion of her patrol. She failed to make port and by 20<sup>th</sup> October she was declared overdue. She was believed to have been lost in a minefield or sunk by Italian anti-submarine aircraft. New evidence suggests that *Triad* was engaged and sunk on the night of 14/15<sup>th</sup> October by the Italian submarine *Enrico Toti* shown below.

At 0100 hrs on 15<sup>th</sup> October, *Enrico Toti* sighted a large submarine 3,300 ft to port: both boats maneuvered into attack position on the surface but the British opened fire first, supposedly scoring two hits, one on the conning tower, the other on the bow (Italian accounts claim all of *Triad*'s shells missed). She also fired a torpedo which *Enrico Toti* avoided by turning sharply, then closed on the enemy submarine at top speed, firing as she approached. Soon, machine gun fire compelled the British gunners to abandon the exposed deck. As the British submarine started to dive, *Enrico Toti* fired a torpedo and hit *Triad* with two shells. The boat rose vertically then disappeared without survivors at 38°16'N, 17°37'E, south west of Calabria. The entire action had lasted less than 30 minutes.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Triad\\_\(N53\)](https://en.wikipedia.org/wiki/HMS_Triad_(N53)))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Delaney, Maurice Francis (58-60)**

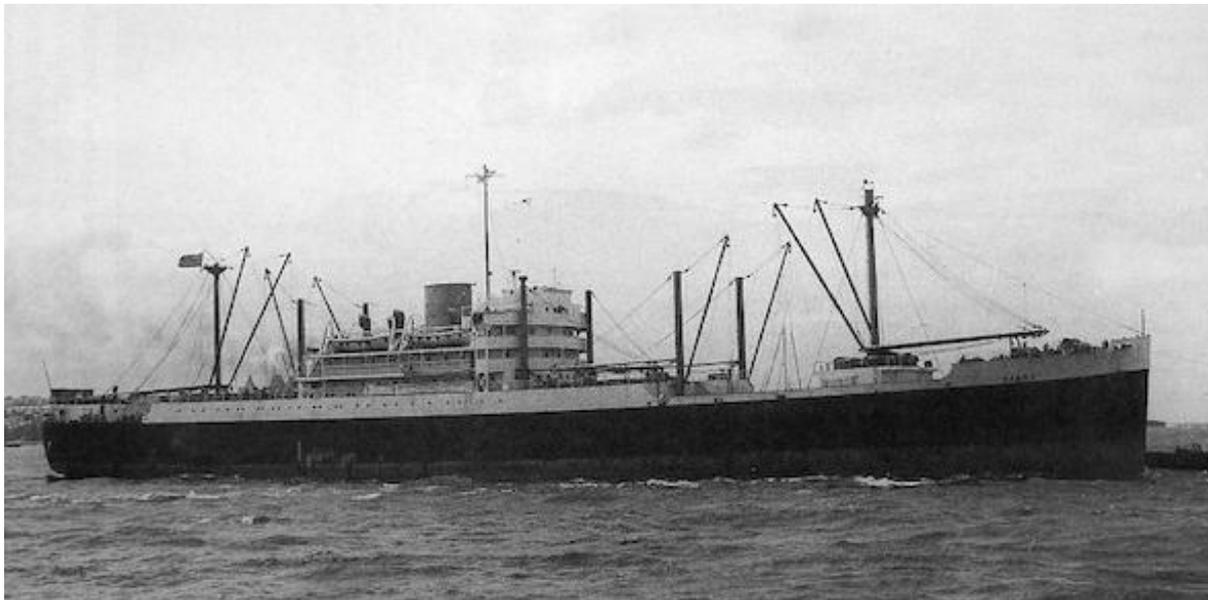
1966 Jun-Jul

Maurice was lost at sea from the Royal Mail Lines RMS *Darro* and his body was never recovered.

(OC *Barrie Lewarn (58-60)*)



*Deputy Chief Cadet Captain  
M Delaney 1960*



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Denbigh, Francis Arthur (1926-28) 1928 Nov

The Cadet magazine reported "The Booth Line received a cable from south America during November informing them that F. A. Denbigh had been drowned at sea. No details have yet been heard."

(1928 12 262)



THE MEMORIAL TABLET.



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Dowding**, Geoffrey Marischal (11-12)

1914 Nov 1<sup>st</sup>

Killed in Action WWI.

Geoffrey was lost aged 19 years at the Battle of Coronel while serving as Midshipman RN in the flagship, armoured cruiser H.M.S. *Good Hope*.

The Germans formed a battle line in the order *Scharnhorst*, *Gneisenau*, *Leipzig* and *Dresden*, with *Nurnberg* approaching from 30 miles to the north. The British line was ordered *Good Hope*, *Monmouth*, *Glasgow* and *Otranto*. At about 1930 hrs at 12,000 yards the Germans open fire with the British squadron silhouetted by the setting sun. *Scharnhorst*'s third salvo hit *Good Hope* knocking out her forward 9.2 inch gun. She was subsequently hit over 30 times. At 1950 hrs *Good Hope* suffered a magazine explosion, the crippled ship drifted out of line and sank soon afterwards. There were no survivors.



OCs **Candy** (12-13) and **Pascoe** (12-13) were also killed at Coronel in H.M.S. *Monmouth*.

(1918 12 Losses Supplement)

(<http://www.coronel.org.uk/search.php?search=candy&Search+Surnames=Search+by+Surname>)



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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Dowding, Geoffrey Marischal (11-12) *continued*



*1st XV Dec 1912*

*Dowding on left. Seated next to Auld also lost at sea in Feb 1915*



*Queen Mary's officers shortly before she was sunk*

*No names are given but Mid., Dowding is thought to be in the front row on the right*

**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Drew, George Montford (06-08)**1918 Jan 26<sup>th</sup>

Killed in Action WWI.

George was lost while serving as Lt RNR in HMS/M *E14* which was dispatched to the Dardanelles to destroy the Turkish battlecruiser *Yavûz Sultân Selîm* (ex German *Goeben*) crippled at the Battle of Imbros. Unable to find her *E14* attacked a merchant ship as she withdrew from the Dardanelles. Firing two torpedoes, one prematurely exploded damaging the submarine. She was forced to surface because of flooding and came under intensive coastal battery fire off Kum Kale. She was badly damaged and while attempting to beach safely her captain, Lt Cdr White was killed by shellfire and *E14* sank. Nine of her crew survived and were taken prisoner. Boyle and White were awarded the Victoria Cross for their actions. George was the navigator and the shell that killed White “killed Mr Drew (Navigator) as I was with both of them. I saw the Captains body, but nothing of Mr Drew so I think he must have been killed and fell into the sea.” Drew was on deck with White “The Captain was the first one up on deck and then Lieutenant Drew, RNR. I followed to connect the upper steering gear up, but here we found the spindle to be shot in half or jammed. Orders were given to steer from below and we ran the gauntlet for half an hour, only a few shots hitting us.”

He is commemorated on the Oswestry War Memorial and Portsmouth Naval Memorial.

*(1918 12 Losses Supplement)*

*([http://www.rnsubs.co.uk/Dits/Articles/E14\\_report.php](http://www.rnsubs.co.uk/Dits/Articles/E14_report.php))*

*(<https://www.thegazette.co.uk/London/issue/31354/supplement/6445>)*

*(<http://www.oldsaltblog.com/2012/06/dardanelles-raider-hms-e14-british-submarine-found-intact-after-94-years/>)*

*(<https://www.wrecksite.eu/wreck.aspx?16064>)*



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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*Below: The Wreck was discovered in June 2012*



Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Dunphy, Bernard (1887-89)	1915 Mar 11 <sup>th</sup> 5.15am
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Killed in Action WWI.

Bernard was lost aged 40 while serving as Lt RNR in the armed merchant cruiser HMS *Bayano*.

The *Bayano* was an Elders & Fyffes merchant ship launched in 1913. She was requisitioned on the 21<sup>st</sup> November 1914 and became the armed merchant cruiser HMS *Bayano*, pennant No M78. She displaced 5,948 tons, carried 2 x 6 inch guns, and had a maximum speed of 14 knots.

Just after 0500 hrs on 11 March, Kapitanleutnant Bernd Wegener in *U-27* was positioned a few miles off Corsewall Point at the entrance to Loch Ryan, where the ferries from Cairnryan to Belfast and Larne now pass several times daily. *Bayano* was steaming fast out of the Firth of Clyde heading south for Liverpool after taking on coal in Glasgow. Wegener spotted her and maneuvered himself into an attack position. *U-27* fired a torpedo which hit *Bayano* causing her to sink rapidly taking down 194 of the 220 man crew. The wreck is located at 55°3.03N, 5°26.03'W.

Bernard is commemorated on the Portsmouth naval memorial. OCs B **Dunphy**, A **Huddy** and C **Sims** were lost in the same incident.

(1918 12 Losses Supplement)

(<http://historyhubulster.co.uk/hms-bayano-centenary/>)

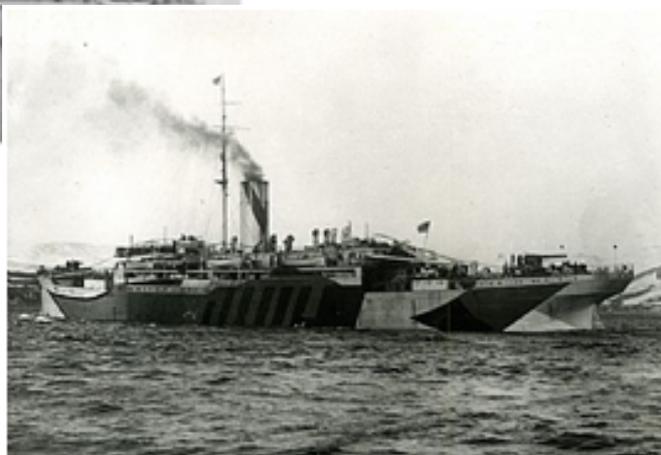
(<http://canmore.org.uk/site/102639/hms-bayano-north-channel>)

(<http://www.merseysiderollofhonour.co.uk/obits/ships/bayano.htm>)

(<https://uboatproject.wales/2019/07/30/u-boats-in-the-irish-sea-2/>)



*Bayano*  
Left: Pre-conversion  
Below: Post-conversion



Name & (Conway Years)	When Lost
Circumstances ( <i>Sources in parenthesis, The Cadet sources shown YYYY MM Page</i> )	

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**Edge, Thomas Arthur (1899-1901)**    1942 Sep 18<sup>th</sup>

Killed in Action WWII.

Thomas was lost aged 56 while Master of Canadian Steamship SS *Norfolk*, (1,900 tons).

She was en route from Paramaribo for Trinidad when she was torpedoed by *U-175* and sunk at 8°36'N 59°20'W near Georgetown Guyana.

Thomas and five of his crew were lost.

*(1945 04 106/7 Roll of Honour List)*

*(<http://www.wrecksite.eu/wreck.aspx?15484>)*

*([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_September\\_1942](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_September_1942))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Edwards, Cyril (1899-1900)**

1900 Dec 28<sup>th</sup>

Cyril was an apprentice, aged 17 years when left the Mersey for Victoria, Vancouver on Christmas Eve 1900 in the Barque *Primrose Hill*. Her cargo was understood to have been bricks. At 0830 hrs a Coastguard telegraphist at the South Stack lookout saw *Primrose Hill* flying the distress signal 'N.C.' She was caught between a force 10 west north west gale and a flood tide. The London and North Western Railway Co passenger ship SS *Hibernia*, was at that time travelling back from Dublin to Holyhead. She immediately diverted to go to the assistance of the *Primrose Hill*. As the *Hibernia* got almost alongside the barque, her steering gear broke down. The Captain had to abandon the rescue and was extremely lucky to save his passenger laden vessel without going ashore. The *Primrose Hill* then dropped both anchors, but they dragged, and when within some 200 yards of the south Stack Lighthouse - her crew actually waving to those on the cliffs - she struck a submerged rock. The time was 2.00pm, the storm was most severe, and within five minutes she went to pieces. The location was 1.5M, ESE of South Stack Lighthouse, 53°17'N, 4°41.01'W. Of the 34 on board, 33 perished. 27 bodies were found. 6 bodies were never recovered. OC term mates **Edwards (99-00)** and **Wood (99-00)** were both lost.

Most were interred at Holyhead where a monument in their memory confirms that Cyril Edwards was one of those whose body was never found.

(1901 02 11)

(1910 06 127)

(<http://www.shipwrecks-wales.co.uk/anglesey-shipwrecks/55-wreck-of-the-primrose-hill>)

(<http://www.anglesey.info/primrosehill.htm>)

(Daily Post)



Name & (Conway Years)	When Lost
Circumstances <i>(Sources in parenthesis, The Cadet sources shown YYYY MM Page)</i>	

Elliott, George Walter (08-10)	1918 Jan 31 <sup>st</sup>
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Killed in Action WWI.

George was lost aged 23 while serving as Lt RNR, in HMS/M *E50* as her navigating officer.

*E50* sailed from Harwich on 21<sup>st</sup> January 1918 to patrol to the seaward of 54°45'N, 06°15'E and did not return home. There was no contact with her after she sailed. She was expected back on 29<sup>th</sup> January 1918. The common presumption is that she hit a mine and sank with all 31 members of her crew.

George is commemorated on the Portsmouth Naval War Memorial on Panel No. 30.

*(1918 04 277)*

*(1918 12 Losses Supplement)*

*(<http://www.rnsubs.co.uk/Boats/BoatDB2/index.php?BoatID=1240>)*

*(<http://1914-1918.invisionzone.com/forums/index.php?showtopic=95464>)*



*Above: The launch of E50*

Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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Ellis, John (44-46)

Not Known

John was included in previous lists but no details of his death have been discovered.



THE MEMORIAL TABLET.

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Falconer, Percy Albert Gordon (03-05)**      1915 Jan 31<sup>st</sup>

Killed in Action WWI.

Percy was lost aged 25 while serving as Acting Lt RNR in HMS/M *E10*, part of the 8th Submarine Flotilla.

On the 18th January *E5*, *E10* and *E15* sailed from Harwich for operations NNW of Heligoland. No further contact was made with the submarine after parting company with *E5* at 1950 hrs on the evening of the 18th. Recent research on the submarine's wreck shows that she struck a sea mine.

Thanks to David Falconer, whose great uncle was Percy.

*(1918 12 Losses Supplement)*

*(<http://www.leedswwlmemorials.com/rn1915.htm>)*

*(<http://www.battleships-cruisers.co.uk/submarines.htm>)*

*(Crew list: <http://www.mrscottstours.com/leading-stoker-frederick-james-cross-recorded-by-cwgc-as-died-21-jan-1915/>)*

*Below: E10's and E50's Depot Ship Maidstone with E class boats alongside*



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Farrar, Peter Thompson (37-40)**

1943 Sep 20<sup>th</sup>

Died on Service WWII.

Peter was lost aged 20 while serving as Sub Lt RN in the destroyer HMS *Escapade* .

In September *Escapade* sailed from Milford Haven escorting convoy ONS-18 and was later joined by convoy ONS-202.

During the night of 19/20<sup>th</sup> September 1943 *Escapade* was steaming ahead of the convoy in good weather the sea and swell were decreasing rapidly, the wind southwesterly, force 3-4 (gentle to moderate breeze, 7-15 m.p.h.) and visibility moderate. The convoy commander reported:  
“*Escapade* detected a pair of submarines approaching the convoy, neutralised the asdic contact with a quick counter-attack and then proceeded to put down and hunt, most efficiently, the second of the pair whom she had first detected on the radar. As I was still confident that this was only a chance encounter, and that mass attack was unlikely, I detached *Narcissus* to join her, at the same time instructing *Escapade* to send *Narcissus* back if she was not needed. *Escapade*, meanwhile, carried out a number of attacks with depth charges and hedgehog and was in firm contact with the submarine - which had gone deep hours after the initial attacks. I am confident that this would have been a sure "kill" had not *Escapade* experienced the most tragic accident: the premature explosion of a salvo from HMS *Escapade*'s hedgehog, as a result of which 3 officers and 16 ratings lost their lives, and 2 officers and 8 ratings were seriously injured. The ship's bridge and fore-castle were severely damaged.” *Escapade* returned to the United Kingdom.

*(1945 04 106/7 Roll of Honour List)*

*(<http://www.warsailors.com/convoys/on202report.html> )*

*(<http://www.batamemories.org.uk/MAIN/ENG/00-EN-Pages/WAR%20PAGES/Lealie%20Hockley.html>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Fernie, Thomas Edward (20-22)**

1943 Oct 23<sup>rd</sup>

Killed in Action WWII.

Thomas was lost aged 28 while serving as Sub Lt RNR in the Bangor Class minesweeper HMS *Cromarty*.

She was clearing mines in a minefield in the Bonifacio Strait off Sardinia when she was mined and sunk. A seaman in *Seaham* that went to her rescue said that “*mines were popping up during that sweeping operation like blackberries*”.

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/warships/ship/3213.html>)

(<http://www.thecromartyarchive.org/picture/number932.asp>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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Fleet, Robert (07-09)

1912 May 19<sup>th</sup>

Robert died after an accident on-board the *Grace Harwar* and was buried at sea on 20<sup>th</sup> at 52°51'S, 81°14'W – slightly north west of Cape Horn.

(1912 08 72)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Fortnam, Frederick (03-04)**

**1905**

Frederick died after falling from aloft in *Imberhorne* on a voyage to Sydney, NSW. The date is not given but is must have been between January and October 1905 as he left *Conway* December 1904 and his death was reported in October 1905.

Note that in *The Cadet* magazine entries the ship is variously named as *Inverhorne* and *Tinberhorne*, but owned by Karran's. Lubbock's 'Last of the Windjammers' (Vol 1) identifies only an *Imberhorne* and she was owned by Karran's.

(1904 12 219)

1905 10 317)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Fox, Geoffrey Aldom (13-16)**

1942 Oct 8<sup>th</sup>

Killed in Action WWII.

Geoffrey was lost aged 41 while serving as Chief Officer in SS *Clan MacTavish*.

Torpedoed and sunk by *U-159* in the South Atlantic 100 nautical miles (190 km) west south west of Cape Town at 34°53'S, 16°45'E with the loss of 61 of the 128 people on board.

([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_October\\_1942#8\\_October](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_October_1942#8_October))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Frank, Septimus Gordon** (1898-1900)

1907 Mar 26<sup>th</sup>

Septimus was Second Officer of Milne & Co's barque rigged sailing ship *Inverlyon*. The exact circumstances of his death are not known. She was his second ship as he joined de Wolf's *Lyderhorn* on leaving Conway in July 1900.

(1910 06 127)

(*The Last of the Windjammers* by Bail Lubbock)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

**FRANK** Septimus Gordon of Stearsby near Easingwood Yorkshire second officer on board the sailing ship *Inverlyon* died 26 March 1907 on board the sailing ship *Inverlyon* of Waterloo Spencer Gulf South Australia Administration **York** 16 April to Stephen Wildman Frank farmer. Effects £200 10s. 3d.



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Freeman, Mark Hunter Parnell (38-40)**1941 May 24<sup>th</sup>

Killed in Action WWII.

Mark was lost aged 16 while serving as a Midshipman RNR in the battleship HMS *Hood*. OCs **Freeman, Lewis** and **Warrant** were also lost in *Hood*. In May 1941, *Hood* and the battleship *Prince of Wales* were ordered to intercept the German battleship *Bismarck* and the heavy cruiser *Prinz Eugen*, which were en route to the Atlantic to attack convoys. On 24<sup>th</sup> May 1941, they intercepted and engaged them in the Denmark Strait between Greenland and Iceland. *Hood* opened fire at *Prinz Eugen* at 05:52 at a distance of approximately 26,500 yd. The Germans held their fire until 0555 hrs, when both German ships targeted *Hood*. High explosive shells fired by *Prinz Eugen* struck *Hood*'s boat deck, starting a sizable fire in the ready-use 4 in ammunition stored there, but this fire did not spread to other areas of the ship or cause the later explosion. At 0600 hrs a salvo from *Bismarck*, fired at a range of about 9 mi (7.8 nmi; 14 km), was seen by men aboard *Prince of Wales* to straddle *Hood* abreast her mainmast. It is likely that one 15 in shell struck somewhere between *Hood*'s mainmast and "X" turret aft of the mast. This was immediately followed by a huge pillar of flame that shot upward 'like a giant blowtorch,' in the vicinity of the mainmast. There followed an explosion that destroyed a large portion of the ship from amidships clear to the rear of "Y" turret, blowing both after turrets into the sea. The ship broke in two; the stern falling away and sinking. The bow was raised clear of water, pointed upward and pivoting about, and followed the stern in sinking shortly thereafter. She sank with the loss of 1,415 men, just three of her crew survived. *Prince of Wales* continued to exchange fire with *Bismarck* but suffered serious malfunctions in her main armament and soon broke off the engagement. Due to her perceived invincibility, the loss of *Hood* had a profound effect on the British people.

*Freeman in 1940**Above: Hood Pre-War**Below: Bismarck Fires On Hood**(1945 04 106/7 Roll of Honour List)**([https://en.wikipedia.org/wiki/Battle\\_of\\_the\\_Denmark\\_Strait](https://en.wikipedia.org/wiki/Battle_of_the_Denmark_Strait))**(<http://www.hmshood.com/history/denmarkstrait/whyloss.htm>)**(<http://www.kbismarck.com/hood-sinking001.pdf>)*

Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

**Garstin, Richard Hart (00-02) CBE OBE CdeG** 1942 Oct 27<sup>th</sup>

Killed in Action WWII.

Richard was lost 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. The ship 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, including Richard were either killed or badly burned and had to be assisted to reach their lifeboat stations. Richard was last seen badly burned being led away 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 *Stentor*’s Master, 20 crew members, three army personnel, four nurses and 15 passengers.

During WWI Richard had served as a Lt in the Royal Indian Marine and as a Lt Col RE in Italy. In 1941 he was a Captain RIN and had served as NOIC at Basrah.

(1945 04 106/7 Roll of Honour List)

(<http://www.wrecksite.eu/wreck.aspx?17476>)

(<http://uboat.net/allies/merchants/2297.html> )

(<http://uboat.net/allies/merchants/crews/person/7596.html> )

([https://books.google.co.uk/books?id=ezsRBQAAQBAJ&pg=PT504&lpg=PT504&dq=loss+of+SS+Stentor&source=bl&ots=Njmubgfv5h&sig=ZF85G7O\\_grf10t9IzZl3uE5YdLU&hl=en&sa=X&ved=0CDgQ6AEwBGoVChMlr\\_vlguDaxwIVSG4UCh3xVwZY#v=onepage&q=loss%20of%20SS%20Stentor&f=false](https://books.google.co.uk/books?id=ezsRBQAAQBAJ&pg=PT504&lpg=PT504&dq=loss+of+SS+Stentor&source=bl&ots=Njmubgfv5h&sig=ZF85G7O_grf10t9IzZl3uE5YdLU&hl=en&sa=X&ved=0CDgQ6AEwBGoVChMlr_vlguDaxwIVSG4UCh3xVwZY#v=onepage&q=loss%20of%20SS%20Stentor&f=false) )



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Gething, Joseph Cooper (1894-96)** 1896 Aug 20<sup>th</sup>

Joseph left *Conway* and joined Messrs Steeves four masted barque rigged sailing ship *Saratoga* on 31<sup>st</sup> July 1896 along with OCs Ernest Gary Mitchell (1894-96) and Walter Riches (1894-96). He was lost within a month of going to sea. The *Saratoga* was last heard of on 20<sup>th</sup> August 1896 and reported as missing so the exact circumstances of his death are not known.

(1910 06 127)

(<https://wrecksite.eu/wreck.aspx?173896>)

(*The Last of the Windjammers* by Bail Lubbock)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Gibbon, T Lt Donald William RNR (27-28)**

1941 Mar 25<sup>th</sup>

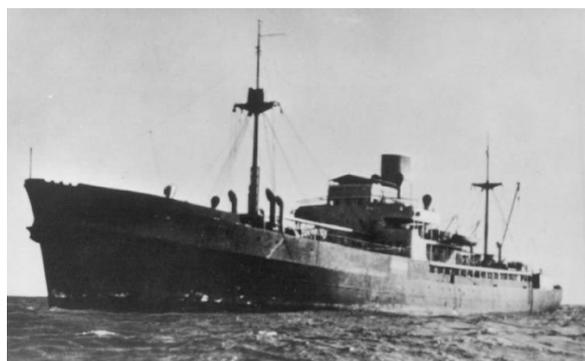
Killed in Action WWII.

Donald was called up for active service from the Clan Line and after a period of training in *Dolphin*, *Vernon* and *Medway* he was posted to India to join a submarine. He travelled as a passenger in Anchor Line's SS *Britannia* (right). She sailed in a small



convoy from Liverpool on 11<sup>th</sup> May 1941 bound for Bombay with stops at Freetown and Durban. As the convoy was heading into the Med she was to travel south independently from the latitude of Gibraltar.

On 25<sup>th</sup> March, 750 miles W. of Freetown she was intercepted by the German raider *Thor* (below right) which immediately opened fire with her 6" guns. *Britannia's* wireless operator transmitted an RRR raider warning message, which a radio station in Sierra Leone acknowledged. *Britannia* was armed with one naval gun on her stern and resisted *Thor* for more than an hour before her Master gave the order to abandon ship. *Thor's* bombardment had damaged some of *Britannia's* lifeboats. Sources disagree as to whether *Thor's* Captain, Otto Kähler, ordered a pause in the bombardment to allow *Britannia* to lower her boats and get everyone away, but they agree that he did not stop to rescue survivors. *Thor* then sank her by gunfire.



Of the 203 crew and 281 passengers, 122 of the crew and 127 passengers lost their lives. Survivors in lifeboats were picked up five days later and reported seeing scores of their companions devoured by sharks as they struggled in the water. Donald's body was not recovered. He is commemorated on Portsmouth Naval Memorial.

([https://www.unithistories.com/officers/RNR\\_officersG.html](https://www.unithistories.com/officers/RNR_officersG.html))

(<https://www.wrecksite.eu/wreck.aspx?135786>)

([https://en.wikipedia.org/wiki/SS\\_Britannia\\_\(1925\)](https://en.wikipedia.org/wiki/SS_Britannia_(1925)))

(<http://www.ssbritannia.org>)

(<https://www.bbc.co.uk/history/ww2peopleswar/stories/13/a4123513.shtml>)

(<https://cmbower.co.uk/Articles/OtherProjects/Britannia/DadsWebSite/SinkingoftheS.S.Britannia.html>)

(<https://www.cwgc.org/find-records/find-war-dead/casualty-details/2492870/donald-william-gibbon/>)

(<https://www.sixtant.net/2011/artigos.php?cat=raider-thor&sub=16-pages&tag=1>)raider-thor)

**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Gloag, John Kerr (1886-88)**

**1888 Nov 15<sup>th</sup>**

John left Conway in July 1888 and joined Sir J Poole's barque rigged sailing ship *Battle Abbey*. Four months later he fell overboard from the main royal yard and was not recovered. He was lost at 38°S 9°20'W which is in the Mediterranean Sea, midway between Cagliari, Sardinia and Bizerte, Tunisia.

(1910 06 127)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

1. Name and Surname of Deceased.	2. Sex.	3. Age.	4. Rank, Profession, or Occupation.	5. Nationality or Birthplace.	6. Last Place of Abode.	Death.			10. Name of Ship.	11. Official Number.	12. Port of Registry.	13. Trade.	14. Register-Office of the Board to which referred.	15. Sources of Information.
						7. Cause.	8. Date.	9. Place.						
Gibb, David	Male	40	Boatswain and Lamp-trimmer.	Greenock	Glasgow	Fell down the hold (lost his hold while going down to clear up). Supposed drowning by foundering of vessel.	26.1.89	Malta	S.S. Elvaston	94329	London	Foreign	E.	Eng. 11. Eng. 1. L.B. W. & E. L.
Gilpin, Frank	Male	19	Apprentice	Chelsea	16, Pelham Street, New Cloe.		9.2.89	North Sea	Harold	67700	Grimsby	Fishing	L.	Eng. 76. Eng. 9. F. W.R. W. & E. L. C.C. 15.
Gloag, John Kerr	Male	17	Apprentice	Stirling		Drowning (fell overboard from main royal yard).	15.11.88	Sea, 38° S. 9° 20' W.	Battle Abbey	70941	Liverpool	Foreign	E	C.C. 15. CC 21. L. 7107/189
Goddard, Elam	Male	43	Seaman	Beeding, Sussex.	Broadmere Common, Henfield, Sussex.	Drowning (total collision)	28.10.88	North Sea	Lord Willoughby	47888	Ramsgate	Fishing	L.	D. W. & E. L. W.R.



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Gobert-Jones, Gwilym Louis (30-32)** 1940 Nov 23<sup>rd</sup> 0815 hrs

Killed in Action WWII.

Gwilym was lost aged 24 while serving as Second Officer in SS *Tymeric* (A. Weir)

*Tymeric* was on route from Hull for Buenos Aires in convoy OB-244 carrying a cargo of 6,150 tons of coal when she was torpedoed by German submarine *U-123* and sunk 350 miles west of Malin Head at 57°00'N, 20°30'W. Only three of her crew of 75 were saved.

(1945 04 106/7 Roll of Honour List)

(<http://www.wrecksite.eu/wreck.aspx?16228> )

(<http://www.bbc.co.uk/history/ww2peopleswar/stories/70/a1082170.shtml> )

([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_November\\_1940](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_November_1940))

(<http://uboat.net/allies/merchants/ships/673.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Godfrey, Allan Poynter (29-31)**

1941 Oct 14<sup>th</sup>

Killed in Action.

Allan was lost aged 25 while serving as Lt in the Flower Class corvette HMS *Fleur de Lys* (K122)

*Fleur de Lys* was one of 10 corvettes escorting convoy OG-69 bound from Liverpool to Gibraltar. Torpedoed by U-206 55 nautical miles west of Gibraltar at 36°00'N, 6°30'W.

3 survivors

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_October\\_1941](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_October_1941))

(<http://uboaat.net/allies/merchants/crews/person/17111.html>)



*Flower Class Corvette*

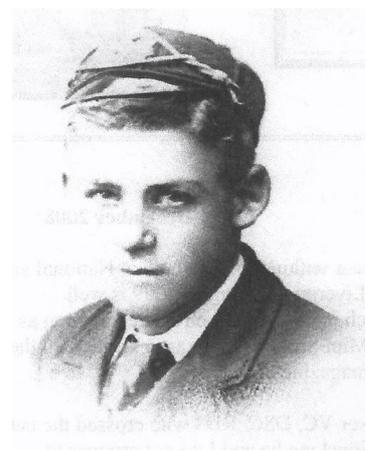
**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Godwin, William Vionett (1893-95) 1897 May 22<sup>nd</sup>**

William was washed overboard from *Star of France* at 37°27'S, 0°1.3'W off Tristan da Cunha. He was aged 17 years. He was on look-out watch on the forecandle when the ship gave a sudden lurch which threw him overboard. There was a high sea at the time. The master, Captain F W Ulyatt, reported that all the efforts made to rescue him were unsuccessful.



The photo right shows him as a *Conway* cadet in 1895 just as he was leaving the ship.

(*Emanuel School Magazine 1897*)

(*Family records*)



CERTIFIED COPY of an ENTRY



IN THE MARINE REGISTER

NASD 005666

Application Number 42121-33754211

Pursuant to the provisions of the Merchant Shipping Acts 1894 and 1970 and the Births and Deaths Registration Act 1953.

Return of Deaths at Sea, reported to the Registrar General of Shipping and Seamen under the provision of "Merchant Shipping Act, 1894" and 1970, During the Month of <u>August 1897</u>												
Name of Ship	Official Number	Date of Death	Place of Death	Name and Surname of Deceased	Sex	Age	Rank, Profession or Occupation	Nationality	Last Place of Abode	Cause of Death	Passenger or Member of Crew	
Star of France	38,105	22.5.1897	Lat. 37.27S Long. 1.3.W.	William Vionett Godwin.	M	17	Apprentice	Penang, Straits Settlements	Sydney Lodge Wimbledon Park Road Wandsworth.	Washed overboard.	Crew.	

CERTIFIED to be a true copy of an entry in the MARINE REGISTER OF DEATHS  
Given at the GENERAL REGISTER OFFICE, under the seal of the said Office, this 26th day of November 2008.

**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Golby, Thomas Maitland Wake** (22-24)      1943 Feb 22<sup>nd</sup> 1156 hrs

Killed in Action WWII.

Thomas was lost aged 36 while serving as Acting Lt Cdr RCNR and Captain of the Flower Class corvette HMCS *Weyburn* (K173).

*Weyburn* was escorting convoy MKS8. At 1117 hrs on 22<sup>nd</sup> Feb 1943 she hit a sonder mine laid by *U-118* on 1<sup>st</sup> February 4 miles west of Cape Spartel. The mine ripped open the portside amidships, splitting the funnel from bottom to top, buckling the decks. The sea entered the engine room causing pipes to burst. HMS *Wivern*, escorting the nearby convoy GUS-4, immediately went alongside and took off three officers and 28 ratings while the ship settled by the stern. The crew tried hard to remove all primers from the depth charges, but two of them detonated after the corvette sank at 1156 hrs, disabling the main and auxiliary machinery of the destroyer lying about a cable away and killing some men in the water. Sub Lt Bark died in the attempt to rescue the unconscious Thomas from the sinking vessel and one crew member from the destroyer died of wounds after being injured while helping the wounded aboard the corvette. She sank off Cape Espartel east of Gibraltar at 35°46'N, 06°02'W.



Above: Golby 1st XV Xmas 1923

(1947 12 112)

(<http://uboat.net/allies/merchants/2666.html>)

(<http://uboat.net/allies/merchants/crews/person/7425.html>)

([https://en.wikipedia.org/wiki/HMCS\\_Weyburn\\_\(K173\)](https://en.wikipedia.org/wiki/HMCS_Weyburn_(K173)))

(<http://www.rootsweb.ancestry.com/~cansk/surnames/NavyMemorial.html>)



Above: Golby 1943

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Gooch, Captain George William (01-03)** 1936 Feb 28<sup>th</sup>

*George "Died suddenly at sea" while Captain of Imperial & International Communications Ltd's Cable Ship Mirror and was buried at sea.*

Photo right: Gooch as cox of the winning *Conway* Gig Crew for the annual race against *Worcester* on Saturday 30<sup>th</sup> May 1903. He was 17 years old and weighed 7 stone 2 lbs. The crew were praised for their "*unity, good-fellowship ... and determination of each man to do his best for the whole and not simply for himself.*"



(1936 04 27)  
(1903 07 82)





Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Grundy, Thomas (14-16)	1942 Jul 15 <sup>th</sup>
------------------------	---------------------------

Killed in Action WWII.

Thomas was lost aged 43 while serving as Master of MV *Empire Attendant*, ex-BI's *Domala*

*Empire Attendant* was part of convoy OS33 which sailed from Liverpool on 1<sup>st</sup> July 1942 en route for Durban and Karachi, with a cargo of stores, vehicles and a quantity of explosives. On 10<sup>th</sup> July *Pelican* reported that *Empire Attendant* had broken down for the seventh time and was straggling, being at least 20 miles behind the convoy. At 0330 hrs CET on 15<sup>th</sup> July, she was torpedoed and sunk by *U-582* south of the Canary Islands off the west coast of Africa at 23°48'N, 21°51'W with the loss of all 59 crew.

Thomas and his crew are commemorated on panel 38 of the Tower Hill Memorial.

He served as midshipman RNR in WWI

(1945 04 106/7 Roll of Honour List)

(<http://www.uboaat.net/allies/merchants/ships/1934.html>)

([http://www.convoyweb.org.uk/os33/index.html?mem\\_empire.htm~mainframe33](http://www.convoyweb.org.uk/os33/index.html?mem_empire.htm~mainframe33))

(<http://www.convoyweb.org.uk/os33/index.html?empire.htm~mainframe33>)



**Name & (Conway Years)**

**When Lost**

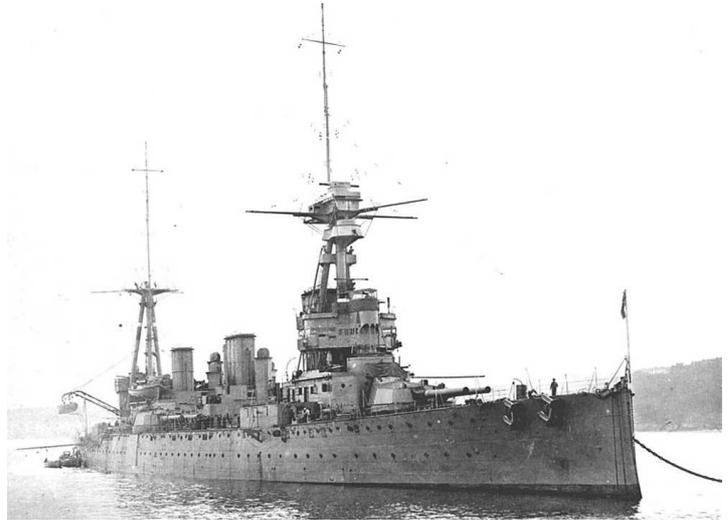
**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Guest, Harold Victor (13-15)**

1916 May 31<sup>st</sup>

Killed in Action WWI.

Harold was lost aged 16 while serving as a Midshipman RNR in the battle cruiser HMS *Indefatigable* at the Battle of Jutland. Jutland was the largest naval battle and the only full-scale clash of battleships in the war. Over 6,000 British seamen lost their lives including nine OCs: **Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*).



In the first engagement between the British and German battle cruisers, *Indefatigable* was in the rear opposite *Von Der Tann*. After about 25 minutes, a hit on the fore turret penetrated *Indefatigable*'s magazine, blowing the ship in half. She sank at five minutes past four with a loss of 1,017 crew - there being just two survivors.

(1918 12 Losses Supplement)

([http://www.devonheritage.org/stentiford/Issue\\_38/Article1/5Feb1art2.htm](http://www.devonheritage.org/stentiford/Issue_38/Article1/5Feb1art2.htm))

([https://en.wikipedia.org/wiki/Battle\\_of\\_Jutland](https://en.wikipedia.org/wiki/Battle_of_Jutland))

(Casualty List:

[http://www.northeastmedals.co.uk/britishguide/jutland/hms\\_indefatigable\\_casualty\\_list\\_1916.htm](http://www.northeastmedals.co.uk/britishguide/jutland/hms_indefatigable_casualty_list_1916.htm))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Hague, Stanley Bowker (19-22)**

1942 Nov 8<sup>th</sup>

Killed in Action WWII.

Stanley was lost aged 37 while serving as Third Officer MN in SS *Monarch of Bermuda*, a Furness liner of 22,400 GRT

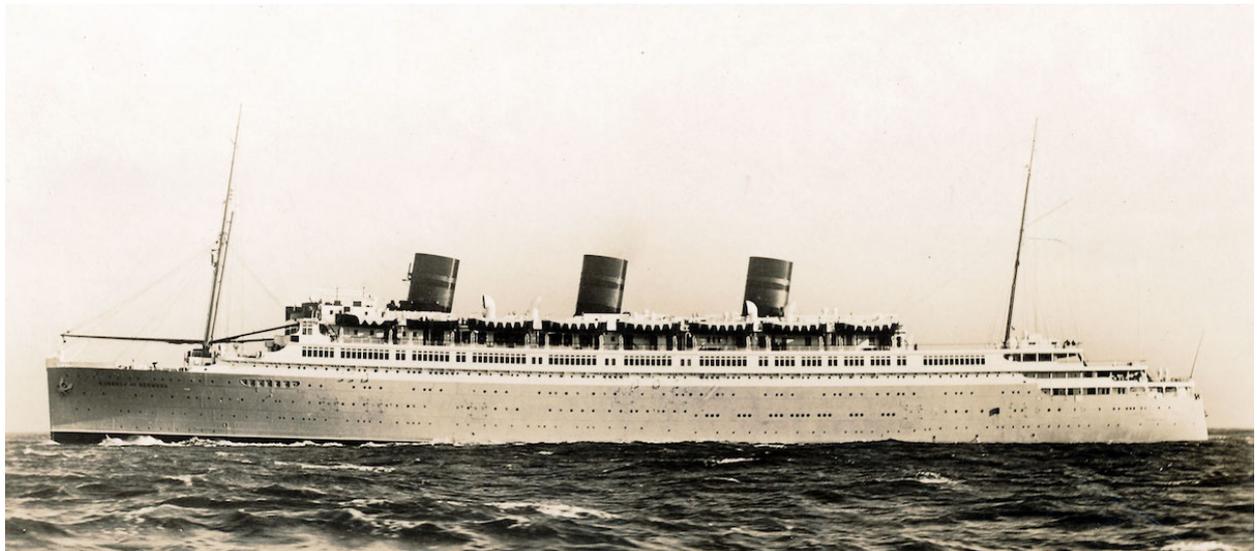
His death is reported as “*caused by shell blast through enemy action*”. He was one of two members of the crew killed.

He is commemorated on the Tower Hill Memorial , panel 71.

*(1945 04 106/7 Roll of Honour List)*

*(<http://www.benjidog.co.uk/Tower%20Hill/Monarch%20of%20Bermuda%20to%20Mount%20Pelion.html>)*

*(<http://www.benjidog.co.uk/Tower%20Hill/Errors%20and%20Omissions.html#Omissions>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Halcrow, James Alexander Smith (24-26) RD**      1942 Dec 9<sup>th</sup>

Killed in Action WWII. James was lost aged 35 while serving as Lt Cdr RNR, Captain of HMS *Marigold* (K87) a Flower Class Corvette.

*Marigold* was escorting convoy KMS.3Y, off Algiers, Algeria. The convoy was attacked in the late evening by three S.79 VTBs of the 105<sup>o</sup> Gruppo AS (105th Torpedo group). When they appeared out of dark clouds James ordered full steam ahead but *Marigold* was hit by a torpedo at around 1515 hrs, killing approximately 40 members of her crew. After four minutes it was clear she was sinking so James gave the order to Abandon Ship. All the surviving crew got away but he remained onboard. She sank a short time later at 36°50'N, 03°00'E. James was never found. He had been her commanding officer since 25 April 1942. The official loss report is reproduced opposite.



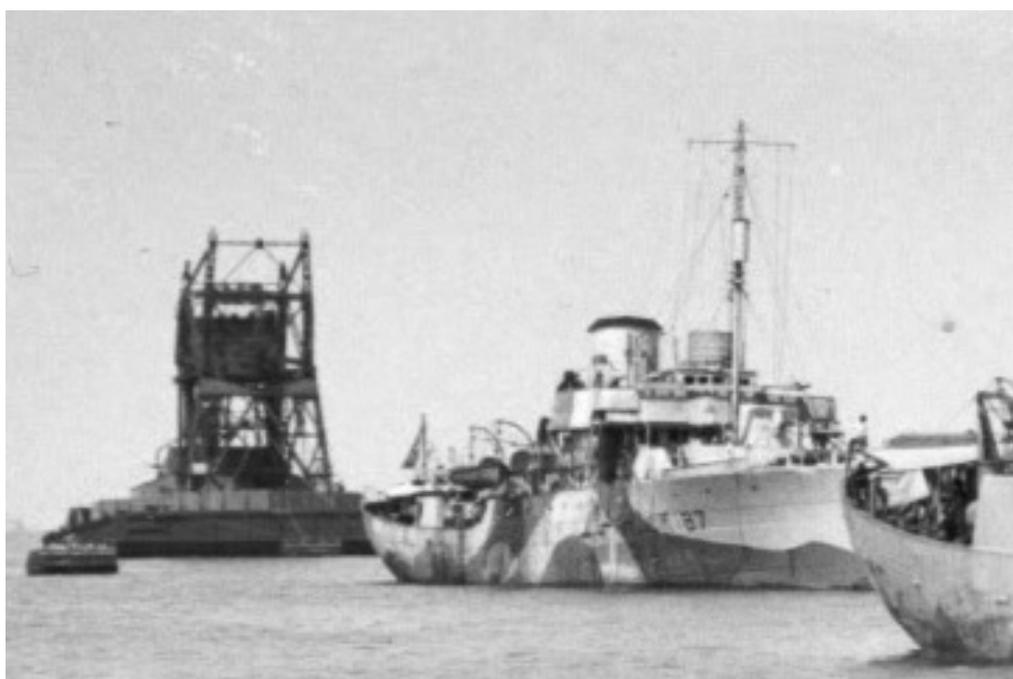
He is commemorated on Chatham Naval Memorial.

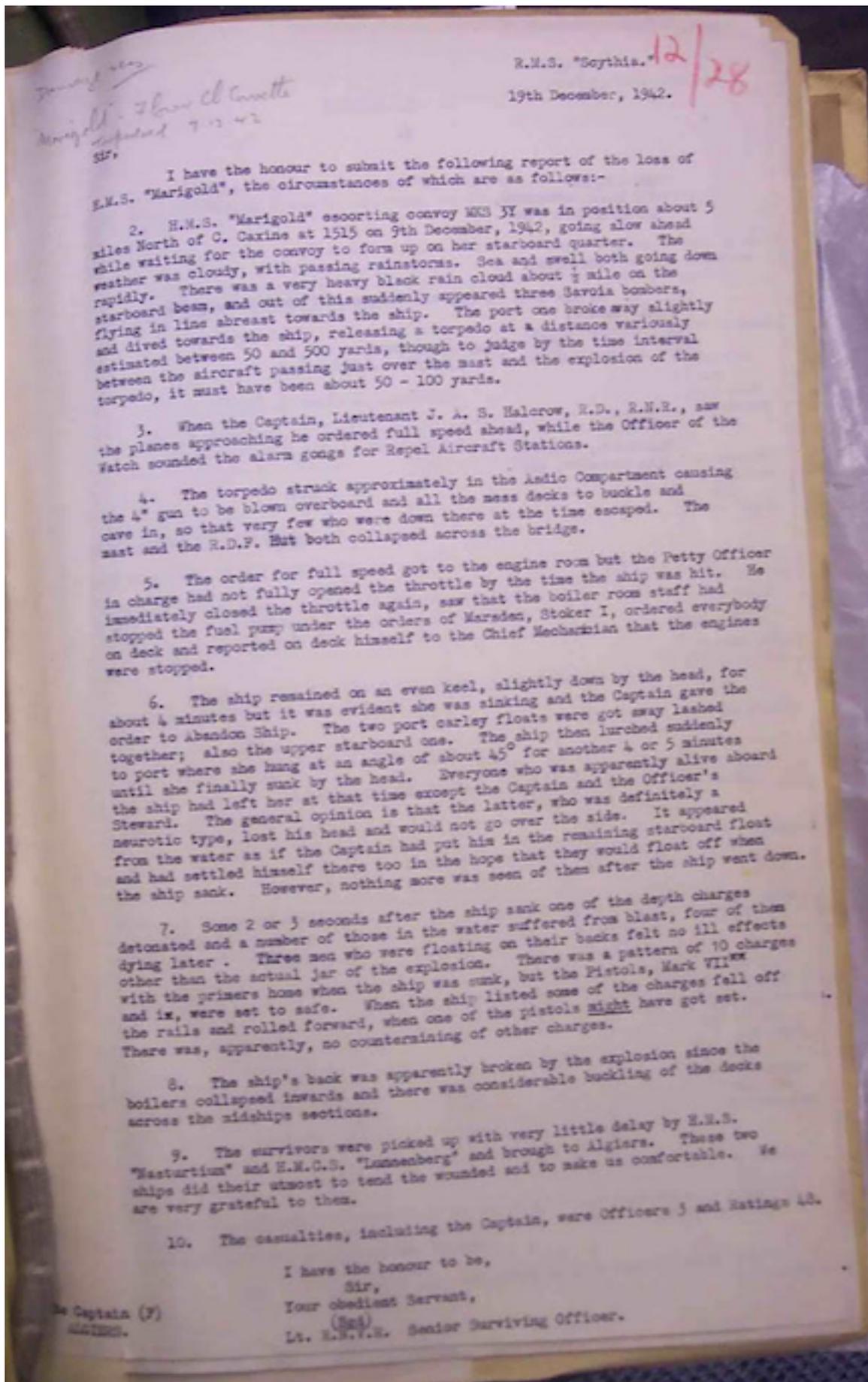
(<http://theflowerclasscorvetteforums.yuku.com/topic/432#.VfrTRbSG7AM>)

(<http://uboot.net/allies/warships/ship/4788.html>)

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Marigold\\_\(K87\)](https://en.wikipedia.org/wiki/HMS_Marigold_(K87)))





**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

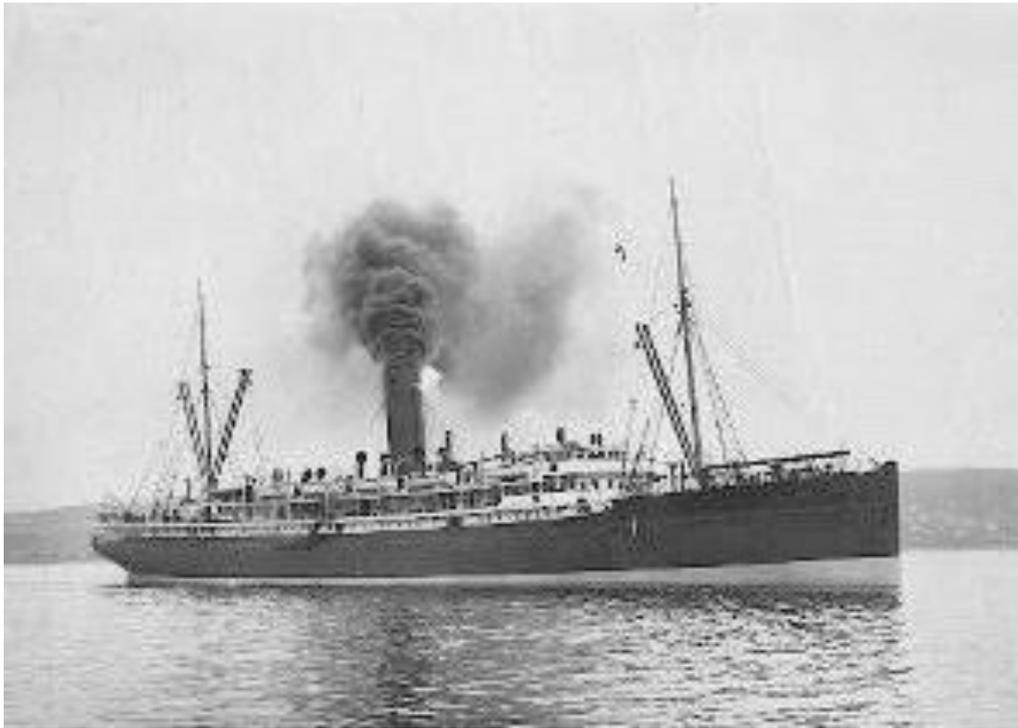
Hall, Newbray (1881-83)

1891

Newbray was lost overboard off Queenstown while Second Officer of *Marama*.

His Captain observed "another promising young officer gone".

(1891 03 6)



REGISTER OF APPRENTICES' INDENTURES.

NAME OF APPRENTICE	Age when Bound	Port of Enrolment and Date of Indenture	Term for which Bound	Year in which Indenture Expires	Name of Person to whom Bound	Particulars of Deaths and Cancellations, &c.	Remarks
Hurdle, William R	17	London 6. 9. 83	3	1886	J. Robinson		
Halton, Harry	15	London 7. 9. 83	4	1887	Lillico of Roserick		
Hellier, Leopold Chas	16	London 8. 9. 83	4	1887	Foley Dickman & Co		
Holmes, Fredk William	16 1/2	Grimsby 10. 9. 83	4	1887	J. Gurgzwell	Fishing	
Hall, Newbray	17	Liverpool 10. 9. 83	4	1887	W. L. Banks		

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Hall, Charles (08-09)**

1917 May 4<sup>th</sup>

Killed in Action WWI

Charles was lost aged 23 while Chief Officer in the armed steamer SS *Pilar de Larrinaga* of Liverpool.

*Pilar De Larrinaga* was on a voyage from Galveston to Manchester with a cargo of zinc, steel and wheat when she was torpedoed by the German submarine *UC-65* (Otto Steinbrinck), 2 miles SE by S of Tuskar Rock, County Wexford. She sank within three minutes. 20 crew members were lost including Charles.

(1917 08 232)

(1918 12 *Losses Supplement*)

(<http://www.wrecksite.eu/wreck.aspx?13614>)

(<http://www.irishwrecksonline.net/Lists/WexfordListE.htm>)



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

Halloran, James Michael (06-07) 1910 Aug 3<sup>rd</sup>

The Cadet magazine reported in October 1910 that James had died “at sea, on 3<sup>rd</sup> August last, by falling from aloft”. He had attended the unveiling of the memorial to those OCs who had lost their lives at sea just three months previously so it can be assumed that he was outbound from Liverpool when he died.

He was serving on the sailing barque *Invermark* and was lost at 34°6’S 51°23W which is midway between Porto Alegre and Montevideo in Uruguay

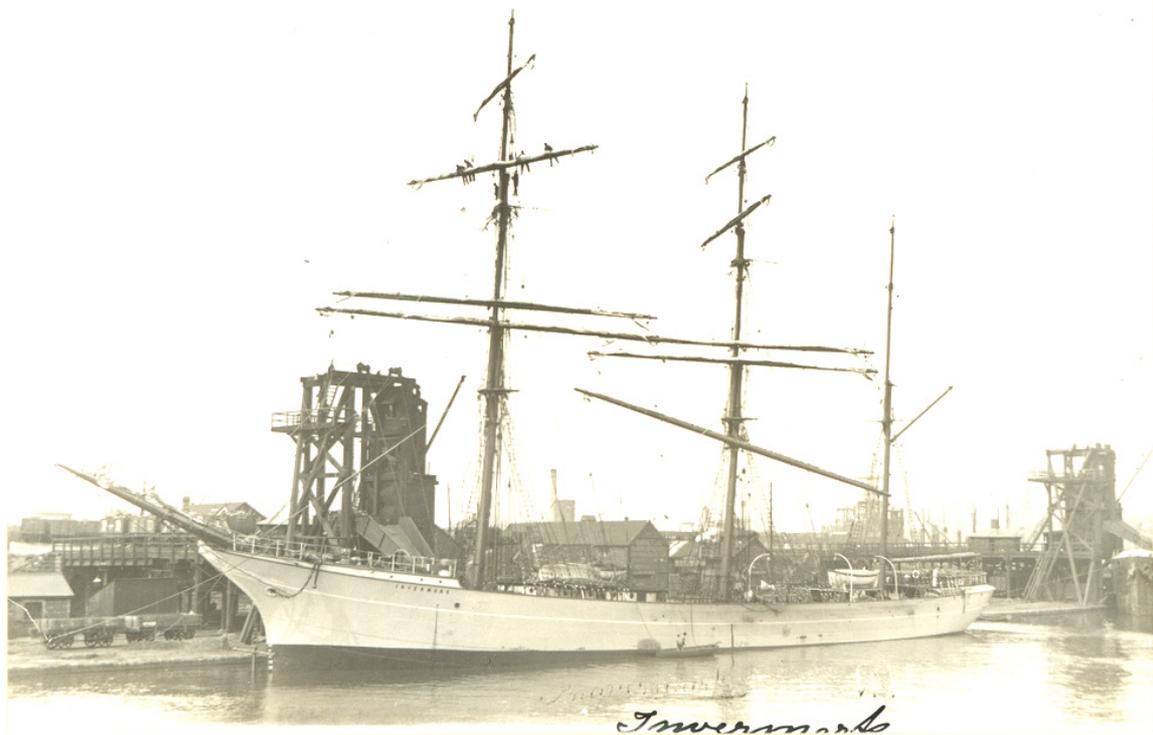
(1909 10 64)

during the month of September

Name of Ship.	Official Number.	Date of Death.	Place of Death.	Name and Surname of Deceased.	Sex.	Age.	Rank, Profession or Occupation.
<i>Invermark</i>	<i>98549</i>	<i>3.8.10</i>	<i>Lat 34° 6'S Long 51. 23W</i>	<i>James Michael Halloran</i>	<i>M</i>	<i>19</i>	<i>Apprentice.</i>

~~1910~~ 1910

Nationality.	Last Place of Abode.	Cause of Death.	Passenger or Member of Crew.
<i>Calcutta India</i>	<i>York 3<sup>rd</sup> St George's Gate Road Hagfvingo Calcutta India</i>	<i>Fell from aloft and was lost overboard do.</i>	<i>do. ✓</i>



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Hamilton, John Allan (10-12)**

1915 Feb 3<sup>rd</sup>

Killed in Action WWI.

John was lost aged 20 while serving as Midshipman RNR in the Armed Merchant Cruiser H.M.S. *Viknor*, part of the 10th Cruiser Squadron. Before being requisitioned by the Royal Navy she was the RMS *Atrato*. She had a crew of 22 officers and 273 ratings. OC B H **Cullimore** (08-10) was also aboard and lost his life.

In Jan 13<sup>th</sup> she left her base (either Londonderry or Loch Swilly) and headed out in rough weather on patrol. Although in radio contact she was lost in heavy seas off Tory Island off the north Coast of Ireland en route for Liverpool to deliver a German national who had been taken off the neutral Norwegian vessel *Bergensfjord*, under suspicion of being a secret agent, as well as six other men who have been cryptically referred to as “stowaways”. She was lost without making a distress signal and the cause is still uncertain. It is attributed either to the weather but more likely a German mine. She sank with the loss of her entire 291 man crew and the seven “passengers”. While some unidentified bodies were buried ashore this entry remains.

(1918 12 Losses Supplement)

(<http://historyhubulster.co.uk/hms-viknor/>)

(<http://www.causewaycoastalroute.com/war-graves.html>)

(<http://dawlischchronicles.com/the-loss-of-hms-viknor-13th-january-1915/>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Hamilton, Leslie (11-15) DFC**

1927 Aug 31<sup>st</sup> (“on or since”)

One of two pilots of the plane in which Princess Lowenstein-Wertheim attempted to fly from RAF Upavon (Wilts) to the USA. Hamilton had a sense of foreboding and before departure he was quoted as saying to RAF mechanics *"It's a grim business,"* as he gave them the money out of his pockets. *"It's better they have it than the fishes."* The plane disappeared without trace near Labrador and Newfoundland and an order in council dated 23<sup>rd</sup> Jan 1928 declared them all *"to have died on or since August 31<sup>st</sup> 1927, at some place unknown, interstate."* A year later, one of the plane's wheels washed up in Iceland. Right: Hamilton and the Princess.

(1928 08 224)

(*The Naval & Military Record 28th Jun 1928*)

(<http://www.thedailyobserver.ca/2010/08/26/a-princess-vain-attempt-to-fly-across-the-atlantic-ocean>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Harrison, William Crawford (1895-96)** 1915 Jan 1<sup>st</sup>

Killed in Action WWI.

William was lost aged 34 while serving as Lt Cdr RN in the pre-dreadnought battleship HMS *Formidable* part of the 6th Battle Squadron.

She was sunk by submarine *U-24* in foul weather while on exercises about 20 miles off Start Point, Devon. She was the first British battleship to be sunk in WWI. The first torpedo hit No. 2 boiler

causing the ship to list heavily to starboard. All watertight doors were shut and the crew went to their collision stations. A second torpedo hit No. 1 boiler room. Water poured into the ship, flooded the engine room, steam pressure rapidly fell to zero and all electrical power was lost. Huge waves 30 feet high lashed the stricken ship, with strong winds, rain and hail. She sank in less than two hours. There was no panic, the men waiting calmly for the lifeboats to be lowered. Someone played ragtime on the piano, others sang. Many of the boats were smashed as they were lowered, killing all occupants, or else were swamped and sank.

*“Suddenly the ship gave a tremendous lurch, the Captain shouted ‘Lads, this is the last, all hands for themselves, and may God bless you and guide you to safety.’”*



Only 199 men were saved out of a complement of about 750. OC **Somerville** was also killed in *Formidable*

*(1918 12 Losses Supplement)*

*(<http://www.burtonbradstock.org.uk/History/Wrecks%20off%20Burton%20Bradstock/HMS%20Formidable.htm>)*

*(<http://www.wessexwfa.org.uk/articles/new-years-day.htm>)*

Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Hartley, Robert (1860-62)

1865 Oct 27<sup>th</sup>

Robert left Conway in August 1862 and joined the sailing ship *Queen of the Seas*. He was lost at sea aged 18 off the Cape of Good Hope when he "fell from aloft".

(David Hillhouse)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

Register of Accounts of Wages and Effects of							Deceased Seamen, &c., received and disposed of.								
Date of receipt of K.K. in this office	Port from which received	Name of Ship	Official Number	PARTICULARS OF DECEASED			PARTICULARS OF DEATH			"PARTICULARS OF K.K."					
				Name	Rating on Board	Date of Engagement	Date	Place	Cause	Net Amount due to Estate	Effects, how disposed of	Date when K.K. was accepted or representation of Goods	Date when K.K. was sent to Board of Trade	REMARKS	
188.	1866														
		<i>Queen of the Seas</i>	<i>26.385</i>	<i>Sharks</i>	<i>Y.</i>	<i>27.2.65</i>	<i>26.3.</i>	<i>Bombay</i>	<i>drunken</i>	<i>1/1</i>	<i>at Port Palau (at sea)</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
				<i>Hartley R</i>	<i>3rd</i>	<i>18</i>	<i>27.10.65</i>	<i>at Sea</i>	<i>fell from aloft</i>	<i>1/11</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Reg. Palau 2.10.19.11</i>

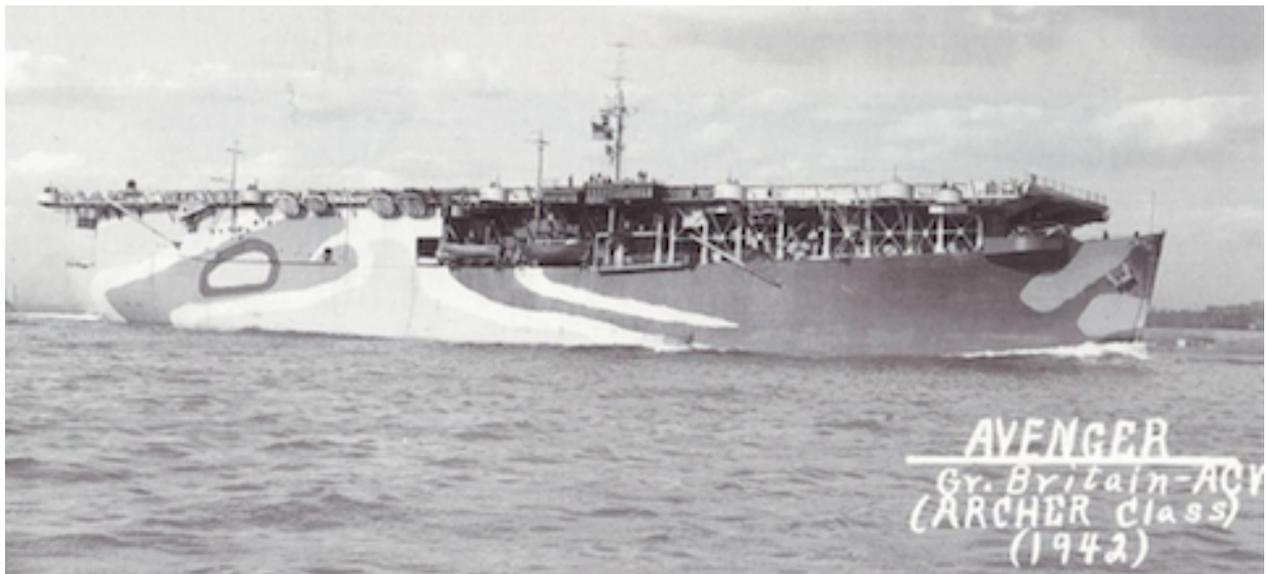


**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Haynes, Joseph Bailey** (27-29)1942 Nov 15<sup>th</sup>

Killed in Action WWII.

Joseph was lost aged 30 while serving as Lt RNR in the escort carrier HMS *Avenger* (D14). OC **Danson** (17-19) was killed in the same ship. She had been built in the US as a cargo liner and converted by the addition of an overall flight deck.

*Avenger* was tasked with providing air cover for one of the convoys carrying the British assault force for Operation Torch, the North African landings. Having supported the landings she left Gibraltar for Liverpool on 14<sup>th</sup> with fast convoy MKF1(Y) comprising 11 vessels. 16 U-Boats of the Westwall U-Boat Group were waiting. She was torpedoed by *U-155* just west of Gibraltar at 36°15'N 07°45'W. The torpedo struck *Avenger's* bomb room which, astonishingly, ran across the middle of the ship from one side to the other and lay above the oil fuel tanks. It contained about thirty 500 lb. bombs, seventy 250 lb. bombs, one hundred and twenty 40 lb. bombs, and 100 depth charges. Not surprisingly, the explosion blew out the center section of the ship. Her bow and stern sections rose high in the air. One report stated, "*an inclination of about 30° up towards the stern and...shortly after this the angle jumped to 60°...the propeller above water*". She quickly sank and within a mere three minutes she was gone. Only 12 members of her 526 crew survived.

*(1945 04 106/7 Roll of Honour List)**([https://en.wikipedia.org/wiki/HMS\\_Avenger\\_\(D14\)](https://en.wikipedia.org/wiki/HMS_Avenger_(D14)))**(<http://brew.clients.ch/avenger.htm>)**(<http://www.naval-history.net/xGM-Chrono-05CVE-Avenger.htm>)**(<http://uboat.net/allies/merchants/crews/person/10214.html>)**(<https://uboat.net/ops/convoys/convoys.php?convoy=MKF-1Y>)*

**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Hazelton, David Carson (37-38)****1944 Sep 18<sup>th</sup>**

Killed in Action WWII.

David was lost aged 23 while PoW having served as Lt RNR in HMS *Encounter* – Destroyer, pennant H10.

*Encounter* was sunk on 2<sup>nd</sup> March 1942 in the second battle of the Java Sea which pitted a British cruiser (*Exeter*), the destroyer (*Encounter*) and a US Destroyer (*Pope*) against two Japanese cruisers. Very badly damaged *Encounter* was scuttled. There was only one serviceable lifeboat so most of the crew clung to floats and other wreckage. They were 150 miles from land, there were no Allied ships in the Java Sea and they had no food or water - 'It took a little time for these fairly stark facts to sink in.'. Around mid-day on 2<sup>nd</sup> March, after a night spent in the water, they were all picked



up by *Ikazuichi*, a Japanese destroyer. A survivor reported that "The captain (Ed: Captain Kudo) of the destroyer came down from the bridge, saluted us and addressed us in English: 'You have fought bravely. Now you are the honoured guests of the Imperial Japanese Navy. I respect the English navy, but your government is very foolish to make war on Japan.' That fine officer searched for survivors all day, stopping to pick up even single men, until his small ship was overflowing. An awning was spread over the fo'c'sle to protect us from the sun; lavatories were rigged outboard; cigarettes were handed out; and by a biblical type of miracle, our hosts managed to give all 300 of us food and drink." The crew became PoWs in Macassar on the island of Celebe and later Java.

When the war changed for the worse for Japan, the Japanese began moving prisoners of war into Burma. It was at this point that David went missing a second time. It is thought that he "Died as a POW on a Japanese transport".

(<http://ww2today.com/2nd-march-1942-rescued-from-the-sea-by-the-japanese-navy>)

(<http://uboat.net/allies/warships/ship/4378.html>)

([http://www.chilliwack.museum.bc.ca/war-memorial/WW2\\_H\\_names.html](http://www.chilliwack.museum.bc.ca/war-memorial/WW2_H_names.html))



<b>Name &amp; (Conway Years)</b>	<b>When Lost</b>
<b>Headley, Alfred Norman (01-02)</b>	<b>1916 Dec 1<sup>st</sup></b>

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Headley, Alfred Norman (01-02)**      **1916 Dec 1<sup>st</sup>**

Killed in Action in WWI

Alfred was lost aged 32 while serving as Lt RNR in HMS/M E37

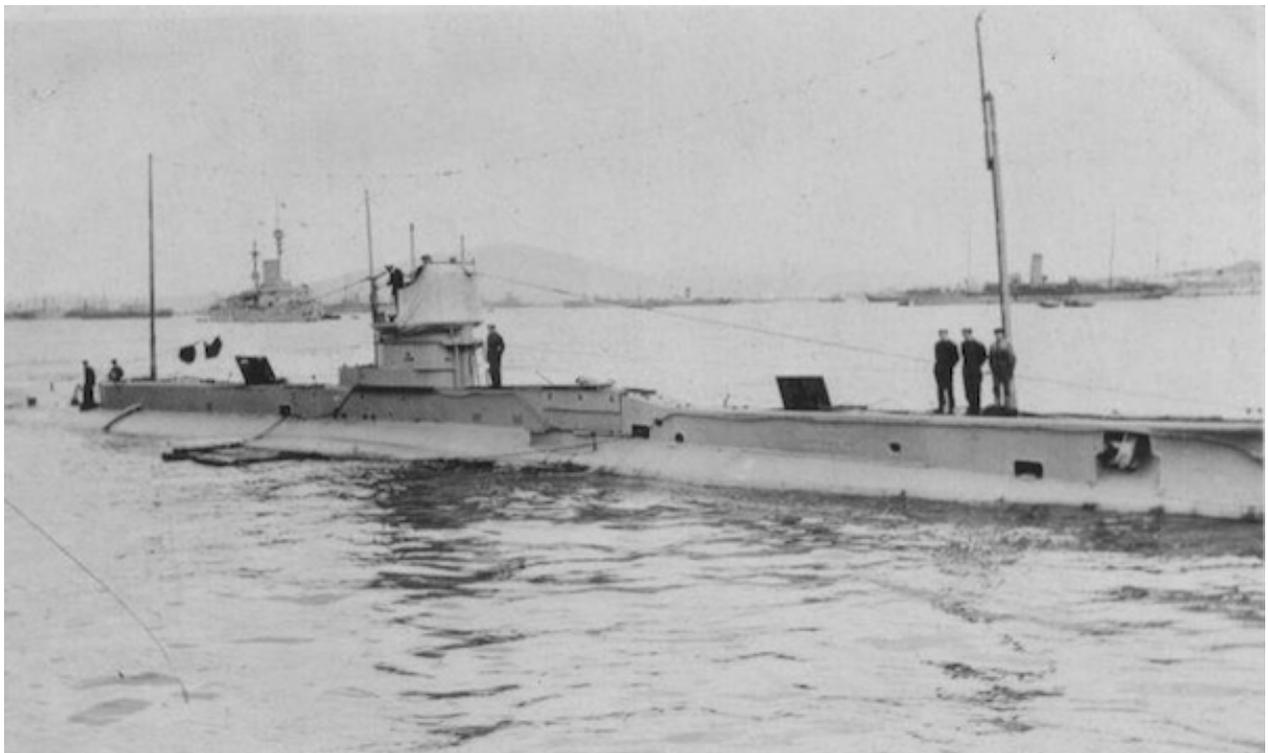
E37 disappeared off Orford Ness, North Sea, probably mined. There were no survivors.

*(1918 12 Losses Supplement)*

*(<http://www.harwichanddovercourt.co.uk/submarines-ww1/>)*

*(<http://www.gwpda.org/naval/sml00003.htm>)*

*(Casualty List: <http://www.genesreunited.co.uk/boards/board/history/matkin/thread/1138547>)*



*E Class Submarine*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Hearn, Henry Walter Edward (07-08) 1917 Mar 1<sup>st</sup>**

Killed in Action in WWI

Henry was lost aged 26 while serving as Lt RN in the destroyer HMS *Pheasant* a unit of the 15th Destroyer Flotilla, part of the Grand Fleet based at Scapa Flow.

On the 1<sup>st</sup> March 1917 *Pheasant* sailed to conduct the 'Hoy Patrol', a local patrol around Hoy. She was seen by the signal station at Stromness at 0530 hrs then, at 0610 hrs, a loud explosion was heard. Men on two trawlers anchored inshore heard the explosion and from one of the trawlers they could see black smoke. One of the trawlers (the *Grouse*) immediately set out in the direction of the smoke but found nothing. The ship had disappeared 1 mile west from The Old Man of Hoy. Her wreck lies at 58°52.07'N, 3°27.41'W. Later that morning a group of minesweeping trawlers discovered a patch of oil and wreckage and the body of Midshipman Cotter was found wearing two lifebelts. At least 88 men had been on board but his was the only body recovered. It was assumed that the ship had struck a mine, possibly one that had broken loose from the Whiten Bank field (a British defense). Other suggestions are that she was sunk by *UC-43*, or *U-80*, both submarine minelayers.

(1918 12 Losses Supplement)

([http://www.scapaflow.co/index.php/history\\_and\\_archaeology/the\\_20th\\_century/war/wartime\\_tragedies/hms\\_pheasant](http://www.scapaflow.co/index.php/history_and_archaeology/the_20th_century/war/wartime_tragedies/hms_pheasant))

(<http://www.wrecksite.eu/wreck.aspx?10747>)

(Casualty List: <http://www.wrecksite.eu/wreck.aspx?10747>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Herring, John Dewdney (04-07)**

1918 Feb 18<sup>th</sup>

Killed in Action WWI.

John was lost aged 26 while serving as Third Officer in HM Hospital Ship *Glenart Castle*. She was previously Union-Castle Steamship Company *Galacian*, taken over by the British Government in 1914 as a hospital ship and renamed.



She was in a convoy from Newport (South Wales) to Brest, to collect wounded. Fishermen in the Bristol Channel saw her clearly lit up as a hospital ship: *"I saw the Hospital Ship with green lights all around her - around the saloon. She had her red side lights showing and mast-head light, and also another red light which I suppose was the Red Cross light."* She was torpedoed and sunk at 4am by UC-56 10 miles west of Lundy Island. Eye-witnesses in ships astern of her reported her *"lights all going out"*. A submarine was then sighted on the surface, she sank quickly. Her Master and 94 of her crew were among the 153 killed out of her complement of 186; 120 naval crew and 62 medical staff including eight nurses.

There is a memorial to her and those lost on Hartland Point.

*(1918 04 277)*

*(1918 12 Losses Supplement)*

*([http://www.maritimequest.com/misc\\_pages/monuments\\_memorials/glenart\\_castle\\_memorial.htm](http://www.maritimequest.com/misc_pages/monuments_memorials/glenart_castle_memorial.htm))*

*(<http://southend19141918.co.uk/lives-lost-references-summary-1>)*

*(<http://www.wartimememoriesproject.com/greatwar/greatwar-day-by-day/viewday.php?day=26&month=February&year=>)*



Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Hickling, Eric Arnold (19-20)	1942 Dec 7 <sup>th</sup>
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Killed in Action WWII.

Eric was lost aged 39 while serving as Chief Officer in Shaw Savill's SS *Ceramic*, 18,713 tons. OCs **Hickling**, **Hustwick** and **Monks** were all killed in the same sinking.

On 3<sup>rd</sup> November 1942 *Ceramic* left Liverpool in Convoy ON149 for Australia via Saint Helena and South Africa. She was carrying 377 passengers, 264 crew, 14 DEMS gunners and 12,362 tons of cargo. At midnight on 6–7<sup>th</sup> December, in cold weather and rough seas about 420 miles west-northwest of the Azores, *U-515* hit *Ceramic* with a single torpedo. Action stations was sounded and two or three minutes later two more torpedoes struck the engine room below the waterline. The engines stopped and the vessel was plunged into darkness. There was very little panic among the passengers and the crew launched approximately eight full laden lifeboats, despite of the cold weather, the rough seas and the poor visibility in the darkness. The liner radioed a distress signal, which was received by the cruiser HMS *Enterprise*. About three hours later *U-515* fired two more torpedoes, which broke the ship's back and sank her immediately. She sank at 40°30'N, 40°20'W - Grid CD 2927 By this time, the sea was very rough and it was raining. The lifeboats were becoming swamped and some capsized. *U-515* returned the next day, a Force 10 gale was blowing but she only picked up one survivor, leaving those in the boats to their fate. The Portuguese destroyer *Dao* was sent to search for survivors on 9<sup>th</sup> December, but none were found. Other sailors in the area considered that this storm was one of the worst storms that they had experienced.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/SS\\_Ceramic](https://en.wikipedia.org/wiki/SS_Ceramic))

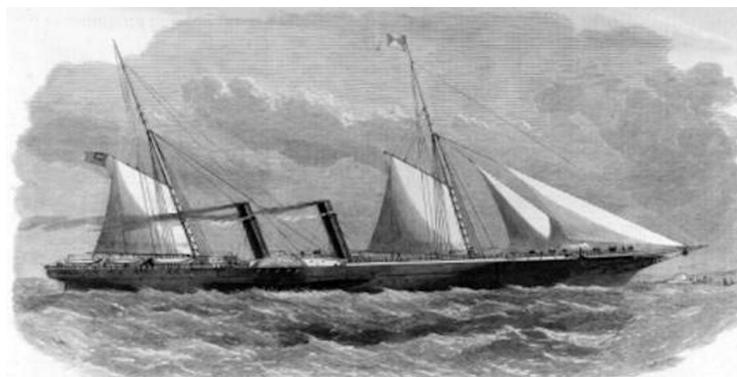
(<http://uboaat.net/allies/merchants/2496.html>)



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Hill, Reginald Edward Lake (1867-69)****1897 June 9<sup>th</sup>**

Lost off Socotra Island when his ship, P&O's Passenger ship SS *Aden*, ran aground and was wrecked.

*Aden* was en route from Yokohama to the UK with numerous ports of call in China, the Straits and India. She left Columbo on 2<sup>nd</sup> June 1897 with a crew of 60 and 34 passengers of whom 14 were children. On the 4<sup>th</sup> the SW monsoon hit them "with great violence, creating a heavy sea". On the morning of 8<sup>th</sup> Reginald altered course



to come under the lee of Cape Guardafui, and jocularly remarked to a passenger that "they would catch it that afternoon" meaning they would be in very heavy rolling seas until about 11pm. At about 2.50am on the 9<sup>th</sup> three distinct shocks were felt and the lights failed. *Aden* grounded on a reef and was sinking with water washing dangerously over the port side. All her port side lifeboats had been washed away. Reginald gave calm and clear instructions for the starboard lifeboats to be lowered at daybreak. Survivors reported that he maintained orderly proceedings throughout and there were no signs of panic. The first three boats lowered were all immediately washed away in the overwhelming seas. Several officers jumped into the sea in turn to try and rescue boats and crew but were all lost. Reginald order the fourth boat away with a full complement of passengers and while it was seen heading towards shore it was lost to sight in the waves and sank with all lives. A heavy sea broke over the *Aden* washing Reginald and several passengers across the deck, where he hit something and broke his leg. He was carried back to a safer place but another wave washed him overboard and he was not seen again. Reginald had served his whole time with P&O, had been *Aden*'s master for four years and made the same passage 15 times previously. P&O's Managing Director spoke of him in the highest terms. Officers Manning and Hurlstone also last were *Worcester* cadets.

With no lifeboats left the surviving crew and passengers remained on board sheltering under the poop experiencing extreme hardship in continuing rough seas until 26<sup>th</sup> June when RIMS *Mayo* was finally able to rescue them. Several OCs were involved. Captain Thomas Arthur Leach de Berry (1880-81) was in command of *Mayo* and the rescue. The rowing boat he despatched to pick up survivors was commanded by Lt Ernest Harold Dobbin (1882-83) 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 on the next page. The three men were awarded the thanks of India's Governor General (equivalent to the thanks of Parliament) for their "able seamanship and personal gallantry".



(<http://www.pandosnco.co.uk/ssaden.html>)

(<https://newspapers.library.wales/view/3356465/335646>)

(HMS Conway Cadet Record Book for 1866)

## 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



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Hillkirk, Oswald (1863-65) continued



By The Lords of the Committee of Privy  
Council for Trade.

Certificate of Competency  
as

EXTRA MASTER.

To Oswald Hillkirk

Whereas it has been reported to us that you have been found  
duly qualified to fulfil the duties of Master in the Merchant Service  
we do hereby in pursuance of the Merchant Shipping Act 1854 grant  
you this Certificate of Competency.

By Order of The Board of Trade

this 3<sup>rd</sup> day of December 1883

Countersigned

*[Signature]*  
Registrar General

*[Signature]*  
Thomas Gray

One of the  
Offis<sup>r</sup> Secretaries  
to the  
Board of Trade.

Registered at the Office of the Registrar General of Shipping and Seamen.

*[Signature]*

**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Hoadley, William Cecil (14-16)**1918 Apr 4<sup>th</sup>

Died on Service WWI.

William was lost aged 19 while serving as a Midshipman RNR (gunnery duties) in the Avon Class destroyer HMS *Bittern*. She was a fast turtleback-bowed, three funnelled destroyer of about 350 tons displacement. She was re-designated a C class destroyer in the reorganisation of 1913.

HMS *Bittern* was part of the Devonport Local Flotilla and was involved in a collision with SS *Kenilworth* off the Isle of Portland, in thick fog. *Bittern* was overwhelmed and she sank quickly with the loss of all 75 hands. A Court of Inquiry found negligence on the part of *Kenilworth*'s master. His instructions had been to hug the coast as closely as possible from Portland Bill to Start Point. Instead he headed straight across, neither showing lights nor sounding for fog. At 0315 hrs the *Kenilworth* saw a red light and a ship 'small and low down' at the moment of impact. The Cadet magazine of July 1918 incorrectly reports that *Bittern* was mined.



William is commemorated on the Port of Spain Cenotaph, the Plymouth Naval Memorial, on the Roll of Honour at Lord Williams's Grammar School.

He was remembered as "a quiet determined boy whose one desire was to do well."

(1918 07 300)

(1918 12 Losses Supplement)

(<http://caribbeanrollofhonour-ww1-ww2.yolasite.com/royal-navy-ww1.php>)

(Loss Report

<http://discovery.nationalarchives.gov.uk/details/r/C4781280?descriptiontype=Full&ref=ADM+1/8521/107>)



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Holland, Raymond Spurr (18-21) RD****1944 Jun 15<sup>th</sup>**

Killed in Action WWII.

Raymond was lost aged 40 while serving as Lt Cdr RNR, Captain of the River Class Frigate HMS *Mourne* (K261)



*Mourne* was part of the 5th Escort Group when she was torpedoed by U-767 in the English Channel south-southeast of Wolf Rock at 49°35'N, 05°30'W. She was

with *Bickerton* and *Kemphorn*, screening Operation Neptune, to the west of the Allied landings in Normandy. Her bridge lookout spotted a wisp of smoke rising from the sea surface some distance ahead, which was a U-Boat using its snorkel. All three ships went to action stations immediately. *Mourne* made asdic contact and was turning towards the U-Boat when a torpedo struck her bow. She disappeared in an explosion caused by the ignition of the forward magazine. The commander, seven officers and 102 ratings were lost and another rating later died of wounds.

(1945 04 106/7 Roll of Honour List)

(<http://ahoy.tk-jk.net/Letters/FatherwaskilledontheHMSSMo.html>)

(<http://uboaat.net/allies/warships/ship/104.html>)

(<http://www.walesonline.co.uk/news/d-day-veteran-recalls-day-ship-6274550>)

([http://www.christianmalford.org.uk/Core/ChristianMalfordParishCouncil/UserFiles/Files/Memorial/fd\\_hobbs.pdf](http://www.christianmalford.org.uk/Core/ChristianMalfordParishCouncil/UserFiles/Files/Memorial/fd_hobbs.pdf))



Above Left: Easter 1920 Bantams XV

Above Right: Circa 1934

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Hollinshead, John Geoffrey (31-34)** 1941 Nov 24<sup>th</sup>

Killed in Action WWII.

John was lost aged 23 while serving as Sub Lt RNR in the cruiser HMS *Dunedin* (D93).

In November 1941 the Admiralty learned from decrypted Enigma messages that the German armed merchant raider *Atlantis* and the supply ship *Python* were operating in the South Atlantic and ordered the cruisers *Devonshire*, *Dorsetshire* and *Dunedin* to track them down independently in the area 0°-5°N, 25°-30°W. The weather was fine, wind southerly, force 3, sea silent, moderate southerly swell, visibility excellent.



*U124 Resupplying From Python Shortly Before Attacking Dunedin*

At around 1250 hrs on 14<sup>th</sup> November, *Dunedin*'s lookout spotted a small mast so the ship altered course to investigate. It was *U-124* which had sighted *Dunedin*, steaming a zigzag pattern at 17 knots east of St. Paul's Rock. The U-Boat raced ahead of the ship's path and dived for a submerged attack. *U-124* suddenly came to the surface for a brief moment, but remained unseen. The U-Boat's captain spotted *Dunedin* at a range of over three miles and fired a spread of three torpedoes at 1521 hrs. After 5 minutes and 23 seconds two torpedoes struck the cruiser, which rolled first to port then to starboard. The first hit on the starboard side near the seamen PO's mess and wrecked the main wireless station. After a short interval, variously estimated at between 6 and 15 seconds, the second torpedo struck on the starboard side further aft abreast the Wardroom flat, dismounting the after 6in gun and blowing away the port screw. She sank, stern first, after 17 minutes in mid South Atlantic midway between Brazil and Africa at approximately 3°N, 26°W.

419 died and there were 67 survivors.

(1945 04 106/7 Roll of Honour List)

(<http://uboaat.net/allies/merchants/1205.html>)

(<http://uboaat.net/allies/merchants/crews/person/11069.html>)

(Official loss report <http://www.hmsdunedin.co.uk/watson-report>)



*The Last Known Photo of Dunedin – Leaving Cape Town*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Hopcraft, Paul George (13-14)** 1916 May 31<sup>st</sup>

Killed in Action WWI.

Paul was lost aged 16 while serving as a Midshipman RN in the battle cruiser HMS *Queen Mary* at the Battle of Jutland. Jutland was the largest naval battle, and the only full-scale clash of battleships in the war. Over 6,000 British seamen lost their lives including nine OCs: **Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*).

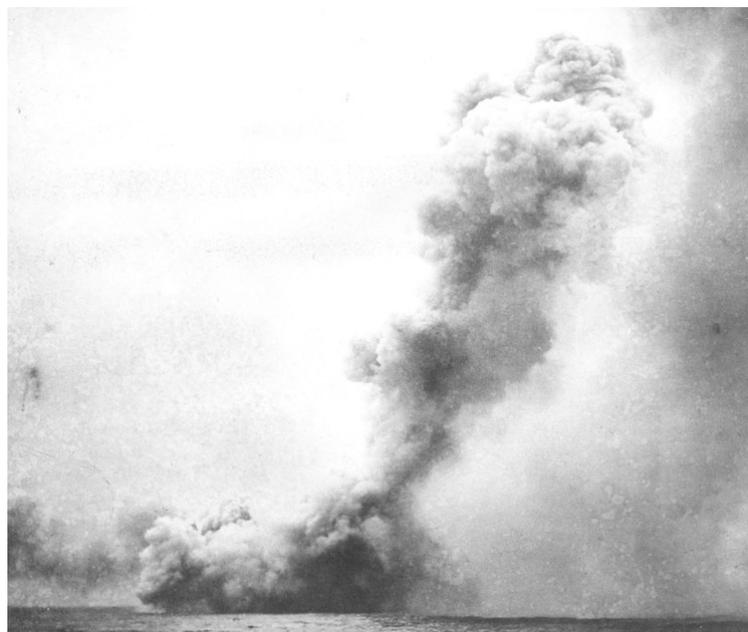


Part of Vice-Admiral Sir David Beatty's battlecruiser squadron engaged with the Germans as part of the "Run to the South". She was the second ship in the British line, had engaged with *Seydlitz* and knocked out one gun of her secondary armament. In return, *Queen Mary* had been hit twice by *Seydlitz*. At 16.16 she was also engaged by *Derfflinger* whose first shot hit the turret face of 'Q' turret knocking out the right-hand gun. By 1625 hrs the range was down to 14,400 yards. Around 16.26, as the British altered course to broaden the gap *Derfflinger* hit her twice. One shell hit forward and detonated one or both of the forward magazines, which broke the ship in two near the foremast. A further explosion, possibly from shells breaking loose, shook the aft end of the ship as she began to roll over and sink. 1,266 crewmen were lost; there were just 18 survivors.

(1918 12 Losses Supplement)

([https://en.wikipedia.org/wiki/HMS\\_Queen\\_Mary](https://en.wikipedia.org/wiki/HMS_Queen_Mary))

(Casualty List: <http://www.naval-history.net/xDKCas1916-05May-Jutland1.htm>)







**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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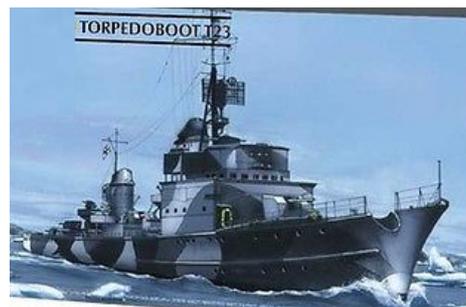
**Horne, Dennis William (31-33)**

1943 Oct 23<sup>rd</sup>

Killed in Action WWII.

Dennis was lost aged 28 while serving as Lt RN in the Dido Class cruiser HMS *Charybdis* (D88). In late 1943 the Admiralty became aware that the German blockade runner, *Münsterland*, carrying an important cargo of latex and strategic metals was about to leave Brest with an escort of five Elbing-class torpedo boats, comprising the 4th Torpedo Boat Flotilla. On 22<sup>nd</sup> October *Charybdis* put to sea with a fleet of six other ships as Force 28, part of Operation Tunnel, to intercept her.

The vessels met off Guernsey. At 0145 hrs *Charybdis* opened fire with starshell, the range being about 4,000 yards; at the same moment two torpedo tracks were sighted approaching her from the port side. The Captain at once ordered the wheel to be put hard-a-port, but a torpedo from German torpedo boat *T-23* (see image on right) struck her and she quickly came to a standstill, listing some 20° to port. *Charybdis* was hit on the port side flooding No.2 dynamo room and "B"



boiler room and putting the after unit out of action. A second torpedo struck the ship and caused very heavy damage, displacing the after director and flooding the after engine room; all electric light failed and in about five minutes the list had increased to some 50°. Communication with the bridge had failed and seeing there was no hope of saving the ship, the Carley rafts were ordered to be manned. In a few minutes the ship suddenly took an angle by the stern till she was nearly vertical. She remained in this position for about half an hour with one third of her length out of water, and then sank. This was at approximately 0230 hrs in position 48°59'N, 3°39'W, with the loss of over 400 men. Dennis is not listed amongst those buried ashore

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Charybdis\\_\(88\)](https://en.wikipedia.org/wiki/HMS_Charybdis_(88)))

(<http://www.naval-history.net/WW2Ships-CharybdisAsr.htm>)





Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Howe, Richard Ley Griffith (24-26) 1943 Mar 9<sup>th</sup>

Killed in Action WWII.

Richard was lost aged 32 while serving as Second Officer in Lambert Bros' armed merchant ship *SS Coulmore*

*Coulmore* was sailing from Philadelphia (departed 18<sup>th</sup> Feb) via New York to London as part of convoy SC121 when she was torpedoed in the Atlantic in her peak tanks on the port side by *U229* at 0104 hrs. The crew took to her lifeboats and she was abandoned but one lifeboat was swept away empty and another swamped, drowning the occupants.

Two survivors were picked up by HMCS *Dauphin* and five more by USCGC *Bibb* which located the abandoned vessel the next morning at 58°30'N, 19°31'W. Tugs were sent out to salvage *Coulmore* and she was towed to the Clyde, arriving on 23<sup>rd</sup> March. The ship was repaired and returned to service in July 1943.

(1945 04 106/7 Roll of Honour List)  
(<http://uboaat.net/allies/merchants/2752.html>)



Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Huddy, John (00-02)	1915 Mar 11 <sup>th</sup> 5.15am
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Killed in Action WWI.

John was lost aged 40 while serving as Lt RNR in the armed merchant cruiser HMS *Bayano*.

The *Bayano* was an Elders & Fyffes merchant ship launched in 1913. She was requisitioned on the 21<sup>st</sup> November 1914 and became HMS *Bayano*, pendant No M78, an armed merchant cruiser. She displaced 5,948 tons, carried 2 x 6 inch guns, and had a maximum speed of 14 knots.

Just after 0500 hrs on 11 March, Kapitanleutnant Bernd Wegener in *U-27* was positioned a few miles off Corsewall Point at the entrance to Loch Ryan, where the ferries from Cairnryan to Belfast and Larne now pass several times daily. *Bayano* was steaming fast out of the Firth of Clyde heading south for Liverpool after taking on coal in Glasgow. Wegener spotted her and maneuvered himself into an attack position. *U-27* fired a torpedo which hit *Bayano* causing her to sink rapidly taking down 194 of the 220 man crew. The wreck is located at 55°3.03'N, 5°26.03'W.

He is commemorated on the Portsmouth naval memorial. OCs B **Dunphy**, A **Huddy** and C **Sims** were lost in the same incident.

(1918 12 Losses Supplement)

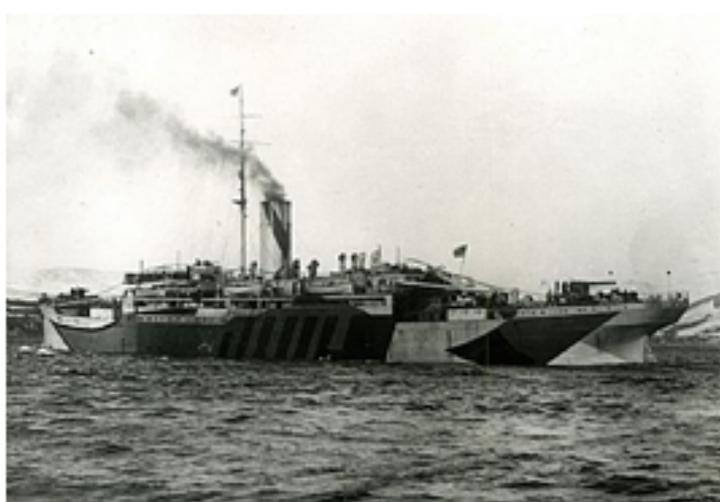
(<http://historyhubulster.co.uk/hms-bayano-centenary/>)

(<http://canmore.org.uk/site/102639/hms-bayano-north-channel>)

(<http://www.merseysiderollofhonour.co.uk/obits/ships/bayano.htm>)



*Bayano*  
Left: Pre-conversion  
Below: Post-conversion



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Hughes, Hefyn (46-47)**1950 Jan 1<sup>st</sup> (?)

There are two slightly conflicting reports about Hefyn's loss:

He was a very good sailor and had won the Moody Cup. He lived on the north side of the Lleyn Peninsular at Nefyn where he sailed his own dinghy. While on leave over Christmas he decided to go for a sail alone. His mother tried to dissuade him but he went. Something happened while he was sailing, his dinghy washed up on the Caernarvonshire shore but his body was never found.

*(OC Haydn Lockwood 46-47)*

His family owned a large solid rowing boat which could be converted for sailing. Hefin and another *Conway* cadet decided to sail from Nefyn towards Llanddwyn in Anglesey, close to the entrance to the Menai Strait, a distance of approximately 17 miles. There was a light south-westerly wind in the Irish Sea at the time, and notwithstanding the wisdom of undertaking such a trip in the middle of winter, the conditions seemed ideal. Around noon that day, the weather started to seriously deteriorate. The wind picked up with heavy snow squalls, and more ominously the wind moved to a more south-easterly direction. A strong southeast wind can be very treacherous along that part of the coast since it swirls down from the gaps between the hills and mountains causing very choppy seas. With such poor communications that existed in those days, the lifeboat at Porthdinllaen was not called out until Sunday morning. It scoured the seas along the Lleyn and Anglesey coasts all day Sunday and Monday but to no avail. No trace of the young men was found. The boat was eventually recovered several days later capsized off Holyhead. The mast and sail, oars and rowlocks, and whatever personal belongings the young men had with them were all gone. The bodies of the two young men were never recovered.



*Above: Morfa Nefyn*

*Below: Llanddwyn toward Morfa Nefyn*



Hefyn is shown as leaving in Dec 1947 so his death must have occurred after he left. No reference to the incident has been discovered in *The Cadet* between 1948 and 1952.

*(<http://www.nefyn.com/Stories/ATragicYearInNefyn.aspx>)  
(1947 12 94)*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Hunt, Peter Alan Burfield (39-40)** 1941 Dec 10<sup>th</sup>

Killed in Action WWII.

Peter was lost aged 19 while serving as Midshipman RNR in the battleship HMS *Prince of Wales*. The photo right shows Peter in 1940.



Force Z (the battleship *Prince of Wales*, battle cruiser *Repulse* and four destroyers) sailed from Singapore at 1710 hrs on 8<sup>th</sup> December in search of a reported Japanese convoy but was discovered and so turned back to harbour. At around 1140 hrs on 10<sup>th</sup>, 17 Nell torpedo bombers approached the two capital ships. Eight concentrated on *Repulse*, while nine attacked *Prince of Wales*. They managed only one, ultimately catastrophic, torpedo hit on *Prince of Wales* where her outer port propeller shaft exited the hull. The Japanese aerial photo shows the attack on *Prince of Wales* (top) and *Repulse*. A short, thick plume of black smoke can be seen emanating from *Repulse*, which has just been hit by a bomb and surrounded by at least six near misses. *Prince of Wales* can be seen to be manoeuvring. The white smoke is from the funnels as the ships attempt to increase speed. The shaft twisted and ruptured the hull and she promptly took in 2,400 tons of water, B Engine Room, 'Y' Action Machinery Room, the port Diesel Dynamo Room, 'Y' Boiler Room, the Central Auxiliary Machinery Room, and a number of other compartments aft were flooded. With her electric steering unresponsive, the ship was virtually unmanageable.



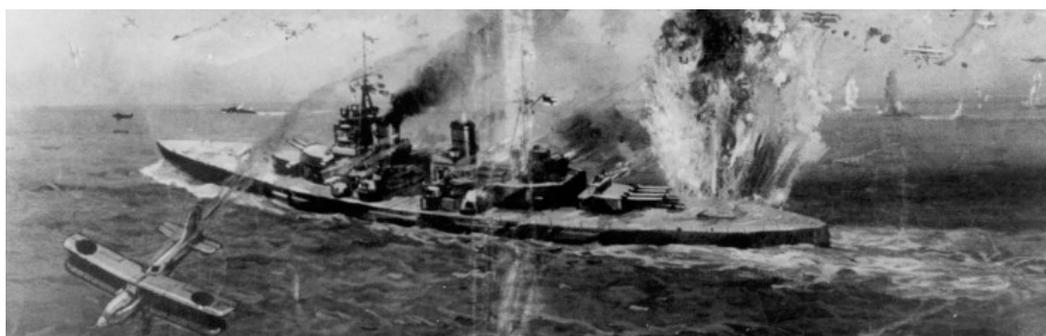
At approximately 1220 hrs *Prince of Wales* was hit by another three torpedoes on her starboard side; one at the very bow, one opposite B main gun turret, and one abaft Y turret which punctured the hull and bent the outer starboard propeller shaft, stopping it instantly. At 1241 hrs a bomb penetrated her Upper Deck amidships and exploded amongst the wounded gathered in the Cinema Flat beneath, causing extensive casualties. She started to capsize to port and *Express* came alongside to take off survivors. The order to abandon ship was given and soon after she rolled over to port, settled by the head, and sank at 1318 hrs.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/Sinking\\_of\\_Prince\\_of\\_Wales\\_and\\_Repulse](https://en.wikipedia.org/wiki/Sinking_of_Prince_of_Wales_and_Repulse))

([http://www.pacificwrecks.com/ships/hms/prince\\_of\\_wales/death-of-a-battleship-a-re-anlaysis.pdf](http://www.pacificwrecks.com/ships/hms/prince_of_wales/death-of-a-battleship-a-re-anlaysis.pdf))

(<http://www.forcez-survivors.org.uk/sinking2.html>)



Name & (Conway Years)	When Lost
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Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Hustwick, Philip Heap (39-41)	1942
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Killed in Action WWII.

Phillip was lost aged 39 while serving as Apprentice in Shaw Savill's SS *Ceramic*, 18,713 tons. OCs **Hickling**, **Hustwick** and **Monks** were all killed in the same sinking.

On 3<sup>rd</sup> November 1942 *Ceramic* left Liverpool in Convoy ON 149 for Australia via Saint Helena and South Africa. She was carrying 377 passengers, 264 crew, 14 DEMS gunners and 12,362 tons of cargo. At midnight on 6–7<sup>th</sup> December, in cold weather and rough seas about 420 miles west-northwest of the Azores, *U-515* hit *Ceramic* with a single torpedo. Action stations was sounded and two or three minutes later two more torpedoes struck the engine room below the waterline. The engines stopped and the vessel was plunged into darkness. There was very little panic among the passengers and the crew launched approximately eight full laden lifeboats, despite of the cold weather, the rough seas and the poor visibility in the darkness. The liner radioed a distress signal, which was received by the cruiser HMS *Enterprise*. About three hours later *U-515* fired two more torpedoes, which broke the ship's back and sank her immediately. She sank at 40°30'N, 40°20'W - Grid CD 2927 By this time, the sea was very rough and it was raining. The lifeboats were becoming swamped and some capsized. *U-515* returned the next day, a Force 10 gale was blowing but she only picked up one survivor, leaving those in the boats to their fate. The Portuguese destroyer *Dao* was sent to search for survivors on 9<sup>th</sup> December, but none were found. Other sailors in the area considered that this storm was one of the worst storms that they had experienced.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/SS\\_Ceramic](https://en.wikipedia.org/wiki/SS_Ceramic))

(<http://uboat.net/allies/merchants/2496.html>)





**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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Ives, Derrick (09-11)      1918 Jan 19<sup>th</sup> (actual date unknown so loss is assumed to be her 'Paying-off date').

Killed in Action WWI.

Derrick was lost while serving as a Sub Lt RN in HMS/M *H10*

Built 1915, *H10* was 364 tons, 150 feet long, with 4 torpedo tubes and 26 crew. She was declared lost in the North Sea when she failed to return from patrol on 19<sup>th</sup> January 1918.

He is commemorated in Chatham Naval Memorial.

(1918 04 276)

(1918 12 Losses Supplement)

(Details and Casualty List:

<http://1914-1918.invisionzone.com/forums/index.php?showtopic=94056>)

(<http://www.cwgc.org/find-war-dead/casualty/3047538/IVES,%20DERRICK~>)



*H10 Submerging*

**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Jack, Alexander Charles (34-36)**      1941 Jun 22<sup>nd</sup> 2236 hrs

Killed in Action WWII.

Alexander was lost aged 21 while serving as Third Officer in Booker Bros' SS *Arakaka*, employed as a Weather Reporting Ship based out of St Johns, Newfoundland and covering the western and mid Atlantic.

She left St Johns on 6<sup>th</sup> June just as the Germans changed their U-Boat tactics, moving them to operate off the Canadian and Newfoundland coasts. She completed her cruise on 20<sup>th</sup> June and turned for home. During the afternoon of 22<sup>nd</sup> speed was reduced as the ship entered an area of fog, little realising that *U-77*, was dead ahead and edging slowly east on a reciprocal course The U-Boat remained unaware of the steamer's proximity until the fog thinned briefly at 2034 hrs. The U-Boat's log records the attack:

2034Z Shape appears through the mist, bearing 90°. As we turn towards it appears to be a steamer.

2038Z Heading changed to a reciprocal course moving slowly in front of target. Visibility is very poor; and the steamer is hardly visible, even with binoculars. By keeping company with the steamer and constantly varying the speed it is clear that the ship is moving very slowly. Steamer lost from view as the visibility rapidly deteriorated. *U-77* stopped visibility reduced to 600m. Steamer reappears dead ahead, course 270°, speed is very slow as ship is heading into high sea and swell, but it is not calculated. [L T L] [SEP:SEP]

2100Z Diesels started [L T L] [SEP:SEP]

2108Z Dive to start attack, crossing in front of steamer to prepare tubes and get into position. No sight of steamer because of high sea and fog. [L T L] [SEP:SEP]

2120Z Not possible to hold boat steady in beam wind and sea, so head into wind; nothing heard on hydrophones. [L T L] [SEP:SEP]

2124Z Turn towards steamer. [L T L] [SEP:SEP]

2133Z Ship's engines heard clearly, bearing 118° (hydrophones had been unserviceable). U-Boat moves north to keep clear of steamer. Only fog seen through periscope. [L T L] [SEP:SEP]

2135Z Tube 5 ready to shoot. Steamer in sight, very faint but appears to be a mid-sized freight; carries no flag; gun assembly at stern. Ship's outlines blurred by mist so position can only be estimated - steam fills 2/3 of periscope. [L T L] [SEP:SEP]

2136Z Torpedo hits the engine room after 41 seconds. Steamer sinks quickly by the stern, disappearing in one minute. (Three explosions - two heard after torpedo hit) [L T L] [SEP:SEP]

2139Z Surface and head towards sinking position, found large oil slick and extensive wreckage, also a few survivors on an upturned lifeboat.

*Arakaka* sank at 47°00'N, 41°40'W - Grid BC 64. about 450 miles east of St. John's, Newfoundland. The master, 35 crew members, one gunner and three meteorological office personnel were lost.

(1945 04 106/7 Roll of Honour List)

(<http://uboaat.net/allies/merchants/999.html>)

(<http://www.rmets.org/sites/rmets.org/files/presentations/22032014-booth.pdf>)

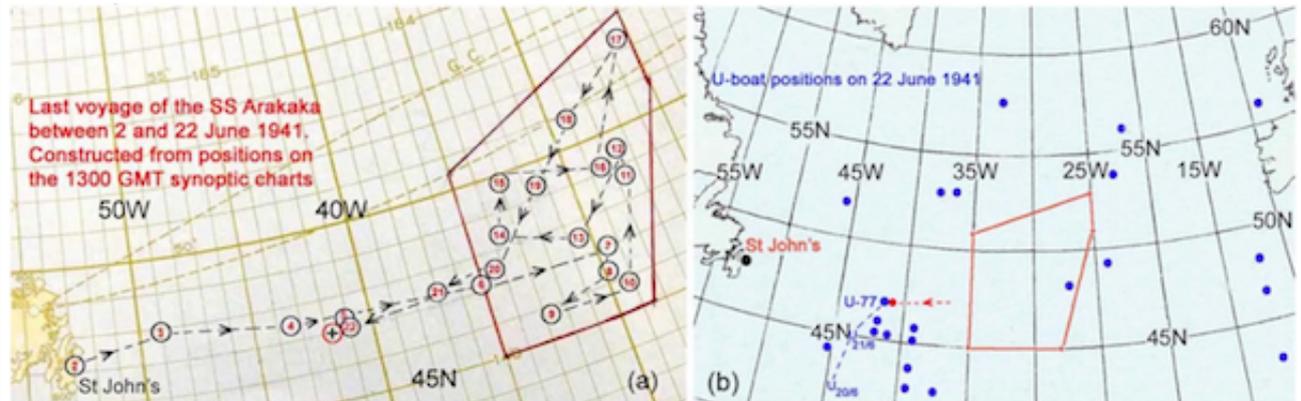
(<http://www.weatherships.co.uk/WW2.htm>)

Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Jack, Alexander Charles (34-36) *continued*



*Above Left: Arakaka's cruise. Above Right U-77's course intercepts Arakaka. Note red box common to both images*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**James, Robert Douglas (41-43)**

**1962 Sep 1<sup>st</sup>**

Robert was lost at sea during typhoon Wanda (the strongest typhoon ever to hit Hong Kong) while in command of the ocean going tug *Kowloon Docks* which foundered approximately 100 miles from Hong Kong on 1<sup>st</sup> September 1962.

*Kowloon Docks* was an RN tug (Assurance Class, Pennant No W50) under charter to Hong Kong and Whampoa Dockyard Co (Managers Mollers Towages). She was towing SS *Sletholm* from Shanghai to Hong Kong when she was caught up in typhoon Wanda. On 30<sup>th</sup> August she cast off the tow while in heavy weather.

*"It is believed that after having been forced to let go the ship he was towing, the tugs engine room was flooded and she was lost. There was one Chinese survivor.*

(1963 01 324)

(<http://www.hko.gov.hk/informtc/no10/wanda/wanda.htm>)

(<http://thamestugs.co.uk/MULBERRY-TUGS-%5B1%5D.php>)



*Assurance Class Tug (not Kowloon Docks)*

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

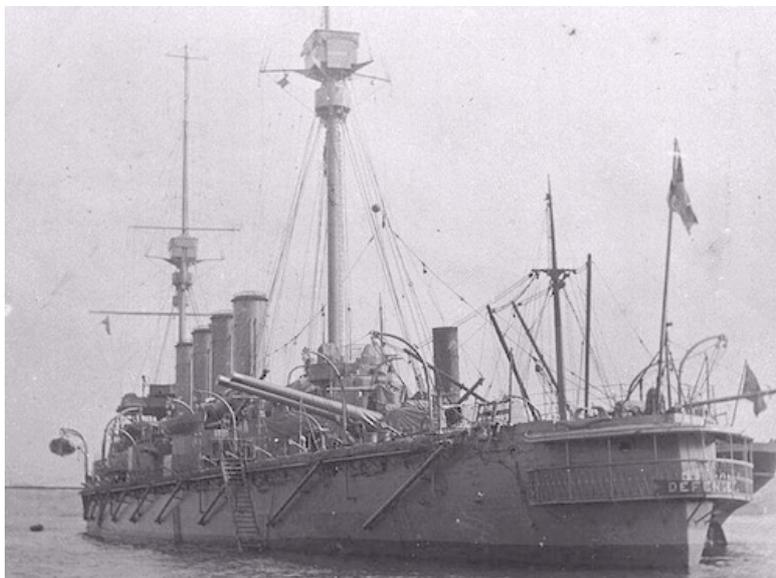
**Jauncey, Derrick (10-12)**

1916 May 31<sup>st</sup>

Killed in Action WWI.

Derrick was lost aged 20 while serving as a Sub Lt RNR in the battle cruiser HMS *Defence* at the Battle of Jutland in what was called "windy corner". Jutland was the largest naval battle, and the only full-scale clash of battleships in the war. Over 6,000 British seamen lost their lives including nine OCs:

**Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*).

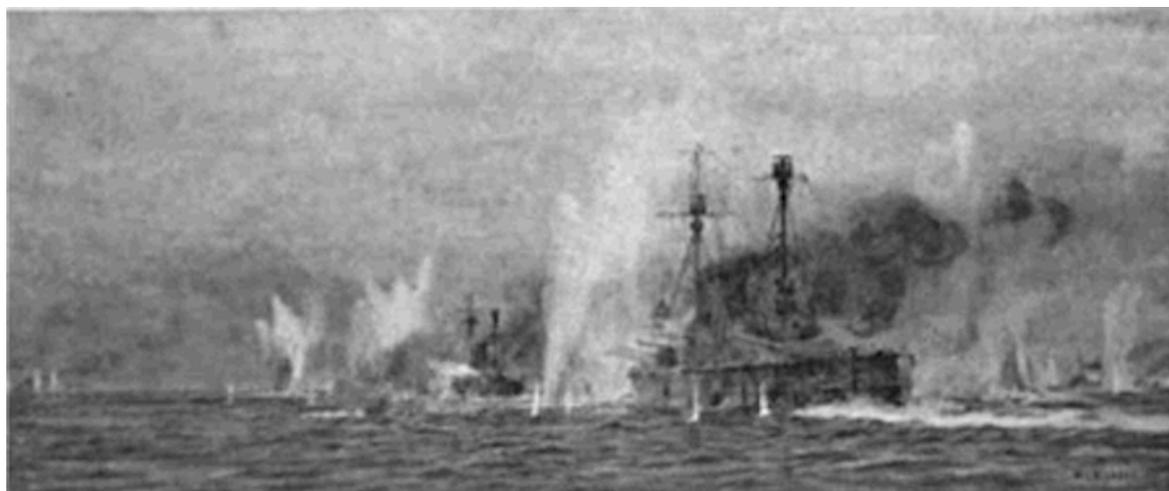


An observer in H.M.S. *Obedient* reported "Out of the mist there appeared the ill-fated 1st Cruiser Squadron led by the *Defence*. At first, she did not seem to be damaged, but she was being heavily engaged, and salvos were dropping all around her. She was hit just abaft the after turret, and a big red flame flashed up, but died away again at once. The ship heeled to the blow but quickly righted herself and steamed on again. She was hit again between the fo'c'sle turret and the foremost funnel. At once, the ship was lost to sight in an enormous black cloud, which rose to a height of some hundred feet, and from which some dark object, possibly a boat or a funnel was hurled into space, twirling like some gigantic Catherine-wheel. The smoke quickly clearing, we could see no sign of a ship at all - *Defence* had gone. Mercifully this death, by which her 900 or so officers and men perished was an instantaneous one, causing them probably no suffering."

(1918 12 Losses Supplement)

(<http://www.devonheritage.org/Places/DevonCounty/JutlandHMSTDefence.htm>)

([https://en.wikipedia.org/wiki/Battle\\_of\\_Jutland](https://en.wikipedia.org/wiki/Battle_of_Jutland))



*Defence followed by Warrior*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Jefferson, Ingleby Stuart (05-07)**

1917 Jul 21<sup>st</sup>

Killed in Action WWI.

Ingleby was lost aged 24 while serving as Lt RN and Captain of HMS/M C34 a Group 2 C Class submarine built before the First World War. C34 and her sisters were the final evolution in the Royal Navy of the original Holland design.

He had joined her on 25<sup>th</sup> June and was on his third patrol.

C34 was caught on the surface off Fair Isle in Shetland by U-52 and was sunk by gunfire. The German official history indicates that C34 was first sighted on the surface at 59°51'N, 01°05'W, by U-52, and sunk about an hour later.

There was only one survivor, Leading Rating John Capes, who was rescued by U-52 and spent the rest of the war in a German POW camp.

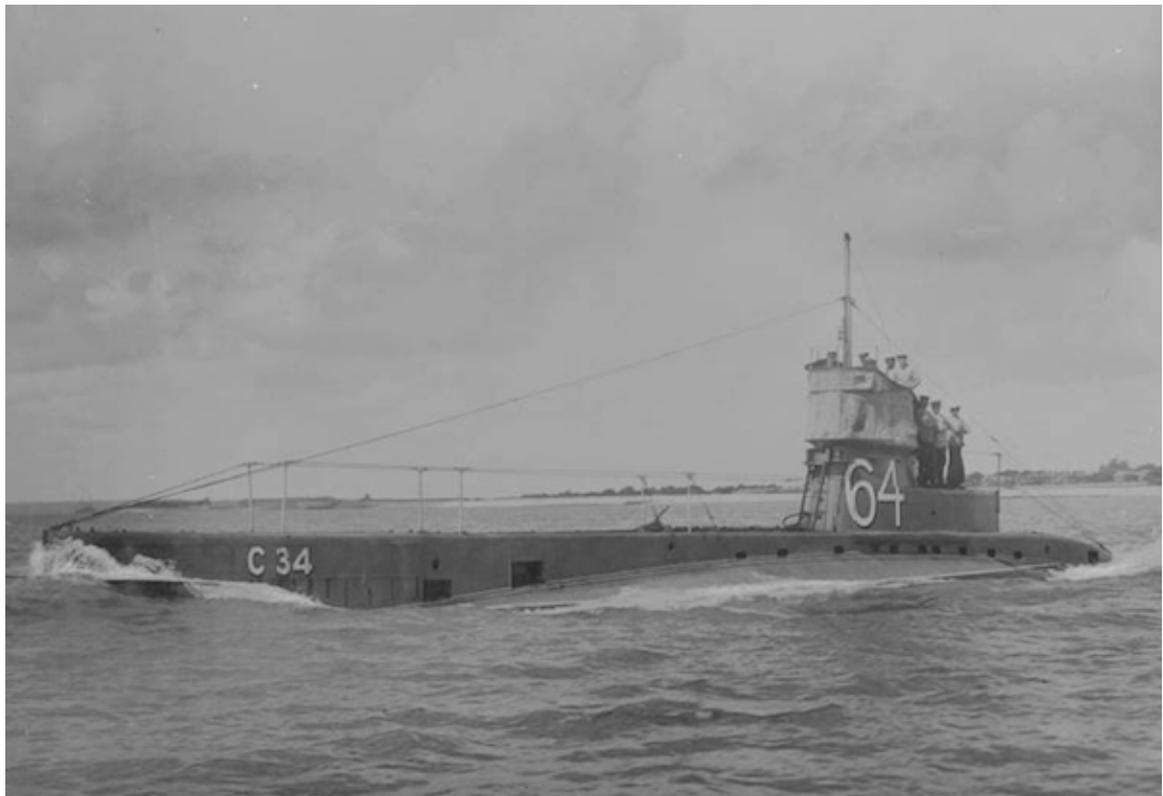
(1917 12 981)

(1918 12 Losses Supplement)

(<http://www.kenthistoryforum.co.uk/index.php?topic=13871.0>)

(<https://books.google.co.uk/books?id=eN2kAwAAQBAJ&pg=PA97&lpg=PA97&dq=loss+of+HMS/M+C34&source=bl&ots=-EZ0tH0NoM&sig=LJtuposmYnEMnR3B00Gb1GkzE1U&hl=en&sa=X&ved=0CDoQ6AEwA2oVC>

[hMIsJ-Pt-7BxwIVBVsUCh3Izwec#v=onepage&q=loss%20of%20HMS%2FM%20C34&f=false](https://books.google.co.uk/books?id=eN2kAwAAQBAJ&pg=PA97&lpg=PA97&dq=loss+of+HMS/M+C34&source=bl&ots=-EZ0tH0NoM&sig=LJtuposmYnEMnR3B00Gb1GkzE1U&hl=en&sa=X&ved=0CDoQ6AEwA2oVC))



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Jennings, William John (38-39)**

1941 Nov 25<sup>th</sup> 1624hrs

Killed in Action WWII.

William was lost aged 19 while serving as Midshipman RNR in the battleship HMS *Barham*.

*Barham* was steaming to cover an attack on Italian convoys with *Queen Elizabeth*, *Valiant* and an escort of eight destroyers, The captain of *Valiant* recorded what happened:



*“Our battleships were proceeding westwards line ahead, with the Valiant immediately astern the Barham and with a destroyer screen thrown out ahead of the battlefleet. At 0423 hrs, carrying out a normal zigzag, we turned to port together, thus bringing the ships into echelon formation. Suddenly, at 0425 hrs, I heard a loud explosion, followed by two further explosions a couple of seconds later. Fountains of water and two enormous columns of smoke shot skywards. The smoke formed an enormous mushroom, gradually enveloping the whole of the Barham, except the after part, which was subsequently also blotted out as the ship slid into a vast pall of smoke. As the explosions occurred the officer on watch gave the command “Hard to port,” to keep clear of the Barham, which was still under way with her engines running but listing heavily to port. As we came up on her beam she heeled further about 20 or 30°, and through the smoke I could see all her quarter-deck and forecastle. Men were jumping into the water and running up on the forecastle. The Barham was rolling on a perfectly even keel with neither bows nor stern sticking into the air. For one minute she seemed to hang in this position; then, at 0428 hrs, she suddenly rolled violently, her mainmast striking the surface of the sea sharply a few seconds later. I saw water pouring into her funnels. There followed a big explosion amidships, from which belched black and brown smoke intermingled with flames. Pieces of wreckage, hung high into the air, were scattered far and wide, the largest piece being about the size of my writing-desk. I immediately ordered “Take cover” as the wreckage started flying, and that was the last we saw of the Barham, which had run almost a mile since the moment she was hit. When the smoke cleared the only signs left were a mass of floating wreckage. The 35,000-ton ship disappeared with unbelievable suddenness; it was only 4 minutes 35 seconds exactly from the moment the torpedoes struck until she had completely disappeared.”*



*(1945 04 106/7 Roll of Honour List)*

*(Film of the sinking: [https://www.youtube.com/watch?v=YdrISbwy\\_zI](https://www.youtube.com/watch?v=YdrISbwy_zI))*

*(<http://ww2today.com/25th-november-1941-the-sudden-loss-of-hms-barham>)*

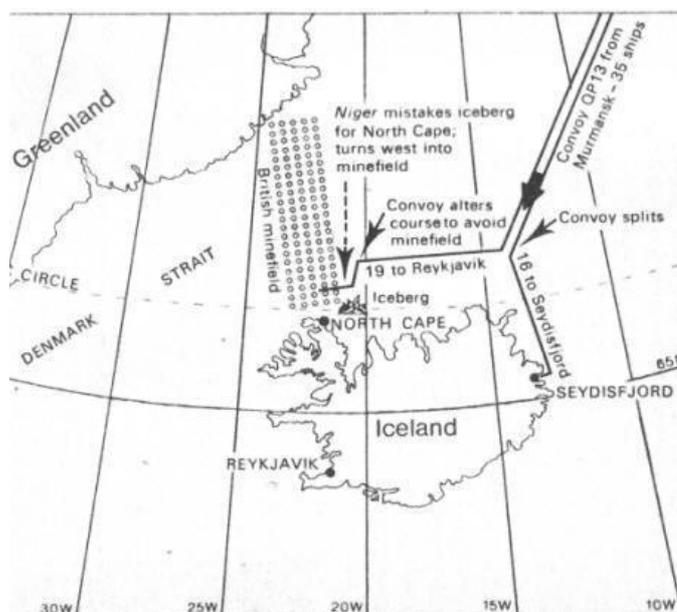
*(See account in “A Midshipman’s War” By OC Frank Wade (36-39))*

**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Johnston, Thomas Bottomley (20-22)**1942 Jul 5<sup>th</sup>

Killed in Action WWII.

Thomas was lost aged 36 while serving as Lt RNVR in the Halcyon Class minesweeper HMS *Niger* (J73). OC Lieutenant Olaf L Work RNR (33-35) was also aboard but survived the sinking.

On 27<sup>th</sup> June *Niger* sailed from Murmansk escorting convoy QP13 carrying naval personnel home from north Russia. En route the escort cruiser *Edinburgh* was sunk and *Niger* took in may of the survivors. The book *Convoys to Russia* states that during the final passage of the Iceland portion, "visibility reduced to one mile and the NE wind increased to force 8; no sights had been obtained for 48 hrs. At 1910 the convoy formation was reduced to two columns to pass through the gap inshore of the British minefield off Straumness, and course for this was altered on a DR basis supported by soundings. At about 2200 hrs *Niger*, who had gone ahead to make a landfall with *Hussar* as a visual link to the convoy astern, sighted what appeared to be North Cape and ordered a course alteration. In fact *Niger* had sighted a large iceberg, and at 2240 she blew up and sank just after she had realised her mistake and signalled the Commodore in *American Robin*. In the reduced visibility six merchantmen struck mines, *Exterminator\**, *Heffron*, *Hybert*, *Massmar* and *Rodina* sinking and *John Randolph* being damaged. The remaining escorts entered the minefield to rescue survivors; the rest of the convoy spent the night imagining U-Boat or a surface attack. *Roselys* remained in the field for over six hours while picking up 179 survivors. *Hussar* eventually obtained an accurate fix on the shore line and led the convoy to safety, arriving at Reykjavik on 7<sup>th</sup> July"



(1945 04 106/7 Roll of Honour List)

(<http://www.yoliverpool.com/forum/showthread.php?46279-HMS-NIGER-LOST-IN-1942>)

(Book "Convoys To Russia" published by the World Ship Trust in 1992. 0905617665)

(<http://www.convoyweb.org.uk/qp/index.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Johnston, William Alexander (37-38)** 1941 Jun 10<sup>th</sup>

Killed in Action WWII.

William was lost aged 20 while serving as Sub Lt RNR in the Kingfisher Class Patrol Ship HMS *Pintail* (K21).

On 10<sup>th</sup> June 1941, the Harwich based patrol vessel HMS *Pintail* was escorting a convoy near 62-Buoy some 30 miles off the Humber when the steamship *Royal Scot* detonated an acoustic mine, blew up and sank. *Pintail* immediately dashed to the scene to help in the rescue, but she was also caught out by an acoustic mine, close to the steamship. *Pintail* blew up and was lost almost immediately, instantly killing her Commanding Officer, six-officers and forty-eight ratings.

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/warships/ship/6219.html>)

(<http://www.wartimememories.co.uk/ships/pintail.html>)



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Jolliffe, Arthur Henry (1898-1900) 1928 Jan 25<sup>th</sup>

Arthur was Chief Officer of the schooner rigged coaster SS *Teane* which departed Swansea, S Wales for Oporto, Portugal on 25<sup>th</sup> January. She passed Lundy Island p.m. on the 25<sup>th</sup> after which no further trace was heard of her so she was presumed foundered with the loss of all hands.

(1928 08 225)

([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_1928#January](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_1928#January))

(The Times 8th Feb 1928)

(<https://www.wrecksite.eu/wreck.aspx?133542>)

*Deceased*  
*25-1-28*  
*"Teane"*  
*29/5/28*

*Copy*

C.R. 1.

Surname **JOLLIFFE**

[in CAPITALS]  
Christian Name *Arthur Henry*

Birth: Year *1882* Place *Sunderland*

Dis. A. No. *136990* Rating *3rd Mate* R.V. 2 No. *002642*

Certificate (if any): Grade *Mstr. S.S.* No. *002642* (*1st Copy*)

Health Insce. No. \_\_\_\_\_ Unemployment Insce. No. \_\_\_\_\_

Height *5ft 8 1/2 in* Colour Eyes *B. Grey* Hair *Fair*

Complexion *Fresh* Distinguishing marks \_\_\_\_\_

[M914] 15422/683 50m 9/22 1941 G & S 151 2 [TURN OVER.]

**DECLARATION TO BE MADE IF OCCASION ARISES.**

*Portuguese*

I hereby certify that I have not hitherto received a Continuous Certificate of Discharge for the following reason:—

**RENEWAL DIS A.**

**ORIGINAL REPORTED LOST.**

CHARGE *2/6*

Signature *A.H. Jolliffe*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Jones, Denis Hervey (34-36) DSC**     1940 Oct 19<sup>th</sup>

Killed in Action WWII.

Lost aged 21 while serving as Sub Lt RNR in HMS *Venetia* (D53), part of the Nore Command.

Mined while undertaking convoy defence and patrol duties off Knob Buoy in the Thames Estuary. She sank about 12 nautical miles north-east of Margate, Kent at 51°33'N, 01°10'E.

*(1945 04 106/7 Roll of Honour List)*

*(<http://uboat.net/allies/warships/ship/4247.html>)*

*([https://en.wikipedia.org/wiki/HMS\\_Venetia\\_\(D53\)](https://en.wikipedia.org/wiki/HMS_Venetia_(D53)))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Kell, Herbert James Graham (1889-91)**

1918 Jun 26<sup>th</sup>

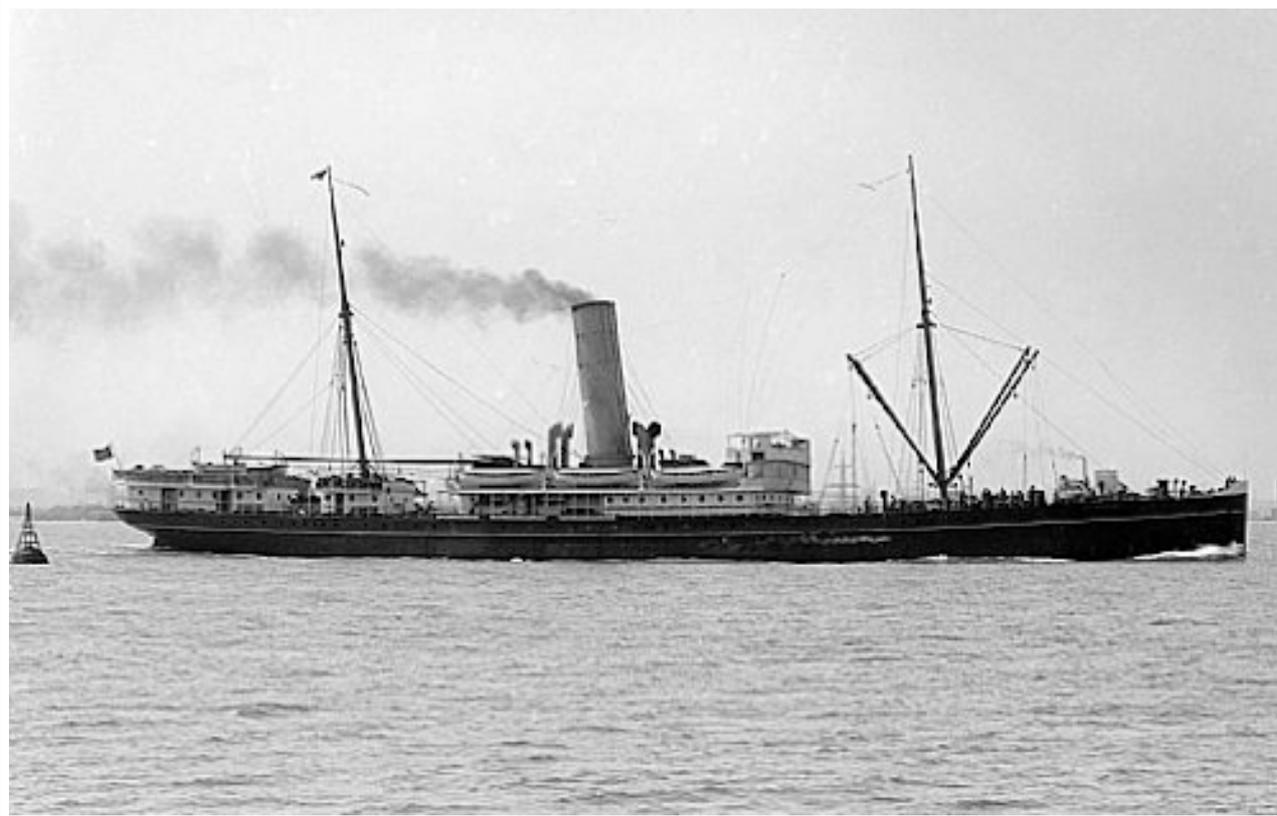
Killed in Action WWI.

Brother and *Conway* term-mate of Philip Kell - see his entry below.

Herbert was lost aged 43 while Master of Huddart Parker & Co (Melbourne)'s cargo liner SS *Wimmera*. He was "*Well respected in the Australian Coastal Passenger Trade*" The company said he "*was looked upon by them as a most capable and careful master, and was generally a favourite (with passengers)*".



*Wimmera* was en-route from Auckland to Sydney with 80 passengers, mails, 400 tons of cargo and five horses. Her route was to take her north towards the Three Kings Islands where she would turn west and south towards Sydney. At 0515 hrs she struck a mine laid by the German raider *Wolf* when 24 miles NW of Hoopers Point, Cape Farewell, New Zealand, and foundered. The explosion shattered the stern of the ship and she quickly settled but remained on an even keel. All lighting went out within two minutes of the explosion making the evacuation of passengers all the more difficult. 30 minutes after the explosion *Wimmera's* bow shot 50 feet up into the air and she plunged stern first to the bottom sending up a huge 100 foot high geyser of steaming water. "*In those feverish and terrifying last minutes the crew and passengers remained remarkably calm and stoic. In the dark, many dressed only in the flimsiest of garments having minutes before been snug in bed, the passengers clambered their way up unseen stairways and along unfamiliar corridors to the open deck*". Douglas Bradney, a Union Steam Ship Company officer travelling to Australia made the observation that in "*passing along the alley-way to the saloon companionway, where he (Capt Kell) met several of the ladies coming out in perfect calmness. They were "bricks" he said...*"



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Kell, Herbert James Graham (1889-91) *continued*

The Admiralty provided Kell with special route restrictions ("War Instructions") for his voyage Below is a copy of the receipt signed by, him (copy below) and two Admiralty cables concerning the loss, link <https://www.flickr.com/photos/archivesnz/9138808822>

She was the third merchant vessel lost in Australian waters in WWI. 26 members of the crew were lost 117 including passengers were saved. One reported that Herbert "Remained at his post till the last".

(1918 12 326)

(1918 12 Losses Supplement)

(<http://www.wrecksite.eu/wreck.aspx?132093>)

(<http://trove.nla.gov.au/ndp/del/article/1669311>)

(<http://trove.nla.gov.au/ndp/del/article/11399418>)

(<http://trove.nla.gov.au/ndp/del/article/11399239>)

(<http://freepages.genealogy.rootsweb.ancestry.com/~ourstuff/Wimmera.htm>)

(<https://www.flickr.com/photos/archivesnz/9138808822>)

(<https://sswimmera.com/final-voyage/the-wimmeras-master/>)

*This half to be retained by Issuing Authority.*

**A**

Book No. **C.B. 415.**

**RECEIPT FOR CONFIDENTIAL WAR INSTRUCTIONS FOR  
BRITISH MERCHANT SHIPS.**

Date 17<sup>th</sup> June 1918  
Place Sydney

I, H. J. Kell, a British subject, Master of the British  
Steam Ship Wimmera, declare myself to have been born of British  
parents, and hereby acknowledge the receipt of the above confidential "War Instruc-  
tions for British Merchant Ships" numbered as below, and agree to produce the  
same for inspection by any British Naval Authority when called upon to do so.

I have not previously received a copy of this Book or Addenda<sup>o</sup>

I undertake to carry out all the instructions as detailed in this said Book or any  
Addendum thereto.

C.B. 415.	No. <u>8437</u>	Signature	<u>Herbert J. Kell</u>
C.B. 415A.	No. <u>8430</u>	Private Address	<u>Widdart Parker &amp; Co</u>
C.B. 415B.	No. _____		<u>Sydney</u>
C.B. 415C.	No. _____		
C.B. 415D.	No. _____		
C.B. 415E.	No. _____		
C.B. 415F.	No. _____	Name of Owners	<u>Widdart Parker &amp; Co</u>

Witness H. J. Kell

Issuing Authority at Widdart Parker & Co Sydney

Fill in "Not" or state disposal of previous copies.

O (33) AS 3650-1 Pk 2682 15,000 8/17 E & S

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Kell, Philip (1889-91)**

1914 Sep 22<sup>nd</sup>

Killed in Action WWI.

Philip was lost while serving as Lt RNR in the armoured cruiser H.M.S. *Cressy*. OC Hugh **Bennett** was also lost in *Cressy*. Philip's brother and term-mate OC Herbert **Kell** was also lost at sea in 1918 see his entry above.

*Cressy* was part of Cruiser Force C patrolling the area of the North Sea known as the Broad Fourteens. There was opposition to this patrol from many senior officers, including Admiral Jellicoe, on the grounds that the ships were very vulnerable to a raid by modern German surface ships and the patrol was nick named the "*live bait squadron*". The Admiralty maintained the patrol on the grounds that destroyers were not able to maintain the patrol in the frequent bad weather and that there were insufficient modern light cruisers available. Early on 22<sup>nd</sup> September the submarine *U-9* (commander Cdr Otto Weddigen) sighted the *Cressy*, *Aboukir* and *Hogue* steaming NNE at 10 knots in line abreast, about 2,000 yards (1,800 m) apart without zigzagging. Although the patrols were supposed to maintain 12-13 knots and zigzag, the old cruisers were unable to maintain that speed and, as no submarines had been sighted in the area during the war, the zigzagging order was widely ignored. At about 0625 hrs *U-9* fired torpedoes at all three ships sinking them all. The damage to *Cressy* was not fatal but *U-9* turned round and fired her last torpedo which hit *Cressy* sinking her within a quarter of an hour.

(1918 12 Losses Supplement)

(Casualty List <http://www.naval-history.net/xDKCas1914-09Sept.htm>)

(<http://www.worldwar1.co.uk/cressy.htm>)

(<https://sswimmera.com/final-voyage/the-wimmeras-master/>)



A drawing of the *Cressy's* end by the American artist Henry Reuter Dahl (1870-1925)

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**King, Henry Douglas (1891-93)**

1930 August 20<sup>th</sup>

Douglas had chartered a cutter, the *Islander*, from his friend Lt-Col J N Diggle of the Royal Yacht Squadron. She sank in what was said to be one of the most severe summer storms within memory. At about 9pm terrific seas drove her on to rocks in Lansallos Cove in Lantive Bay, six miles from Fowey. Rescue attempts from shore, including the use of rockets, all failed. Fowey lifeboat found it impossible to get close enough to be any help. Two bodies, including Douglas's, were recovered the following day and he was then reburied at sea.

At the inquest the coroner said: *"It seems to me, and it may seem to the jury, that the look-out on the coast is not all that it should be, but whether the lack of efficiency there could possibly be described as criminal I should very much doubt because apparently it was a matter of opinion only."* The jury took this on board. Returning a verdict of accidental death by drowning, they added a rider that on this particular night there was 'a laxity in the placing of watches'.

On 26<sup>th</sup> August 1930 The Times carried a number of tributes to Commodore King, one of them from Rear-Admiral Thomas N James, who wrote: *"The sea has claimed him as a sailor, not withstanding his safe passage through tremendous fighting at the Dardanelles and in France."*

Commodore the Rt Hon Henry Douglas King, PC, CB, CBE, DSO, VD, MP died while only in his early fifties, was undoubtedly a courageous and talented man. Who knows what he might have gone on to achieve had he lived.

*(<https://www.geni.com/people/Commodore-the-Rt-Hon-Henry-Douglas-King/6000000009543065474>)*

*([https://en.wikipedia.org/wiki/Douglas\\_King\\_\(politician\)](https://en.wikipedia.org/wiki/Douglas_King_(politician))  
(1930 12 119))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Kirkpatrick, James Stewart (13-15)** Date not known

Reported in The Cadet as having been lost at sea but no other details are known. His loss is recoded until more details can be discovered. In January 1950 his sister presented a shell case gong, a relic from the Battle of Jutland to *Conway*. It was hung in the Shore Mess Deck.

(1950 01 30)

Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Lane, Phillip Hardwick (1886-88) 1890 Dec 12th

Phillip's sailing ship, Messrs T & J Brocklebank's *Talo Novokdar* (painting below), collided with German sailing ship *Libussa* of Hamburg at sea in the South Atlantic near the Cape of Good Hope.

The Captain and all 21 officers and crew perished. A brief report appeared in The Cadet magazine

(1891 02 6)

(<http://www.wrecksite.eu/wreck.aspx?186230>)

(<http://www.theyard.info/ships/ships.asp?entryid=183>)



TALOOKDAR, 1885

We regret having to announce the death of Philip H. Lane, who left this ship in July, 1888, and joined the "Talookdar," belonging to Messrs. T. and J. Brocklebank and Co., which vessel was sunk after a collision in the South Atlantic, about 12th December, 1890, when the captain and twenty-one of the officers and crew perished, among them being the young gentlemen named above.

The death of F. Pierson was very sad. He caught pneumonia while passing for first mate: went home ill, and died the very day his Board of Trade certificate reached him.

**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Leigh, Julio Bernard (15-17)**1941 Jan 24<sup>th</sup>

Julio was lost aged 40 while serving as Second Officer in Brocklebank's SS *Mandasor*, 7,200grt

*Mandasor*'s last voyage began at Calcutta on 13<sup>th</sup> Jan 1941 when she left for the UK carrying a cargo of pig iron and tea. She headed for the African coast in order to avoid a known German raider operating in the Indian Ocean, a longer route, but safer. On 23<sup>rd</sup> Jan a crewman noticed a ship heading east about 10 miles off to port. The Captain ordered the ship hard to starboard and the unidentified ship did the same thing. The other ship was not a friendly merchant ship, it was a Hilfskreuzer better known as *Atlantis*. her plan was to wait until dark to attack *Mandasor*. Being close to the Seychelles her Captain feared any signal sent by *Mandasor* would be picked up by the British and could jeopardize his ship. As night fell *Atlantis* lost her target and had to wait until daylight to locate it. At dawn on 24<sup>th</sup> Jan 1941 *Atlantis* launched a seaplane to search for *Mandasor*. and at about 0800 hrs the pilot found her. His first job was to shoot down the radio antenna, which he did, then he dropped several bombs setting the ship ablaze. In the engine room two Indian crewmen Ali Ahmed and Jalal Ahmed, both later awarded the B.E.M., continued to keep the ship's engines running at top speed to evade the raider. Since the aerial was down no signal of distress could be sent, two more of the crew, Abdulla and Ghulam Hossein, went aloft and rigged a new aerial which allowed the distress call to be sent.

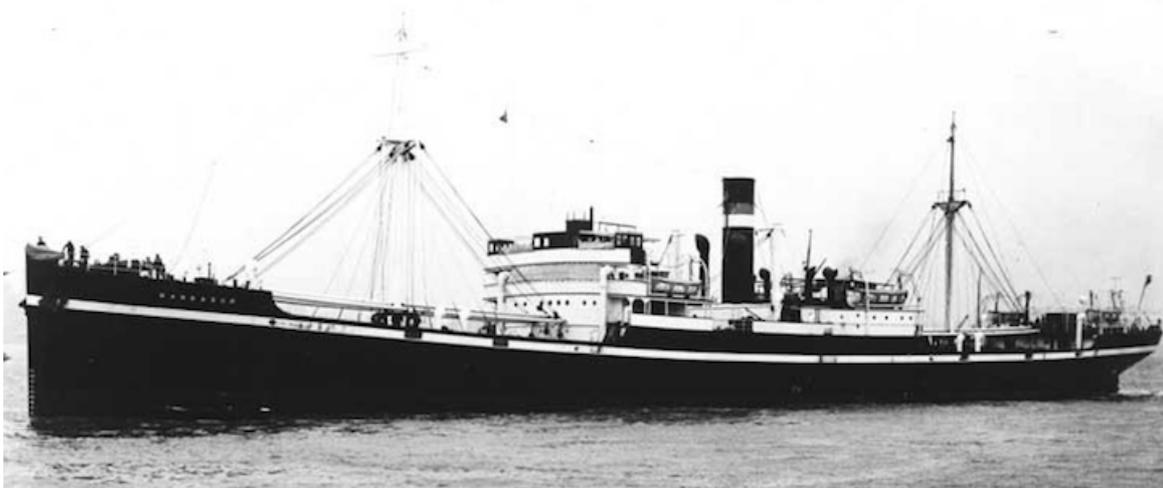
The aircraft came around for another pass in an attempt to silence the radio and fired a number of shots at the ship to no avail, but soon *Atlantis* was within range and began to shell the ship with her 6.1" guns hitting her several times and causing fires all over the ship. The bridge had been hit as well other shells landed amidships. *Mandasor*'s Captain stopped his ship and ordered her abandoned, some survivors stated that *Atlantis* continued to fire even while the crew were taking to the boats, the shelling caused the deaths of six crewmen including Julio. She sank at 06°23'S, 61°40'E.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/Indian\\_Ocean\\_in\\_World\\_War\\_II](https://en.wikipedia.org/wiki/Indian_Ocean_in_World_War_II))

([http://www.maritimequest.com/daily\\_event\\_archive/2010/01\\_jan/24\\_mandasor.htm](http://www.maritimequest.com/daily_event_archive/2010/01_jan/24_mandasor.htm))

([http://www.clydesite.co.uk/clydebuilt/liverpool/MANDASOR\\_372.html](http://www.clydesite.co.uk/clydebuilt/liverpool/MANDASOR_372.html))



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Lewis, Edward Percival Sealy (23-25) 1941 May 24<sup>th</sup>**

Killed in Action WWII.

Edward was lost aged 30 while serving as a Lt RN in the battleship HMS *Hood*. OCs **Freeman, Lewis** and **Warrant** were also lost in *Hood*.

In May 1941, *Hood* and the battleship *Prince of Wales* were ordered to intercept the German battleship *Bismarck* and the heavy cruiser *Prinz Eugen*, which were en route to the Atlantic to attack convoys. On 24<sup>th</sup> May 1941, they intercepted and engaged them in the Denmark Strait between Greenland and Iceland. *Hood* opened fire at *Prinz Eugen* at 0552 hrs at a distance of approximately 26,500 yd. The Germans held their fire until 0555 hrs when both German ships targeted *Hood*. High explosive shells fired by *Prinz Eugen* struck *Hood*'s boat deck, starting a sizable fire in the ready-use 4 in ammunition stored there, but this fire did not spread to other areas of the ship or cause the later explosion. At 0600 hrs a salvo from *Bismarck*, fired at a range of about 9 mi (7.8 nm; 14 km), was seen by men aboard *Prince of Wales* to straddle *Hood* abreast her mainmast. It is likely that one 15" shell struck somewhere between *Hood*'s mainmast and "X" turret aft of the mast. This was immediately followed by a huge pillar of flame that shot upward 'like a giant blowtorch,' in the vicinity of the mainmast. There followed an explosion that destroyed a large portion of the ship from amidships clear to the rear of "Y" turret, blowing both after turrets into the sea. The ship broke in two; the stern falling away and sinking. The bow was raised clear of water, pointed upward and pivoting about, and followed the stern in sinking shortly thereafter. She sank with the loss of 1,415 men, just three of her crew survived. *Prince of Wales* continued to exchange fire with *Bismarck* but suffered serious malfunctions in her main armament and soon broke off the engagement. Due to her perceived invincibility, the loss of *Hood* had a profound effect on the British people.



*Above: Hood Pre-War Below: Bismarck Fires On Hood*



(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/Battle\\_of\\_the\\_Denmark\\_Strait](https://en.wikipedia.org/wiki/Battle_of_the_Denmark_Strait))

(<http://www.hmshood.com/history/denmarkstrait/whyloss.htm>)

(<http://www.kbismarck.com/hood-sinking001.pdf>)

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Linekar, Michael Stuart "Slim" (57-58)**      1966 Apr 19<sup>th</sup>

Michael died of heart failure in SS *Dunedin Star* while in London, he was during a routine fumigation of the vessel. The company gave Michael a burial at sea and sent the Red Ensign to his Mother.

(1966 04 254)

(Email Bill Simms (57-59))



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Lingard, Harry Hackling (1886-88) 1899

Harry was lost while serving as Second Officer in the steamer *Pelican* when she was wrecked on passage from Tacoma USA to China. The *Pelican* was an English tramp steamer owned by E. S. Whealler of Hong Kong and under charter to the Northern Pacific Steamship Company. She took a cargo of general merchandise from Hong Kong to Puget Sound and then loaded railroad ties at Port Gamble for I Taku, China. She sailed from Gamble on 3<sup>rd</sup> October 1897 and was never seen again. She was given up as lost and Lloyds posted her as missing.

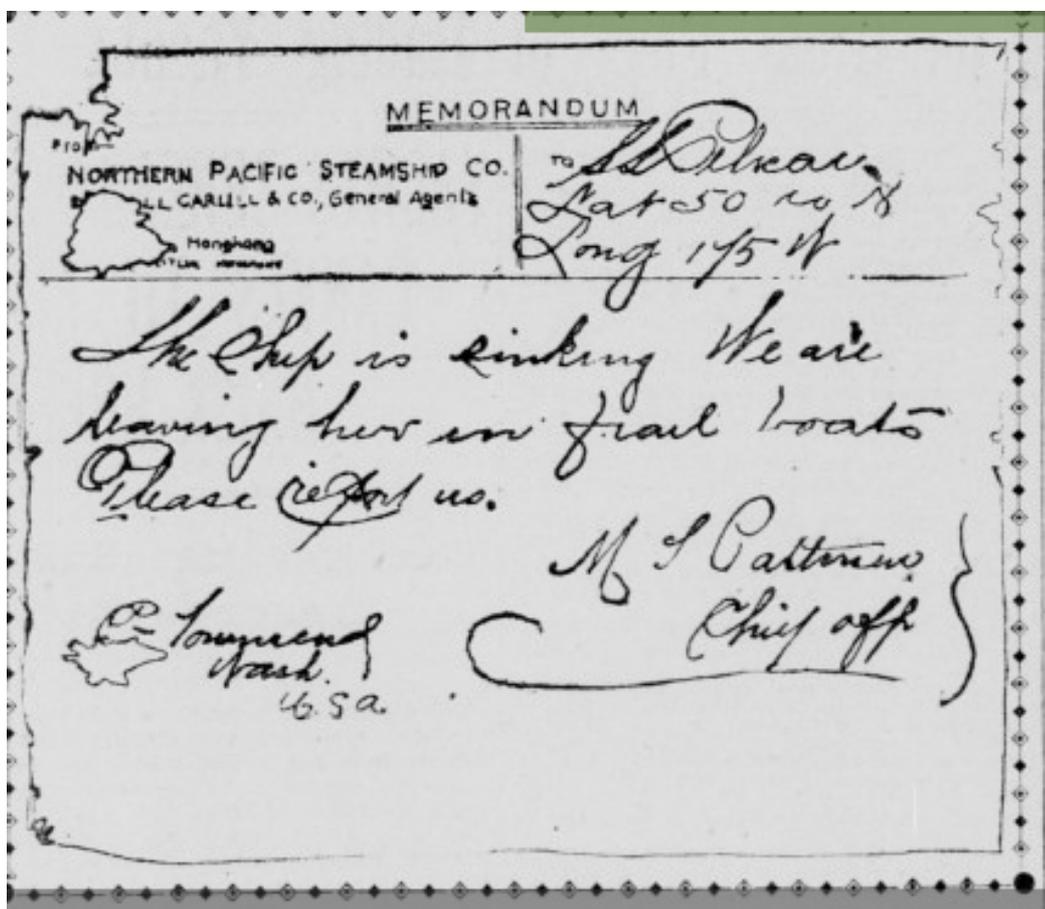
Her Chief Officer put a message in a bottle and threw it into the sea at latitude 50 north, longitude 175 west - near to Attu Island in the Aleutians. He wrote that "*The ship is sinking. We are abandoning her in frail boats*" (see copy below) and that the crew were abandoning ship into the lifeboats. The bottle covered 420 miles of latitude and 1,235 miles of longitude before washing up on 15<sup>th</sup> October on the beach at Portage Hay, Alaska. It was picked up by the master of the sealing schooner *Herman* who sent it to San Francisco. About the time the *Pelican* went down the Japanese steamer *Kagoshuma Maru*, the barquentine *Skagit* and schooner *Maweema* all reported a fearful storm off the Aleutian Islands. The steamer's cargo shifted and she nearly went down, *Skagit* was badly battered and the *Maweema* had to send several of her crew to the hospital when she reached Tacoma. It was assumed *Pelican* was lost in this storm. US revenue cutters were despatched to search nearby islands but none of the crew of 40 was recovered.

(1899 07 174)

(<http://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=SFC18990531.2.63>)

(<http://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=SFC18980324.2.62>)

(<http://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=SDU18990606.2.84>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Littlehales, Frederick (1880-82)**

1926 Jan 26<sup>th</sup>

On 9<sup>th</sup> January 1926 *Laristan* left Swansea for New York with a cargo of anthracite with Frederick in command of a crew of 31.

On Monday 25<sup>th</sup> January Captain Wurpts in the Norddeutscher Lloyd SS *Bremen* picked up a wireless message from *Laristan* during a heavy gale in the North Atlantic. It said that the aft bulkhead of *Laristan*'s bridge deck had been stove in, and that she was sinking. *Bremen* made all speed to *Laristan* and stood by her for 36 hrs but very heavy seas made it impossible to launch rescue boats. They were able to connect the ship using breeches buoy equipment but four times the lines were carried away. Lines were then floated over using lifebuoys but also proved ineffectual. Eventually, in severe conditions, *Laristan* managed to get one lifeboat to *Bremen* with seven men although one of the crew was lost overboard during the crossing. The remaining six were saved. *Bremen* stood by her until midnight on 26<sup>th</sup> January when *Laristan* was last seen. On the morning 27<sup>th</sup> still in terrific weather conditions wreckage was sighted. The rest of the crew, including Frederick, were lost when she foundered in the dark, rough night.

She sank at 45°12'N, 43°11'W.

(1926 04 4)

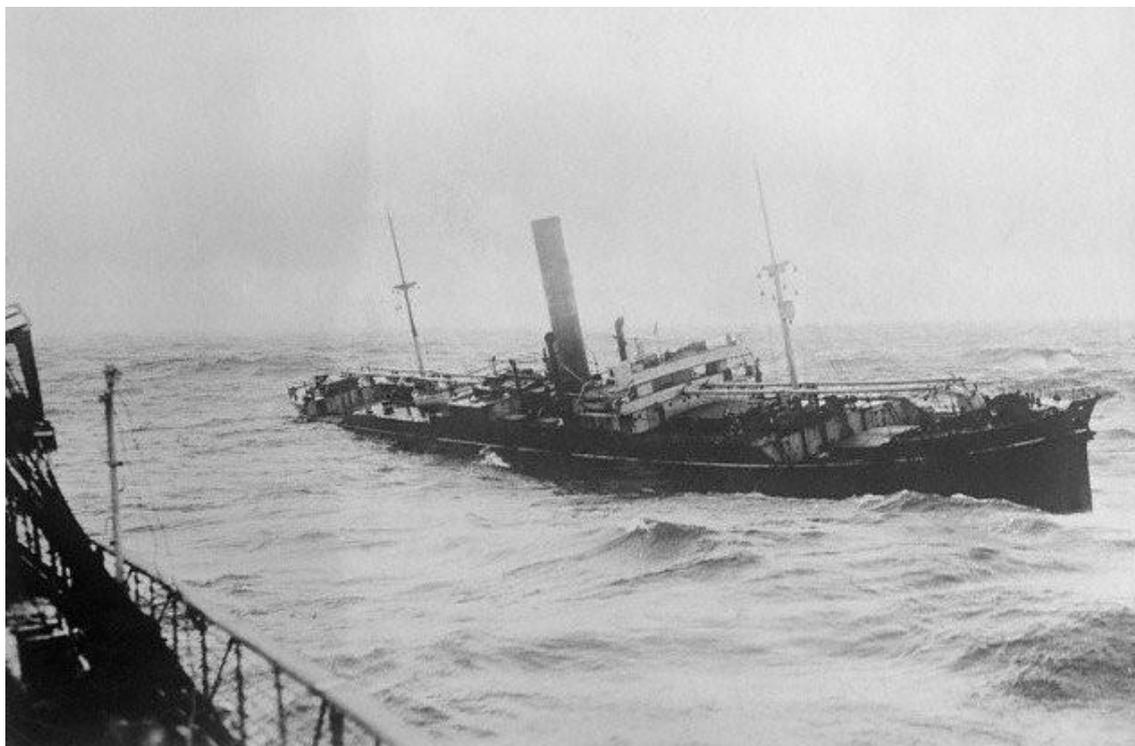
(Family tree - <http://www.thejenners.f2s.com/getperson.php?personID=1738&tree=Littlehales>)

(Loss report: ([http://boatinfo.no/lib/other/manuals/disasters/pages/page\\_1415.swf](http://boatinfo.no/lib/other/manuals/disasters/pages/page_1415.swf)

)[http://boatinfo.no/lib/other/manuals/disasters/pages/page\\_1415.swf](http://boatinfo.no/lib/other/manuals/disasters/pages/page_1415.swf)

)(<http://www.shipsonstamps.org/Topics/html/bremen.htm> )

([http://hansard.millbanksystems.com/written\\_answers/1926/feb/05/ss-antioe-and-laristan](http://hansard.millbanksystems.com/written_answers/1926/feb/05/ss-antioe-and-laristan))



*SS Laristan sinking photographed from SS Bremen*

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Littlewood, Edmund (20-22)**

1952 Apr 22<sup>nd</sup>

Edmund died suddenly of coronary thrombosis while serving as Chief Officer in Royal Mail Line's ship *Asturias*. He was buried at sea in the Indian Ocean as the ship was homeward bound from Australia.

*(1952 09 638)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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Lloyd, Brian (54-55)

1974 Dec 16<sup>th</sup>

Brian disappeared from his ship the *Booker Vanguard* on the morning of 16<sup>th</sup> December 1974.

The Master was another OC who advises that he “*was called in the early morning to be told that Brian had disappeared. The ship was turned round and we went back to the position he had last been seen. A search of the area at sunrise revealed nothing. Unfortunately the A.B. on watch was new to the vessel and didn’t report anything in case he got the second mate into trouble and it wasn’t until the watch handover at 4am he was found to be missing.*”

A coroners court was held in Glasgow on 27<sup>th</sup> December 1974 and a verdict of misadventure recorded specifically, “*missing at sea believed killed or drowned*”.

*(Club Newsletter Spring 1975)*

*(Capt E Puddifer (53-54))*



**Name & (Conway Years)**

**When Lost**

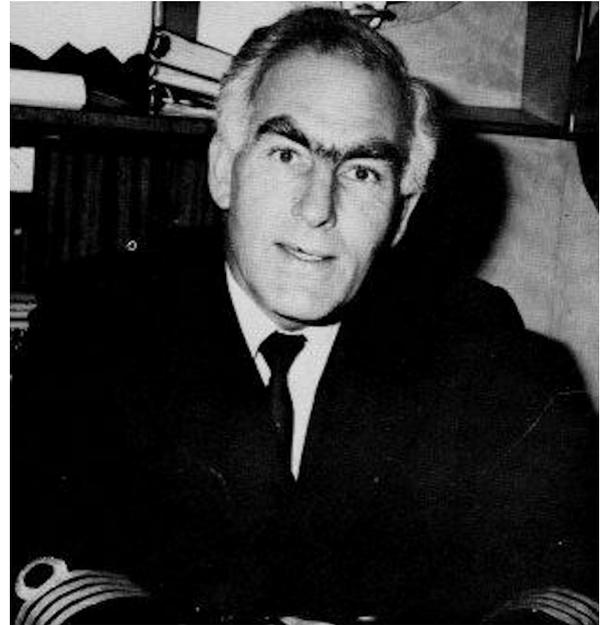
**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Lofts, Rodney “Lofty” (41-43)**

1978 Nov 20<sup>th</sup> Early morning,

Lofty was master of *Clan Grant* in transit from Suez to Aden. He was on the bridge and had walked from the wing of the bridge to the chartroom where he collapsed. He was found slumped lifeless over the chart-table and despite attempts to resuscitate him by the Chief Officer’s wife, a trained nurse, he died. His wife was on-board with him and was with him when he died. He was aged just 53 years and four months. *“The Company had lost an outstanding officer and commander and many of us had lost a friend we would never forget.”*



On the 22<sup>nd</sup> of November, with his wife Lilian by his side Captain Lofts was buried at sea in the Gulf of Aqaba in Latitude 22 19’ N, Longitude 34 52’ E.

He was at D-Day in WWII serving in HMS *Emerald* as a Midshipman RNR.

*(Lt Cdr Geoff Haskins RNZN (40-43))*

*(<http://www.bandcstaffregister.com/page1401.html>)*

*(OC & D-Day)*



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Lord, Henry James Whytehead (1898-1900)

1925

Henry died early in the year from heart failure while in command of a Blue Funnel Line steamer having been in the service of that company for a considerable number of years.

(1925 12 303)



THE MEMORIAL TABLET.

Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Love, David Ronald (38-39)

1941 Jan 20<sup>th</sup>

Killed in Action WWII.

David was lost aged 19 while serving as a Cadet in Elders & Papayanni's SS *Florian*, 3174grt

*Florian* left Hull, England in ballast to meet up with a convoy of five ships in Oban bound for New York. The convoy left on the 17<sup>th</sup> January 1941 with the *Florian* being the last to leave. After only three days at sea the *Florian* went missing. U-Boat logs show that *U-94* attacked *Florian* at 0042 hrs on the 20<sup>th</sup> after chasing her for eight hours. The vessel was hit amidships and sank vertically by the stern after 42 seconds about 140 miles west-southwest of the Faroe Islands. She was unable to send a distress signal. A British naval trawler sighted wreckage and a lifeboat from the *Florian* off south east Iceland at 61°14'N, 12°05'W, but no trace of her crew of 44.

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/forums/read.php?3,32711,32729#msg-32729>)(

(<http://uboat.net/allies/merchants/ships/741.html>)



*U-94 Prepares To Sail*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

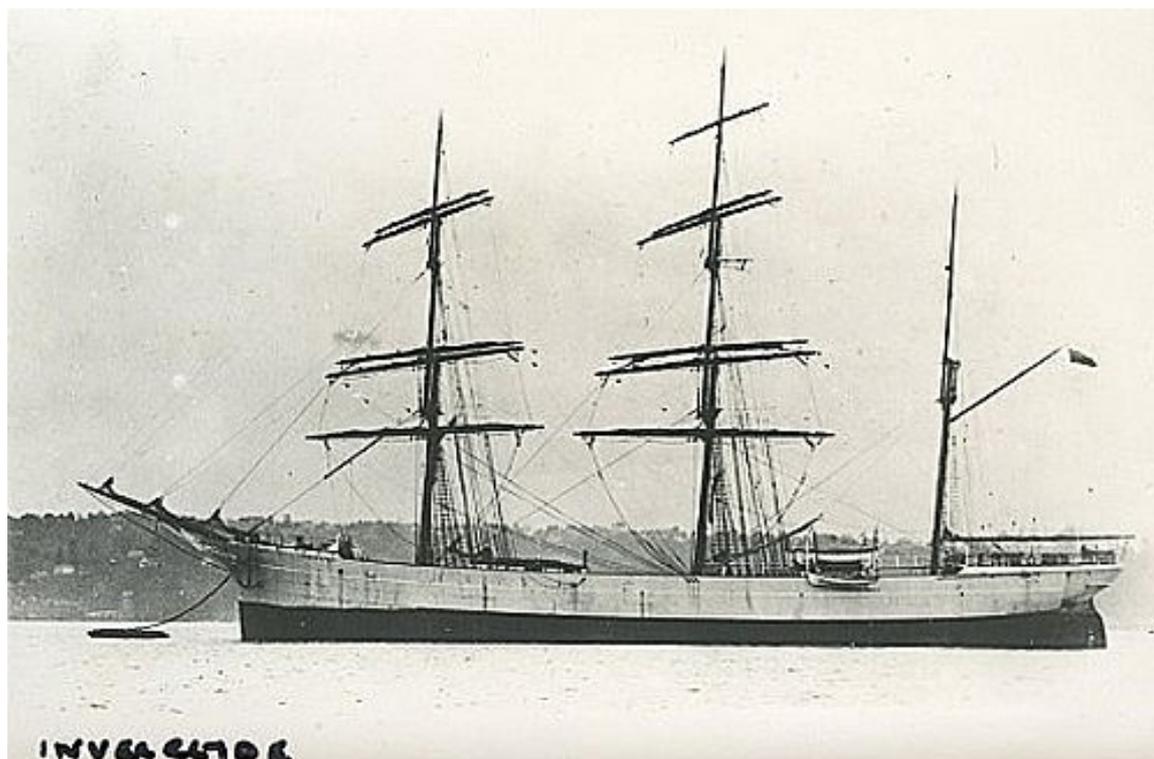
Lynes, George Bolton (05-06)

1909

The Cadet magazine reported in August 1909 “the loss of G. B. Lynes from the barque *Inverclyde* on passage from *Delagoa Bay to Adelaide*”. She arrived in Newcastle NSW on July 19<sup>th</sup> with four other OCs on board and it is assumed they reported his death. No further information has been discovered.

Photo right: G B Lynes in 1906 aged 16 years and 3 months as reserve for the *Conway* gig crew in the annual race against *Worcester* on 25<sup>th</sup> May 1906. He weighed 9 stone 9 lbs, was 5’ 7” tall, with a 33 3/4 “ chest.

(1909 08 30)



**Name & (Conway Years)**

**When Lost**

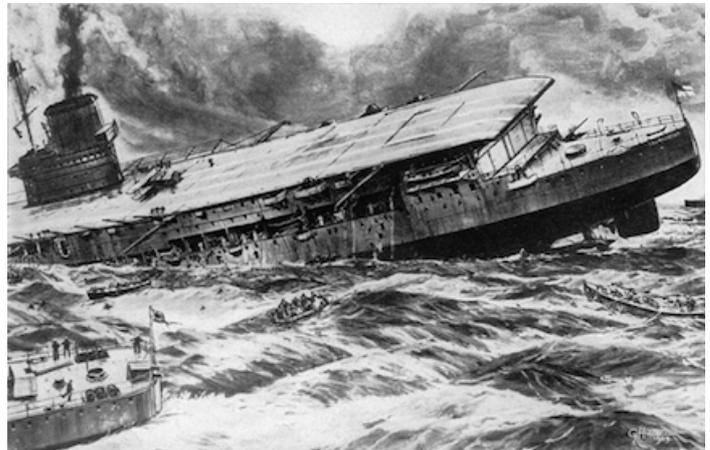
**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**MacDonald, Thomas Donald Mackintosh** (34-36) 1939 Sep 17<sup>th</sup> 1940 hrs

Killed in Action WWII.

Thomas was lost aged 22 while serving as Lt(A) RN in the aircraft carrier HMS *Courageous*.

*Courageous* was on anti-submarine patrol off the coast of Ireland and two of her four escorting destroyers had been sent to help a merchant ship under attack. She was stalked for over two hours by *U-29*, At 1940 hrs the carrier turned into the wind to launch her aircraft, putting her right across the bow of *U-29*, which fired three torpedoes from less than 3,000 yards. Two struck the ship on her port side knocking out all electrical power. Eye witnesses account that a huge white cloud had engulfed *Courageous*. They thought it was a smoke screen and paid little attention until two tremendous explosions ripped through the carrier. Pieces of steel and dismembered aircraft shot upwards as with the flames and oil slick which soon followed. She capsized and sank in 20 minutes with the with the loss of 519 of her crew at Grid BE3198, 150nm WSW of Mizen Head, Ireland. Escorting destroyers counterattacked *U-29* for four hours but the submarine escaped. *Courageous* was the first British warship to be sunk in WWII.



Thomas had been reported as “*a particularly promising officer*”.OCs G **Goodwin** and G **Owensmith** were also in *Courageous* but both survived.

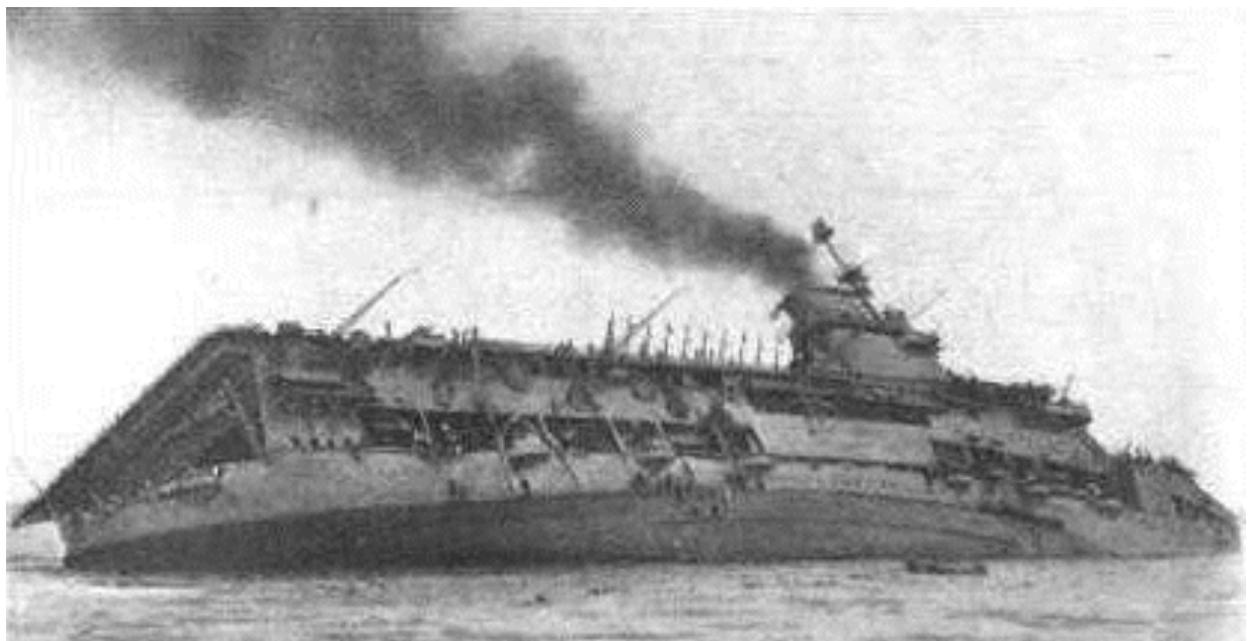
*(1945 04 106/7 Roll of Honour List)*

*(1939 12 102)*

*([https://en.wikipedia.org/wiki/HMS\\_Courageous\\_\(50\)](https://en.wikipedia.org/wiki/HMS_Courageous_(50)))*

*(<http://www.uboataces.com/battle-courageous.shtml>)*

*(<http://uboat.net/allies/merchants/crews/person/7924.html>)*



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

MacKenzie, James Burton (1860-61) 1880 Jan 1<sup>st</sup>

James was Master of the sailing ship *George Rainey* when she disappeared with all hands. He was aged 34. Nothing more is known about the ship or her loss.

(1910 06 127)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

Name of Ship	Official No.	Date of Arrival	Date of Death	Name and Surname of Deceased	Sex	Age	Rank, Profession, or Occupation	Nationality	Last Place of Abode	Cause of Death	Passenger or Member of Crew
<i>George Rainey</i>	<i>42626</i>	<i>missing since 1.1.80</i>	<i>1.1.80</i>	<i>James Burton Mackenzie</i>	<i>M</i>	<i>34</i>	<i>Master</i>	<i>Lpool</i>	<i>5 Grove Street, Lpool</i>	<i>Supp'drowned</i>	<i>Member of Crew</i>
<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Albert Mac</i>	<i>M</i>	<i>39</i>	<i>Stew?</i>	<i>Barbados</i>	<i>"</i>	<i>"</i>	<i>"</i>
<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Thos. Morris</i>	<i>M</i>	<i>29</i>	<i>Cook</i>	<i>Tobago</i>	<i>"</i>	<i>"</i>	<i>"</i>
<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Wm Warren</i>	<i>M</i>	<i>44</i>	<i>AB</i>	<i>Jersey</i>	<i>"</i>	<i>"</i>	<i>"</i>
<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Wm Greer</i>	<i>M</i>	<i>52</i>	<i>"</i>	<i>Lpool, Gallachor, Greenock</i>	<i>"</i>	<i>"</i>	<i>"</i>

I hereby certify that this is a true Return of the Deaths at Sea reported in the official documents deposited on record in the General Register and Record Office of Shipping and Seamen.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 187\_\_

*a. Died at Adelaide.*

*b. The date of this person's death was previously reported as on 24.6.79 (see sheet 478 line 17).*

Registrar General.

371

Folio No.	Name of Deceased,	Sex,	Age.	Cause of Death.	Date of Death.	Name of Ship and Official No.	Date of Receipt of List.
<i>4147</i>	<i>James Burton Mackenzie (Master)</i>	<i>M</i>	<i>34</i>	<i>Supp'drowned</i>	<i>1.1.80</i>	<i>George Rainey 42626</i>	
<i>4134</i>	<i>Thomas Robinson</i>	<i>M</i>	<i>30</i>	<i>suicide</i>	<i>13.11</i>	<i>Herrington</i>	

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Mackenzie, Alexander James (25-27)** 1942 Dec 12<sup>th</sup>

Killed in Action WWII.

Alexander was lost aged 32 while serving as Lt Cdr RN and Captain of S Class submarine H.M.S. *P.222*

*P222* left Gibraltar to patrol off Naples on 30<sup>th</sup> Nov 1942. She sent a number of messages on 7<sup>th</sup> Dec after which no further communication was heard. She failed to arrive at Algiers on her due date and was reported overdue on 21<sup>st</sup> Dec 1942. The Italian torpedo boat *Fortunale* claimed to have sunk a submarine with depth charges on 12<sup>th</sup> Dec, south-east of Capri. This remains the most probable cause of the submarine's loss. Since she was sunk before her name could be formally assigned, she is known by her pennant number, *P222*.

([https://en.wikipedia.org/wiki/HMS\\_P222](https://en.wikipedia.org/wiki/HMS_P222))

(<http://www.naval-history.net/xDKCasAlpha1939-45M.htm>)



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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**MacLeod, George Ramsey** (1894-96) 1900 Aug 6<sup>th</sup>

The Captain of *Englehorn*, H. Lovett wrote to George's parents

*"I feel it my duty to write you concerning the sad fate of your son who was washed overboard from the deck with two other seamen, on the evening of the 6<sup>th</sup> August in the southern Indian Ocean. The ship was running under loose topsails and foresail, rolled heavily to leeward, and remained with her lee side underwater. Owing to its heavy weight upon the deck, the second officer and all the watch were at the braces, and it is only a miracle that they were not washed away. Some were saved by being washed against the lee rigging, which prevented them going overboard, and all were struggling in the water to get to windward. The night was very dark, and we could see very little of what was transpiring, but heard a cry of distress and found one man clinging to the bight of the brace, who was recognised from his voice as your son. The other watch came on deck quickly, but when we attempted to get him on-board, he was so exhausted he let go his hold and sank. It is a sad ending to a young and promising life, but one of those unavoidable accidents which must sometimes happen as long as men go down to the sea in ships. The world as a whole knows little of its perils, or how thin the line that intervenes between the sailor and a nameless ocean grave. We sympathise with you in your great affliction and sorrow. We out upon the sea alone have mourned his sad fate, have missed his smiling face and jovial disposition from our midst. Our little world is small at best, and when death enters our domain and robs us of our companions along our lonely way, it casts an impenetrable gloom over our voyage that cannot be dispelled."*

(1900 02 216)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Major, Robert Ward (38-40)**

1957 Nov 13<sup>th</sup>

Robert was accidentally lost overboard at sea from the RFA *Cedardale* of which he was Chief Officer.

(1958 01 28)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Malet, Guy Anthony Rivers (36-37) 1944 Mar 30<sup>th</sup>**

Killed in Action WWII.

Guy was lost while serving as Lt RNR in the L Class destroyer HMS *Laforey* (G99).

*Laforey* was deployed from Naples for a patrol off the west coast of Italy on 28<sup>th</sup> March. On 29<sup>th</sup> she carried out a hunt for *U-223* north of Palermo, in company with a number of destroyers. The search lasted until 30<sup>th</sup>, when after sustaining several hours of depth charge attacks, *U-223* surfaced, and was attacked by the destroyers with gunfire at a range of 1,500 yards. *U-223* fired three torpedoes which struck *Laforey* and she sank quickly about 60 miles northeast of Palermo at 38°54'N, 14°18'E, with just 65 survivors out of the 247 on board. The Captain had decided not to sound off full action stations. The crew were therefore at defence stations, only half the armament manned and many men were asleep in the mess-decks. *U-223* was also sunk.

(1945 04 106/7 *Roll of Honour List*)

([https://en.wikipedia.org/wiki/HMS\\_Laforey\\_\(G99\)](https://en.wikipedia.org/wiki/HMS_Laforey_(G99)))

(<http://uboat.net/allies/merchants/ships/3227.html>)

(<http://www.bbc.co.uk/history/ww2peopleswar/stories/87/a4006487.shtml>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Marks, David Blagdon (61-62)**  
Aka David **Blagdon** (actor)

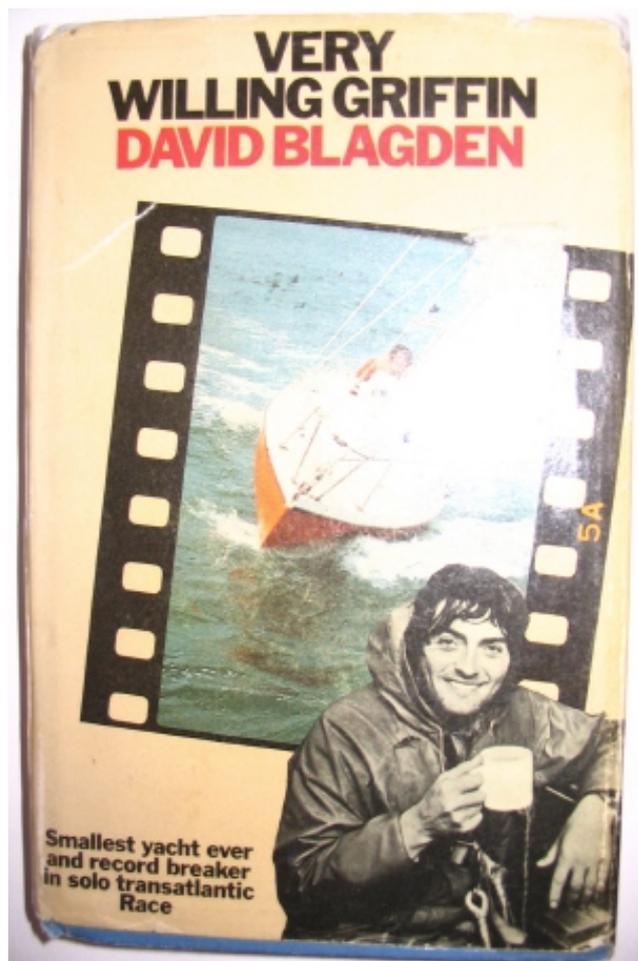
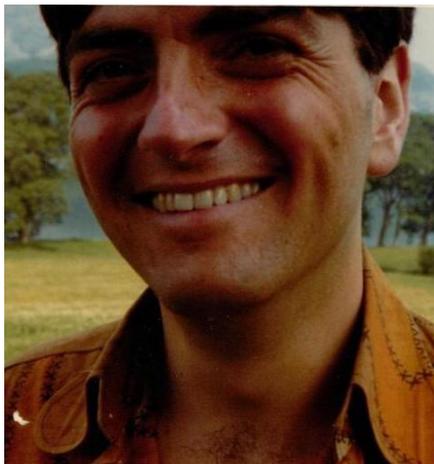
1978 Sept 10th

After a few years at sea David became an actor. He appeared with Michael Caine in the film Kidnapped (1971) playing a Prison Officer, appeared in an episode of the TV series The Adventurer (1972) and was the sailing advisor for Swallows and Amazons (1974) in which he also played a policeman. He presented the TV show Plain Sailing and was an accomplished yachtsman. The most notable feature of his yachting career was in the *Very Willing Griffin*, a diminutive Hunter 19, the smallest boat ever to complete in Observer Single-handed Transatlantic Race (during horrific weather in 1972). His book "Very Willing Griffin" describes his life.

He purchased a 39' wooden yawl intending to make on another crossing. He and his girlfriend set off from Alderney in a Force 11 gale despite the harbourmaster begging them not to go. His girlfriend's body and parts of the boat were found but there was no trace David.

(<http://sophieneville.net/tag/david-blagden/>)

(<http://www.ybw.com/forums/showthread.php?252129-Is-there-a-modern-equivalent-to-the-Nicholson-32/page5>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Marrian, Philip Lyon (33-35)**

1944 Feb 18<sup>th</sup> 0716 hrs

Killed in Action WWII.

Philip was lost aged 27 while serving as Lt RNR in the Arethusa Class light cruiser HMS *Penelope* (D97).

*Penelope* was supporting the Anzio landings in Italy as part of Force X and was leaving Naples to return to the Anzio area when she was torpedoed at 40°55'N, 13°25'E by the German submarine *U-410*. The torpedo struck her at 0658 hrs in the after engine room and her the stern lifted out of the water. It fractured oil tanks and caused flooding to the aft engine room and other compartments. An emergency signal was immediately started, but before the full text was tapped out the power failed. She listed 9° to starboard as the sea rushed through the torn hull and she began circling to starboard, her steering gear damaged, with no lights, her aft engine room out of action, no steering and no telephones. The captain ordered counter flooding, then ordered a signalman to signal to *LSTs 165* and *430* a few miles distant to 'close me', they were returning to Naples empty to pick up more troops, by then *Penelope* had stopped with smoke belching from her after funnel. At 0716 hrs a second torpedo struck the after boiler room and causing the after magazine to blow up. *Penelope* capsized with a column of water that shot into the air, smoke belching from the after funnel and the boiler room exploded and flooded. *Penelope* had broken her back, two ends pointed upwards, the bow at an angle of 50°. She sank immediately. 417 of the crew, including the Captain, went down with the ship; 206 survived. One survivor reported that as the ship capsized he "immediately dived over the side into the icy, rough, oil-covered sea wearing a roll neck pullover, jacket and sea boots. Other men still in duffel coats sank straight to the bottom. The ship had vanished in one and a half minutes with a large number of men trapped inside, no boats or rafts as they went with the ship. Many men died in the water from lack of strength and oil ingestion. After approx. one and three-quarters hours a tank landing craft reached us, but alas had no means of picking us up".

*(1945 04 106/7 Roll of Honour List)*

*([https://en.wikipedia.org/wiki/HMS\\_Penelope\\_\(97\)](https://en.wikipedia.org/wiki/HMS_Penelope_(97)))*

*(<http://uboat.net/allies/merchants/ships/3190.html>)*

*(<http://uboat.net/allies/merchants/crews/person/12582.html>)*

*(<http://www.bbc.co.uk/history/ww2peopleswar/stories/68/a2947368.shtml>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

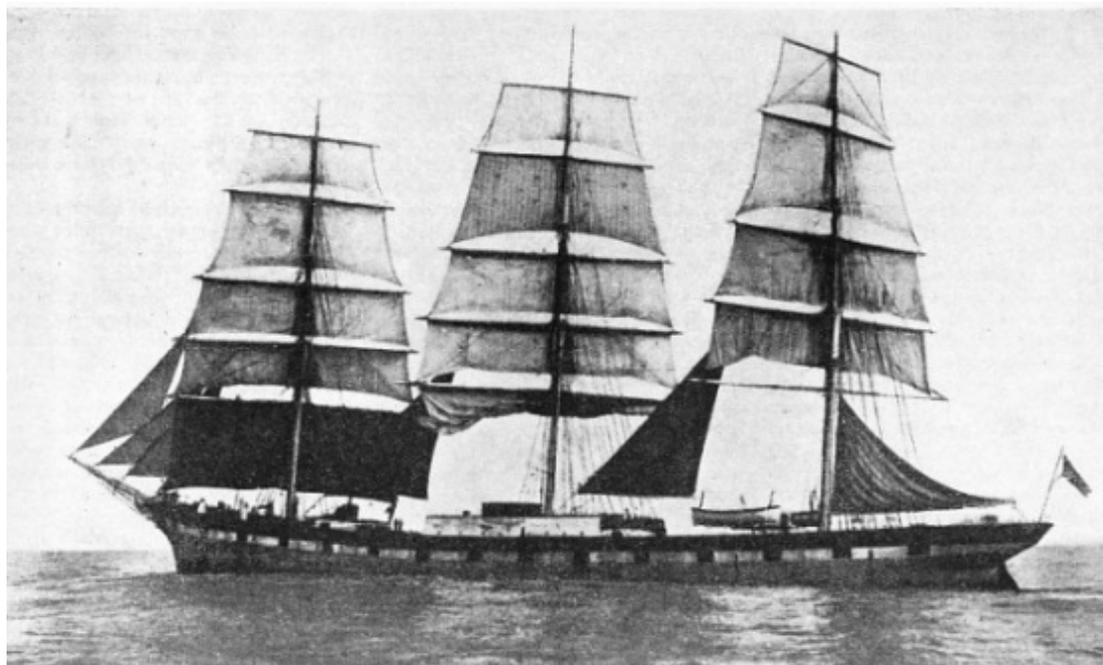
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**Matthews, Harold Andrew Marriott (1895-97)**      1900 Jan 17<sup>th</sup>

Harold fell from aloft from the *Port Crawford* off Tocopilla, Chile on passage to Hamburg and drowned. The incident was described by fellow OC F. Bird (1895-97):

*“At about 3am (middle watch) we were roused by the call ‘All hands on deck, man overboard’. I rushed on deck immediately ... the port lifeboat was away from the ship in under five minutes. I was one of the crew. We searched in the vicinity ... for upwards of an hour when we were recalled to the ship ... The ship’s position the previous noon was latitude 17°14’W and longitude 37°17’W ... we were in the NE quadrant of a cyclone. We had been sailing close-hauled on the starboard tack, in order to keep out of the cyclone. The Captain had been on deck during the watch, and, the weather now being clear had told the second mate to have the mainsail set. Matthews and an AB went aloft for this purpose (Matthews being on the lee side), the sail being loosened on the yardarm. Matthews sat down on the footrope for the purpose of casting off the turns of a gasket around the clew of the sail. From some inexplicable cause he lost his hold and fell, striking the rigging about half way down., and from there striking the topgallant sail and overboard. From an after examination it was found that two of the wooden battens (ratlines) had been broken, and to one of the broken parts was adhering some hair and blood, proving conclusively that he must have been severely, if not fatally, injured before reaching the water. Everything possible to bring about his recovery was done promptly and without any confusion and, though I have lost a warm-hearted friend and the constant companion of the last five years, whose untimely end is deeply and sincerely mourned by all on board the ship, and which will prove a deep and telling blow to his dear mother and friends; yet he has finished with the storms and trials of this life, and is now resting peacefully, having died as he lived, doing his duty.”*

(1900 03 226/227)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Mavetty, Derrick Charles French (29-31)** 1970 Jun 7<sup>th</sup>

The Cadet reported that Derrick died at sea while serving as master with British & Commonwealth. It is not known if he was buried at sea so he has been included here.

*(1971 11 197)*





Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

McIntyre, Ian Gordon Hunter (36-38)	1943 Mar 29 <sup>th</sup> 2250 hrs
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Killed in Action WWII.

Ian was lost aged 21 while serving as Third Officer in Donaldson Line's SS *Empire Whale*.

At 2250 hrs on 29<sup>th</sup> March *Empire Whale* was sailing to the Tyne in convoy SL126. She was carrying a cargo of iron ore from Pepel, W Africa. She was torpedoed and sunk by *U-662*. Her position was 46°44'N, 16°38'W, 425 miles NW off Cape Finisterre. *U-662* then came under air attack but escaped.

The crew members are commemorated on Tower Hill, Panel 47 and Ian is also remembered on the Canadian Halifax Memorial.

(1945 04 106/7 Roll of Honour List)

([www.convoyweb.org.uk/sl/mem/126\\_2.html](http://www.convoyweb.org.uk/sl/mem/126_2.html))

(<http://uboat.net/allies/merchants/2827.html>)



Above: SS *Empire Whale* below *U-662* Under Air Attack

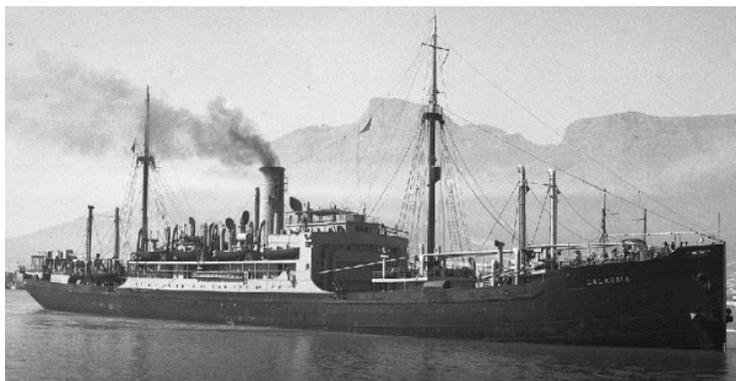


**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****McMullen, William Ian Morris (20-23)****1940 Dec 8<sup>th</sup>**

Killed in Action WWII.

William was lost while serving as Third Officer in BISN's SS *Calabria* (formerly the German liner SS *Werra*).

SS *Calabria* was part of convoy SL56, en route from Freetown, Sierra Leone to the UK with a cargo of 4,000 tons of iron, 3,050 tons of tea and 1,870 tons of oil-cake. She was also carrying 230 supernumeraries, mostly Indian, who were travelling to crew other ships. She was straggling from the convoy when, at 2058 hrs on 8<sup>th</sup> December she was torpedoed by *U-103* in the western Approaches about 295 nautical miles west of Slyne Head in County Galway, Ireland. 52°43'N, 18°07'W - Grid AL 9612. A second torpedo struck at 2106 hrs. All 360 hands and passengers were lost: there were no survivors



22 crew members are commemorated on Tower Hill, Panel 22.

(1945 04 106/7 Roll of Honour List - Listed as McMullan)

([www.convoyweb.org.uk/sl/mem/56\\_1.htm](http://www.convoyweb.org.uk/sl/mem/56_1.htm))

([https://en.wikipedia.org/wiki/SS\\_Calabria\\_\(1922\)](https://en.wikipedia.org/wiki/SS_Calabria_(1922)))

(<http://uboat.net/allies/merchants/crews/person/30330.html>)

(<http://uboat.net/allies/merchants/ships/710.html>)



*Above Left: 1<sup>st</sup> XV Rugby Xmas 1922*



*Above Right: 1<sup>st</sup> XV Rugby 1<sup>st</sup> Oct 1923*

**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Mead, Henry (41-43)**

**1944 Oct 22<sup>nd</sup>**

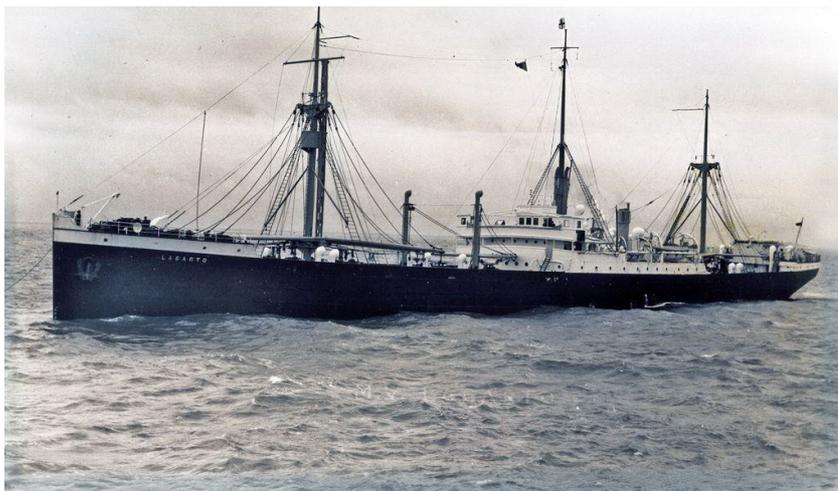
Died on Service WWII.

Henry was lost aged 19 while serving as Apprentice in PSNC in the MV *Lagarto*.

He was four days out of London at 47°34'N 11°41'W which is off the Bay of Biscay and south west of the Scilly Islands. They were hove-to in very heavy seas and he was on the bridge when a large wave hit and carried it away.

He was a popular cadet, keen body-builder and long distance swimmer. He is shown above in the 1stXV Easter Term 1943.

(1945 05 121 and 123)



C O D E I N G	250	523	653	B.	19	<sup>44</sup> 10	351		G. R. 288	
	Nat.	Rank or Rating	Cause of Death	Ship	Age Group	Date of Death	Res.	R. of H List Number		
Record of Death of Merchant Seaman										
Surname: <b>MEAD,</b>					Ship: <b>M/V LAGARTO</b>					
Other Names: <b>Henry Brian</b>					Official No: <b>134855</b>					
Address: <b>54 Emanuel Road, Southport, Lancs</b>					Port of Registry: <b>Glasgow</b> <del>British/Fishing/Foreign</del>					
Birthplace: <b>Manchester</b>			Country: <b>England</b>		Rank or Rating: <b>Apprentice</b>					
Date of Death: <b>20-10-44</b>			Place of Death: <b>At Sea</b> <small>47° 34' N 11° 41' W</small>		Age at Death: <b>19</b>					
Cause of Death: <b>Washed off bridge by heavy sea into water presumed drowned.</b>										
Fpd by: <b>[Signature]</b>			Register Entry:							Reg. Gen.
Ckd by: <b>[Signature]</b>			Year: <b>1944</b>		Month: <b>November</b>		Page: <b>9</b>		<b>E</b>	

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Meyer, Douglas Mountfoot (48-50)** 1955 Jul 13<sup>th</sup>

Douglas was Third Officer in T & J Harrison Ltd's (Charente SS Co) SS *Geologist* on passage from Glasgow to Maracaibo with a general cargo. The ship foundered after a collision with the Liberian SS *Sunprincess* in the Caribbean off Trinidad.

([http://www.mcga.gov.uk/c4mca/rp\\_578\\_final\\_report\\_revsion\\_2-2.pdf](http://www.mcga.gov.uk/c4mca/rp_578_final_report_revsion_2-2.pdf))

(1956 01 123) Note the MCGA report gives the wrong destination.

(There is a full account of the event in Graeme Cubbin's book *Harrisons of Liverpool A Chronicle of Ships and Men 1830-2002* published by the World Ship Society & Ships in Focus Publications, 2003.)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Miller, John Isdale** (17-19) DSO DSC and bar RD

1941 Dec 24<sup>th</sup>

Killed in Action WWII.

John was lost aged 39 while serving as Lt Cdr RNR and Captain of the Flower Class Corvette HMS *Salvia*.

*Salvia* was sailing as escort to convoy TA5 from Tobruk to Alexandria. At about 1902 hrs on the evening of 23<sup>rd</sup> December, off the coast of Cyrenaica, eastern Libya, the German submarine *U-559* torpedoed and sank SS *Shuntien*: a prison ship in the convoy that was carrying between 800 and 1,000 Italian and German prisoners of war, guarded by 40 soldiers of the Durham Light Infantry (DLI). *Shuntien* sank within five minutes without having been able to launch any of her lifeboats. *Salvia* rescued approximately 100 of *Shuntien*'s officers and men, her prisoners, DEMS gunners and DLI guards.



*Bantam XV Easter 1918*

*Salvia* then made for Alexandria. A few hours later, at about 0135 hrs on Christmas Eve she was off the Egyptian coast about 100 nautical miles west of Alexandria at 31°46'N, 28°00'E when the Type VIIC German submarine *U-568* fired four torpedoes at her. One of the torpedoes hit *Salvia*, breaking her in two and spilling her heavy black bunker oil onto the surface of the sea. The fuel caught fire and her stern section rapidly sank, followed by her bow section a few minutes later. HMS *Peony* came to look for survivors sighting a patch of oil on the surface of the sea but no-one left alive. On 8<sup>th</sup> January 1942 Lt Cdr Miller was posthumously awarded a bar to his DSC.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Salvia\\_\(K97\)](https://en.wikipedia.org/wiki/HMS_Salvia_(K97)))

(<http://uboat.net/allies/commanders/2838.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Mills, George Merriman G (1888-90)** 1917 Jan 27<sup>th</sup>

Killed in Action WWI.

George was lost aged 40+ while Master of Harrison Line's defensively armed cargo ship SS *Artist*, 3,570 tons.

*Artist* was en route from Newport to Alexandria carrying coal. Torpedoed by *U-55* and sunk at 51°20'N, 7°00'W - 58 miles west by south of The Smalls, Newport, South Wales.

There were 35 casualties including George. A few survivors were picked up after two nights and three days in an open lifeboat

*(1918 12 Losses Supplement)*

*(<http://www.hmsconway.org/Mem%20List%20WWOne.pdf>)*

*([http://www.uboat.net/wwi/ships\\_hit/469.html](http://www.uboat.net/wwi/ships_hit/469.html))*

*(<http://www.cwgc.org/find-war-dead/casualty/2972169/MILLS,%20G>)*



Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Mitchell, Ernest Gary (1894-96)	1896 Aug 20 <sup>th</sup>
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Ernest was included on *Conway's* original Lost At Sea Memorial placed in the ship in 1910.

He left *Conway* and joined Messrs Steeves four masted barque rigged sailing ship *Saratoga* on 31<sup>st</sup> July 1896 along with OCs, Joseph Cooper Gething (1894-96) and Walter Riches (1894-96). The *Saratoga* was last heard of on 20<sup>th</sup> August 1896 and reported as missing so the exact circumstances of his death are not known. He was lost within a month of going to sea aged 17 years.

(1910 06 127)

(<https://wrecksite.eu/wreck.aspx?173896>)

(*The Last of the Windjammers* by Bail Lubbock)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)





**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Money, Edward Willoughby (36-38)** 1941 May 23<sup>rd</sup>

Killed in Action WWII.

Edward was lost aged 21 while serving as Sub Lt RNR in the destroyer HMS *Kelly* (F01), Captain Lord Louis Mountbatten, Capt(D). OCs **Money** and **Mortimer-Booth** were both lost in the sinking.



On the 21<sup>st</sup> May *Kelly* she was dispatched to Crete with the *Kashmir* and *Kipling* and began patrols north of the island on the 22<sup>nd</sup>.

On the 23<sup>rd</sup>, during the evacuation of Crete, she was bombed and sunk, with half her crew killed. Mountbatten wrote to his sister:

*"I think it was about the fourth wave of the three, where one of the Stukas suddenly came lower than the others and although I had the wheel over to 'hard-a-starboard' and we were turning at over 30 knots under full helm the bomb was released so close to the ship that it couldn't miss. It hit square on X gun-deck and killed the crew of the twin 4.7-inch gun mounting, including that nice young boy Michael Sturdee, who was in command. The next wave were coming and I gave the order to the navigator 'midships' and then 'hard-a-port', but we only listed over more heavily to port. All ships list outwards under full helm at full speed, but this list was getting worse. I gave the order 'stop engines' and then heard the coxswain shout up the voice-pipe, 'Ship won't answer the helm. No reply to the engine-room telegraphs!' Then I realised we were for it. The next wave of Stukas had started their dive towards us and I remember shouting out, 'Keep all guns firing', an unnecessary order, for all guns continued to fire until the guns' crews were actually washed away from their guns. I realised the bomb must have torn a gaping hole down near X magazine, as we had lost our stability and were rolling right over. I suddenly saw the water rise on our port side in a raging torrent of over 30 knots and thinking, 'Whatever happens I must stay with the ship as long as I can. I must be the last to leave her alive.' We were over beyond 90° now and I climbed up on to the distance correction indicator of my station-keeping gear, which I had invented and was fitted in the flotilla. With my arms I clung round the gyro compass pedestal. And then the sea came in a roaring maelstrom. I saw officers and men struggling to get out of the bridge and then I took an enormously deep breath as the water closed over my head. The awful part was that even after we were upside down we continued to race through the water, though, of course, at a rapidly decreasing rate."*

She sank at 34°40'N, 24°10'E south of Gavro, Crete. The survivors were deeply affected by the loss of their ship; Mountbatten shared their loss and tried to console the ship's company by reminding them all that *"we didn't leave the Kelly, the Kelly left us!"*

*(1945 04 106/7 Roll of Honour List)*

*([https://en.wikipedia.org/wiki/HMS\\_Kelly\\_\(F01\)](https://en.wikipedia.org/wiki/HMS_Kelly_(F01)))*

*(<http://ww2today.com/23rd-may-1941-hms-kelly-sunk>)*

*([http://www.naval-history.net/xGM-Chrono-10DD-38K-HMS\\_Kelly.htm](http://www.naval-history.net/xGM-Chrono-10DD-38K-HMS_Kelly.htm))*

*(<http://www.cwgc.org/find-war-dead/casualty/2470582/MONEY,%20EDWARD%20WILLOUGHBY>)*

*(<https://www.cwgc.org/find-war-dead/casualty/2470689/mortimer-booth,-geoffrey-richard/>)*

Name & (Conway Years)	When Lost
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Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Monks, Robert William (40-41)	1942
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Killed in Action WWII.

Robert was lost aged 39 while serving as Apprentice in Shaw Savill's SS *Ceramic*, 18,713 tons. OCs **Hickling**, **Hustwick** and **Monks** were all killed in the same sinking.

On 3<sup>rd</sup> November 1942 *Ceramic* left Liverpool in Convoy ON 149 for Australia via Saint Helena and South Africa. She was carrying 377 passengers, 264 crew, 14 DEMS gunners and 12,362 tons of cargo. At midnight on 6–7<sup>th</sup> December, in cold weather and rough seas about 420 miles west-northwest of the Azores, *U-515* hit *Ceramic* with a single torpedo. Action stations was sounded and two or three minutes later two more torpedoes struck the engine room below the waterline. The engines stopped and the vessel was plunged into darkness. There was very little panic among the passengers and the crew launched approximately eight full laden lifeboats, despite of the cold weather, the rough seas and the poor visibility in the darkness. The liner radioed a distress signal, which was received by the cruiser HMS *Enterprise*. About three hours later *U-515* fired two more torpedoes, which broke the ship's back and sank her immediately. She sank at 40°30'N, 40°20'W - Grid CD 2927 By this time, the sea was very rough and it was raining. The lifeboats were becoming swamped and some capsized. *U-515* returned the next day, a Force 10 gale was blowing but she only picked up one survivor, leaving those in the boats to their fate. The Portuguese destroyer *Dao* was sent to search for survivors on 9<sup>th</sup> December, but none were found. Other sailors in the area considered that this storm was one of the worst storms that they had experienced.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/SS\\_Ceramic](https://en.wikipedia.org/wiki/SS_Ceramic))

(<http://uboaat.net/allies/merchants/2496.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Moody, James Paul (02-03)**

1912 Apr 15<sup>th</sup>

James was Sixth Officer in RMS *Titanic* when the ship foundered after striking an iceberg. He drowned doing his duty to the last. James stood the 4-5pm watch and then the 8-12 watch, which meant that he was on duty, together with First Officer William Murdoch, when the *Titanic* struck an iceberg at 11.40pm on 14<sup>th</sup> April. After spotting the iceberg, lookout Frederick Fleet rang the warning bell three times and phoned the bridge. James answered the call, asking, "What do you see?" Fleet replied, "Iceberg, right ahead!" In the ensuing evacuation, James helped in the loading of lifeboats Nos. 12, 14, and 16. While loading No. 14, Fifth Officer Lowe remarked that an officer should man the lifeboat. While the lower-ranker James would traditionally have been given this task, he deferred to Lowe. It was a decision that would seal his fate. James was later seen trying to launch Collapsible A, an emergency lifeboat, just a few minutes before the final sinking. He was seen jumping into the sea from the deck and then in the water with a head wound, it is likely that, like most of *Titanic's* victims, he succumbed to hypothermia in the frigid North Atlantic waters at approx., position 41°4'N, 50°14'W in the early hours of 15<sup>th</sup> April. He was 24 at the time of his death. James was the only junior officer on the *Titanic* to die with the ship.



photo credit:  
ILN

[http://en.wikipedia.org/wiki/James\\_Paul\\_Moody\\_and\\_1914\\_06\\_56](http://en.wikipedia.org/wiki/James_Paul_Moody_and_1914_06_56)



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Moore, Charles Alwyn (03-05)****1914 May 29<sup>th</sup>**

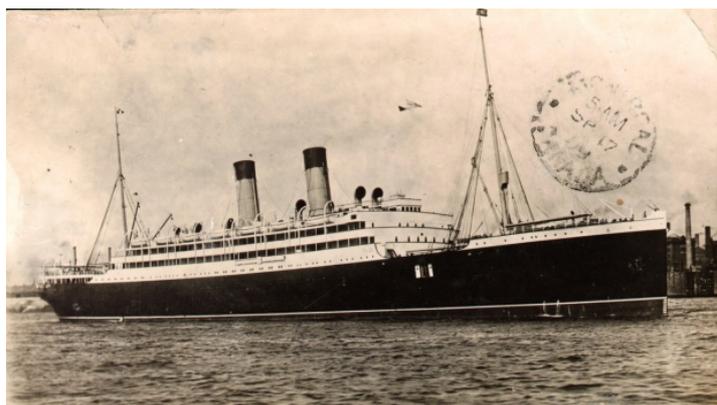
Charles departed the port at Quebec City on 28<sup>th</sup> May 1914 as Fourth Officer in the *Empress of Ireland*, with 1,477 passengers and crew headed for England. It was her 192nd crossing and she was considered the fastest ship travelling between Quebec and Liverpool.

At 0155 hrs on 29<sup>th</sup> May, only a few hours into her voyage, off Father Point, Rimouski in the St. Lawrence River, she collided with the Norwegian collier *Storstad*. There was heavy fog at the time and while both vessels tried to take evasive action they collided and the collier's ice re-enforced bow tore a large gash into the *Empress*'s Side. It took less than 10 minutes for the *Empress* to capsize and 14 for her to sink. Hundreds of passengers were thrown into the icy water. With so little time to respond, the *Empress*'s crew was only able to launch a handful of lifeboats. Rescue efforts began immediately, with boats in the vicinity rushing to the scene to pick up survivors. 465 people were saved but 1,012 lives were lost, including Charles. It was Canada's worst nautical disaster and the sinking is still referred to known as Canada's *Titanic*. A museum was eventually erected at Rimouski to preserve the memory of the event, and the tales of those on board have become ingrained in the folklore that surrounds the loss.

(1914 06 55)

([http://www.archive.org/stream/tragicstoryofemp00marsuoft/tragicstoryofemp00marsuoft\\_djvu.txt](http://www.archive.org/stream/tragicstoryofemp00marsuoft/tragicstoryofemp00marsuoft_djvu.txt))

(<http://www.cbc.ca/news/canada/montreal/canada-s-titanic-remembered-100-years-after-st-lawrence-sinking-1.2656923>)



*Above: The Empress of Ireland*

*Below: The Storstad's damaged bow.*



Name & (Conway Years)

When Lost

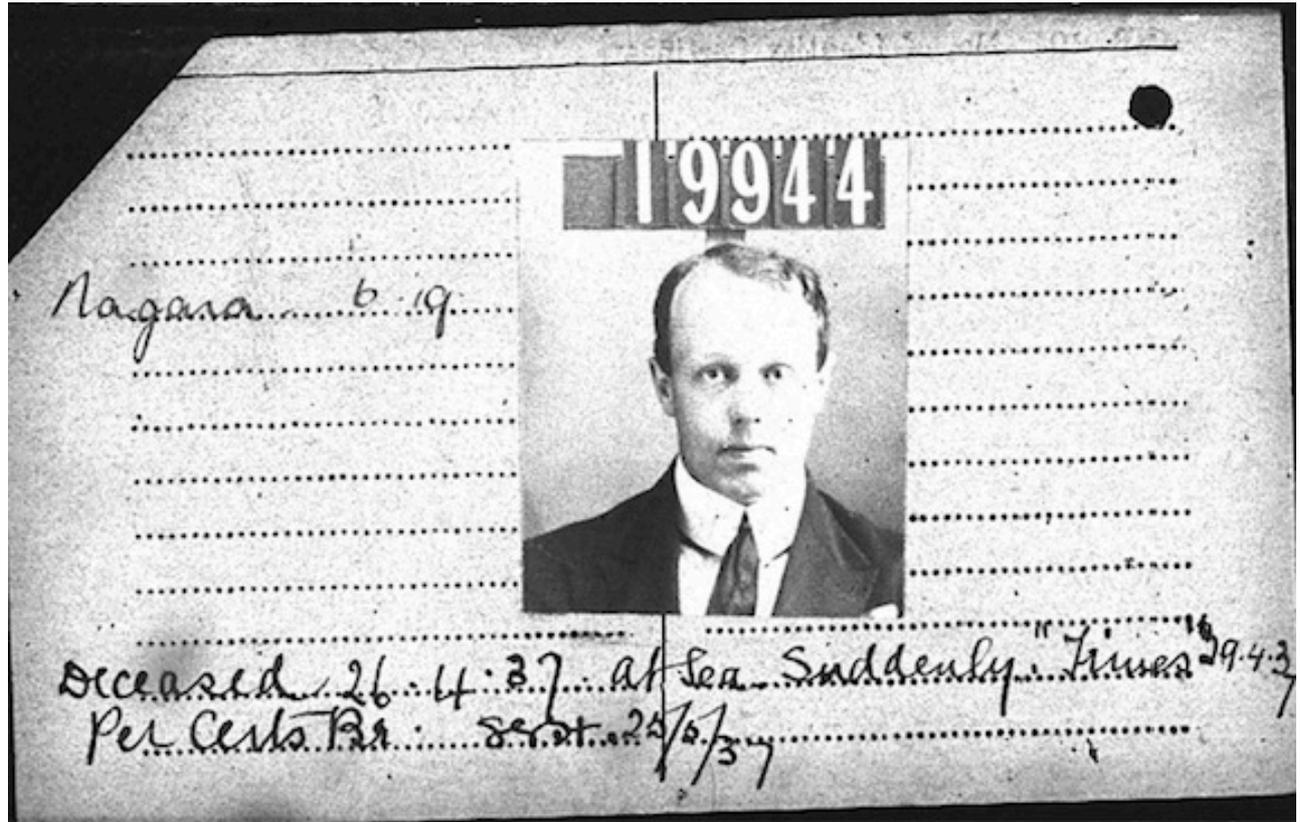
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Morgan John Claude Vernon (02-07) 1937 Apr 26<sup>th</sup>

The Cadet reported that he "Died suddenly at sea" aged 46. He was Master in the barque *Chagres* and died at 36° 55' N, 33° W which is in the North Atlantic South West of Flores in the Azores. OC Simonet was lost nearby in 1899.

He actually spent five years in *Conway* - April 1902 to April 1907. He held the rank of Lt RNR

(1937 08 165)



Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Morley, Stephen Charles (17-19)	1944 Jun 16 <sup>th</sup>
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Killed in Action WWII.

Stephen was lost aged 42 with his wife Hilte Innes Christine Morley (nee Pfister of La Rupe, Sorrento, Naples) while serving as Lt Cdr (E) RN in the Nigerian Defence Force.

Stephen and his wife were returning to the UK as passengers in SS *Columbine* when she was torpedoed by U-198 about 25 miles west-northwest of Cape Columbine, South Africa. The crew began to abandon ship in all four lifeboats with some trouble in a heavy swell and moderate seas with a fresh wind blowing from the shore out to sea, but already after eight minutes the ship was hit by a coup de grâce and sank within two minutes after the cargo of timber caught fire. Stephen and his wife both made it into a lifeboat and the rest of the story is told below:

(1945 04 106/7 Roll of Honour List)

(1945 04 102)

(<http://uboaat.net/allies/merchants/crews/person/27843.html>)

(<http://uboaat.net/allies/merchants/ships/3266.html>)

#### "A VERY GALLANT COUPLE."

(We are in possession of a cutting from the *Daily Mail*, which gives the following story of the deaths of Lieut.-Commander S. C. Morley (1917-19) and his wife. Unfortunately we do not know the date of issue of the paper. It was issued, however, in 1944, about the time of the evacuation from London on account of the V-bombs.)

Capetown, Tuesday.

The story of the deaths of Lieut.-Commander S. C. Morley, of the Nigerian Naval Defence Force, and his wife, when a cargo steamer was torpedoed with the loss of 22 lives within 100 miles of the African coast was told to-day.

They were coming to South Africa on holiday, the only passengers on the steamer, which had a crew of 40.

The ship, hit by two torpedoes, sank within 20 minutes. The sixth engineer and 24 others entered the captain's boat, which capsized, everything being lost except one oar.

"At dawn," said a survivor, "there were only eleven of us left. Fourteen had died during the night.

"The naval commander's wife set a magnificent example. Though suffering from rheumatism and evidently in agony, she shouted encouragement and led the men in songs.

"Then we noticed she and her husband talking together in an undertone. The wife took off her life jacket, and as I had none passed it to me. Her husband took off his jacket and gave it to the chief engineer.

"Then suddenly they jumped overboard. They swam around for a moment or two, called out 'Cheerio,' and sank together. We were all too weak to try to stop them."

Four days after the survivors were picked up.—

Reuter.

**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

Morris, David Ray (16-18)

1944 Jun 29<sup>th</sup>

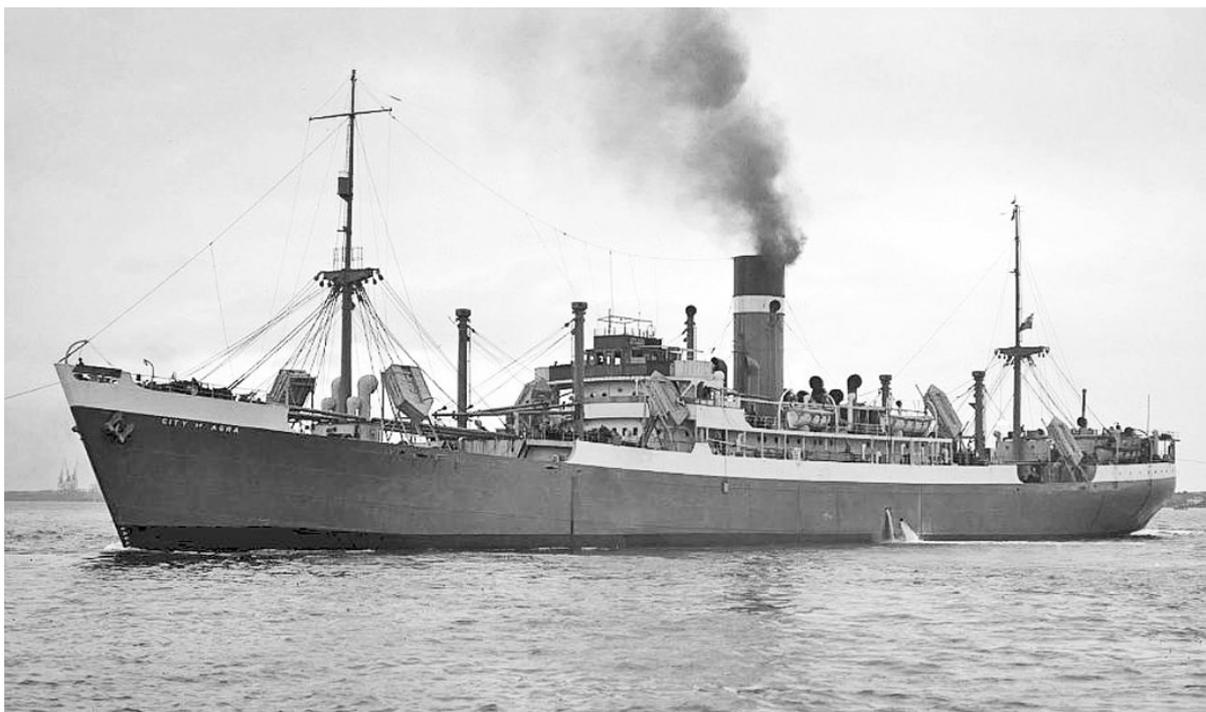
Died on Service WWII.

David died aged 42 of heart failure from heat apoplexy while serving as Second Officer in SS *City of Agra*

He served as a Midshipman RNR WW1.

(1945 04 123)

C O D E	250.	504.	656	B.	42.	44 6.	360.	G. P. <b>H</b>
	Nat.	Rank or Rating	Cause of Death	Ship	Age Group	Date of Death	Res.	
Record of Death of Merchant Seaman								
Surname: MORRIS,				Ship: City of Agra				
Other Names: David Ray				Official No: 164 307				
Address: Park House, Leighton Walspool, Staffs				Port of Registry: Liverpool <del>British/Fishing/Foreign</del>				
Birthplace: Tyldesley Lanes		Country: England		Rank or Rating: 2 <sup>nd</sup> Officer				
Date of Death: 29/6/44		Place of Death: At sea		Age at Death: 42				
Cause of Death: Heat apoplexy with acute cardiac failure								
Ppd by: JCB				Register Entry:		Reg. Gen.		
Ckd by: JCB		Year: 1944		Month: September		Page: 5		E



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Mortimer-Booth, Geoffrey Richard (37-39)** 1941 May 23<sup>rd</sup>

Killed in Action WWII.

Geoffrey was lost aged 19 while serving as Midshipman RNR in the destroyer HMS *Kelly*, Captain Lord Louis Mountbatten, Capt(D). OCs **Money** and **Mortimer-Booth** were both lost in the sinking.



On the 21<sup>st</sup> May *Kelly* she was dispatched to Crete with the *Kashmir* and *Kipling* and began patrols north of the island on the 22<sup>nd</sup>. On the 23<sup>rd</sup>,

during the evacuation of Crete, she was bombed and sunk, with half her crew killed. Mountbatten wrote to his sister:

*"I think it was about the fourth wave of the three, where one of the Stukas suddenly came lower than the others and although I had the wheel over to 'hard-a-starboard' and we were turning at over 30 knots under full helm the bomb was released so close to the ship that it couldn't miss. It hit square on X gun-deck and killed the crew of the twin 4.7-inch gun mounting, including that nice young boy Michael Sturdee, who was in command. The next wave were coming and I gave the order to the navigator 'midships' and then 'hard-a-port', but we only listed over more heavily to port. All ships list outwards under full helm at full speed, but this list was getting worse. I gave the order 'stop engines' and then heard the coxswain shout up the voice-pipe, 'Ship won't answer the helm. No reply to the engine-room telegraphs!' Then I realised we were for it. The next wave of Stukas had started their dive towards us and I remember shouting out, 'Keep all guns firing', an unnecessary order, for all guns continued to fire until the guns' crews were actually washed away from their guns. I realised the bomb must have torn a gaping hole down near X magazine, as we had lost our stability and were rolling right over. I suddenly saw the water rise on our port side in a raging torrent of over 30 knots and thinking, 'Whatever happens I must stay with the ship as long as I can. I must be the last to leave her alive'" We were over beyond 90° now and I climbed up on to the distance correction indicator of my station-keeping gear, which I had invented and was fitted in the flotilla. With my arms I clung round the gyro compass pedestal. And then the sea came in a roaring maelstrom. I saw officers and men struggling to get out of the bridge and then I took an enormously deep breath as the water closed over my head. The awful part was that even after we were upside down we continued to race through the water, though, of course, at a rapidly decreasing rate."*

She sank at 34°40'N, 24°10'E south of Gavro, Crete. The survivors were deeply affected by the loss of their ship; Mountbatten shared their loss and tried to console the ship's company by reminding them all that "we didn't leave the *Kelly*, the *Kelly* left us!"

*(1945 04 106/7 Roll of Honour List)*

*([https://en.wikipedia.org/wiki/HMS\\_Kelly\\_\(F01\)](https://en.wikipedia.org/wiki/HMS_Kelly_(F01)))*

*(<http://ww2today.com/23rd-may-1941-hms-kelly-sunk>)*

*([http://www.naval-history.net/xGM-Chrono-10DD-38K-HMS\\_Kelly.htm](http://www.naval-history.net/xGM-Chrono-10DD-38K-HMS_Kelly.htm))*

*([http://www.cwgc.org/find-war-](http://www.cwgc.org/find-war-dead/casualty/2470582/MONEY,%20EDWARD%20WILLOUGHBY)*

*[dead/casualty/2470582/MONEY,%20EDWARD%20WILLOUGHBY](http://www.cwgc.org/find-war-dead/casualty/2470582/MONEY,%20EDWARD%20WILLOUGHBY))*

*(<https://www.cwgc.org/find-war-dead/casualty/2470689/mortimer-booth,-geoffrey-richard/>)*

**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Murray, Alexander Fereday (1883-85)**

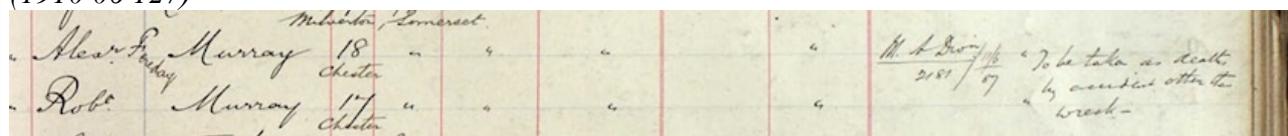
1886 Jul 16<sup>th</sup>

**Murray, Robert (1883-85)**

Alexander (aged 18) and Robert (aged 17) were brothers were from Chester sailing as Apprentices in David Brown’s sailing ship *Earl of Jersey* en route from Cardiff to Singapore. They lost their lives together at sea in the South Atlantic at 40° S 9°W, Northe East of Gough Island, near Tristan de Cuhna. They were with seven other men in an open rowing boat attempting to rescue a drowning shipmate who had fallen overboard from aloft in a squall. Their deaths were recorded as “to be taken as death by accidental other than wreck”.

A white marble memorial to their loss was placed in St Mary’s Without The Walls, Chester in 1890.

(1910 06 127)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Murray, Wallace (24-26)**

1930 Jul 12<sup>th</sup>

Wallace fell from aloft on board the sailing ship *Tusitala* during a gale 360 miles SW by W from Cape Mala, Panama. He died the same day.

*Tusalita* was US registered and the last square rigged American cargo carrier..

(1932 08 305)



Name & (Conway Years)

When Lost

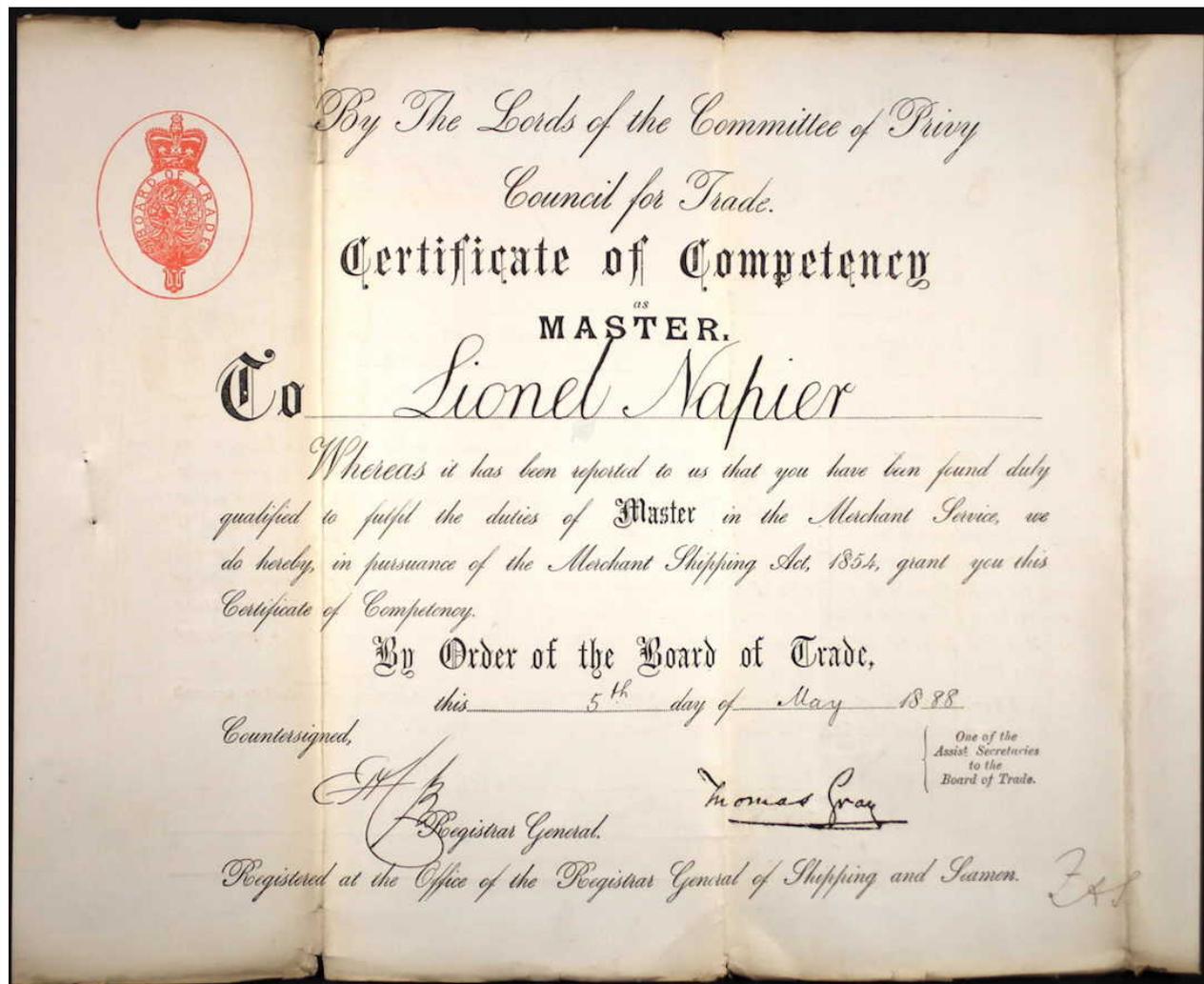
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Napier, Lionel (1873-75)

1890 Jun 17<sup>th</sup>

Lionel was master of SS *Nepthis*, 2,010 tns a Weir Steamship Co cargo ship on loan to James Moss & Co., when he was reported missing off Bardsey Island. The exact circumstances of his death are not known but he was reported as "Missing Presumed Drowned". He might have been washed overboard in rough weather or fallen overboard by accident.

(Source – Family records)





**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Nedwill, Philip Anthony (33-35)**

1941 May 29<sup>th</sup>

Died on Service WWII.

Philip was lost aged 22 while serving as Lt RN in the cruiser HMS *Sheffield* piloting their Supermarine Walrus aircraft (L2228) on detachment from 700 Sqn RNAS.

*Sheffield*, as part of Force H, had participated in the sinking of the *Bismarck* and a few days later on 29<sup>th</sup> at 36-20N, 9-35W the force was engaged in a search for a reported U-Boat. At 1334 hrs *Sheffield* 's Walrus was catapulted off to carry out an anti-submarine patrol around Force H and then deliver a message to the *Renown* and fly on to Gibraltar to collect mail. At 1340 hrs, having dropped his message on *Renown*'s forecastle, Philip flew low over her stern and as it flew through the hot gases from the funnel it went out of control hitting *Renown*'s stern before crashing into the sea and killing the three crew. A passenger RPO Marjoram, who was on board to collect the mail, was picked up by destroyer, but died of injuries.

(<http://forum.keypublishing.com/showthread.php?131068-FAA-aircraft-ditched-in-Thames>)

(<http://www.fleetairarmarchive.net/aircraft/Walrus.htm>)

(1945 04 106/7 Roll of Honour List)



*Right: 1941 Sheffield's Walrus ready to launch.*

*Below: 9141 Sheffield's Walrus landing*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Newell, Daniel Edward Treymain (25-27)** 1940 Sep 23<sup>rd</sup>

Killed in Action WWII.

Daniel was lost aged 29 while serving as Lt RNR in the River Class submarine HMS/M *Thames* (N71).

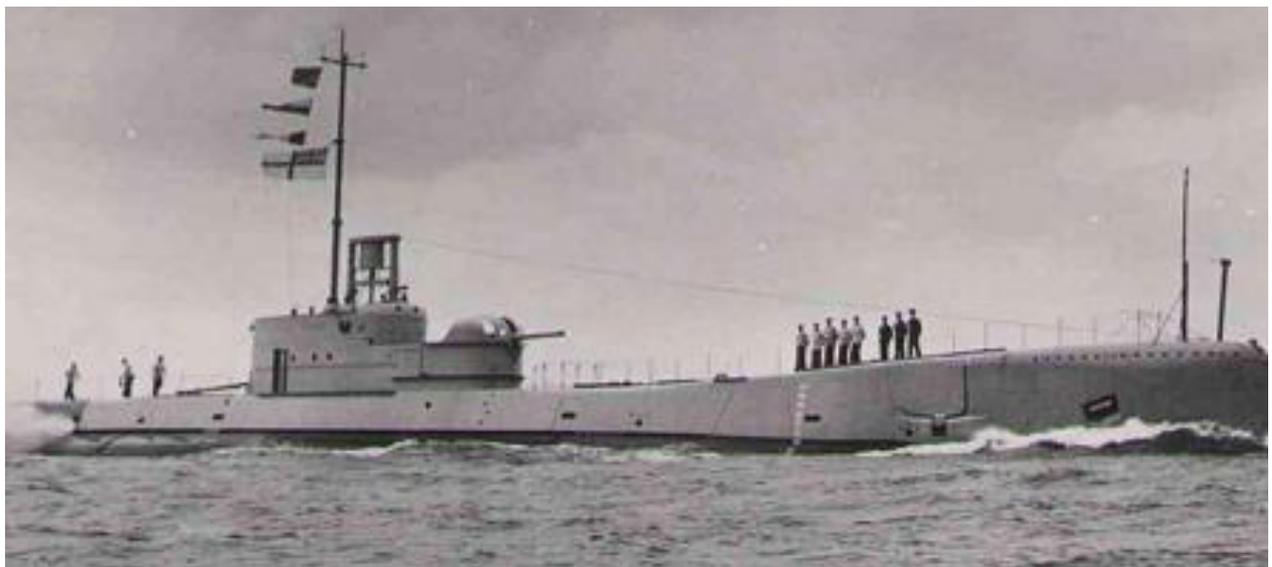
*Thames* was operating from Dundee with the 9th Submarine Flotilla and was deployed on interception patrols, searching for German U-Boats, surface raiders and blockade runners. She was reported overdue on 3<sup>rd</sup> August 1940, and had probably struck a mine off Norway in late July or early August 1940

Her crew are all commemorated on Dundee International Submarine Memorial

*(1945 04 106/7 Roll of Honour List)*

*([https://en.wikipedia.org/wiki/HMS\\_Thames\\_\(N71\)](https://en.wikipedia.org/wiki/HMS_Thames_(N71)))*

*(<http://www.worldnavalships.com/forums/showthread.php?t=1695>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Niblett, Dennis Edmund (31-32)**

1940 Sep 30<sup>th</sup> 1013 hrs

Killed in Action WWII.

Dennis was lost aged 24 while serving as Third Officer in Elder & Fyffes's SS *Samala*, 5500grt.

*Samala* was sailing from Kingston, Jamaica to Garston, UK with 1,500 tons of bananas and two passengers. She was 300 miles off Ireland when she was spotted and torpedoed by U-37. She was hit amidships, U-37 surfaced and fired a few rounds from her deck gun into *Samala*'s side to make sure she sank, which she did at 1013hrs at position 53° 00'N, 18° 00'W. The master, 64 crew members, one gunner and two passengers were all lost.

(1945 04 106/7 Roll of Honour List)

(<http://www.independent.ie/regionals/droghedaindependent/news/75th-anniversary-of-samala-sinking-31531592.html>)

(<http://worldwar2daybyday.blogspot.co.uk/2010/09/day-396-september-30-1940.html>)

(<https://uboat.net/allies/merchants/ship/571.html>)

(<https://uboat.net/allies/merchants/crews/person/38381.html>)

(<https://www.cwgc.org/find-records/find-war-dead/casualty-details/2791315>)

(<https://www.wrecksite.eu/wreck.aspx?14977>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Nicholson, Francis William (30-31)** 1938 Jan 1<sup>st</sup>

Francis fell overboard during his first voyage in the *New Zealand Star* while en route from Melbourne to Sydney. He was cleaning the scuppers, slipped and fell overboard. A lifebuoy was thrown overboard as well as several pieces of timber. A lifeboat was launched immediately and the search lasted for three hours. Two large sharks were seen following the ship before the incident happened. His body was not recovered.

(<http://trove.nla.gov.au/ndp/del/article/17426026>)

(1938 04 867)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Norman, Aubrey Lancelot William (02-05) 1917 Jul 16<sup>th</sup>**

Killed in Action WWI.

Aubrey was lost aged 27 while serving as a temporary Sub Lt RNR in the Racecourse Class paddle minesweeper HMS *Newmarket* 833 tons.

*Newmarket* was torpedoed and sunk by the German submarine *UC-38* (Alfred Klatt), south of Nikaria Island, Aegean Sea at 37°17'N, 26°15'E. Of her crew of 70 only three survived and were taken prisoner by the submarine.

For the 12 months to August 1916 Aubrey served as a Private in the Stock Exchange Bn, 10th Royal Fusiliers on the Western Front

(1916 08 162).

(1917 12 981)

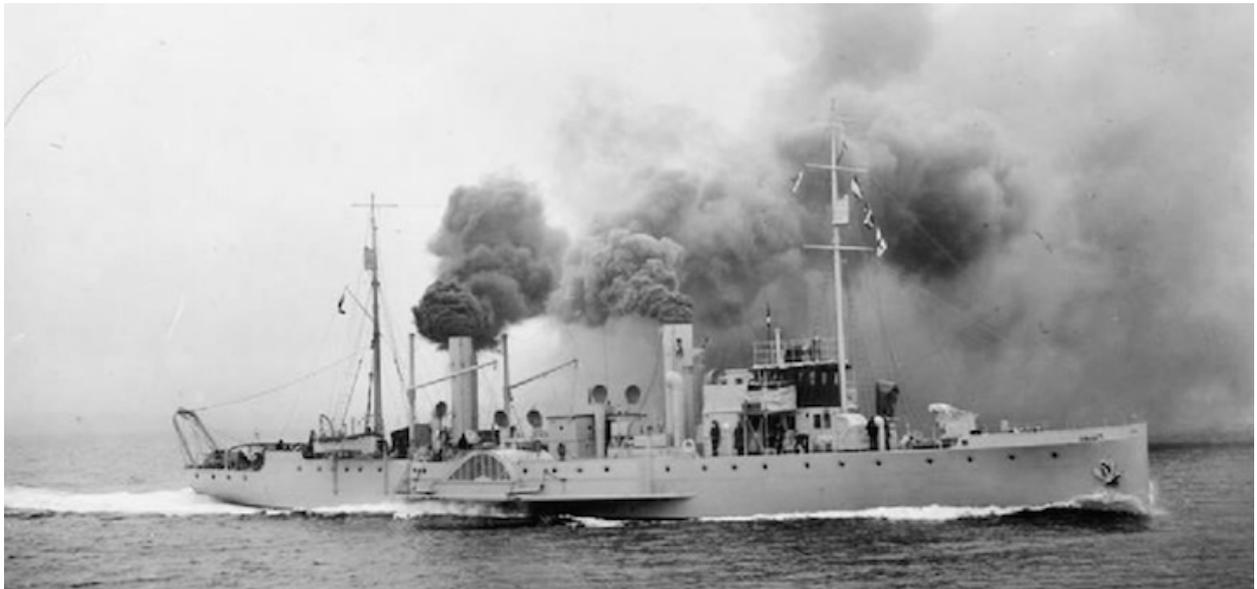
(1918 12 *Losses Supplement*)

(<http://www.wrecksite.eu/wreck.aspx?158985>)

(<http://1914-1918.invisionzone.com/forums/index.php?showtopic=98245>)

(Admiralty Loss Report: <http://discovery.nationalarchives.gov.uk/details/r/C4115365>)

([http://uboat.net/wwi/ships\\_hit/4378.html](http://uboat.net/wwi/ships_hit/4378.html))



*Racecourse Class Paddle Minesweeper*

**Name & (Conway Years)**

**When Lost**

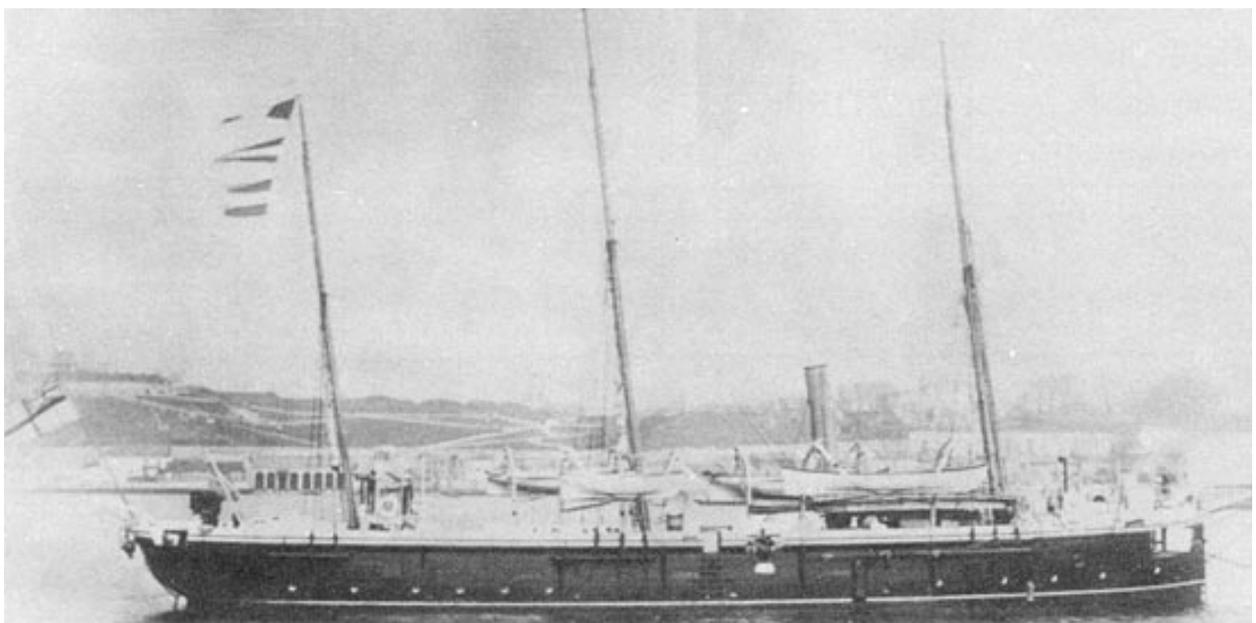
**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Norris, Robert Alexander (1884-86)** 1898 Aug 24<sup>th</sup>

Killed while serving in H.M.S. *Stork*. He was carrying out surveying duties in command of a small boat detached from *Stork*. Commander Kingsford RN reported that:

*“Through some misadventure he got amongst some rocks, with the result that the boat got broadside on and capsized”.*





**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Ogilvie, Alexander Stuart** (11-13)

1917 Jul 9<sup>th</sup>

Died on Service WWI.

Alexander was lost aged 19 while serving as Midshipman RN in the St Vincent Class dreadnought HMS *Vanguard*. OCS **Allender**, **Ogilvie** and **Wevill** were all killed in the same incident.

*Vanguard* was destroyed by an internal explosion at Scapa Flow. The probable cause was an unnoticed stokehold fire which heated cordite stored against an adjacent bulkhead in one of the two magazines which served the amidships gun turrets 'P' and 'Q'. She split in two and sank almost instantly (see right), killing an estimated 804 men. There were only two survivors.

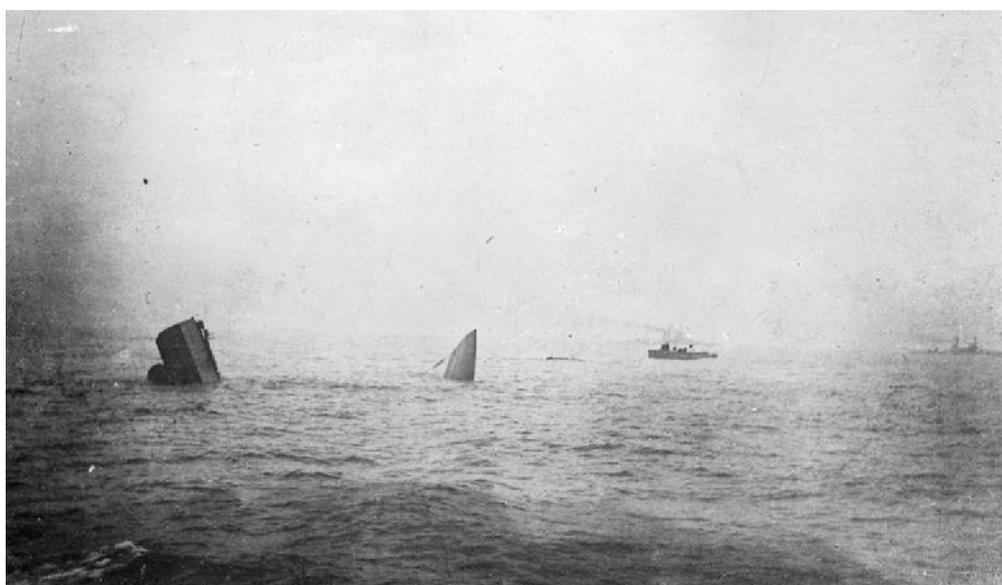


*Ogilvie Rugby 1st XV 1913*

*(1918 12 Losses Supplement)*

*(<http://www.gwpda.org/naval/vanguard.htm>)*

*(Casualty List: <http://www.naval-history.net/xDKCas1917-07Jul.htm>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**O'Hagan, James (1859-60)**

1906 Mar 9<sup>th</sup>

James was the first OC to be recorded on the original Lost At Sea memorial in the ship, now missing.

Captain of Phoenix Line's *British King*, he died from injuries received trying to save his ship which foundered in a heavy gale in the North Atlantic 150 miles south of Sable Island, two days out from New York on passage to Antwerp with 150 head of cattle and general produce including barrels of oil stored on deck. The terrific sea swept the barrels of oil from her deck where the sea formed them into a huge ram that battered many holes in her side and so "*strained or injured her severely and induced overpowering leakage which her pumps were unable to cope with*". Consequentially he made an attempt to jettison part of the cargo, and during the operation a heavy sea swept the Captain off the bridge and dashed him violently against some deck fittings, inflicting a severe compound fracture of the left leg below the knee. He refused to go below and had his injuries roughly bandaged on deck where he continued to direct efforts to plug the leaks. Eventually "*the helpless man was placed in the lifeboat and the chief mate assumed command of the vessel, and for 36 hrs the Captain lay in the boat exposed to the bitterness of the weather and the violent motion of the ship, while all hands fought the elements for their lives.*" The cattle were all swept overboard and all the ships lifeboats were wrecked. The *Bostonian* came to the rescue of the sinking ship and brought off Captain O'Hagan and 12 crewmembers in one of its lifeboats which was also wrecked before it could return to the *Bostonian*. The 13 men were rescued again after great difficulty but O'Hagan died soon afterwards. Eight more crewmen were rescued by the *Mannheim* but 27 were lost with the ship. *British King* sank during the night and the two vessels standing by saved another eight men. He was one of the earliest *Conway* cadets being number 12 in the register.

(1906 06 39/40)

([http://query.nytimes.com/mem/archive-](http://query.nytimes.com/mem/archive-free/pdf?res=F40910F73B5A12738DDDAC0994DB405B868CF1D3)

[free/pdf?res=F40910F73B5A12738DDDAC0994DB405B868CF1D3](http://query.nytimes.com/mem/archive-free/pdf?res=F40910F73B5A12738DDDAC0994DB405B868CF1D3))



**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Paige, Jack Collings (29-31)**1940 Apr 18<sup>th</sup>

Killed in Action WWII.

Jack was lost aged 27 while serving as Lt RNR in the Shark Class submarine HMS/M *Sterlet* (N22).

On 8 April 1940 *Sterlet* left for a patrol in the Skagerrak, off the coast of Norway. The following day Germany invaded Norway. On 12 April she spotted enemy ships and unsuccessfully attacked a convoy of three merchant ships and a destroyer. The following day she was assigned a new patrol area, and on 14 April she torpedoed and sunk the German Gunnery Training Ship *Brummer*.

On 18 April 1940, the German anti-submarine trawlers *UJ-125*, *UJ-126*, and *UJ-128* launched several depth charge attacks and claimed the sinking of a

RN submarine in the Skaggerak south of Larvik, Norway at 58°55'N, 10°10'E. In all probability this was the *Sterlet*. In any case she failed to return to port on 27 April 1940, and was declared overdue on that date, having either been sunk in the above attack or, possibly, having struck a mine.

Jack was born at Plymouth, Devon, on 23 February 1913, and joined *Conway* in January 1929, just prior to his 16th birthday. He excelled and was ultimately appointed Chief Cadet Captain. He joined the Harrison Line, and on 1 October 1936 was commissioned Sub Lieutenant in the RNR. In early 1938 he left the MN to attend peacetime training with the RN. Selected for the Submarine Service, he was posted to H.M.S. *Dolphin* on 14 May 1938. On completion of his training, on 28 August 1939, he was posted to the S-class submarine *Sterlet* based in the Tay at Dundee and spent the next six months employed on patrols in the North Sea, from the coast of Norway down to the Netherlands. On 21 September 1939 he married Miss Patricia Mary Parry at the St. Paul's Cathedral, Dundee. He was promoted Lieutenant, RNR, on 11 January 1940.

He is commemorated on the Portsmouth Naval Memorial. His medals are shown above

*(1945 04 106/7 Roll of Honour List)*

*(<http://www.uboa.net/allies/warships/ship/3429.html>)*

*([https://www.dnw.co.uk/auction-archive/past-catalogues/lot.php?auction\\_id=477&lot\\_id=314997](https://www.dnw.co.uk/auction-archive/past-catalogues/lot.php?auction_id=477&lot_id=314997))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Paley, Charles Edward Wilson (1889-90)** 1891 Dec 11<sup>th</sup>

The Cadet reports that in December 1890, De Burg, Paley and Spencer left *Conway* and joined Gracie & Beazley's ship *Theophane* as apprentices. All three were included on Conway's original Lost At Sea Memorial placed in the ship in 1910 but the exact circumstances of their deaths were not known. *Theophane* was reported as lost in December 1891 and they were presumed drowned. She sailed from Newcastle, New South Wales, for Mollendo, on the west coast of South America, on 11<sup>th</sup> December 1891, with a cargo of coals, and was not been heard of again. Although they are not mentioned in the crew list that list is clearly incomplete.

(1910 06 127)

(1891 02 12)

(<https://trove.nla.gov.au/newspaper/article/13862535>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Parry, Alleyne Hughes (19-21)**

1942 Nov 12<sup>th</sup>

Killed in Action WWII.

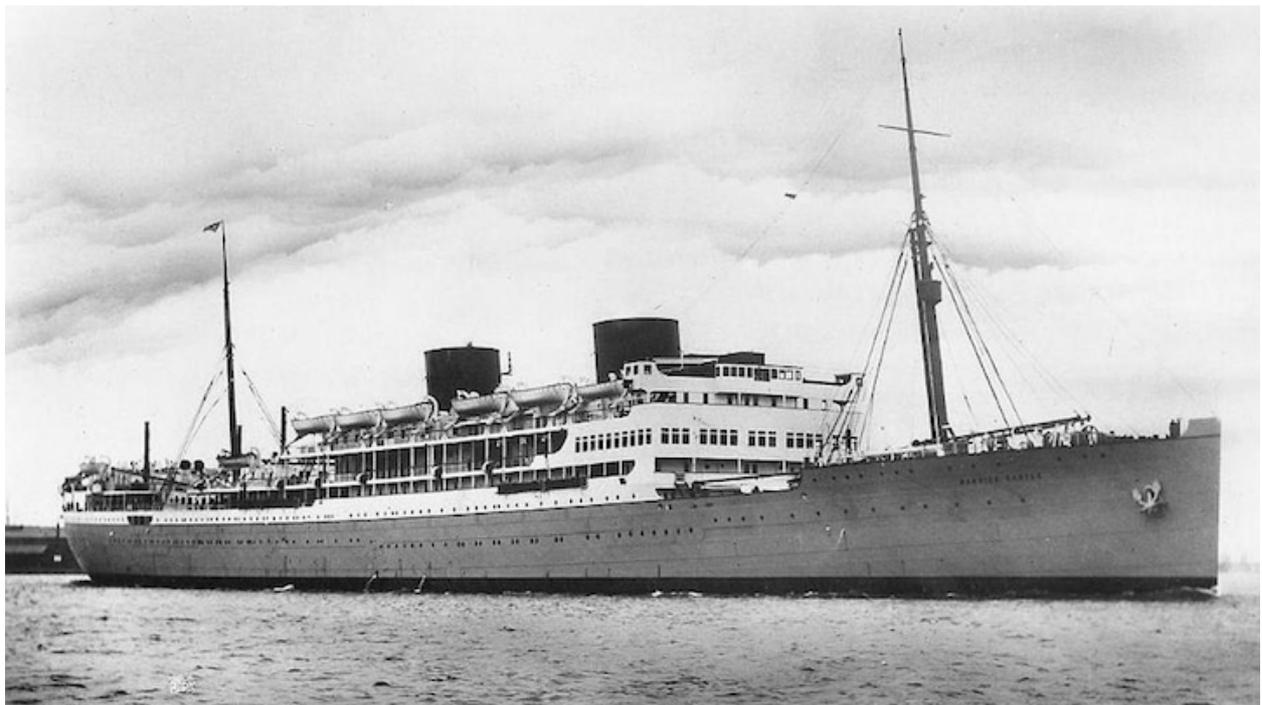
Alleyne was lost aged 38 while serving as Chief Officer in Union Castle's 20,107 ton Troopship MV *Warwick Castle*.

At 0844 hrs on 14<sup>th</sup> Nov 1942 the *Warwick Castle*, in convoy MKF-1X, was hit by one of two torpedoes from *U-413* about 200 miles northwest of Cape Espichel, Portugal, at 39°12'N, 13°25'W - Grid CG 4546. The U-Boat hit her with two coups de grâce at 0857 hrs, causing the ship to sink about one hour later. The master, 61 crew members and 34 service personnel were lost.

(1945 04 106/7 Roll of Honour List)

([http://www.britisharmedforces.org/pages/nat\\_troopships.htm](http://www.britisharmedforces.org/pages/nat_troopships.htm))

(<http://uboat.net/allies/merchants/2427.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Parsonage, Peter Matthews (39-40)** 1943 Apr

Killed in Action WWII.

Peter was lost aged 27 while serving as Fourth Officer in Blue Star's MV *Melbourne Star*.

On 24<sup>th</sup> March *Melbourne Star* left Liverpool with Convoy ON175 for Sydney via the Panama Canal. She carried torpedoes, ammunition, other materiel, 76 crew, 11 DEMS gunners and 31 passengers. En route she detached from the convoy to head for Panama. About 0300 hrs *Melbourne Star* was in mid-Atlantic in heavy weather about 480 miles southeast of Bermuda at 28°5'N, 57°30'W when the German Type IXC submarine *U-129* hit her with two or three torpedoes, one of which detonated in her boiler room. Part of her cargo detonated, destroying three-quarters of the ship instantly and sinking her within two minutes. There was no chance to transmit a distress signal. Her position had been discovered 10 hrs before by the raider *Amarante* masquerading as a neutral vessel.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/MV\\_Melbourne\\_Star\\_\(1936\)](https://en.wikipedia.org/wiki/MV_Melbourne_Star_(1936)))

(<http://www.melbournestar.co.uk/Attack.html>)





**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Partington, William Stephen (31-33)** 1942 Sep 26<sup>th</sup> 2325 hrs

Killed in Action WWII.

William was lost aged 26 while serving as Second Officer in Coast Line's SS *Yorktown*, 1547 tons.

Sailing in ballast as part of Convoy RB1 when she was torpedoed by *U-619* 550 miles west from Butt of Lewis, 18 of her crew were lost

*(1945 04 106/7 Roll of Honour List)*

*(<http://uboaat.net/allies/merchants/2214.html>)*

*(<http://uboaat.net/allies/merchants/crews/person/39304.html>)*



*Yorktown Survivors Being Rescued By H.M.S. Sardonyx*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Pascoe, John Mydhope** (12-13)

1914 Nov 1<sup>st</sup>

Killed in Action WWI.

John was lost at the Battle of Coronel off Chile while serving as Midshipman RN in the cruiser H.M.S. *Monmouth*.

The Germans formed a battle line in the order *Scharnhorst, Gneisenau, Leipzig* and *Dresden*, with *Nurnberg* approaching from 30 miles to the north. The British line was ordered *Good Hope, Monmouth, Glasgow* and *Otranto*. At about 1930 hrs at 12,000 yards the Germans open fire with the British squadron silhouetted by the setting sun. *Gneisenau's* third



salvo hit *Monmouth* setting her forward turret on fire. She was subsequently hit over 30 times and was soon on fire and listing to port. One shell from *Gneisenau* blew the roof off *Monmouth's* forward turret and started a fire, causing an ammunition explosion that completely blew the turret off the ship. Severely damaged, she slowed and veered out of line unable to fire but with her White Ensign still flying. The newly arrived *Nurnberg* found her and finished her off with gunfire at point blank range, 75 gun flashes being observed from *Glasgow*. She sank with the loss of all hands a total of 735 officers and enlisted men and boys.

OCs **Candy** (12-13), his term mate, was also lost in *Monmouth* and **Dowding** (11-12) was also killed at Coronel in H.M.S. *Good Hope*.

(1918 12 Losses Supplement)

(<http://www.coronel.org.uk/search.php?search=candy&Search+Surnames=Search+by+Surname>)

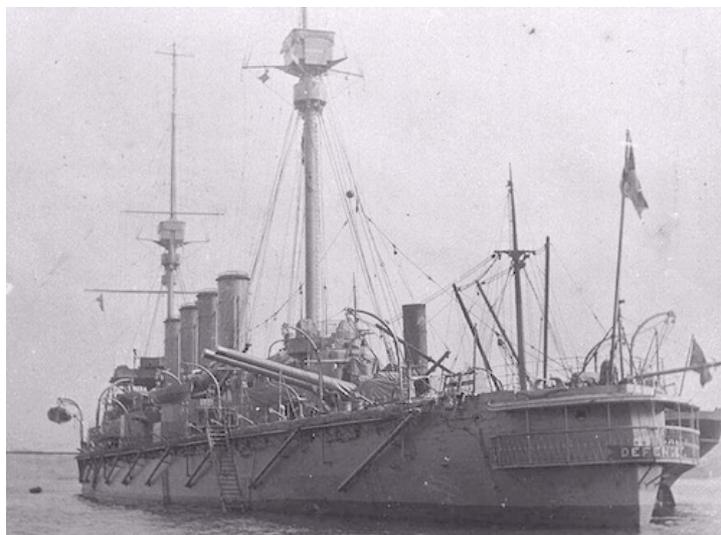




**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Patterson, George (10-12)**1916 May 31<sup>st</sup>

Killed in Action WWI.

All three OCs were lost while serving as Sub Lts RNR in the battle cruiser HMS *Defence* at the Battle of Jutland in what was called “windy corner”. Jutland was the largest naval battle and the only full-scale clash of battleships in the war. Over 6,000 British seamen lost their lives including nine OCs: **Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*).



An observer in H.M.S. *Obedient* reported “Out of the mist there appeared the ill-fated 1st Cruiser Squadron led by the *Defence*. At first, she did not seem to be damaged, but she was being heavily engaged, and salvos were dropping all around her. She was hit just abaft the after turret, and a big red flame flashed up, but died away again at once. The ship heeled to the blow but quickly righted herself and steamed on again. She was hit again between the fo’c’sle turret and the foremost funnel. At once, the ship was lost to sight in an enormous black cloud, which rose to a height of some hundred feet, and from which some dark object, possibly a boat or a funnel was hurled into space, twirling like some gigantic Catherine-wheel. The smoke quickly clearing, we could see no sign of a ship at all - *Defence* had gone. Mercifully this death, by which her 900 or so officers and men perished was an instantaneous one, causing them probably no suffering.”

(1918 12 Losses Supplement)

(<http://www.devonheritage.org/Places/DevonCounty/JutlandHMSTDefence.htm>)([https://en.wikipedia.org/wiki/Battle\\_of\\_Jutland](https://en.wikipedia.org/wiki/Battle_of_Jutland))*Defence followed by Warrior*

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Paxton, Jack (1885-87)**

1888

The sailing ship *Port Jackson* (1,501 tons) departed the Tyne for Bassein on the 29<sup>th</sup> Sep 1887 with a load of coal from the Bedlington Collieries. The piloted stated that during the time he was in charge (from the Tyne to Dungeness) they experienced strong north easterly winds. The cause of her loss was never determined. The location of his loss is not known but believed to be the English Channel. One theory was that she may have collided with a derelict timber-laden vessel. The wreck report thought it *"unlikely that there should have been either an explosion of gas, or a fire from spontaneous combustion, as the coal when shipped was in a perfectly dry condition. Although ships have been burnt with cargoes of coal from the same colliery, they are few considering the large number of vessels that are employed carrying this particular coal. I think that it is very probable that the vessel may have been caught in a heavy squall (most probably during the night), the crew, a small one for the size of the ship, being unable to take in sail, she was thrown on her beam ends and foundered"*. She was lost with all hands.

*(<http://www.plimsoll.org/resources/SCCLibraries/WreckReports/15472.asp>)*

*([https://archive.org/stream/leedsgrammarsch00enggoog/leedsgrammarsch00enggoog\\_djvu.txt](https://archive.org/stream/leedsgrammarsch00enggoog/leedsgrammarsch00enggoog_djvu.txt))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Paynter, William Foster (1884-86)** 1888 June

On leaving *Conway* William was bound as an apprentice seaman at London on 25<sup>th</sup> Nov 1886 for four years to C. Nicholson's Corinthian Shipping Company, a Liverpool ship owner. His first voyage was on the sailing ship *Cumera* from London to Melbourne. William was not at all keen to continue his career as a seaman but, during his short break at home in April 1888, was persuaded by his father to continue his apprenticeship. He sailed again on the *Cumeria* from North Shields on 20<sup>th</sup> April 1888, bound for Valparaiso. The ship was last sighted on 12<sup>th</sup> June 1888 at Lat. 30° south, Long. 50° west off the south American east Coast, between Port Alegre and Rio Grande, about 300 miles north of Montevideo.

She was presumed lost with all 25 hands missing, presumed drowned, including his Conway term mate Henry **Dand**.

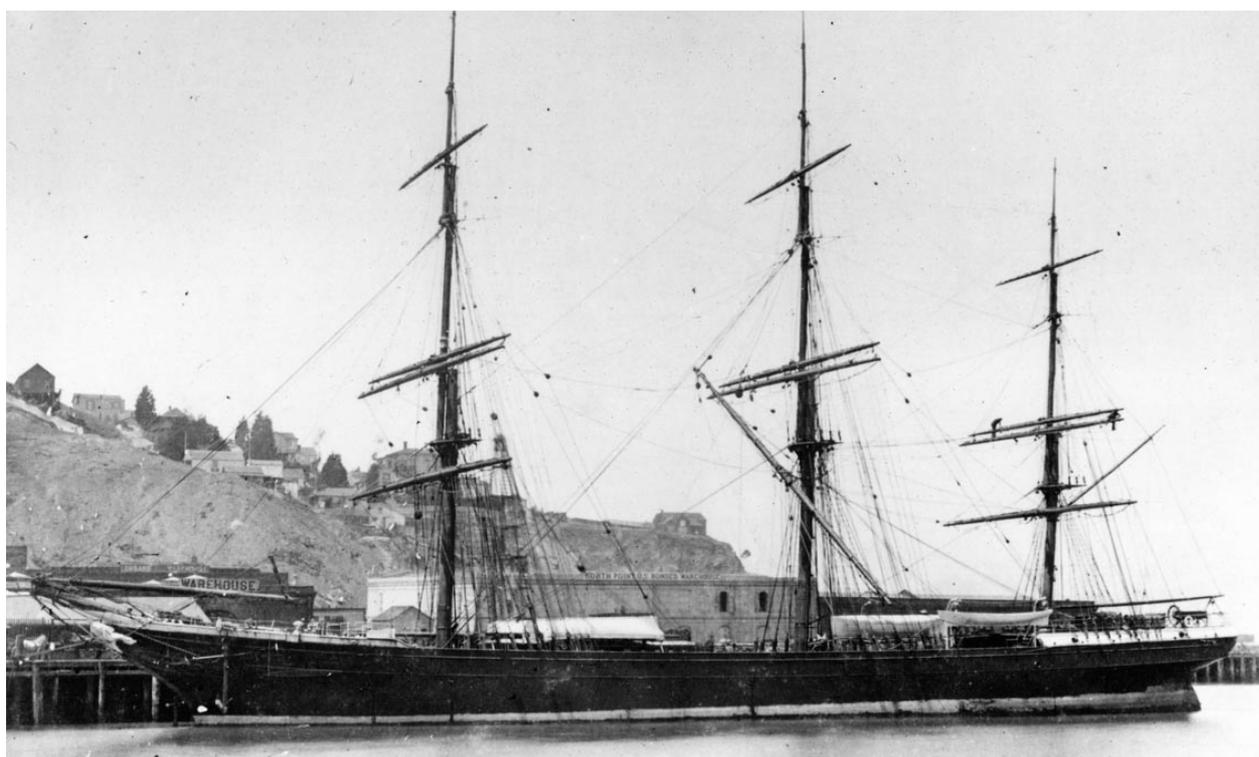
*"His mother always laid an extra place at the table every Christmas for him as she never knew for certain he was dead."*

(<http://www.newman-family-tree.net/William-Paynter.html>)

(<http://www.plimsoll.org/resources/SCCLibraries/WreckReports/15388.asp>)



*Paynter a new cadet in 1884*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Pearman, Arthur Clarence (1893-95)** 1900 Mar 9<sup>th</sup>

Arthur moved from *Fanny Kerr* in Calcutta to a different ship (the *Cuvier*) to return to the UK as her Fourth Officer. R. W. Meiklejon, an OC who shipped with him in *Fanny Kerr*, described the circumstances of his death very briefly as “(he) was drowned in Channel, I believe on March 9<sup>th</sup> in the steamer *Couvier*”.

The ship was actually Lamport & Holt’s passenger liner SS *Cuvier*, built in 1883, displacing 2,299 tons and measuring 100m by 12m. She sank after a collision, at approximately 0500 hrs, with the Norwegian vessel SS *Douvre* on the 9<sup>th</sup> March 1900 off East Goodwin lightship on a voyage from Antwerp to Brazil, under the command of Capt. William Spratly. Following the collision (on the starboard quarter) the survivors stated that she blew her whistle for assistance, and shortly afterwards settled down by the stern and sank. The Captain and Third Mate were seen to jump from the bridge, but did not survive.

The *Douvre* arrived in Dieppe with considerable damage, but no reports from her that she'd stopped after the collision. 26 people lost their lives, the first passenger ship loss of the 20th century. There were only three survivors, the lookout, the man at the wheel and the second officer. The *Windsor* picked up the survivors, from a capsized boat at 7am, all the others were presumed drowned. Most of the men were in their bunks.

(1900 05 235)

(<http://www.canterburydivers.org.uk/wrecks.html>)

(*Loss of the Cuvier*)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Pethick, Douglas Stewart “Stuart” (06-08) MC**      1942 Jul 1<sup>st</sup>

Killed in Action WWII.

Douglas was lost aged 52 while serving as Master (Lt RNR) in the cased petrol carrier SS *Marilyse Moller* (Shanghai)

*Marilyse Moller* was part of convoy Nugget bound for Port Said carrying aviation fuel for the 8th Army escorted by the armed trawler *Burra*. At 1341 hrs she was about 27 miles west of Rafah, Palestine steaming at 4.5 knots on a non-evasive course when *U-97* fired a torpedo at her which missed. At 1343 hrs a spread of two more torpedoes struck. She sank immediately after breaking up in a huge explosion. *Burra* dropped three depth charges on the attacker but a search failed to locate *U-97*. *Burra* returned to the sinking position at 31°22'N, 33°44'E - Grid CP 8282 and picked up three survivors.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_July\\_1942](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_July_1942))

(<http://uboat.net/allies/merchants/ships/1876.html>)

(<http://www.naval-history.net/xDKWD-MedFleet1942b.htm>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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Petrie, David George (00-02)

1905 Dec 25<sup>th</sup>

The British four-masted steel bark *Pass of Melfort* (2,346 tons, length 298.8 feet and 44 feet beam) on passage from Ancon to Puget Sound, drove ashore on the rocks of Vancouver Island a quarter of a mile east of Amphitrite Point during a "terrific southwest gale" The vessel was making for the entrance to the Strait of Juan de Fuca when a southwest gale drove her to the lee shore of Vancouver Island, where she smashed into the rocks with terrific force, breaking up soon afterward. It is thought that many of her crew were suffering from malaria and that with less able hands they could not properly control the vessel. All of her crew of 35 perished in the tragedy.

(1906 03 11)

([http://www.cimorelli.com/cgi-](http://www.cimorelli.com/cgi-bin/magellanscripts/ship_dates_volume.asp?ShipName=Pass+Of+Melfort+(bark))

[bin/magellanscripts/ship\\_dates\\_volume.asp?ShipName=Pass+Of+Melfort+\(bark\)](http://www.cimorelli.com/cgi-bin/magellanscripts/ship_dates_volume.asp?ShipName=Pass+Of+Melfort+(bark)))



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Phibbs, Allured Ventry (1892-94)** 1896 Sep 19<sup>th</sup>

Allured was swept overboard from Royden's iron, fully rigged ship *Godiva* by a wave during a hurricane. His Captain reported that the weather "*freshened to a hurricane ... the seas in hundreds of tons rolling on board us on every side. At a little past noon an immense sea boarded us by the lee fore rigging and swept right aft to the poop taking the poor lad Phibbs overboard. All efforts were made to save him but being in full oilskins and sea boots he must have been fairly waterlogged, and probably injured, for he could make no move towards the rope or buoy flung to him. He was soon gone. He was a fine lad, full of life, and keen about his work, and looking forward to a turn in the RN when his time was up as an apprentice. This has been the hardest beating passage of my long experience, the sad drowning of the apprentice Phibbs (the best of our lads) upset me greatly.*"

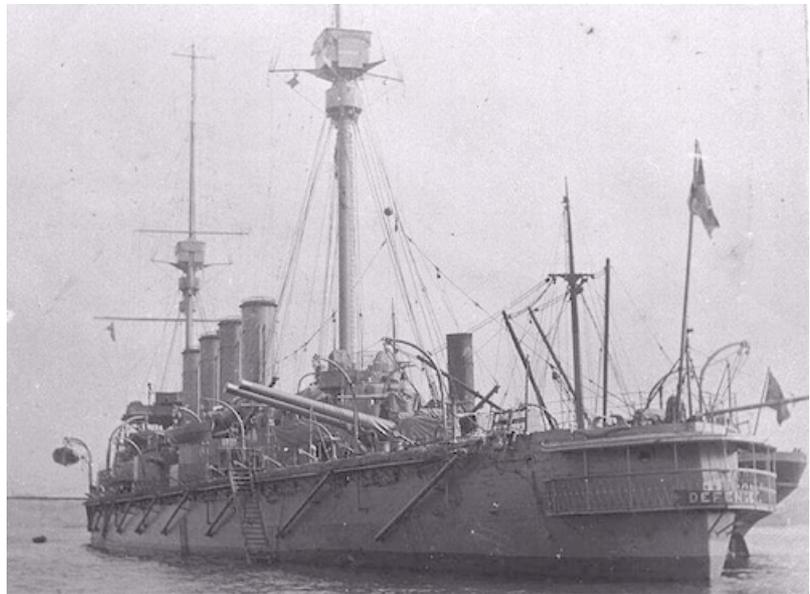
(1896 02 224)



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Phipps, Francis Thomas (12-13)**1916 May 31<sup>st</sup>

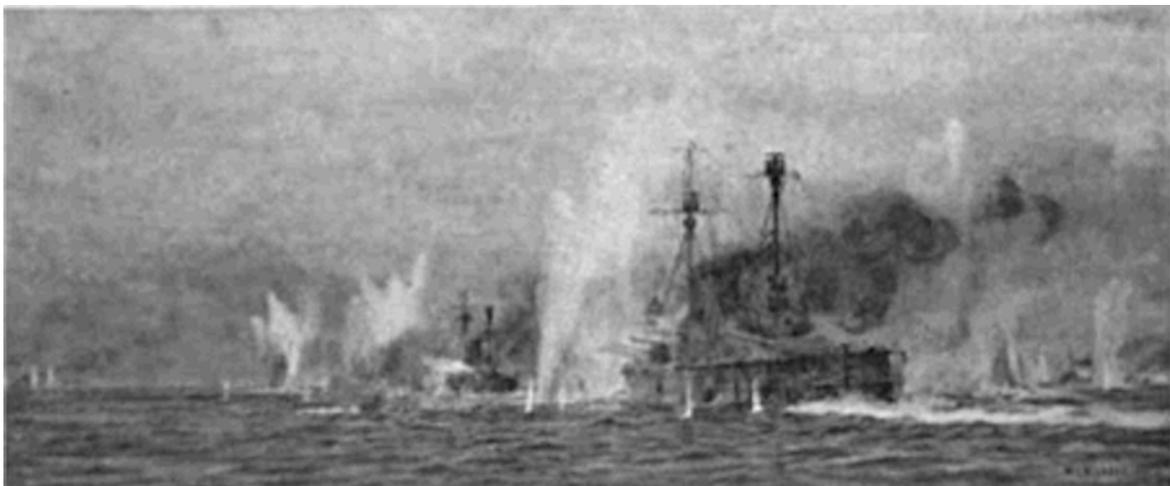
Killed in Action WWI.

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An observer in H.M.S. *Obedient* reported “Out of the mist there appeared the ill-fated 1st Cruiser Squadron led by the *Defence*. At first, she did not seem to be damaged, but she was being heavily engaged, and salvos were dropping all around her. She was hit just abaft the after turret, and a big red flame flashed up, but died away again at once. The ship heeled to the blow but quickly righted herself and steamed on again. She was hit again between the fo’c’sle turret and the foremost funnel. At once, the ship was lost to sight in an enormous black cloud, which rose to a height of some hundred feet, and from which some dark object, possibly a boat or a funnel was hurled into space, twirling like some gigantic Catherine-wheel. The smoke quickly clearing, we could see no sign of a ship at all - *Defence* had gone. Mercifully this death, by which her 900 or so officers and men perished was an instantaneous one, causing them probably no suffering.”

(1918 12 Losses Supplement)

(<http://www.devonheritage.org/Places/DevonCounty/JutlandHMSTDefence.htm>)([https://en.wikipedia.org/wiki/Battle\\_of\\_Jutland](https://en.wikipedia.org/wiki/Battle_of_Jutland))*Defence followed by Warrior*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Pickford, Walter Murray (25-27)**

1940 Aug 21st

Killed in Action WWII.

Walter was lost aged 30 while serving as Third Officer in British Nitrate Producers' SS *Anglo-Saxon*.

*Anglo Saxon* was carrying coal from Newport, South Wales to Bahia Blanca, Argentina as part of convoy OB195. Some 800 miles west of the Canary Islands at 2020 hrs, the raider *Widder* approached *Anglo Saxon* in pitch darkness and opened fire from a range of approximately one mile. The first salvo of 5.9 in shells landed on *Anglo Saxon's* poop and gun platform aft and ignited ammunition for the deck gun. This salvo killed most of the crew located in forecastle. As *Widder* approached closer, she open fire with flak, killing more of the crew, and holing the lifeboats the crew were attempting to launch on the starboard side of the ship. More 37mm and 20mm flak destroyed the wireless room so no signal was sent from the merchantman. Another salvo of 5.9 in shells penetrated the boiler room and exploded the boiler. The *Anglo Saxon's* captain had been killed whilst throwing the ship's confidential paperwork overboard and the order went out to abandon ship. The coup de grâce from *Widder* came from a torpedo and the *Anglo Saxon* quickly sank stern first. Survivors record the *Widder* strafing lifeboats with machine gun fire before steaming eastward having not searched for any survivors. The two survivors drifted for 72 days before making landfall. Their boat is preserved in the Imperial War Museum, London

(<http://www.iwm.org.uk/collections/item/object/30004040>)

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/SS\\_Anglo\\_Saxon\\_\(1929\)](https://en.wikipedia.org/wiki/SS_Anglo_Saxon_(1929)))

(<http://ahoy.tk-jk.net/mac slog/BritishTrampAngloSaxonsun.html>)



**Name & (Conway Years)**

**When Lost**

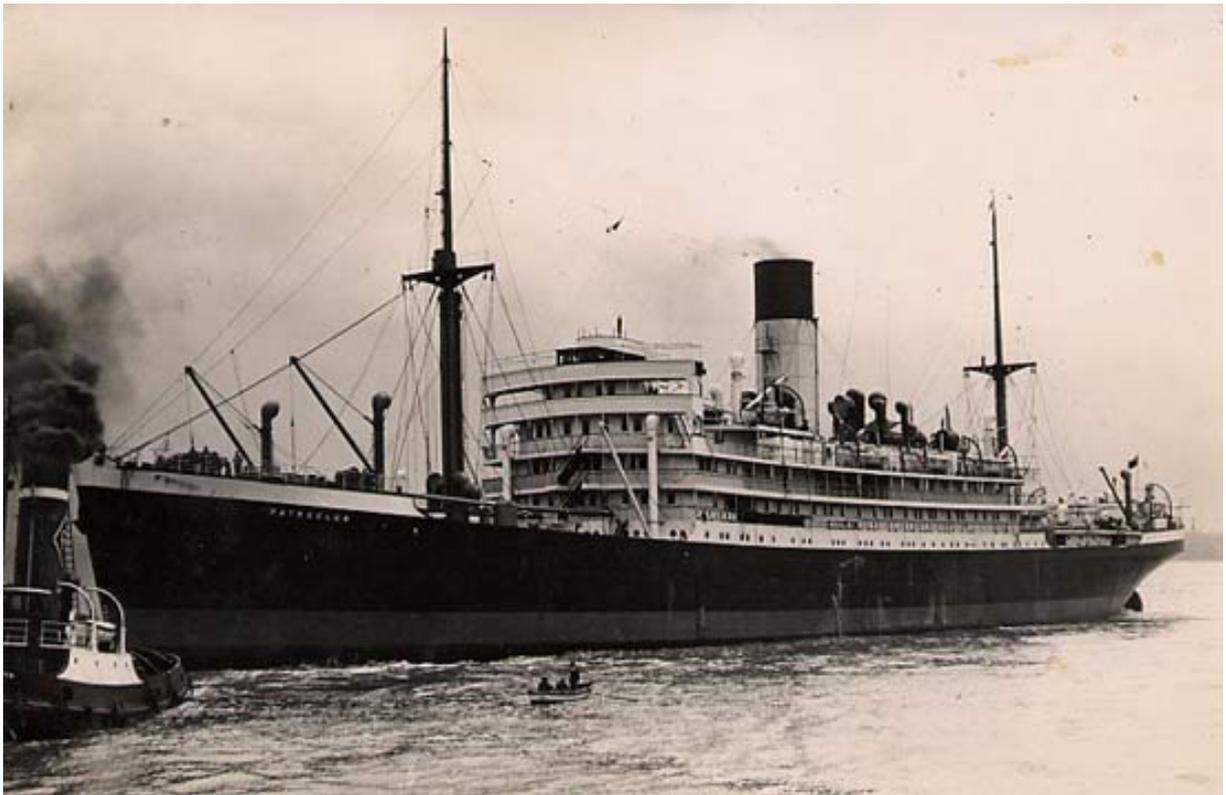
**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Piddocke, Frederick Stewart (20-23)** 1940 Nov 3<sup>rd</sup>

Killed in Action WWII.

Frederick was lost aged 34 while serving as Lt RNR in the Armed Merchant Cruiser (AMC) HMS *Patroclus*. AMCs were lightly armed and susceptible to U-Boat attack so crews referred to them as Admiralty Made Coffins.



*Patroclus Pre War*

AMCs guarded the northern European coastline, which was divided into 250 square mile blocks. The ships worked the outside perimeter of the block during the day and run in towards the coast at night. A survivor said *“Earlier that day we had encountered a small freighter (the Casanare) and kept an eye on it until we communicated with our replacement ship, the Laurentic, a former White Star liner. Once we had rendezvoused, we passed on the information about the freighter’s position and headed home to Birkenhead for a well earned rest.”*

At 2140 hrs on 3<sup>rd</sup> Nov 1940, *U-99* torpedoed the unescorted *Casanare* west of Bloody Foreland, at the northwestern tip of Ireland. Her distress messages brought *Laurentic* to the scene. *Patroclus*, some way to the south, also turned and raced to the scene. The distress calls were picked up by the destroyer *Achates* and she too made for the scene. The U-Boat remained on the surface and began a dramatic battle with *Laurentic* at 2250 hrs hitting her with three torpedoes. In the meantime, *Patroclus* dropped two depth charges set for 150 feet, with the intention of scaring off the U-Boat, not realising she was still on the surface, and then began picking up survivors. Her lookouts did not see *U-99* only 300 metres away. A torpedo struck *Patroclus* at 0002 hrs, near the stern, immediately beneath one of *Casanare*’s loaded lifeboats that was being hauled aboard. The lifeboat, the men aboard it, and a huge section of *Patroclus*’s hull were blown to pieces. *“The mission seemed to be going well; boats were alongside and men were climbing up the rope ladders*

Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

**Piddocke, Frederick Stewart (20-23) continued**

to safety. Suddenly, you could see the torpedo's trail as it knifed through the water towards the helpless *Patroclus*. We ducked behind the gun's shield to avoid shrapnel. A massive explosion rocked the ship when the torpedo struck near the stern, and knocked us off our feet. Quickly getting back up, I looked down the side of the ship. What I saw can only be described as carnage, the men trying to reach safety having been exposed to the blast."



*U-99's First Torpedo Strikes Patroclus (left) While Laurentic Settles (right)*

At 0022 hrs *U-99* fired another torpedo at the same section of *Patroclus*'s hull, but it malfunctioned and yawed wildly off course, striking the ship below the foremast: "a great big sheet of flame flew up. In the light of the sheet of flame you could see debris flying through the air." A large section of the forward well deck disintegrated, and several of *Patroclus*'s crew vanished into the smoking void a second. A third torpedo struck at 0044 hrs and 14 minutes later, the U-Boat opened fire with her deck gun hitting *Patroclus* amidships and aft, and starting a fire in the aft well deck above the aft magazine. Luckily the magazine did not ignite, since the deck in that area was soon awash, and the fire went out. *Patroclus* responded with her starboard 3" gun causing shrapnel damage to *U-99*'s conning tower, forcing her gun crew off the deck, and forcing the U-Boat back off. *U-99* hit her with a fourth torpedo at 0118 hrs which struck near her bow. The few crewmen remaining aboard her, mostly senior officers, flooded her magazines and threw confidential documents overboard. The wireless radio operator sent a report to the Commander-in-Chief, western Approaches, that *Patroclus* had been torpedoed.

*U-99* then searched for the *Casanare* but only found two lifeboats as she had foundered. At 0239 hrs, a Sunderland flying boat suddenly appeared over the U-Boat, which had to dive, but no bombs were dropped. *U-99* remained submerged and the plane eventually flew off. At 0404 hrs the U-Boat surfaced after reloading torpedoes and saw *Laurentic* and *Patroclus* still afloat but dead in the water. The approaching *Achates* was detected but *U-99* was determined to finish the job her captain was Otto Kretschmer the top U-Boat ace with the highest tonnage to his torpedoes. She approached

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Piddocke, Frederick Stewart (20-23)** *continued*

the auxiliary cruisers at high speed and at 0453 hrs fired a coup de grâce at *Laurentic* from a distance of 250 metres. The torpedo struck her stern and ignited the depth charges stored there, causing the ship to sink by the stern within minutes.

*U-99* then attacked *Patroclus* which had gone to "mine and torpedo" stations, with the crew falling in abreast at their assigned lifeboats with life vests and warm clothing, while a few crewmen disarmed the fuses on the ship's remaining depth charges. After a few somber words of encouragement from her captain, the crew began abandoning ship. *U-99* hit her with a fifth torpedo at 0516 hrs fired at a range of 300 yards and a sixth torpedo at 0525 hrs which slammed into the foundering ship's heavily damaged midsection and broke her back. The ship convulsed, arching into the air like a cat, and, with a loud sound of buckling metal, she split in two. *Patroclus*'s bow and stern rose into the air, and, as the few remaining crew aboard her scrambled frantically to get off, the stern section dropped out of sight in mere seconds, the bow sinking more slowly. The men floating in the water swam as hard as they could in a desperate attempt to avoid being dragged under by the suction of the sinking ship. Most were successful, some were not. *Patroclus*'s bow, in what seemed like a final act of defiance, was still sticking several feet out of the water. It would not sink for a further two hours. 76 members of the crew were lost.

With three ships sunk and his supply of torpedoes almost depleted *U-99*'s captain decided not to attack the closing destroyer, dove and left the scene. He recorded the following in his war diary: "*It seems strange that the second cruiser, Patroclus, should have gone out of her way to approach the scene and deliver herself into my hands.*"

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/merchants/649.html>)

(<http://uboat.net/allies/merchants/crews/person/16514.html>)

(<http://homepage.ntlworld.com/annemarieturnell/patroclus.html>)

(<http://barry-miles.tripod.com/joe.html>)

Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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Plumtree, Algernon (1892-4)

Not Known

Algernon has a plaque on the chapel's Lost At Sea board but no other information is known.



THE MEMORIAL TABLET.

**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Pollard, William Marshall (1879-80) 1880 Nov 16<sup>th</sup>**

The clipper ship *Galatea* was lost in a storm off Cape Clear, Ireland shortly after leaving Liverpool with a cargo of coal for Bombay. The Wreck Report concluded that a space had been left in the after part of the tween decks into which her cargo shifted when she fell onto her side. She could not right herself. The steel main topmast yard fell piercing a hole in her side and she sank. 23 of her crew were lost. One apprentice survived together with the carpenter and four seamen, the rest of the crew were lost including four Old Conway apprentices, Henry Allen (1871-73), Charles Stanley Barton (1879-80), Robert Deacon Carroll (1878-79) and William M Pollard (1879-80). This was the greatest loss of OCs' lives in a single incident.



*Cape Clear*

(1910 06 127)

(Wreck Report: <http://www.wrecksite.eu/docBrowser.aspx?3647?7?1>)

(Newspaper report: <http://trove.nla.gov.au/ndp/del/article/43144044>)

Register of Accounts of Wages and Effects of							Deceased Seamen, &c., received and disposed of.									
Date when		Port received from	Name of Ship	Official Number	Name of Deceased Seaman		Age	Rating	Particulars of Death			Particulars of Account		Date when accounted for	Initials of Principal Clerk	REMARKS
Received in Office	Strat to Board of Trade				Date	Place			Cause	Amount to be accounted for	Effects how disposed of					
					Muller	William	28	AB				nil			R.B.	
					Wilson	Robert	41	AB				nil			R.B.	
					Wagner	A.H.	-	AB				nil			R.B.	
					Dixon	Charles	38	AB				nil			R.B.	
1 12 70	6 12 80	Liverpool	<i>Galatea</i>	57924	Kelly	William	21	AB	16 11 80	at sea	Drowned	nil	Lost 30 11 80		R.B.	
					Jones	Thomas	32	AB				nil			R.B.	
					Carroll	Robt Deacon	18	APP				nil			R.B.	
					Allen	H.	17	APP				nil			R.B.	
					Pollard	W <sup>m</sup> Marshall	16	APP				nil			R.B.	
					Barton	Chas Stanley	16	APP				nil			R.B.	

**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Poole, James Malcolm Stuart (36) DSC**      1942 Apr 29<sup>th</sup>

Killed in Action WWII.

James was lost aged 23 while serving as Lt RN in HMS/M *Urge* (N17).

*Urge* left Malta at dawn on 27<sup>th</sup> April as the 10th submarine flotilla shifted her base to Alexandria to avoid the bombing of Malta. Her speed of advance was to be 90 miles per day but she failed to arrive at Alexandria on 6<sup>th</sup> May and was reported overdue on that day. There are several theories about her fate.

Official sources have long attributed her loss to a mine outside Malta, which many historians continue to believe is the most likely cause of her loss. Minesweeping off Malta was severely restricted at the time following heavy air attacks.

Another theory holds that on 29<sup>th</sup> April *Urge* attacked the Italian sailing vessel *San Giusto* off Ras Hilal; in the immediate area was a small convoy of three German MFPs, escorted by an Italian CR.42 biplane. As *Urge* attacked *San Giusto*, the biplane dive-bombed *Urge*, sinking her with the loss of all hands. However some analysts say she could not have been at Ras El Hilal on 29<sup>th</sup> April unless her captain had decided to contravene his orders and go at full speed on the surface night and day (allied submarines were instructed to travel on the surface only during the hours of darkness) and she would have had to beat speed records for "U" class submarines.

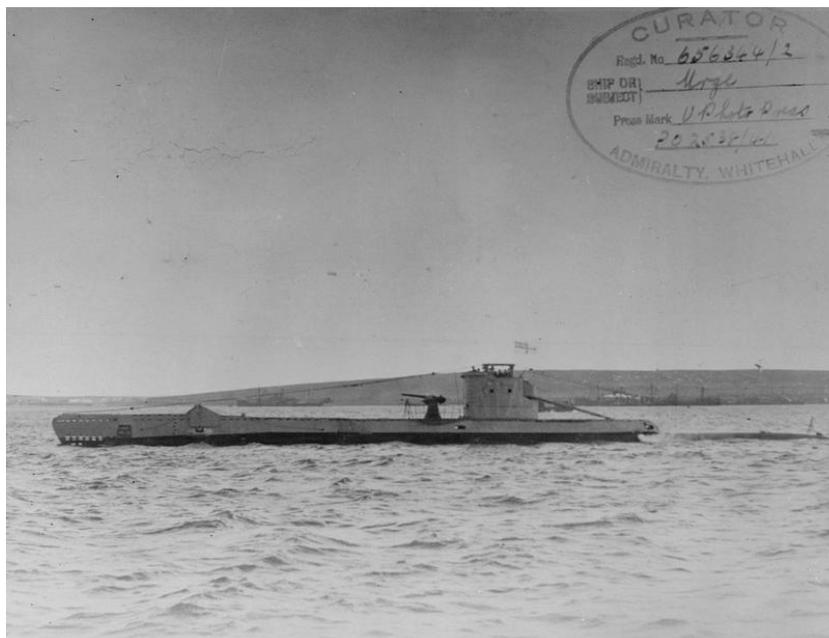
Yet another theory is that it was the torpedo boat *Pegaso* sank *Urge*, but adherents to the Ras Hilal theory hold that witnesses on board the MFPs said that it was the escorting biplane that achieved the sinking.

No theory relating to *Urge's* loss has been conclusively proved.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Urge](https://en.wikipedia.org/wiki/HMS_Urge))

(<http://uboat.net/allies/warships/ship/3538.html>)



Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Pretty, Francis Cecil (04-07) OBE DSC 1941 Nov 7<sup>th</sup>

Killed in Action WWII.

Francis was lost aged 51 while serving as Master in The New Zealand Shipping Company's MV *Nottingham*, 8437grt

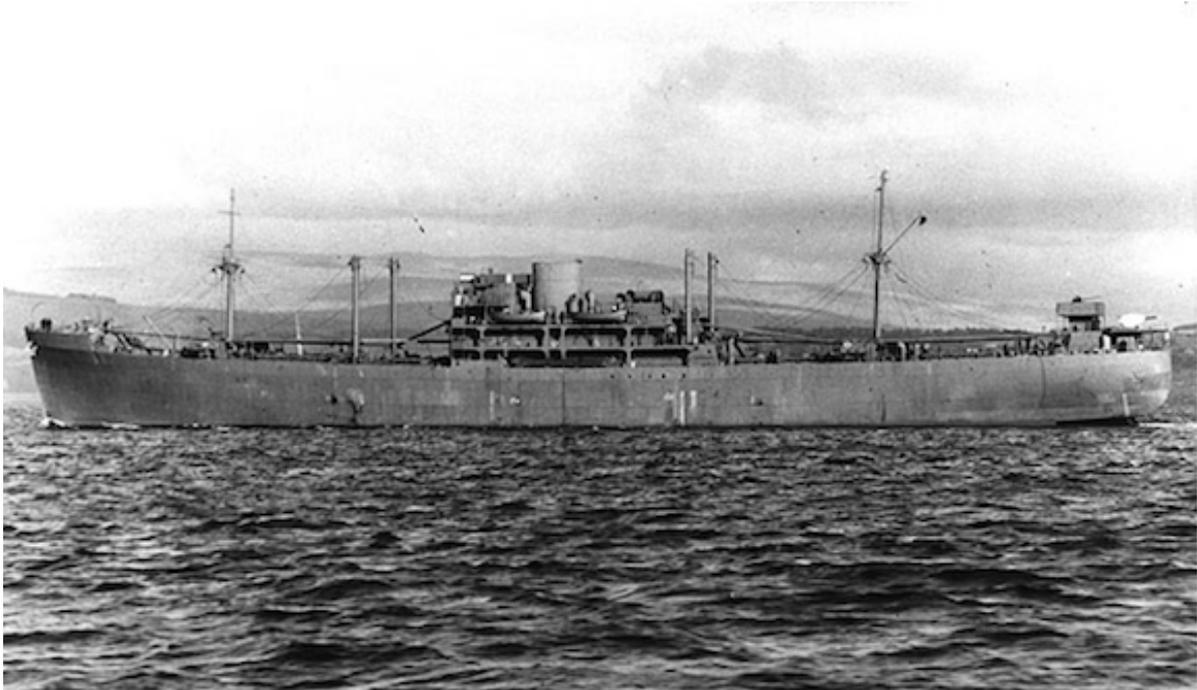
*Nottingham* sailed on her maiden voyage from Glasgow carrying a cargo of Scotch whiskey and was routed independently for New York. She was spotted by submarine *U-74* and as the U-Boat approached on the surface *Nottingham* tried to ram her but the attack was unsuccessful. At 2234 hrs *Nottingham* was hit in the stern by a stern torpedo about 550 miles southeast of Cape Farewell, the southernmost point of Greenland. At 2250 hrs, the ship stopped and was just missed by a spread of two torpedoes, but she sank after being hit by a coup de grâce at 2259 hrs. The crew was seen to abandon ship in lifeboats, but they were never seen again.

(1945 04 106/7 Roll of Honour List)

(<http://uboa.net:8080/allies/merchants/ships/1198.html> )

(<http://ahoy.tk-jk.net/Letters/LawrenceGeorgePierettilos.html>)

([https://en.wikipedia.org/wiki/MV\\_Nottingham\\_\(1941\)](https://en.wikipedia.org/wiki/MV_Nottingham_(1941)))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Prosser, Kenneth John (33-35)**

1940 Dec 2<sup>nd</sup>

Killed in Action WWII.

Kenneth was lost aged 24 while serving as Third Officer MN in MV *Lady Glanely*.

*Lady Glanely* was part of convoy HX90 from Vancouver to London via Panama, Halifax and Bermuda. She was carrying 2,000 tons of wheat and 6,125 tons of timber. The convoy was sailing in nine columns five cables apart and she was on the port side of the convoy. Her escorts were *Laconia* (see **Piddocke** above), *Gentian* and *Viscount*. At 0507 hrs on 2<sup>nd</sup> December she was torpedoed and sunk by *U-101* about 410 miles west Bloody Foreland, at the northwestern tip of Ireland at 55°00'N, 20°00'W - Grid AL 6571. There were no survivors.

(<http://uboat.net/allies/merchants/crews/person/40852.html>)

(<http://uboat.net/allies/merchants/ships/695.html>)

(<http://www.warsailors.com/convoys/hx90page2.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Quayle, Arthur John (00-01)**

1930 May 29<sup>th</sup>

Lost overboard from Lamport & Holt's SS *Meissonier* in heavy weather. He was her Chief Officer although he held his Master's ticket.

(1930 08 75)



C.R. 10. No. of Identity Certificate 5305

M.N.S. Region N.W. Regional No. A206131

Surname Deceased Quayle

Christian Name Arthur John

Rating Chf. Officer R.N.R. No. 22936

No. and Grade of B/T Certificate Master (O.C.) 041500

Date and Place of Birth 14.12.85 Retford Notts

Nationality Brit. Father Brit.

Height..... Colour Hair..... Eyes.....

Tattoo Marks.....

Dis. A No..... N.H. Insurance No.....

Name and Address of Next of Kin.....

(32281) Wt. 20167-23. 100m. 8/18. Av. P. (503).

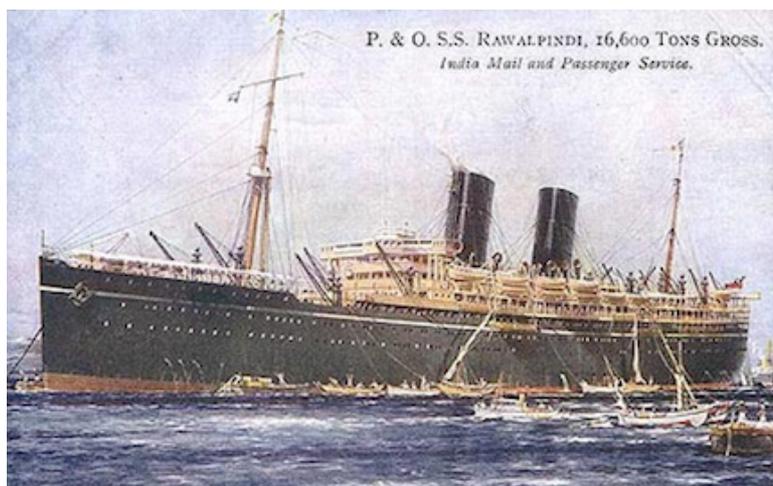
**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Quinn, Thompson Baird (30-32)**

1939 Nov 23rd

Killed in Action WWII.

Thompson was lost aged 23 while serving as Sub Lt RNR in the Armed Merchant Cruiser HMS *Rawalpindi*.

On the morning of 23<sup>rd</sup> November, *Rawalpindi* was patrolling the endless grey ocean wastes to the north of Faeroe searching for the German pocket battleship *Deutschland* not realising that *Scharnhorst* and *Gneisenau* were also in the vicinity. At 1530 hrs, with the winter sun about to sink below the horizon, *Rawalpindi* was steering an eastward course mid-way between Iceland and the Faeroes. It was a cold, calm afternoon. To port a fog bank was beginning to form; now and then the ship passed a solitary iceberg, white and eerie in the northern twilight. The crow's nest reported a ship on the starboard horizon. The Captain sent a signal to the Home Fleet's Commander-in-Chief reporting the enemy ship. He then ordered "*Action Stations!*" followed swiftly by a change of course to port but it was too late. The German warship was fast approaching, cutting off *Rawalpindi's* escape route. From her bridge the enemy flashed a signal '*Heave to!*' backed up with a warning shell that sent up a fountain of spray some two hundred yards in front of *Rawalpindi's* bows. A second ship had been sighted to starboard. *Rawalpindi*, a hastily converted passenger liner with outdated guns and eggshell armour decided to take on Germany's mightiest warships, *Scharnhorst* and *Gneisenau*. *Scharnhorst* twice ordered *Rawalpindi* to 'Abandon Ship' but these were ignored and as *Scharnhorst* prepared to open fire a salvo of 6" shells from *Rawalpindi's* four port guns burst harmlessly around *Gneisenau*.

Above: *Scharnhorst* & Pinnace.Below *Gneisenau*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Quinn, Thompson Baird (30-32)**      *continued*

A second salvo targeted *Scharnhorst*. *Scharnhorst's* first salvo slammed into *Rawalpindi's* Boat Deck, directly under her bridge, killing almost everyone on it and demolishing the radio room. A cluster of 11" shells from *Gneisenau* struck her main gun control station, killing everyone there and immobilising one of her starboard guns. Caught in a murderous crossfire, *Rawalpindi* had no hope of survival. A shell burst in the ship's engine room, knocking out the dynamos that supplied vital electric power to the shell hoists in the magazines. All seven surviving gun turrets were ordered to continue firing independently as the central control system was out of action. A storm of German shells continued to burst against the gallant little ship. Ablaze from stem to stern, her guns being picked off one by one, *Rawalpindi* was doomed. Her water supply failed and her steering gear was out of action. There was nothing for it but to abandon ship. A lifeboat filled with some 40 wounded men was lowered, but it turned turtle and hit the water upside down, leaving the men to flounder helplessly in the freezing waves. Others were more successful, and for a moment it seemed as though a good number of *Rawalpindi's* crew would escape. It was not to be. At 1600 hrs an 11" shell from *Scharnhorst* found *Rawalpindi's* forward magazine and a tremendous explosion broke her in two. The stricken vessel began to sink, one of her guns still firing crazily into the air. Tragically for those trying to get clear of the sinking ship, the *Scharnhorst* having closed in for the kill, swung hard about, swamping the *Rawalpindi's* lifeboats. Then *Scharnhorst* reduced speed rescued the survivors struggling in the freezing sea. The whole action was over and done in barely quarter of an hour. She finally sank at approximately 2000 hrs at 63°40'N, 12°31'W. However with the arrival of RN warships alerted by *Rawalpindi's* signal *Scharnhorst* and *Gneisenau* abandoned their attempt to break into the Atlantic where they undoubtedly have caused havoc.

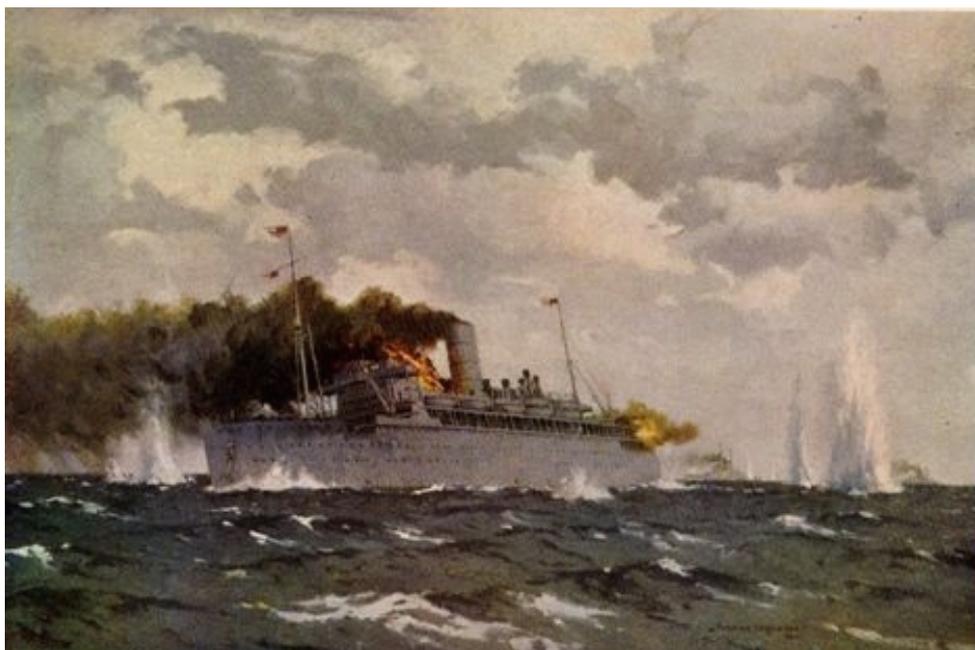
(1939 12 102)

(1945 04 106/7 Roll of Honour List)

(<http://wow.naval-history.net/xDKCas1939-11NOV.htm>)

(<http://www.internet-promotions.co.uk/archives/caithness/rawalpindi.htm>)

(<http://uboat.net/allies/warships/ship/3329.html>)



*Rawalpindi Under Fire From Scharnhorst & Gneisenau In The Background*

Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Ralph, Arthur Frederick (25-26)	1942 Jan 14 <sup>th</sup> 0304 hrs
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Killed in Action WWII.

Arthur was lost aged 30 while serving as Second Officer in the war transport SS *Empire Surf*.

*Empire Surf* was part of convoy ON55 en route from Manchester to Jacksonville, Florida. She was traveling in ballast. At 0254 hrs on 14<sup>th</sup> January he was torpedoed by *U-43* south east of the Faroe Islands at 58°42'N, 19°16'W. At 0304 hrs, the U-Boat attacked again and heard a heavy detonation after 40 seconds (about 600 metres distant), but a few minutes later was unable to see the target. Of the crew of 53, 47 died.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/List\\_of\\_Empire\\_ships\\_\(Si-Sy\)#Empire\\_Surf](https://en.wikipedia.org/wiki/List_of_Empire_ships_(Si-Sy)#Empire_Surf))

(<http://uboat.net/allies/merchants/ships/1247.html>)

([http://www.wikiwand.com/en/List\\_of\\_Empire\\_ships\\_\(Si-Sy\)#/Empire\\_Surf](http://www.wikiwand.com/en/List_of_Empire_ships_(Si-Sy)#/Empire_Surf))



THE MEMORIAL TABLET.



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Reeders, Siewert Marnitz (44-46) 1961 Apr 13<sup>th</sup>**

The Cadet magazine records that he “Disappeared overboard, and presumed drowned, from the SS Lantao (Lantas?) of which he held command.”

He was lost at 20°31’N 92°03’E off Cox’s Bazaar in the Bay of Bengal. He was aged 31 and lived in Hong Kong

(1961 09 189)

- Kenya Castle	184572	London	21st Apr. Durban 1961. (Hospital)	Francis Royal LINDSAY, M	24	✓
E Lantao	167801	Hong Kong	13 <sup>th</sup> Apr. Lat. 20° 31' N. 1961. Long. 92° 03' E	Siewert Marnitz REEDERS.	male 31	✓
E Romanic	186105	London	6 <sup>th</sup> or about 19 <sup>th</sup> Apr. New Zealand 1961. Constellation 19 <sup>th</sup> Apr. Lillo Hospital.	Alan WILLIAMS	male 24	✓

Surge	London.	Broadstairs, Kent	Melaena.	R. 22310.	2. @
A.B.	British. Auckland, N.Z.	40 Rose 185, Kaitiaki, N.Z.	W Paterhouse - Hinderichsen syndrome.	Rendered by master. R. 699744.	2. @
Master	British. Roxborough.	Flat "J", Rhenish Apts 91F, Lan Tung Road, Hong Kong.	Drowning.	R. 344113.	1. @
A.B. Laloon	British. Portuguese	Birkenhead. no. Bairo Watada,	Presumed drowned	R. 561169. Rendered by Port. Vice-Consul Rio Janeiro.	1. @

**Name & (Conway Years)**

**When Lost**

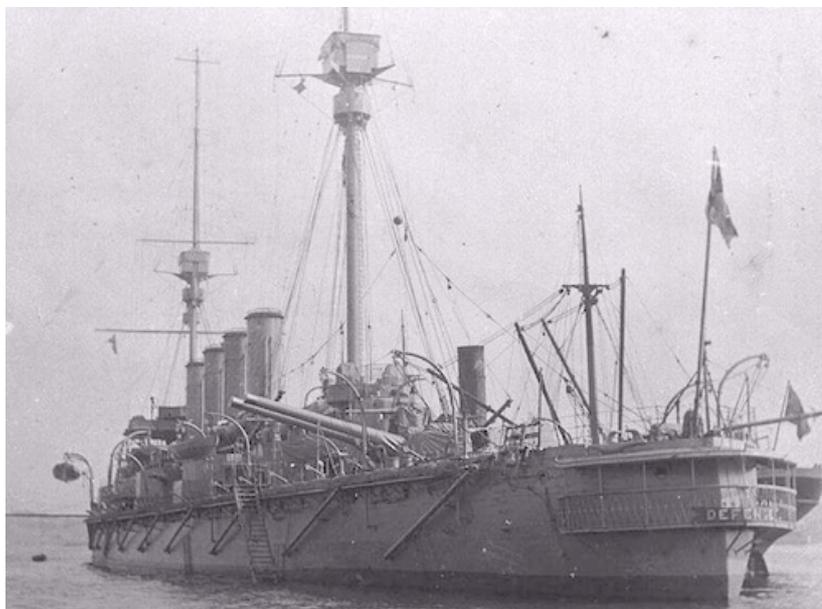
**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Renshaw, George Robinson (1893-95)** 1916 May 31<sup>st</sup>

Killed in Action WWI.

All three OCs were lost while serving as Sub Lts RNR in the battle cruiser HMS *Defence* at the Battle of Jutland in what was called "windy corner". Jutland was the largest naval battle and the only full-scale clash of battleships in the war. Over 6,000 British seamen lost their lives including nine OCs: **Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*).



An observer in H.M.S. *Obedient* reported "Out of the mist there appeared the ill-fated 1st Cruiser Squadron led by the *Defence*. At first, she did not seem to be damaged, but she was being heavily engaged, and salvos were dropping all around her. She was hit her just abaft the after turret, and a big red flame flashed up, but died away again at once. The ship heeled to the blow but quickly righted herself and steamed on again. She was hit again between the fo'c'sle turret and the foremost funnel. At once, the ship was lost to sight in an enormous black cloud, which rose to a height of some hundred feet, and from which some dark object, possibly a boat or a funnel was hurled into space, twirling like some gigantic Catherine-wheel. The smoke quickly clearing, we could see no sign of a ship at all - *Defence* had gone. Mercifully this death, by which her 900 or so officers and men perished was an instantaneous one, causing them probably no suffering."

(1918 12 Losses Supplement)

(<http://www.devonheritage.org/Places/DevonCounty/JutlandHMSTDefence.htm>)

([https://en.wikipedia.org/wiki/Battle\\_of\\_Jutland](https://en.wikipedia.org/wiki/Battle_of_Jutland))



**Name & (Conway Years)**

**When Lost**

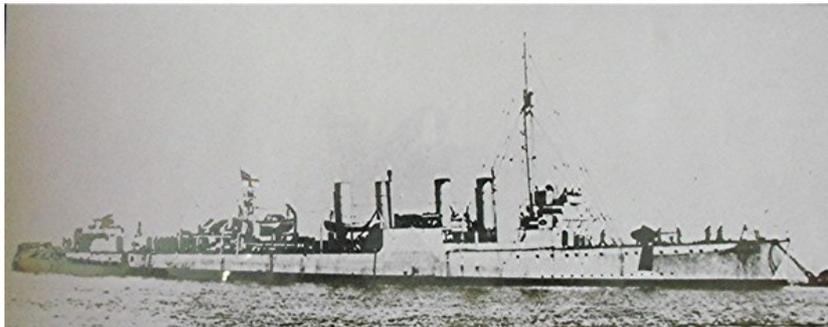
**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Revill, David Haigh (35-37) DSC**

**1943 Apr 11<sup>th</sup>**

Killed in Action WWII.

David was lost aged 23 while serving as Lt RNR in the Lend-Lease, Town Class destroyer HMS *Beverley* (H64).



*Defence followed by Warrior*

On 9<sup>th</sup> April while escorting convoy ON176 *Beverley* was seriously damaged in a collision with the SS *Cairnvalona* (4,929 tons) so she took station in the rear of the convoy. Damage included the loss of key anti-submarine equipment. 30 hrs later at 0549 hrs on 11<sup>th</sup> April 1943 the German submarine *U-188* fired a torpedo at the convoy southwest of Iceland. Her log observed a hit on a tanker after 1 minute 34 seconds, which finally sank after 45 minutes with a broken back. At 0550 hrs, two torpedoes were fired and after 1 minute 58 seconds and 2 minutes 11 seconds hits on two ships were heard. At 0552 hrs again two torpedoes were fired, which hit a fourth ship after 1 minute 58 seconds and began to settle by the bow. However, Allied records indicate that only *Beverley* was hit and sunk at that time at 52°19'N, 40°28'W. There were only 4 survivors out of a crew of 155.

*Below: 1937 Revill Plants A Coronation Commemorative Tree  
Right: The Silver Spoon Now Held By Conway House, Kelly College.*



(1945 04 106/7 Roll of Honour List)  
(<http://uboat.net/allies/merchants/crews/person/13049.html>)  
(<http://2ndww.blogspot.co.uk/2009/10/hms-beverley-h64.html>)

Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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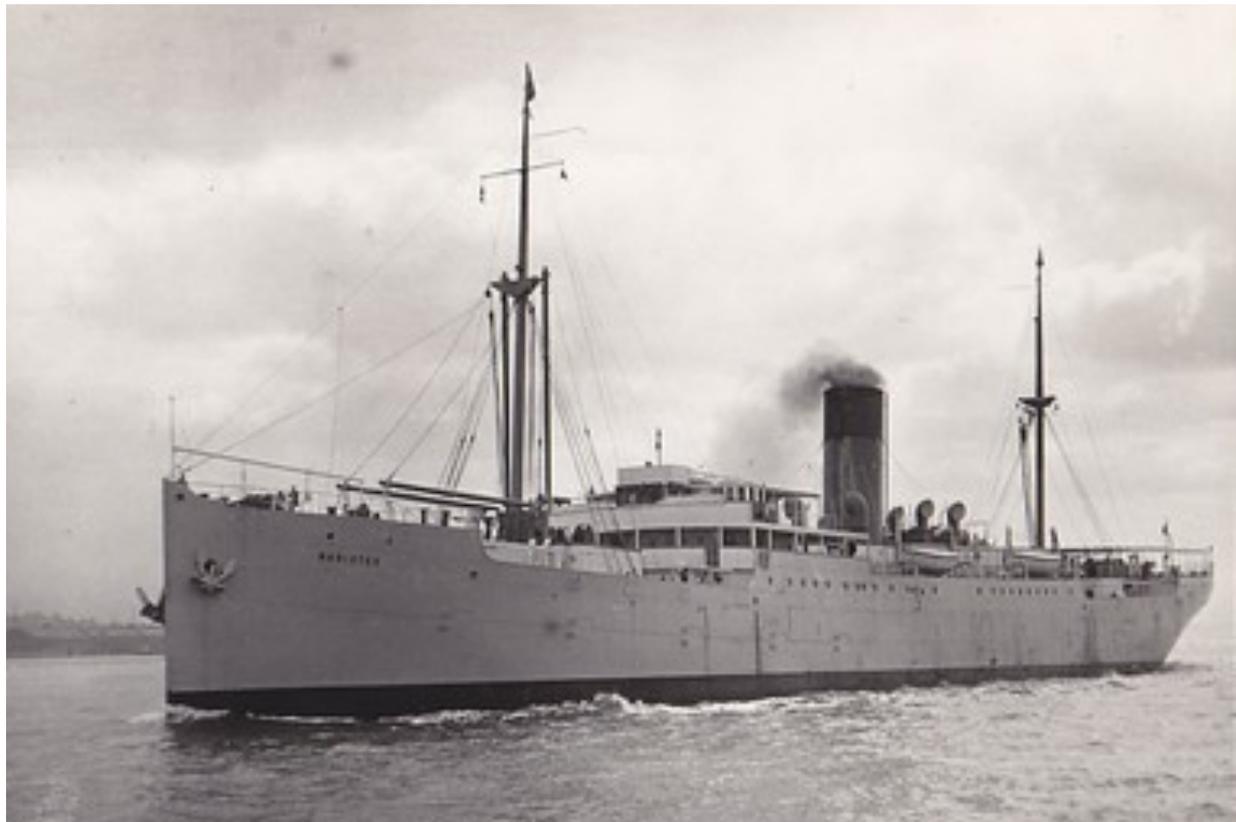
**Reynolds, John James Montague (37-39)**    1941 Feb 24<sup>th</sup>

Killed in Action WWII.

John was lost aged 19 while serving as Midshipman RNR in the Ocean Boarding Vessel HMS *Manistee* (F104). OC **Williams** (38-40) was also lost in *Manistee*.

*Manistee* was escorting convoy OB288 from Liverpool until it was dispersed at 2100 hrs on 22<sup>nd</sup> Feb. At 2242 hrs on 23<sup>rd</sup> Feb 1941, *U-107* fired a spread of two torpedoes at *Manistee* south of Iceland and scored a hit in the engine room. She was also attacked by the Italian submarine *Bianchi Giovannini*, which fired a torpedo at 2256 hrs, claimed a hit in the stern from a distance of 600 metres and then continued to chase other ships of the convoy. At 2258 hrs, *U-107* fired two coups de grâce that missed because the ship suddenly continued. Also a stern torpedo fired at 2342 hrs missed because it was a surface-runner. The U-Boat began a long chase of the zigzagging ship and fired two torpedoes at 0758 hrs on 24<sup>th</sup> February. One of them hit in the stern and the ship sank at 58°55'N, 20°50'W

(1945 04 106/7 Roll of Honour List)  
(<http://uboat.net/allies/merchants/775.html> )  
(<http://www.warsailors.com/convoys/ob288.html> )



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Rhodes, Paul Levick (38-40)** 1942 Nov 10<sup>th</sup>

Killed in Action WWII. Paul was lost aged 18 while serving as Midshipman RNR in the destroyer HMS *Martin* (G44).

*Martin* was allocated to the escort group for Force "H" in Operation Torch; the North African landings. She sailed from Scapa Flow on 30<sup>th</sup> October and, after fuelling at Gibraltar on 5<sup>th</sup> November, re-joined Force "H" to cover landings at Algiers and Oran, on 8<sup>th</sup> November, particularly any attacks by the Italian fleet. *Martin* was torpedoed by *U-431* at approximately 0257 hrs on 10<sup>th</sup> November as a result of which she blew up and sank at 37°53'N, 003°57'E.

Survivor Leading Seaman Charles James Witham described the loss: *"In the Control Tower with me was A/B Burke. When the first explosion occurred the ship seemed to stop dead and then leap forward, at this stage the ship was at defence stations, approximately one third of the ships company would be closed up at their stations, at this time it was Red Watch. The first explosion was very rapidly followed by the second, and shortly after by the third, at the rate the ship was heeling over there was not a chance of her surviving. If the order to abandon ship was given, we in the Tower never heard it, but Burke and myself both realised it wasn't needed as the ship heeled over to starboard. Burke got out easily, as his door swung out that way By this time the ship was virtually lying on her side. When I reached the bridge everybody that could was coming up through the wheelhouse. It was too steep for me to climb up to the port wing of the bridge to go over the side into the water on the side that had not been hit, (this is the instruction one gets in training) so I slid down onto the starboard wing. The reason one goes over the undamaged side is fairly obvious, to avoid the undertow as the water rushes into her. I warned a couple of young seamen not to dive in but to walk into the water (seems odd to walk into the water from the bridge). Two frightening things happened. First the engineers had released the steam escape valve to let off her steam (safety precautions to prevent her boilers exploding, 2000lbs per sq. inch) and secondly the force of the third explosion had just about blown the fo'c'sle deck away and allowed the anchor cable to run out, all these things happened in a split seconds. The time had now come to take ones leave of HMS *Martin* and pray to God or whatever you believed in for survival. I walked into the water and started to swim because the weather was fairly warm and I had been in the Control Tower, I had gone on watch dressed in overalls and underwear and wearing gym shoes. During the time I was swimming from the ship I looked round once or twice and it seemed she was following me, in retrospect it was probably the water trying to draw me back to her. She was hit at 0257hrs, by 0300 she was gone."*

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Martin\\_\(G44\)](https://en.wikipedia.org/wiki/HMS_Martin_(G44)))

([http://www.hmsmartin-g44.co.uk/Memoir\\_CharlesJamesWitham.html](http://www.hmsmartin-g44.co.uk/Memoir_CharlesJamesWitham.html))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Riches, Walter John (1894-96)**

1896 Aug 20<sup>th</sup>

Walter was included on *Conway's* original Lost At Sea Memorial placed in the ship in 1910.

Walter left *Conway* and joined Messrs Steeves four masted barque rigged sailing ship *Saratoga* on 31<sup>st</sup> July 1896 along with OCs Ernest Gary Mitchell (1894-96) and Ernst Mitchell (1894-96). He was lost within a month of going to sea. The *Saratoga* was last heard of on 20<sup>th</sup> August 1896 and reported as missing, so the exact circumstances of his death are not known.

(1910 06 127)

(<https://wrecksite.eu/wreck.aspx?173896>)

(*The Last of the Windjammers* by Bail Lubbock)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

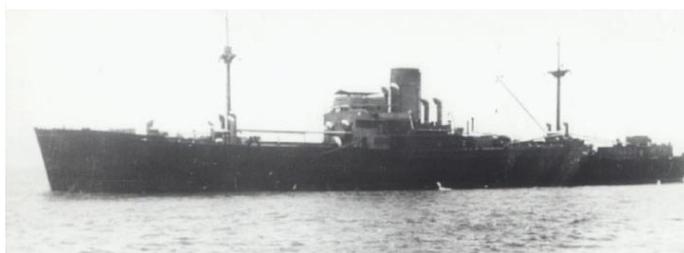


**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Roberts, Bernard Bryce (37-38)**1941 Apr 4<sup>th</sup>

Killed in Action WWII.

Bernard was lost aged 19 while serving as Midshipman RNR in the armed merchant cruiser HMS *Voltaire* (ex-Lamport & Holt) OCs **Roberts** and **Taggart** were killed in the same action.

On 4<sup>th</sup> April 1941 *Voltaire* was on isolated patrol in the central Atlantic, heading towards Freetown, about 900 nautical miles south west of the Cape Verde Islands. At 0615 hrs she was spotted by the lookouts of the German raider KMS *Thor* (Schiff 10). *Voltaire* fired a burst of anti-aircraft fire as signal for identification. A signal from *Thor* was not returned, but the British soon discovered the identity of the approaching ship at about 0645 hrs, when the flag of Greece was replaced with a German naval ensign and a shot was fired across *Voltaire*'s bow. The British responded by manning their guns and firing a broadside with their mixed armament, but to no avail; they were outgunned and outranged. After only four minutes of dueling at around 9,800 yds apart, *Thor* began striking *Voltaire* with her 5.9 in guns. The first shots entered the radio room and the generator room of

Above: *Voltaire* Below: *Thor*

*Voltaire*, heavily damaging the vessel, knocking out communications her rangefinder and steering gear and putting her into a list. Heavy fires also broke out and nearly covered the entire deck of the British ship. Many men were cut down in falls of shrapnel. Despite the fire the RN gunners continued fighting for nearly an hour. one British shot hit *Thor*, but caused no casualties, the shot tearing off some radio equipment attached to the main mast. By 0715 hrs, only two of the British 6.0 in guns were in action, while *Thor* circled around *Voltaire*, firing rapidly. At 0800 hrs, as *Thor* was lining up to fire a spread of torpedoes, a white flag was observed aboard *Voltaire* and so the firing ceased. Her crew abandoned ship and she sank by the stern with a heavy port list at 14°30'N, 40°30'W. For the next five hours the Germans rescued 197 survivors, two of whom died later on and the rest became prisoners of war. Half of the rescued sailors were wounded.

(1945 04 106/7 Roll of Honour List)

<http://uboat.net/allies/warships/ship/3333.html>[https://en.wikipedia.org/wiki/Action\\_of\\_4\\_April\\_1941](https://en.wikipedia.org/wiki/Action_of_4_April_1941)<http://ahoy.tk-jk.net/Letters/Timesnewspaperpagedated21.html><https://books.google.co.uk/books?id=MJiga->

[sjWXQC&pg=PA52&lpg=PA52&dq=loss+of+HMS+Voltaire&source=bl&ots=UUJmbvglPy&sig=d59yOr8QSMGrZJXITc58WpeweYc&hl=en&sa=X&ved=0CFgQ6AEwCWoVChMIO\\_yxu7-SyAIVpKDbCh0mCA5D#v=onepage&q=loss%20of%20HMS%20Voltaire&f=false](https://books.google.co.uk/books?id=MJiga-sjWXQC&pg=PA52&lpg=PA52&dq=loss+of+HMS+Voltaire&source=bl&ots=UUJmbvglPy&sig=d59yOr8QSMGrZJXITc58WpeweYc&hl=en&sa=X&ved=0CFgQ6AEwCWoVChMIO_yxu7-SyAIVpKDbCh0mCA5D#v=onepage&q=loss%20of%20HMS%20Voltaire&f=false)

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Robinson, David (37-39)**

1944 Dec 28<sup>th</sup>

Killed in Action WWII.

David was lost aged 21 while serving as Third Officer in the infantry landing ship *SS Empire Javelin* (Blue Star).

*Empire Javelin* was lost while en convoy from Southampton, England, to Le Havre to France with USS *LST-325* and escorted by the Free French frigate *L'Escarmouche*. She was carrying 1,483 US servicemen of the 1st Battalion 116th Infantry regiment to the Normandy beachhead. In the afternoon of the 28th at 50°5'N, 1°0'W there was an explosion in *Empire Javelin*. *L'Escarmouche* was called alongside once the extent of the damage had been assessed, and for approximately an hour the men on board the *Empire Javelin* jumped from the ship. *Hargood* arrived to assist, standing off nearby on submarine watch. Two minutes after the last man jumped off, there was a large explosion and the ship began settling by the stern and sank about 10 minutes later. It has never been determined whether she struck a mine or was torpedoed by *U-322*.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/SS\\_Empire\\_Javelin](https://en.wikipedia.org/wiki/SS_Empire_Javelin))

([http://www.self.gutenberg.org/articles/ss\\_empire\\_javelin](http://www.self.gutenberg.org/articles/ss_empire_javelin))

([http://www.maritimequest.com/warship\\_directory/great\\_britain/pages/amphibious/pages/empire\\_javelin\\_1944\\_gunnery\\_officers\\_recollections.htm](http://www.maritimequest.com/warship_directory/great_britain/pages/amphibious/pages/empire_javelin_1944_gunnery_officers_recollections.htm))



*Empire Javelin Sinking. Hargood In Background*

Name & (Conway Years)	When Lost
Circumstances <i>(Sources in parenthesis, The Cadet sources shown YYYY MM Page)</i>	

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**Robinson, Keith (38-40)**

1944 Jun 13<sup>th</sup>

Killed in Action WWII.

Keith was lost aged 20 while serving as Sub Lt RNR in the Beagle Class destroyer HMS *Boadicea* (H65).

In April 1944 *Boadicea* was transferred to Portsmouth in preparation for Operation Overlord, the invasion of Normandy where she escorted convoys arriving in England as well as the convoys across the Channel. While escorting a convoy of merchant ships to France she was attacked by Junkers Ju 88 medium bombers. They dropped two torpedoes, her bow was blown off forward of the engine rooms and she sank in three minutes 16 miles southwest of the Isle of Portland at 50°28.12'N, 02°29.30'W. Only 12 of her crew of 182 survived.

*(1945 04 106/7 Roll of Honour List)*

*([https://en.wikipedia.org/wiki/HMS\\_Boadicea\\_\(H65\)](https://en.wikipedia.org/wiki/HMS_Boadicea_(H65)))*

*(<http://www.nhcra-online.org/20c/loses/boadicea.htm>)*



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Roe, George Leslie (22-24)**1940 Nov 5<sup>th</sup>

Killed in Action WWII.

George was lost aged 33 while serving as Lt Cdr RNR in the armed merchant cruiser HMS *Jervis Bay* converted into a fighting ship with seven out-of-date six inch guns and an obsolete fire control system from a 1922 vintage Royal Mail Lines passenger liner (used to ferry immigrants out to Australia).

*Jervis Bay* was the sole escort for 37 merchant ships in convoy HX84 from Halifax, Nova Scotia to Britain. The convoy was almost at the mid-point of its journey when, at twilight, one of *Jervis Bay's* lookouts spied the outline of an unknown ship on the horizon. Suspecting it to be the leading warship of their expected protection squadron, Captain Fegan flashed the signal "What ship?". No reply being forthcoming, the signal was repeated. With the unknown ship (actually the enemy pocket battleship *Admiral Scheer*) less than 10 miles distant and getting closer by the minute, he began to



feel doubtful as to the intentions of the strange vessel. By 1730 hrs, and with darkness fast closing in, the unidentified ship was seen to turn broadside on. It was then about eight miles away from the *Jervis Bay* and its convoy when six flashes lit up the horizon and a sound like an express train out of control filled the evening sky. As the first salvo from the *Scheer* fell around his ship, Captain Fegan sprang to action, ordering the convoy to scatter at once, and for the *Jervis Bay* to make full ahead towards its antagonist, dropping a trail of smoke floats as it went.



**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Roe, George Leslie (22-24) continued**

He knew his obsolete guns with their antiquated control system were hopelessly outmatched by those of the powerful German warship that was now beginning to find his range and that the chances of even getting within shooting distance were slim to say the least. But Captain Fegan also knew his duty; he set a course towards the German warship to draw its fire. Whatever the outcome, the actions of the *Jervis Bay* bought valuable time for convoy HX84. Out of range though they were her four forward six-inch guns opened fire as *Sheer* focused all her might on the ship. After two ranging salvos the third straddled *Jervis Bay* the foremast was shot away, the director and range finder wrecked, the transmitting station, which controlled the guns, knocked out of action and the guns themselves rendered useless for all but primitive hand control. The battle had not yet properly begun, but already the *Jervis Bay* was finished as a fighting unit. A shell struck one of *Jervis Bay*'s forward guns, killing most of the crew instantly; then the bridge took a direct hit. Captain Fegan, one arm shattered, stuck doggedly to his post, restoring morale and inspiring the men around him by his example.

The next shell that hit the bridge killed the gallant captain, but his example lived on; a mass of flames and twisted metal from bow to stern, the *Jervis Bay* kept course towards *Scheer*, her remaining guns yet firing. Last the inevitable happened - a shell brought *Jervis Bay* to a shuddering halt, she turned on her side, orders were given to abandon ship immediately, and the stricken vessel began to sink bow first into the dark Atlantic water. About three hours after the battle had begun, *Jervis Bay* slipped beneath the waves 755 nautical miles south-southwest of Reykjavík at 53°41'N, 32°17'W along with 187 of her crew of 254. She was still too far away for her guns to have had any effect. Although *Scheer* went on to sink five of the convoy's merchant ships, *Jervis Bay*'s 24 minute engagement of *Sheer* bought enough time for the remaining ships to escape. Captain Fegan was awarded a posthumous Victoria Cross as a result of this action.

*(1945 04 106/7 Roll of Honour List)*

*(1945 05 123)*

*([https://en.wikipedia.org/wiki/HMS\\_Jervis\\_Bay](https://en.wikipedia.org/wiki/HMS_Jervis_Bay))*

*(<http://www.internet-promotions.co.uk/archives/caithness/jervisbay.htm>)*

*(<http://www.cbc.ca/news/canada/newfoundland-labrador/the-fearless-near-forgotten-story-of-hms-jervis-bay-1.1288803>)*

*(<http://uboat.net/allies/warships/ship/3326.html>)*

*(Film of the action: <http://hmsjervisbay.com/Story.AdmiralScheer.php>)*

A crewman aboard the Admiral Scheer was filming the action as it took place, using 16mm with telephoto lens. These are three stills taken from that footage.



HMS Jervis Bay being bracketed by salvos.



HMS Jervis Bay is hit.



HMS Jervis Bay continues to receive more punishment.

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Russell-Smith, William (51-53)**

1956 Apr 10<sup>th</sup>

William was lost overboard from RFA *Wave Commander* in the English Channel. “*At the time of his death he was serving as Third Officer and although aircraft and ships joined in the search his body was not recovered. Russell-Smith was a grandson of Captain E J Smith of the Titanic.*”

(1956 04 148)



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Sadd, George Beaumont (1877-79) 1880 Jul 17<sup>th</sup>**

George left Conway in August 1879 and joined Rankin & Gilmour's sailing ship *St Magnus* as an apprentice.

He fell from aloft into the sea and was drowned. The location of his loss is not known but it was reported from Calcutta.

He was included on *Conway's* original Lost At Sea Memorial placed in the ship in 1910.

(1910 06 127)

(Peter Sharpe, sometime Enquiries & Research Officer of the Merchant Navy Association)

Register of Accounts of Wages and Effects of							Deceased Seamen, &c., received and disposed of.									
Date when		Port received from	Name of Ship	Official Number	Name of Deceased Seaman		Age	Ranking	Particulars of Death			Particulars of Account		Date when accounted for	Initials of Exchange Clerk	REMARKS
Received in Office	Seal to Board of Trade				Date	Place			Cause	Amount to be accounted for	Effects how disposed of					
1. 12. 80	Eng 10	Bombay	R <sup>d</sup> Cross	61351	Baird	Samuel R.	33		18. Aug 77. 80							See 4260
	Eng 10	Calcutta	Saint Magnus	58334	Sadd	G.B.	18		17 July 77. 80		Drowned					See

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Sanders, Harry Marcus Crewes (16-18) DSO DSC RD**

1941 Oct 17th

Killed in Action WWII.

Harry was lost aged 40 while serving as Lt Cdr RNR and Captain of the Flower Class Corvette HMS *Gladiolus* (K34).

*Gladiolus* was part of the Newfoundland Local Escort Group and escorting convoy SC48. She was reported missing after a night action fought between five U-Boats and the escorts of convoy SC48. When the Admiralty tried to investigate her loss during the war, there was not much they could find out. The last ship in radio contact with her was HMCS *Wetaskiwin* when they were together on station on the port side astern of the convoy at 1930 hrs GMT on 16<sup>th</sup> October. At 2200 hrs GMT, *Wetaskiwin* received a signal purporting to come from *Gladiolus* requesting a signal for radar purposes on 325 k/cs. They doubted the authenticity of the signal, asked for identification but received no reply. Nothing was ever heard or seen. When the German war diaries were examined after the war, no U-Boat claim could be found that matched the loss of the corvette during the night in question. However analysis of all the logs (<http://uboat.net/articles/73.html> ~) strongly indicates that she was sunk by a torpedo from U-553 at 0005 hrs on 17<sup>th</sup>.

*(1945 04 106/7 Roll of Honour List)*

*([https://en.wikipedia.org/wiki/HMS\\_Gladiolus\\_\(K34\)](https://en.wikipedia.org/wiki/HMS_Gladiolus_(K34)))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

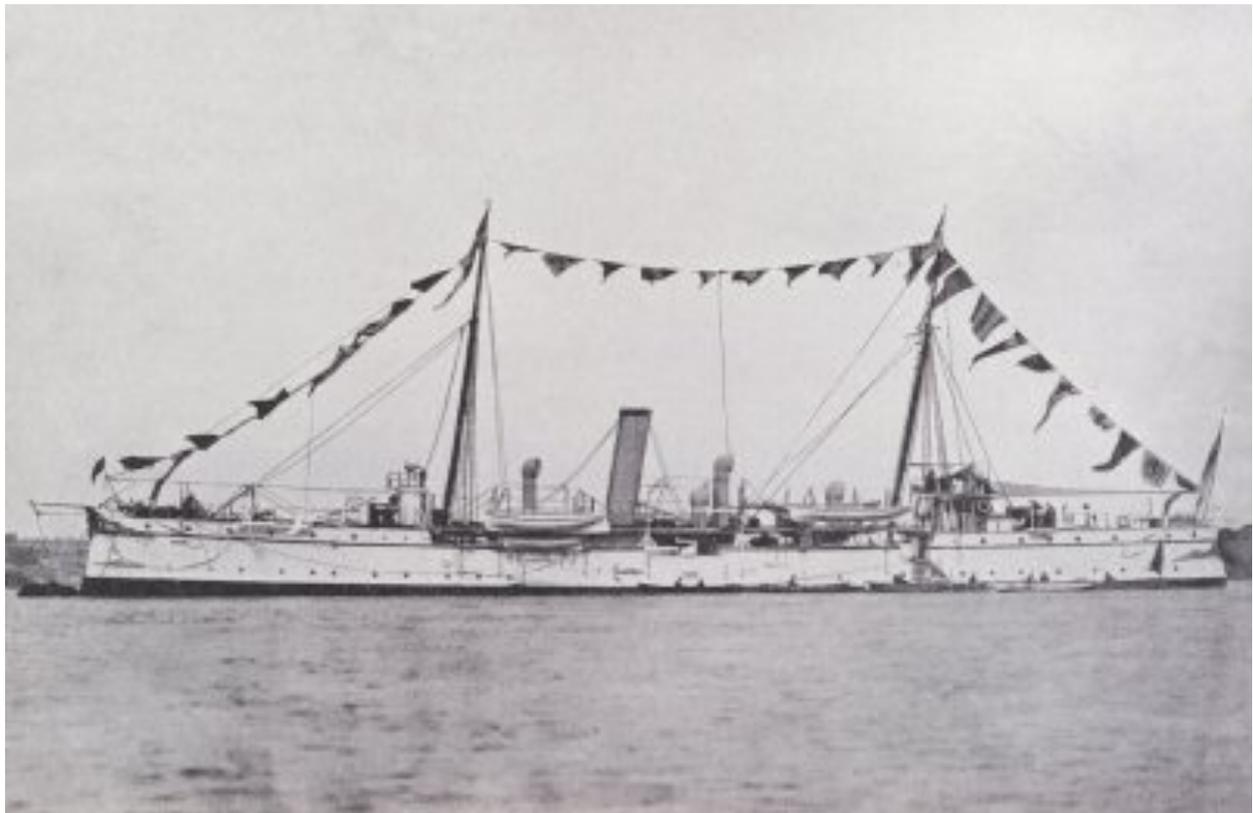
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**Sandford, Wyndham Hamilton** (1886-87) 1899 Jul 18<sup>th</sup>

The Cadet magazine reported that Wyndham, a Lt RN, "*Lost his life in sad circumstances when employed on fishery duties off the coast of Iceland as Navigating Officer of H.M.S. Blonde, a Baracuota class third class protected cruiser.*"

The location of his loss is given as near Thingeyrar, a large bay in North West Iceland. Blonde's records state that the cause of death was "*suicide by gunshot*". No details of a funeral can be found so it is assumed he was buried at sea.

(1899 10 186)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Schofield, William Richard (01-04)** 1915 Aug 29<sup>th</sup>

Killed in Action WWI.

William was lost aged 27 while serving as Lt RN and Captain of HMS C29

C29 was involved in the U-Boat trap tactic called "*The Tethered Goat*" to counter U-Boat attacks on fishing vessels. A decoy trawler towed a submerged submarine. When a U-Boat was sighted, the 200' tow line and telephone line was slipped and the submarine would surface and attack the U-Boat. The tactic was partly successful but was abandoned after the loss of two C-class submarines including C29. The two vessels had been out of sight of land for several days had become out in their reckoning. It appears that due to navigational errors the trawler then towed the submarine into a known German minefield off the Outer Dowsing Lightship (the Outer Dowsing is a shoal about 25 miles SE of the Humber). C29 was mined and sank *Ariadne* escaped. The tactic was subsequently abandoned.

*(1918 12 Losses Supplement)*

*([https://en.wikipedia.org/wiki/HMS\\_C29](https://en.wikipedia.org/wiki/HMS_C29))*

*(<http://1914-1918.invisionzone.com/forums/index.php?showtopic=14178>)*

*(Official History Naval Operations vol 3', pg 129)*

*(Beneath The Waves - A History of RN Submarine Losses' by AS Evans pg 43)*



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Scudamore, John Harrie Howard (1890-92) 1935 Dec 29<sup>th</sup>**

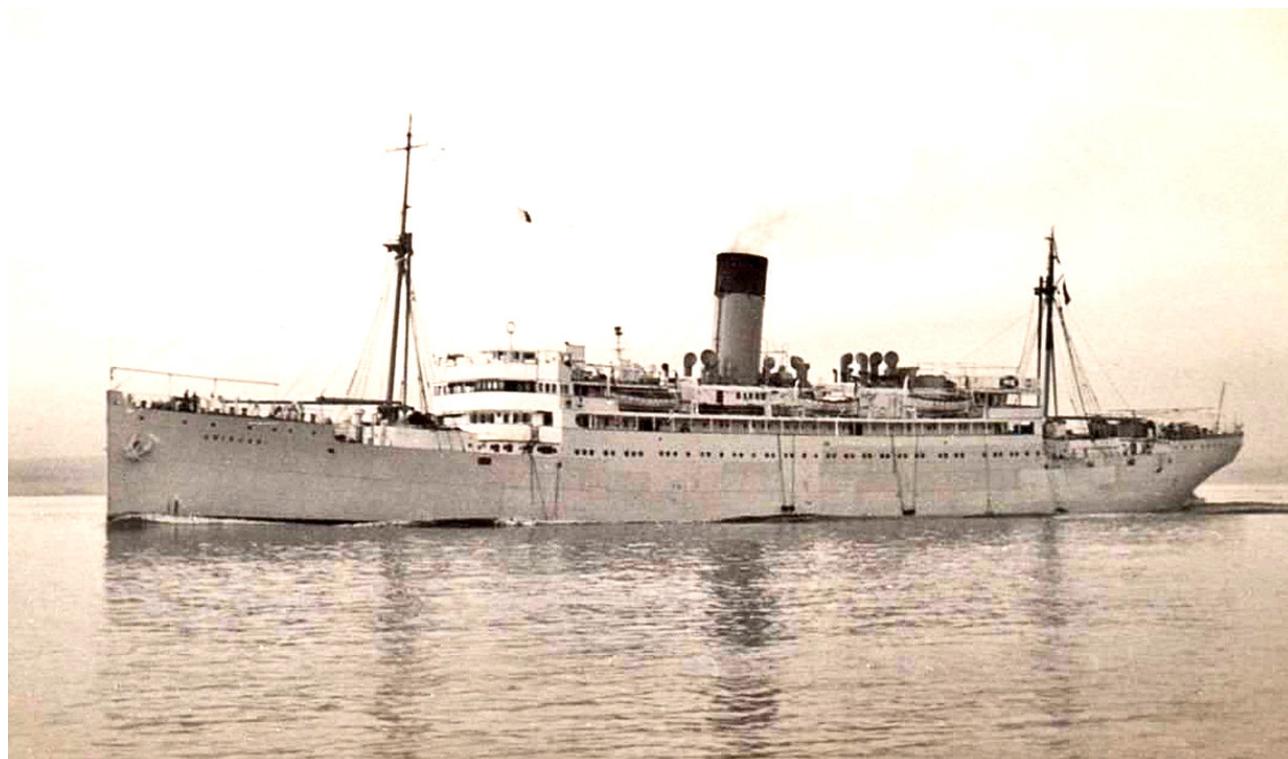
John was master of Elders & Fyffes' passenger/refrigerated cargo "Banana Boat" *Ariguani*. In 1939 she was sailing the Jamaica to Southampton / Rotterdam / Bremerhaven route. The Cadet records that he "Died suddenly at sea" and the Register of Deceased Mariners reports that the cause of death was Angina Pectoris. He was buried at sea at 25°46'N 52°52'W which is in the North Atlantic north east of Puerto Rico.

(1936 04 28)

(<http://www.clydeships.co.uk/view.php?ref=17060#v>)

([http://www.family-ough.co.nz/Banana\\_Boat.html](http://www.family-ough.co.nz/Banana_Boat.html))

C.R. 10. No. of Identity Certificate. 24117	
M.N.S. Region.....	Regional No.....
Surname..... Scudamore	
Christian Name..... John Harrie Howard	
Rating..... Master	R.N.R. No..... 01241
No. and Grade of B/T Certificate..... 034025	
Date and Place of Birth..... 13.5.77. Plymouth, Eng.	
Nationality..... Brit.	Father..... Brit.
Height.....	Hair.....
Tattoo Marks.....	
Dis. A No.....	N.H. Insurance No.....
Name and Address of Kin.....	
	
13796-4-4-19 Still Serving-4-20 Deceased Dec 1936 Jour. of Course 4-1-26 Per Cert. Br. 867-27-26	
<small>(32981) Wt. 20167-23, 100m. 8/18. Av. P. (503)          (62868) Wt. 39950-17. Rpt. 19m. 1/19. Av. P. (1137)</small>	



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Selby-Smith, Jeremy Robert (43-44) 1954**

Jeremy died in New Caledonia aged 26 while serving as Second Officer in *Laurentian Forest*.

After an all night climb on a hill of scrub he returned to the beach on his own where he was felled by the sun and was consequently taken by the tide.

(1954 04 801)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Seymour**, Neville (11-13)

1916 May 31<sup>st</sup>

Killed in Action WWI.

Neville was lost aged 16 while serving as a Midshipman RN in the battle cruiser HMS *Queen Mary* at the Battle of Jutland. Jutland was the largest naval battle, and the only full-scale clash of battleships in the war. Over 6,000 British seamen lost their lives including nine OCs: **Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*).

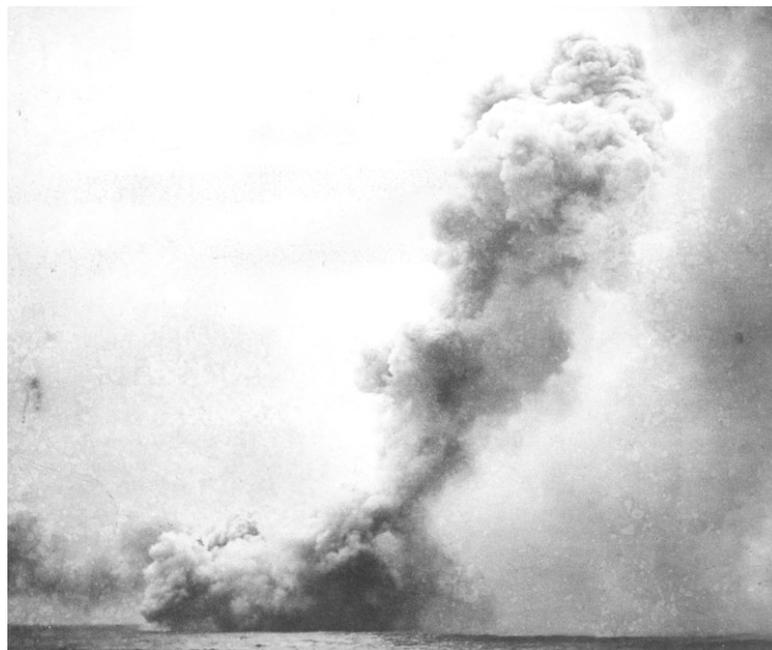


Part of Vice-Admiral Sir David Beatty's battlecruiser squadron engaged with the Germans as part of the "run to the south". She was the second ship in the British line, had engaged with *Seydlitz* and knocked out one gun of her secondary armament. In return, *Queen Mary* had been hit twice by *Seydlitz*. At 1616 hrs she was also engaged by *Derfflinger* whose first shot hit the turret face of 'Q' turret knocking out the right-hand gun. By 1625 hrs the range was down to 14,400 yards. Around 1626 hrs, as the British altered course to broaden the gap *Derfflinger* hit her twice. One shell hit forward and detonated one or both of the forward magazines, which broke the ship in two near the foremast. A further explosion, possibly from shells breaking loose, shook the aft end of the ship as she began to roll over and sink. 1,266 crewmen were lost; eighteen survivors.

(1918 12 Losses Supplement)

([https://en.wikipedia.org/wiki/HMS\\_Queen\\_Mary](https://en.wikipedia.org/wiki/HMS_Queen_Mary))

(Casualty List: <http://www.naval-history.net/xDKCas1916-05May-Jutland1.htm>)



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Shaw, David Michael Mason (54-56) 1966 Aug 27<sup>th</sup>**

Lost overboard from Major Tillman's *Mischief II* whilst on passage from Lymington, via Las Palmas, in Gran Canaria to Montevideo, Uruguay for a mountaineering expedition. The following account was provided by crew member Roger Robinson in November 2009:

*"I was a fellow member of the crew of six aboard the 45 foot converted Bristol Channel Pilot cutter Mischief. The owner and skipper was Major Bill Tilman, a well known mountaineer and sailor, and we were bound for Montevideo, Uruguay, from Lymington, via Las Palmas, in Gran Canaria. Our ultimate aim was to sail south to climb Mt. Foster on Smith Island which lies about forty miles off the Antarctic Peninsula.*

*At 0740 hrs. on Saturday 27<sup>th</sup> August, 1966, the skipper had gone up on deck and found that David, who was on watch, was not there. The tiller was lashed, which was quite normal, as we all did this whenever we wanted to check the rigging, go forward to deal with some*



*chafe, or read the log. David had been on watch since 0600 hrs. and the towed log line, which was broken, showed that he had only sailed for about 25 minutes before, inexplicably, falling overboard and grabbing the log line which had broken under the strain. Mischief had continued to sail herself, onwards, towards the equator. The position was 05°18'N 23°20'W and the weather was fair with a force 5 wind blowing from the south, and a fairly big sea.*

*We immediately gybed and sailed back on a reciprocal course until it was estimated that we had reached the approximate position of the accident, before handing all sail and starting a square search under power. We continued this pattern for 11 hrs with some of us continually aloft, clinging to the rigging and looking out for any signs of David in the choppy seas. The wind freshened during the morning before moderating later, but when night fell, we hoisted the mains'l and stays'l, and hove-to, with the riding light burning. We were all shocked by the tragedy but agreed unanimously to continue south the next day.*

*David was badly missed. Ironically he was the only professional seaman aboard, although I don't think he had spent much time at sea under sail. Bill Tilman had recruited him to take charge of the Mischief in the event of himself being ashore with a climbing party. He had been taken into the skipper's confidence on navigational matters and was to all intents and purposes, mate of the ship. Although I was by far the youngest member of the crew, being only 19, I had had a fair amount of sailing experience on gaff rigged cruising yachts. The skipper therefore encouraged me to learn to*

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Shaw, David Michael Mason (54-56) continued**

*use David's sextant after the accident and taught me some celestial navigation wrinkles as we made our way south. We eventually came to anchor in Puerto Buceo, near Montevideo on the River Plate, sixty-two days out of Las Palmas. Two crew members immediately left in Montevideo and the enterprise fell apart. By mutual agreement with Bill Tilman, I also eventually left to spend several months working on a ketch in the Falkland Islands. Although the Mischief did actually sail south to Deception Island, the rest of the trip was fraught with difficulties and she eventually returned to Lymington in July, 1967.*

*The facts given above are taken from the journal that I kept of the voyage. "*

*(1967 01 305)*

*(Account by Roger Robinson a member of the crew)*



*Above: Athletics Team Summer 1955*



*1<sup>st</sup> XV Easter 1956*



*Colts XV, Easter 1955*

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Shepherd, John Inglis (40-42)**

1952 Jun 5<sup>th</sup>

John was killed aged 26 aboard motor launch ML 2582 when she was hit and destroyed by friendly fire from an aircraft between Texel and Dan Helder (NL).

Exercise Bluebird lasted from 2-6<sup>th</sup> June was sponsored by the C.-in-C. Netherlands Home Station to examine naval support for the Central Europe Army. It involved British, Dutch and Belgian aircraft and RN vessels including ML 2582 which was part of Coastal Forces flotillas based in the river Stour.

*The Times reported that "Netherlands Thunderjet aircraft, while executing a sham attack early today, struck the mast of a British naval motor launch (HMML 2582) and crashed on the deck. Both the Thunderjet and the launch burst into flames and soon sank. The Dutch pilot was killed, and it is feared that at least 14 of the British crew were lost. So far, as is known at present, only one member of the launch's crew, Leading Stoker Johnson, could be saved by fishermen who saw the accident from the shore and set out in their boats. The crash occurred in the Marsdiep, between the northern tip of Holland and the Isle of Texel, two miles off the coast, during a combined exercise by British, Dutch, and Belgian forces under the command of Rear-Admiral Slot, commanding the Netherlands home station. Oil burned for some time on the water near the scene of the accident. British, Netherlands, and American vessels left the harbour of Nieuwediep ready to give assistance, and the Dutch lifeboat Prince Hendrik put out to sea."*

*The Cairns Post reported that "Two planes dived over the British vessel at great speed. One just grazed it, but the other hit it amidships with a tremendous explosion. A great sheet of flame sprang up from the ship. Both ship and plane burst into flames, sinking immediately."*

15 crew were killed. One man survived, Leading Stoker Mechanic William Johnson who recalled afterwards: *"I was in my bunk on the mess deck. I felt myself going up into the air and I landed on my back in the water. Then I swam until I was picked up by some men in a fishing boat. I saw the ship on fire all over. I did not see any other men in the water."*

*(Hon Sec, Conway Club)*

*(<http://www.kenthistoryforum.co.uk/index.php?topic=15654.0>)*

*(Wikipedia)*

*(<http://archiver.rootsweb.ancestry.com/th/read/MARINERS/2003-07/1058348793>)*

*(Report of Proceedings: <http://discovery.nationalarchives.gov.uk/details/r/C4844796>)*

*Loss of ML: <http://discovery.nationalarchives.gov.uk/details/r/C4844807>)*

*(Loss of ML: <http://discovery.nationalarchives.gov.uk/Details/AssetMain?iaid=C4845053>)*

*(<http://trove.nla.gov.au/ndp/del/article/42741146>)*

*(<http://hansard.millbanksystems.com/commons/1952/jun/11/motor-launch-loss> )*

*(<http://www.naval-history.net/xDKCas1952.htm> )*

**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Sherwell, Harold Neil (18-20)****1947 Apr 23<sup>rd</sup>**

The Cadet magazine reported that Harold “*Was in command of Houlder Line’s SS Santampa when that vessel grounded on the rocks at Sker Point, near Porthcawl, during a heavy gale and all hands were lost.*” He joined Houlder Line as an apprentice in 1920 and had been with them ever since.



*Sherwell  
1st XV 1920*

The *Samtampa* (a liberty ship) left Middlesbrough bound for Newport (Mon.) in ballast in the early hours of the 19<sup>th</sup> April 1947. Harold sent several wireless message to his managers to the effect that owing to the weather the vessel could not arrive at Newport on schedule. The vessel proceeded up the Bristol Channel, and at 1253 hrs sent a wireless message that the Foreland was abeam to starboard and that she was going to heave to soon and that they would be able to pick up a pilot. At 1514 hrs he sent an urgency signal that the vessel was rapidly drifting towards the Nash shoal. Further messages were sent:

1554 hrs both anchors down and he hoped to keep off the shoal.

1632 hrs an SOS, "*Fear Cables will not hold much longer. Please send assistance.*"

1638 hrs a message was sent to the effect that her starboard anchor had carried away and she was now drifting ashore rapidly.

1650 hrs a further SOS reporting that her port anchor had now parted

1651 hrs a message saying that she would soon be ashore.

1707 hrs she had only a few yards to go.

1708 hrs another SOS reporting that she was now aground at Porthcawl Light.

1714 hrs she was breaking up, and the crew were leaving shortly.

They never made it and all 39 hands were lost. The Mumbles lifeboat and eight crew were lost trying to rescue them.

The Wreck Report concluded that there was insufficient evidence before the Court to enable it to find the reason why the vessel came within dangerous proximity to the rocks.

*(1947 12 112)*

*(Wreck Report 2)*

*(Court Wreck Report)*

*(Memorial)*



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Shilston, Ernest (1883-85)

1891 Mar

Ernest was washed off the jib boom of *Sierra Parima* (Sierra Shipping Company - Thomson, Anderson, Liverpool) 60 miles off Queenstown on passage for the UK from Rangoon. He was Second Mate and was leading his men "with the usual pluck of an Old Conway".

(1891 03 6)

To the Editor of the CADET.

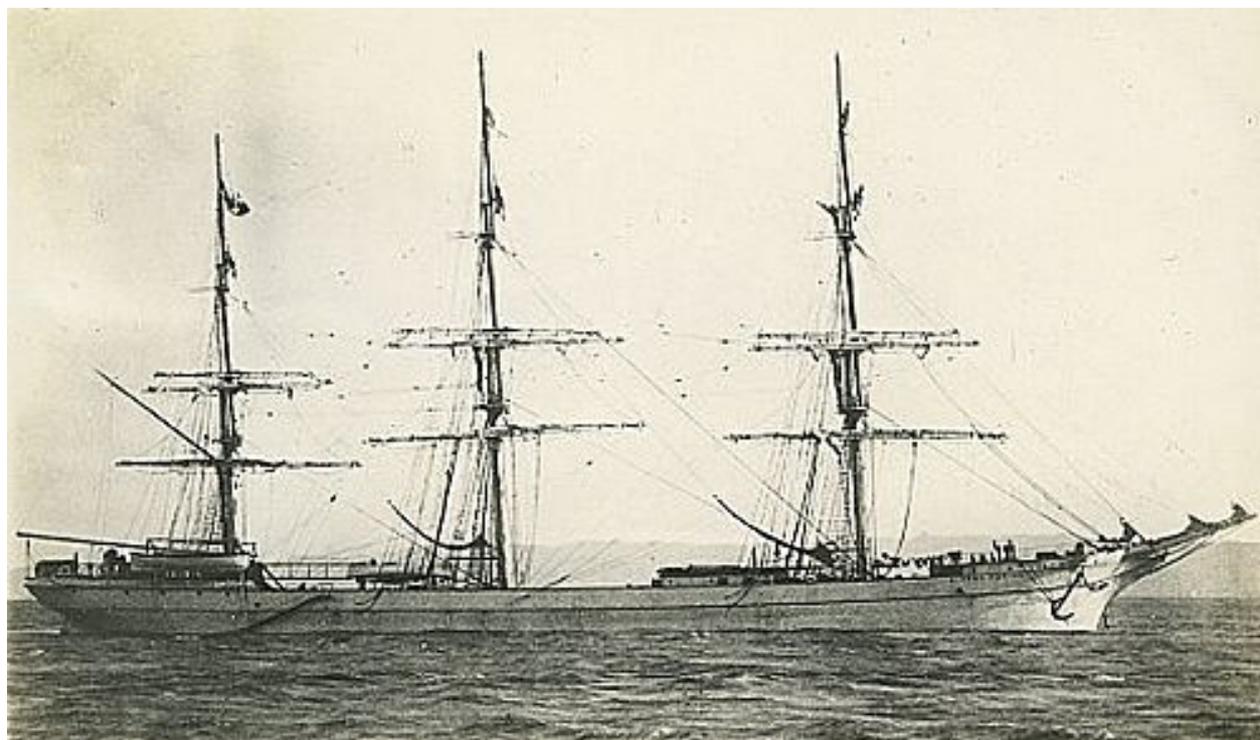
DEAR SIR,—I am sorry to see lying in this office the effects of a late "Conway" boy. He was second mate of the ship "Sierra Parima," and was washed off the jibboom in the performance of his duty, leading the men on with the usual pluck of an old "Conway." His name was Ernest Shilston. This happened some sixty miles off Queenstown. And as I know you like to hear anything concerning your old cadets, I thought I would just drop you a line regarding the fate of this unfortunate young officer—a good and plucky sailor gone to join the great majority.

Poor Newbray Hall, also, second mate of the "Marama," another promising young officer, gone.

I feel a little better for the change out here, but I'm afraid I shall never be myself again.

I remain, sincerely yours,

Board of Trade, M. D. HAMMILL.  
Queenstown,  
March 18th, 1891.



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Simonet, Alfred Dyer (1885-87)**

1899 Dec 5th

Alfred, who came from Radier, Jersey, and another apprentice named Wright fell from a yard during a gale at 34°N 32°40'W near the Azores on passage from San Francisco in *Euphrates* (owners W Bowen of Greenock). OC Morgan was lost nearby in 1937

It was thought that Wright struck Alfred as they fell, that they hit the side of the ship before falling into the water. Both were believed to be insensible when they went into the water. A boat could not be launched because of the rough weather and both drowned. Alfred was aged 17, had been at sea for just over a year and *Conway's* Captain Superintendent said it was "*An untimely end to a promising career.*"

(1899 10 188)

(1899 12 204)



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We regret to announce the death of Ex-"Conway" Cadet A. D. Simonet, who was drowned at sea last December, through falling from the yard during rough weather. The accident happened near the Azores, on the homeward voyage of the "Euphrates" from San Francisco. All Ex-"Conways" who knew him will be extremely sorry to hear of this untimely end to a promising career, and will sympathise with his bereaved parents in their sad loss.

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Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Sims, Charles Edmonds (00-02)	1915 Mar 11 <sup>th</sup>
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Killed in Action WWI.

Charles was lost aged 29 while serving as Sub Lt RNR in the armed merchant cruiser HMS *Bayano*.

The *Bayano* was an Elders & Fyffes merchant ship launched in 1913. She was requisitioned on the 21<sup>st</sup> November 1914 and became HMS *Bayano*, pendant No M78, an armed merchant cruiser. She displaced 5,948 tons, carried 2 x 6 inch guns, and had a maximum speed of 14 knots.

Just after 0500 hrs on 11<sup>th</sup> March, Kapitanleutnant Bernd Wegener in *U-27* was positioned a few miles off Corsewall Point at the entrance to Loch Ryan, where the ferries from Cairnryan to Belfast and Larne now pass several times daily. *Bayano* was steaming fast out of the Firth of Clyde heading south for Liverpool after taking on coal in Glasgow. Wegener spotted her and maneuvered himself into an attack position. *U-27* fired a torpedo which hit *Bayano* causing her to sink rapidly taking down 194 of the 220 man crew. The wreck is located at 55°3.03'N, 5°6.03'W.

Charles is commemorated on the Portsmouth naval memorial. OCs **B Dunphy**, **A Huddy** and **C Sims** were lost in the same incident.

(1918 12 Losses Supplement)

(<http://historyhubulster.co.uk/hms-bayano-centenary/>)

(<http://canmore.org.uk/site/102639/hms-bayano-north-channel>)

(<http://www.merseysiderollofhonour.co.uk/obits/ships/bayano.htm>)



*Bayano*  
Left: Pre-conversion  
Below: Post-conversion



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Simson, Charles Erskine** (00-02)

1909

The Cadet magazine reported in October 1909 that Charles had died “*from malaria fever when homeward bound on the ship Killin*”.

His family advise that the Master’s Log indicates that while suffering from malaria, Charles threw himself overboard in a fit of fever. The time recorded was approximately 2230 hrs and at 19°north 39°east - in the middle of the Red Sea.

The Captain made every effort to search for Charles, but “*he was never seen again*”.

(1909 10 64,)



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Skinner, Bernard Morland (30-32)**    1949 Apr 22<sup>nd</sup> am

Bernard was killed on board H.M.S. *Amethyst* during the Yangtze Incident.

On 20<sup>th</sup> April 1949, HMS *Amethyst*, commanded by Lt Cdr Bernard Skinner, was on her way up-river from Shanghai to Nanking to replace *Consort*, which was standing as guard ship for the British Embassy there during the Chinese Civil War between the nationalist Kuomintang and the Chinese Communists. She was also to evacuate British and Commonwealth citizens caught up in the fighting. At around 0831 hrs a People's Liberation Army (PLA) field gun battery on the north bank of the river fired a salvo of 10 shells, which fell well short of the ship. At 0920 hrs as *Amethyst* approached a point of land called San-chiang-ying, close to Rose Island another gun battery opened fire but its first shell passed over *Amethyst*. Bernard issued a series of orders: “*Action Stations ... Both engines full ahead ... No. 1, get the Union Jacks unfurled, (Ed down the ship’s*



*side) starboard first”, “Yeoman, break out battle ensign ... Director, train on bearing Green 70 ... Wireless Office, make from Amethyst to all ships: Am under heavy fire” and finally “Open Fire”. However the guns could not fire because the firing circuits had been disabled by a hit on the low power room. Seconds later Chinese shells struck the wheelhouse and bridge, killing or wounding everyone, Bernard was mortally wounded “in the back and side right at the beginning and though*



*he seemed to talk rationally, it appears that he couldn’t really know what he was saying or what was going on, and late the next day he died”. Hansard reported that he “behaved with the utmost gallantry till he succumbed to his wounds”. Out of control the ship slewed to port and grounded on Rose Island. The First Lt assumed command and made a last transmission: “Under heavy fire. Am aground in approx. position 31°10’North 119°50’East. Large number of casualties” as further shells exploded in the sick bay, the port engine room, and the generator room. By the time the shelling stopped at about 1100 hrs, 22 men had been killed and 31 wounded. *Amethyst* had received over 50 hits and holes below the waterline were plugged with hammocks and bedding. *Amethyst* eventually escaped and rejoined the fleet at 0525 hrs on 31<sup>st</sup> July. Bernard’s body was transferred to *Consort* and he was buried at sea off Shanghai as per the wishes of his widow in Hong Kong.*

(<http://www.purr-n-fur.org.uk/famous/simon.html> 1951 01 35)

([http://thehmsconsort.co.uk/1949\\_yangtze\\_incident\\_cover\\_up.htm](http://thehmsconsort.co.uk/1949_yangtze_incident_cover_up.htm))

(<http://markfelton.co.uk/publishedbooks/am-under-heavy-fire/>)

(<http://www.hmslondon.org.uk/yangtze.htm>)

(<https://www.navyhistory.org.au/hms-amethyst-the-yangtze-incident-1948/>)

(<http://hansard.millbanksystems.com/lords/1949/apr/26/the-yangtze-incident>)

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Smith, Thomas (11-13)**

1916 May 31<sup>st</sup>

Killed in Action WWI.

Thomas was lost aged 19 while serving as a Midshipman RNR in the Acasta Class destroyer HMS *Shark* at the Battle of Jutland. Jutland was the largest naval battle, and the only full-scale clash of battleships in the war. Over 6,000 British seamen lost their lives including nine OCs:



**Davis** and **Guest**, both in *Indefatigable*, **Jauncey**, **Patterson**, **Phipps** and **Renshaw** all in *Defence*, **Hopcraft** and **Seymour** in *Queen Mary* and **Smith** (in *Shark*)

During “*the run to the north*”, and as the main fleets converged, Hood’s Third Battlecruiser Squadron entered the fray. A chaotic destroyer action ensued, enveloped in mist and smoke. The squadron was led by Commander Loftus Jones in *Shark*. Seeing the excellent chance that had fallen to him, he led off to make the most of it, followed by the *Acasta*, *Ophelia* and *Christopher*. As they approached they could see that ahead of the flying cruisers a number of enemy destroyers were evidently developing an attack on Admiral Hood, but as soon as the Germans were aware of the *Shark’s* direction they turned to protect Admiral Boedicker. A very hot engagement was the result. *Shark* got off a torpedo at one of the cruisers, but was quickly smothered with the fire of the squadron and its destroyers, and by the time Commander Jones knew he had frustrated the attack on Admiral Hood and had turned back, his boat was brought to a standstill. A shell hit the *Shark’s* bridge, putting the steering gear out of order, and very shortly afterwards another shell disabled the main engines, leaving the vessel helpless. For a while the *Shark* was left in peace. Presently, however, more destroyers, which Admiral Hipper had ordered to attack in order to cover his retirement, came up and poured in a merciless fire. In a moment *Shark’s* after gun was hit, and its crew killed, and Commander Jones, who was himself controlling fire, had a leg shot away at the knee. Yet he continued to encourage his men to fight the only gun he had left. An able seaman, C. C. Hope, one of the only two men left unwounded, describes the scene after the captain was disabled: “*The gaff on which the ensign was flying was shot away, and Captain Jones, seeing the ensign was hanging down the mast, asked what was wrong with the flag, and appeared greatly upset as he lay on the deck wounded. Twice he spoke of it. Then I climbed and unbent the ensign from the gaff. I passed it down to Midshipman Smith, RNR, who then hoisted it on the yardarm. Commander Jones seemed then to be less worried when he saw the flag was hoisted again.*” A petty-officer got the wounded captain to a life-saving raft, but a few hours later he died of exhaustion, to be awarded subsequently a posthumous Victoria Cross. *Shark* was struck by a torpedo, she went down with her ensign still flying.

(1918 12 Losses Supplement)

(Casualty List:

[http://www.northeastmedals.co.uk/britishguide/jutland/hms\\_shark\\_casualty\\_list\\_1916.htm](http://www.northeastmedals.co.uk/britishguide/jutland/hms_shark_casualty_list_1916.htm))

([http://www.northeastmedals.co.uk/britishguide/jutland/hms\\_shark\\_casualty\\_list\\_1916.htm](http://www.northeastmedals.co.uk/britishguide/jutland/hms_shark_casualty_list_1916.htm))

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Somerville, Frank Bousfield (12-14)** 1915 Jan 1<sup>st</sup>

Killed in Action WWI.

Frank was lost aged 17 while serving as Midshipman RNR in the pre-dreadnought battleship HMS *Formidable* part of the 6th Battle Squadron.

She was sunk by submarine *U-24* while on exercises about 20 miles off Start Point, Devon in foul weather. She was the first British battleship to be sunk in WWI. The first torpedo hit No. 2 boiler causing the ship to list heavily to starboard. All watertight doors were shut and the crew went to their collision stations. A second torpedo hit No. 1 boiler room. Water poured into the ship, flooded the engine room, the steam pressure rapidly fell to zero and all electrical power was lost. Huge waves 30 feet high lashed the stricken ship, with strong winds,

rain and hail. She sank in less than two hours. There was no panic, the men waiting calmly for the lifeboats to be lowered. Someone played ragtime on the piano, others sang. Many of the boats were smashed as they were lowered, killing all occupants, or else were swamped and sank. *"Suddenly the ship gave a tremendous lurch, the Captain shouted 'Lads, this is the last, all hands for themselves, and may God bless you and guide you to safety'."*

Only 199 men were saved out of a complement of about 750. OC **Harrison** was also killed in *Formidable*

*(1918 12 Losses Supplement)*

*(<http://www.burtonbradstock.org.uk/History/Wrecks%20off%20Burton%20Bradstock/HMS%20Formidable.htm>)*

*(<http://www.wessexwfa.org.uk/articles/new-years-day.htm>)*



*Somerville Rugby 1st XV 1913*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

---

**Southam, Stephen (08-10)**

1935 Dec 26<sup>th</sup>

Stephen was “*drowned at sea*” while Chief Officer in the *Paringa*.

The Advertiser newspaper (Adelaide, South Australia) reported on Monday 30<sup>th</sup> December 1935 that the *Paringa* was “*Of Hong Kong*” towing the obsolete oil tanker *Vincas* from the west of Port Bay to Osaka Japan. She was making approximately 3.5 knots when seen in fair weather off Wilson’s Point, Victoria by the light keeper.

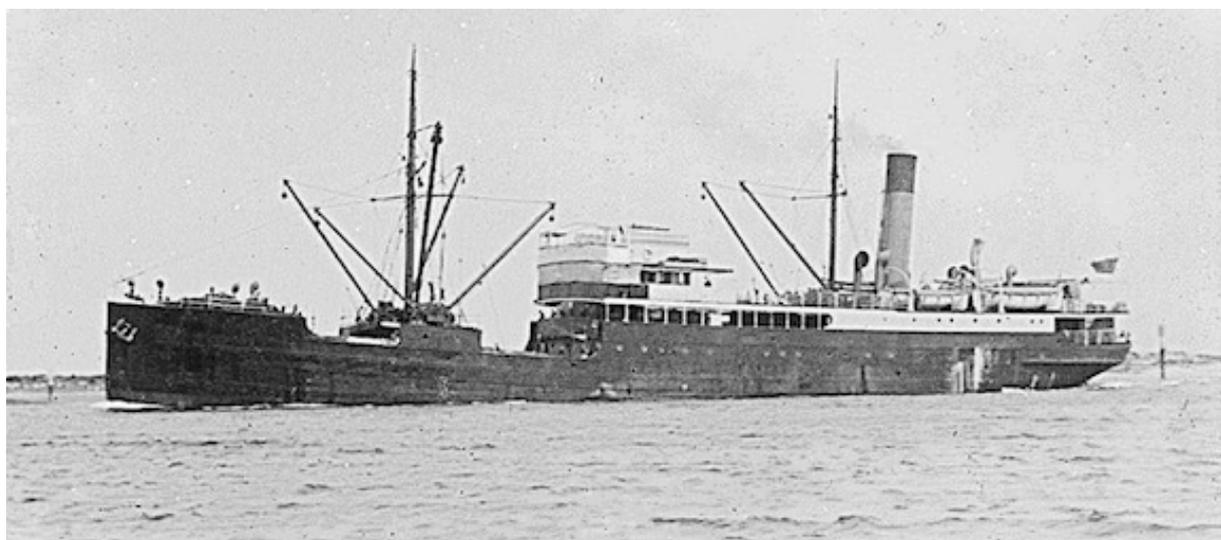
A strong gale blew up and the tow was cast off at approximately 1100 hrs on 26<sup>th</sup> December 1935 as both ships were being swept by huge seas and the southerly gale was reaching its peak. *Vincas* had only a skeleton crew of four Chinese seamen and they had been instructed to immediately drop anchor if the tow should part during the passage. *Vincas* was able to moor safely off the Lakes Entrance. A wireless message was received from *Paringa* at 6pm but nothing more was ever seen or heard of her. Local investigators believed she foundered very suddenly in the Bass Strait with the loss of all hands.



(1936 04 28)

(Report in the Advertiser newspaper 30<sup>th</sup> Dec)

(Report in the Advertiser newspaper 31st Dec)



**Name & (Conway Years)**

**When Lost**

**Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)**

**Spencer, Robert Henry (1889-90) 1891 Dec 11<sup>th</sup>**

The Cadet reports that in December 1890, De Burg, Paley and Spencer left *Conway* and joined Gracie & Beazley's ship *Theophane* as apprentices. All three were included on *Conway*'s original Lost At Sea Memorial placed in the ship in 1910 but the exact circumstances of their deaths were not known. *Theophane* was reported as lost in December 1891 and they were presumed drowned. Robert was aged 17. She sailed from Newcastle, New South Wales, for Mollendo, on the west coast of South America, on 11<sup>th</sup> December 1891, with a cargo of coals, and was not been heard of again. Although they are not mentioned in the crew list that list is clearly incomplete.

(1910 06 127)

(1891 02 12)

(<https://trove.nla.gov.au/newspaper/article/13862535>)



**REGISTER OF APPRENTICES' INDENTURES.**

NAME OF APPRENTICE	Age when Bound.	Port of Enrolment and Date of Indenture	Term for which Bound	Year in which Indenture Expires	Name of Person to whom Bound	Particulars of Deaths and Cancellations, &c.	Remarks
Saunders Lionel H.	15	London	4	1895	The Lyle Shipping Co. Ltd		
Spencer Robt H.	17	Lpool	2	1894	Australasian Shipping Co. Ltd	Drowned 11.12.91	C. Theophane 58919 Dec. 8.7.91



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

---

Stuart, Algernon (1892-95)

1905

Algernon drowned at sea. No other details or a more precise date are known.

(1905 08 296)



THE MEMORIAL TABLET.

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Swann, Cresswell (58-59)**

1968 Apr 9<sup>th</sup>

Cresswell was killed while flying as navigator in Sea Vixen, serial XS 579 on a sortie from H.M.S. *Eagle*, making Glowworm ground attack (by lighting rocket flares) on RFA *Reliant's* splash target. The pilot failed to pull out of a 20 degree dive, probably due to disorientation and they crashed in the South China Sea at 14°30'N, 119°5.5'E. Both crew were killed.

It is not known whether his body was recovered so he is included here.

(1968 10 86)

(<http://www.naval-history.net/xDKCas1966-69.htm> Christian name given incorrectly)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Szczepanowski, Vincente** (1866-67) 1894 Aug 12<sup>th</sup>

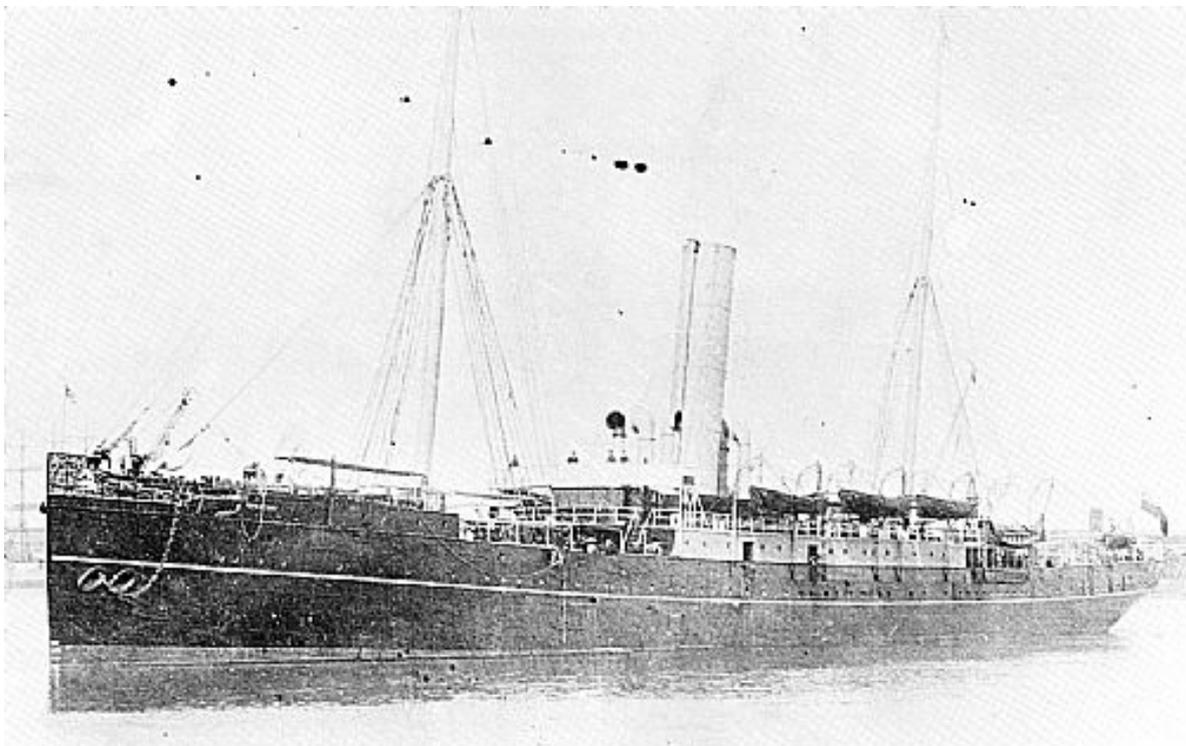
aka **Stephens, Vincent**

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 he was Third Officer in Union Company's SS *Spartan*.

*"On 9<sup>th</sup> August, while at sea, he became ill, and on the 10<sup>th</sup> typhoid symptoms set in. On the morning of August the 12<sup>th</sup> he was left alone for short period. On the return of the attendant, however, he was not in his cabin ... no doubt exists that in some access of delirium, he went on deck, between four and five am and leapt overboard."*

(1894 05 108)



**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Taggart, Hugh Mathew** (21-23)1941 Apr 4<sup>th</sup>

Killed in Action WWII.

Hugh was lost while serving as Lt Cdr RNR in the armed merchant cruiser HMS *Voltaire* (ex-Lampton & Holt). OCs **Roberts** and **Taggart** were killed in the same action.

On 4<sup>th</sup> April 1941 *Voltaire* was on isolated patrol in the central Atlantic, heading towards Freetown, about 900 nautical miles south west of the Cape Verde Islands. At 0615 hrs she was spotted by the lookouts of the German raider KMS *Thor* (Schiff 10). *Voltaire* fired a burst of anti-aircraft fire as signal for identification. A signal from *Thor* was not returned, but the British soon discovered the identity of the approaching ship at about 0645 hrs, when the flag of Greece was replaced with a German naval ensign and a shot was fired across *Voltaire*'s bow. The British responded by manning their guns and firing a broadside with their mixed armament, but to no avail; they were outgunned and outranged. After only four minutes of dueling at around 9,800 yds apart, *Thor* began striking *Voltaire* with her 5.9 in guns. The first shots entered the radio room and the generator room of *Voltaire*, heavily damaging the vessel,

*Above: Voltaire Below: Thor*

knocking out communications her rangefinder and steering gear and putting her into a list. Heavy fires also broke out and nearly covered the entire deck of the British ship. Many men were cut down in falls of shrapnel. Despite the fire the RN gunners continued fighting for nearly an hour. One British shot hit *Thor*, but caused no casualties, the shot tearing off some radio equipment attached to the main mast. By 0715 hrs, only two of the British 6.0 in guns were in action, while *Thor* circled around *Voltaire*, firing rapidly. At 0800 hrs, as *Thor* was lining up to fire a spread of torpedoes, a white flag was observed aboard *Voltaire* and so the firing ceased. Her crew abandoned ship and she sank by the stern with a heavy port list at 14°30'N, 40°30'W. For the next five hours the Germans rescued 197 survivors, two of whom died later on and the rest became prisoners of war. Half of the rescued sailors were wounded.

*(1945 04 106/7 Roll of Honour List)**(<http://uboat.net/allies/warships/ship/3333.html>)**([https://en.wikipedia.org/wiki/Action\\_of\\_4\\_April\\_1941](https://en.wikipedia.org/wiki/Action_of_4_April_1941))**(<http://ahoy.tk-jk.net/Letters/Timesnewspaperpagedated21.html>)**([https://books.google.co.uk/books?id=MJiga-](https://books.google.co.uk/books?id=MJiga-sjWXQC&pg=PA52&lpg=PA52&dq=loss+of+HMS+Voltaire&source=bl&ots=UUJmbvglPy&sig=d59yOr8QSMGrZJXITc58WpeweYc&hl=en&sa=X&ved=0CFgQ6AEwCWoVChMI0_yxu7-SyAIVpKDbCh0mCA5D#v=onepage&q=loss%20of%20HMS%20Voltaire&f=false)**[sjWXQC&pg=PA52&lpg=PA52&dq=loss+of+HMS+Voltaire&source=bl&ots=UUJmbvglPy&sig=d59yOr8QSMGrZJXITc58WpeweYc&hl=en&sa=X&ved=0CFgQ6AEwCWoVChMI0\\_yxu7-SyAIVpKDbCh0mCA5D#v=onepage&q=loss%20of%20HMS%20Voltaire&f=false](https://books.google.co.uk/books?id=MJiga-sjWXQC&pg=PA52&lpg=PA52&dq=loss+of+HMS+Voltaire&source=bl&ots=UUJmbvglPy&sig=d59yOr8QSMGrZJXITc58WpeweYc&hl=en&sa=X&ved=0CFgQ6AEwCWoVChMI0_yxu7-SyAIVpKDbCh0mCA5D#v=onepage&q=loss%20of%20HMS%20Voltaire&f=false))*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

---

Tett, Ramsey Robert (37-39)

1940 Mar 1<sup>st</sup>

Died on Service WWII.

Ramsey was lost aged 19 while serving as Midshipman RNR in the V&W Destroyer HMS *Wild Swan* (D62), Nore Command, escorting an Armed Merchant Cruiser in the SW Approaches.

He was returning to the bridge in rough weather, having called the Middle Watch, and was swept overboard and his body never found.

*(1945 04 106/7 Roll of Honour List)*

*(<http://www.royal-naval-reserve.co.uk/lost.htm>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Thew, Ehrling Bradley (10-12)**

**1913 Oct**

Ehrling was lost aged 18 when his ship, the barque *Inveravon*, disappeared with all 30 hands (including 10 apprentices of which he was one) having left Callao in ballast on 5<sup>th</sup> October 1913 for Portland, Oregon to load grain. She was last sighted off the Columbia bar. It is believed her ballast of pebbles shifted causing her to founder in heavy weather.

The crew list provided by the owners George Milne & Co of Aberdeen and printed in the Morning Oregonian newspaper shows him as "*of Madras*".

Records in Tacoma Public Library incorrectly report the loss as occurring in October 1914.

(1914 06 55)

(Morning Oregonian newspaper 6<sup>th</sup> Feb 1914)

(Honolulu Star Bulletin 2<sup>nd</sup> April 1914)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Thornton, Lawrence Lyster (21-23) 1940 May 20<sup>th</sup>**

Killed in Action WWII.

Lawrence was lost aged 33 while serving as Lt RNR and as Captain of the requisitioned trawler HMT *Rifsnes*.

She was operating out of Yarmouth and was sunk by aircraft attack off Ostend.

He is commemorated on Lowestoft Naval Memorial

(1945 04 106/7 Roll of Honour List)

(<https://www.royal-naval-reserve.co.uk/lost.htm>)

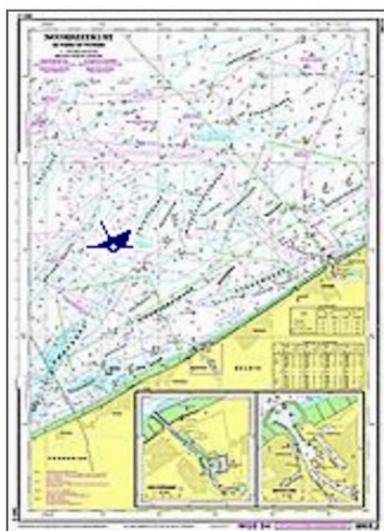
(Wrecksite <https://www.wrecksite.eu/wreck.aspx?31131>)

(<https://uboat.net/allies/warships/ship/7141.html>)

(<https://www.cwgc.org/find-records/find-war-dead/casualty-details/2500791/LAWRENCE%20LYSTER%20THORNTON/>)



1st XV October 1923



THORNTON, Lieut. LAWRENCE LYSTER. R.N.R.  
H.M. Trawler *Rifsnes*. 20th May, 1940. Age  
33. Son of Mr. and Mrs. Dudley Lyster  
Thornton; husband of Mary Lillian Thornton,  
of Heronsgate, Hertfordshire. Panel 1, Column 2.

**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Thorpe, Colin Deryk (37-39)****1942 Dec 16<sup>th</sup>**

Killed in Action WWII.

Colin was lost aged 20 while serving as Sub Lt RNR in the destroyer HMS *Firedrake* (H79), Escort Group B7 of the Mid-Ocean Escort Force

*Firedrake* was escort leader of convoy ON153 en route to Canada. They were sailing in a force 12 storm, the worst the Atlantic had seen for a very long time. At about 1700 hrs, the ASDIC operator picked up a contact which was tracked to about five miles south of the convoy, when at 2010 hrs she was hit torpedoed by *U-211*. A survivor recalls "A quick look forward showed debris flying about in all directions from mid-ships on the starboard side, a torpedo having struck just aft of the break of the fo'c'sle below the forward funnel. I watched as the bridge structure leant over to starboard and fell into the sea, the whole fore part subsequently sinking in about twenty or thirty minutes. She broke in two; the bow section sinking immediately, with the stern staying afloat. 35 crew members were still on this section, they got to work making the depth charges safe, dumping the torpedoes and trying to attract the attention of the other escorts, by firing star shells." The image on the right was painted by a survivor. The corvette *Sunflower* came to the rescue but because of the extremely bad weather they couldn't get close enough to take the surviving men off what was left of *Firedrake*. her skipper decided to circle *Firedrake* hoping the weather would become better by daylight. At 0045 hrs on the morning of the 17<sup>th</sup> December the weather deteriorated, the bulkheads collapsed and the stern sank at 50°50'N, 25°15'W - Grid BD 3335. *Sunflower*, managed to rescue six officers and 20 ratings from a crew of 194. She finally sank at 0045 hrs on 17<sup>th</sup> December



Thorpe, Gold Medal Winner, July 1939



(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Firedrake\\_\(H79\)\)](https://en.wikipedia.org/wiki/HMS_Firedrake_(H79))))

(<http://uboaat.net/allies/merchants/ships/2522.html>)

(<http://www.hmsfiredrake.co.uk/firedrake3.htm>)

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Thoseby, John Rosevear (38-39)**

1940 Dec 18<sup>th</sup>

Killed in Action WWII.

John was lost aged 20 while serving as Cadet MN in Blue Star's SS *Napier Star*, 8,300grt

On 18<sup>th</sup> Dec 1940 the unescorted *Napier Star*, carrying 8,200 tons of refrigerated general cargo en route from Liverpool to New Zealand via Panama was approximately 321 miles from Rockall and 300 miles south of Iceland at 58°58'N, 23°13'W – Grid AL 1653. She was a very fast ship capable of 15 knots and so was travelling unaccompanied. It was typical winter weather for the North Atlantic, blowing almost a full gale from the south-south-west with a heavy, breaking sea, drizzling rain, and dark clouds racing from windward. The ship was plunging and straining, with occasional green seas breaking over her forecastle and sheets of heavy spray flying overall. She steaming at 13 knots, it was 1555 hrs and practically dark, when the ship was torpedoed on the port side by *U-100*. There was a shuddering crash and great column of water, which destroyed one of the lifeboats. The ship listed to port and began to settle by the stern, and the Captain had no alternative but to order her to be abandoned. Four boats seem to have been lowered a task of extreme difficulty in the heavy sea with no lights beyond that of electric torches. The U-Boat had followed the ship since 1043 hrs. The ship sank by the stern after being hit by a coup de grâce at 2049 hrs. 71 crew and passengers were lost.

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/merchants/723.html>)

(<http://www.bluestarline.org/napier1.html>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

**Tinne, Ernest Percy James (1897-99)** 1914 Sep 22<sup>nd</sup>

Killed in Action WWI

Ernest was lost aged 32 while serving as Lt RNR in the armoured cruiser H.M.S. *Hogue*. Ocs **Bennett** and **Kell** were also lost in *Cressy* in the same engagement.

*Hogue* was part of Cruiser Force C patrolling the area of the North Sea known as the Broad Fourteens. There was opposition to this patrol from many senior officers, including Admiral Jellicoe, on the grounds that the ships were very vulnerable to a raid by modern German surface ships and the patrol was nick named the "live bait squadron". The Admiralty maintained the patrol on the grounds that destroyers were not able to maintain the patrol in the frequent bad weather and that there were insufficient modern light cruisers available. Early on September 22<sup>nd</sup> the submarine *U-9* (Commander Otto Weddigen) sighted the, *Aboukir* and *Hogue* steaming NNE at 10 knots in line abreast, about 2,000 yards (1,800 m) apart without zigzagging. Although the patrols were supposed to maintain 12-13 knots and zigzag the old cruisers were unable to maintain that speed and, as there had been no submarines sighted in the area during the war, the zigzagging order was widely ignored. At about 0625 hrs *U-9* fired torpedoes at all three ships sinking them all. Having stopped and lowered all her boats to rescue survivors from *Aboukir*, *Hogue* was struck by two torpedoes around 0655 hrs. The sudden weight loss of the two torpedoes caused *U-9* to broach the surface and *Hogue*'s gunners opened fire without effect before the submarine could submerge again. The cruiser capsized about ten minutes after being torpedoed as all of her watertight doors had been open. She sank at 0715 hrs.

(1918 12 Losses Supplement)

([https://en.wikipedia.org/wiki/HMS\\_Hogue\\_\(1900\)](https://en.wikipedia.org/wiki/HMS_Hogue_(1900)))

(<http://www.worldwar1.co.uk/cressy.htm>)



*A Popular German Postcard: Left: Aboukir Right Hogue*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Toughill, Francis Robert James (11-14) 1916 Dec 21<sup>st</sup>**

Died on Service WWI.

Francis was lost aged 19 while serving as Midshipman RNR in the Moon Class destroyer HMS *Negro* (pennant G13).

While escorting the Grand Fleet during a sweep, the new flotilla leader *Hoste* (pennant G90) suffered a steering engine failure. She was ordered back to Scapa Flow escorted by the destroyer *Negro*. The weather worsened and when the temporary repairs to her steering failed *Hoste* sheered to starboard and the *Negro*, only 400yds astern couldn't avoid and ran into her aft, the collision knocked two depth charges off *Hoste*, the resulting explosions blew in the bottom of *Negro*, which sank quickly and seriously damaged *Hoste*. The destroyers *Marmion* and *Marvel* closed the scene and were able to rescue some of *Negro*'s crew and attempted to tow *Hoste*, but she had to be abandoned as she was breaking in half. In very heavy seas *Marvel* closed her thirteen times, some of *Hoste*'s crew jumping to safety each time. Casualties, *Negro* lost 5 officers and 45 men, *Hoste* lost 4 men.



*Toughill Rugby 1st XV 1913*

Francis is commemorated on Chatham Naval Memorial.

(1917 12 994)

(1918 12 Losses Supplement)

(<http://www.worldnavalships.com/forums/showthread.php?t=1866>)

([http://www.cwgc.org/find-war-](http://www.cwgc.org/find-war-dead/casualty/3051753/TOUGHILL,%20FRANCIS%20ROBERT%20JAMES)

[dead/casualty/3051753/TOUGHILL,%20FRANCIS%20ROBERT%20JAMES](http://www.cwgc.org/find-war-dead/casualty/3051753/TOUGHILL,%20FRANCIS%20ROBERT%20JAMES))



*Moon Class Destroyer*

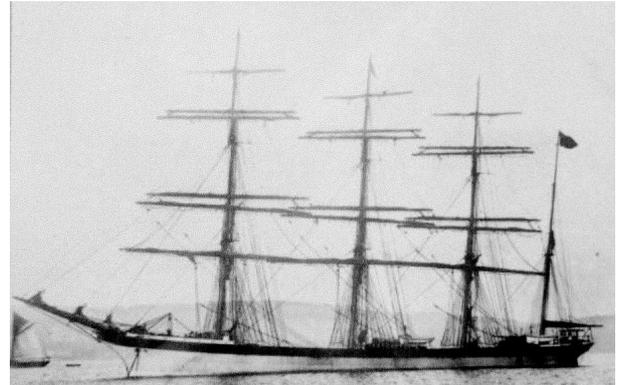
Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Townson, Frederick Stanley (00-02) 1905 Dec 25<sup>th</sup>

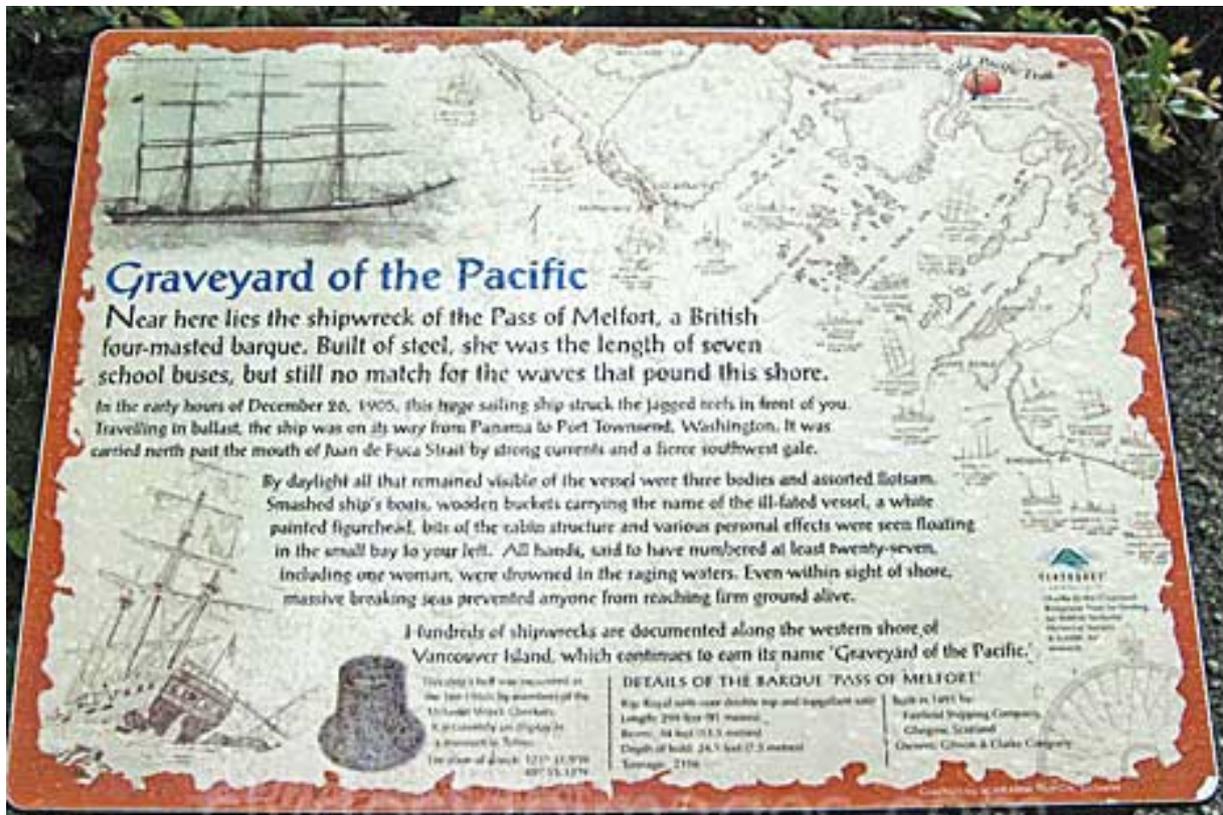
Frederick was serving in the British four-masted steel bark *Pass of Melfort* on passage from Ancon to Puget Sound, when she drove ashore on the rocks of Vancouver Island a quarter of a mile east of Amphitrite Point during a “terrific southwest gale”. All 35 of her crew and one woman on board were lost. The vessel was making for the entrance to the Strait of Juan de Fuca when a southwest gale drove her to the lee shore of Vancouver Island, where she smashed into the rocks with terrific force, breaking up soon afterward.



A wooden lighthouse was later built on Amphitrite Point. The point is part of the Wild Pacific Trail and there is a commemorative board marking the loss of the ship, see below.

(1906 03 11)

( [http://www.cimorelli.com/cgi-bin/magellanscripts/ship\\_dates\\_volume.asp?ShipName=Pass+Of+Melfort+\(bark\)](http://www.cimorelli.com/cgi-bin/magellanscripts/ship_dates_volume.asp?ShipName=Pass+Of+Melfort+(bark)) )





**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Tribe, George Alfred (1886-89)**

Assumed 1894 Dec 22<sup>nd</sup>

George was included on *Conway's* original Lost At Sea Memorial placed in the ship in 1910 but the exact circumstances of his death are not known. He left *Conway* have been elected the prestigious Queen's Gold Medal winner in July 1889 and joined Joseph Steel & Co's barque rigged sailing ship *Kirkmichael* under Captain T Jones. The *Kirkmichael* was wrecked at Holyhead in 1894 and it is assumed George was lost then.

She left Liverpool under tow on 20th December but the tow parted the next day and Captain Jones decided, due to the increasing gale, to hoist sail and make a run for Holyhead and its harbour of refuge. As she progressed the storm steadily took away her canvas. On 22nd December, at 10am, now under bare poles, she was driven onto the outer wall of the breakwater, 200 yards from the lighthouse, immediately losing her mainmast and becoming stranded. The Holyhead lifeboat was quickly launched but was swamped by the heavy seas forcing her to return. The rocket lifesaving crew crawled along the breakwater avoiding the regular deluge of water breaking over the wall. They managed to get a line onto the stern of the barque by which 11 men, including the Captain, were taken off. The other seven members of the crew were lost, including Old *Conways*, Douglas Sydney **Martin** (1891-93) and John Leigh **Richardson** (1891-93) both serving in her at the time. Douglas's and John's bodies were recovered and they were buried ashore at Maeshyfyrd Cemetery, Holyhead but the list of bodies found and buried there does not include George so it assumed he was never found.

(<https://holyheadstoriesofaport.com/2019/01/>)



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

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Trimble, Robert (07-10)

Not Known

Robert was included on *Conway's* original Lost At Sea Memorial placed in the ship in 1910 but the exact circumstances of his death are not known.



THE MEMORIAL TABLET.



Name & (Conway Years)	When Lost
Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)	

Underwood, William Stanley (37-39)	1941 May 22 <sup>nd</sup>
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Killed in Action WWII.

William was lost aged 18 while serving as Midshipman RNR in the destroyer HMS *Greyhound* (H05), part of Force D.

During the German invasion of Crete, *Greyhound* escorted the battleship *Warspite* west of Crete on 22<sup>nd</sup> May as she covered the cruiser forces attempting to sink the German invasion convoys. Returning from an uneventful sweep through Matapan Strait, to join Force A-1 cruisers in the Kythira Strait (north west of Crete) she was dispatched to sink a caïque, attempting to run German troops to Crete. *Greyhound* sank the caïque but then came under a ferocious counter attack for an hour and a half from 0630 hrs by Ju 87 Stukas of StG 2. She was struck by three bombs and sank a few minutes afterwards at 36°00'N, 23°10'E

Right: Ju 87 Stukas of StG 2 in Crete

Below: H.M.S. *Greyhound*



(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Greyhound\\_\(H05\)](https://en.wikipedia.org/wiki/HMS_Greyhound_(H05)))

(<http://www.naval-history.net/xDKWW2-4105-32MAY02.htm>)

(<http://uboat.net/allies/warships/ship/4397.html>)

(<http://www.my-crete-site.co.uk/airattack.htm>)

([http://www.naval-history.net/xGM-Chrono-10DD-25G-HMS\\_Greyhound.htm](http://www.naval-history.net/xGM-Chrono-10DD-25G-HMS_Greyhound.htm))

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Usher, Sydney (00-01)**

1915 Aug 8<sup>th</sup>

Killed in Action WWI.

Sydney was lost while serving as Lt RNR in the armed boarding steamer HMS *Ramsey*.

*Ramsey* was owned by the Isle of Man Steam Packet Company and their whole fleet was requisitioned by the Admiralty on 28<sup>th</sup> October 1914. Nearly half the crew of the *Ramsey* were Manxmen, or had been aboard her in pre-war days; certainly most of the engine room staff had remained on the ship when she entered the RN.

Attached to the Grand Fleet at Scapa Flow, she was employed on night patrols. On 8 August 1915 she intercepted a steamship flying the Russian flag, but which was actually the German Auxiliary Minesweeper *Meteor*. Engineer Lieutenant Fayle, of Douglas, remembered afterwards: '*The raider opened fire with machine-guns, and two 4.6 guns, which were on disappearing mounts, forward and aft. With these, she gave us the benefit of a broadside, sweeping our decks with bullets and shells, killing the Commander and the officers who were with him on the bridge. At the same time she released a torpedo, which struck the Ramsey aft, just where the crew's quarters were situated.*' After being crippled by this point-blank fire, *Ramsey* sank.

Five Officers and 50 ratings were lost, and a further four officers and 39 ratings were taken prisoner.

(1918 12 Losses Supplement)

(<http://www.iomtoday.co.im/news/isle-of-man-news/how-20-manxmen-lost-their-lives-1-6552814>)

(Book *This Terrible Ordeal*, published by Manx National Heritage)

(<http://www.isle-of-man.com/manxnotebook/fulltext/mf1923/p45.htm>)



**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Vaughan, Eric Herbert (31-33)**1942 Oct 2<sup>nd</sup> 1410 hrs.

Died on Service WWII.

Eric was lost aged 28 while serving as Lt RN in the cruiser HMS *Curacao* (D41).

On 2<sup>nd</sup> October 1942 about miles north of Tory Island off the coast of Ireland she was escorting the RMS *Queen Mary* carrying 10,000 American troops of the 29th Infantry Division to Europe. *Queen Mary* was steaming an evasive zig-zagging course with *Curacao* maintaining a steady 108° course, the



weather was fine with good visibility and the sea calm. At 1415 hrs the *Queen Mary* started the starboard turn for the next leg of her zig-zag, cutting across the path of the *Curacao* with insufficient clearance, striking her amidships at a speed of 28 knots and cutting her in two. The *Curacao* sank in six minutes, about 100 yards from the *Queen Mary*. Acting under orders not to stop due to the risk of U-Boat attacks, the *Queen Mary* did not assist in rescue operations and instead steamed onward with a damaged bow. Hours later, the convoy's lead escort, consisting of *Bramham* and one other ship, returned to rescue 99 survivors from the *Curacao's* crew of 338.

Several factors influenced the collision. Both Commanders had agreed that *Queen Mary* would, at some point, overtake *Curacao* because of her marginally greater speed. The converging courses were reported on both vessels and while the *Queen Mary's* First Officer issued a counter-manded correction, both reports were dismissed by the respective scaptains. The captain of the *Queen Mary* assumed that, as an experienced escort, *Curacao* would track his course changes and adjust accordingly, particularly as they had steamed together previously and agreed the exact zig-zag course (No 8) to be used. Captain Boutwood in *Curacao* assumed the standard seafaring rule that an overtaking vessel must yield. The loss was not reported until after the war ended when the RN pressed charges against the Cunard White Star Line. The High Court of Justice assigned two-thirds of the blame to the Admiralty and one third to Cunard White Star. This ruling was very important in the civil lawsuits subsequently filed against Cunard White Star Line by relatives of the *Curacao's* deceased. It also prompted significant revisions in RN policy, including the suspension of escorts for passenger liners indefinitely.

*(1945 04 106/7 Roll of Honour List)*

*(<http://commsmuseum.co.uk/publications/rmsqueenmary.pdf>)*

*([https://en.wikipedia.org/wiki/HMS\\_Curacao\\_\(D41\)](https://en.wikipedia.org/wiki/HMS_Curacao_(D41)))*

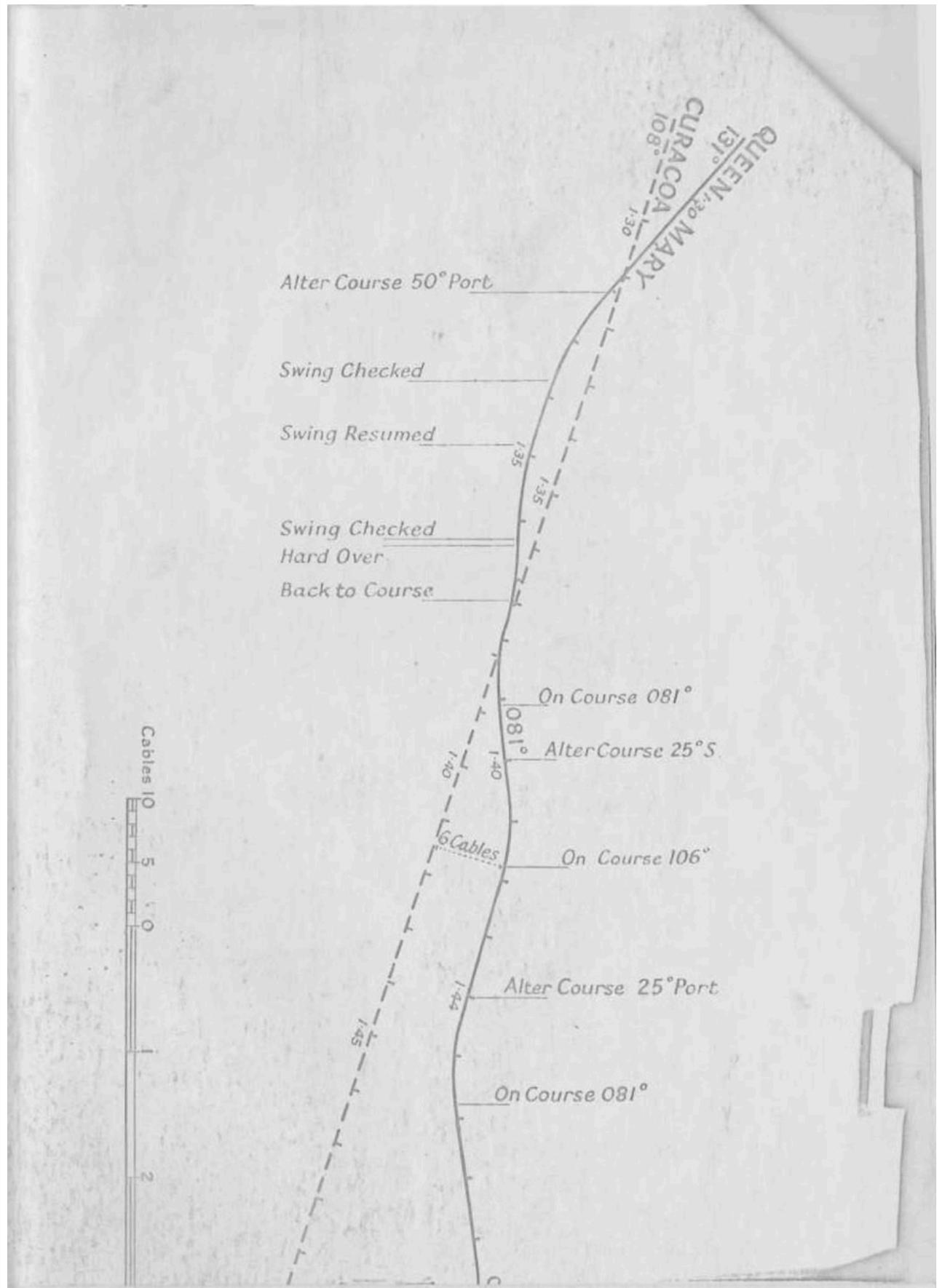


Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

The vessels' courses leading up to the collision (from the official inquiry). Direction is from top to bottom.

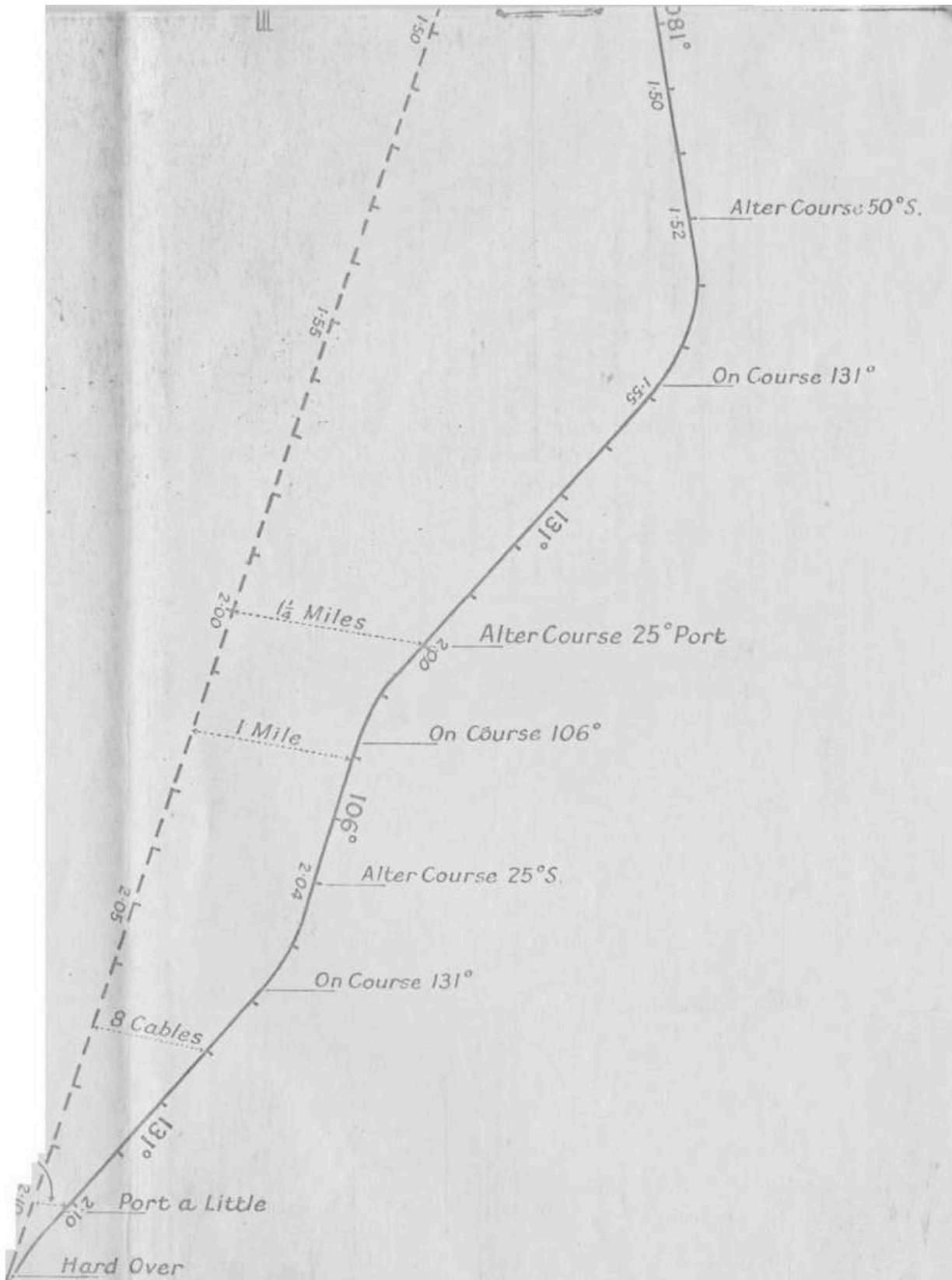


Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

The vessels' courses immediately prior to the collision (bottom left).



Name & (Conway Years)

When Lost

Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)

Ward, Sydney Stevens (1891-92) 1918 May 18<sup>th</sup> but see below

Killed in Action WWI.

Sydney was lost, aged 40, in a torpedo attack while serving as Master of the *Sculptor*.

Two *Sculptors* were torpedoed in WWI:

1. 1917 Apr 18<sup>th</sup>: *Sculptor* 3,846 tons, a defensively armed cruiser on a voyage from New Orleans to Liverpool. She was hit without warning by a torpedo 120 miles NW by W from the Fastnet. One (unnamed) man was lost in the explosion but the rest of the crew survived. (see link 1 below)
2. 1918 May 18<sup>th</sup>: *Sculptor* 4,493 tons, a cargo ship. She was part of convoy en route from Swansea to Bizerta when she was torpedoed by *U-50* 60 miles NW of the port of Oran. Seven of her crew were lost, including her Master, and she was beached as a total loss. (see link 2 below)

The second of these seems the more likely candidate assuming the editor of *The Cadet* in 1920 misread 1918 for 1916.

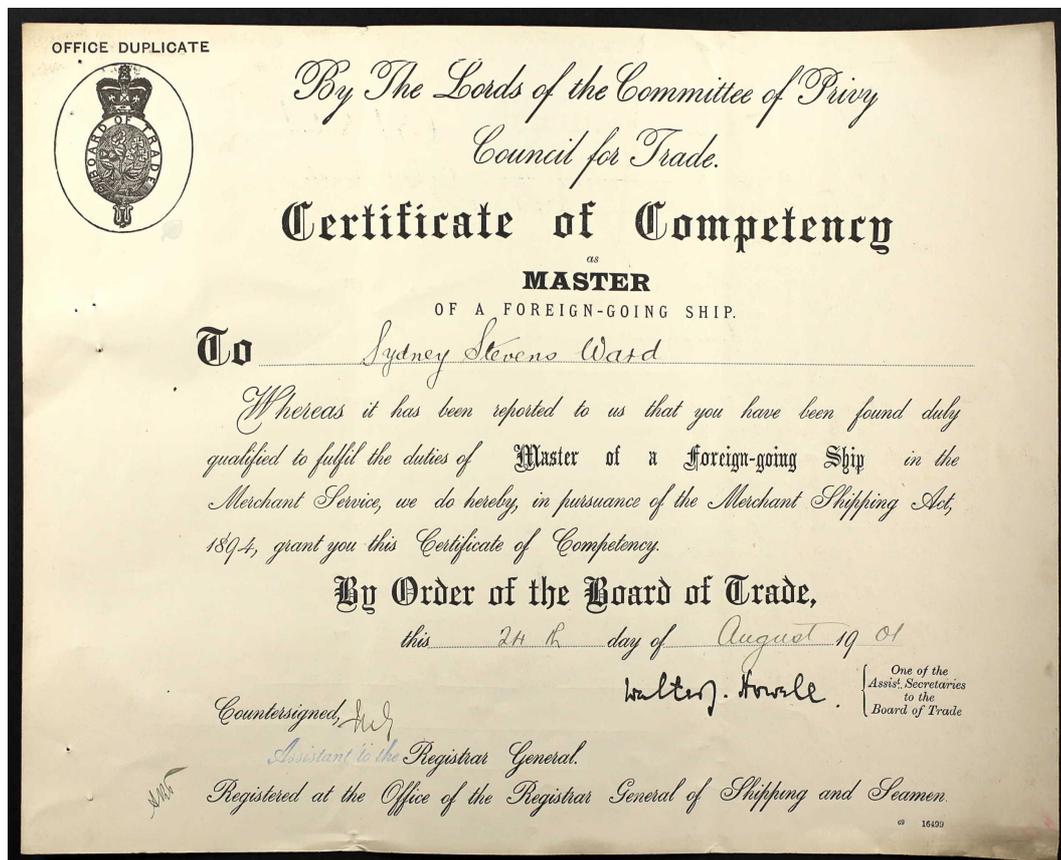
(1920 12 621)

(1 -<http://www.naval-history.net/WWILossesBrMS1917.htm>)

(2 -

[https://books.google.co.uk/books?id=dDv573hawjcC&pg=PA122&lpg=PA122&dq=loss+of+ss+sculptor+1916&source=bl&ots=GO1TXwtJZx&sig=cwm\\_AEjNEMo9xOcPYrkq1IeBsIQ&hl=en&sa=X&ved=0CD0Q6AEwBWoVChMikPWV2fXTyAIVyzwUCh2GmgbG#v=onepage&q=loss%20of%20ss%20sculptor%201916&f=false](https://books.google.co.uk/books?id=dDv573hawjcC&pg=PA122&lpg=PA122&dq=loss+of+ss+sculptor+1916&source=bl&ots=GO1TXwtJZx&sig=cwm_AEjNEMo9xOcPYrkq1IeBsIQ&hl=en&sa=X&ved=0CD0Q6AEwBWoVChMikPWV2fXTyAIVyzwUCh2GmgbG#v=onepage&q=loss%20of%20ss%20sculptor%201916&f=false))

(<http://www.cwgc.org/find-war-dead/casualty/2969716/WARD,%20SYDNEY%20STEVENS>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Warde, Cecil (08-09)**

1918 Jan 31<sup>st</sup>

Died on Service WWI.

Lost aged 23 while serving as Lt RN in and Captain of HMS/M *K17*, 1,800 tons attached to the 13th Submarine Flotilla

*K17* was participating in the night time fleet exercises known as the Battle of May Island (Operation EC1) in the Outer Forth Estuary. *K17* was astern of HMS *Courageous* when the latter changed course to avoid two trawlers, which were spotted ahead. *K17* turned but *K22* and *K14* were involved in a collision. Meanwhile HMS *Fearless* was steaming at 21 knots towards the area oblivious of the accident. Suddenly, *Fearless* appeared over the horizon and ploughed into *K17*, water gushed into *K17* through the pierced pressure hull.

The order to abandon ship was quickly given and within eight minutes *K17* had disappeared. The survivors were now in the water and the other submarines attempted to pick them up. Sadly the destroyers were unaware of the location of the accident and ploughed through the survivors. No member of the crew survived. *K4* was also sunk and three other submarines were damaged. The K Class was considered an unlucky class being designated “*Kalamity Class*” and the “*Suicide Club*”.

Her wreck lies at 56°15.52’N, 2°11.51’W (main portion) and 56°15.33’N, 2°11.78’W (detached bow portion) at a depth of 46 metres and standing some 6 metres proud of the seabed.

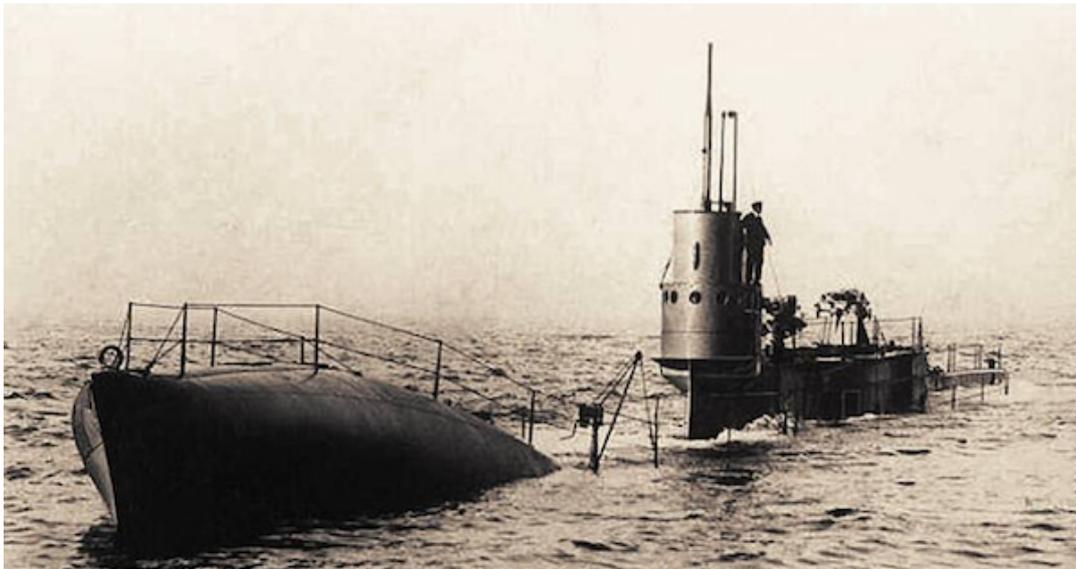
*(1918 12 Losses Supplement)*

*([https://en.wikipedia.org/wiki/HMS\\_K17](https://en.wikipedia.org/wiki/HMS_K17))*

*(<http://www.wrecksite.eu/wreck.aspx?62767> )*

*(<http://canmore.org.uk/site/120576/hmsm-k17-north-sea>)*

*(<http://www.reservesandcadetsni.org.uk/sitefiles/resources/pdfs/bravereportissue12submarines.pdf>)*



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Warrand, Selwyn John Power (17-18)**1941 May 24<sup>th</sup>

Killed in Action WWII.

Selwyn was lost aged 38 while serving as a Cdr RN in the battleship HMS *Hood*. OCs **Freeman, Lewis** and **Warrand** were lost in *Hood*. In May 1941, *Hood* and the battleship *Prince of Wales* were ordered to intercept the German battleship *Bismarck* and the heavy cruiser *Prinz Eugen*, which were en route to the Atlantic where they were to attack convoys. On 24<sup>th</sup> May 1941, they intercepted and engaged them in the Denmark Strait between Greenland and Iceland. *Hood* opened fire at *Prinz Eugen* at 0552hrs at a distance of approximately 26,500 yd. The Germans held their fire until 0555 hrs, when both German ships targeted *Hood*. High explosive shells fired by *Prinz Eugen* struck *Hood*'s boat deck, starting a sizable fire in the ready-use 4 in ammunition stored there, but this fire did not spread to other areas of the ship or cause the later explosion. At 0600 hrs a salvo from *Bismarck*, fired at a range of about 9 mi (7.8 nmi; 14 km), was seen by men aboard *Prince of Wales* to straddle *Hood* abreast her mainmast.



It is likely that one 15 in shell struck somewhere between *Hood*'s mainmast and "X" turret aft of the mast. This was immediately followed by a huge pillar of flame that shot upward 'like a giant blowtorch,' in the vicinity of the mainmast. There followed an explosion that destroyed a large portion of the ship from amidships clear to the rear of "Y" turret, blowing both after turrets into the sea. The ship broke in two; the stern falling away and sinking. The bow was raised clear of water, pointed upward and pivoting about, and followed the stern in sinking shortly thereafter. She sank with the loss of 1,415 men, just three of her crew survived. *Prince of Wales* continued to exchange fire with *Bismarck* but suffered serious malfunctions in her main armament and soon broke off the engagement. Due to her perceived invincibility, the loss of *Hood* had a profound effect on the British people.



Above: Hood Pre-War Below: Bismarck Fires On Hood



(1945 04 106/7 Roll of Honour List)

[https://en.wikipedia.org/wiki/Battle\\_of\\_the\\_Denmark\\_Strait](https://en.wikipedia.org/wiki/Battle_of_the_Denmark_Strait)<http://www.hmshood.com/history/denmarkstrait/whyloss.htm><http://www.kbismarck.com/hood-sinking001.pdf>

Name & (Conway Years)	When Lost
Circumstances	(Sources in parenthesis, The Cadet sources shown YYYY MM Page)

**Watson, Donald Eric Ogilvy (28-31) DSC** 1942 Nov 11<sup>th</sup>

Died on Service WWII.

Donald was lost aged 29 while serving as Lt RN and Captain of HMS/M *Unbeaten* (N93).

After a refit in Chatham, and subsequent workup, *Unbeaten* was attached to the Third Submarine Flotilla in Scotland. Having sailed from Holy Loch on her last patrol, she completed Operation Bluestone, landing an agent in Spain near Bayona. She began an anti-submarine patrol and on 6<sup>th</sup> November was ordered to intercept an enemy blockade runner known to be on passage from the Far East to France. This ship had earlier been under air attacks and her interception position was reported. The submarine was then ordered to meet another submarine with a convoy in the Bishops Rock area but failed to arrive. Her loss may have been caused by depth charges from an RAF Wellington aircraft of No. 172 Squadron, Coastal Command which reported an attack on a submarine on 12<sup>th</sup> November. She was lost with all hands.

(1945 04 106/7 Roll of Honour List)

([https://en.wikipedia.org/wiki/HMS\\_Unbeaten\\_\(N93\)\)](https://en.wikipedia.org/wiki/HMS_Unbeaten_(N93))))

([http://www.naval-history.net/xGM-Chrono-12SS-09U-HMS\\_Unbeaten.htm](http://www.naval-history.net/xGM-Chrono-12SS-09U-HMS_Unbeaten.htm))



HMS *Unbeaten* is moored at Gibraltar during her voyage back to the UK for a refit in August 1942. The Jolly Roger is being displayed by some crew members on the conning tower. The N93 on the side of the conning tower is her pennant number. Photograph from the private collection of Mrs. B. Woodward

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Weeks, Henry Herbert (34-37)**

**1943 Mar 18<sup>th</sup>**

Killed in Action WWII.

Henry was lost aged 21 while serving as Sub Lt RNR in HMS/M *P.615*

On 17<sup>th</sup> April 1943, *P-615* left Freetown escorted by minesweeper *MMS-107* on passage to the South Atlantic Command to provide A/S escort training. The German U-Boat *U-123* spotted both vessels at 0344 hrs but missed them with two spreads of two torpedoes, one at 0534 and the second at 0647 hrs. One of the torpedo tracks was sighted by the escort but was put down to a porpoise. At 1154 hrs, a spread of two torpedoes was fired at *P615*, which was hit by one of them on the starboard side. She exploded and sank immediately about 100 miles southwest of Freetown at 6°49'N, 13°09'W - Grid ET 6537. All hands were lost.

*(1945 04 106/7 Roll of Honour List)*

*(<http://uboat.net/allies/merchants/2870.html>)*

*(<http://uboat.net/allies/merchants/crews/person/12289.html>)*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Wevill, Frederick Arthur Valdimir (14-15)** 1917 Jul 9<sup>th</sup>

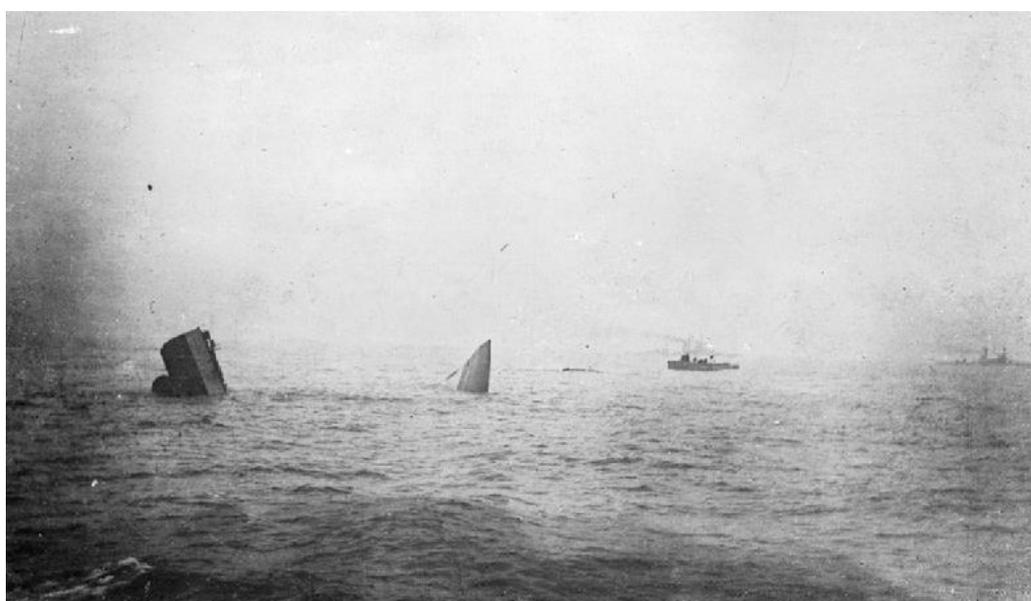
Died on Service WWI.

OCs **Allender, Ogilvie** and **Wevill** were all killed in the same incident.

Frederick was lost aged 18 while serving as a Midshipman RN in the battleship HMS *Vanguard* which was destroyed by an internal explosion at Scapa Flow. The probable cause was an unnoticed stokehold fire which heated cordite stored against an adjacent bulkhead in one of the two magazines which served the amidships gun turrets 'P' and 'Q'. She split in two and sank almost instantly killing an estimated 804 men. There were only two survivors.

(1918 12 Losses Supplement)

(<http://www.gwpda.org/naval/vanguard.htm>)



**Name & (Conway Years)****When Lost****Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)***Wheeler, Francis Ferdinand (20-21)** 1944 Aug 27<sup>th</sup>

Died on Service From Friendly Fire in WWII. He was lost aged 35 while serving as Lt RNR in the Halcyon Class minesweeper HMS *Hussar*. He does not appear in all lists of those lost in the attack but I have still included him here.

*1st XV Xmas 1921*

On 22<sup>nd</sup> August the 1st minesweeper flotilla was dispatched to clear a field of magnetic mines laid off the German held coast just beyond Le Havre. At 1315 hrs *Hussar's* magnetic sweeping gear broke down so she took up the rear of the flotilla. It was a beautiful summer's day, sunny and warm, with scarcely a cloud in the blue sky and a calm sea. Men off watch came up on deck to sunbathe. At 1330 hrs a flock of planes came screeching down out of the dazzling sun and attacked the flotilla; they were recognised as British rocket firing Typhoons. They were from 263 and 266 Squadrons RAF. They descended on *Hussar* and her commander (Lt Cdr John Nash, MBE, RNR) said: *"The first thing we saw was Britomart being attacked and badly hit, then it was our turn. On seeing they were RAF planes we tried to fire the recognition signal but the Very pistol jammed. Rockets hit us just forward of the wardroom and after end of the engine-room and we lost communication with the engine room."* More Typhoons swept in, cannon fire raking the bridge and the main deck. The navigating officer was killed instantly by a shell through the chest as he stood alongside the bridge compass.



Commander Nash was wounded in both legs and severely in the right arm, the elbow joint being blown off. *"We could not stop the engines and we could not steer. There was an emergency engine stop lever in the cross alleyway forward of the wardroom and a torpedo rating, wounded in one foot, left the bridge to try to pull it over. He must have succeeded as we lost way and came to a stop. The ship immediately started to list and men jumped into the water."* The whole engine room area was aflame after being hit by rockets and in the passage outside a lot of washing hung up to dry was burning fiercely. Inside all was utter chaos with men lying dead and others terribly injured, one man with both legs smashed. Shortly after the attack *Hussar* gave a tremendous shudder and started to heel over to port before sinking at 49°41'N, 0°06'W. It was established that the air strike that day had been carried out at the express request of the Navy even though about an hour and a half earlier a reconnaissance plane which had flown over the flotilla had reported the ships to be friendly. Further, while in the air leading the Typhoons, Wing Commander Baldwin had repeatedly questioned his orders to attack what he believed to be friendly ships. *"He was very cut up. He was told quite firmly to attack after twice reporting that we were."*

*(1945 04 106/7 Roll of Honour List)**([http://www.halcyon-class.co.uk/hussar/hussar\\_-\\_crew.htm](http://www.halcyon-class.co.uk/hussar/hussar_-_crew.htm))**(<http://uboat.net/allies/warships/ship/3667.html>)*

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Whitehead, Charles Samuel (27-29)**      1941 May 3<sup>rd</sup>

Died on Service WWII.

Charles was lost aged 28 while serving as Sub Lt RNR in HM Trawler *Alberic*

*Alberic* collided with HMNoMS *St Albans* in the Pentland Firth and was lost with all hands

(1945 04 106/7 Roll of Honour List)

(<http://www.wrecksite.eu/wreck.aspx?169358>)

([https://en.wikipedia.org/wiki/USS\\_Thomas\\_\(DD-182\)](https://en.wikipedia.org/wiki/USS_Thomas_(DD-182)))



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Whiteside, Stephen Thomas (20-22)**      1941 Feb 3<sup>rd</sup> 2333 hrs

Killed in Action WWII.

Stephaen was lost aged 35 while serving as Lt Cdr RNR and 1<sup>st</sup> Lt in the Ocean Boarding Vessel HMS *Crispin*.

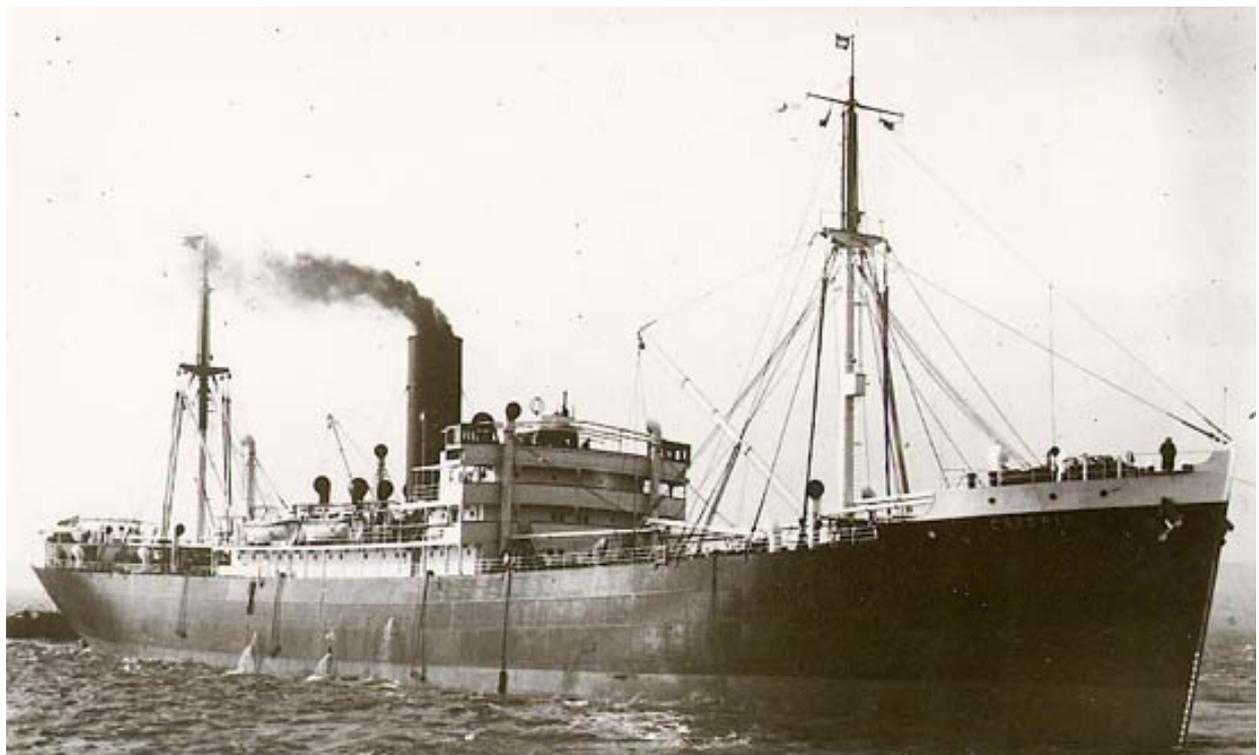
*Crispin* was escorting convoy OB280 when she was detached to join convoy SC20 coming from Halifax to the UK. At 2333 hrs on 3<sup>rd</sup> Feb 1941, she was hit in the engine room by one torpedo from *U-107* 500 nautical miles (930 km) west of Ireland, north-northwest of Rockall. *Crispin* was abandoned and foundered the following day at 56°52'N, 20°22'W. The commander, five officers and 14 ratings were lost..

(<http://members.lycos.co.uk/aitch11/Whiteside.html>)

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/merchants/751.html>)

(<http://www.bbc.co.uk/history/ww2peopleswar/stories/43/a7303943.shtml>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Wiatt, Charles Barrington (1890-92) RD**      1915 May 27<sup>th</sup>

Died on Service WWI.

Charles was lost aged 38 while serving as Lt RNR in the auxiliary minelayer HMS *Princess Irene*. Previously a passenger liner built to serve on the Vancouver - Victoria - Seattle route

In May 1915, *Princess Irene* was moored in Saltpan Reach, on the Medway Estuary in Kent between Port Victoria and Sheerness, being loaded with mines in preparation for deployment on a mine laying mission. At 1114 hrs on 27<sup>th</sup> May, she exploded and disintegrated.

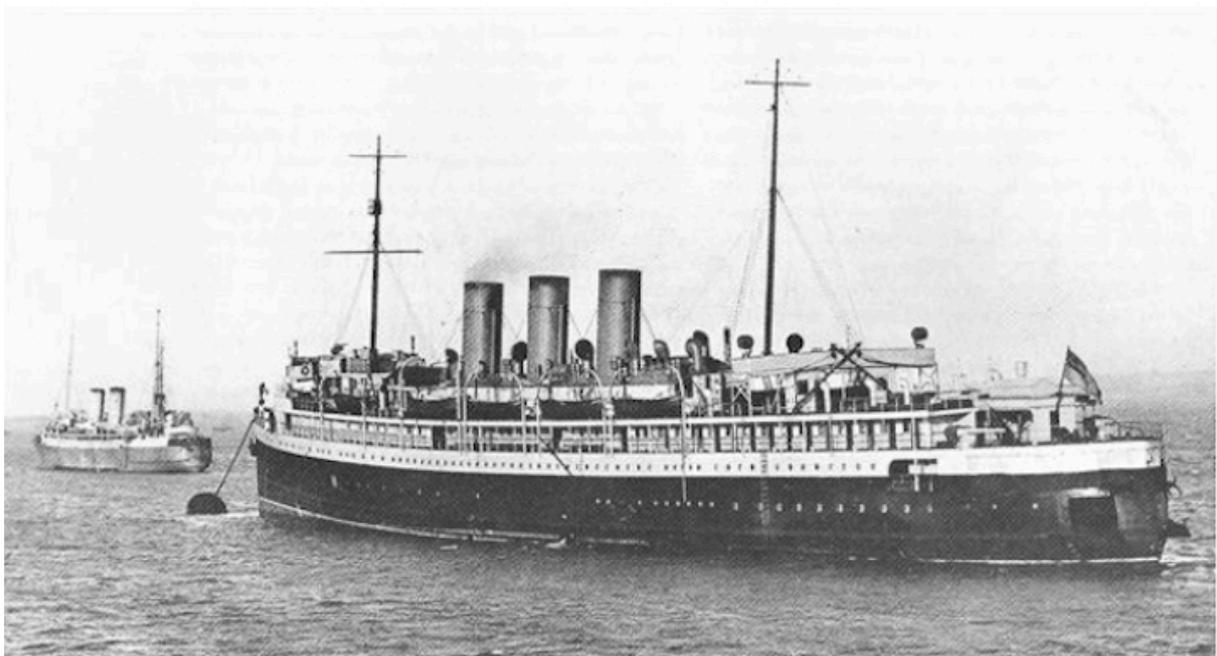
A column of flame 300 feet high was followed a few seconds later by another of similar height and a pall of smoke hung over the spot where *Princess Irene* had been, reaching to 1,200 feet. Two barges laying alongside her were also destroyed. The explosion was larger than that which had destroyed HMS *Bulwark* in the Medway six months earlier, although the loss of life was less. A total of 352 people were killed, including 273 officers and men, and 76 dockyard workers who were on board *Princess Irene*. On the Isle of Grain a girl of nine was killed by flying debris, and a farmhand died of shock. A collier half a mile away had its crane blown off its mountings when part of one of *Princess Irene's* boilers landed on the ship; a man working on the collier died from injuries sustained when he was struck by a piece of metal weighing 70 pounds. Wreckage was flung up to 20 miles, with people near Sittingbourne being injured by flying debris, some of which landed in Bredhurst. Severed heads were found at Hartlip and on the Isle of Grain. A case of butter landed at Rainham, 6 miles away. A 10 ton section of the ship landed on the Isle of Grain. The Admiralty's oil storage tanks there were damaged.

The sole survivor was a stoker who suffered severe burns.

(1918 12 Losses Supplement)

([https://en.wikipedia.org/wiki/HMS\\_Princess\\_Irene](https://en.wikipedia.org/wiki/HMS_Princess_Irene))

UPON DOWN FOR VIDEO



The minelayer *Princess Irene* moored in the River Medway

**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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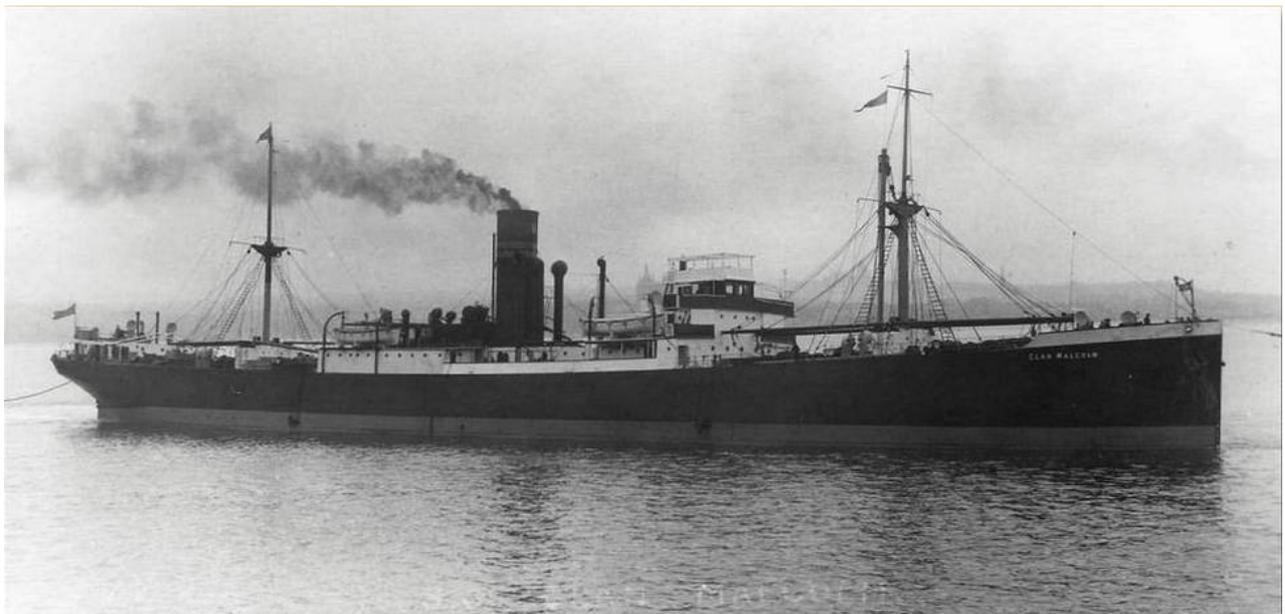
(<http://www.kentonline.co.uk/sheerness/news/explosion-on-board-hms-37420/>)

**Wildman, Robert Norman** (15-17) 1920 Jul 10<sup>th</sup>

The Cadet magazine reports that “Owing to an unfortunate accident (he) was killed at sea when serving as Fourth Officer of the SS Clan Malcolm. Smoke was seen issuing from one of the hatches, and Mr Wildman went down to investigate the cause. He called up for a lamp, which was obtained and passed down but in the meantime he had evidently walked a little way along the tween decks and fallen through an open manhole, sustaining serious and fatal injuries.”

He was lost at 50°42'N 51°10'W which is in the Labrador Sea North East of Newfoundland. He was aged 21.

(1920 12 145)



**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

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**Wildsmith, John (29-31)**

1941 Jan 17<sup>th</sup>

Killed in Action WWII.

John was lost aged 26 while serving as Third Officer in Shaw, Saville's MV *Zealandic*, 8300grt

*Zealandic* was en-route from Liverpool to Brisbane, Australia, via the Panama Canal carrying general cargo. At 0045 hrs on 17<sup>th</sup> Jan she was hit underneath the forward mast by one G7e torpedo from *U-106* about 230 miles west-northwest of Rockall. The ship stopped for a short time, sent distress signals and then continued. The ship sank slowly after being hit amidships by two further torpedoes at 0059 hrs and 0127 hrs. The Germans observed the crew abandon ship in three lifeboats, but they were never seen again. She sank at 58°28'N, 20°43'W - Grid AL 2599

*(1945 04 106/7 Roll of Honour List)*

*(<http://uboat.net/allies/merchants/737.html>)*

*Right: U-106 at Loreient.*

*Below: Zealandic Pre-War*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Willcock, Richard Martin (62-64)**

**1966 Apr 12<sup>th</sup>**

Richard drowned when he and four other crewmembers of the Elders & Fyffe's *Chuscal*, homeward bound from Kingston, Jamaica, were swept overboard during a whole gale in the Atlantic 520 miles south-east of Newfoundland. Crew members were ordered to make their way along the deck and secure some horse boxes carried as deck cargo. During this task the ship was struck by a 70' wave, Richard and four other men were swept overboard. The Captain, John Beatson, reported that lifebelts were thrown over the side of the ship, but any move to turn the ship around would have capsized her. For some time the five men could be seen clinging to flotsam but though aircraft and US Coastguard vessels carried out an intensive rescue operation until light failed, the weather conditions were so tempestuous that they were unsuccessful.

The photo below shows her arriving back at Avonmouth, Bristol after the voyage.

After 51 years Richard and his shipmates were "*laid to rest*" with a memorial at the National Memorial Arboretum. It was arranged by Kevin Malham, son of one of those lost, and Fyffe.

(1966 04 254)

(<http://www.merchant-navy.net/forum/elder-and-fyffes/638-chuscal-3.html>)

(<https://www.flickr.com/photos/glosterns/2218440995/>)

(<http://www.shipsnostalgia.com/showthread.php?t=11443>)

(<https://www.facebook.com/notes/royal-british-legion/the-ss-chuscal-memorial-service/1697650620312458/>)



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Williams, Derek Millward (37-39)** 1941 Feb 23<sup>rd</sup>

Killed in Action WWII.

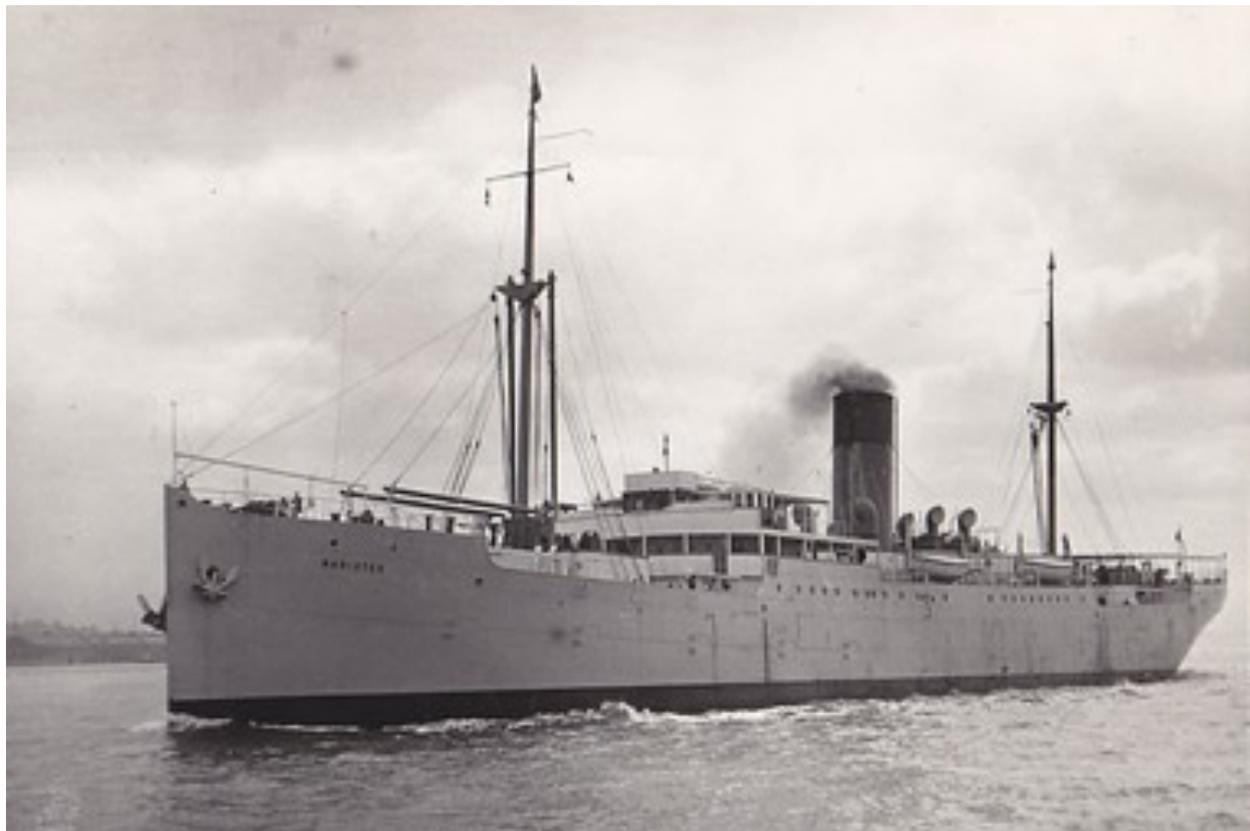
Derek was lost aged 17 while serving as Midshipman RNR in the Ocean Boarding Vessel HMS *Manistee* (F104). OC **Reynolds** (37-39) was also lost in *Manistee*.

*Manistee* was escorting convoy OB288 from Liverpool until it was dispersed at 2100 hrs on 22<sup>nd</sup> Feb. At 2242 hrs on 23<sup>rd</sup> Feb 1941, *U-107* fired a spread of two torpedoes at *Manistee* south of Iceland and scored a hit in the engine room. She was also attacked by the Italian submarine *Bianchi Giovannini*, which fired a torpedo at 2256 hrs, claimed a hit in the stern from a distance of 600 metres and then continued to chase other ships of the convoy. At 2258 hrs, *U-107* fired two coups de grâce that missed because the ship suddenly continued. Also a stern torpedo fired at 2342 hrs missed because it was a surface-runner. The U-Boat began a long chase of the zigzagging ship and fired two torpedoes at 0758 hrs on 24<sup>th</sup> February. One of them hit in the stern and caused the ship to sink at 58°55'N, 20°50'W.

(1945 04 106/7 Roll of Honour List)

(<http://uboaat.net/allies/merchants/775.html> )

(<http://www.warsailors.com/convoys/ob288.html> )



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Wilson, Thomas Geoffrey (26-28)** 1940 Nov 11<sup>th</sup>

Killed in Action WWII.

Thomas was lost aged 28 while serving as Second Officer in Holt's SS *Automedon*.

On 24<sup>th</sup> Sept 1940 *Automedon* prepared to leave Liverpool on a routine voyage to Singapore, Hong Kong and Shanghai with a cargo of crated aircraft, machinery, vehicles, foodstuffs and 120 mail bags, including the latest merchant navy code deciphering tables 7,8 and 9. In addition to this was a slender green bag, placed aboard on the orders of Air Chief Marshall, Sir Cyril Newall of the Chiefs of Staff inside of which was a full copy of the August 1940 COS Far Eastern Appreciation. This was destined for the attention of the CinC Far East, Air Chief Marshall Sir Robert Brooke Popham. When first light broke on November 11<sup>th</sup> she was some 250 miles off the north western tip of Sumatra when a ship came into view, approximately three points off the port bow. It was the raider *Atlantis*. At 0820 hrs the early morning calm was shattered as a 'warning shot' screamed across *Automedon*'s bow. Her Wireless Operator began tapping the distress call (RRR – *Automedon* – 0416N) the first three letters of which, were identifiable as "under attack by armed raider". Closing to 2,000yds *Atlantis* poured salvo after deadly salvo into the merchantman, quickly destroying her emergency dynamo house and causing horrendous damage throughout the ship. After just three minutes of chaos *Automedon* was a listing hulk, the bridge and accommodation quarters in a shambles and all the life-boats destroyed. She was boarded and the Top Secret dispatch was discovered and transmitted to Berlin and Tokyo. It included the War Cabinet's Planning Division's evaluations of the strength and status of British land and naval forces in the Far East, a detailed report on Singapore's defenses, and information on the roles to be played by Australian and New Zealand forces in the Far East in the event that Japan entered the war on the Axis side including "Even if Japan sends forces into Indo-China, Britain will not go to war". Thus emboldened the Japanese set plans to attack Singapore. Within an hour of the attack and having rescued *Automedon*'s crew, the Germans scuttled the vessel and quickly left the scene.

(1945 04 106/7 Roll of Honour List)

(<http://www.forcez-survivors.org.uk/automedon.html>)

([https://en.wikipedia.org/wiki/SS\\_Automedon](https://en.wikipedia.org/wiki/SS_Automedon))





Name & (Conway Years)	When Lost
Circumstances <i>(Sources in parenthesis, The Cadet sources shown YYYY MM Page)</i>	

Winton, Thomas Stanley (29-31)	1943 Feb 11 <sup>th</sup>
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Killed in Action WWII.

Thomas was lost aged 27 while serving as Lt RNVR in the destroyer HMS *Harvester* (H19).

*Harvester* was flagship of Escort Group B3 escorting convoy HX228 when she sighted *U-444*. The U-Boat dived, but was forced to the surface by the following depth-charge attack and rammed by the destroyer at full speed. The destroyer was locked into the U-Boat with a propeller shaft and both ships were unable to manoeuvre for a while. *U-444* was able to creep away but was shortly afterwards sighted by FFL *Aconit*. Unable to dive, the U-Boat was rammed for the second time and sunk. The badly damaged *Harvester* managed to get one engine running and tried to catch up with the convoy, but around noon her machinery broke down again. In this helpless situation she was hit by a torpedo from *U-432* and a few minutes later by a second. She broke in half and sank almost immediately at 51°23'N, 28°40'W.

*(1945 04 106/7 Roll of Honour List)*

*(<http://uboat.net/allies/merchants/2762.html>)*

*(<http://uboat.net/allies/merchants/crews/person/14225.html>)*

*([https://en.wikipedia.org/wiki/HMS\\_Harvester\\_\(H19\)](https://en.wikipedia.org/wiki/HMS_Harvester_(H19)))*



**Name & (Conway Years)****When Lost****Circumstances (Sources in parenthesis, The Cadet sources shown YYYY MM Page)****Wood, Frank Stanley (1899-00)**1900 Dec 28<sup>th</sup>

Frank was an apprentice, aged 17 years when left the Mersey for Victoria, Vancouver on Christmas Eve 1900 in the Barque *Primrose Hill* Her cargo was understood to have been bricks. At 8.30am a Coastguard telegraphist at the South Stack lookout saw *Primrose Hill* flying the distress signal 'N.C.' She was caught between a force 10 west north west gale and a flood tide. The London and North Western Railway Co passenger ship SS *Hibernia*, was at that time travelling back from Dublin to Holyhead. She immediately diverted to go to the assistance of the *Primrose Hill*. As the *Hibernia* got almost alongside the barque, her steering gear broke down. The Captain had to abandon the rescue, and was extremely lucky to save his passenger laden vessel without going ashore. The *Primrose Hill* then dropped both anchors, but they dragged, and when within some 200 yards of the south Stack Lighthouse - her crew actually waving to those on the cliffs - she struck a submerged rock. The time was 2.00pm, the storm was most severe, and within five minutes she went to pieces. The location was 1.5M, ESE of South Stack Lighthouse, 53°17'N, 04°41.01'W. Of the 34 on board, 33 perished. 27 bodies were found. 6 bodies were never recovered. OC term mates **Edwards (99-00)** and **Wood (99-00)** were both lost.

Most were interred at Holyhead where a monument in their memory confirms that Frank was one of those whose body was never found.

(1901 02 11)

(1910 06 127)

(Daily Post)

(<http://www.shipwrecks-wales.co.uk/anglesey-shipwrecks/55-wreck-of-the-primrose-hill>)(<http://www.anglesey.info/primrosehill.htm>)

**Name & (Conway Years)**

**When Lost**

**Circumstances** *(Sources in parenthesis, The Cadet sources shown YYYY MM Page)*

**Wood** George Douglas Harry (12-15) 1915 Aug 8<sup>th</sup> 5.30pm

Killed in Action WWI.

George was drowned at sea aged 18 after his ship, the British armed merchant cruiser H.M.S. *India*, was sunk by the *U-22* off the island of Bodo in the North Sea. The *India*, painted grey and carrying deck-mounted guns, joined the 10th Cruiser Squadron in May and began patrolling off Norway. Her task was to ensure neutral ships carrying war supplies did not breach Britain's naval blockade of Germany. George was ADC to her Captain. The vessel, with its crew of 301, was patrolling off Vestfjord and was hit by a torpedo fired by Kapitan Hoppe inside the territorial waters of neutral Norway. 160 crew members were lost.

The Edinburgh Academy magazine reported that *"No-one who spoke with him then could fail to be struck by his keenness and enthusiasm for the profession which he had chosen. Boy as he was, he showed already a confidence and capacity beyond his years."*



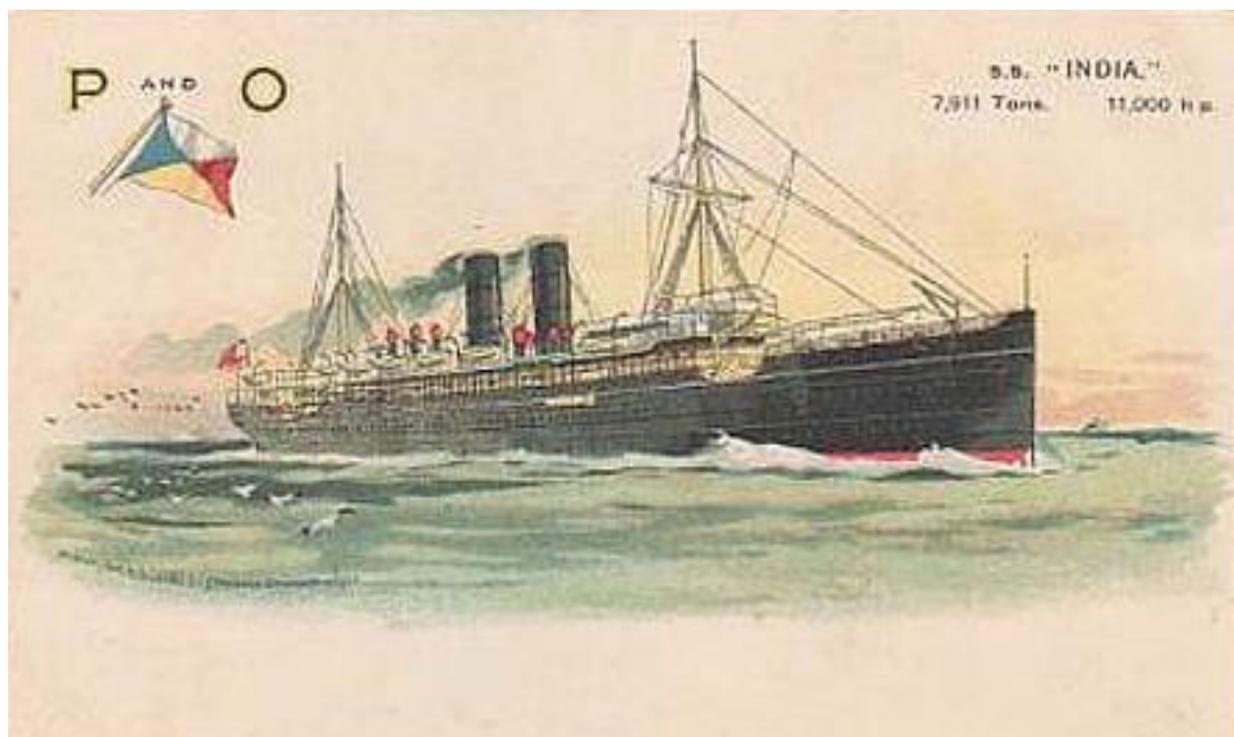
*George As A Conway Cadet 1915*

George is commemorated on the Chatham Naval Memorial in Kent and also at St Petroc's Church, Padstow and on the Padstow War Memorial.

*(<http://padstowmuseum.webplus.net/Wood.pdf>)*

*([http://uboaat.net/wwi/ships\\_hit/3001.html](http://uboaat.net/wwi/ships_hit/3001.html))*

*([http://www.naval-history.net/OWShips-WWI-08-HMS\\_India.htm](http://www.naval-history.net/OWShips-WWI-08-HMS_India.htm))*



**Name & (Conway Years)**

**When Lost**

**Circumstances** (*Sources in parenthesis, The Cadet sources shown YYYY MM Page*)

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**Younger, Robert Peter (36-38)**

1941 Jul 9<sup>th</sup>

Killed in Action WWII.

Robert was lost aged 20 while serving as a Cadet in Harrison Line's SS *Designer*.

*Designer* was part of convoy OB341 which was dispersed north-northwest of the Azores on 6<sup>th</sup> July. At 0155 hrs on 9<sup>th</sup> July she was hit in the foreship by one of two torpedoes from U-98 and sank after six minutes

at 2°59'N, 31°40'W - Grid CE 1344. There were 11 survivors.

(elder brother of M Younger (40/42))

(1945 04 106/7 Roll of Honour List)

(<http://uboat.net/allies/merchants/ships/1032.html>)

(<http://uboat.net/allies/merchants/crews/person/30615.html>)

