

LIST of BRITISH AWARDS to the ROYAL CANADIAN NAVY in WORLD WAR ONE

(Biographies and Citations follow)

Updated: 14 February 2025

LG+ / CG	HONOUR	NAME	/
11/05/1918	Knighthood	Admiral Charles Edmund KINGSMILL, Kt, RN (on loan RCN)	
24/03/1917	CMG	Captain Edward Harrington MARTIN, CMG, RCN	
26/06/1915	CMG	Cdr Richard Markham Tyringham STEPHENS, CMG, RN (on loan RCN)	
23/04/1920+	CBE	Captain Walter HOSE, CBE, RCN	
23/04/1920+	OBE	LCdr Charles Peter EDWARDS, OBE, RNCVR	
23/04/1920+	OBE	Cdr John Kenneth Levenson ROSS, OBE, RNCVR	
01/01/1919+	OBE	Lieutenant William Robert WATSON, OBE, RNVR	
23/03/1918	MBE	Chief Master at Arms John T. GAMMON, MBE, RCN	
23/04/1920+	MBE	A/Lt Ernest HAINES, MBE, RVM, RCN (OBE WW2)	
23/04/1920+	MBE	Lt Henry Francis McGUIRK, MBE, RNCVR	
23/04/1920+	MBE	Lt Robert Vigurs RIDGES, MBE, RNCVR	
11/08/1919	DSC	Lt John Eric Wodehouse OLAND, DSC, RCN	
03/05/1919	AM	Stoker Petty Officer Ernest Edmund BEARD, AM, RNCVR	
03/05/1919	AM	Acting Boatswain Albert Charles MATTISON, AM, RCN	
12/05/1917+	DSM	Motor Mechanic Robert Edwin SPROULE, DSM, RNVR	
23/03/1917+	DSM	Wireman Stanley WOODISON, DSM, RN	
26/07/1919	MSM	Chief Engine Room Artificer 1st Class James HAY, MSM, RCN	
09/01/1943 (WWII)	MID	Lieutenant Charles Taschereau BEARD, RCN	

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AWARDS to CANADIANS in the NAVY (FLEET) for WW1

RCN RNCVR RN RNVR RNR MERCHANT MARINE

VICTORIA CROSS (VC)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
28/08/18+	BOURKE, Rowland Richard Louis	Lieutenant	RNVR	VC DSO

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KNIGHT COMMANDER (Military) - THE MOST HONOURABLE ORDER OF THE BATH (KCB)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
01/01/16+	de CHAIR, Dudley Rawson	Rear Admiral	RN (1933 KCMG)	KCB MVO (CB)

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KNIGHT BATCHELOR (Kt)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
11/05/18	KINGSMILL, Charles Edmund	Admiral	RN (attached RCN)	Kt

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AWARDS to CANADIANS in the NAVY (FLEET) for WW1

RCN RNCVR RN RNVR RNR MERCHANT MARINE

COMPANION - The ORDER of ST MICHAEL and ST GEORGE (CMG)

CG DATE	NAME	RANK	SERVICE	DECORATIONS
01/01/17	MARTIN, Edward H.	Captain	RCN (RN retired)	CMG
03/06/15	STEPHENS, Richard Markham	Commander	RN (on loan RCN)	CMG

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COMMANDER - ORDER of the BRITISH EMPIRE (Military) (CBE)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
23/04/20+	HOSE, Walter	Captain	RCN	CBE

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DISTINGUISHED SERVICE ORDER (DSO)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
17/04/18+	BAILLIE-GROHMAN, Harold Tom	LCdr	RN	DSO (OBE)
23/07/18+	BOURKE, Rowland Richard L.	Lieutenant	RNVR	(VC) DSO
04/06/17+	DENISON, John	Captain	RNR	DSO
02/11/17+	JOHNSON, Bernard Leith	LCdr	RNR	(WW2 CBE) DSO VRD
03/03/15+	PETERS, Frederick Thornton	Lieutenant	RN	(WW2 VC) DSO (DSC*)

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Note: All the above officers awarded the DSO would have also received an MID – usually on the same date as their DSO.

AWARDS to CANADIANS in the NAVY (FLEET) for WW1

RCN RNCVR RN RNVR RNR MERCHANT MARINE

OFFICER - ORDER of the BRITISH EMPIRE (Military) (OBE)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
23/04/20+	ATWOOD, Arthur Francis Lysons	Commander	RN / RCN	OBE
01/01/23+	BAILLIE-GROHMAN, Harold Tom	LCdr	RN (WW2 CB)	DSO OBE
23/04/20+	EDWARDS, Charles Peter	LCdr	RNCVR	OBE
23/04/20+	ROSS, John Kenneth Levenson	Commander	RNCVR	OBE
10/07/19+	THICKE, Claude Stanley	Lieutenant	RNVR	OBE
01/01/19+	WATSON, William Robert	Lieutenant	RNVR	OBE

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OFFICER - ORDER OF THE BRITISH EMPIRE (Civil) (OBE)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
09/02/18	PHILIP, Arthur Edward	Engineer-Cdr	RNR	OBE

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MEMBER - ORDER OF THE BRITISH EMPIRE (Military) (MBE)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
26/07/19	GAMMON, John Thomas	Chief M-a-A	RCN	MBE
23/04/20+	HAINES, Ernest	A/Lieutenant	RCN (WW2 OBE)	MBE RVM
23/04/20+	McGUIRK, Henry Francis	Lieutenant	RNCVR	MBE
23/04/20+	RIDGES, Robert Vigurs	Lieutenant	RNCVR	MBE

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**Awards to CANADIANS in the NAVY (FLEET) for WW1
RCN RNCVR RN RNVR RNR MERCHANT MARINE**

BAR to the DISTINGUISHED SERVICE CROSS (DSC*)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
02/11/18+	BELL-IRVING, Henry Beattie	A/Lieutenant	RNVR	DSC*

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DISTINGUISHED SERVICE CROSS (DSC)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
20/07/17+	BELL-IRVING, Henry Beattie	A/Lieutenant	RNVR	DSC (*)
16/08/15+	GOOLDIN, Massy	LCdr	RN	DSC
22/06/17+	KING, Clarence Aubrey	Lieutenant	RNVR (WW2 DSO)	DSC
11/04/19+	MacCALLUM, Frank	Lieutenant	RNVR	DSC
11/08/19+	OLAND, John Eric Wodehouse	Lieutenant	RCN	DSC
08/03/18+	PETERS, Frederick Thornton	Lieutenant	RN (WW2 VC) DSO	DSC
22/02/18+	TAGGART, David Mason	Captain	Merchant Marine	DSC

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ALBERT MEDAL IN BRONZE (FOR SAVING OR ATTEMPTING TO SAVE LIFE AT SEA) (AM)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
03/05/19	BEARD, Ernest Edmund	Stoker PO	RNCVR	AM
03/05/19	MATTISON, Albert Charles	Acting Boatswain	RCN	AM
04/09/17+	POOLEY, Ernest	Chief Motor Mechanic	RN (MB1627)	AM

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Awards to CANADIANS in the NAVY (FLEET) for WW1

RCN RNCVR RN RNVR RNR MERCHANT MARINE

DISTINGUISHED SERVICE MEDAL

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS /
12/05/1917+	SPROULE, Robert Edwin	Motor Mechanic	RNVR	DSM
23/03/1917+	WOODISON, Stanley	Wireman	RN	DSM

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MERITORIOUS SERVICE MEDAL (NAVY) (MSM)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS /
26/07/19	HAY, James	CERA 1/c (20486)	RCN	MSM

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MENTIONED-IN-DESPATCHES (CANADIAN IN RN) (MID)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS /
16/09/1916+	BRAND, Eric Sydney	CERA 1/c (20486)	RCN	MSM

“He was of the very greatest assistance to the gunnery officer throughout the action (at Jutland).”

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FOREIGN AWARDS to the RCN and to CANADIANS in the NAVY (FLEET) for WW1

COMMANDER - LEGION OF HONOUR (France)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
15/09/16+	DE CHAIR, Dudley Rawson S.	Vice-Admiral	RN	KCB MVO
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CHEVALIER - LEGION OF HONOUR (France)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
12/12/18+	BOURKE, Roland	LCdr	RNVR	VC DSO
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FOREIGN AWARDS to the RCN and to CANADIANS in the NAVY (FLEET) for WW1

GRAND OFFICER - ORDER OF THE CROWN OF ITALY (Italy)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
19/12/17+	KINGSMILL, Charles E.	Admiral	RN (on loan RCN)	(Kt)
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COMMANDER - ORDER OF THE CROWN OF ITALY (Italy)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
19/12/17+	MARTIN, Edward Harrington	Captain	RN (on loan RCN)	CMG
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CAVALIER - ORDER OF THE CROWN OF ITALY (Italy)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
19/12/17+	MAY, Alfred John	Lieutenant	RNCVR	---
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FOREIGN AWARDS to the RCN and to CANADIANS in the NAVY (FLEET) for WW1

DISTINGUISHED SERVICE MEDAL (United States of America)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
29/04/19+	DE CHAIR, Dudley Rawson S.	Vice-Admiral	RN	KCB MVO
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CHEVALIER - ORDER OF LEOPOLD (Belgium)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS
08/04/21+	BAILLIE-GROHMAN, Harold Tom	LCdr	RN	DSO (OBE)
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Unable to find the award of the Crown of Abyssinia/Star of Ethiopia awarded to Harold Tom Baillie-Grohman in the 1920's in the London Gazette. It first appears as the Crown of Abyssinia in his Who's Who biography in 1929 which changes to the Star of Ethiopia in 1936 in his Who's Who biography.

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CANADIANS in the ROYAL NAVAL AIR SERVICE (RNAS)

BAR TO THE DISTINGUISHED SERVICE ORDER to CANADIANS in the RNAS (DSO*)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS	/
26/04/18+	MULOCK, Redford Henry	Wing Commander	RNAS	(CBE) DSO*	
21/09/18+	COLLISHAW, Raymond	Temporary Major	RA	(RAF WW2 CB) DSO* DSC (OBE DFC)	

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DISTINGUISHED SERVICE ORDER to CANADIANS in the RNAS (DSO)

LG+ DATE	NAME	RANK	DECORATIONS	/
08/12/15+	ARNOLD, Harwood James	Flight Sub-Lieutenant	DSO	
11/08/17+	COLLISHAW, Raymond	Flight Lieutenant	(WW2 CB) DSO DSC (OBE DFC)	
17/11/17+	FISHER, Philip Sidney	Flight Commander	(OC WW2 CBE) DSO DSC (CBE civil)	
20/07/17+	HOBBS, Basil Deacon	Flight Lieutenant	(RCAF WWII OBE) DSO DSC*	
17/05/18+	LECKIE, Robert	Flight Commander	(RCAF WW2 CB) DSO DSC (DFC)	
23/05/17+	MALONE, John Joseph	Flight Sub-Lieutenant	DSO	
22/06/16+	MULOCK, Redford Henry	Acting Flight Commander	(CBE) DSO (*)	
01/01/18+	SHOOK, Alexander Macdonald	Flight Commander	DSO DSC	

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SECOND BAR to the DISTINGUISHED SERVICE CROSS to CANADIANS in the RNAS (DSC)**

LG+ DATE	NAME	RANK	DECORATIONS	/
19/12/17+	FALL, Joseph Stewart Temple	Flight Commander	DSC** (AFC)	
19/12/17+	HALLAM, Theodore Douglas	Flight Commander	DSC**	

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FIRST BAR to the DISTINGUISHED SERVICE CROSS to CANADIANS in the RNAS (DSC*)

LG+ DATE	NAME	RANK	DECORATIONS	/
21/06/18+	BROWN, Arthur Roy	Captain	DSC*	
16/03/18+	CURTIS, Wilfred Austin	Flight Commander	(OC) (WW2 CB CBE) DSC*	
17/04/18+	DARLEY, Cecil Hill	Flight Commander	DSC*	
21/06/18+	EDWARDS, Stearne Tighe	Captain	DSC*	
19/12/17+	FALL, Joseph Stewart Temple	Flight Commander	DSC* (AFC)	
16/02/17+	GALBRAITH, Daniel Murray Boyne	Flight Lieutenant	DSC*	
07/06/18+	GLEN, James Alpheus	Flight Lieutenant	DSC*	
22/06/17+	HALLAM, Theodore Douglas	Flight Commander	DSC*	
30/11/17+	HOBBS, Basil Deacon	Flight Lieutenant	(OBE WWII RCAF) DSO DSC*	
17/04/18+	ROSEVEAR, Stanley Wallace	Flight Lieutenant	DSC*	
11/08/17+	SHARMAN, John Edward	Flight Lieutenant	DSC*	1
21/06/18+	WHEALY, Arthur Treloar	Captain	DSC*	



¹ Medals of Flight Commander John Edward Sharman, DSC and Bar, Croix de Guerre
Medals of Flight Lieutenant Daniel Murray Boyne Galbraith, DSC and Bar, Croix de Guerre
Medals of Air Marshal Wilfred Curtis, CB, CBE, DSC and Bar

DISTINGUISHED SERVICE CROSS to CANADIANS in the RNAS (DSC)

LG+ DATE	NAME	RANK	DECORATIONS	/
14/09/17+	ALEXANDER, William Melville	Flight Commander	DSC	
28/08/17+	ALLAN, John Roy +	Flight Sub-Lieutenant	DSC	
30/11/17+	ARMSTRONG, Fred Carr +	Flight Commander	DSC	
26/04/18+	BANBURY, Fred Everst +	Flight Commander	DSC	
22/06/17+	BOSWELL, Henry George	Flight Sub-Lieutenant	DSC	
23/05/17+	BREADNER, Lloyd Samuel	Flight Lieutenant	(RCAF WW2 CB) DSC	
24/05/19+	BRONSON, Cecil Gordon	Flight Lieutenant	DSC	
02/11/17+	BROWN, Arthur Roy	Flight Lieutenant	DSC	
29/08/17+	CARTER, Alfred William	Flight Lieutenant	(WW2 Civil OBE) DSC (MBE)	
11/08/17+	CHADWICK, Arnold Jacques +	Flight Lieutenant	DSC	
21/04/17+	CHASE, Charles Keith	Sub-Lieutenant	DSC	
22/02/18+	CHISHOLM, John Foster	Flight Lieutenant	DSC	
20/07/17+	COLLISHAW, Raymond	Flight Lieutenant	(WW2 CB) (DSO* OBE) DSC (DFC)	
19/12/17+	CURTIS, Wilfred Austin	Flight Lieutenant	(OC) (WW2 CB CBE) DSC (*)	
11/08/17+	DARLEY, Cecil Hill	Flight Lieutenant	DSC	
22/01/18+	DELAMERE, Rudolph Dawson	Flight Lieutenant	DSC	
22/06/17+	DEVLIN, John Roland Secretan	Flight Sub-Lieutenant	(WW2 CBE) DSC (AFC)	
02/11/17+	EDWARDS, Stearne Tighe +	Flight Commander	DSC	
23/05/17+	FALL, Joseph Stewart Temple	Flight Sub-Lieutenant	DSC (** AFC)	
12/05/17+	FISHER, Philip Sidney	Flight Sub-Lieutenant	(OC) (Civil WW2 CBE) (DSO) DSC	
12/05/17+	FLETT, Walter Ernest	Flight Sub-Lieutenant	DSC	
22/06/17+	FRASER, Frederick Earl +	Flight Sub-Lieutenant	DSC	
25/10/16+	GALBRAITH, Daniel Murray Boyne	Flight Sub-Lieutenant	DSC	
14/09/17+	GALPIN, John Osborn	Flight Lieutenant	DSC (DFC)	
26/04/18+	GLEN, James Alpheus	Flight Lieutenant	DSC	
16/02/17+	GRANGE, Edward Rochfort	Flight Lieutenant	DSC	
17/11/17+	HERVEY, Gerald Essex	Flight Commander	DSC	
22/06/17+	HOBBS, Basil Deacon	Flight Sub-Lieutenant	(photo below) (DSO) DSC (*) (OBE WWII)	



DISTINGUISHED SERVICE CROSS to CANADIANS in the RNAS (DSC)

LG+ DATE	NAME	RANK	DECORATIONS	/
24/02/16+	INCE, Arthur Strachan	Flight Sub-Lieutenant	DSC	
17/11/17+	JOHNSON, Frederic Ross	Flight Sub-Lieutenant	DSC	
22/02/18+	KEIRSTEAD, Ronald McNeill	Flight Sub-Lieutenant	DSC	
02/11/17+	KERBY, Harold Spencer	Flight Lieutenant	(WW2 CB) DSC (AFC)	
22/06/17+	LECKIE, Robert	Flight Sub-Lieutenant	(WW2 CB) (DSO) DSC (DFC)	
01/10/17+	MacLAURIN, Clarence	Flight Commander	DSC	
22/06/17+	McNICOLL, Charles	Flight Sub-Lieutenant	DSC	
19/12/17+	MAGOR, Norman Ansley +	Flight Lieutenant	DSC	
19/12/17+	MANUEL, John Gerald +	Flight Sub-Lieutenant	DSC	
01/05/18+	MILLS, Frederick Stanley	Flight Lieutenant	DSC	
12/05/17+	NELLES, Douglas Alexander H.	Flight Sub-Lieutenant	DSC	
11/08/17+	REID, Ellis Vair +	Flight Sub-Lieutenant	DSC	
17/11/17+	ROSEVEAR, Stanley Wallace	Flight Sub-Lieutenant	DSC	
01/05/18+	SAUNDERS, Kenneth Foster	Flight Lieutenant	DSC (AFC)	
12/05/17+	SHARMAN, John Edward +	Flight Sub-Lieutenant	DSC	
11/08/17+	SHOOK, Alexander Macdonald	Flight Commander	(DSO) DSC (AFC)	
11/08/17+	SMITH, Langley Frank Willard +	Flight Sub-Lieutenant	DSC	
01/11/17+	SPROATT, Charles Beverley	Flight Sub-Lieutenant	DSC	
01/05/18+	WAUGH, John Keith	Flight Commander	DSC	
26/04/18+	WHEALY, Arthur Treloar	Flight Lieutenant	DSC	

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AWARD of the DSC to a CANADIAN in the RNVR who was NOT in the FLEET or FLEET AIR ARM

LG+ DATE	NAME	RANK	DECORATIONS	/
15/12/15+	HALLAM, Theodore Douglas	Lieutenant (RNVR)	DSC	

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AWARDS to CANADIANS in the RAF FORMERLY in the RNAS for WW1

COMMANDER (Military) ORDER OF THE BRITISH EMPIRE (CBE)

CG DATE	NAME	RANK	SERVICE	DECORATIONS	/
01/01/19	MULOCK, Redford Henry	Colonel	RAF (ex RNAS)	CBE DSO*	
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OFFICER (Military) ORDER OF THE BRITISH EMPIRE (OBE)

LG DATE+	NAME	RANK	SERVICE	DECORATIONS	/
12/07/20+	COLLISHAW, Raymond	Major	RAF (ex RNAS) (WW2 CB)	DSO* OBE DSC DFC	
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MEMBER (Military) ORDER OF THE BRITISH EMPIRE (MBE)

LG DATE+	NAME	RANK	SERVICE	DECORATIONS	/
03/06/19+	CARTER, Alfred William "Nick"	Captain	RAF (ex RNAS) (WW2 OBE)	MBE DSC	
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AWARDS to CANADIANS in the RAF FORMERLY in the RNAS for WW1

DISTINGUISHED FLYING CROSS (DFC)

LG+ DATE	NAME	RANK	SERVICE	DECORATIONS	/
01/01/19+	BALLANTYNE, David Moar	Captain	RAF (ex RNAS)	DFC	
21/09/18+	GALPIN, John Osborne	Captain	RAF (ex RNAS)	DSC DFC	
02/09/18+	LECKIE, Robert	Captain	RAF (ex RNAS) (WW2 CB)	DSO DSC DFC	

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AIR FORCE CROSS (AFC)

LG DATE+	NAME	RANK	SERVICE	DECORATIONS	/
03/06/19+	DEVLIN, John Roland Secretan	Captain	RAF (ex RNAS) (WW2 CBE)	DSC AFC	
01/01/19+	FALL, Joseph Stewart Temple	Captain	RAF (ex RNAS)	DSC** AFC	
01/01/19+	KERBY, Harold Spencer	Major	RAF (ex RNAS) (WW2 CB)	DSC AFC	
02/11/18+	SAUNDERS, Kenneth Foster	Captain	RAF (ex RNAS)	DSC AFC	
03/06/19+	SHOOK, Alexander Macdonald	Major	RAF (ex RNAS)	DSO DSC AFC	
03/06/19+	THOM, George	Captain	RAF (ex RNAS)	AFC	

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FOREIGN AWARDS to CANADIANS in the RNAS for WW1

BELGIUM

COMMANDEUR - ORDRE DE LA COURONNE (Belgium)

LG DATE	NAME	RANK	DECORATIONS	/
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22/02/18+	SMITH, Langley Frank Willard	Flight Sub-Lieutenant	DSC	
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CROIX DE GUERRE (Belgium)

LG DATE	NAME	RANK	DECORATIONS	/
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22/02/18+	SMITH, Langley Frank Willard	Flight Sub-Lieutenant	DSC	
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FRANCE

CHEVALIER - LEGION D'HONNEUR (France)

LG DATE	NAME	RANK	DECORATIONS	/
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14/09/17+	MULLOCK, Redford Henry	Squadron Commander	(CBE)	DSO
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CROIX DE GUERRE avec ETOILE en BRONZE (France)

LG DATE	NAME	RANK	DECORATIONS	/
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28/02/22+	GALBRAITH, Daniel Murray Boyne	Flight Sub-Lieutenant		DSC*
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CROIX DE GUERRE avec ETOILE (France)

CG DATE	NAME	RANK	DECORATIONS
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21/04/17+	ARMSTONG, Fred Car	Flight Sub-Lieutenant	---
21/04/17+	COLLISHAW, Raymond	Flight Sub-Lieutenant	(DSO* DSC OBE DFC)
21/04/17+	McNEIL, Percy Gordon	Flight Sub-Lieutenant	---
21/04/17+	REDPATH, Ronald Francis	Flight Sub-Lieutenant	---

CROIX DE GUERRE (France)

CG DATE	NAME	RANK	DECORATIONS
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22/02/18+	BRONSON, Cecil Gordon	Flight Lieutenant	DSC
20/07/17+	FLETT, Walter Ernest	Flight Sub-Lieutenant	---
20/07/17+	GLEN, James Alpheus	Flight Sub-Lieutenant	---
28/02/22+	GRANGE, Edward Rochfort	Flight Lieutenant	DSC
29/08/17+	ROBINSON, William Edgar	Flight Lieutenant	---
20/07/17+	SHARMAN, John Edward +	Flight Lieutenant	DSC
20/01/17+	SHOOK, Alexander Macdonald	Flight Commander	(DSO DSC)

FOREIGN AWARDS to CANADIANS in the RNAS for WW1

IMPERIAL RUSSIA

ORDER of ST. VLADIMIR (4th Class) with SWORDS and BOW (Imperial Russia)

CG DATE	NAME	RANK	DECORATIONS
no LG	COLLISHAW, Raymond	Major (RAF)	(RAF WW2 CB) DSO* OBE DSC DFC
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CITATIONS and BIOGRAPHIES to CANADIANS in the ROYAL NAVY (Fleet) / RCN in World War One

Captain Arthur Francis Lysons ATWOOD, OBE, RCN (Retired)

Captain Arthur F.L. Atwood, OBE, RCN, Ret'd, who died at his home in Halifax, on 30 December 1950, was buried with full naval honors in Holy Cross cemetery, Halifax, on 02 January 1951, following requiem high mass at St. Mary's Basilica. Senior naval officers from the Atlantic Command, including Rear-Admiral E.R. Mainguy, OBE, Flag Officer Atlantic Coast, attended the funeral.

Born in Rodmarton, Gloucestershire, England, in 1869, Captain Atwood entered the Royal Navy as a cadet at the age of 12. He subsequently saw service in destroyers in the Mediterranean, specialized in gunnery, and, from 1914 to 1917, was Gunnery Officer-in-Charge in the RN Barracks at Chatham.

In 1917 he transferred to the RCN with the rank of Commander and in November of that year took command of the cruiser HMCS "Niobe". He remained in the ship until May 1919, when he was appointed to an administrative post in the Halifax dockyard.

He retired from the RCN in July, 1920, in the rank of captain, and shortly after, as a civilian, was appointed Armament Supply Officer in the dockyard. He retired from the Civil Service in 1930.

Captain Atwood was awarded the Order of the British Empire in 1920 for services in the Royal Navy and Royal Canadian Navy.

Surviving him are a daughter, Mrs. T.E. White of Bedford, and three sons, John, of Chicago, Arthur of Arvida, Que., and Captain Lorenzo L. Atwood, VRD, RCN, who is at present attending the National Defence College, Kingston.

(Obituary originally published in Crowsnest Magazine, Vol. 3, No. 4, February, 1951)

Awarded **Officer of the Order of the British Empire (Military Division) OBE** as per the **London Gazette** of 23 April 1920 in the rank of Commander, RN.

CITATIONS and BIOGRAPHIES to CANADIANS in the ROYAL NAVY (Fleet) / RCN in World War One

BAILLIE-GROHMAN, Harold Tom, Lieutenant-Commander - Mention in Despatches - Royal Navy - Awarded as per **London Gazette** of 17 April 1918 (no Canada Gazette).

Born in Victoria, B.C.

Joined the Royal Navy (HMS Britannia) in 1903.

Promoted to Lt (1909), LCdr (1917), Captain (1930); Rear-Admiral (1941) and Vice-Admiral (1943).

Served in WW1 in the Grand Fleet, in Dover Patrol in destroyers and minesweepers and was awarded the Distinguished Service Order (DSO) as per London Gazette of 17 April 1918.

Captain Baillie-Grohman was a member of the British Naval Mission to China 1931-33.

Commanding Officer of **HMS Ramillies**, 1st Battle Squadron, Mediterranean in 1940 and was later attached to the GOC Middle East. He was chiefly responsible for shore to ship arrangements for the evacuation of British Forces from Greece in 1941 and was awarded the CB. He was Rear-Admiral Combined Operations, 1942 and involved in the initial plans for the Dieppe raid.

On 8 May 1945, Vice-Admiral Baillie-Grohman hoisted the White Ensign over the German Naval HQ, Kiel.

Vice-Admiral Harold Tom BAILLIE-GROHMAN, DSO, RN - Career in Summary

Cadet	Royal Navy	1903	(Served in HMS Britannia)
Lieutenant	Royal Navy	1909	
Lieutenant-Commander	Royal Navy	1917	(Dover Patrol in destroyers and minesweepers)
Captain	Royal Navy	1930	(British Naval Mission to China)
Rear-Admiral	Royal Navy	1941	(Evacuation of British Forces from Greece)
Vice-Admiral	Royal Navy	1943	

BAILLIE-GROHMAN, Harold Tom, Lieutenant-Commander - Distinguished Service Order (DSO) - Royal Navy - Awarded as per **London Gazette** of 17 April 1918 (no Canada Gazette).

BEARD, Commander Charles Taschereau. - Mentioned in Despatches - Awarded as per **London Gazette** of 09 January 1943.



Born: 30 July 1890 in Ottawa, Ontario

Left Canada at age 17 to pursue a maritime career in Great Britain.

Two years of service aboard the **Merchant Training ship Conway** from 1907 to 1909.

Returned to Canada and served on several fisheries patrol vessels including the **Kestrel** and **CGS Canada**.

Joined Royal Naval Reserve on 04 March 1909 and spent a short time in **HMC Algerine** while she was stationed in Esquimalt.

On 21 October 1910, he joined the Royal Canadian Navy as a Midshipman.

Most of his early naval career was spent with the Royal Navy. On 14 November 1914 he was in command of the Destroyer **HMS Saracen** (Tribal Class Destroyer).

September 1915 serving in **HMS Tartar**.

In October 1915 he married Miss Kathleen Kent, from the Manor House, Constant Springs, Jamaica.

Received a Mentioned in Despatches in WWI.

From 1920 to 1922 he commanded **HMCS Patriot**.

In 1922, he became Senior Naval Officer, Esquimalt and the Captain of Naden.

In 1925, he went to the United Kingdom for service with the Royal Navy.

Promoted to Commander on 14 November 1926.

From March 1928 to May 1928, he commanded **HMCS Champlain**.

He served as the Director of Naval Reserves from July 1933 to January 1936.

In January 1936, he became the Director of Operations and Training as Naval Service Headquarters.

In July 1936 he was once again at Naden as Commanding Officer as well as Commander of the Dockyard.

He retired on 01 April 1939.

He was called out of retirement at the beginning of the Second World War and was the first to take command of **HMCS Prince Robert** in April 1940. The **Prince Robert** was a former passenger vessel that was converted and commissioned as an auxiliary cruiser in

1940. Her first mission was to help reinforce a blockade off the Mexican coast that was attempting to prevent enemy merchant raiders from sailing. He was Mentioned-in-Despatches for capturing the German Motor Ship *Weser* which was attempting to escape from a Mexican Port.

His son, Midshipman Thomas Norman Kemp Beard, was killed on the *HMS Hood* during its encounter with the *Bismarck* in May 1941.

He retired from the navy during WWII due to poor health on 01 January 1941.

He ran in the 1941 Provincial Election in Esquimalt as a Liberal but lost to the Conservative candidate.

He was however, elected to the legislature of British Columbia representing Esquimalt in the election of 26 October 1945 as a member of the victorious Liberal-Conservative Coalition Party.

He died in office on 21 November 1948 in Victoria (one of five MLAs to die before the next election).

Citation to his WWII MID of 09 January 1943:

After dark while on patrol off Manzanillo on September 25th, the lookouts spotted a large ship coming out. Beard kept *Prince Robert* to the south and unobserved, waiting until the other ship cleared the port. The merchantman was tracked for a mile astern until both were in international waters. Then *Prince Robert* closed on the other vessel and illuminated her port quarter. The enemy vessel, *German Merchantman Weser*, was taken completely by surprise, and before her crew could scuttle her she was boarded. A small prize crew sailed *Weser* back to Esquimalt. Commander Beard's command of the *Prince Robert* was short-lived as he was forced into retirement again due to ill health.

BEARD. Charles Taschereau,

Merchant Ship Training Conway

RNR [4.3.09] Midshipman

CGS CANADA 1910, Mid [21.10.10] CNF,

HMCS NIOBE 11,000/1897 (21.10.10-?)

HMS DREADNOUGHT 1911,

S/Lt [14.1.13]

HMS LANCASTER 1914, Lt [14.11.14] RCN,

HMS ATTENTIVE for HM P-17, pb, (11.1.18-?)

HMS RAMILLIES 1920,

HMCS PATRIOT 1,004/16, DD, stand by (1.9.20-1.11.20)

HMCS PATRIOT 1,004/16, DD, CO, (1.11.20-2.9.22)

HMCS NADEN 88/1913, (D/S) CO, (3.9.22-?)

HMCS PATRICIAN 1,004/16, DD, CO, (3.9.22-31.10.22)

HMCS NADEN m/v, (D/S) CO, (1.11.22-?)

Cdr [14.11.22]

Cdr [1.9.26] AdC,

HMCS CHAMPLAIN DD, CO, (1.3.28-20.5.28)

NSHQ, Staff Officer, (1.6.28-?)

NSHQ as Director Naval Reserves (4.7.33-?)

NSHQ, Dir Ops & Trg, (2.1.36-?)

HMCS NADEN (D/S) CO, Cdr i/c Esq, & OIC Dockyard Esquimalt, (1.7.36-?) AdC,

Retired [1.4.39]

HMCS PRINCE ROBERT (F56) amc, stand by, (2.4.40-30.7.40)

HMCS PRINCE ROBERT (F56) amc, CO, (31.7.40-7.10.40)

Captured German SS *WESER* off Mexico 1940. Retired [1.1.41]

MID~[9.1.43]

Retirement RCN - Commander, Honourable



Medals and Decorations:

WWI The 1914-15 Star, British War Medal 1914-18, Victory Medal 1914-1919 with MID.
(with mentioned in despatches but it should be on his 1939/1945 Medal)

Between: 1935 King George V Jubilee Medal, King George VI Coronation Medal

WWII 1939/45 Star, Atlantic Star, CVSM and Clasp, War Medal 1939-1945 with MID

Medals on display in the CFB Esquimalt Naval Museum (missing the WWII MID on the 39/45 War Medal)

BEARD, Ernest Edmund, Stoker Petty Officer - ALBERT MEDAL in Bronze (For Saving or Attempting to Save Life at Sea) (AM) - RNCVR / HMCS Niobe - Awarded as per **Canada Gazette** of 3 May 1919 and **London Gazette** of 18 February 1919. **His name was incorrect in the London Gazette – he was listed as Edward S. but his given names were Ernest Edmund.**

Ernest Edmund Beard was born in London, England, on 24 July 1887. He was the son of Frederick Beard, a carpenter, and Sarah Beard. The middle child of three, he was the Beards' only son.

Beard joined the Royal Navy in 1905 (Service number SS101606). He received his initial training on the stokers' training ship HMS Acheron (formerly armoured frigate HMS Northumberland) and was sent for further training at HMS Pembroke II shore establishment in Chatham. Once he completed training, Beard served on a number of ships as a stoker — including the armoured cruisers HMS Sutlej and HMS Minotaur, and the battleship HMS Magnificent — before transferring to the Royal Fleet Reserve in November 1910.

In 1911, Beard immigrated to Canada, arriving in Québec City, Quebec, on the Pomeranian on 10 October. He reacted to Britain's declaration of war on Germany in early August 1914 by enlisting in the Royal Naval Canadian Volunteer Reserve on 11 August 1914 in Halifax, Nova Scotia. He was stationed on the HMCS Niobe with the rank of Stoker Petty Officer.

Beard was one of two Canadians awarded the Albert Medal for actions related to the Halifax explosion on 6 December 1917. The other was Acting Boatswain Albert Charles Mattison (Royal Canadian Navy). On that day, the French steamer Mont Blanc, with a cargo of high explosives, and the Norwegian steamer Imo collided in Halifax Harbour. Fire broke out on the Mont Blanc immediately after the collision, and the flames very quickly rose to a height of over 100 feet. The crew abandoned its ship and rowed towards the shore. Beard, Mattison and four other men from the HMCS Niobe volunteered to take a small boat from their ship and help the crew of the Mont Blanc fight the fire. However, just as they got alongside the Mont Blanc, it blew up, killing Beard and his crewmates. According to the Halifax explosion casualty register, their bodies were never recovered.

Both Mattison and Beard were awarded the Albert Medal for their bravery. Sadly, for Beard, his name appears as "Edward S. Beard" on the medal and in the official announcement of the award in the London Gazette.



"On the 6th December 1917, the French steamer 'Mont Blanc', with a cargo of high explosives, and the Norwegian steamer 'Imo' were in collision in Halifax Harbour, Nova Scotia. Fire broke out on the 'Mount Blanc' immediately after the collision. The Commanding Officer of H.M.C.S. Niobe, which was lying in the harbour, on perceiving what had happened, sent away a steam-boat to see what could be done. Mr. Mattison and six men of the Royal Naval Canadian Volunteer Reserve volunteered to form the crew of this boat, but just as the boat got alongside the 'Mont Blanc' the ship blew up, and Mr. Mattison and the whole boat's crew lost their lives. The boat's crew were fully aware of the desperate nature of the work they were engaged on, and by their gallantry and devotion to duty they sacrificed their lives in the endeavour to save the lives of others."

Medals: Albert Medal in Bronze for Saving Life at Sea – 1914/1915 Star – British War Medal – Canadian Victory Medal

Medals held by the Canadian War Museum – photos from the Canadian War Museum.

BRAND, Eric Sydney, Sub-Lieutenant – Mentioned-in-Despatches – RN / HMS Valiant - Awarded as per the **London Gazette** of 16 September 1916.

Home: Ottawa, Ontario.

Joined the Merchant Navy College, HMS Conway, as a cadet in 1909.

A Conway cadet, Brand was in Greynville Term at the Royal Naval College, Dartmouth which commenced on 12 January, 1911.

A term mate was Prince Albert, and his Term Lieutenant was Henry Spencer-Cooper.

He entered the College 69th and passed out 12th.

Mentioned in Despatches at the Battle of Jutland in **HMS Valiant** and promoted Lieutenant in 1916.

Later qualified both G and dagger N.

Promoted Commander, RN, on 30 December 1929.

Lent to RCN as Director of Plans and Intelligence 22 June 1939.

Served at Naval Service HQ throughout the war adding responsibility for trade.

Promoted to Captain on 1 July 1941.

Went on RCN retired list in May 1945.

Post war was the first director marine operations for the Canadian Coast Guard, the First Director of the CCG College at Point Edward in 1965.

He was made Honorary Commodore of the CCG.

In addition to his wartime medals received the **Medal of HM King of Sweden** for services to humanity.

He died in Ottawa on 22 November 1991, age 95 (three months after hip surgery).

BRAND, Eric Sydney, 0-8350, Cdr [31.12.29] RN, NSHQ, Dir/Intel (29.7.39-?)

Capt [1.7.41] RCN **OBE**~[5.6.43]

Legion of Merit-Degree of Commander(USA)~[30.3.46]

Demobilized [12.8.46]

Croix de Guerre avec Palmes en Bronze(France)~[27.11.46]

Legion of Honour-Chevalier(France)~[27.11.47]

“He was of the very greatest assistance to the gunnery officer throughout the action (at Jutland).”



Medals: OBE (2nd Type) – 1914/15 Star - BWM – Victory Medal with MID – CVSM – 1939/1945 War Medal - Legion of Merit-Degree of Commander (USA) - Legion of Honour-Chevalier (France) - Croix de Guerre avec Palmes en Bronze (France) – Medal of HM King of Sweden (for Services to Humanity)

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BELL-IRVING, Henry Beattie, Acting Lieutenant - Distinguished Service Cross (DSC) - RNVR / H.M. Drifter - Awarded as per **London Gazette** of 20 July 1917 (no Canada Gazette). Born in Vancouver in 1887. Married Anne Pybus in 1912 and they had six children. Joined the RNVR at the start of WW1. Received DSC and Bar in WW1. Worked in Vancouver between wars. Served in WW2 as a LCdr (Temp), Acting Commander (WHA), RCNVR, beginning on 11 September 1939. Served as a salvage officer on one of the beaches on D-Day. The medals of Henry Bell-Irving are on display in the Wardroom at HMCS Discovery (Naval Reserve Unit in Vancouver). Henry earned a Distinguished Service Cross (DSC) for shooting down two German seaplanes, the first such action in the war, and later on, a bar to the DSC earned for his part in salvaging an abandoned cargo ship.

His son became the Lieutenant-Governor of British Columbia and received the DSO & Bar and OBE in World War Two and an OC post war.

The KING has been graciously pleased to approve of the award of the Distinguished Service Cross to the undermentioned Officer: -- Sub.-Lieut. (Act. Lieut.) Henry Beattie Bell-Irving, RNVR

"In recognition of his services in command of H.M. Drifter "I.F.S." in an engagement with five enemy seaplanes on the 11th June, 1917. Two of the enemy machines were brought down by gun-fire and destroyed."

BELL-IRVING, Henry Beattie, Acting Lieutenant, DSC - Bar to the Distinguished Service Cross (DSC*) - RNVR - Awarded as per **London Gazette** of 2 November 1918 (no Canada Gazette).

The KING has been graciously pleased to approve of the award of decoration to the undermentioned officer: --To receive a **Bar to the Distinguished Service Cross**: -- Acting Lieut. Henry Beattie Bell-Irving, DSC, RNVR

"In recognition of his gallantry when one of H.M. minesweepers struck a mine."

MEDALS of Lieutenant-Commander Henry Beattie BELL-IRVING, DSC and Bar, RCNVR:

DSC* - British War Medal - WW1 Victory Medal - Defence Medal - CVSM & Clasp - 1939/45 War Medal.



The Medals are on display in the Wardroom at HMCS Discovery in Vancouver, British Columbia

BOURKE, Rowland Richard Louis, Lieutenant - Mentioned in Despatches - RNVR / ML276 - Awarded as per **London Gazette** of 23 July 1918 (no Canada Gazette). Born in London England on 28 November 1885. His family moved in Canada. Joined the RNVR at the outbreak of WW1. Awarded DSO and Victoria Cross in WW1. Commanded ML-276 in the operations against Zeebrugge and Ostend in 1918. Returned to Canada following the war. LCdr Rowland Bourke served in the Royal Canadian Navy Volunteer Reserve in WW2 at Esquimalt. Died in Esquimalt, B.C., on 29 August 1958. Buried in Victoria, B.C.



"The KING has been graciously pleased to approve the following honour for services in the operations against Zeebrugge and Ostend on the night of the 22-23rd April, 1918. Throughout the action, he showed the greatest coolness and skill in handling his motor-launch. He repeatedly went alongside "Brilliant" under very heavy fire and took off 38 officers and men. He took in tow and brought back to the harbour another motor- launch which was damaged."

BOURKE, Rowland Richard Louis, Lieutenant - Distinguished Service Order (DSO) - RNVR / ML276 Awarded as per **London Gazette** of 23 July 1918 (no Canada Gazette).

The KING has been graciously pleased to approve the following honour for services in the operations against Zeebrugge and Ostend on the night of the 22-23rd April, 1918 to the following Officer:--

To be made a **Companion of the Distinguished Service Order**: Lieut. Rowland Richard Louis Bourke, RNVR.

"Throughout the action, he showed the greatest coolness and skill in handling his motor-launch. He repeatedly went alongside "Brilliant" under very heavy fire and took off 38 officers and men. He took in tow and brought back to the harbour another motor- launch which was damaged."

BOURKE, Rowland Richard Louis, Lieutenant, DSO - VICTORIA CROSS (VC) - RNVR / ML276 - Awarded as per **London Gazette** of 28 August 1918 (no Canada Gazette).

"Volunteered for rescue work in command of M.L. 276 and followed "Vindictive" into Ostend, engaging the enemy's machine-guns on both piers with Lewis guns. After M.L. 254 had backed out, Lt. Bourke laid his vessel alongside 'Vindictive' to make further search. Finding no one, he withdrew, but hearing cries in the water, he again entered the harbour, and after a prolonged search, eventually found Lt. Sir John Alleyne, and two ratings, all badly wounded, and in the water, clinging to an upended skiff, and he rescued them. During all this time, the motor launch was under very heavy fire at close range, being hit in fifty-five places, once by a 6 inch shell. Two of her small crew being killed and others wounded. The vessel was seriously damaged and speed greatly reduced. Lt. Bourke, however, managed to bring her out and carry on until he fell in with a Monitor, which took him in tow. This episode displayed daring and skill of a very high order, and Lt. Bourke's bravery and perseverance undoubtedly saved the lives of Lt. Alleyne and two of the 'Vindictive's' crew."

BOURKE, Rowland Richard Louis, Lieutenant-Commander, VC, DSO - Chevalier - Legion of Honour (France) - Awarded as per **London Gazette** of 12 December 1918 (no Canada Gazette).

"For services in the operations against Zeebrugge and Ostend on the night of the 22-23rd April, 1918. Throughout the action, he showed the greatest coolness and skill in handling his motor-launch. He repeatedly went alongside "Brilliant" under very heavy fire and took off 38 officers and men. He took it in tow and brought back to the harbour another motor- launch which was damaged."

The Medals of Lieutenant-Commander Rowland Richard Louis BOURKE, VC, DSO are held by the Canadian War Museum.

MEDALS of Lieutenant-Commander Rowland Richard Louis BOURKE, VC, DSO, RCNVR:



VC - DSO - British War Medal - WW1 Victory Medal with MID - CVSM - 1939-45 War Medal
1936 King George VI Coronation Medal - EIR Coronation Medal - Chevalier, Legion of Honour (France)

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DENISON, John, Captain - Distinguished Service Order (DSO) - Royal Navy - Awarded as per **London Gazette** of 4 June 1917 (no Canada Gazette). John Denison was born in Toronto and entered the Royal Navy in 1867. He commanded the Royal Yacht from 1893 to 1896 and was A.D.C. to the King from 1905 to 1906. From 1908 to 1909, he commanded the Devonport Division of the Home Fleet and retired as an Admiral. He came out of retirement in World War One to help the Royal Navy and reverted to the rank of Captain. On retirement, he was promoted to Commodore.

"In recognition of services in the prosecution of the war"

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EDWARDS, Charles Peter, Lieutenant-Commander - Officer - Order of the British Empire (Military) (OBE) - RNCVR - Awarded as per **London Gazette** of 23 April 1920 (no Canada Gazette). He was working for the Department of Marine and Fisheries when he was transferred to the newly formed Naval Service in 1910. He remained with the navy until 1936 when he became the Director of Air Services, Department of Transport. He became the Deputy Minister of Transport in 1941 and the Deputy Minister (Air Services) Department of Transport in 1948. He was awarded the **CMG** in 1946 for his work as Director of Air Services in World War Two.

"For outstanding service as the Director of Radiotelegraph Branch, Canadian Naval Service."

Awarded **Companion - Order of St. Michael and St. George (CMG)** as per **Canada Gazette** of 01 July 19446 while Deputy Minister of Transport.

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GAMMON, John Thomas, Chief Master at Arms - Member - Order of the British Empire (Military) (MBE) - RCN - Awarded as per **Canada Gazette** of 26 July 1919 and **London Gazette** of 27 June 1919. Promoted Acting Chief Petty Officer / Master at Arms, RCN, on 25 April 1917. To HMCS Niobe on 24 January 1918.

"For gallantry and devotion to duty on the occasion of the explosion at Halifax, Nova Scotia, on the 6th December, 1917. At the time of the explosion two divers were down under the supervision of Mr. Gammon; the diving party were scattered by the explosion, and there was no one to handle the pump; Mr. Gammon was thrown down, but regaining his feet, manned the pump, and with the assistance of Seaman Walter George Critch (RNR, from Newfoundland who received the Meritorious Service Medal), kept the pump going until the divers were released and placed in safety. Debris was falling in all directions during the whole time, and four men are normally required to man a diving pump."



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GOOLDIN, Massy, Lieutenant-Commander - Distinguished Service Cross (DSC) - Royal Navy - Awarded as per **London Gazette** of 16 August 1915 (no Canada Gazette). He served as Naval Officer-In-Charge, Sydney, N.S. (HMCS Protector) at the outset of World War II with the rank of Commander.

"He received the DSC for his services during the landing of the Army on the Gallipoli Peninsula 25th-26th April, 1915."

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HAINES, Ernest, Acting Lieutenant - Member - Order of the British Empire (Military) (MBE) - RCN - Awarded as per **London Gazette** of 23 April 1920 (no Canada Gazette). Ernest Haines was born in 1878 and served in the Royal Navy before transferring to the Royal Canadian Navy as a gunner on board HMCS Rainbow. He had been a participant in the funeral of Queen Victoria and had received the Royal Victorian Medal for that service. After serving on HMCS Rainbow, he was transferred to N.S.H.Q. as an advisor on naval armament. He transferred in 1921 to the civil service as Naval Armament Supply Officer. He returned to active naval service with the rank of Commander and served as Director of Naval Ordnance from 1939 until January 1943. At that time, he was appointed Superintendent Naval Armament Depot, Halifax but later in 1943 returned to his former position in Ottawa retiring from the Navy and from his working career in 1945 at the age of seventy. He was made an **Officer of the Order (OBE)** of the British Empire for his services in World War Two.

"Awarded for services as Advisor on Naval Armament Naval Service Headquarters (Ottawa)."

Awarded **Royal Victorian Medal (RVM)** while in the Royal Navy as a participant in the funeral of Queen Victoria.

Awarded **OBE** in WW2 in the RCN.

MEDALS of Commander Ernest HAINES, OBE, RVM, RCNVR:

OBE (2nd Type) / MBE (1st type) - African General Service Medal clasp Somaliland 1902-1904 - 1914 Star - British War Medal - Victory Medal - CVSM - 1939-1945 Medal - King George VI Coronation Medal - Royal Victorian Medal (Queen Victoria bust).

His medals are displayed in the Maritime Command Museum in Halifax.



HALLAM, Theodore Douglas, Lieutenant - Distinguished Service Cross (DSC) - RNVR / RNAS Armoured Car Unit - Awarded as per **London Gazette** of 15 December 1915 (no Canada Gazette). Lt. Hallam was from Toronto and went overseas with the 1st Contingent of the Canadian Army as a Private in a machine-gun unit. While in England, he was commissioned in the RNVR and subsequently sent to the Dardanelles with an RNAS Machine-gun unit. At the end of April 1915, while serving with a RNAS Armoured Car Unit in Gallipoli, he was in charge of two machine-guns in an important forward position and for six days, he and his men worked their guns continuously repelling all attempts by the Turks to overrun them. When Hallam finally withdrew, under orders, both his guns had been shot out of action. For this action he received the DSC. Hallam was wounded in July 1915 and invalided back to England. He qualified as a pilot in August 1916. In mid-April 1917, he commanded a flight of five H.12 flying boats from Felixstowe. He received a bar to his DSC for an attack on a U-Boat on April 23, 1917 and a second bar for his continued flying boat operations from Felixstowe. (From the book "**Brave Young Wings**").

"He was serving in the Dardanelles with an RNAS Machine-gun unit. At the end of April 1915, while serving with a RNAS Armoured Car Unit in Gallipoli, he was in charge of two machine-guns in an important forward position and for six days, he and his men worked their guns continuously repelling all attempts by the Turks to overrun them. When Hallam finally withdrew, under orders, both his guns had been shot out of action.

HALLAM, Theodore Douglas, Lieutenant - Bar to the Distinguished Service Cross (DSC*) - RNVR / Fleet Air Arm - Awarded as per **London Gazette** of 15 December 1915 (no Canada Gazette).

Commanded a flight of five H.12 flying boats from Felixstowe.

HALLAM, Theodore Douglas, Lieutenant - Second Bar to the Distinguished Service Cross (DSC)** - RNVR / Fleet Air Arm - Awarded as per **London Gazette** of 15 December 1915 (no Canada Gazette).

For his continued flying boat operations from Felixstowe.

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HAY, James, Chief Engine Room Artificer 1st Class (20486) - Meritorious Service Medal (MSM) - RCN / Ammunition Ship Picton - Awarded as per **Canada Gazette** of 26 July 1919 and **London Gazette** 30 June 1919.

"For services during the Halifax Explosion on the Ammunition Ship Picton."

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Hobbs Flight Lieutenant Basil Deacon 'Billiken' Hobbs was born in Reading, Berkshire on 20 December 1894, and was educated at the Public and High Schools of Sault Saint Marie in Ontario, where his family had settled as farmers in 1900. A keen student of early aviation, he obtained lessons from Orville Wright at Dayton, Ohio, paying the master pilot a rate of one dollar a minute for his expertise, and notching up a grand total of four hours' flying time before enrolling as a trainee in the 'Aero Club of America'.²

His family having moved to Canada in 1900, he was taught to fly at his own expense in 1912 by a certain Orville Wright, became the most decorated pilot of the 'Aero Club of America' to have joined the British flying services, and went on to complete the first trans-Canada flight before becoming a founder member of the Royal Canadian Air Force.

Late of Royal Naval Air Service, who, in a matter of months, was credited with the confirmed destruction of the Zeppelin L. 43, the sinking of the UC-6 and the probable sinking of another enemy submarine - the whole as a pilot of Large American Seaplanes operating out of Felixstowe's famous 'Spider's Web'.

As a Group Captain, RCAF, in WWII he was awarded the OBE for his services.



Medals of Group Captain B. D. 'Billiken' Hobbs, DSO, OBE, DFC and Bar

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top ribbon bar;
The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast badge, silver-gilt;
Distinguished Service Cross, G.V.R., with Second Award Bar, hallmarked London 1917, the reverse privately engraved, 'Flt. S. Lieut. Basil D. Hobbs, D.S.O. R.N.A.S. 22 June 1917';
British War and Victory Medals, with M.I.D. oak leaves (Flt. Lt. B. D. Hobbs, R.A.F.);
1939-45 Star; Atlantic Star;
Canadian Voluntary Service Medal 1939-45, with overseas clasp;
War Medal 1939-45, silver, mounted court-style as worn,
the first with loose obverse centre, otherwise generally good very fine
D.S.O. London Gazette 20 July 1917.

Auction price 2025: £16,000-£20,000

² Medals are up for sale on Noonan's Mayfair auction on 11 March 2025. Information provided to me by Curtis Mainfield.

O.B.E. *London Gazette* 14 June 1945.
The original recommendation states:

'Group Captain Hobbs has served with distinction throughout an extensive period of war service. As Commanding Officer of Royal Canadian Air Force Station, Patricia Bay, he has carried out his duties in an exemplary manner. At all times he has given his best to the service and all personnel under him have profited by his experience, good judgement, and fine leadership. This officer's record throughout his career has been outstanding. By his splendid devotion to duty, initiative, and efficiency he has rendered highly meritorious service to the Royal Canadian Air Force.'

D.S.C. *London Gazette* 22 June 1917.

Bar to D.S.C. *London Gazette* 30 November 1917:

'For services in action with enemy submarines.'

Basil Deacon 'Billiken' Hobbs was born in Reading, Berkshire on 20 December 1894, and was educated at the Public and High Schools of Sault Saint Marie in Ontario, where his family had settled as farmers in 1900. A keen student of early aviation, he obtained lessons from Orville Wright at Dayton, Ohio, paying the master pilot a rate of one dollar a minute for his expertise, and notching up a grand total of four hours' flying time before enrolling as a trainee in the 'Aero Club of America'.

With the advent of hostilities in August 1914, he made his way to the U.K. and joined the Royal Naval Air Service, and qualified for his "Wings" in December 1915. Having then been commissioned as a Flight Sub-Lieutenant, he qualified on American Large Seaplanes and went operational out of Felixstowe in early 1917, gaining his first D.S.C. for a U-Boat claim on 12 March. Indeed, his ensuing operational career with Felixstowe's famous 'Spider Web' seaplane patrol would witness several highly successful encounters with the enemy, but none would match up to the magnitude of the results he achieved on the night of 14 June:

'I have the honour to submit the following report of a Zeppelin patrol carried out in Large American Seaplane No. 8677 this morning. In accordance with your orders, we proceeded at 5.15 a.m. B.S.T. and at 7.30 a.m. after making good course 72 magnetic, we sighted the Dutch coast at Vlieland, where we altered course for Felixstowe. At 8.40 a.m., we were again over Vlieland at 500 feet when we sighted a Zeppelin five miles away on our starboard bow at about 1,500 feet, steering due North. Its approximate position was 53 20 N. 4 40 E. We at once proceeded to attack at full speed, climbing 2,000 feet. Flight Lieutenant B. D. Hobbs was piloting the machine, Sub-Lieutenant R. F. L. Dickey manned the bow gun, W./T. Operator H. M. Davis (A.M. II, 20254) manned the midship gun, and A.M.T. (Engineer) A. W. Goody (F. 12237) manned the stern gun.

As we approached the Zeppelin, we dived for her tail at about 100 knots. Her number L. 43 was observed on the tail and bow, and also a Maltese Cross in a black circle. The midship gun opened fire with tracer ammunition, and when about 100 feet above Sub-Lieutenant Dickey opened fire with Brock and Pomeroy ammunition as the machine passed diagonally over the tail from starboard to port. After two bursts the Zeppelin burst into flames. Cutting off engines we turned sharply to starboard and passed over her again. She was by this time completely enveloped in flames and falling very fast. Three men were observed to fall out on her way down. Flames and black smoke were observed for some time after wreckage reached the water. We then set course for Felixstowe arriving at 11.15 a.m.' (Hobbs' official report, refers).

So ended the three-month career of Zeppelin L. 43, Hobbs being awarded the D.S.O., Dickey the D.S.C., and Davis and Goody D.S.M.s.

On 17 June, once more in American Large Seaplane No. 8677, with Flight Sub-Lieutenant R. F. L. Dickey as 2nd pilot and gunner, Hobbs probably destroyed an enemy seaplane off the coast of Vlieland:

'The hostile machine maintained a continuous machine-gun fire and circled round attempting to get under the rail of our seaplane, which, however, successfully outmaneuvered the enemy machine, and opened fire with both forward and rear guns. Several bursts were observed to penetrate the fuselage and others to take effect on the nose and tail of the machine. The enemy Observer disappeared from view, presumably wounded, the firing ceased and the machine broke off the action, pursuing an erratic course to the eastward, firing two red signal lights, and was lost to view close to the water ...' (R.N.A.S.

operational report No. 36, for the period 16-30 June 1917. refers).

Another 'probable' was claimed by Hobbs and Dickey in No. 8677 on 15 September, on this occasion an enemy submarine. R.N.A.S. operational report No. 41 for the period 1-15 September 1917 takes up the story:

'Large American Seaplane No. 8677 left Felixstowe at 0645 on a convoy patrol and at 0730 the conning tower of a hostile submarine was sighted at a distance of not more than half a mile, and almost in a direct line with the seaplane's course. The submarine appeared to be rising, but must have sighted the seaplane, as it commenced to submerge almost immediately. It was steering due North, and the conning tower, painted a very light grey colour, was clearly visible. The seaplane, which was flying at a height of 1,000 feet, and at a speed of 60 knots, increased its speed to 80 knots, and, flying over the submarine, the conning tower of which was still showing, released two 230lb. bombs. Both bombs were observed to explode in the centre of the wash, about 10 feet ahead of the conning tower (which by this time was submerged) and in line with it. The seaplane circled for some time, and observed a large patch of dark brown oil, which seemed to spread very quickly, calming the water - which was very rough - where it spread. It appears to be probable that the submarine was severely damaged and sunk. The pilots were Flight Lieutenant Hobbs and Flight Sub-Lieutenant Dickey.'

But their next encounter with an enemy submarine on 28 September resulted in the confirmed destruction of the *UC-6*. Once again official records take up the story:

'Whilst on patrol, Flight Lieutenant Hobbs and Flight Sub-Lieutenant Dickey, in Large American Seaplane No. 8676, sighted a submarine on the surface, fully blown, about a mile ahead, about 30 miles south of North Hinder. The seaplane opened to 80 knots, and at 600 feet steered straight for the submarine, and when a quarter of a mile away fired two recognition signals, which were not answered. Flying over the submarine the seaplane dropped one 230lb. bomb and turned to make a second run, during which the submarine fired one shell, which burst about 50 feet off the seaplane. A photograph was taken of the submarine when it was in a position under the port wing of the seaplane. Three more hostile submarines were then observed through the mist, some distance ahead of the seaplane, heading S.W. in line abreast, and immediately behind them were three destroyers. All six were firing at the seaplane, but their shells exploded in front of the machine. Escorting the destroyers were three seaplanes, which were prevented from attacking Seaplane 8676 by the barrage put up by the destroyers' fire. Turning completely around, the seaplane made a second run over the submarine, now sinking astern with water up to her conning tower and nose full out of the water, and discharged a second 230lb. bomb which exploded dead-on, 15 feet ahead of the bow. With the impact of the bomb the submarine seemed to vibrate, and sank immediately, leaving a large quantity of blackish oil, air bubbles and foreign matter on the surface. The seaplane then returned to Felixstowe. Hobbs was awarded a Bar to his D.S.C.

Just a day or two later, at the controls of a 'Porte Baby' seaplane, but with Sholto Douglas aboard as senior pilot, he fought a 20-minute running combat with three enemy seaplanes, two of the 'Porte Baby's' engines being shot out of action. Forced to land on the water, where his machine was raked by fire from the enemy seaplanes, Hobbs was fortunate indeed to be able to taxi slowly back to the English coast, which was eventually reached nine hours later. He was mentioned in despatches (*London Gazette* 17 November 1917).

Yet another 'mention' was gazetted on 19 December 'For services in action with enemy submarines', and may well have been in recognition of his inconclusive attack on 15 September. Be that as it may, in April 1918, following advancement to Flight Commander, Hobbs was rested with an appointment for 'Air services in America' and ended the war with equivalent rank to Major in the newly established Royal Air Force.

Having then returned home, he completed the first trans-Canada flight in 1920 and was appointed a Squadron Leader and founding member of Royal Canadian Air Force in April 1924. Recalled on the renewal of hostilities, he rose to the rank of Group Captain and was awarded the **O.B.E. for his services as C.O. of Patricia Bay, British Columbia**. Hobbs died in November 1965.

His younger brother, **Joseph William Hobbs**, was the first Commanding Officer of the Vancouver Half Company which later became HMCS Discovery. He was also a member of the RNAS in WWII. Look up his full history on The Nauticapedia.

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HOSE, Walter, Captain - Commander - Order of the British Empire (Military) (CBE) - RCN - Awarded as per London Gazette of 23 April 1920 (no Canada Gazette).

He was born at sea and joined the Royal Navy in 1875.

He married a native of St. John's Newfoundland during his services in the waters off of Newfoundland.

Commanding Officer *HMS Redbreast* (Lt and Commander) in 1908.



Commander, RN, on 31 December 1908.

In 1909, he was executive officer of the armoured cruiser **HMS Cochrane**.

He commanded **HM ships Tweed, Ringdove, Kale, Redbreast and Jason**.

In 1911, the Royal Navy loaned Commander Hose to the Canadian Naval Service.

Commanding Officer of **HMCS Rainbow** from 24 June 1911 to 30 April 1917.

In 1912, he retired from the RN and became an RCN officer.

In 1917, he transferred from Rainbow to Ottawa to organize the east coast patrols and from 30 November 1917 to 30 April 1918 was appointed Captain of Patrols at HMCS Stadacona.

On 1 May 1918, he went to Halifax as Senior Naval Officer.

In December 1918 was appointed to duty at Naval Service Headquarters.

He became Assistant Director of the Naval Service in 1920.

Succeeded Admiral Kingsmill as Director of the Naval Service of Canada in January 1921.

He was promoted to Commodore in 1921.

Promoted to Rear-Admiral on his retirement 1 June 1934.

(from the book, Naval Services of Canada).

"CBE awarded for outstanding service as the Assistant Director of the Canadian Naval Service."



JOHNSON, Bernard Leith, Lieutenant-Commander - Mentioned in Despatches - RNR (on loan RNCVR) - Awarded as per **London Gazette** of 2 November 1917 (no Canada Gazette).



Born on 22 February 1878 at Birkenhead, near Liverpool, England.
Joined the square-rigged sailing ship "**Benmore**" as apprentice seaman in 1893.
Rounded the Cape of Good Hope in July 1894 on the three masted clipper "**Borrowable**".
Established himself in Vancouver in June 1898 and served as Mate on the tiny steamer "**City of Columbia**".
Qualified for his coastwise Master's Papers in January 1902.
Commander of the 231-ton screw steamer "**Capilano**" (Union Steamship Company).
Married Flora Grant in 1904. Son Bernard Dodds Leith Johnson born in November 1904 (served in RCNVR in WW2).
In 1910, commanded the Grand Trunk Pacific Passenger Steamer "**Prince Rupert**".
In 1913, he joined the B.C. Pilotage Service at Vancouver. A Master Mariner in steam and sail.
In 1914, as a civilian, he acted as pilot for the **HMCS Rainbow**.
In August 1914, he acted as pilot of **HMC Submarines C1 and C2**.
He was made First Lieutenant in **HMC Submarine CC-2** in August 1914 under the ship's captain, Lieutenant Bertram E. Jones, RN.
Enlisted in the RNCVR as Lieutenant in 04 August 1914.

Transferred to the RNR as a Lieutenant with seniority effective 7 May 1915.
Commanding Officer of **HM Submarine H-8** from 7 May 1915 to 26 March 1916.
Transferred to RNVR in 1915 (with rank, Lieutenant, RNVR in August 1915. Served in the **8th Flotilla** in the North Sea.
Commanding Officer of **HM Submarine D-3** from 19 April 1916 to 22 November 1917.
Promoted LCdr RNVR in March 1916.
To HMS Ambrose at Berehaven in November 1917.
Commanding Officer of **HM Submarine E-54** from 22 November 1917 to 27 May 1918.
Commanding Officer of **HM Submarine H-15** from 7 July 1918 to 9 December 1918.
Commander RNR January 1919
Transferred to RCNR as Commander.
Returned to Vancouver in 1919 and demobilized 24 April 1919.
Mobilized for War Service as Commander (Temp.), RCNVR on 01 September 1939.
Naval Officer-in-Charge Port of Vancouver from 1939 to 1941.
First Commanding Officer of **HMCS Preserver** (Depot Ship) from 11 July 1942 to 16 December 1943.
Promoted Captain, RCNR on 1 July 1943.
Awarded Commander **of the Order of the British Empire (CBE)** for obtaining a fuelling depot for Esquimalt Naval Base just prior to the outbreak of WWII.
The books "**The Two Barneys**" by Norman Hacking and "**Submarine Sailor**" by J. David Perkins describe his career in detail.
He died on 26 October 1968 at the age of 90 in Vancouver.

"While in command of the RN Submarine H8, he was awarded the DSO for his courage and seamanship when a British mine exploded near her bow while the submarine was submerged."

JOHNSON, Bernard Leith, Lieutenant-Commander - Distinguished Service Order (DSO) - RNR (on loan RNCVR - Awarded as per London Gazette of 2 November 1917 (no Canada Gazette).

The KING has been graciously pleased to approve of the award of the following honour to the undermentioned officer, in recognition of services in submarines in enemy waters: --

To be Companion of the Distinguished Service Order:

Lieut.-Cdr. Bernard Leitch Johnson, RNR

"While in command of the RN Submarine H8, he was awarded the DSO for his courage and seamanship when a British mine exploded near her bow while the submarine was submerged."

JOHNSON. Bernard "Barney" Leitch, A/Lt [4.8.14] RNCVR,
HMCS SHEARWATER for HMC S/M CC2, 1st Lt, (4.8.14-6.5.17)
RNCVR appt terminated [7.5.15] to RNVR [7.5.15].
HMS/M H8, CO, Montreal stand by, (7.5.15-14.5.15)
8th Fl, HMS/M H8, CO, (15.5.15-5.8.15)
8th Fl, HMS/M H8, CO, Lt, RNR, [6.8.15]
HMS DOLPHIN (D/S) for Alecto (6.8.15-?) HMS/M H8, CO,
HMS ALECTO (D/S) at Yarmouth, 8th Flotilla. (1.10.15-?)
HMS/M H8, Paid off for extensive refit, (30.3.16)
HMS MADSTONE (D/S) Harwich, 8th Fl for: a. leave (30.3.16-?)
b. HMS/M D3, (12.4.16-11.11.17)
A/LCdr("meritorious" promotion, not Gazetted)
HMS/M D3, CO, A/LCdr,
HMS VULCAN (D/S) at:
a. Immingham (4.8.16-?)
b. Queenstown (17.2.17-?)
HMS/M D3, CO, HMS PLATYPUS(D/S) at Killybegs (21.4.17-?)
DSO~[2.11.17] "gallantry on H8 & continued service in
S/M's" Gazetted
HMS AMBROSE(D/S) Berehaven, addl (22.11.17-?)
HMS/M E54, CO, HMS AMBROSE(D/S) at:
a. Berehaven (22.11.17-?) b. Portsmouth (?4.17-27.5.18)
HMS DOLPHIN(D/S) Sick leave-Canada to recuperate (27.5.17-?)
SO Submarines - Boston Navy Yard for H14 & H15 (?6.18-?)
SO Subs, USA & CO H15 (All RNR wardroom) (7.7.18-9.12.18)
HMS DOLPHIN(D/S) addl (?12.18-?) (H15 paid off at Bermuda)
SO captured U-boats Portland, (?1.18-?)
A/Cdr. RNR, CO U-164 (for CO pay)
Demobilized [24.4.19] Appointed Naval Advisor [10.8.38]
Cdr(Temp) [1.9.39] RCNR,
HMC Naval Base, Vancouver, NOIC, NCS, CO Aux/Vessels, (1.9.39-?)
HMCS PRESERVER (Y1.12) stc, CO stand by, (1.6.42-10.7.42)
HMCS PRESERVER (Y1.12) stc, CO, (11.7.42-16.12.43)
Capt(Temp) [1.7.43] Appt terminated [25.10.44]
Medically unfit. **CBE**~[5.1.46]

KING, Clarence Aubrey, Temporary Acting Lieutenant-Commander, DSC - Distinguished Service Cross (DSC) - RNR / 'Q' Boats
- Awarded as per **London Gazette** of 22 June 1917 (no Canada Gazette).

Home: Oliver, British Columbia.

Fruit Farmer from Oliver, British Columbia after WWII.

Served in 'Q' Boats in WWI, rank of Lieutenant in the RNR, and was credited with one kill and two probable submarine sinkings and received the Distinguished Service Cross (DSC).

Activated by RCNR on 29 August 1939.

Commanding Officer of HMCS Saskatoon (Flower Class Corvette - K158) from 5 February 1942 to 14 February 1942.

Commanding Officer **HMCS Nipigon** (Bangor Class Minesweeper - J154) from 15 February 1942 to 11 May 1942.

Commanding Officer **HMCS Oakville** (Flower Class Corvette - K178) from 12 May 1942 to 21 April 1943.

First Commanding Officer of **HMCS Swansea** (River Class Frigate - K328) from 4 October 1943 to 29 July 1944.

Last Commanding Officer of **HMCS Runnymede** (River Class Frigate - K678) from 9 June 1945 to 9 August 1945 (rank of Commander).

KING. Clarence Aubrey, 0-39060,

Lt, RNR, **DSC**~[22.6.17]

Lt(Temp) [29.8.39] RCNR,

A/LCdr [28.5.40]

HMCS SASKATOON (K158) Cof, CO, (5.2.42-14.2.42)

HMCS NIPIGON (J154) m/s, CO, (15.2.42-11.5.42)

HMCS OAKVILLE (K178) Cof, CO, (12.5.42-21.4.43)

DSC~[26.12.42] LCdr(Temp) [1.1.43]

Legion of Merit-Degree of Legionnaire (USA)~[27.9.43]

HMCS SWANSEA (K328) Fr, CO, (4.10.43-29.7.44)

A/Cdr(Temp) [1.1.44]

HMCS PRINCE RUPERT (K324) Fr, CO, (1.8.44-23-10.44)

1st MID~[15.8.44] **2nd MID**~[9.9.44]

HMCS KOKANEE (K419) Fr, (24.10.44-?)

Cdr(Temp) [1.1.45]

HMCS SEA CLIFF (K344) Fr, (12.4.45-?)

Bar to DSC~[20.10.45]

HMCS RUNNYMEDE (K678) Fr, CO, (9.6.45-9.8.45) Capt [?]

Demobilized [1.8.46]



KINGSMILL, Charles Edmund, Admiral - Knight Bachelor (Kt) - RN (seconded RCN) - Awarded as per **Canada Gazette** of 11 May 1918.

"Awarded for outstanding services as the Director of Naval Services of Canada 1910 - 1921."

Born in Guelph, Ontario on 7 July 1855.

Joined the RN as a Cadet on 24 September 1869; Midshipman on 24 September 1870. His subsequent promotions were to: Sub-Lieutenant - 20 December 1875; Lieutenant - 5 September 1877; Commander - 30 June 1891; Captain - 31 December 1898; Rear-Admiral - 12 May 1908. During his RN career, he commanded HM "Goldfinch" in 1890; "Blenheim", HMS Immortalite (Cruiser) in 1898; HMS Archer (Cruiser) in 1895; "Gibraltar", "Mildura", "Resolution", HMS Majestic in 1905; and HMS Dominion in 1906. His last Royal Navy command was in **HMS Repulse** in 1907. He came to Canada on loan from the Royal Navy to command the Marine Services of the Department of Marine and Fisheries. With the formation of the Naval Services of Canada, he became the Director of the Services and held this position throughout World War One until retiring in 1921. He was made a Vice-Admiral on 17 May 1913 and a full Admiral in 1917.



24 September	1869	Cadet	Royal Navy	(age 14)
24 September	1870	Midshipman	Royal Navy	
20 December	1875	Sub-Lieutenant	Royal Navy	(On HM Royal Yacht)
05 September	1877	Lieutenant	Royal Navy	
30 June	1891	Commander	Royal Navy	(Commanding Officer HMS Majestic)
31 December	1898	Captain	Royal Navy	(Commanding Officer HMS Dominion)
12 May	1908	Rear-Admiral	Royal Navy	(to Canada with Dept Marine & Fisheries)
17 May	1913	Vice-Admiral	Royal Navy	(RN on loan RCN)
03 April	1917	Admiral	Royal Navy	(Director Naval Services of Canada)
	1921	Admiral	Royal Navy	(Retired)

MEDALS:

- African General Service Medal (bar Somaliland 1902 - 1904)
- Egypt Medal (1884-1885)
- Khedive's Star for service in Egypt
- Grand Officer, Order of the Crown of Italy – awarded LG 19 December 1917+
- Officer, Legion of Honour (France) (date not found)





MacCALLUM, Frank Aton, Lieutenant - Mentioned in Despatches - RNVR - Awarded as per **London Gazette** of 11 April 1919 (no Canada Gazette). He was born near Hartland, New Brunswick, around 1888. His father was the postmaster and he worked for the Bank of Montreal prior to the war. He was commissioned in the RNVR on 8 June 1916 with seniority 25 May 1916. After the war, he returned to the Bank of Montreal serving mainly in British Columbia (in Prince George, Prince Rupert, Kamloops and Victoria). He was married to Beatrice G. Baker, V.A.D. (who also had the British War Medal). He died in Victoria in 1974. He was cremated and his ashes were spread over a bay near a fishing camp he had on northern Vancouver Island.

"For Services in Motor Launches".

MacCALLUM, Frank Aton, Lieutenant - Distinguished Service Cross (DSC) - RNVR - Awarded as per **London Gazette** of 11 April 1919 (no Canada Gazette).

"For Services in Motor Launches".

He commanded a patrol vessel and received the DSC for a raid on the Zeebrugge Harbour in April 1918. His patrol vessel was one of the four that sunk the old RN vessel HMS Vindictive at the mouth of the mole at Zeebrugge which blocked the harbour entrance and trapped the German vessels then in port.

MEDALS of Lieutenant Frank Aton MacCALLUM, DSC, RNVR:

DSC - War Medal - Victory Medal with MID

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McGUIRK, Henry Francis, Lieutenant - Member - Order of the British Empire (Military) (MBE) - RNCVN - Awarded as per **London Gazette** of 20 April 1920 (no Canada Gazette). Promoted to Lieutenant 15 January 1916.

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MARTIN, Edward Harrington, Captain - Companion - Order of St. Michael and St. George (CMG) - RCN - Awarded as per **Canada Gazette** of 24 March 1917 and **London Gazette** of 1 January 1917. Cadet, RN on 15 January 1872; Midshipman, RN on 19 December 1875; S/Lt, RN on 19 March 1889; Lieutenant, RN on 31 December 1883; Commander, RN on 12 September 1910 and retired on 1 October 1910. Attached to HMCS Niobe as OIC Naval Dockyard in Halifax and OIC Naval College of Canada on 11 October 1910. Appointed to HMCS Diana (D/S), Royal Naval College of Canada on 1 October 1911. He was promoted to Captain, RN (rtd) on 31 December 1912. At the outbreak of WW1, he was the Superintendent of the Halifax Dockyard and was in charge of the Royal Naval College of Canada at Halifax. He was promoted to substantive Captain, RCN, on 1 October 1917. Commanding Officer of **HMCS Rainbow** from October 1919 until June 1920 when the Rainbow was sold to a Seattle ship-breaker. HMCS Rainbow was acting as a depot ship at Esquimalt during this period. He then was attached to HMCS Naden. He died enroute to India at Yokohama on 26 May 1921. Awarded CMG - citation below.

"Awarded for outstanding service as the Superintendent Halifax Dockyard."

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MATTISON, Albert Charles, Acting Boatswain - ALBERT MEDAL in Bronze (For Saving or Attempting to Save Life at Sea) (AM) - RCN / HMCS Niobe - Awarded as per **Canada Gazette** of 3 May 1919 and **London Gazette** of 18 February 1919.

"On the 6th December 1917, the French steamer 'Mont Blanc', with a cargo of high explosives, and the Norwegian steamer 'Imo' were in collision in Halifax Harbour, Nova Scotia. Fire broke out on the 'Mount Blanc' immediately after the collision. The Commanding Officer of H.M.C.S. Niobe, which was lying in the harbour, on perceiving what had happened, sent away a steam-boat to see what could be done. Mr. Mattison and six men of the Royal Naval Canadian Volunteer Reserve volunteered to form the crew of this boat, but just as the boat got alongside the 'Mont Blanc' the ship blew up, and Mr. Mattison and the whole boat's crew lost their lives. The boat's crew were fully aware of the desperate nature of the work they were engaged on, and by their gallantry and devotion to duty they sacrificed their lives in the endeavour to save the lives of others."

MAY, Alfred John, Acting Lieutenant, RCN - Cavalier - Order of the Crown of Italy - Awarded as per **London Gazette** of 19 December 1917. Acting Lieutenant, RCN on 27 July 1915. Commanding Officer of **HMCS Margaret** (950/14 p/v) from 16 May 1917 to 30 April 1918. HMCS Seagull (D/S) for HMCS Margaret p/v on 1 May 1918.



Obverse

Order of the Crown of Italy

Reverse



OLAND, John Eric Wodehouse, Lieutenant - Distinguished Service Cross (DSC) - RCN - Awarded as per London Gazette of 11 June 1919 (no Canada Gazette).



"For distinguished services in destroyers during the War"

Born 27 February 1895. Entered Royal Naval College at Halifax as Cadet on 19 January 1911. To **HMS Berwick** as Midshipman on 27 February 1913. To RN College of Canada on 8 February 1914. Promoted Sub-Lieutenant on 1 December 1915. To **HMS Suffolk** on 15 August 1914. To **HMS Marvel** on 2 August 1916. To **HMS Medea** on 9 November 1917. Acting Lieutenant, RCN, on 2 May 1917. On staff of Royal Naval College of Canada at Kingston, Ontario in April 1918. Awarded DSC. Married on 10 September 1919 to Denise Victoria Harris. Daughter, Adine Denise, born on 19 July 1920. Qualified "T" in Vernon on 22 July 1921 and served on staff of Vernon for one year after. Commanding Officer of **HMCS Patrician** from 1 November 1922 to 30 September 1924. To Naden as First Lieutenant and "T" Officer on 1 October 1924. Appointed to HMCS Stadacona on 27 November 1928. He was the Director of the Naval Reserves until retiring in 1938.

At the outset of WW2, he served as Naval Officer-In-Charge, St. John, N.B. (HMCS Captor) with the rank of Commander. In August 1942 he was appointed as the Naval Officer-in-Charge, Montreal and Commanding Officer of HMCS Hochelaga II. He retired in 1944 and moved to Rothesay, New Brunswick and then to Shawinigan Lake, Vancouver Island. He died on 09 November 1949 in Victoria, B.C.

The KING is graciously pleased to approve the award of the following honours, decorations and medals to the undermentioned officers: -- To receive the Distinguished Service Cross
Lieut. John Eric Wodehouse Oland, RCN

"For distinguished services in destroyers during the War"

During the war, it was customary for the fleet to do what was termed a P.Z. sweep. This was as a rule to the mouth of Scotland. It was always hard on the destroyers of that day particularly in heavy weather and the ships blackened out. On one of these occasions, two destroyers collided and Oland's destroyer assisted in rescuing a number of men before one of the destroyers sank. For his effort on that occasion, Oland was awarded the D.S.C. This is the only award of a Distinguished Service Cross to a member of the Royal Canadian Navy in World War One. The other awards to Canadians were made while they were serving with one of the branches of the Royal Navy.

MEDALS of Commander John Eric Wodehouse OLAND, DSC, RCN:

DSC - 1914/15 Star - BWM - VM - 1935 GV Jubilee Medal - 1937 GVI Coronation Medal

He would also have been entitled to the CVSM and 39/45 War Medal.
His medals are now on display at the Museum at CFB Esquimalt.

PETERS, Frederick Thornton, Lieutenant - Mentioned in Despatches - RN / HMS Meteor - Awarded as per **London Gazette** of 3 March 1915. Born in Charlottetown, Prince Edward Island.

PETERS, Frederick Thornton, Lieutenant - Distinguished Service Order (DSO) - RN / HMS Meteor - Awarded as per **London Gazette** of 3 March 1915 (no Canada Gazette).

PETERS, Frederick Thornton, Lieutenant, DSO - Distinguished Service Cross (DSC) - RN / HMS Meteor - Awarded as per **London Gazette** of 8 March 1918 (no Canada Gazette).

See the end of this section for details on his WW1 career.



PHILIP, Arthur Edward, Engineer-Commander - Officer - Order of the British Empire (Civil) (OBE) - RNR - Awarded as per **Canada Gazette** of 9 February 1918.

"Awarded for services as the Senior Chief Engineer, Canadian Pacific Ocean Services."

POOLEY, Ernest A., Chief Motor Mechanic - ALBERT MEDAL in BRONZE (for Saving Life at Sea) (AM) - RN - Awarded as per **London Gazette** of 4 September 1917 (no Canada Gazette). Ernest Pooley was from Point Grey, B.C. He was invalided home and received his Albert Medal from the Lieutenant-Governor of British Columbia, Sir. F. Barnard on 23 April 1918 at the opening of the Army & Navy Vets Club Room.

"On the 22nd April 1917, a violent explosion occurred on board H.M. Motor Launch 431 while she was lying alongside the jetty at the base. The after part of the vessel was wrecked, and it at once became known that Sub-Lieutenant Charles W. Nash lay buried, and it was clear that there was imminent danger of the after petrol tanks exploding at any moment. Regardless of the fact that this would mean certain death to them, Powley and Pooley jumped on board the vessel and succeeded in extricating Sub-Lieutenant Nash from beneath the wreckage and carrying him to the jetty. As they were leaving the boat, the whole of the after part burst into flames, and, in all probability, had they been delayed for another thirty seconds all three would have perished. Deckhand Powley, who led the way on board the burning motor launch, had subsequently to be sent to hospital suffering from the effect of fumes.



Deck Hand Herbert POWLEY, RN (not a Canadian) also was awarded the Albert Medal.

RIDGES, Robert Vigurs, Lieutenant - Member - Order of the British Empire (Military) (MBE) - RNCVN - Awarded as per London Gazette of 20 April 1920 (no Canada Gazette). Promoted to Lieutenant 01 August 1916.

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ROSS, John Kenneth Levenson, Commander - Mentioned in Despatches - RNCVR / HMCS Grilse - Awarded as per London Gazette of 23 April 1920 (no Canada Gazette). Commander Ross was born in Lindsay, Ontario and served as a Captain in the 5th Royal Highlanders (Black Watch) of Canada prior to World War One. He inherited \$16 million from his father in 1913. When the war broke out, he gave the Canadian Government \$500,000 to buy a naval vessel for the defence of Canada. He then commanded the vessel that they bought, **HMCS Grilse. Between 1913 and 1928, he managed to spend the entire \$16 million.**

ROSS, John Kenneth Levenson, Commander - Officer - Order of the British Empire (Military) (OBE) - RNCVR / HMCS Grilse - Awarded as per London Gazette of 23 April 1920 (no Canada Gazette).

MEDALS of Commander John Kenneth Levenson ROSS, OBE, RNCVR:

OBE (1st type - military)
1914-15 Star (named to Lieut. J.K.L. Ross, HMCS GRILSE)
British War Medal (named to Lieut. J.K.L. Ross, R.N.C.V.R.)
Victory Medal (named to Lieut. J.K.L. Ross, R.N.C.V.R.) with MID

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WOODISON, Stanley, Wireman – Distinguished Service Medal (DSM) – RN / HMS Dunraven (Q-Ship) – Awarded as per the London Gazette of 02 November 1917 (no Canada Gazette).

“For services in action with enemy submarines.” – 08 August 1917 Atlantic Ocean

Wireman Woodison took part in all of Captain Gordon Campbell's famous Q-Ship actions and was in a ballot for the award of the Victoria Cross. The ballot awarded the Victoria Cross to Lieutenant C.G. Bonner and Petty Officer Ernest Pitcher for this action

Medals: DSM (GVR) (engraved M.15547. S. Woodison, Wren. Atlantic Ocean 8 Aug. 1917)
1914-1915 Star (engraved M.15547, S. Woodison, Ar. Cr., R.N.)

The superb 'Dunraven' Q-Ship D.S.M. group of five awarded to Wireman Stanley Woodison, Royal Navy, a Canadian who was three times decorated for gallantry, was in a ballot for the award of the Victoria Cross, and took part in all of Captain Gordon...

Item Overview

Description

The superb 'Dunraven' Q-Ship D.S.M. group of five awarded to Wireman Stanley Woodison, Royal Navy, a Canadian who was three times decorated for gallantry, was in a ballot for the award of the Victoria Cross, and took part in all of Captain Gordon Campbell's famous Q-Ship actions.

Distinguished Service Medal, G.V.R. (M.15547. S. Woodison, Wren. Atlantic Ocean. 8 Aug. 1917); 1914-15 Star (M.15547, S. Woodison, Ar. Cr., R.N.); British War and Victory Medals, with M.I.D. oak leaves (M.15547 S. Woodison. Wmn. 1 R.N.); **France, Third Republic**, Croix de Guerre 1914 1917, with bronze palm, mounted as worn, *nearly extremely fine* (5) £3,000-£4,000

D.S.M. *London Gazette* 2 November 1917: The recommendation states: 'Action of H.M.S. *Dunraven* with German submarine *UC71* on 8 August 1917. Has served in all five actions of H.M. S. *Dunraven* with Captain Campbell.'

The Victoria Cross awarded to Lieutenant C. G. Bonner and Petty Officer Ernest Pitcher for this action.

M.I.D. *London Gazette* 23 March 1917. Action of H.M.S. *Q.5* on 17 February 1917, when the *U-83* was sunk.

French Croix de Guerre *London Gazette* 19 December 1917.

Stanley Woodison was born on 22 August 1887 at Windsor, Ontario, Canada. An electrician (wireman) by trade, he volunteered for the Royal Navy on 6 October 1915, for the duration of the hostilities, and served throughout the war in 'Q' ships under Captain Gordon Campbell. In the space of less than two years he would witness the destruction of three U-boats in actions which would be rewarded with no less than 5 V.C.s, 7 D.S.O.s, 13 D.S.C.s, 7 C.G.M.s, 45 D.S.M.s, and numerous M.I.D.s.

Woodison joined *Loderer* (later *Farnborough* and *Q.5*) on 5 November 1915. On 22 March 1916, *Farnborough* enjoyed her first success with the sinking of the *U-68*, bringing promotion to Commander for Campbell, and winning him the first of his three D.S.O.s. With her name changed to H.M.S. *Q.5* she next sank the *U-83* on 17 February 1917, but was herself badly damaged by torpedoes and had to be beached. Campbell was awarded the Victoria Cross for this action, and many crew members received decorations or mentions, including Woodison.

Campbell's next ship was the *Pargust*, which Woodison joined on 8 May 1917, and took part in the sinking of the *UC.29* on 7 June 1917. Woodison's service record is annotated: 'Noted for War Services: Action with Enemy Submarine 7 June 1917,' and also 'Participated in ballot for award of the V.C. to one of the Ship's Coy. of H.M.S. *Pargust*, June 1917.' Clearly, he was not the man chosen in the ballot, this honour instead going to Seaman William Williams, whilst the officers voted Lieutenant R. N. Stuart, D.S.O., for the ultimate award. *Pargust* had been badly damaged in the action and repairs were going to take a long time to effect. Campbell therefore requested a new ship, which he got in the name of H.M.S. *Dunraven*.

The action of *Dunraven* with the *UC.71* on 8 August 1917 is one of the most famous Q-Ship actions of the war. It was a heroic

three-hour gun and torpedo action in which the *Dunraven* was repeatedly hit by shells, refusing to return fire until the submarine came within range. With the poop heavily on fire as the submarine slowly approached *Dunraven*, Campbell had to make an agonising decision not to evacuate the gun's crew, thereby exposing their intentions to the enemy, in the full knowledge that the magazine would certainly explode. As the submarine passed *Dunraven*'s stern, a matter of seconds before it would be in range of the guns, the inevitable happened. A terrific explosion occurred, the stern of the ship was blown out, and the four-inch gun and crew were blown into the air. The gun's crew were all wounded but luckily none were killed, although one man later did succumb to his wounds. The enemy was very wary and, having scored a hit with a torpedo, broke off the action when a torpedo was fired at her by the *Dunraven*. Despite being taken in tow and valiant action by the crew to save their ship, *Dunraven* sank at 0130 on 9 August 1917, the officers and crew being taken off by H.M.S. *Christopher*. This was to be Captain Campbell's last Q-Ship action; the Admiralty retired him to a shore posting at Holyhead. As for his crew, Campbell himself said of them 'Not a man failed, not a man could have done more.' *Dunraven*'s action brought numerous awards including Victoria Crosses for Lieutenant C. G. Bonner and Petty Officer Ernest Pitcher, and the D.S.M. for Stanley Woodison.

Sold with an original Canadian news cutting with portrait and details of war service, together with copied record of service and action reports.

Sproule, Motor Mechanic Robert Edwin (MB1489) – Distinguished Service Medal (DSM) – RNVR / Royal Naval Coastal Motor Boat Patrol

Awarded as per the **London Gazette** of 12 May 1917 for

“Acting as commander of one of the Royal Navy’s raiding motor boats in a raid on Dunkirk in late 1916.”

Born on 05 January 1895, in Ottawa.

Educated in the Ottawa Public Schools and Ottawa Collegiate Institute. After high school his father in the woodworking business. In 1915 the Admiralty put out a call to Canadians to join the Royal Navy Volunteer Reserve and put their knowledge of small craft to use as part of the expanding Coastal Motorboat squadrons being built up in the English Channel. Responding to this call, Ted Sproule enlisted as a motor mechanic artificer in May 1916. His status as an Artificer meant he started out as a Petty Officer and would be the Chief Engineer of a motor torpedo boat.



The boats were 36' long, Hand V Bottoms, built by Lawley, at Neponset, Mass., and powered with Model R. Sterling 6 Cylinder 135 H.P. Motors. They have, with this power a speed of 22 knots. We have three here, the **Perch**, **Flounder** and **Tantog**, from which they are popularly called the “fish” boats. There is a snug little cabin up-forward of the engine with two pipe berths. Of course they're copper fastened throughout, all the planking being copper riveted as well. (Royal Naval Motor Boat Patrol).

Promoted in April 1917 to Chief Motor Mechanic.

Ted Sproule was promoted to Flight Sub Lieutenant (RNAS) on 20 March 1918, his pilot's log indicates he completed his training at the end of March 1918. He remained at RNAS Manston in Kent, flying BE2E's, DCH4's and Avro's. He resigned his Commission in November 1918, being granted the honorary rank of Flight Lieutenant, Royal Air Force.



After the war, he returned to the woodworking business with his father and in 1918 became a partner in the firm under the name RA Sproule and son. In 1926 he negotiated the sale of part of the business to the Robert Mitchell Company of Montreal, and was associated with that company for a year in connection with the transfer. At the end of 1926 he organised the Corinthian Construction Company, general contractors, and became its first president. This company carried out important building contracts in New Brunswick and Montreal notably the Bell Telephone Toll building and the Scott's Restaurant Building. Later he severed his connection with the Corinthian Construction Company to become President and joint proprietor of Scott's Restaurant and the building in which it was situated, with his brother-in-law A. A. MacNaughton. In 1927 Mr Sproule entered the investment field and became associated with various New York banking interest as their Canadian representative. In this capacity he carried out several important business transactions.

He died in Montreal on 15 October 1938 in his 44th year. He was survived by his wife, the former Mary Wilson McLean of Bathurst New Brunswick, two sons, Robert Edwin and Richard McLean; two daughters, Misses Mary Emily and Diana Sproule.

Medals: DSM – British War Medal – Victory Medal



STEPHENS, Richard Markham Tyringham, Commander - Companion - Order of St. Michael and St. George (CMG) - RN (on loan RCN) - Awarded as per **Canada Gazette** of 26 June 1915 and **London Gazette** of 3 June 1915.

Born 13 November 1875 in Becherham, U.K.

Cadet, RN in 1891. Served on **HMS Britannia** in 1891. LCdr and Director of Naval Gunnery CNF in 1910. Promoted to Commander, RN (rtd), on 26 June 1914. Promoted Commander, RCN, on 1 August 1914. Commander Stephens was employed by the Canadian Department of Marine and Fisheries on loan from the Royal Navy. In 1910, he, along with Admiral KINGSMILL (Director), Cdr. J.D.D. STEWART (Command of HMCS Rainbow) and Fleet Paymaster P.J. LING (Secretary of the Naval Staff), transferred to the new Canadian Naval Service. Lieutenant Stephens was the first Director of Gunnery (1910 - 1915). To HMCS Niobe for duty Naval Service Headquarters in 1914. on 3 August 1914, he was the Chief of Staff, Department of Naval Service. On 1 January 1919, he was appointed Assistant Director, Naval Service, Royal Canadian Navy. Promoted Captain, RN (rtd) in 1922. His son, Rear-Admiral R. Stephens, also served in the RCN.

STEPHENS, George Leslie, 0-69820,

RN 1903

trf Ch/ERA. RCN 1910. Instructor in engineering RNCC 1910,

CFR, A/Art(E) [16.10.12] RCN,

HMCS NIOBE (16.10.12-?) Wt(E) 1912, S/Lt(E), A/Lt(E) 1914,

Lt(E) [1.11.15] HMCS NIOBE 11,000/97, (1.11.15-?)

HMS RAMILLIES (22.11.19-?)

HMCS PATRICIAN TBD, stand by (7.8.20-31.10.20)

HMCS PATRICIAN TBD, (1.11.20-?)

HMCS NADEN(D/S) for Naval Engineering Duty Esq (1.11.22-?)

LCdr(E) [1.11.23] HMCS PATRIOT TBD, (21.10.25-?)

HMCS STADACONA for Barracks, Depot Workshop, m/s &

Consulting Engineer HMC DOCKYARD Halifax (22.10.27-?)

Cdr(E) [1.2.29] HMCS STADACONA(D/S) (5.3.30-?)

Asst/Naval Overseer in UK (DD Program) 1930,

HMCS SKEENA(H01) DD, (10.6.31-?)

HMCS NADEN(D/S) for HMC Dockyard Esquimalt, as Ch(E) (21.6.33-?)

HMCS NADEN(D/S) for HMC Dockyard Esquimalt, as Ch(E) (1.7.36-?)

Capt(E) [1.7.40] NSHQ as Ch/Naval Eng Const. And

5th member Naval Board 1941,

RAdm(E) [1.1.43] **CBE~[9.1.43] CB~[5.1.46]**

Retired to Pension [30.9.46]

Special Adviser to the Minister of National Defence on
Repair and Maintenance Facilities.

Citation for CMG below

"Awarded for outstanding service as the Chief of Staff, Department of Naval Service."

* * * * *

TAGGART, David Mason, Captain - Distinguished Service Cross (DSC) - Merchant Marine - Awarded as per London Gazette of 22 February 1918 (no Canada Gazette).



In the mid 1800's, three brothers, John, James and Patrick arrived in Canada from County, Antrim, Northern Ireland. David's father, John, was born in Minudie and was the son of Patrick and Jennie. David Mason Taggart was born on 21 March 1887 in Parrsboro, Cumb. Co. NS., the second of eight children. Following his mother's death in 1905, the family moved to Fort Belcher, near Onslow, Colchester County. He left the family farm at an early age (12) and went to sea. He worked for the Grace Line out of New York. He married the daughter of a Truro, Nova Scotia family (Grace Mingo) on 21 April 1918. David died a year later of influenza in 1919. After he was struck down by the flu epidemic, his body was interned in the Mingo family plot in the Robie Street Cemetery in Truro, NS. Grace then moved to Florida and married a wealthy doctor.

David Mason Taggart was awarded the DSC for sinking a U-Boat while Captain of the Grace Line SS *Celia*. In late June 1917, David Taggart was captain of the "SS *Celia*" when a submarine was spotted about 400 miles from the French coast. The *Celia* had a gun on the quarterdeck and fired hitting the conning tower of the submarine with their second shot. *Celia* continued firing and the submarine was sunk.

He was married in 1918.

The SS *Celia* was later torpedoed in the Gulf of Lions (Mediterranean). He was made a Commodore of the Grace Line and commanded another ship.

"The KING has been graciously pleased to approve of the award of Honours, Decorations and Medals to the undermentioned Officers and men of the British Mercantile Marine in recognition of zeal and devotion to duty shown in carrying on the trade of the country during the war: -- To receive the Distinguished Service Cross

Capt. David Mason Taggart

His brother, James Gordon Taggart, was Federal Deputy Minister of Agriculture and was made a CBE for services as Chairman of the Agriculture Board in WW2 (Canada Gazette 01 July 1946).

MEDALS of Captain David Mason TAGGART, DSC, Merchant Marine:

DSC (GV) - Mercantile Marine Medal 1914-1918 - Victory Medal 1914-1918.

THICKE, Claude Stanley, Lieutenant - Officer - Order of the British Empire (Military) (OBE) - RNVR - Awarded as per London Gazette of 10 July 1919 (no Canada Gazette).

"For valuable service in connection with anti-submarine warfare"

Lieutenant Claude Thicke won the OBE for his work with hydrophones. He commanded a small patrol boat operating in the Irish Sea out of Milfordhaven. At that time, anti-submarine warfare was very crude. The hydrophones supplied to small vessels were dangled from the boat to allow one to listen for submarines. What one was supposed to do if you heard any engines is somewhat uncertain because it does not appear that the hydrophones gave any bearing and certainly no distance. To listen, the boat had to stop engines and throw overboard the hydrophones. An early example of this technique showed that the technical expertise at that time was not very great. Several vessels threw the hydrophones overboard without attaching a heaving line. When they came back in to file their reports, they were asked if they heard anything. Their response was that they did not understand how they could hear anything when their instructions were to throw the gear overboard. Lieutenant Thicke improved on this considerably.

WATSON, William Robert, Lieutenant – Officer of the Order of the British Empire (OBE) – RNVR – Awarded as per the London Gazette of 01 January 1919 in the rank of Lieutenant.

Canadian from Montreal.

Temporary Sub-Lieutenant 18/18/16

To RN College Greenwich to join 9-9-16

Supply Officer with M.Ls

For service in the MLs Supply 5/17

Application for cold drifter "Alice" refused - He may go out in her for hydrophonic duties

18/08/17 - promoted to Temporary Lieutenant - gunner additional for "Alice" in ad & for Hydrophone duties

"Impressed of ability & zeal in organizing Hydrophones

ASD 13/4/18

"Sat Exam. Hardworking capable Leader keen - invented several improvements re the Hydrophones of his Department: Performed very good work - J. Slanton, Senior Naval Officer XXX - 11/18

To be demobilised from Date of arrival in Canada (Free passage)

Apptd O.B.E. Mil (Gazette 1.1.19)

13.9/16 (Mother) Mrs. R. Watson, 395 Gay St. Montreal, Canada

London Gazette 31099 - 31 DECEMBER 1918

"Promotions in and appointments to the Most Excellent **Order of the British Empire**, in recognition of valuable services rendered in connection with **the War**:

To be **Officers** of the **Military Division** of the said Most Excellent Order:

Lieutenant William Robert Watson, R.N.V.R.

He worked to a great extent with hydrophones, and served on ML 303 and the drifter "Alice" before being stationed at Granton, Firth of Forth.

ALICES, hired drifter, Adty No 73. Built 1907, 84grt, Kirkcaldy-reg KY.210. Armament: 1-6pdr. In service 5.15-1919 as hydrophone training ship.

WOODISON, Stanley, Wireman (M.15547) - Mention in Despatches – RN / HMS Q.5- Awarded as per London Gazette of 23 March 1917.

Stanley Woodison was born on 22 August 1887, at Windsor, Ontario, Canada. An Electrician (Wireman) by trade, he volunteered for the Royal Navy on 6 October 1915, for the duration of the hostilities, and served throughout the war in 'Q' ships under Captain Gordon Campbell. In the space of less than two years he would witness the destruction of three U-boats in actions which would be rewarded with no less than 5 V.C's, 7 D.S.O's, 13 D.S.C's, 7 C.G.M's, 45 D.S.M's, and numerous M.I.D's.

Woodison joined **HMS Loderer** (later **HMS Farnborough** and Q.5) on 5 November 1915. On 22 March 1916, **HMS Farnborough** enjoyed her first success with the sinking of the **U-68**, bringing promotion to Commander for Campbell and the first of his three DSO's. With her name changed to **HMS Q.5**, she next sank **the U-83** on 17 February 1917, but was herself badly damaged by torpedoes and had to be beached. Campbell was awarded the Victoria Cross for this action, and many crew members received decorations or mentions, including Woodison.

Commander Gordon Campbell's next ship was the **Pargust**, which Woodison joined on 8 May 1917 and took part in the sinking of the **UC.29** on 7 June 1917. Woodison's service record is annotated: 'Noted for War Services: Action with Enemy Submarine 7 June 1917,' and also '**Participated in ballot for award of the Victoria Cross** to one of the Ship's Company of **HMS Pargust**, June 1917.' Clearly, he was not the man chosen in the ballot, this honour going to Seaman William Williams, whilst the officers voted Lieutenant R. N. Stuart, D.S.O., for the ultimate award. **HMS Pargust** had been badly damaged in the action and repairs were going to take a long time to effect. Campbell therefore requested a new ship, which he got in the name of **HMS Dunraven**.

Woodison received his DSM for the action of **HMS Dunraven** with the **UC.71** on 8 August 1917. This is described in detail later on.

Mention in Despatches - RN / HMS Q.5- Awarded as per London Gazette of 23 March 1917.

Action of H.M.S. Q.5 on 17 February 1917, when the U-83 was sunk.

Further description of this action:

With **HMS Farnborough's** name changed to **HMS Q.5**, she next sank **the U-83** on 17 February 1917, but was herself badly damaged by torpedoes and had to be beached. Her Commanding Officer, Commander Gordon Campbell was awarded the Victoria Cross for this action, and many crew members received decorations or mentions, including Woodison.

WOODISON, Stanley, Wireman (M.15547) - Distinguished Service Medal - RN / HMS Dunraven - Awarded as per London Gazette of 2 November 1917.

'For services in action with enemy submarines. 'Action of H.M.S. Dunraven on 8 August, 1917, against the UC-71. In addition to Woodison's DSM, the Victoria Cross was awarded to Lieutenant C. G. Bonner and Petty Officer Ernest Pitcher.

Further description of this action:

The action of **HMS Dunraven** with the **UC.71** on 8 August 1917, is one of the most famous Q-Ship actions of the war. It was a heroic three-hour gun and torpedo action in which the **HMS Dunraven** was repeatedly hit by shells, refusing to return fire until the submarine came into range. With the poop heavily on fire as the submarine slowly approached **HMS Dunraven**, Campbell had to make an agonizing decision not to evacuate the gun's crew, thereby exposing their intentions to the enemy, in the full knowledge that the magazine would certainly explode. As the submarine passed **HMS Dunraven's** stern, a matter of seconds before it would be in range of the guns, the inevitable happened. A terrific explosion occurred, the stern of the ship was blown out and the 4-inch gun and crew complete were blown into the air. The gun's crew were all wounded but luckily none were killed, although one man later succumbed to his wounds. The enemy was very wary and, having scored a hit with a torpedo, broke off the action when a torpedo was fired at her by the **HMS Dunraven**. Despite being taken in tow and valiant action by the crew to save their ship, **HMS Dunraven** sank at 0130 on 9 August 1917, the officers and crew being taken off by **HMS Christopher**.

This was to be Captain Campbell's last Q-Ship action. The Admiralty compulsorily retired him to a Shore posting at Holyhead. As for his crew, Campbell himself said of them 'Not a man failed, not a man could have done more. **HMS Dunraven's** action brought numerous awards including Victoria Crosses for Lieutenant C. G. Bonner and Petty Officer Ernest Pitcher, and the D.S.M. for Stanley Woodison.

WOODISON, Stanley, Wireman (M.15547) - **Croix de Guerre 1914-1917 with Bronze Palm (France)** - RN / Q.5- Awarded as per **London Gazette** of 19 December 1917.

Medals of **Wireman Stanley WOODISON, DSM, RN:**

Distinguished Service Medal, G.V.R. (M.15547. S. Woodison, Wren. Atlantic Ocean. 8 Aug. 1917);

1914-15 Star (Ar. Cr. R.N.);

British War and Victory Medals, with Oak leaf M.I.D. emblem (Wmn.1 R.N.);

French Croix de Guerre 1914-17 avec bronze palm.

Sold by a British Auction House, **Dix Noonan Webb** in June 1999 together with an original Canadian news cutting with portrait and details of war service, nearly extremely fine (5) £1000-1200 and described as:

A superb "Dunraven" Q-Ship D.S.M. group of five awarded to Wireman Stanley Woodison, Royal Navy, a Canadian who was three times decorated for gallantry, was in a ballot for the award of the Victoria Cross, and took part in all of Captain Gordon Campbell's famous Q-Ship actions.

* * * * *

AWARDED LETTERS of APPRECIATION

Letters of Appreciation - RNCVR / HMCS Niobe - Awarded as per **London Gazette** of 23 March 1918.

Awarded LETTERS OF APPRECIATION were the six member of the steam-boat who along with Mattison and Beard lost their lives:

AB C.C. WILSON, RNCVR
AB A. SAUNDERS, RNCVR
Stoker 2nd Class G.H. YATES, RNCVR
LS C.C. McMILLAN, RNCVR
AB F.P. Nickerson, RNCVR
Gunner Walter O'REILLY, RCN

"On the 6th December 1917, the French steamer 'Mont Blanc', with a cargo of high explosives, and the Norwegian steamer 'Imo' were in collision in Halifax Harbour, Nova Scotia. Fire broke out on the 'Mount Blanc' immediately after the collision. The Commanding Officer of H.M.C.S. Niobe, which was lying in the harbour, on perceiving what had happened, sent away a steam-boat to see what could be done. Mr. Mattison and six men of the Royal Naval Canadian Volunteer Reserve volunteered to form the crew of this boat, but just as the boat got alongside the 'Mont Blanc' the ship blew up, and Mr. Mattison and the whole boat's crew lost their lives. The boat's crew were fully aware of the desperate nature of the work they were engaged on, and by their gallantry and devotion to duty they sacrificed their lives in the endeavour to save the lives of others."

* * * * *

AWARD to MEMBER of the ROYAL NAVAL RESERVE from NEWFOUNDLAND (WW1)

CRITCH, Walter George, Able Seaman - Meritorious Service Medal (MSM) - RNR - Awarded as per Canada Gazette of 23 March 1918. From Newfoundland.

"For gallantry and devotion to duty on the occasion of the explosion at Halifax, Nova Scotia, on the 6th December, 1917. At the time of the explosion two divers were down under the supervision of Mr. Gammon; the diving party were scattered by the explosion, and there was no one to handle the pump; Mr. Gammon was thrown down, but regaining his feet, manned the pump, and with the assistance of Seaman Walter George Critch (RNR, from Newfoundland), kept the pump going until the divers were released and placed in safety. Debris was falling in all directions during the whole time, and four men are normally required to man a diving pump."

* * * * *

Lieutenant Frederick Thornton PETERS, VC, DSO, DSC and Bar, RN



PETERS, Frederick Thornton, Lieutenant - Mentioned in Despatches - RN / HMS Meteor - Awarded as per **London Gazette** of 3 March 1915. Born in Charlottetown, Prince Edward Island on 17 September 1889. His father was the first Liberal Premier of Prince Edward Island. His mother was the daughter of one of the Fathers of Confederation, John Hamilton Grey. The family moved to Victoria B.C. in 1898 where his father took a position with the Alaska Boundary commission. They later moved to Prince Rupert, B.C. after Fritz joined the Royal Navy. He then joined the Royal Navy as a cadet in January 1905. "Fritz" Peters was 16 years old at this time.

In 1906 he went to sea as a midshipman and was commissioned as a Sub-Lieutenant in 1909. He was awarded the Silver Messina Earthquake medal from the Italian government in recognition of his service in leading shore rescue parties during the evacuation of the population in danger from the erupting volcano, Mount Messina in 1908. He operated gunboats on "The China Station" prior to World War One.

He was in the Royal Navy on the outbreak of World War One and on 24th January, 1915, he was serving at First Lieutenant in HMS 'Meteor'.

The following despatch from Vice-Admiral Sir David Beatty, KCB MVO DSO, outlines the battle of "Dogger Bank" on 24th January, 1915.

OFFICERS

Commander Charles A. FOUNTAIN, H.M.S. "Lion"

Lieutenant-Commander Evan C. BUNBURY, H.M.S. "Lion"

Lieutenant Frederick T. PETERS, H.M.S. "Meteor"

Lieutenant-Commander Charles Maxwell R. SCHWERDT, H.M.S. "Lion" {<X>}

Engineer-Commander Donald P. GREEN, H.M.S. "Lion"

Engineer-Commander James L. SANDS, H.M.S. "Southampton"

Engineer-Commander Thomas H. TURNER, H.M.S. "New Zealand"

Engineer-Lieutenant-Commander George PREECE, H.M.S. "Lion"

Engineer-Lieutenant Albert KNOTHE, H.M.S. "Indomitable"

Surgeon Probationer James A. STIRLING, RNVR, H.M.S. "Meteor"

Mr. Joseph H. BURTON, Gunner (T), H.M.S. "Lion"

Chief Carpenter Frederick E. DAILEY, H.M.S. "Lion"

{<X>} = {served as ADC to GG of Canada (May 1943); CBE (LG 01/01/43); also received CVO}

PETTY OFFICERS AND MEN

31 names ranging from Boy, 1st Class to Chief Engine-Room Artificer, 1st Class

4 of whom were from the "Meteor"

PETERS, Frederick Thornton, Lieutenant - Distinguished Service Order (DSO) - RN / HMS Meteor - Awarded as per London Gazette of 3 March 1915 (no Canada Gazette).

Lieutenant Peters was awarded the Distinguished Service Order (DSO) for his services on 24th January, 1915, while serving as First Lieutenant in **HMS Meteor**. His ship, **HMS Meteor**, tried to launch torpedoes against the **'Blucher'**. **'Blucher'** was able to hit **HMS Meteor** with an 8.2 inch shell, seriously damaging **HMS Meteor**.

The KING has been graciously pleased to give orders for the following appointment to the Distinguished Service Order to the undermentioned Officer in recognition of their services mentioned in the foregoing despatch:

-- To be Companion of the Distinguished Service Order: Lieutenant Frederick Thornton PETERS, Royal Navy.

The following despatch from Vice-Admiral Sir David Beatty, KCB MVO DSO, outlines the battle of "Dogger Bank" on 24th January, 1915.

DESPATCH from Vice-Admiral Sir David Beatty, KCB MVO DSO, commanding the First Battle Cruiser Squadron, reporting the action in the North Sea on Sunday, the 24th of January 1915.

Sir, I have the honour to report that at daybreak on 24th January, 1915, the following vessels were patrolling in company.

The **Battle Cruisers "Lion"**, Captain Alfred E.M. Chatfield, CVO, flying my flag; "Princess Royal," Captain Osmond de B. Brock, Aide-de-Camp (made a CB for his actions); **"Tiger"**, Captain Henry B. Pelly, MVO; **"New Zealand"**, Captain Lionel Halsey, CMG, Aide-de-Camp, flying the flag of Rear-Admiral Sir Archibald Moore, KCB, CVO; and **"Indomitable"**, Captain Francis W. Kennedy.

The **Light Cruisers "Southampton"**, flying the broad pendant of Commodore William E. Goodenough, MVO; **"Nottingham"**, Captain Charles B. Miller; **"Birmingham"**, Captain Arthur A.M. Duff; and **"Lowestoft"**, Captain Theobald W.B. Kennedy, were disposed on my port beam.

Commodore (T) Reginald Y. Tyrwhitt, CB, in **"Arethusa"**; **"Aurora"**, Captain Wilmot S. Nicholson; **"Undaunted"**, Captain Francis G. St. John, MVO. **"Arethusa"** and the Destroyer Flotillas were ahead.

At 7.25 a.m. the flash of guns was observed S.S.E. Shortly afterwards a report reached me from **"Aurora"** that she was engaged with enemy's ships. I immediately altered course to S.S.E., increased to 22 knots, and ordered the Light Cruisers and Flotillas to chase S.S.E. to get in touch and report movements of enemy.

This order was acted upon with great promptitude, indeed my wishes had already been forestalled by the respective Senior Officers, and reports almost immediately followed from **"Southampton"**, **"Arethusa"**, and **"Aurora"** as to the position and composition of the enemy, which consisted of 3 Battle Cruisers and **"Blucher"**, 6 Light Cruisers, and a number of Destroyers, steering N.W. The enemy had altered course to S.E. From now onwards the Light Cruisers maintained touch with the enemy, and kept me fully informed as to their movements.

The Battle Cruisers worked up to full speed, steering to the southward. The wind at the time was N.E. light, with extreme visibility. At 7.30 a.m. the enemy were sighted on the port bow steaming fast, steering approximately S.E. distant 14 miles.

Owing to the prompt reports received we had attained our position on the quarter of the enemy, and so altered course to S.E. parallel to them, and settled down to a long stern chase, gradually increasing our speed until we reached 28.5 knots. Great credit is due to the Engineer Staffs of **"New Zealand"** and **"Indomitable"** -- these ships greatly exceeded their normal speed.

At 8.52 a.m., as we had closed to within 20,000 yards of the rear ship, the Battle Cruisers manoeuvred to keep on a line of bearing so that guns would bear, and **"Lion"** fired a single shot, which fell short. The enemy at this time were in single line ahead, with Light Cruisers ahead and a large number of Destroyers on their starboard beam.

Single shots were fired at intervals to test the range, and at 9.19 a.m. **"Lion"** made her first hit on the **"Blucher"**, No. 4 in the line. The **"Tiger"** opened fire at 9.20 a.m. on the rear ship, the **"Lion"** shifted to No. 3 in the line, at 18,000 yards, this ship being hit by several salvos. The enemy returned our fire at 9.14 a.m. **"Princess Royal"**, on coming into range, opened fire on **"Blucher"**, the range of the leading ship being 17,500 yards, at 9.35 a.m. **"New Zealand"** was within range of **"Blucher"**, which had dropped somewhat astern, and opened fire on her. **"Princess Royal"** shifted to the third ship in the line, inflicting considerable damage on her.

Our flotilla cruisers and destroyers had gradually dropped from a position broad on our beam to our port quarter, so as not to foul our range with their smoke; but the enemy's destroyers threatening attack, the **"Meteor"** and **"M"** Division passed ahead of us, Captain the Hon. H. Meade, DSO, handling this division with conspicuous ability.

About 9.45 a.m. the situation was follows: -- **"Blucher"**, the fourth in their line already showed signs of having suffered severely from gun-fire; their leading ship and No. 3 were also on fire. **"Lion"** was engaging No. 1, **"Princess Royal"** No. 3, **"New Zealand"** No. 4, while the **"Tiger"**, who was second in our line, fired first at their NO. 1, and when interfered with by smoke, at their No. 4.

The enemy's destroyers emitted vast columns of smoke to screen their battle cruisers, and under cover of this the latter now appeared to have altered course to the northward to increased their distance, and certainly the rear ships hauled out on the port quarter of their leader, thereby increasing their distance from our line. The battle cruisers, therefore, were ordered to form a line bearing N.N.W., and proceed at their utmost speed.

Their destroyers then showed evident signs of an attempt to attach. **"Lion"** and **"Tiger"** opened fire on them, and caused them to retire and resume their original course.

The Light Cruisers maintained an excellent position on the port quarter of the enemy's line, enabling them to observe and keep touch, or attach any vessel that might fall out of the line. At 10.48 a.m. the **"Blucher"**, which had dropped considerably astern of enemy's line, hauled out to port, steering north with a heavy list, on fire, and apparently in a defeated condition. I consequently ordered **"Indomitable"** to attack enemy breaking northward. At 10.54 a.m. submarines were reported on the starboard bow, and I personally observed the wash of a periscope, two points on our starboard bow. I immediately turned to port. At 11.13 a.m. an injury to the **"Lion"** being reported as incapable of immediate repair, I directed **"Lion"** to shape course N.W. At 11.20 a.m. I called the **"Attack"** alongside, shifting my flag to her at about 11.34 a.m. I proceeded at utmost speed to rejoin the Squadron, and met them at noon retiring N.N.W.

I boarded and hoisted my flag in **"Princess Royal"** at about 12/20 p.m., when Captain Brock acquainted me of what had occurred since the **"Lion"** fell out of the line, namely that **"Blucher"** had been sunk and that the enemy Battle Cruisers had continued their course to the eastward in a considerably damaged condition. He also informed me that a Zeppelin and a seaplane had endeavoured to drop bombs on the vessels which went to the rescue of the survivors of **"Blucher"**.

The good seamanship of Lieut. Commander Cyril Callaghan, **H.M.S. "Attack"**, in placing his vessel alongside the **"Lion"** and subsequently the **"Princess Royal"**, enabled the transfer of flag to be made in the shortest possible time.

At 1 p.m. I closed **"Lion"** and received a report that her starboard engine was giving trouble owing to priming, and at 3.38 p.m. I ordered **"Indomitable"** to take her in tow, which was accomplished by 5 p.m.

The greatest credit is due to the Captains of **"Indomitable"** and **"Lion"** for the seamanlike manner in which the **"Lion"** was taken in tow under difficult circumstances. The excellent steaming of the ships engaged in the operation was a conspicuous feature.

I attach an appendix giving the names of various officers and men who specially distinguished themselves. Where all did well it is difficult to single out Officers and Men for special mention, and as **"Lion"** and **"Tiger"** were the only ships hit by the enemy, the majority of these I mention belong to those ships.

I have the honour to be, Sir, Your obedient servant DAVID BEATTY, Vice-Admiral

Lieutenant Peters continued to serve in the Royal Navy for the remainder of WW1 and in 1918 received the Distinguished Service Cross. Details on the award of the DSC are not clear but Peters had spent much of his WW1 career in small boats and so from the entry in the London Gazette, it is likely that he was serving in the Torpedo Boat Flotilla.

PETERS, Frederick Thornton, Lieutenant, DSO - Distinguished Service Cross (DSC) - RN / HMS Meteor - Awarded as per London Gazette of 8 March 1918 (no Canada Gazette).

The London Gazette Entry is as follows: The KING has been graciously pleased to award the following honours, decorations and medals to Officers, and Men for services in Destroyer and Torpedo Boat Flotillas during the period ending 31 December 1917: -- To receive the Distinguished Service Cross:

Lieut. Frederick Thornton PETERS, DSO, RN.

By the end of the war, Lieutenant Peters had twelve years service in the Royal Navy, had been awarded the DSO, DSC and Mentions-in-Despatches. He received the 1914 Star, the British War Medal and the Victory Medal to go along with his Mesopotamia Medal. Even for the Great War, two naval awards set him apart from the large number of Officers and Men who served in the Royal Navy.

Peters left the Royal Navy with the rank of LCdr in 1919 and spent much of his time as a Merchant Seaman. For a period of time, he worked off the Gold Coast of Africa. When WW2 started, he volunteered his services and was back in the Navy.

At the beginning of the Second World War, he was promoted to Commander and given command of a flotilla of small boats operating against German submarines. The flotilla sank two German Submarines and in 1940, he was awarded the bar to his Distinguished Service Cross. Supplement to the LONDON GAZETTE 11 July 1940, page 4257. "The KING has been graciously pleased to approve the following award for good services in the Royal Navy since the outbreak of War: -- **Bar to the Distinguished Service Cross:**

Commander Frederick Thornton PETERS, DSO, DSC, HMS "Thirlmere".

But the best was yet to come for this dashing Canadian. He was promoted to Captain and appointed to act as an instructor at a 'Spy School'. There he taught two infamous British spies, Kim Philby and Guy Burgess. However, Peters was not cut out for the dull life of a 'Spy School' and threatened to resign his commission if not given sea duty. He was thus sent to Gibraltar to plan the attack on the harbour at Oran which was protected by the Vichy French.

The Task Force Commander, Admiral Cunningham, had determined that the boom defences in the harbour of Oran, Morocco had to be destroyed. Peters planned the assault but the plans were known by the French defending Oran and the operation called off. After a brief period, the operation was determined necessary. 'Fritz' Peters decided since it was a suicide charge, he would take command of the two ex-American coast guard cutters HMS 'Walney' and HMS 'Hartland' personally and lead the charge. The ships had three main tasks to perform. The first was to break the boom defences. The second was to land 17 officers and 376 enlisted men from the US Army Rangers 6th Armoured Corps and to take and seize the shore installations, immobilize the French warships (14 in total ranging from a submarine to a heavily armed cruiser). The third task was to launch motorized mines from six canoes that would be put overboard once the ships were in the harbour.

To fully appreciate what happened in this naval action, you must read both the citations for the two decorations he was awarded that day: The American Army Distinguished Service Cross and the highest gallantry award, the Victoria Cross. The American DSC was gazetted in the London Gazette on 19 January 1943 and the citation reads:

"While in command of the ship carrying Landing Forces of the United States Army into the harbour of Oran, Morocco, in the early morning of 8 November 1942, Captain Peters distinguished himself by extraordinary heroism against an armed enemy during the attack on that port. He remained on the bridge in command of his ship in spite of the fact that the protective armour thereon had been blown in by enemy shellfire and was thereby exposed personally to the withering cross-fire from shore defences. He accomplished the berthing of his ship, then went to the forward deck and assisted by one officer, secured the forward mooring lines. He then, with utter disregard of his own personal safety went to the quarter-deck and assisted in securing the aft mooring lines so that the troops on board could disembark. At that time, the engine room was in flames and very shortly thereafter exploded and the ship turned on its side and sank."

The citation for the Victoria Cross published in the London Gazette 18 May 1943 was made to sound very bland so that the French would not be offended. The citation is as follows: "Captain Peters was in the 'suicide charge' by two little cutters at Oran. 'Walney' and 'Hartland' were two ex-American coast guard cutters which were lost in a gallant attempt to force the boom defences in the harbour of Oran during the landings on the North African coast. Captain Peters led his force through the boom in the face of point-blank fire from shore batteries, a destroyer and cruiser - a feat which was described as one of the great episodes of naval history. The Walney reached the jetty disabled and ablaze, and went down with her colours flying. Blinded in one eye, Captain Peters was the only survivor of the seventeen men on the bridge of the 'Walney'. He was taken prisoner but was later released when Oran was captured. On being liberated from gaol, he was carried through the streets where the citizens hailed him with flowers."



Winston Churchill described the action as the greatest naval battle since Trafalgar. The first objective of breaking the boom defences was achieved in the full frontal attack on a heavily armed port and allowed a floating dockyard to be brought into the harbour for the 'Torch' Operation landings. The second objective of landing US Rangers and a few Royal Navy Commandos was a failure as 9 officers and 180 men were killed and 5 officers and 152 enlisted men wounded. Only 3 officers and 44 men from the other units aboard the two vessels survived. The motorized mines did not work. The 'Hartland' was not able to launch the canoes as they were crushed when placed overboard. Only one of the canoes was successfully launched from the 'Walney' and it slipped into port unnoticed. Unfortunately, the motorized mines did not work and this part of the operation was a total failure.

To complete the story of this gallant attack, the following is taken from Jack McIntyre's story of the attack, code named "Operation Reservist": "In the early morning hours of 8 November 1942, Peters small ship was being pounded by devastating shellfire at point blank range from shore batteries and from French warships anchored in Oran Harbour. As Walney proceeded down the harbour, a destroyer decided to break out. Peters promptly ordered an attempt at ramming the Frenchman. Walney missed. The destroyer responded by raking Walney with broadsides at a few yards range. The little vessel lurched but continued to limp down the harbour. The toll in death and destruction was mounting. Walney's position was hopeless and Peters knew it.

Soon she came under fire from a French cruiser berthed alongside the jetty at the far end of the harbour. Walney took a direct hit in the engine room. The bridge exploded in flame from another, blowing Peters off the bridge, the only survivor of eighteen officers and men, wounded in the shoulder and blinded in one eye.

The devastation above and below decks was indescribable. Many of the troops had come above decks to lob grenades and spray small arms fire at the enemy ships close by. The wounded were taken to the wardroom. It took a direct hit, the shell exploding in the cramped space, killing everyone there. By now ammunition stores were exploding, as well as depth charges stored below decks. Still Peters drove on undeterred, taking his crippled ship into the jetty and the French cruiser berthed alongside. Walney's situation was hopeless, the objective reached but the ship dying.

By now it was a matter of trying to get any troops off who still survived. Some jumped from the harbour to come under machine gun fire from French gunners. Peters went forward from the bridge to help put mooring lines ashore. Then he went aft to do the same thing there. He ordered the ship to be abandoned and jumped into the water and swam ashore. Walney turned on her side and sank in shallow water, the side of her hull showing above the shallows. Her day was finally done. She went down with American and British ensigns still flying.

Peters and the other survivors were taken prisoner by the French authorities and given medical treatment. They were liberated days later when allied soldiers, who landed up and down the coast, took Oran from the land. Peters, it was said, was treated as a hero by the French civilian population and borne through the streets of the town on the shoulders of a crowd of people in a strange sort of victory parade."

Peters was taken to Gibraltar for further medical treatment and to be flown back to England. It was flying that was to be his undoing something the seas had not been able to achieve. On Friday the thirteenth of November, 1942, Peters with four other naval officers left Gibraltar in a Sunderland Flying Boat of the Royal Australian Air Force. The weather was very good at the start of the flight but worsened as the aircraft approached England. Due to the heavy fog, the plane flew lower and lower and finally crashed into the sea near the Plymouth breakwater. The plane flipped over but all occupants escaped. Flying Officer Whyn Thorpe, captain of the aircraft, spotted a body in the water kept afloat by a lifejacket. The two of them were in the water for 90 minutes before being picked up by a search boat. The accident and the cold water were too much for the brave Canadian and he died that night.

"Who was the bravest" Canadian of them all? Frederick Thornton Peters had four naval awards spread over 27 years, two wars culminating in a suicide charge. Peters was 53 years old and was not to have been the commander of the force; he was to be the planner. But when the attack was cancelled and then put back on, he knew it would be a suicide charge and elected to go with his ships. He knowingly went into danger. I submit after seeing all the information on this man, that he was the Bravest Canadian of them all.

MEDALS of Captain Frederick Thornton PETERS, VC, DSO, DSC and Bar, RN:

VC - DSO (George V) - DSC (George V) and bar (George VI) - 1914 Star - British War Medal - Victory Medal with MID - 1939/45 Star - Atlantic Star - Africa Star - Defence Medal - 1939/45 War Medal - Italy's Silver Messina Earthquake Medal (1908) - DSC (USA Army).



This set of medals was put together by John Blatherwick and are now on display in the Officer's/Chiefs and Petty Officers Mess at CFB Esquimalt.
