

# WORLD WAR 1 GAZETTE ENTRIES

**29264 - 13 AUGUST 1915**

**GALLIPOLI CAMPAIGN - LANDINGS**  
**NAVAL DESPATCH dated 1 July 1915**

*Admiralty, 16th August, 1915.*

The KING (is) pleased to approve of the grant of the **Victoria Cross** to the undermentioned Officers and men for the conspicuous acts, of bravery mentioned in the foregoing despatch:

**Commander Edward Unwin, R.N.**

**Midshipman Wilfred St. Aubyn Malleson, R.N.**

**Midshipman George Leslie Drewry, R.N.R.**

**Able Seaman William Chas. Williams, O.N. 186774 (R.F.R. B.3766)** (since killed - 25 April 1915, on books of HMS Hussar).

**Seaman R.N.R. George McKenzie Samson, O.N. 2408A.**

**29530 - 31 MARCH 1916**

*Admiralty, S.W., 31st March, 1916.*

The KING (is) pleased to approve of the grant of the **Victoria Cross** to the undermentioned Officer in recognition of his most conspicuous bravery and devotion to duty:

**Sub-Lieutenant Arthur Waldene St. Clair Tisdall, R.N.V.R.** (killed in action). During the landing from the S.S. "River Clyde" at V Beach in the **Gallipoli Peninsula** on the 25th April, 1915, Sub-Lieutenant Tisdall, hearing wounded men on the beach calling for assistance, jumped into the water and, pushing a boat in front of him, went to their rescue. He was, however, obliged to obtain help, and took with him on two trips Leading Seaman Malia and on other trips Chief Petty Officer Perring and Leading Seamen Curtiss and Parkinson. In all Sub-Lieutenant Tisdall made four or five trips between the ship and the shore, and was thus responsible for rescuing several wounded men under heavy and accurate fire. Owing to the fact that Sub-Lieutenant Tisdall and the platoon under his orders were on detached service at the time, and that this Officer was killed in action on the 6th May, it has only now been possible to obtain complete information as to the individuals who took part in this gallant act. Of these, Leading Seaman Fred Curtiss, O.N. Dev. 1899. has been missing since the 4th June, 1915.

**29928 – 2 FEBRUARY 1917**

*Admiralty, 31st January, 1917.*

The KING (is) pleased to approve of the posthumous grant of the **Victoria Cross** to the undermentioned officers in recognition of their conspicuous gallantry in an attempt to re-provision the force besieged in **Kut-el-Amara**..:

**Lieutenant Humphry Osbaldeston Brooke Firman, R.N.**

**Lieutenant-Commander Charles Henry Cowley, R.N.V.R.**

The General Officer Commanding, Indian Expeditionary Force "D," reported on this attempt in the following words:

"At 8 p.m. on April 24th, 1916, with a crew from the Royal Navy under Lieutenant Firman, R.N., assisted by Lieutenant-Commander Cowley, R.N.V.R., the '**Julnar**,' carrying 270 tons of supplies, left Falahiyah in an attempt to reach Kut.

Her departure was covered by all Artillery and machine gun fire that could be brought to bear, in the hope of distracting the enemy's attention. She was, however, discovered and shelled on her passage up the river. At 1 a.m. on the 25th General Townshend reported that she had not arrived, and that at midnight a burst of heavy firing had been heard at Magasis, some 8 1/2 miles from Kut by river, which had suddenly ceased. There could be but little doubt that the enterprise had failed, and the next day the Air Service reported the ' Julnar ' in the hands of the Turks at Magasis.

"The leaders of this brave attempt, Lieutenant H. O. B. Firman, R.N., and his assistant - Lieutenant-Commander C. H. Cowley, R.N.V.R. - the latter of whom throughout the campaign in Mesopotamia performed magnificent service in command of the 'Mejjidieh' - have been reported by the Turks to have been killed; the remainder of the gallant crew, including five wounded, are prisoners of war.

"Knowing well the chances against them, all the gallant officers and men who manned the ' Julnar' for the occasion were volunteers. I trust that the services in this connection of Lieutenant H. O. B. Firman, R.N., and Lieutenant-Commander C. H. Cowley, R.N.V.R., his assistant, both of whom were unfortunately killed, may be recognised by the posthumous grant of some suitable honour."

**30147 - 22 JUNE 1917**

*Admiralty, S.W. June, 1917.*

The KING (is) pleased to approve of the award of the **Victoria Cross** to the undermentioned:

**Act. Lieut. (now Lieut.-Cdr.) William Edward Sanders, R.N.R.**

In recognition of his conspicuous gallantry, consummate coolness, and skill in command of one of **H.M. ships in action.**

**Lce.-Corpl. Walter Richard Parker R.M.L.I., No. Po./S. 229, Royal Naval Division.**

In recognition of his most conspicuous bravery and devotion to duty in the course of the **Dardanelles** operations. On the night of 30th April/1st May, 1915, a message asking for ammunition, water and medical stores was received from an isolated fire trench at Gaba Tepe. A party of Non-commissioned Officers and men were detailed to carry water and ammunition, and, in response to a call for a volunteer from among the stretcher bearers, Parker at once came forward; he had during the previous three days displayed conspicuous bravery and energy under fire whilst in charge of the Battalion stretcher bearers. Several men had already been killed in a previous attempt to bring assistance to the men holding the fire trench. To reach this trench it was necessary to traverse an area at least four hundred yards wide, which was completely exposed and swept by rifle fire. It was already daylight when the party emerged from shelter and at once one of the men was wounded: Parker organised a stretcher party and then going on alone succeeded in reaching the fire trench, all the water and ammunition carriers being either killed or wounded. After his arrival he rendered assistance to the wounded in the trench, displaying extreme courage and remaining cool and collected in very trying circumstances. The trench had finally to be evacuated and Parker helped to remove and attend the wounded, although he himself was seriously wounded during, this operation.

### 30194 - 20 JULY 1917

*Admiralty, 20th July, 1917.*

#### Honours for Services in Action with **Enemy Submarines.**

The KING (is) pleased to approve of the award of the following honours, decorations and medals to Officers and men for services in action with enemy submarines:

To receive the **Victoria Cross.**

**Lieut. Ronald Neil Stuart, D.S.O., R.N.R.**

**Sea. William Williams, R.N.R., O.N. 6224A.**

Lieutenant Stuart and Seaman Williams were selected by the officers and ship's company respectively of one of H.M. Ships to receive the Victoria Cross under Rule 13 of the Royal Warrant dated the 29th January, 1856.

### 30258 - 28 AUGUST 1917

*Admiralty, 29th August, 1917.*

#### Honours for Service in the Action in the **Straits of Otranto** on the 15th May, 1917.

The KING (is) pleased to approve of the award of the **Victoria Cross** to the undermentioned officer:

**Skipper Joseph Watt, R.N.R., 1206 W.S.A.** For most conspicuous gallantry when the Allied Drifter line in the **Straits of Otranto** was attacked by Austrian light cruisers on the morning of the 15th May, 1917. When hailed by an Austrian cruiser at about 100 yards range and ordered to stop and abandon his drifter the "**Gowan Lea**," Skipper Watt ordered full speed ahead and called upon his crew to give three cheers and fight to the finish. The cruiser was then engaged, but after one round had been fired, a shot from the enemy disabled the breech of the drifter's gun. The gun's crew, however, stuck to the gun, endeavouring to make it work, being under heavy fire all the time. After the cruiser had passed on Skipper Watt took the "**Gowan Lea**" alongside the badly-damaged drifter "**Floandi**" and assisted to remove the dead and wounded.

### 30363 - 30 OCTOBER 1917

*Admiralty, 2nd November, 1917.*

#### Honours for Services in Action with **Enemy Submarines.**

The KING (is) pleased to approve of the award of the following honours, decorations and medals to officers and men for services in action with enemy submarines:

To Receive the **Victoria Cross.**

**Lieut. Charles George Bonner, D.S.C., R.N.R.**

**P.O. Ernest Pitcher, O.N. 227029 (Po.).** P.O. Pitcher was selected by the crew of a gun of one of H.M. ships to receive the Victoria Cross under Rule 13 of the Royal Warrant dated the 29th January, 1856.

**Posthumous Award of the Victoria Cross.**

**Skipper Thomas Crisp, R.N.R., 10055D.A. (killed in action).**

## 30807 - 19 JULY 1918

### Honours for Services in the Operations against Zeebrugge and Ostend on the Night of the 22nd-23rd April, 1918.

*Admiralty, 23rd July, 1918.*

The KING (is) pleased to approve of the award of the **Victoria Cross** to the undermentioned Officers and men:

**Commander (Acting Captain) Alfred Francis Blakeney Carpenter, R.N.** For most conspicuous gallantry. This officer was in command of "**Vindictive**." He set a magnificent example to all those under his command by his calm composure when navigating mined waters, bringing his ship alongside the mole in darkness. When "Vindictive" was within a few yards of the mole the enemy started and maintained a heavy fire from batteries, machine guns and rifles on to the bridge. He showed most conspicuous bravery, and did much to encourage similar behaviour on the part of the crew, supervising the landing from the "Vindictive" on to the mole, and walking round the decks directing operations and encouraging the men in the most dangerous and exposed positions. By his encouragement to those under him, his power of command and personal bearing, he undoubtedly contributed greatly to the success of the operation. Capt. Carpenter was selected by the officers of the "Vindictive," "Iris II.," and "Daffodil," and of the naval assaulting force to receive the Victoria Cross under Rule 13 of the Royal Warrant, dated the 29th January, 1866.

**Lieutenant Richard Douglas Sandford, R.N.** For most conspicuous gallantry. This officer was in command of **Submarine C.3**, and most skilfully placed that vessel in between the piles of the viaduct before lighting his fuse and abandoning her. He eagerly undertook this hazardous enterprise, although, well aware (as were all his crew) that if the means of rescue failed and he or any of his crew were in the water at the moment of the explosion, they would be killed outright by the force of such explosion. Yet Lieutenant Sandford disdained to use the gyro steering, which would have enabled him and his crew to abandon the submarine at a safe distance, and preferred to make sure, as far as was humanly possible, of the accomplishment of his duty.

**Lieutenant Percy Thompson Dean, R.N.V.R. (Motor Launch 282).** For most conspicuous gallantry. Lieutenant Dean handled his boat in a most magnificent and heroic manner when embarking the officers and men from the blockships at Zeebrugge. He followed the blockships in and closed "Intrepid" and "Iphigenia" under a constant and deadly fire from machine and heavy guns at point blank range, embarking over 100 officers and men. This completed, he was proceeding out of the canal, when he heard that an officer was in the water. He returned, rescued him, and then proceeded, handling his boat throughout as calmly as if engaged in a practice manoeuvre. Three men were shot down at his side whilst he coned his ship. On clearing the entrance to the canal the steering, gear broke down. He manoeuvred his boat by the engines, and avoided complete destruction by steering so close in under the mole that the guns in the batteries could not depress sufficiently to fire on the boat. The whole of this operation was carried out under a constant machine-gun fire at a few yards range. It was solely due to this officer's courage and daring that M.L.282 succeeded in saving so many valuable lives.

**Captain Edward Bamford, D.S.O., R.M.L.I.** For most conspicuous gallantry. This officer landed on the mole from "Vindictive" with numbers 5, 7 and 8 platoons of the **marine storming force**, in the face of great difficulties. When on the mole and under heavy fire, he displayed the greatest initiative in the command of his company, and by his total disregard of danger showed a magnificent example to his men. He first established a strong point on the right of the disembarkation, and, when satisfied that that was safe, led an assault on a battery to the left with the utmost coolness and valour. Captain Bamford was selected by the officers of the R.M.A. and R.M.L.I. detachments to receive the Victoria Cross under Rule 13 of the Royal Warrant, dated the 29th January, 1856.

**Serjeant Norman Augustus Finch, R.M.A.,** No. R.M.A./12150. For most conspicuous gallantry. Serjeant Finch was second in command of the pompoms and Lewis guns in the foretop of "**Vindictive**," under Lieutenant Charles N. B. Rigby, R.M.A. At one period the "Vindictive" was being hit every few seconds, chiefly in the upper works, from which splinters caused many casualties. It was difficult to locate the guns which were doing the most damage, but Lieutenant Rigby, Serjeant Finch

and the Marines in the foretop, kept up a continuous fire with pompoms and Lewis guns, changing rapidly from one target to another, and thus keeping the enemy's fire down to some considerable extent. Unfortunately two heavy shells made direct hits on the foretop, which was completely exposed to enemy concentration of fire. All in the top were killed or disabled except Serjeant Finch, who was, however, severely wounded; nevertheless he showed consummate bravery, remaining in his battered and exposed position. He once more got a Lewis gun into action, and kept up a continuous fire, harassing the enemy on the mole, until the foretop received another direct hit, the remainder of the armament being then completely put out of action. Before the top was destroyed Serjeant Finch had done invaluable work, and by his bravery undoubtedly saved many lives. This very gallant serjeant of the Royal Marine Artillery was selected by the 4th Battalion of Royal Marines, who were mostly Royal Marine Light Infantry, to receive the Victoria Cross under Rule 13 of the Royal Warrant dated 29th January, 1856.

**Able Seaman Albert Edward McKenzie**, O.N. J31736 (Ch.). For most conspicuous gallantry. This rating belonged to B Company of **seaman storming party**. On the night of the operation he landed on the mole with his machine-gun in the face of great difficulties and did very good work, using his gun to the utmost advantage. He advanced down the mole with Lieutenant-Commander Harrison, who with most of his party was killed, and accounted for several of the enemy running from a shelter to a destroyer alongside the mole. This very gallant seaman was severely wounded whilst working his gun in an exposed position. Able Seaman McKenzie was selected by the men of the "Vindictive," "Iris II," and "Daffodil" and of the naval assaulting force to receive the Victoria Cross under Rule 13 of the Royal Warrant dated the 29th January 1856.

### **30870 - 27 AUGUST 1918**

#### **OSTEND RAID - HONOURS NAVAL DESPATCH dated 24 July 1918**

*Admiralty, S.W., 28th August, 1918.*

The KING (is) pleased to approve of the award of the **Victoria Cross** to the undermentioned Officers in recognition of their gallantry and devotion to duty as described in the foregoing despatch ([see Ostend Raid - Honours, Naval Despatch dated 24 July 1918](#)):

**Lieut.-Cdr. Geoffrey Heneage Drummond, R.N.V.R.**

**Lieut.-Cdr. Roland Bourke, D.S.O., R.N.V.R.**

**Lieut. Victor Alexander Charles Crutchley, D.S.C., R.N.**

### **30900 - 13 SEPTEMBER 1918**

*Admiralty, S.W., 14th September, 1918.*

#### **Honours for Services in Action with Enemy Submarines.**

The KING (is) pleased to approve of the award of the following honours, decorations, and medals to the undermentioned Officers and Men for services in action with enemy submarines:

To receive the **Victoria Cross**.

**Lieut. Harold Auten, D.S.C., R.N.R.**

## 30982 - 29 OCTOBER 1918

*War Office, 30th October, 1918.*

*(included in Army lists)*

His Majesty the KING (is) pleased to approve of the award of the **Victoria Cross** to the undermentioned Officers, Chief Petty Officer, N.C.O.'s and Man:

**No. WZ/424 Chief Petty Officer George Prowse, R.N.V.R.** (Landore). For most conspicuous bravery and devotion to duty when, during an advance, a portion of his company became disorganised by heavy machine-gun fire from an enemy strong point. Collecting what men were available he led them with great coolness and bravery against this strong point, capturing it together with twenty-three prisoners and five machine-guns. Later, he took a patrol forward in face of much enemy opposition, and established it on important high ground. On another occasion he displayed great heroism by attacking single-handed an ammunition limber which was trying to recover ammunition, killing three men who accompanied it and capturing the limber. Two days later he rendered valuable services when covering the advance of his company with a Lewis-gun section, and located later on two machine-gun positions in a concrete emplacement, which were holding up the advance of the battalion on the right. With complete disregard of personal danger he rushed forward with a small party and attacked and captured these posts, killing six enemy and taking thirteen prisoners and two machine guns. He was the only survivor of this gallant party, but by this daring and heroic action he enabled the battalion on the right to push forward without further machine-gun fire from the village. Throughout the whole operations his magnificent example and leadership were an inspiration to all, and his courage was superb.

## 31012 - 12 NOVEMBER 1918

*War Office, 15th November, 1918.*

*(included in Army lists)*

His Majesty the KING (is) pleased to approve of the award of the **Victoria Cross** to the undermentioned Officers, Non-commissioned Officers and Men:

**T./Comdr. Daniel Marcus William Beak, D.S.O., M.C., R.N.V.R.** For most conspicuous bravery, courageous leadership and devotion to duty during a prolonged period of operations. He led his men in attack, and, despite heavy machine-gun fire, four enemy positions were captured. His skilful and fearless leadership resulted in the complete success of this operation and enabled other battalions to reach their objectives. Four days later, though dazed by a shell fragment, in the absence of the brigade commander, he reorganised the whole brigade under extremely heavy gun fire and led his men with splendid courage to their objective. An attack having been held up he rushed forward, accompanied by only one runner, and succeeded in breaking up a nest of machine guns, personally bringing back nine or ten prisoners. His fearless example instilled courage and confidence in his men, who then quickly resumed the advance under his leadership. On a subsequent occasion he displayed great courage and powers of leadership in attack, and his initiative, coupled with the confidence with which he inspired all ranks, not only enabled his own and a neighbouring unit to advance, but contributed very materially to the success of the Naval Division in these operations.

## 31021 - 19 NOVEMBER 1918

*Admiralty, 20th November, 1918.*

With reference to announcements of the award of the **Victoria Cross** to naval officers and men for services in action with enemy submarines, the following are the accounts of the actions for which these awards were made:

(1) Action of **H.M.S. "Q5"** on the 17th February, 1917.

On the 17th February, 1917, H.M.S. "Q5," under the command of **Commander Campbell, D.S.O., R.N.**, was struck by a torpedo abreast of No. 3 hold. Action stations were sounded and the "panic party" abandoned ship. The engineer officer reported that the engine-room was flooding, and was ordered to remain at his post as long as possible, which he and his staff, several of whom were severely wounded, most gallantly did. The submarine was observed on the starboard quarter 200 yards distant, watching the proceedings through his periscope. He ran past the ship on the starboard side so closely that the whole hull was visible beneath the surface, finally emerging about 300 yards on the port bow. The enemy came down the port side of the ship, and fire was withheld until all guns could bear at point blank range. The first shot beheaded the captain of the submarine as he was climbing out of the conning tower, and the submarine finally sank with conning tower open and crew pouring out. One officer and one man were rescued on the surface and taken prisoner, after which the boats were recalled and all hands proceeded to do their utmost to keep the ship afloat. A wireless signal for assistance had been sent out when (but not until) the fate of the submarine was assured, and a destroyer and sloop arrived a couple of hours later and took "Q.5" in tow. She was finally beached in safety the following evening.

The action may be regarded as the supreme test of naval discipline. The chief engineer and engine-room watch remained at their posts to keep the dynamo working until driven out by the water, then remaining concealed on top of the cylinders. The guns' crews had to remain concealed in their gun houses for nearly half an hour, while the ship slowly sank lower in the water.

(The award of the Victoria Cross to Commander Gordon Campbell, D.S.O. R.N., was announced in London Gazette No. 30029, dated the 21st April, 1917.)

(2) Action of **H.M.S. "Prize"** on the 30th April, 1917.

H.M.S. "Prize," a topsail schooner of 200 tons, under command of **Lieutenant William Edward Sanders, R.N.R.**, sighted an enemy submarine on the 30th April, 1917. The enemy opened fire at three miles range and approached slowly astern. The "panic party," in charge of Skipper William Henry Brewer, R.N.R. (Trawler Section), immediately abandoned ship. Ship's head was put into the wind, and the guns' crews concealed themselves by lying face downwards on the deck. The enemy continued deliberately shelling the schooner, inflicting severe damage and wounding a number of men. For 20 minutes she continued to approach, firing as she came, but at length, apparently satisfied that no one remained on board, she drew out on the schooner's quarter 70 yards away. The white ensign was immediately hoisted, the screens dropped, and all guns opened fire. A shell struck the foremost gun of the submarine, blowing it to atoms and annihilating the crew. Another shot demolished the conning tower, and at the same time a Lewis gun raked the survivors off the submarine's deck. She sank four minutes after the commencement of the action in clouds of smoke, the glare of an internal fire being visible through the rents in her hull. The captain of the submarine, a warrant-officer and one man were picked up and brought on board the "Prize," which was then herself sinking fast. Captors and prisoners, however, succeeded in plugging the shot holes and keeping the water, under with the pumps. The "Prize" then set sail for the land, 120 miles distant. They were finally picked up two days later by a motor-launch and towed the remaining five miles into harbour.

(The award of the Victoria Cross to Acting Lieutenant William Edward Sanders, R.N.R., was announced in London Gazette No. 30147, dated the 22nd June, 1917.)

(3) Action of **H.M.S. "Pargust"** on the 7th June, 1917.

On the 7th June, 1917, while disguised as a British merchant vessel with a dummy gun mounted aft, H.M.S. "Pargust" under the command of Commander Gordon Campbell, V.C., D.S.O., R.N., was torpedoed at very close range. Her boiler-room, engine-room, and No. 5 hold were immediately flooded, and the starboard lifeboat was blown to pieces. The weather was misty at the time, fresh breeze and a choppy sea. The "panic party," under the command of Lieutenant P. R. Hereford, D.S.C., R.N.R., abandoned ship, and as the last boat was shoving off, the periscope of the submarine was observed close before the port beam about 400 yards distant. The enemy then submerged, and periscope reappeared directly astern, passing to the starboard quarter, and then round to the port beam, when it turned again towards the ship, breaking surface about 50 yards away. The lifeboat, acting as a lure, commenced to pull round the stern; submarine followed closely and Lieutenant Hereford, with complete disregard of the danger incurred from fire of either ship or submarine (who had trained a maxim on the lifeboat), continued to decoy her to within 50 yards of the ship. The "Pargust" then opened fire with all guns, and the submarine, with oil squirting from her side and the crew pouring out of the conning tower, steamed slowly across the bows with a heavy list. The enemy crew held up their hands in token of surrender, whereupon fire immediately ceased. The submarine then began to move away at a gradually increasing speed, apparently endeavouring to escape in the mist. Fire was reopened until she sank, one man clinging to the bow as she went down. The boats, after a severe pull to windward, succeeded in saving one officer and one man. 'American Destroyers and a British sloop arrived shortly afterwards, and the "Pargust" was towed back to port. As on the previous occasions, officers and men displayed the utmost courage and confidence in their captain, and the action serves as an example of what perfect discipline, when coupled with such confidence, can achieve.

(The award of the Victoria Cross to **Lieut. Ronald Neil Stuart, D.S.O., R.N.R., and Sea. William Williams, R.N.R.**, O.N., 6224A., was announced in London Gazette No. 30194, dated the 20th July, 1917.)

(4) Action of **H.M.S. "Dunraven"** on the 8th August, 1917.

On the 8th August, 1917, H.M.S. "Dunraven," under the command of Captain Gordon Campbell, V.C., D.S.O., R.N., sighted an enemy submarine on the horizon. In her role of armed British merchant ship, the "Dunraven" continued her zig-zag course, whereupon the submarine closed, remaining submerged to within 5,000 yards, and then, rising to the surface, opened fire. The "Dunraven" returned the fire with her merchant ship gun, at the same time reducing speed to enable the enemy to overtake her. Wireless signals were also sent out for the benefit of the submarine: "Help ! come quickly -submarine chasing and shelling me." Finally, when the shells began falling close, the "Dunraven" stopped and abandoned ship by the "panic party." The ship was then being heavily shelled, and on fire aft. In the meantime the submarine closed to 400 yards distant, partly obscured from view by the dense clouds of smoke issuing from the "Dunraven's" stern. Despite the knowledge that the after magazine must inevitably explode if he waited, and further, that a gun and gun's crew lay concealed over the magazine, Captain Campbell decided to reserve his fire until the submarine had passed clear of the smoke. A moment later, however, a heavy explosion occurred aft, blowing the gun and gun's crew into the air, and accidentally starting the fire-gongs at the remaining gun positions; screens were immediately dropped, and the only gun that would bear opened fire, but the submarine, apparently frightened by the explosion, had already commenced to submerge. Realising that a torpedo must inevitably follow, Captain Campbell ordered the surgeon to remove all wounded and conceal them in cabins; hoses were also turned on the poop, which was a mass of flames. A signal was sent out warning men-of-war to divert all traffic below the horizon in order that nothing should interrupt the final phase of the action. Twenty minutes later a torpedo again struck the ship abaft the engine-room. An additional party of men were again sent away as a "panic party," and left the ship to outward appearances completely abandoned, with the White Ensign flying and guns unmasked. For the succeeding fifty minutes the submarine examined the ship through her periscope. During this period boxes of cordite and shells exploded every few minutes, and the fire on the poop still blazed furiously. Captain Campbell and the handful of officers and men who remained on board lay hidden during this ordeal. The submarine then rose to the surface astern, where no guns could bear and shelled the ship closely for twenty minutes. The enemy then submerged and steamed past the ship 150 yards off, examining her through the periscope. Captain Campbell decided then to fire one of his torpedoes, but missed by a few inches. The submarine crossed the bows and came slowly down the other side, whereupon a second torpedo was fired and missed again. The enemy observed it and immediately submerged. Urgent signals for assistance were immediately sent out, but pending

arrival of assistance Captain Campbell arranged for a third "panic party" to jump overboard if necessary and leave one gun's crew on board for a final attempt to destroy the enemy, should he again attack. Almost immediately afterwards, however, British and American destroyers arrived on the scene, the wounded were transferred, boats were recalled and the fire extinguished. The "Dunraven" although her stern was awash, was taken in tow, but the weather grew worse, and early the following morning she sank with colours flying.

(The award of the Victoria Cross to **Lieut. Charles George Bonner, D.S.C., R.N.R.**, and **P.O. Ernest Pitcher**, O.N. 227029 (Po.), was announced in London Gazette No. 30363, dated the 2nd November, 1917.)

(5) Action of **H.M. Armed Smack "Nelson,"** on the 15th August, 1917.

On the 15th August, 1917, the Smack "Nelson" was engaged in fishing when she was attacked by gunfire from an enemy submarine. The gear was let go and the submarine's fire was returned. The submarine's fourth shot went through the port bow just below the water line, and the seventh shell struck the skipper, Thomas Crisp, partially disembowelling him, and passed through the deck and out through the side of the ship. In spite of the terrible nature of his wound Skipper Crisp retained consciousness, and his first thought was to send off a message that he was being attacked and giving his position. He continued to command his ship until the ammunition was almost exhausted and the smack was sinking. He refused to be moved into the small boat when the rest of the crew were obliged to abandon the vessel as she sank, his last request being that he might be thrown overboard.

(The posthumous award of the Victoria Cross to **Skipper Thomas Crisp, D.S.C., R.N.R.**, 10055 D.A., was announced in London Gazette No. 30363, dated the 2nd November, 1917.)

(6) Action of **H.M.S. "Stock Force,"** on the 30th July 1918.

H.M.S. "Stock Force," under the command of **Lieutenant Harold Auten, D.S.C., R.N.R.**, was torpedoed by an enemy submarine at 5 p.m. on the 30th July, 1918. The torpedo struck the ship abreast No. 1 hatch, entirely wrecking the fore part of the ship, including the bridge, and wounding three ratings. A tremendous shower of planks, unexploded shells, hatches and other debris followed the explosion, wounding the first lieutenant (Lieutenant E. J. Grey, R.N.R.) and the navigating officer (Lieutenant L. E. Workman, R.N.R.) and adding to the injuries of the foremost gun's crew and a number of other ratings. The ship settled down forward, flooding the foremost magazine and between decks to the depth of about three feet. "Panic party," in charge of Lieutenant Workman, R.N.R., immediately abandoned ship, and the wounded were removed to the lower deck, where the surgeon (Surgeon Probationer G. E. Strahan, R.N.V.R.), working up to his waist in water, attended to their injuries. The captain, two guns' crews and the engine-room staff remained at their posts.

The submarine then came to the surface ahead of the ship half a mile distant, and remained there a quarter of an hour, apparently watching the ship for any doubtful movement.

The "panic party" in the boat accordingly commenced to row back towards the ship in an endeavour to decoy the submarine within range of the hidden guns. The submarine followed, coming slowly down the port side of the "Stock Force," about three hundred yards away. Lieutenant Auten, however, withheld his fire until she was abeam, when both of his guns could bear. Fire was opened at 5.40 p.m.; the first shot carried away one of the periscopes, the second round hit the conning tower, blowing it away and throwing the occupant high into the air. The next round struck the submarine on the water-line, tearing her open and blowing out a number of the crew.

The enemy then subsided several feet into the water and her bows rose. She thus presented a large and immobile target into which the "Stock Force" poured shell after shell until the submarine sank by the stern, leaving a quantity of debris on the water. During the whole of the action one man (Officer's Steward, 2nd Class, R. J. Starling) remained pinned down under the foremost gun after the explosion of the torpedo, and remained there cheerfully and without complaint, although the ship was apparently sinking, until the end of the action.

The "Stock Force" was a vessel of 360 tons, and despite the severity of the shock sustained by the officers and men when she was torpedoed and the fact that her bows were almost obliterated, she

was kept afloat by the exertions of her ship's company until 9.25 p.m. She then sank with colours flying, and the officers and men were taken off by two torpedo boats and a trawler. The action was cited as one of the finest examples of coolness, discipline and good organisation in the history of "Q" ships.

(The award of the Victoria Cross to Lieutenant Harold Auten, D.S.C., R.N.R., was announced in London Gazette No. 30900, dated the 14th September, 1918.)

### **31259 - 28 MARCH 1919**

*War Office, 31st March 1919*

*(included in Army lists)*

The services for which the **Victoria Cross** was awarded by His Majesty to the undermentioned Officers, Warrant Officers, Non-Commissioned Officers and Men were performed at the places and on the dates mentioned:

**T./Comdr. D. M. W. Beak, D.S.O., M.C., Drake Bn., R.N.V.R.** at **Logeast Wood, France** on 21/25.8.18/4.9.18. Gazette date 18.11.18

**Maj. F. W. Lumsden, D.S.O., R.M.A.** at **Francilly, France** on 3/4.4.17. Gazette date 8.6.17

**WZ/424 Chief Petty Officer G. Prowse, Drake Bn., R.N.V.R.** at **Pronville, France** on 2.9.18. Gazette date 30.10.18

### **31354 - 23 MAY 1919**

*Admiralty, S.W., 24th May, 1919.*

The KING (is) pleased to approve of the posthumous award of the **Victoria Cross** to the undermentioned Officers:

**Lieutenant-Commander Geoffrey Saxton White, R.N.**

For most conspicuous gallantry and devotion to duty as Commanding Officer of **H.M. Submarine "E 14"** on the 28th of January, 1918.

"E 14" left Mudros on the 27th of January under instructions to force the Narrows and attack the "Goeben," which was reported aground off Nagara Point after being damaged during her sortie from the **Dardanelles**. The latter vessel was not found and "E 14" turned back. At about 8.45 a.m. on the 28th of January a torpedo was fired from "E 14" at an enemy ship; 11 seconds after the torpedo left the tube a heavy explosion took place, caused all lights to go out, and sprang the fore hatch. Leaking badly the boat was blown to 15 feet, and at once a heavy fire came from the forts, but the hull was not hit. "E 14" then dived and proceeded on her way out.

Soon afterwards the boat became out of control, and as the air supply was nearly exhausted, Lieutenant-Commander White decided to run the risk of proceeding on the surface. Heavy fire was immediately opened from both sides, and, after running the gauntlet for half-an-hour, being steered from below, "E 14" was so badly damaged that Lieutenant-Commander White turned towards the shore in order to give the crew a chance of being saved. He remained on deck the whole time himself until he was killed by a shell.

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### **Lieutenant Frederick Parslow, R.N.R.**

For most conspicuous gallantry and devotion to duty when in command of the **Horse Transport "Anglo-Californian"** on the 4th July, 1915.

At 8 a.m. on 4th July, 1915, a large submarine was sighted on the port beam at a distance of about one mile. The ship, which was entirely unarmed, was immediately manoeuvred to bring the submarine astern; every effort was made to increase speed, and an S.O.S. call was sent out by wireless, an answer being received from a man-of-war. At 9 a.m. the submarine opened fire, and maintained a steady fire, making occasional hits, until 10.30 a.m., meanwhile Lieutenant Parslow constantly altered course and kept the submarine astern.

At 10 30 am the enemy hoisted the signal to "abandon the vessel as fast as possible," and in order to save life Lieutenant Parslow decided to obey, and stopped engines to give as many of the crew as wished an opportunity to get away in the boats. On receiving a wireless message from a destroyer, however, urging him to hold on as long as possible, he decided to get way on the ship again. The submarine then opened a heavy fire on the bridge and boats with guns and rifles, wrecking the upper bridge, killing Lieutenant Parslow, and carrying away one of the port davits, causing the boat to drop into the sea and throwing its occupants into the water.

At about 11am two destroyers arrived on the scene, and the submarine dived

Throughout the attack Lieutenant Parslow remained on the bridge, on which the enemy fire was concentrated, entirely without protection, and by his magnificent heroism succeeded, at the cost of his own life, in saving a valuable ship and cargo for the country. He set a splendid example to the officers and men of the Mercantile Marine

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### **Lieutenant Archibald Bisset Smith, R.N.R.**

For most conspicuous gallantry and devotion to duty when in command of the **S.S. "Otaki,"** on the 10th March, 1917.

At about 2 30 p m on 10th March, 1917 the S.S. "Otaki," whose armament consisted of one 4.7 in gun for defensive purposes, sighted the disguised German raider "Moewe," which was armed with four 5.9 inch, one 4.1 inch and two 22 pdr guns, and two torpedo tubes. The "Moewe" kept the "Otaki" under observation for some time and finally called upon her to stop. This Lieutenant Smith refused to do, and a duel ensued at ranges of 1900-2000 yards, and lasted for about 20 minutes.

During this action, the "Otaki" scored several hits on the "Moewe," causing considerable damage, and starting a fire, which lasted for three days. She sustained several casualties and received much damage herself, and was heavily on fire. Lieutenant Smith, therefore, gave orders for the boats to be lowered to allow the crew to be rescued. He remained on the ship himself and went down with her when she sank with the British colours still flying, after what was described in an enemy account as "a duel as gallant as naval history can relate."

# WORLD WAR 2 GAZETTE ENTRIES

## The London Gazette, 16 August 1940

*Admiralty, Whitehall, 16th August, 1940.*

The KING has been graciously pleased to approve the grant of the Victoria Cross to:

**Lieutenant Richard Been Stannard, R.N.R.**, H.M.S. Arab, for outstanding valour and signal devotion to duty at Namsos. When enemy bombing attacks had set on fire many tons of hand grenades on Namsos wharf, with no shore water supply available, Lieutenant Stannard ran Arab's bows against the wharf and held her there. Sending all but two of his crew aft, he then endeavoured for two hours to extinguish the fire with hoses from the forecastle. He persisted in this work till he had to give up the attempt as hopeless.

After helping other ships against air attacks, he placed his own damaged vessel under shelter of a cliff, landed his crew and those of two other trawlers, and established an armed camp. Here those off duty could rest while he attacked enemy aircraft which approached by day, and kept anti-submarine watch during the night.

When another trawler near-by was hit and set on fire by a bomb, he, with two others, boarded Arab and moved her 100 yards before the other vessel blew up. Finally, when leaving the fjord, he was attacked by a German bomber which ordered him to steer East or be sunk. He held on his course, reserved his fire till the enemy was within 800 yards, and then brought the aircraft down.

Throughout a period of five days Arab was subjected to 31 bombing attacks and the camp and Lewis gun positions ashore were repeatedly machine-gunned and bombed; yet the defensive position was so well planned that only one man was wounded.

Lieutenant Stannard ultimately brought his damaged ship back to an English port. His continuous gallantry in the presence of the enemy was magnificent, and his enterprise and resource not only caused losses to the Germans but saved his ship and many lives.

## London Gazette of 18 February 1944 (dated 22 February 1944)

*Admiralty, Whitehall. 22nd February, 1944.*

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for valour to:

**Lieutenant Basil Charles Godfrey Place, D.S.C., Royal Navy.**

**Lieutenant Donald Cameron, R.N.R.**

Lieutenants Place and Cameron were the Commanding Officers of two of His Majesty's Midget Submarines X 7 and X 6 which on 22nd September 1943 carried out a most daring and successful attack on the German Battleship Tirpitz, moored in the protected anchorage of Kaafiord, North Norway.

To reach the anchorage necessitated the penetration of an enemy minefield and a passage of fifty miles up the fiord, known to be vigilantly patrolled by the enemy and to be guarded by nets, gun defences and listening posts, this after a passage of at least a thousand miles from base.

Having successfully eluded all these hazards and entered the fleet anchorage, Lieutenants Place and Cameron, with a complete disregard for danger, worked their small craft past the close anti-submarine and torpedo nets surrounding the Tirpitz, and from a position inside these nets, carried out a cool and determined attack.

Whilst they were still inside the nets a fierce enemy counter attack by guns and depth charges developed which made their withdrawal impossible. Lieutenants Place and Cameron therefore scuttled their craft to prevent them falling into the hands of the enemy. Before doing so they took every measure to ensure the safety of their crews, the majority of whom, together with themselves, were subsequently taken prisoner.

In the course of the operation these very small craft pressed home their attack to the full, in doing so accepting all the dangers inherent in such vessels and facing every possible hazard which ingenuity could devise for the protection in harbour of vitally important Capital Ships.

The courage, endurance and utter contempt for danger in the immediate face of the enemy shown by Lieutenants Place and Cameron during this determined and successful attack were supreme.

### **London Gazette of 9 November 1945 (dated 13 November 1945)**

*ADMIRALTY, Whitehall, 13th November, 1945.*

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for valour to:

#### **Lieutenant Ian Edward FRASER, D.S.C., R.N.R.**

Lieutenant Fraser commanded His Majesty's Midget Submarine XE-3 in a successful attack on a Japanese heavy cruiser of the Atago class at her moorings in Johore Strait, Singapore, on 31st July, 1945. During the long approach up the Singapore Straits XE-3 deliberately left the believed safe channel and entered mined waters to avoid suspected hydrophone posts. The target was aground, or nearly aground, both fore and aft, and only under the midship portion was there just sufficient water for XE-3 to place herself under the cruiser. For forty minutes XE-3 pushed her way along the seabed until finally Lieutenant Fraser managed to force her right under the centre of the cruiser. Here he placed the limpets and dropped his main side charge. Great difficulty was experienced in extricating the craft after the attack had been completed, but finally XE-3 was clear, and commenced her long return journey out to sea. The courage and determination of Lieutenant Fraser are beyond all praise. Any man not possessed of his relentless determination to achieve his object in full, regardless of all consequences, would have dropped his side charge alongside the target instead of persisting until he had forced his submarine right under the cruiser. The approach and withdrawal entailed a passage of 80 miles through water which had been mined by both the enemy and ourselves, past hydrophone positions, over loops and controlled minefields, and through an anti-submarine boom.

### **The London Gazette, 17 December 1946**

*ADMIRALTY, Whitehall, S.W.I. 17<sup>th</sup> December, 1946.*

The KING has been graciously pleased to approve the award of the VICTORIA CROSS to:

#### **The late Temporary Lieutenant Thomas WILKINSON, Royal Naval Reserve.**

On 14th February, 1942, H.M. Ship Li Wo, a patrol vessel of 1,000 tons, formerly a passenger steamer on the Upper Yangtse River, was on passage from Singapore to Batavia. Her ship's company consisted of eighty-four officers and men, including one civilian; they were mainly survivors from His

Majesty's Ships which had been sunk, and a few from units of the Army and the Royal Air Force. Her armament was one 4 inch gun, for which she had only thirteen practice shells, and two machine guns.

Since leaving Singapore the previous day, the ship had beaten off four air attacks, in one of which fifty-two machines took part, and had suffered considerable damage. Late in the afternoon, she sighted two enemy convoys, the larger of which was escorted by Japanese naval units, including a heavy cruiser and some destroyers. The Commanding Officer, Lieutenant T. Wilkinson, R.N.R., gathered his scratch ship's company together and told them that, rather than try to escape, he had decided to engage the convoy and to fight to the last, in the hope that he might inflict damage upon the enemy. In making this decision, which drew resolute support from the whole ship's company, Lieutenant Wilkinson knew that his ship faced certain destruction and that his own chances of survival were small. "H.M.S. Li Wo hoisted her battle ensign and made straight for the enemy. In the action which followed, the machine guns were used with effect upon the crews of all ships in range, and a volunteer gun's crew manned the 4 inch gun, which they fought with such purpose that a Japanese transport was badly hit and set on fire.

After a little over an hour, H.M.S. Li Wo had been critically damaged and was sinking. Lieutenant Wilkinson then decided to ram his principal target, the large transport, which had been abandoned by her crew. It is known that this ship burnt fiercely throughout the night following the action, and was probably sunk.

H.M.S. Li Wo's gallant fight ended when, her shells spent, and under heavy fire from the enemy cruiser, Lieutenant Wilkinson finally ordered abandon ship. He himself remained on board, and went down with her. There were only about ten survivors, who were later made prisoners of war. Lieutenant Wilkinson's valour was equalled only by the skill with which he fought his ship. The VICTORIA CROSS is bestowed upon him posthumously in recognition both of his own heroism and self-sacrifice, and of that of all who fought and died with him.