

# THEY SERVED TOGETHER: PERSIAN GULF SHIPMATES

James Kemp

## 1. INTRODUCTION

Have you ever wondered if any of the men whose medals you have in your collection served with others whose medals you also hold? This is not men who received medals for service in exactly the same ship or regiment during a campaign but those whose paths crossed at some other point in their careers.



There is a common theme for this display, the Naval General Service Medal with the clasp Persian Gulf 1909-1914 which was issued exactly 100 years ago this year. This campaign lasted from Oct 1909 to Aug 1914 with vessels patrolling to suppress arms trafficking in the area, primarily to prevent the weapons reaching countries like Afghanistan. In all some fifteen Royal Navy Ships, three Royal India Marine Ships and eight armed launches were deployed. Also small boats from the larger ships were used to carry out independent patrols close in shore. The arms blockade was very effective and reports in ADM 116/1675 show that in excess of 15,700 arms (mainly rifles) and 3.4 million rounds of ammunition were captured.

A review of service records shows that a high proportion of the men who served in the Persian Gulf Campaign spent lengthy periods in that area, with many often being posted to other ships and continuing to serve in the same theatre. The Naval General Service Medal was one of the last naval medals issued that includes the name of the man's ship on the rim. Normally the medals show the final ship that a man served on during the campaign and the highest rank he held. By cross checking the service records it is possible to find men who served together even though their respective NGSs show different ships. A fair proportion of those who served in the campaign remained in that theatre during WWI, so it is also possible to find medal recipients who remained in the Middle East during the early part of the war and served with other men who had also earned the medal.

I have just over 40 of these medals in my collection and for this display I have selected three groups of men who all received the NGS. Within each group there is one man who served with the others, forming a link in the chain. Between them they represent a wide mix of naval officers and ratings. Some went on to have successful careers while others fell by the wayside and one man tragically died during a WWI submarine exercise.

## 2. HAYDYN, WOOD AND SHEPHERD

Car Mte D E Wood

NGS HMS Lapwing



HMS LAPWING

Gnr R H T Haydyn RN

NGS HMS Redbreast



HMS REDBREAST

PO G E Shepherd

NGS HMS Mashona



### 2.1 Robert Henry Tom Haydyn - A most efficient and valuable officer in all respects

Robert Haydyn was born in Roath, Glamorgan and joined the Navy as a boy on his 16<sup>th</sup> birthday, 6<sup>th</sup> June 1896, with the Service Number 180046, having previously worked as a printer. His initial sea time was spent on the armourer cruiser HMS Warspite and was soon followed by seventeen months on the battleship HMS Trafalgar. Haydyn achieved his Seaman Gunner 1<sup>st</sup> Class qualification in Feb 1901 and was clearly marked for further advancement since in Feb 1902, while serving on HMS Cambridge, he was promoted from AB to PO 2<sup>nd</sup> Class. He passed for Gunner in Nov 1904 and was promoted to Acting Gunner in Nov 1908; this rank was confirmed in Dec 1909.

His first ship as a Warrant Officer was HMS Lapwing, a Redbreast Class composite gunboat, which he joined in Mar 1909 while the ship was serving on the East Indies station. Daniel Wood was already serving on the ship as a Carpenter's Mate when Haydyn joined. This was a comparatively small ship with a complement of around sixty men; therefore Wood and Haydyn would have known each other and their paths crossed on a regular basis, especially as Wood was also showing the potential to reaching Warrant Officer rank.

From October 1909 to Feb 1910 HMS Lapwing served her last commission in the Persian Gulf and qualified for the NGS. While the two men were serving together on the ship it was involved in one of the most successful arms discoveries of the whole campaign when on 4<sup>th</sup> Dec 1909 HMS Lapwing captured a dhow with 1,708 rifles and 211,000 rounds of ammunition. As the ship's Gunner, Haydyn probably played a pivotal role in this action. Subsequently it was announced in the London Gazette of 17<sup>th</sup> October 1913 that the crew



GUNNER HAYDYN, TAKEN WHILE HE WAS SERVING ON HMS CARONIA



His next appointment was to Keyham College again instructing Cadets which appears to have been one of his strengths; while serving there he was recommended for Special Promotion to Lieut by Capt Mansell.

Despite continued excellent reports he was not promoted to Chief Gunner until Aug 1917 (seniority date Nov 1918 which was later also shown as his seniority date for his promotion to Commissioned Gunner); he finally made Lieut RN in Mar 1926. His last sea-going appointment was as 1<sup>st</sup> Lieut on HMS Colne, a fishery protection vessel. He was then discharged due to his age but was subsequently promoted to Lt Cdr on the Retired List in



Mar 1934. Haydyn, who had been described as 'a most efficient and valuable officer in all respects' in one of his later reports, died in Mar 1955 aged 74. His full medal entitlement is the NGS (HMS Redbreast) and 1914-5 Trio, the British War and Victory Medals are named to him as Chief Gunner.

## 2.2 Daniel Edward Wood - An HMS Pathfinder survivor who had two Courts Martial

Daniel Wood was born in Devonport; when he joined the Navy in Aug 1904 aged 23 he was already a qualified Shipwright, his Service Number was 347001. After starting at HMS Vivid he joined Highflyer and achieved promotion to Leading Shipwright in May 1907. In May 1908 he joined HMS Lapwing and ten days later was promoted to Carpenter's Mate, a PO rate, after less than four years in the Navy. As the Carpenter's Mate he was the senior rate in his discipline. HMS Lapwing was deployed in the Persian Gulf; apart from undertaking

No. 1814.—PERSIAN GULF ENTRANCE.  
*Musandam Peninsula—Rock Northward of.*  
 Subject.—A rock or sunken obstruction, on which the steamship Griqua struck, is reported to exist northward of Musandam Peninsula.  
 Position.—At a distance of one mile, N. 22° W., from Perforated rock; lat. 26° 24' N., long. 56° 22½' E.  
 Depth.—The vessel had a draught of about 20 feet at the time of the accident.  
 Remarks.—A depth of 3 fathoms has been placed on the chart in the above position.  
 Variation.—1° E.  
 Charts affected.—No. 753, Entrance to the Persian Gulf; No. 2837a, Persian Gulf, Eastern Sheet.  
 Publication.—Persian Gulf Pilot, 1908, page 57.  
 Authority.—His Majesty's ship Lapwing, Hydrographical Note, No. 2 of 1909.

anti-gunrunning patrol ships also reported any chart anomalies found. The London Gazette 30<sup>th</sup> Nov 1909 records a previously uncharted rock which was reported by HMS Lapwing. Gunner Haydyn joined the ship in Mar 1909 and would have certainly known Wood. Carp Mte Wood's share of the prize fund for the arms capture in Dec 1909 was £11/15/11. When HMS Lapwing paid off Wood returned to the UK; only 23 men received the NGS for Lapwing. After several short duration posts he was sent to the battleship HMS Prince George at Portsmouth Dockyard. In Dec 1911 he was appointed as Act Carp; his seniority as Carpenter was later confirmed as this date.

After time at HMS Pembroke his next ship was the armoured cruiser HMS Suffolk. His report for Dec 1913 indicates he was hardworking and zealous, a diligent workman but added that he was not temperate. Sadly this weakness was a problem that would ultimately

### WEST ATLANTIC SQUADRON.

#### CARPENTER DISMISSED HIS SHIP.

February 19th

The second Court, also presided over by Capt. H. M. Doughty, was for the trial of Mr. Daniel E. Wood, carpenter, of H.M.S. Suffolk, on two charges of acts to the prejudices of good order and naval discipline in giving away intoxicating liquor to men of the ship's company, and one charge of smuggling liquor on board. The charge of smuggling was not proved, but he was found guilty of the other two charges, and ordered to be dismissed his ship.

ruin his career. In Feb 1914, while still serving on Suffolk, he was charged with wilful disobedience and smoking and drinking in his cabin with an officer's steward. The Court Martial found the charges proven and he was sentenced to be dismissed his ship, the case was reported in The Naval and Military Record for 11 Mar 1914.



Wood returned to the UK and was appointed to HMS Pathfinder which was part of the 8<sup>th</sup> Destroyer Flotilla based at Rosyth. On 5<sup>th</sup> Sept 1914 the ship was sunk by the submarine U-21 off St Abbs Head, Berwickshire. HMS Pathfinder was short of coal and could manage only five knots, making her an easy target.

This was the first ship ever sunk by a powered torpedo; it struck the magazine, causing the ship to sink quickly with the loss of over 250 men. Subsequently Wood was admitted to Haslar Hospital suffering from the results of submersion. Carpenter Wood was appointed to the battleship HMS Magnificent but this was cancelled because Wood was sick.

In Apr 1915 he was at HMS Vivid's as additional for Bjoergvin, this was a purchased Norwegian ship that was re-named as HMS Glatton. However Wood disappeared in Newcastle and was charged with being absent without leave. His second Court Martial followed on 11<sup>th</sup> Aug 1915; he was found guilty and dismissed his ship plus lost two years seniority as a Carpenter. Re-appointment to Magnificent followed, then onto HMS Cumberland in June 1917. His reports show his general deterioration; he was subject to quarterly reporting, his wine bill had been stopped and he was deemed to be untrustworthy due to his intemperance. In 1918 Carpenters were re-titled Warrant Shipwrights. Wood's final posting was to the cruiser HMS Yarmouth in Mar 1919. In May 1919 he fell off a wall when ashore in Simonstown and fractured his spine. He was eventually transferred back to England and medically discharged in Oct 1919. Carpenter Wood died in Dec 1919 aged 38 and was buried in Weston Mill Cemetery Plymouth. Apart from his NGS he also earned a 1914-15 Trio which was sent to his widow.



### **2.3 George Edwin Shepherd - Joined the New Coastguard after serving 20 years**

George Shepherd was born in Devonport in Oct 1879 and was a pupil of Greenwich Hospital School before he joined the Navy as a boy in Mar 1895. His Service Number was 183106 and his first sea time was from Sept 1896 on the 2<sup>nd</sup> class cruiser HMS Hermione. After several short duration postings he joined the cruiser HMS Philomel in Dec 1898 as an Ordinary Seaman. Consecutive promotions followed and by Jan 1902 he was a PO 2<sup>nd</sup> Class. He left that ship two months later and was promoted to PO 1<sup>st</sup> Class in Apr 1902 on HMS Vivid. He then served on a number of training ships and achieved his Qualified and Seaman Gunner qualifications before serving on the armoured frigate Black Prince. He subsequently spent two years on the battleship HMS Commonwealth. More gunnery training followed with him achieving his PO Gunner qualification in Sept 1908. The following month he joined the 14,150 ton HMS Repulse which he served on until Feb 1910.

After the battleship Repulse his next ship must have come as somewhat of a shock, the little 805 ton gunboat HMS Redbreast. Shepherd had been serving on Redbreast for four months when Gunner Haydyn joined. Clearly Shepherd's gunnery qualifications would have meant he had regular contact with Haydyn. Despite having been a PO for over 8 years Shepherd's career seems to have stalled.

A note on his service papers perhaps provides the answer – he did not pass educationally from Petty Officer until Sept 1910, while he was serving with Haydyn on HMS Redbreast.

It was the custom for RN ships serving in the Gulf to paint the vessel's name on the rocks at Muscat. In the photograph the sailors from HMS Redbreast are caught in the act of leaving their mark for prosperity by painting the ship's name on the rocks.



**GRAFITTI ARTISTS FROM HMS REDBREAST**

Shepherd left HMS Redbreast in Mar 1911 and his next two ships were the cruisers Fox and Highflyer. Both served in the Persian Gulf but Shepherd's NGS is named to the armed launch HMS Mashona which is not shown on his service papers. There was a single Petty Officer on each launch and while on HMS Mashona Shepherd would have been borne on the books of either Fox or Highflyer, the launches having no paymaster staff. The 1911 Census shows a PO Spratley on HMS Mashona so Shepherd joined the launch sometime after April 1911 and left in Feb 1912, having probably never actually served on HMS Highflyer in the Persian Gulf, otherwise his NGS would have been named to that ship.

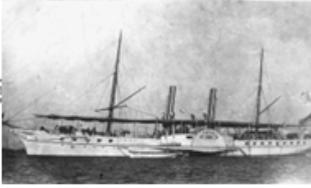


Shepherd returned to the UK & was promoted to Acting CPO in Aug 1913; this was confirmed in Aug 1914. From Aug 1914 to Sept 1915 he served on the armed merchant cruiser Empress of Russia which operated in the Indian Ocean and Red Sea. This ship conveyed Emden survivors to Colombo and brought its guns to bear on Hodeidah to secure the release from the Turks of the kidnapped

British and French Counsels. Shepherd then spent eighteen months on Motor Launches and ended his WWI service on the battleship HMS Ramillies. He was demobilised in Oct 1919 and joined the new Coastguard Service where he served in the Weymouth, Devonport and Kingston areas. His full entitlement appears to be NGS, 1914-5 Trio (CPO, medals sent to CG Kingston) & RN LS&GC (PO 1 CI HMS Vivid).

### 3. CRAUFURD, BEAIL, HIRST AND HOLLAND

AB A V Beail  
NGS HMS Sphinx



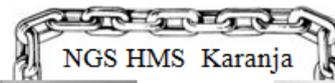
HMS SPHINX

CE V Craufurd  
Commr RN



RIMS MINTO

Pte E J Hirst RMLI



NGS HMS Karanja



HMS SWIFTSURE



NGS HMS Swiftsure

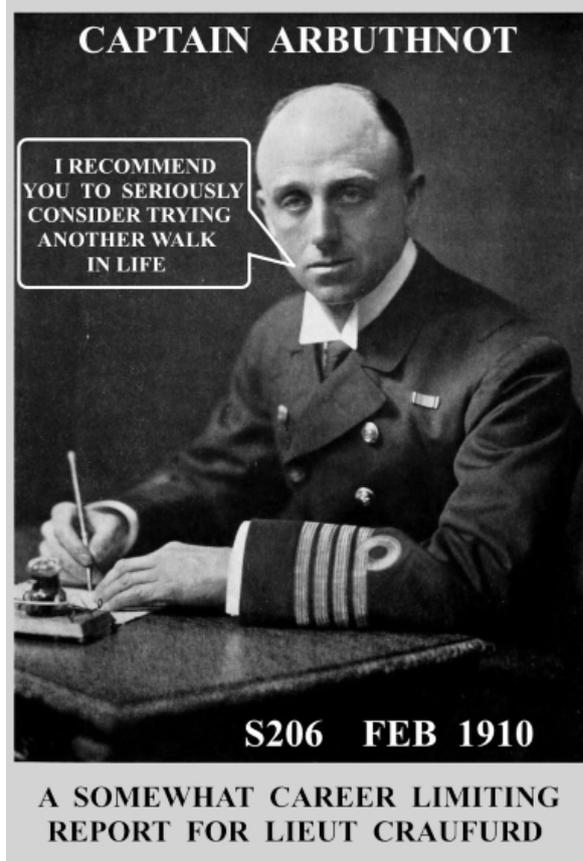
#### 3.1 Charles Edward Vereker Craufurd - He will never be a success as a Naval Officer

Charles Craufurd was born in July 1885 and was the fourth son of a Baronet. His father had assured the young Charles that his objective in life was to become an Admiral although the first aim was to make Commander. His father also hoped that his son might one day command a ship in a time of war. Not the brightest of scholars but thanks to time at a naval crammer school Craufurd managed to pass the entrance examination for HMS Britannia which he joined in Sept 1899. Promoted to Midshipman in Mar 01 his first significant period of sea time was on the 1<sup>st</sup> class cruiser HMS Amphitrite (Mar 02 – May 04) serving on the



COMMANDER C E V CRAUFURD RN

China Station. He was promoted to Sub Lieut and during the next year passed his various seamanship, navigation and pilotage exams.



Promoted to Lieut in Oct 1906 he was appointed to the battleship HMS Lord Nelson in Jan 1909. This was possibly the low point of his career as Capt Arbuthnot made the following comments in Craufurd's report—Fond of exercise. Boxes. Though full of energy lacks essential qualities of Naval officer, easily loses his head. I am of the opinion that he will never be a success as a Naval officer, I have rec<sup>d</sup> him to seriously consider trying another walk in life.

Appointments to HMS Argyll and HMS Argonaut followed and for the last two months of his time on Argonaut he was the 1<sup>st</sup> Lieut. In Mar 1913 he was appointed as 1<sup>st</sup> Lieut in HMS Sphinx, a paddle ship which was serving in the Persian Gulf. This ship had just six officers and two warrant officers. When he joined the ship AB Albert Beail was already aboard. As 1<sup>st</sup> Lieut Craufurd would have been expected to be aware of all crew members and undertaken rounds of this comparatively small ship, thereby bringing him into daily contact with Beail. Sphinx's captain Cdr Todd noted that Craufurd was a hardworking exec. Lieut Craufurd served on HMS Sphinx until the start of WWI, earning his NGS during this time.

In Aug 1914 the RN took over several ships of the Royal Indian Marine including the troopship RIMS Minto. Craufurd was promoted to Lt Cdr and appointed as the Commanding Officer. Initially he was the sole RN officer on the ship, the remaining officers and the majority of the crew were from the RIM. Additional personnel were needed on the ship to function as an RN vessel. Telegraphist Holland was already serving aboard when Lt Cdr Craufurd joined; he had been loaned from the RN in Jan 1914 to assist with wireless communications during the Persian Gulf campaign. A detachment of Marines were also assigned to the ship including Pte Hirst who joined Minto in Aug 1914. Craufurd would have taken interest in the small number of RN/RM personnel serving on Minto; his signature appears on Hirst's service papers and Holland's service parchment. The Jan 1916 Navy List show Craufurd's rank as Act Cdr. His service records show he received several commendations for successful operations in Minto including – brought to notice of Sec of State for War for gallant and distinguished service rendered in connection with Military Operations at Aden 16.8.17 to 31.1.18. Unfortunately I only have Craufurd's British War Medal and not his Naval General Service Medal bar Persian Gulf 1909-1914.



Lancashire Evening Post 14 April 1947

**“Found Eden” Claim**  
Commander Charles Craufurd, Royal Navy, who 18 years ago claimed that he had “found” the Garden of Eden, has died at Enstone, Oxfordshire, it is announced, to-day. Commander Craufurd advanced the theory that the lost river junction of Eden was located in a basin valley which was inundated by the great flood, and was now hidden by the Persian Gulf. The bulk of the evidence lay in Genesis, he said.

In Feb 1918 Craufurd returned to the UK and was reverted to his substantive rank of Lt Cdr; his series of short term appointments suggests the Navy were uncertain what to do with him. He applied to retire and was placed on the Retired List in May 1920. He was subsequently shown as Cdr on the Retired List (with seniority July 1924). Craufurd wrote a number of articles about the Middle East and also a book

'Treasures of Ophir' (there is further information displayed on the table). He died in Apr 1947 and was buried in the family vault at St Mary's Church, South Hayling. His three older brothers all succeeded to the baronetcy; had he lived another 20 years Charles would have also inherited the title. His medal entitlement is NGS (Lieut RN HMS Sphinx) and 1914-5 Trio (Commr RN).

### 3.2 Albert Victor Beail - Lost his life on duty 15<sup>th</sup> Aug 1916

Albert Beail was born in Walton, Suffolk in Aug 1887. He joined the Navy as a boy in Nov 1903 with the Service Number 228842. After training his first sea time was on the battleship HMS Ramillies (Jan – Nov 1906). The next 26 months were spent on the battleship HMS Africa with Beail being promoted to Able Seaman in Mar 1907. After several short postings in Oct 1910 Beail joined the composite paddleship HMS Sphinx. Apart from a few weeks spent on HMS Fox (which is shown as his ship in the Apr 1911 Census) he remained on Sphinx until the end of Apr 1913. He left Sphinx after Lieut Craufurd's appointment as Exec Officer, returning to the UK on Highflyer. 156 NGSs were awarded for Sphinx.

At the end of 1913 he changed his career path and joined the submarine service. From then on entries on his service papers appear mainly as depot ships. From Dec 1913 – Feb 1915 he is show as serving on HMS Cormorant which was in Gibraltar but was the base for Submarines B6, B7 and B8. His last entry is shown as HMS Maidstone a submarine depot ship. In Aug 1916 he was actually serving on the submarine E41, a minelayer which had been commissioned in June 1915 and was based at Harwich as part of the 8<sup>th</sup> Submarine Flotilla.



HEADSTONE OF AB ALBERT VICTOR BEAIL  
RN PLOT 104 SHOTLEY (ST MARY) CHURCH  
BEAIL IS ALSO COMMEMORATED ON THE  
FELIXSTOWE WAR MEMORIAL

On 15<sup>th</sup> Aug 1916 the submarines E41 and E4 were carrying out an anti-submarine exercise in the North Sea. E41 was acting as the target and was making a surface passage of 12 knots. E4 was dived but her periscope suddenly appeared 50 yards off E41's starboard bow on a direct collision course. E41 stopped her engines but could not prevent E4 colliding forward of her bridge. E41 began to take in water through the forward battery compartment and began to

sink by the bows. Within two minutes the conning tower was underwater and the tender monitoring the exercise, HMS Firedrake, arrived to pick up survivors. Despite the fact that all the crew eventually managed to escape, sixteen crew members were drowned. There were no survivors from E4. Both submarines were later salvaged and returned to service. One of the crew of E4 who drowned was AB Albert Beail. The details of the Court of Enquiry into the collision are available at The National Archives under the reference ADM 1/8466/210.

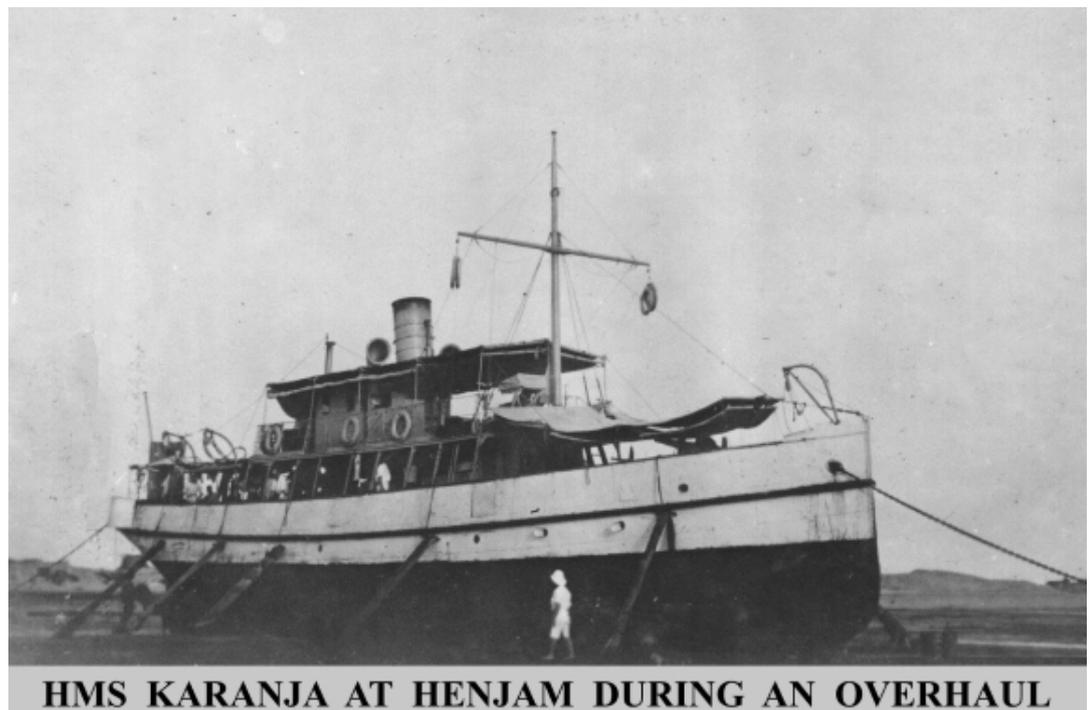
Beail's body was recovered and he was buried in St Mary's Churchyard, Shotley. He is commemorated on the CWGC site; his name is also recorded on the Felixstowe War Memorial. Beail's full medal entitlement is the NGS (bar Persian Gulf) and a 1914-15 Trio. His trio is incorrectly shown on the medal roll as S - sent to Self.



### 3.3 Edward John Hirst - Spent eight months on a small armed launch

Edward Hirst was born in Chelsea in March 1887 and enlisted in the Royal Marines 20 Sept 1905. After just under ten months at Deal Recruitment Depot he joined Chatham Division RMLI with the number Ch15119. His first sea time was from Feb 1907 when he was embarked on the armoured cruiser HMS Bedford; he served on this ship for just over two years. His next major period at sea was spent on the battlecruiser HMS Inflexible; he served aboard her from Oct 1910 to Nov 1912.

After time at his base depot Hirst was embarked on the battleship HMS Swiftsure in Mar 1913 which was later deployed to the Persian Gulf. Pte Hirst served on this ship until Nov 1913; Tel Alfred Holland joined before Hirst left. However there is unlikely to have been much contact between a RMLI Pte and an RN telegraphist during their time together on this ship.



Edward Hirst was then selected to serve on the armed launch HMS Karanja; this small vessel had a mixed RN and RIM crew – the total British element was around 12 men with just three being RMLI, a Corporal and two Privates. The Corporal was Cpl Langmaid who had served on Swiftsure with Hirst. The RN Signaller aboard Karanja when they joined was Sig John Mynett – I have the NGSs of Langmaid and Mynett in my collection; both medals are named to HMS Karanja. Although the ship was still undertaking regular anti-gunning patrols there were no major arms captures during the time Hirst served aboard Karanja. On 8<sup>th</sup> Aug HMS Karanja was de-commissioned and on 18<sup>th</sup> Hirst joined the troopship RIMS Minto which had been taken over by the Royal Navy.

When Hirst joined Minto Lt Cdr Craufurd was already serving aboard the ship as Commanding Officer. The majority of the crew were from the Royal Indian Marine except for a few specialist RN trades such as Telegrapher Holland (he was already aboard). A small number of RMLI personnel had also joined, there being no equivalent Indian Marine ranks. Craufurd would have known Hirst and was required to write the reports for RN/RM personnel. His signature appears on Hirst's service papers. Some of Hirst's earlier reports were not exceptional with a few Character marks below VG and Ability marks as low as Moderate. However his report marks from Lt Cdr Craufurd were Very Good and Superior respectively, the latter being his highest ability mark in his whole career. Edward Hirst left Minto in Oct 1915.



Hirst then spent most of World War I embarked on a number of ships including the 2<sup>nd</sup> class cruiser HMS Venus (Oct 15 - Nov 16) and later the battlecruiser HMS Inflexible which he served on Dec 1917 until Feb 1919. The following month Hirst was demobbed from the RMLI but then enrolled in the Royal Fleet Reserve.

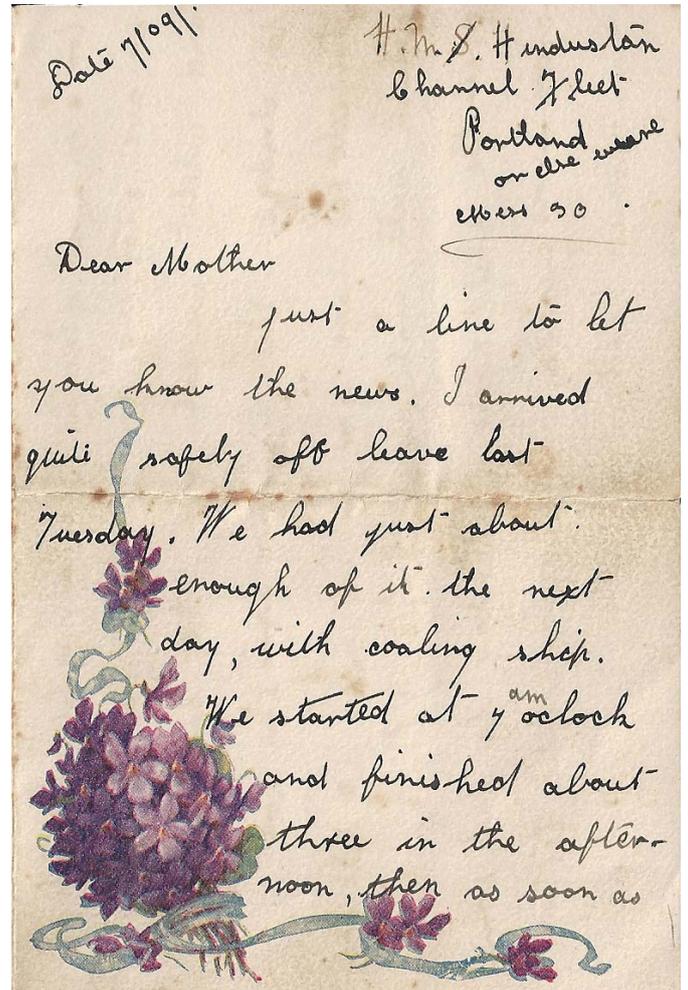
He served in the RFR until Feb 1923 when he was discharged as medically unfit. The two

'Good' Character marks from earlier in his career would have stopped him from qualifying for the RFR LS Medal.

His full medal entitlement was the NGS bar Persian Gulf (named to HMS Karanja – a total of only 29 were awarded to RN/RM of which 7 were awarded to RMLI) and a 1914-15 Trio (named Pte), the latter medals were sent to him.

### 3.4 Alfred Thomas Holland - Run Apr 1913 (Bombay) and July 1913 (Colombo)

Born in Cowes IOW in Feb 1891 Alfred Holland became a pupil at the Greenwich Hospital School. Just after his fifteenth birthday he joined the Navy as a boy in Ganges with the Service Number 236792. His first sea time was in 1907 when he spent three months on HMS Euryalus, a cruiser used as a Boys Training Ship. He also spent seven months on the battleship HMS Hindustan and became an Ordinary Seaman in Feb 1909 on that ship. He re-joined the same ship after a month on HMS Cochrane. Holland wrote home to his mother in July 1909 complaining about his lot, first complaining about coaling the ship and then not getting the expected weekend leave at Pompey. The letter also relates that he lost his footing and fell overboard while fitting cross wires for gun sight testing, the loss of the wires resulted in him being put in the Captain's report. The first page of that letter is reproduced here. His next ship was the battleship HMS Edward VII and in Nov 1909 he was re-rated as Ord Telegraphist. Advancement to Telegraphist followed in 1910 while he was serving on the armoured cruiser HMS Hampshire.



He transferred to the cruiser HMS Highflyer which deployed to the Gulf. Holland ended up spending the next five years in the Persian Gulf / East Indies. He then joined the cruiser HMS Philomel in Apr 1911. The following year he lost his first Good Conduct Badge three months after it was awarded, plus earning three days cells with his conduct reduced to 2<sup>nd</sup> Class. In Apr 1913 Holland was marked as 'Run' in Bombay. He was recovered and held awaiting trial on HMS Fox before being sentenced to 17 days detention (served on Fox). Holland was then transferred to the sloop HMS Espiegle on 25<sup>th</sup> July

1913 and marked as 'Run' the following day, this time at Colombo. He was recovered again and sentenced to 42 days detention (he served 35 days); the sentence being carried out on HMS Philomel; his conduct again was shown as 2<sup>nd</sup> Class. In Oct 1913 he transferred to the battleship HMS Swiftsure where Pte Hirst was already serving. Holland remained on Swiftsure until Jan 1914; this is the ship shown on his NGS.

His papers then record a series of ships but in fact he was serving on the troopship RIMS Minto as a telegraphist, there being none of that specialisation in the RIM. When Holland joined Minto in Jan 1914 she was the support ship for the armed launches serving in the Gulf and telegraphy was essential to enable the ship to communicate with the RN vessels deployed in the area. Theoretically his NGS should have been named to Minto as this was the last ship he served on during the campaign.

After the start of WWI Tel Holland was retained in Minto and was aboard when Lt Cdr Craufurd joined. His previous character had been poor but he was clearly a good telegraphist. In Dec 1914 Craufurd marked his ability as Superior and in Feb 1915 he was promoted to Ldg Tel. As there were limited British personnel on the ship Holland would have sought regular contact with the few that were serving on board, including Pte Hirst. Holland left Minto 30<sup>th</sup> Apl 1916.

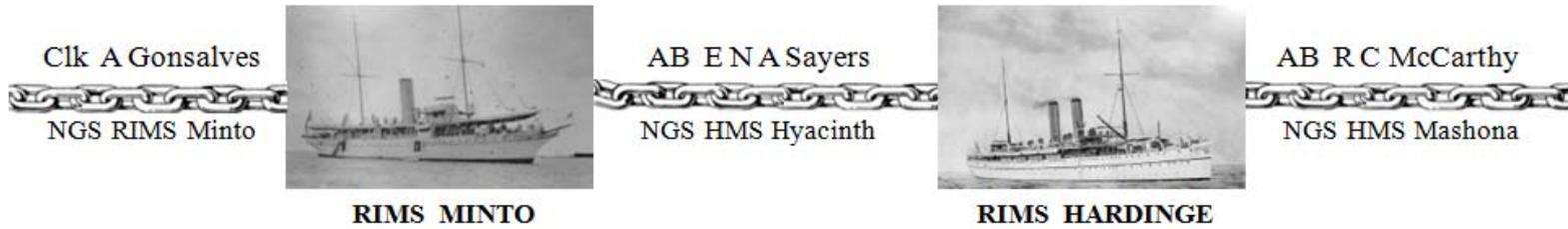
After over a year in Portsmouth he joined the destroyer HMS Ulysses. Sadly his character reverted back to his previous form and in Aug 1917 he was disgraced from Ldg Tel, deprived of his Good Conduct Badge and sentenced to 14 days cells. After his punishment he went briefly to HMS Malaya before joining the light cruiser HMS Birkenhead. In Nov 1918 he



managed to regain his Ldg Tel rate (which is the rate shown on his 1914-5 Trio). His last ship was the light cruise HMS Canterbury which he joined in May 1919. Then in Mar 1920

he was given a free discharge and deemed not eligible to join the RFR because of his previous poor conduct. His full medal entitlement is the NGS named to HMS Swiftsure and a 1914-5 Trio. It is difficult to comprehend what Alfred Holland hoped to achieve when he deserted (at Bombay and Colombo) as his recovery by the Navy was almost certain. Interestingly the second Run 'R' was removed from his papers by the Naval Law Dept in 1924.

#### 4. SAYERS, GONSALVES AND McCARTHY



#### 4.1 Edward Nelson Alleyne Sayers - Awarded two Naval General Service Medals

Edward Sayers was born in Eastbourne in July 1886 and like his father, was a bricklayer when he joined the Navy in Oct 1903. He spent three months on the Boys Training Ship HMS Northampton before his first sea time on the screw corvette HMS Calliope. Sayers served on the paddle survey vessel HMS Research from Apr – Oct 1904 and was promoted to Ordinary Seaman while on this ship. His next major period of sea time was on the armoured cruiser HMS Sutlej which he joined in Oct 1904 and served until May 1906 (holding AB rate from Feb 1906). Sayers then qualified as a Seaman Gunner before joining the battleship HMS Dreadnought a few days after she was commissioned in Dec 1906. He served on Dreadnought until Mar 1909. His last ship in the Royal Navy was the 2<sup>nd</sup> class cruiser HMS Hyacinth which he served on from Apr 1909 until Nov 1910. This ship was deployed to the Persian Gulf for much of this time and on 25 Jan 1910 made an arms capture of 760 rifles and 49,500 rounds of ammunition. Sayers qualified for the



Naval General Service Medal and his medal, named to HMS Hyacinth, was sent to the RIM troopship Hardinge in Jan 1916. Why a RIM ship? The reason was that on 23 Nov 1910 Sayers purchased his discharge from the Royal Navy to join the Royal Indian Marine. On 24 Nov he became a Gunner, a Warrant Officer rank, in the RIM. This was a meteoric advancement for a man with limited gunnery training but clearly he had been 'poached' by the RIM.

It is possible to trace Sayers' career through the Navy Lists as Officers & Warrant Officers of the RIM are included. NGS rolls for RIM (ADM 171/58) show the dates the RIM served aboard their ships. The roll shows that Sayers joined the troopship Minto 5<sup>th</sup> Dec 1910 and left 5<sup>th</sup> Oct 1911. This period of service qualified him for another NGS which was issued named as E W Sayers RIMS Minto. During the whole time that Sayers was on



**RIMS MINTO**

Minto the senior clerk was 2<sup>nd</sup> Grade Clerk Alfred Gonsalves. There were no supply officers or pursers in the RIM in 1910 so these areas were dealt with by the Clerks. Pay & supply problems would have brought Sayers into regular contact with Gonsalves who was also afforded the same status as a Warrant Officer.

The Navy Lists show Sayers next served as one of two Gunners aboard the troopship RIMS Hardinge. He joined in Nov 1912 and remained aboard until the end of 1917. In Aug 1914 the second Gunner was replaced by Gnr R McCarthy; the two men were to work together closely for the next three years; McCarthy was also ex RN so they had much in common. After Sayers left Harding he was on transport duties at Bandar Abbas from Nov 1918 until June 1919; this service qualified him for the GSM bar S Persia. There is limited information on Sayers for the next few years but from 1922 all existing Gunners were shown as Boatswains. By 1925 Sayers was the most senior Boatswain in the RIM. The July 1929 List shows Sayers was serving on the Depot Ship Dalhousie. The Jan 1932 List shows him on the minesweeping sloop Hindustan and in May 1933 Sayers was appointed as the sole officer on the steam trawler Madras which was used for target towing. Sayers retired from the RIM in Oct 1937. Gunner Sayers full RIM medal entitlement is NGS



(Minto), 1914-5 Star Trio, GSM bar S Persia and 1935 Jubilee Medal. This section of his medals was part of the Douglas Morris collection and has been sold twice by DNW, the last time in Sept

2002 (hammer price £980). Unfortunately at that time I had not made the connection between my single NGS and the RIM group.

## 4.2 Alfred Gonsalves - Finally got into the Navy List in 1929

I have limited information on Alfred Gonsalves; his Portuguese name would suggest he was of Goan descent. He appears to have joined the Royal Indian Marine as a Clerk in 1903. The NGS medal roll indicates he served aboard RIMS Minto as a 2<sup>nd</sup> Grade Clerk from 23<sup>rd</sup> Aug 1910 until 5<sup>th</sup> Nov 1911. Gunner Sayers had joined and then left the ship during this time and would have known Gonsalves well as the role of the Clerks was to maintain the administrative elements of the ships. To undertake this function the 2<sup>nd</sup> Grade Clerk also had a 3<sup>rd</sup> Grade Clerk serving under him. Gonsalves was initially assisted by A J Fernandes who was replaced by Charles Coupertin in Jan 1911. Although not technically correct the Clerks and Assistant Surgeons were grouped with the Warrant Officers such as Gunner Sayers. The medals to Clerks were named in the same style as used for RIM officers (and the RN/RM) which is large impressed block capital. Normally RIM medals show the ship name in parenthesis but these were omitted on Gonsalves' NGS. Medals to other RIM ranks were engraved in running script (with parenthesis around the ship name).



In all 14 NGSs were awarded to RIM Clerks, 2 - 1<sup>st</sup> Grade, 4 - 2<sup>nd</sup> Grade, 6 - 3<sup>rd</sup> Grade and 2 - Grade NK. The rank of Clerk RN was totally different and equated to a Midshipman in the Paymaster Branch.

Gonsalves continued to serve in the RIM. There are some MICs for RIM Officers and Warrant Officers but none has been found for Gonsalves. He would have definitely been awarded the British War Medal but his full WWI entitlement is not known.

The RIM Clerks were re-titled Writers and from July 1929 those with Warrant rank were shown in the Navy Lists along with other RIM Warrant Officers. In this list Edward Sayers was the most senior Boatswain and Gonsalves was also the most senior of the four Warrant Writers shown; his seniority date was 9<sup>th</sup> March 1922. Of the seven Writers listed with medal entitlements five held the NGS bar Persian Gulf 1909-1914 (Gonsalves, Brito, Soares, Coupertin and Noronha). Brito and Soares later received the 1935 Jubilee Medal. Writer Noronha went on to reach the rank of Cdr (Supply Branch) in the Royal Indian Navy.

The Navy List for July '29 shows that Warrant Writer Gonsalves was serving on the minesweeping sloop RIMS Clive. He remained on this ship until mid 1930. No further ships are shown in later Navy Lists and he appears to have retired from the RIM at the end of 1930. There are RIM service records in the India Office Records, some un-researched information on Gonsalves exists in IOR/L/MIL/16/4/222-23.

**NAVY LIST JULY 1929**  
**OFFICERS OF THE ROYAL INDIAN MARINE.** 471c

BOATSWAINS.

<p>m Edward Nelson Alleyne Sayers 24 Nov 10  m William James Downing ... 24 Dec 15  m Christopher Mahon ... 17 Aug 16  m Edward Elliott Hayes ... 30 July 17  m Patrick O'Hara ... 16 Oct 16  m David Milne ... 3 July 18  m Roland Hilton Eckersley ... 10 Feb 16  m Frank Charles William Meade 11 Feb 16  m George Mattison ... 16 Feb 16  m Albert Victor Green, M.B.E. ... 4 Jan 20  m Arthur Harrison Lovett, M.B.E. 13 Mar 20</p>	<p>Sk Ibrahim Kaka ... 24 Jan 22  Sk Nurudin ... 24 Jan 22  Sk Kadir Sk Jainoo ... 24 Jan 22  Sk Ghulam Husain ... 13 June 22  Muhammad Mohidin ... 14 June 22  Sk Jainoo ... 17 July 22  Sk Muhammad Sk Bhicoo ... 26 Oct 22  Sk Daud Nackwa ... 1 Nov 24  Sk Kaka Jainoo ... 18 Dec 24  Sk Muhammad Bava ... 1 Feb 25</p>
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WARRANT WRITERS.

<p>m Alfred Gonsalves ... 9 Mar 22  m Henry Brito ... 24 July 24</p>	<p>m Simon Sequeira ... 22 Sept 27  m John Xavier Soares ... 26 Dec 28</p>
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WRITERS (*with Warrant rank*).

<p>m Charles Coupertin-Coelho ... 9 Mar 22  m Francisco Piedade Rosario  Noronha ... 27 Feb 25  m Albert Reeves ... 1 Aug 26  Natividade Manuel Bocarro ... 1 Aug 26</p>	<p>Jose Maria d' Lapa Soares ... 1 Aug 26  Domnic Marian Dennis ... 1 Aug 26  Jeronimo Galdino Menezes ... 1 Aug 26  Julian John Rock (<i>proby</i>) ... 1 Mar 29</p>
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### 4.3 Richard Charles McCarthy - Another candidate for meteoric advancement

Richard McCarthy was born in May 1888 in Aghada, Cork. In May 1902 he joined HMS Emerald, the harbour training ship in Queenstown as a Boy 2<sup>nd</sup> Class, straight from school. He also served on the training ship HMS Impregnable. On completion of his training Boy 1<sup>st</sup> Class McCarthy joined the battleship HMS Russell in Apr 1906. He served on this ship until June 1908 by which time he had advanced to AB rate. McCarthy qualified as a Seaman Gunner in March 1909. From June 1909 to Mar 1911 he served aboard the depot ship HSM Blake and from May 1911 to June 1912 he served on the battleship HMS Majestic. By July 1912 he was borne on the book of the 2<sup>nd</sup> Class Cruiser HMS Fox which was deployed to the Persian Gulf and McCarthy's service records show he was serving on HMS Fox until Apr 1914.

HMS Fox acted as the Flagship for the Senior Naval Officer for much of the Persian Gulf Campaign. However it also carried on its books many of the ratings and officers deployed to serve on the armed launches as these small vessels carried no paymaster staff. During this time McCarthy was sent to serve on the armed launch HMS Mashona, leaving the launch in Apr 1914, at the end of his service in the Gulf. Mashona was a 100ft tug built by



Irvine Shipbuilding and Engineering Company and launched in 1902. In Oct 1912 Mashona assisted the sloop HMS Espiegle in the capture of 47 rifles and 6,155 rounds of ammunition. The photo shows some of the crew of HMS Mashona around the end of 1912; possibly AB McCarthy is in this photograph. Life on the armed launches was much more relaxed than serving on larger warships and it also afforded opportunities for fairly junior naval officers to have their first command of a ship.

After leaving the Persian Gulf AB McCarthy spent two weeks in the Bombay Depot and on 30 Apl 1914 purchased his discharge from the Royal Navy, at a cost of £12, in order to join the Royal Indian Marine. Navy Lists show that on 1<sup>st</sup> May McCarthy was appointed as a Gunner in the RIM and like Sayers had jumped overnight from junior rating rate to Warrant Officer. On 18 Aug 1914 he was appointed as one of the two Gunners on the troopship RIMs Hardinge. The other Gunner was Edward Sayers. The two men served together for the next three years; Hardinge was armed with 6 x 4.7 in guns and 6 x 3 pdrs. On 3 Feb 1915 the RIM troopship Hardinge, commanded by Cdr Linberry RN, took part in the defence of the Suez Canal against the Turkish. The ship provided concentrated fire on the attacking infantry until RIMS Hardinge was struck by two 6 in shells, splitting a funnel and disabling her forward steering gear. There were no fatalities but Hardinge was forced to move into Lake Timsah.



There is a Medal Index Card in The National Archives for Gunner McCarthy which shows the award of the British War and Victory Medals. However he would also have been awarded the 1914-15 Star for this period of service.

(Name in Capitals.) MC CARTHY		(Latest Rank.) Gunner	(Latest Unit.) R. I. M.
War Medal— Claim dealt with by— Govt of India	Sent	Acknowledged	Country or Theatres of War. Periods.
Victory Medal— Claim dealt with by— Govt of India	Sent	Acknowledged	CLASPS TO WAR MEDAL— M 4536/6
Rank on Medals (highest held)			
Unit (most recent)			
CLAIMANT—			

McCarthy continued to serve on Hardinge until July 1918. After that date no further

ship appointments are shown for him in the Navy Lists. His NGS, named to HMS Mashona, was sent to Hardinge in Nov 1915. McCarthy must have lost his original medal as a replacement was sent to him at Fort Colombo in Feb 1924. The medal displayed here is the replacement which is impressed in smaller letters. McCarthy was also entitled to a 1914-5 Trio for his WWI service with the RIM.

Unlike the Royal Navy where post WWI many Gunners were given full commissions, there were no similar opportunities in the RIM. McCarthy probably realised that his career would progress no further and left the Royal Indian Marine in June 1924. Richard C McCarthy possibly died in 1957 in Colchester.

### 5. NAVAL GENERAL SERVICE MEDAL WITH CLASP PERSIAN GULF 1909-1914

**THE LONDON GAZETTE, 10 AUGUST, 1915.**

The KING has been pleased to sanction the establishment of a Medal to be known as the Naval General Service Medal to be awarded for service in minor naval warlike operations, whether in the nature of belligerency or police, which may be considered of sufficient importance to justify the award of a medal in cases where no other medal would be appropriate.

The Medal will have a distinctive ribband, white with crimson borders and two crimson stripes, and a clasp with appropriate wording.

His Majesty has further been pleased to approve the award of the Naval General Service Medal with Clasp inscribed "Persian Gulf 1909-1914" to the Officers and men of H.M. Ships who were employed in the operations for the suppression of the arms traffic in the Arabian Sea or Persian Gulf N. of Latitude 22° N. and W. of Longitude 64° E. between the 19th October, 1909, and 1st August, 1914.

One hundred years ago the London Gazette dated 10 Aug 1915 announced the award of a Naval General Service Medal for service in the Persian Gulf for the suppression of arms trafficking. A later Gazette entry dated 1 Oct 1915 gave the qualifying dates for the various RN ships that served in the campaign. Clearly a lot of preparation work had already been undertaken as the first issues of the medals were made to recipients later that same month. The medal roll ADM 171/62 shows the ships the recipients were serving on when their medal were issued.

I consider this medal to be one of the most attractive British Medals ever issued. The obverse has a fine bust of George V in Naval uniform. The reverse was clearly inspired by the Naval General Service Medal 1848 design and shows Britannia, holding a trident, riding on a chariot pulled by two sea horses. The detail of this design is far more intricate than that of the earlier NGS. The ribbon is also attractive and has a white background with striking crimson borders and two narrow crimson stripes.



The medals were impressed in large block capitals and show the recipient's number, name, rank and ship. Note replacement medals issued to replace those lost when SS Persia was sunk carrying a consignment of these medals, were named in exactly the same style as the originals. Medals issued to Royal Indian Marine ratings are engraved in running script.

## **6. RESEARCH RESOURCES**

The campaign in the Persian Gulf 1909-1914 is not particularly well covered by either books or articles. Several short articles have been included in the OMRS Journal and Medal News but the main dedicated book on the subject is:

**The Naval General Service Medal 1915-1962 to the Royal Navy and Royal Marines**  
compiled by **WH Fevyer and JW Wilson**

For obtaining details of Royal Navy ships identified in service records the following book was very useful:

**Ships of the Royal Navy by JJ Colledge and Ben Warlow**

A number of volumes of the following publications were consulted:

**The Navy List (within the period 1901 - 1956)**

A wide range of records from The National Archives were used in compiling this display including:

**ADM 171 Series – Admiralty Medal Rolls including NGS, AGS, Messina, WWI and RN LS & GC Medals**

**ADM 188 Series – Royal Navy Ratings' Service Records**

**ADM 196 Series – Royal Navy Officers' Service Records**

**ADM 159 Series – Royal Marines' Service Records**

A large number of internet data sources were also used, key resources are listed below:

**Commonwealth War Graves Commission website**

**The London Gazette website**

**Naval History.Net Website**

**Census Returns 1901 & 1911 (from findmypast)**

I decided not to include large volumes of supporting paperwork with the display but to present information in an electronic format using a laptop computer. The only printed research material on display is extracts of articles etc relating to Cdr Craufurd.

## **7. CONCEPT FOR USING SPREADSHEETS FOR ELECTRONIC RECORDS**

One of the facilities available in computer spreadsheet software such as Microsoft Excel is the ability to insert hyperlinks into the spreadsheet. These hyperlinks are simple links that can be used to open another page or file when the user clicks on the link. The file can be in a number of forms – an image or picture (for example a photograph of the medal recipient or his ship or an image of his service record) or a pdf file (for example a page from a medal roll, a London Gazette page showing orders or gallantry awards, a page from the Commonwealth War Graves Commission site or an extract from the Census Returns). It is also possible to compile additional pdf pages of information by outputting Word files as pdf files. An example is compiling a summary of an officer's entries in the Navy List in a tabular form and then 'printing' the table as a pdf file. Such information can be used to supplement that contained in service records. If a spreadsheet is then constructed listing the medal recipients, their medal entitlements including gallantry awards, service record pages, CWGC entries etc then hyperlinks can be added so that when you click on the column for a particular medal the medal roll page comes up, click on one of the service pages and that page is displayed, click on the CWGC column and the details of the man's death are given. One restriction I found was that it is essential to use a computer or laptop with a significant amount of random-access memory. My initial attempts to run these spreadsheets on a notebook with limited RAM showed such systems cannot operate fast enough.

For this display I have compiled two spreadsheets. The first is the spreadsheet 'My Collection' which lists all the NGS Medal recipients in my collection. It covers some 42 men, with those medals included in the display highlighted in red. This part of the spreadsheet is shown below with some of the links 'open' to show the information displayed.



# MEDALS TO NGS WITH BAR PERSIAN GULF 1909 - 1914 RECIPIENTS

Click on the underlined section to bring up the relevant page from the Medal Rolls / Service Papers / Census Reports etc



Name	Initials	Rank	Number	Ship	Notes	P Gulf	WW1	Medals 1	Medals 2	Other Info	Papers	CWGC/NL
Beail	A V	AB	228842	<a href="#">HMS Sphinx</a>		NGS PG	14-15 Trio		<a href="#">Grave</a>	<a href="#">1911 Census</a>	1	<a href="#">CWGC</a>
<a href="#">Craufurd</a>	C E V	Lieut		<a href="#">HMS Sphinx</a>		NGS PG	14-15 Trio		<a href="#">1901 Census</a>	<a href="#">1911 Census</a>	1 2	<a href="#">Navy List</a>
Hirst	E J	Pte	Ch15119	<a href="#">HMS Karanja</a>		NGS PG	14-15 Trio			<a href="#">1911 Census</a>	1	
Holland	A T	Tel	236792	<a href="#">HMS Swiftsure</a>		NGS PG	14-15 Trio			<a href="#">1911 Census</a>	1	
Gonsalves	A	2/Clerk		<a href="#">RIMS Minto</a>		NGS PG						<a href="#">Navy List</a>
McCarthy	R C	AB	230825	<a href="#">HMS Mashona</a>	Dup 2/2/24	NGS PG	BWM Vict				1	<a href="#">Navy List</a>
Sayers	E N A (E W)	AB/Gunner	228424	<a href="#">HMS Hyacinth</a>	<a href="#">RIMS Minto</a>	NGS PG	BWM Vict	NGS PG	<a href="#">GSMS Persia</a>	<a href="#">1935 Jubilee</a>	1	<a href="#">Navy List</a>
<a href="#">Haydyn</a>	R H T	Gunner		<a href="#">HMS Redbreast</a>		NGS PG	14-15 Trio			<a href="#">1901 Census</a>	1 2 3	<a href="#">Navy List</a>
Shepherd	G E	PO 1CI	183106	<a href="#">HMS Mashona</a>		NGS PG	14-15 Trio			<a href="#">1911 Census</a>	1 2	
Wood	D E	Carp Mte	347001	<a href="#">HMS Lapwing</a>		NGS PG	14-15 Trio			<a href="#">1911 Census</a>	1 2 NL	<a href="#">CWGC</a>



The second 'Armed Launches' is a much larger spreadsheet covering over 200 men who served in the small armed launches. This also includes men known to have served on the launches but who ultimately received medals named to another ship. To compile that section I reviewed almost every service sheet to RMs who received the NGS. In all there are in excess of 950 files with a total size in excess of 580MB to store all the information contained in these two spreadsheets.

## 8. SUMMARY

In building up a collection of a specific type of medal, unless the collector is only interested in one specific ship or regiment, there is usually no particular motivation to acquire medals to men who actually served together. I have been collecting NGSs for Persian Gulf for approximately twenty years and have not actively sought out medals to recipients whose career path crossed. So I was surprised to discover just how many of the men whose medals I had also knew others whose medals are in my collection. I have highlighted three specific groups covering ten men but there are other wider links. An example is Tel Holland who also served on HMS Philomel in the same timeframe that James Allison was the Master at Arms. I have his NGS medal group in my collection and given Holland's poor conduct he certainly would have been well known to the MAA.

In researching this display I was obliged to study the service papers more carefully and consequently discovered several pieces of information I had failed to notice before. This included discovering what part some ships played in various actions and other important facts. Although I was aware of Carpenter Wood's Courts Marshal and him fracturing his spine in South Africa I had missed that he was serving on HMS Pathfinder when it was sunk. Being involved in such an incident when most of his fellow crew members were killed would have aggravated his problem of intemperance. I knew that the service papers

for RN ratings do not normally show when a man was seconded to an armed launch in the Persian Gulf. However by studying RM service papers it showed this information is normally included for the RMLI so the exact dates a marine served on a particular launch can be established. I also found that the information on a sailor's service parchment does not always exactly match that shown on his official service record; usually the parchment contains additional and clearer information.

The use of hyperlinks in spreadsheets is something I have been experimenting with for several years. Here I have used it on a much larger project, in an approach which other collectors may hopefully find of use for their own applications. One of my goals would be to build a similar spreadsheet covering all RN/RM recipients of the NGS bar Persian Gulf to produce an electronic compendium for the medal roll. This would require me to download a large number of service sheets directly to a laptop at The National Archives; that is something I have not yet attempted to do.

**Acknowledgements:**

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