

The Torpedo-Gunboats HMS Antelope and HMS Hussar in Service

(Based at Portishead 1899 to 1905)

The late nineteenth century saw the introduction into the Royal Navy of torpedo gun-boats, a development of the old style gun-boats, but equipped with torpedo tubes and improved gun armament. The prototype, HMS Rattlesnake, was launched in September 1886, and she was followed by the Grasshopper Class of 3 vessels completed in 1888; the Sharpshooter Class of 13, completed between 1889 and 1892; and the Alarm Class of 11 and the Dryad class of 5, all completed during 1893 and 1894.

However, in the annual Naval Manoeuvres of 1888 to 1893 they failed over and over again to protect the fleets to which they had been attached. In practice the vessels, which were essentially very small and expensive cruisers, proved too big and too visible to act as torpedo vessels, and above all, too slow to hunt, overhaul and destroy smaller torpedo-boats by sinking them with gun fire, or by running them down. Consequently, their role was soon taken over by the faster torpedo boat destroyers, while a few of the torpedo gunboats subsequently served with the RNR, which used them for training purposes.

Although the London RNR drill ship HMS President was allocated the Sharpshooter Class torpedo gunboat HMS Gleaner as a tender, the RNR drill ship HMS Daedalus at Bristol was to work in conjunction with HMS Antelope. An Alarm Class vessel, the Antelope went on to serve from late 1899 until replaced by the Dryad Class HMS Hussar in early 1905, but she only remained at their Portishead base until the end of the year when she was withdrawn to undertake fishery protection duties.

HMS Antelope

Construction and Testing - 1889 to 1894

HMS Antelope was one of the Alarm class vessels designed by William White, the Director of Naval Construction, as an enlarged version of his previous Sharpshooter class. This twin screwed vessels had an overall length of 242 feet, a beam of 27 feet, a draught of 12 feet 6 inches maximum, and a displacement of 810 tons. She had a coal capacity of 100 tons, and a compliment of 91 officers and seamen.

Ordered to be built at Devonport Dockyard, HMS Antelope was laid down on 21 October 1889, but by early September 1890 it was reported that her construction had been delayed. The problem, it appears, had been due to the difficulty of obtaining engine tenders, as the usual contractors were unwilling to undertake the development of the requested 4500 horse power in the limited space at their disposal. Still the delay continued and in mid-February 1891, in spite of all the activity in Devonport Dockyard and the acknowledged fact that every effort was being made to expend the surplus funds before the end of the financial year, the building of the Antelope was still at a standstill. No progress had in fact been made with her for nearly eight months, a fact

that was leading many with an interest in such matter to conjecture that the Admiralty was dissatisfied with the vessels of that class.

However, in early March it became known that the Admiralty had placed an order for her engines with Messrs. Yarrow and Co., of Poplar in London. Constructed to Admiralty designs, it was specified that the two sets of vertical triple-expansion steam engines should develop 3500 horse power, thereby giving the Antelope a maximum speed of 20 knots. There were no special features of interest, but judging by the paper which Mr Yarrow had recently read to the Naval Architects, there would probably be no trouble with leaky boiler tubes, and that she might achieve a speed of 21 knots if forced draught was used. Then, on 14 August 1891, it was reported that building work on the Antelope, which was described as one of the notoriously unsuccessful class of torpedo-gunboats, had been resumed after a delay of 15 months, and that she was to be considerably strengthened. Nevertheless, by late-May 1892 construction had once again come to a complete stop as the authorities at Devonport were waiting to hear from Messrs. Yarrow that the engines were ready.

They had a long wait, and it was not until 16 November that the public was informed that work on the Antelope had once gain resumed, and that the beds for her engines and flooring plates were being put down, as Messrs. Yarrow had announced that the engines were nearly completed. In January 1893 the forthcoming Naval Estimates revealed that a further £28,000 had been set aside to complete the construction of the Antelope, bringing her total cost to £66,752. Although the launch of the vessel had been planned to take place in June, even that had to be postponed until the following month as Messrs. Yarrow were still installing the engines, although in view of the insufficiently advanced state of the vessels the two locomotive-type boilers had already been put aboard, instead of waiting until she had left the building slip.

On 12 July 1893, the Antelope was finally launched at Devonport by Miss Croker, the daughter of the Chief Constructor. However, at the time it was said that "It is doubtful if another vessel was ever so long on the building slip at Devonport as the Antelope has been", and that Messrs. Yarrow "incurred no responsibility as to the future results of the trails" which, when using forced draught, were expected to produce a speed of over 19 knots.

On 22 November 1893 the Antelope went outside Plymouth breakwater into the Channel for the contractor's trial of her engines under natural draught, which was planned to last for 8 hours. However, after five hours' steaming priming set in due to a fracture of the stuffing box, causing the low pressure cylinder-cover on the starboard engine to split, and so the trial had to be abandoned. The Antelope was at once taken into Plymouth Sound, prior to being moved into the Keyham Basin on the 23rd, after which the contractors estimated that it would take about three weeks to make good the defects. Unfortunately, before the breakdown took place the trial had been far from satisfactory, the speed attained being only 16 knots.

On 1 January 1894, the Antelope went outside the Plymouth Breakwater for another 8 hours' trial of her engines, but before she had been out three hours a feed pipe made of solid drawn copper split longitudinally, as if cut with a knife, for a length of about 4 inches, and so the trial had to be abandoned. As she was one of the class of torpedo-gunboats fitted with wet-bottomed locomotive type of boilers, it was never anticipated that she would prove a success, but up to that time of the breakdown the results had been highly satisfactory, the horse power contracted for having been largely exceeded.

The Antelope then went into harbour to make good her defects, and after this work had been carried out, on 19 January she was taken outside the Plymouth Breakwater by Commander James Startin of the Devonport Fleet Reserve for yet another 8 hours' trial of her engines. Although carried out under the most unfavourable climatic conditions, the results were a surprise, for in addition to exceeding the contracted horse power, with but half an inch air pressure, she attained a mean speed of over seventeen knots in a heavy sea and with the wind recorded as five in force. The results were:- mean steam in boilers, 141 lbs; vacuum, starboard 26, port 25.9 inches; revolutions starboard 1322, port 1303, total 2630; speed 17.25 knots. Messrs. Yarrow & Co. had guaranteed an indicated horsepower of 2500, with natural draught, and this was exceeded by 130. During the test the Admiralty was represented by Mr A. Speyer, while Mr. C.F. Hulford represented the Chief Inspector of Machinery at Devonport. Mr Hobbs attended for the Chief Engineer of Devonport Dockyard, and Mr Crohn represented Messrs. Yarrow and Co.

Following the test the Antelope returned to Barn Pool during the evening, and then prepared for the next test which was undertaken on 24 January and resulted in a most successful 3 hours' forced draught engine trial between Plymouth and Falmouth. A speed of 19 knots was attained by log, and although less than half the air pressure allowed was used, the contracted 3800 horse power was exceeded considerably. The Antelope stopped from full speed ahead in nine seconds, and was put full speed astern in 7 seconds, and, after being again stopped, recovered full speed ahead in 6 seconds.

Then, on 2 February, it was reported that she was to have her boiler tubes fitted with cap ferrules, and on 10 May the Antelope was moored in mid-stream off Devonport Dockyard for the purpose of torpedo and electrical trials, at which time her armament consisted of a fixed bow 18 inch torpedo tube; two revolving 18 inch torpedo tubes; two Quick Firing Armour Protected 4.7 inch guns; four Quick Firing 47mm, 3 pounder guns; and one Gardner machine gun. The officers present at the trials were; Captain J.E. Meryon and Lieutenant P.H. Colomb, from HMS Defiance, the Torpedo Training School at Devonport; Commander F.C.D. Sturden and Mr. A.E. Richards, from the Admiralty; and Mr. T. Bye, torpedo gunner of the Devonport Fleet Reserve. Torpedoes were successfully ejected from the Whitehead tubes, and the electrical fittings were found to be in perfect condition. Finally, on Friday 18 May 1894 the Antelope was inspected at Devonport by Captain C.L. Oxley, A.D.C., accompanied by the Reserve officials, representing the gunnery and torpedo departments, and was transferred to the Devonport Fleet Reserve as in all respects ready for commissioning.

Devonport Fleet Reserve - 1894 to 1899

HMS Antelope was destined never to be used operationally, and between 1894 and 1899 she remained part of the Royal Navy's Devonport Fleet Reserve, one of the three that existed in the late nineteenth century, the others being the Medway and the Portsmouth Fleet Reserves. Each of those was divided into two divisions, 'A Division', which contained vessels ready for service at 48 hours' notice; and 'B Division', which were ready for service at about 30 days' notice. While forming part of the Devonport Fleet Reserve HMS Antelope's sea time was limited almost exclusively to taking part in the annual Naval Manoeuvres that were undertaken during most summers in the late nineteenth and early twentieth centuries.

For the Antelope, preparations for its first temporary deployment began on 18 June 1894 with her being placed in the dry dock at Devonport for the purpose of having her under water fittings examined in readiness for the 1894 Naval Manoeuvres, as she was to be the only gun-boat provided by the Devonport Fleet Reserve. All the vessels from Devonport assigned to take part were commissioned for the purpose at 9 a.m. on the morning of 18 July, the crews having already embarked earlier in the day. HMS Antelope was actually commissioned by Commander Scott William Alfred Hamilton Gray (*see below No.1*), who took her out of port on the 20th, having been ordered to proceed to Portland to join the 'A' (Red) Fleet.

However, no sooner had she left Plymouth than her port air pump was found to be disabled, forcing her to return to port that evening, and where immediately a party of dock hands was placed on board to make good the defects. The men worked all night enabling the work to be completed on the 21st, and as a subsequent trial of her engines proved satisfactory, the Antelope left once more for Portland later the same day. The rest of the manoeuvres appear to have been undertaken without incident, and Commander Gray finally paid her off back at Devonport on 23 August.

During the afternoon of 8 March 1895 HMS Antelope, which was moored in the Hamoaze, the stretch of the River Tamar running past Devonport Dockyard, was moved into the Keyham Basin for an overhaul in preparation for the forthcoming Naval Manoeuvres. The work having been carried out, she was undocked on 27 March, while on 24 July HMS Antelope was temporarily commissioned by Commander Herbert Lyon (*see below No.2*). The manoeuvres subsequently took the Antelope to the northern tip of Ireland, but on the morning of 9 August, shortly after the Reserve Fleet had left Lough Swilly, the Antelope reported that her sea water inlet was choked, and requested permission to stop and send down a diver to clear it. That was granted, but as the rest of the fleet continued on towards their rendezvous some 280 miles out to sea, it was not until about 10.30 a.m. the following day that the Antelope caught up. Towards the end of manoeuvres the Reserve Fleet anchored in Torbay, and on 17 August the Antelope was inspected by Rear-Admiral Pearson and staff. The following morning she left for Devonport

where she paid off by Commander Lyon on the 24th, after which the crew was sent on leave.

In 1896 the Antelope again took part in the Naval Manoeuvres, this time under the command of Lieutenant Joseph Ridgeway Bridson (*see below No.3*), who commissioned her at Devonport on the morning of 8 July. Her pennant was hoisted at 8 a.m., after which her new commander reported at Admiralty House to receive orders as to the movement of the vessel. Those revealed that early on the 10th he was to leave port, along with the cruisers Sirius and Forth and the torpedo-gunboat Hussar, also from the Reserve Fleet, to join the flag of Vice-Admiral Lord Walter Kerr, Commander-in-Chief of the Channel Squadron. After manoeuvres off the Irish Coast, HMS Antelope returned to Devonport where, on 19 August, she was paid off by Lieutenant Bridson, and her crew sent on 14 days' leave.

In 1897 the Antelope was commissioned on 15 June by Commander George Frederick Glennie (*see below No.4*) in order to take part in the Fleet Review at Spithead held on 26 June in celebration of Queen Victoria's Diamond Jubilee. Then, with the rest of the Reserve Fleet, she left her anchorage at Spithead on 2 July and, after the fleet had divided into two parts, she sailed for Berehaven to join in manoeuvres off the Irish Coast. HMS Antelope finally returned to Devonport, where Commander Glennie paid her off on 26 July. However she was kept at readiness, as in late October the Antelope was recorded as being in the Reserve Fleet's 'A Division', indicating that she could be made ready for sea at 48 hours' notice.

On the afternoon of 16 February 1898 HMS Antelope had been placed in the South Basin at Keyham so as to allow an examination to be carried out of her underwater fittings, and a periodical survey undertaken of her plating. On 14 June she was reported to have been one of the vessels from the Devonport Command available to take part in annual manoeuvres, but they failed to take place, and instead many of the vessels in the Fleet Reserve were soon being prepared for possible operational deployment. Consequently, on the morning of 13 July the Antelope went out into the Channel for a two hour's steam trial, after which the navigating party were transferred to the cruiser Aurora, which underwent a similar trial on the following day.

All that activity had been caused by the so called 'Fashoda Incident', the final imperial dispute between Britain and France. It had begun on 10 July when a French expedition arrived at Fashoda with the intention of seizing control of the Upper Nile River basin, and thereby excluding Britain from the Sudan. Although it took both empires to the verge of war, the British held firm, and the arrival of their troops in the area on 18 September eventually caused the French to back down without a shot having been fired. Finally, on 18 October 1898 it was reported that the Antelope had been transferred to No.1 Group of the Devonport Fleet Reserve.

HMS Antelope - Temporary commanders - 1894 to 1898

(1) Scott William Alfred Hamilton Gray

18 July 1894 to 23 August 1894

12 April 1855: Born at St John, New Brunswick, Canada.
17 September 1868: Entered Royal Navy as a Naval Cadet.
24 March 1870: Midshipman.
22 September 1874: Acting Sub-Lieutenant.
2 February 1875: Sub-Lieutenant.
30 December 1879: Lieutenant.
1 January 1894: Commander.
12 April 1905: Retired with rank of Captain.
29 November 1921: Died at Yelverton in Devon.

(2) Herbert Lyon

24 July 1895 to 24 August 1895

28 December 1856: Born at Woodley, near Stockport in Lancashire.
18 January 1870: Entered Royal Navy as a Naval Cadet.
20 June 1872: Midshipman.
20 June 1876: Sub-Lieutenant.
7 February 1880: Lieutenant.
30 June 1894: Commander.
31 December 1900: Captain.
25 January 1913: Retired.
14 April 1914: Rear-Admiral (retired).
24 October 1915: Vice-Admiral.
24 October 1915: Returned for war service.
3 June 1918: Awarded CB for war service.
7 December 1918: Discharged from war service.
1 January 1919: Admiral (retired).
15 March 1919: Died in the Royal Naval Hospital, Malta.

(3) Joseph Ridgeway Bridson

8 July 1896 to 19 August 1896

13 August 1861: Born at Bolton le Moors in Lancashire.
15 January 1876: Entered Royal Navy as a Naval Cadet.
31 December 1884: Lieutenant.
22 June 1897: Commander.
30 June 1904: Captain.
28 June 1915: Rear-Admiral.
29 June 1915: Retired.
2 November 1919: Vice Admiral.
1 August 1924: Admiral.
3 September 1935: Died at Petersfield in Hampshire.

(4) George Frederick Glennie

15 June 1897 to 26 July 1897

6 January 1855: Born at Stoke Damerel, near Plymouth in Devon.
23 January 1869: Entered Royal Navy as a Naval Cadet.
20 January 1871: Midshipman.
20 July 1875: Sub-Lieutenant.
7 February 1880: Lieutenant.
6 January 1900: Retired with rank of Commander.
22 September 1915: Returned for war service.
31 March 1919: Discharged from war service.
1 April 1919: Retired with rank of Captain, backdated to 11 November 1918.
25 April 1939: Died at Chelsea, London.

At Portishead and working with HMS Daedalus - 1899 to 1905

The first that the public heard that a torpedo-gunboat had been allocated to Bristol for RNR training was during a debate held in the House of Commons on Friday 21 April 1899 in answer to a question from Sir Charles Dilke, the Member of Parliament for the Forest of Dean:- "I beg to ask the First Lord of the Admiralty whether he is now in a position to state the improved arrangements for training the Naval Reserve at Bristol; and whether it is now decided that a gunboat is to be attached to the training-hulk Dædalus at Bristol, as has been done with HMS President in London Docks for the effective training of Royal Naval Reserve men?"

George Groschen, the First Lord of the Admiralty, and M.P. for St George Hanover Square replied:- "Orders have been given for HMS Antelope, 1st class torpedo gunboat, to be commissioned on the 4th May, for employment in training officers and men of the Royal Naval Reserve. Her headquarters will be at Portishead."

In addition to being attached to the Training Service, HMS Antelope with its crew of 74 officers and men, and total accommodation for about 90, would also be available in time of war for the protection of the Bristol Channel. She was commissioned on the specified date as part of the Reserve Squadron by her new commanding officer, Commander Oliver Adrian Stokes (*see below No.5*), and on 11 May undertook a satisfactory steam trial prior to being deployed in the Bristol Channel.

On 21 May 1899 the 10,449 ton American Line SS Paris of New York ran aground in misty weather off the Mancale Rocks at Lowland Point, Coverack, in Cornwall, while en-route from Cherbourg for New York with general cargo, and a crew of 370 and 386 passengers. Before 5 a.m. information concerning the accident reached the naval authorities at Devonport, and as a result they contacted HMS Antelope which was then lying in Plymouth Sound with fires banked in readiness to proceed during the day to the Bristol Channel. Instead Commander Stokes was ordered to leave at once for Lowland Point and was clear of the Sound by 6 a.m.

Thankfully all the passengers had been taken off by the Porthoustock and Falmouth lifeboats, before being transferred by tugs to Falmouth, prior to the arrival of the Antelope, she nevertheless hove-to and stood by for the night. The following day she resumed her passage to the Bristol Channel and, after anchoring at Clovelly for the night, she finally arrived in Kingroad between 1 and 2 p.m. on the afternoon of 23 May. She then took up her moorings between the Firefly buoy and the pier at Portishead.

Thereafter her duties were described as taking out classes of 12 RNR men twice every week for training and instruction in torpedo practice and gunnery. That involved steaming from Portishead to a point some 25 miles down the Bristol Channel, to where there she dropped a target for the men to practice against with their heavy and machine guns. On the other days the ship's company were put through the customary drill. However, the Antelope was

not to be restricted solely to the use of men drilling on HMS Daedalus, but would also be utilized for the instruction and training of the RNR men all along the adjacent coast.

On Friday 9 June 1899 it was reported that HMS Antelope was moored on the side of the quay wall at the entrance to Portishead Dock, and was on view to the public from 6 to 7 p.m. each evening, except for Tuesday and Wednesday, when she would be cruising down the Channel with RNR men. A Bristol Civic Party, comprising the Lord Mayor, Deputy Town Clerk, Sword Bearer, Treasurer, Chief Constable, and Captain Parsons, the Haven Master, also visited the ship. On 22 September they left Bristol on the 2.50 p.m. train to Portishead where they were met by Mr Harvey, the Dock Master, after which they were taken in carriages to the river side of the dock, prior to being rowed over to the Antelope. On board they were received by Commander Stokes who showed them over the vessel, after which the Lord Mayor expressed the hope that the Antelope might be brought up into the Bristol City Dock and stationed near St Augustine's Bridge when the Queen was to come to open the Convalescent Home. The civic party finally returned to Bristol on the 5.15 train, and by the end of the month the Naval Committee in Bristol, over which Admiral Close presided had made an official request to the Admiralty for HMS Antelope to enter the harbour.

On 28 October it was reported that the Antelope had docked at Devonport for her annual refit, but by 10 November it had been ordered that she was to return to Portishead in time to be present during the visit of Queen Victoria to Bristol. That took place on the 15th, by which time the Antelope was lying at the side of St Augustine's Bridge at the head of the harbour, where she became an object of great interest as the vessel had been outlined with electric lights and used her searchlight freely.

On 2 April 1900 HMS Antelope left Portishead for Plymouth to undergo repairs that were thought would take about a month. However, it was not until 26 May that she finally signalled off the Lizard travelling east on her way back to the Bristol Channel. Then, on 15 June, HMS Curaçoa, an old training cruiser under the command of Commander Herbert Lyon, arrived for a two week recruiting visit to Portishead Dock. On 28 June both the Antelope and the Curaçoa were gaily dressed with bunting in honour of the Queen's Coronation day, before the Curaçoa left for Plymouth the following day.

Meanwhile, on 27 June it had been announced that the date of the mobilization for the annual Naval Manoeuvres had been fixed for 10 July. HMS Antelope was ordered to take part, and on that date left for Torbay to operate with 'Fleet B' in manoeuvres off the South Coast, not returning to Portishead until the evening of 11 August.

Queen Victoria's funeral took place on 2 February 1901, beginning with the coffin being taken across the Solent from the Isle of Wight to Portsmouth on board the Royal Yacht Alberta. On its way it passed a naval guard of honour, consisting of 30 battleships and cruisers and 8 gunboats, including HMS Antelope. Most formed a single line of vessels, moored 2½ cables apart, from

the Cowes Roads to Spithead, although at the Portsmouth end the line was doubled for a considerable distance. The Channel Squadron formed the eastern portion and the Reserve Squadron the western, and it was arranged that the Alberta would pass to the south of the battleships and cruisers, and northward of the gunboats, which included HMS Antelope. After taking part she went on to call in at Plymouth from where, on 8 February, it was reported that she had left to return to Portishead.

The Antelope later returned to Devonport for her annual refit, finally leaving to resume her duty at Portishead on 11 May. She later took part in the 1901 naval manoeuvres, setting sail for Devonport on the morning of 17 July. Consequently, on 2 August it was reported that she was then anchored securely behind the Plymouth Breakwater, the duties of the crew consisting of patrolling the entrance to the Sound, and examining all men-of-war coming in, so that they gave their friends the signal flag of the day, which meant that, when hoisted, the forts would not fire upon them. In point of fact, the Antelope was doing then what merchant vessels would do in time of war, and she was disguised as such. Her funnels were painted black, and the vessel flew the blue instead of the white ensign. Every night, at eight o'clock, the Antelope went outside the breakwater, and beat up and down until about six o'clock, when it was relieved by another vessel. None of the crew was allowed ashore while the manoeuvres lasted, so that everybody on board, from Commander Stoke downwards was, in all probability, relieved when they ended.

On 17 August 1901 it was at last reported that the Antelope had returned from the Naval Manoeuvres, and that she had been flying the German Imperial flag at half-mast, out of respect for the late Empress Friedrich, the eldest daughter of Queen Victoria, who had passed away on 4 August.

The Antelope then returned to her normal RNR training, but on one occasion towards the end of the year a somewhat embarrassing incident occurred, and this was reported in some detail in the Saturday 21 December 1901 edition of the 'West Somerset Free Press' newspaper. It appears that on the morning of 14 December Thomas Edwards, and a colleague, were on their way to work near Dunster Beach when they discovered a torpedo lying on the shore.

"Edwards at once proceeded to Minehead and communicated with Mr C. Stuart, the custom-house officer, who, with one of the coastguard stationed at Minehead, proceeded to the spot, and ascertained with certainty that the object was what the finders were unaware of - a Whitehead torpedo. Mr Beer, chief officer of the coastguard at once sent men to take charge of it and bring it to Minehead, which was done, and the missile was placed in the coastguard boat-house. The matter was reported to the Admiralty, and on Monday morning [16th] information was received which showed that the torpedo had been lost by HMS Antelope when at torpedo practice between Steep and Flat Holm on Tuesday afternoon in last week [10th], and instructions were given for return. These were carried out on Monday, the torpedo being sent to Portishead to again take its place on board the Antelope. During its short stay at Minehead several people had an opportunity of seeing the torpedo, which, of course, was an empty one. It was apparently in as good condition as when

shot from its tube on Tuesday, not having been injured during its three or four days drifting. Its length was 16 feet, and weight about 6 cwt. The Admiralty, apprised of its loss, had offered £5 for its recovery, a reward that will come as a nice Christmas-box to the finders. The mark used for the torpedo practice was apparently lost at the same time, for on Sunday morning the *Express*, of Watchet, passed in the Channel, near Hurlstone Point, a barrel with a flag on it such as is used on practice occasions.”

In mid-February 1902 the Lord Mayor of Bristol approached Vice-Admiral Sir Gerard Henry Uctred Noel, the Superintendent of Naval Reserves, with the view to obtaining permission for HMS *Antelope* to be brought to Avonmouth from Portishead on the occasion of the coming visit of the Prince and Princess of Wales to Avonmouth. The request was granted, as the purpose of the visit, which went on to take place on 5 March, was to inaugurate work on what was to become the new Royal Edward Dock. In addition, Commander Barber of HMS *Daedalus* co-operated with Commander Stokes of the *Antelope* in furnishing a guard of honour at Avonmouth composed of crewmen from both vessels. On 3 May 1902 HMS *Antelope* was paid off by Commander Stokes, who three months later joined the Coast Guard Service, while on the following day she was taken over by Commander Henry Arthur Phillipps (*see below No.6*), who had previously served aboard the old first-rate, the *Duke of Wellington*.

On the morning of 31 May the training cruiser HMS *Calliope*, which was on a summer cruise in home waters for recruiting purposes, arrived at Portishead from Belfast, and was subsequently berthed in Portishead Dock, where she remained for ten days. The *Calliope* was then joined by HMS *Antelope*, which had been away at Plymouth, but had left there on 2 June to return to its station at Portishead. She arrived there on the 4th, only to leave again for Plymouth on the afternoon of the 18th, and proceed on to Portsmouth on the 28th. Then, in July, the *Antelope* joined the Channel and Home Squadrons and, along with 14 other torpedo-gunboats and small craft, was ordered to assemble at Spithead on 11 August in order to take her place in the extensive Fleet Review held on the 16th to celebrate the Coronation of King Edward VII.

HMS *Antelope* had been the last posting for Commander Phillipps, as on 23 August he was transferred at his own request to the Retired List with the rank of Captain. Commander William Coldingham Masters Nicholson (*see below No.7*) succeeded him, but did not assume command until 10 September. Finally, on 13 December 1902, the *Antelope* left Plymouth to resume the training of RNR men in the Bristol Channel.

On 6 May 1903 she was observed passing Pill and Kingroad en-route from Portishead to Bristol, where the *Antelope* was subsequently placed in a dry dock for an overhaul to be undertaken. That was a first, as previously all refitting had been undertaken by the Royal Navy at Devonport. The work was reported as being well underway by the end of the month, at which time it was said that no Bristolian could remember previously seeing a man-of-war in dry dock there.

Severe gales on the night of 10 September 1903 caused a great deal of damage at Weston-super-Mare and Clevedon, while at Portishead it was particularly severe and at the docks the SS Lake Mergantic parted her moorings, carried HMS Antelope moored alongside towards the dock gates, and collided with a little steam yacht, throwing the captain into the water, who, fortunately, was rescued unhurt.

That appears to have necessitated more overhaul work to be carried out at Stothers's Dockyard in Hotwells, a task that took several months to complete. Consequently, HMS Antelope was still in Bristol in November 1903, and on the 13th was moored alongside St Augustine's Bridge, where it was bright with bunting in celebration of the visit of Prime Minister Arthur Balfour MP to Bristol, to where he had been invited for a dinner held on Colston Day by the Dolphin Society.

Finally, on 25 November the Antelope left Bristol for her station at Portishead, but between 10 and 11 p.m. on the following night was riding at anchor at her proper moorings off the pier, when a steamer named the Enid, whilst going at full speed eastward bound, ran into her. The impact pierced the port side of the Antelope, the Enid's bow entering the cabin of the commander, who fortunately was ashore, or it was believed he would inevitably been killed, as his bunk was crashed into by the steamer. The alarmed sailors were quickly at their posts, and immediately put out their mats and closed the watertight compartments; but the inrush of water was so great from her two broken plates that she was almost down to the water-line. Commander Nicholson, was immediately summoned, and at 8 a.m. on the 27th two of Messrs King's powerful steam tugs were requisitioned, one towing her up the River Avon to Stothert's Dry Dock that she had so recently left, while the other tug waited upon the Antelope in case she was needed.

On the morning of 2 February 1904 there was a very rough tide at Lynmouth, where the Esplanade was damaged, one boat swept away and another damaged. As a result at night HMS Antelope anchored outside the harbour, and used her searchlight on the hills, signalling with the Coast Guards, before leaving the following day.

She was reported to have left Bristol on 11 July before, on the afternoon of the 14th, a visit was made to Portishead by Princess Henry of Battenberg, who had been invited to lay the foundation stone of the new Nautical School which was to supersede the training ship HMS Formidable. As Commander Nicholson and Lieutenant Hewett from HMS Antelope had cordially co-operated with the Portishead residents and the Formidable Committee in the arrangements for her visit the vessel, which was anchored off the shore, not only gave the appropriate Royal salutes, but also provided a guard of honour on the site. In addition, a guard of honour was provided by the Royal Naval Volunteers, with band, and they were placed at the entrance to the grounds.

A somewhat alarming incident which seems to have involved the Antelope took place on 9 September. It was subsequently reported that Captain White of the Appledore ketch Empire was coming down the Bristol Channel, and

while passing Portishead at about 11 a.m., he heard a report and was startled by a shot crashing through the bulwarks, taking a piece out of the companion way. The captain was standing at the wheel, and the shot passed within an inch or two of his legs. At about the same time the Hetherbell commanded by his brother had a shot clean through her mainsail, and both were thought to have been fired by the Antelope. Nevertheless, the following day, following the arrival of the 12.55 train from Bristol, she took out a class of RNR officers and men for target practice in the Bristol Channel. Then, on the 17th, the Antelope left Portishead, reaching Portland on 19 September.

On 26 October 1904 she left Portishead for Ilfracombe, while on 1 November 1904 the Antelope was reported to have arrived in Bristol, in what was to be her last visit. Then, on 30 November 1904, Commander Nicholson, who the following day took up a post as a Secretary to the Imperial Defence Committee under Sir George Clarke and Sir Charled Ottley, handed over HMS Antelope to Commander Frederic William Dean (*see below No.8*), whose previous appointment had been to HMS Tamar, the shore base at Hong Kong which was the headquarters of the Royal Navy's China Station.

Finally, on 19 December the Antelope arrived in Devonport to be paid off and turn her crew over to the newer torpedo-gunboat HMS Hussar, which was to replace her at Portishead. Consequently, on 2 January 1905 both vessels were paid off, and the following day Commander Dean and his crew took over the Hussar.

HMS Antelope - Postscript

Although on 7 January 1905 it was reported that the cruiser HMS Bellona was to tow the Antelope from Devonport to the Forth to join other obsolete craft, within a week the order had been cancelled and consequently she remained at Devonport until, on the 17th, she was towed by a tug to the Motherbank at Spithead where it was intended to moor a number of ineffective warships.

The Antelope was then officially removed from the effective list, being described in an Admiralty document entitled 'Classification of ships affected by the Redistribution of the Fleet since October last, as will be shown in Appendix B of the Dockyard Expense Accounts, Blue-book 1903-1904' published on 8 March 1905 as being of "comparatively small fighting value", although her armament was not removed.

She remained moored at Motherbank for a number of years, but in July 1909 it was noted that it was intended to fit the Antelope for Fishery Protection duties, and on 30 September she left Portsmouth under tow en-route for Pembroke Dockyard where the work was to be carried out. She was finally undocked on the morning of 14 January 1910 but, on 2 April, instead of preparing her for Fishery Protection it was announced that the Antelope was to be commissioned as a tender to HMS Mercury, for service with submarines at Portsmouth. Consequently, on the evening of 20 June she arrived in Pembroke Dock, from where the following day her newly appointed commander, Lieutenant Joseph Armand Shuter (*see below No.9*), successfully ran her commissioning trial at sea. Then, on the 25th, HMS

Antelope was commissioned with the nucleus crew from Portsmouth who had been brought to Pembroke by rail.

Unfortunately, later on that day she suffered a breakdown of her main engine, caused when a piston rod which connected with a slide valve on one of the cylinders became bent. As a result it was necessary to detain her for a time at Pembroke Dock, before she was able to enter service as an independent command with Section II of submarines.

In March 1911 HMS Antelope was listed as part of the Home Fleet at Portsmouth, and was attached to the submarine section, but Lieutenant and Commander Shuter left her on 18 April 1912. That was because on the 27th the new HMS Adamant was commissioned at Portsmouth to replace HMS Antelope as the tender to the submarine depot ship HMS Arrogant. Then, at 4 a.m. on 19 July, a navigating party from Portsmouth began the task of taking the Antelope from there to Devonport where, after putting in at the Portland Roads, she arrived the following day for possible refitting.

In August she was listed under the charge of Chief Artificer Engineer Richard Farrell Pearne, who had been with her since 15 January 1910, while she was still undergoing her previous refit. However, on 14 January 1913 he was replaced by Chief Artificer Engineer William Henry Pengelly, and by October the Antelope was still listed at Devonport, and was complete with her armament of one 4.7 inch and four 3 pounder guns. At that time she was borne in HMS Vivid, the Royal Navy barracks at Devonport, while on 14 April 1914 the Antelope was reported as being in the Material Reserve at the North Yard at Devonport, and was available for subsidiary services. Nevertheless, on 4 July it was made known that the Antelope, "last employed on service with submarines at Portsmouth", had been ordered to be placed on the sale list.

However, the 'Navy List' published on 4 December 1914 revealed that she was no longer up for sale, but instead was being used in harbour service for the training of stokers second class at Devonport. HMS Antelope is known to have carried the number D.25 in 1914 and N.25 by September 1916, but the following month she was once again listed as "to be sold." Finally, on 6 May 1919, the Admiralty advertised that they were offering up for sale the obsolete torpedo gunboat Antelope, "then lying at Immingham", and she was subsequently purchased for breaking by T.R. Sales on 27 May 1919.

HMS Antelope - Temporary commanders - 1894 to 1899

(1) Scott William Alfred Hamilton Gray

18 July 1894 to 23 August 1894

12 April 1855: Born at St John, New Brunswick, Canada.

17 September 1868: Entered Royal Navy as a Naval Cadet.

24 March 1870: Midshipman.

22 September 1874: Acting Sub-Lieutenant.

2 February 1875: Sub-Lieutenant.

30 December 1879: Lieutenant.

1 January 1894: Commander.

12 April 1905: Retired with rank of Captain.

29 November 1921: Died at Yelverton in Devon.

(2) Herbert Lyon

24 July 1895 to 24 August 1895

28 December 1856: Born at Woodley, near Stockport in Lancashire.

18 January 1870: Entered Royal Navy as a Naval Cadet.

20 June 1872: Midshipman.

20 June 1876: Sub-Lieutenant.

7 February 1880: Lieutenant.

30 June 1894: Commander.

31 December 1900: Captain.

25 January 1913: Retired.

14 April 1914: Rear-Admiral (retired).

24 October 1915: Vice-Admiral.

24 October 1915: Returned for war service.

3 June 1918: Awarded CB for war service.

7 December 1918: Discharged from war service.

1 January 1919: Admiral (retired).

15 March 1919: Died in the Royal Naval Hospital, Malta.

(3) Joseph Ridgeway Bridson

8 July 1896 to 19 August 1896

13 August 1861: Born at Bolton le Moors in Lancashire.

15 January 1876: Entered Royal Navy as a Naval Cadet.

31 December 1884: Lieutenant.

22 June 1897: Commander.

30 June 1904: Captain.

28 June 1915: Rear-Admiral.

29 June 1915: Retired.

2 November 1919: Vice Admiral.

1 August 1924: Admiral.

3 September 1935: Died at Petersfield in Hampshire.

(4) George Frederick Glennie

15 June 1897 to 26 July 1897

6 January 1855: Born at Stoke Damerel, near Plymouth in Devon.

23 January 1869: Entered Royal Navy as a Naval Cadet.

20 January 1871: Midshipman.

20 July 1875: Sub-Lieutenant.

7 February 1880: Lieutenant.

6 January 1900: Retired with rank of Commander.

22 September 1915: Returned for war service.

31 March 1919: Discharged from war service.

1 April 1919: Retired with rank of Captain, backdated to 11 November 1918.

25 April 1939: Died at Chelsea, London.

HMS Antelope and HMS Hussar
Commanders while at Portishead - 1899 to 1905

(5) Oliver Adrian Stokes

Commanded HMS Antelope - 4 May 1899 to 3 May 1902

Oliver Adrian Stokes was born on 14 December 1854 at Tralee, Co. Kerry in Ireland, the son of Oliver Day Stokes (1811 to 1897), and his wife Catherine Ann Hilliard (1818 to 1871). Educated at Clifton College in Bristol, he entered the Royal Navy as a Naval Cadet on 23 January 1869, becoming a Midshipman on 21 July 1870.

Naval commissions:-

Sub-Lieutenant: 18 January 1875.
Lieutenant: 30 December 1879.
Commander: 1 January 1894.
To Retired List as Captain: 2 November 1904.

Important life events:-

22 October 1908: At St Stephen's Church in Cheltenham, Stokes, of 'The Cottage, Queen's Road, Cheltenham, married Lavinia Mary Wood (born 1865), daughter of the Reverend Joseph Wood, formerly Rector of Warmwell in Dorset.

4 February 1935: Oliver Adrian Stokes died at his residence, 'Montgomery', Eldorado Road in Cheltenham, aged 81, and was laid to rest in Cheltenham Cemetery on the morning of 7 February.

(6) Henry Arthur Phillipps

Commanded HMS Antelope - 4 May 1902 to 23 August 1902.

Henry Arthur Phillipps was born on 19 June 1856 at Poona, Bombay, Maharashtra in India, the son of Reginald Phillipps (1831 to 1864), and his wife Christina Elizabeth Parkinson (1838 to 1920). He was baptized at Dhoolia in Bombay on 29 June 1856, and later joined the Royal Navy as Naval Cadet on 15 January 1870, becoming a Midshipman on 21 September 1872.

Naval commissions:-

Acting Sub-Lieutenant: 19 June 1876.
Sub-Lieutenant: 19 October 1876.
Lieutenant: 15 February 1882.
Commander: 25 March 1896.
To Retired List as Captain: 18 September 1902.

Important life events:-

17 January 1888: At St Mary Magdalene, Addiscombe in Surrey, Phillipps married Ethel Field (1861 to 1936), of 'Cornwall House', Addiscombe, daughter of John Kingsford Field.

19 January 1937: Henry Arthur Phillipps, late of 41 Montpellier Terrace, Cheltenham, died in a Nursing Home at 14 Farnecombe Road, Worthing in Sussex, aged 80.

(7) William Coldingham Masters Nicholson

Commanded HMS Antelope - 10 September 1902 to 30 November 1904

William Coldingham Masters Nicholson was born on 28 October 1863 in the Rectory at Aller near Langport in Somerset, the eldest surviving son of the Reverend John Young Nicholson (1822 to 1904) B.D. Prebendary of Wells, and his wife Mary Jane Masters (1832 to 1923). He was baptized at Aller on 13 December 1863 and later entered the Royal Navy as a Naval Cadet on 15 July 1876, becoming a Midshipman on 21 August 1879.

Naval commissions:-

Sub-Lieutenant: 21 August 1883.
Lieutenant: 21 August 1885.
Commander: 1 January 1898.
Captain: 30 June 1905.
Rear-Admiral: 10 June 1918.

Vice-Admiral: 24 November 1920.
Admiral 1 July 1925.
To Retired List: 14 October 1925.

Important life events:-

19 September 1900: At St Peter's Church, Eaton Square in London, Nicholson married Margaret Mary Ernestine Dorothy Cust, the eldest daughter of Lieutenant-Colonel A.R.C. Porcelli-Cust, of 13 Great Stanhope Street, Cliffside, Cowes, Isle of Wight, and Arthingworth in Northamptonshire.

24 March 1919: Nicholson was appointed a K.C.B. as a reward for his for war services.

9 January 1932: Sir William Coldingham Masters Nicholson of 'Belburn', Trull, near Taunton in Somerset, died just before midnight at his residence, aged 68.

(8) Frederic William Dean

Commanded HMS Antelope - 30 November 1904 to 2 January 1905
Commanded HMS Hussar - 3 January 1905 to 17 November 1905

Frederic William Dean was born on 20 July 1868 at Wolverhampton in Staffordshire, the son of William Dean and his wife Ellen. He was baptized at St Peter's in Wolverhampton on 28 July, and later joined the Royal Navy as a Naval Cadet on 15 January 1882, becoming a Midshipman on 15 October 1884.

Naval commissions:-

Sub-Lieutenant: 16 October 1888.
Lieutenant: 1 January 1892.
Commander 2 May 1900.
To Retired List as Captain 9 May 1919, backdated to 20 July 1918.

Important life events:-

2 December 1893: At Emmanuel, West Hampstead in Middlesex, Dean married Florence Adelaide Brown, daughter of Henry William Brown of West Hampstead.

19 July 1943: Frederic William Dean of 'Hilary', Dial Hill in Clevedon, Somerset, died at St Mary's Hospital in Bristol, aged 74. His requiem was held at the Clifton Pro-Cathedral in Bristol on 21 July, "fortified by the Rites of the Roman Catholic Church."

HMS Antelope - Submarine Service - 1910 to 1912

(9) Joseph Armand Shuter

21 June 1910 until 18 April 1912

27 May 1876: Born at Victoria, New South Wales, Australia.
24 January 1891: Entered Royal Navy as a Naval Cadet.
15 May 1895: Midshipman.
30 March 1897: Sub-Lieutenant.
30 June 1899: Lieutenant.
12 May 1905: Appointed Member of the Royal Victorian Order.
31 December 1913: Retired with rank of Commander.
9 February 1914: Returned for war courses until 2 November 1914.
16 September 1915: Of 96 Piccadilly and 26 Charring Cross Road, Middlesex, died at 41 Manchester Street, Middlesex.

HMS Hussar

Construction, Testing and the Devonport Fleet Reserve - 1893 to 1895

Officially described as a "first-class torpedo-gunboat, unprotected", HMS Hussar was one of the Dryad class designed by William White, the Director of Naval Construction, and was the last of the torpedo-gunboats to be built for the Royal Navy. Ordered under the Naval Defence Act of 1889, they were contemporary with the first torpedo-boat destroyers, a type which subsequently superseded the torpedo-gunboats. The Hussar had an overall length of 250 feet, a beam of 30 feet 6 inches, a mean load draught of 9 feet, a hull weight of 555 tons, and a displacement of 1070 tons. She was capable of carrying 100 tons of coal, and normally had a compliment of 120 officers and seamen.

Ordered to be built at Devonport Dockyard, HMS Hussar was laid down on 3 April 1893, and on 30 January 1894 the steamship Cheviot from Newcastle on Tyne arrived at Keyham with boilers and machinery for three twin screwed torpedo-gunboats including the Hussar. After being transferred to the Devonport Dockyard, the local contractors from R. and W. Hawthorn, Leslie & Company of St Peter's in Newcastle on Tyne, the machinery manufacturers, were instructed to try to get the fitting advanced as far as possible before April. That work involved the installation of two sets of vertical triple-expansion surface condensing steam engines of the vertical inverted type in each vessel.

These were designed to develop a collective horse power of 3500 on a three hours' force draught trial, and 2500 horse power on an eight hours' natural draught trial. The principal dimensions of the main engines were - Cylinders high pressure, 22; intermediate pressure, 34; low pressure, 51 inches in diameter, with a stroke of 21 inches. The propellers were of the three-bladed type, and made 250 revolutions per minute, which was expected to give a speed of 19 knots with the 3500 horse power, and 17 to 17.5 knots with the full natural draught power. The boilers, four in number, were of the wet-bottomed locomotive type, each with two furnaces, and were designed to work at a pressure of 150 lbs per square inch.

The auxiliary machinery consisted of four feed engines (two main and two auxiliary), two fire and bilge engines, two sets of air-compressing machinery by Bellis & Company of Birmingham, electric light and Siemen's dynamo, two drain tanks and two circulating engines, capstan and steering engines, and two sets of Weir's evaporators and Kirkaldy's distillers combined for feed water and drinking purposes.

By early July the funnels and boilers and the whole of the auxiliary machinery were already on board. When first built the Hussar acquired different armament from the rest of the class as she was fitted with one, 4.7 inch Quick Firing gun, one 6-pounder gun, and two 12-pounder guns, while her primary weapons were five 18-inch torpedo tubes, one in the bow and two double revolving broadside tubes. The armament alone cost £8355, while the total

cost of the vessel was said to have been £78,038, of which £1610 was due recently increased rates of pay for the workmen.

Although the launch of the Hussar was planned for 19 June 1894, it was postponed due to a desire on the part of the machinery contractors to further advance their work before the vessel left No.5 building slip. Because of the delay it was not until 4.30 p.m. on Tuesday 3 July that the launching was performed at Devonport Dockyard. It was carried out by Miss Osborn, one of the three daughters of Staff-Captain James Roberts Osborn in brilliant weather and in the presence of several thousand spectators, including a large number of naval and military officers. After being just 14 months on the stocks, the launch of the Hussar completed the programme of ten torpedo-gunboats ordered under the Naval Defence Act of 1889.

On 5 November 1894 the Hussar, in the charge of Staff-Commander Francis Rowlatt, went out into Plymouth Sound for the adjustment of compasses, preparatory to carrying out her steam trials. Then, on the 10th she was taken into the English Channel for an official trial of her machinery with forced draught. For the first hour everything worked splendidly, there being no difficulty in exceeding the guaranteed horse power of 3500. During the second hour, however, the steam went down, and the officials in charge were unable for some time to realize the required power. Messrs. Marshall and Beaton, who represented the machinery contractors R. and W. Hawthorn, Leslie & Company, then succeeded in working the engines up, and obtained permission to run the vessel for four hours instead of stopping at the end of three hours, as was usual for that class of vessel. The mean results of the last three hours showed an indicated horse power of 25 in excess of that required, and consequently the trial was reported as satisfactory, although the speed was only 18.5 knots. During the natural and forced draught trials the vibration of the vessel was excessive and an examination was subsequently made to ascertain whether it was due to faulty construction, or to the uneven distribution of the weights put on board to place the vessel at her mean load draught.

On completing her propelling machinery trial the Hussar returned to the Sound where she was subjected to trials of a new and improved type of capstan steering gear fitted by Messrs Harfield and Company of Blaydon-on-Tyne. The great advantage of the gear was the ease with which the helm could be worked, that being due to an entirely new fitting, termed automatic relieving pawls. The helmsman was relieved of all strain in every position of the helm, whereas with all other gears then in use the helmsman was severely strained if required to keep the helm hard over for more than a brief period.

On 15 January 1895 the Hussar went out of Keyham Basin to undertake gun trials, which were reported to have been satisfactory, and while in the Sound her compasses were adjusted, after which she returned to harbour. The following day the Hussar again went outside Plymouth Breakwater for a three hours' trial of the machinery. The trial proved satisfactory, and on completion she returned into Hamoaze. The trial revealed:- steam in the boilers, 145;

vacuum, starboard 25.1, port 24.2; revolutions, starboard 221.7, port 222.4; indicated horse power, starboard 1343, port 1336, total 2679; air pressure, 1 inch; speed by patent log 18.41 knots. Then, on 22 January it was reported that the Hussar was to be supplied with a complete set of Colomb's lamps as an alternative means of lighting the ship internally in the event of the electric light giving out.

Finally, on the morning of 1 March, the Hussar was taken outside the Plymouth Breakwater for turning trials, which proved satisfactory, and on upon their completion she returned to Hamoaze. Although on 4 March 1895 she had been allocated to the Devonport Fleet Reserve, it was not until 8 July 1896 that Commander Charles Goodhart May (*see below No.9*) commissioned her for the first time, and that was in order to take part in the Annual Naval Manoeuvres. Consequently, early on the 10th he took her out of harbour in company with the cruisers Sirius and Forth and the torpedo-gunboat Antelope to join the Channel Squadron and, after carrying out the manoeuvres, Commander May paid her off back at Devonport on 17 August.

Operational Deployments 1896 to 1904

First Deployment - 1896 to 1900

On 3 December 1896 HMS Hussar, with a compliment 115 officers and men, was commissioned at Devonport by Lieutenant and Commander Gerald Charles Adolphe Marescaux (*see below No.10*) in order to relieve the torpedo-gunboat HMS Gleaner on the Mediterranean Station. However, although on 12 December, the heavy weather off Plymouth prevented the Hussar from undergoing her full power trial, on the 14th Marescaux was able to carry out a three hours' steam trial, during which the mean speed attained was 16.9 knots, and the total indicated horse-power developed was 2575. The plan was then for the Hussar to meet HMS Gleaner at Gibraltar where, on the 23rd, Lieutenant and Commander Cuthbert Godfrey Chapman (*see below No.11*) of the Gleaner would take over the command of the Hussar and return with her to the Mediterranean, while Marescaux was take the Gleaner on to Sheerness where she was to be paid off.

On 4 January 1897 it was reported that the Hussar was at Tangier, but in mid-February she was operating off Crete with a multinational force made up of ships of the Austro-Hungarian Navy, French Navy, Imperial German Navy, Imperial Russian Navy, the Italian Regia Marina, and the Royal Navy that intervened in the Greek Christian uprising against the Ottoman Empire's rule in Crete. On 10 March HMS Hussar left Gibraltar for Malta, the headquarters of the Mediterranean Station, where she arrived on the 14th, prior to departing on the 19th to relieve the first class gunboat HMS Hebe at Port Said as senior officer ship at that place. Sadly, on the way she had experienced very heavy weather, during which a man was washed overboard. A lifebuoy was dropped and the man was seen very close to it, but he was drowned. It proved impossible to lower a boat owing to the heavy sea, and although the ship hove to and remained in the vicinity for hours, nothing was afterwards seen of the unfortunate sailor. The Hussar remained at Port Said until July 1897, but

on the 26th it was reported that she had arrived back at Malta. However, her stay was short as on 4 August she left once more to re-join the Cretan Squadron, and it was not until 27 December that HMS Hussar was reported to have arrived back in Malta from Souda Bay in Crete.

During 1898 the Hussar, which had marines aboard, spent a great deal of time operating off Crete. However, in May she played her part in an interesting episode involving a gentleman, best known locally by the name of Colonel H. Vella, a Civil Secretary to the Civil Secretary to the Admiralty Superintendent of the Malta Dockyard, who was then employed in the Expenses Accounts Office. It appears that he managed to obtain the Admiral Superintendent's signature to a demand for money on a local bank to meet the requirements of the yard, and then appropriated the money for his own use. The first of these transactions had occurred some five or six years previous, while Rear-Admiral Tracey was in charge, and since that time similar loans had been raised periodically at about 6%. That the fraud was cleverly perpetrated was shown by the fact that so many years had elapsed before it had been discovered. Admirals Tracey, King, and Lloyd had each been victimized in turn, as well as the late Colonel of the Malta militia, until the defalcations had reached the enormous sum of £20,000.

On 14 May 1898, and following its discovery, Vella absconded with the intention of making his way to Greece, but the British Consuls at the various Greek ports had been instructed to be on the look out for him. Fortunately, at Syra, the port he had made for, there happened to be a torpedo boat destroyer detached from the cruising squadron for mail purposes, as well as HMS Hussar, which had arrived from Crete with coals. As a result, without having had the chance to land on Greek territory he was captured and arrested by a boat's crew from the Hussar, and she immediately returned him to Malta, where they arrived on 21 May.

Lieutenant Cuthbert Godfrey Chapman was promoted to the rank of Commander on 30 June 1898 and, as a result, on 19 July Lieutenant Vivian Ormsby Lloyd Champion de Crespigny (*see below No.12*), who had recently been serving in Australia, was appointed to replace him as commander of HMS Hussar, although he was unable to take up his post until 23 August.

It was not long before HMS Hussar was back off the coast of Crete, where in early September she was reported to have been anchored off Halmyros with her guns all ready for action. Then, in early November 1898, the last Ottoman forces on Crete, comprising about 1000 Turkish soldiers, 400 women and children, together with a quantity of horses and baggage, supervised by members of the crews of the British battleships HMS Revenge and HMS Empress of India, were embarked on one British and one Turkish transport bound for Salonica. During the voyage they were escorted by the Hussar, and upon her arrival on 7 November the Ottoman occupation of Crete finally ended.

The Hussar arrived back in Malta on 7 December, was reported there on 20 January 1899, but on 8 February left for a week's cruise to Sicily. However,

tragically, during the afternoon of 13 March 1899 Lieutenant and Commander Vivian Ormsby Lloyd Champion de Crespigny, of HMS Hussar fractured his skull while playing polo, and so serious was his injury that the following day he died in the Royal Naval Hospital Bighi at Kalkara on Malta.

Following the premature death of de Crespigny, on 10 April 1899 Lieutenant Marcus Rowley Hill (*see below No.13*) was appointed to command the Hussar, and on 4 June she was reported to be at Salonica, where she had been ordered to remain until further notice. On 2 October HMS Hussar, which for a time had been at Malta, arrived in Souda Bay in Crete, and on 8 November she was still there guarding the eastern route to the Cape. However, her time on the Mediterranean Station was quickly coming to an end as on 20 December the torpedo-gunboat HMS Dryad had been despatched from Sheerness to relieve the Hussar, which had completed three years service in the Mediterranean and was to return home to be paid off.

After leaving Malta, she called in at Gibraltar from where she departed on 6 February, before finally reaching Plymouth on the 19th and going into Devonport Dock. There, on 12 March 1900, Lieutenant and Commander Hill paid off HMS Hussar into the B Division of the Devonport Fleet Reserve.

Refitting and Second Deployment - 1900 to 1904

After spending some three months at Devonport the Hussar was taken over to Ireland, where she arrived in the Lower Cork Harbour near Queenstown on 10 June 1900, while the following day she entered the Royal Naval Dockyard at Haulbowline Island to undergo an extensive refit which took until early October and cost some £8500. Meanwhile, a navigating crew had been selected and they were assembled at the Royal Naval Barracks at Keyham near Devonport. Then, after having been granted seven days' leave, the petty officers and seamen were instructed to take the gunboat HMS Lapwing over to Queenstown so that she could undergo a refit, and they could join the Hussar.

On 17 October the Lapwing was reported to have taken on ammunition and stores for the Hussar, and at 10 a.m. the following morning she went into Plymouth Sound to be swung for the adjustment of the compasses, prior to leaving for Queenstown in the afternoon. Finally, on the morning of 23 October HMS Hussar was commissioned in Haulbowline Dockyard by Lieutenant Adolphus Huddlestone Williamson (*see below No.14*), who was to be her new commander, and the following day she was undocked in the presence of Rear-Admiral Atwell Lake, the Senior Officer, Coast of Ireland Station, and a number of officials.

The Hussar underwent her basin trial on 26 October, followed shortly after by her steam trial before, on the evening of 15 November, she arrived back at Plymouth in order to take on board torpedoes and other stores at Devonport. After that had been completed, on the morning of the 19th she set out to return to the Mediterranean Station in order to relieve the gunboat HMS Hazard. The Hussar then called in for coaling at Gibraltar on 22 November,

en-route for Malta where, on the 28th, it was reported that she had arrived to join the Mediterranean Squadron, while on 27 December the Hussar, in company with the depot ship HMS Vulcan, left for Platea.

On 10 January 1901 it was reported that Rear-Admiral Lord Charles Beresford, the Second in Command of the Mediterranean Fleet, had needed to return to England for two weeks' leave in order to settle the business of his recently deceased brother, and that it had been HMS Hussar that had transported him from Malta to Brindisi in Italy from where he had boarded a mail train for London. By late February the Hussar was serving at Suez, and on the 25th it was reported that while in harbour a fire had broken out on board the 1608 ton Gulf of Suez, a vessel owned by the Westcott & Laurence Line of London. After she had been successfully towed out to sea, most of the crew from HMS Hussar were then put to work to extinguish the flames, which they did, as the Gulf of Suez continued in service until she was scrapped in 1924. Between February and November 1901 HMS Ophir had taken the Duke and Duchess of Cornwall and York (the future King George V and Queen Mary) on their royal tour of the British Empire, and on 1 April the Ophir lay outside Suez. There her coming had "made things gay" with flags flying everywhere, while Commander Williamson of HMS Hussar handed over the telegrams awaiting the royal party. Then, after returning to her base at Malta, the Hussar set sail for Greece on 18 April.

On 16 June it was noted in Gibraltar that the Hussar had arrived from Tétouan in Morocco, and that the following day was to embark the mails and return across to Tétouan to rejoin the Mediterranean Squadron. HMS Hussar cleared Gibraltar once again on 25 June, while on 27 August 1901, it was reported that she had arrived back from Malta in the company of two cruisers and nine gunboats. After a cruise off Greece, the Hussar, in company with eleven other Royal Navy vessels, returned to Malta on 18 October having previously visited Argostoli on the island of Kefalonia. One of the last tasks for HMS Hussar during 1901 began on 29 November, when she left Malta escorting the torpedo gunboats Desperate and Myrmidon to Platea in Greece, before returning on 2 December.

After spending some time at Malta, on 10 February 1902 HMS Hussar sailed for Platea, but by 7 March had returned in the company of the special torpedo vessel HMS Vulcan. Then, on 19 April, the Hussar, along with 15 other vessels from the Mediterranean Squadron, sailed from Malta for Aranci Bay in Sardinia and, after her return, she was despatched to Port Said, together with the torpedo-gunboat Dryad, both leaving Malta on 4 June. As the coronation of King Edward VII had been arranged for 26 June, it was ordered that two battleships, three cruisers and the torpedo-gunboat HMS Hussar were to rendezvous at Alexandria on the 22nd in order to take part in the coronation celebrations. However, at the last moment the King had been taken ill and the coronation postponed until 9 August, and as a result on 30 June it had been reported that the Squadron had left for the Greek Islands. However, the Hussar had been instructed to remain behind at Alexandria, not returning to Port Said until 14 July. When the time finally came for her to return to Malta she was to escort HMS Dryad, which had semi-disabled steering after running

aground in the Red Sea, and so it was together that they arrived in Malta on 28 September.

However, on 30 September the Hussar sailed for Syracuse, but on 3 October it was reported that when she arrived off Sicily the local health officer went on board, and as a consequence of his inspection declared that if she desired to stop at an Italian port the vessel would have to go into quarantine at Asennara island. As a result, HMS Hussar returned to Malta, and it was not until 11 December that she left once again for Port Said where she arrived on the 15th, to prepare for operations against pirates in the Red Sea.

Adolphus Huddleston Williamson, Lieutenant and Commander of HMS Hussar was promoted to the rank of Commander on 31 December 1902, and consequently was obliged to relinquish his command before arriving back in England on 23 February 1903. His place as commander of the Hussar was taken by Lieutenant Montague Lister Hulton (*see below No.15*), the second son of Alderman W.W.B. Hulton J.P., D.L., of Hulton Park near Bolton. Appointed on 3 January 1903, the officer had previously served as First Lieutenant aboard HMS Juno, one of the Cruiser Squadron vessels prior to her being paid off at Portsmouth on 17 December.

In mid-February it was reported that in consequence of the Somaliland Expedition, and the efforts to stop gun-running and piracy, the naval force in the Red Sea had been greatly increased. Consequently, by then it also included the cruiser HMS Naiad and the torpedo-boats HMS Harrier and HMS Hussar, all three of which had been detached specially from the Mediterranean Squadron, and it was the latter that arrived at Aden on 6 March. There she remained in the company of other Royal Navy vessels until the evening of 30 March, when the Hussar set sail for Berbera in the British Somaliland Protectorate.

One of the tasks assigned to her while operating in the region in early June was to take a half-section of the Marconi telegraph detachment of the Royal Engineers to Aden from where they were to proceed home. Then, on 27 June, HMS Hussar, in company with the sloop HMS Merlin and the cruiser HMS Porpoise, left for Bariada in the Italian Somaliland Protectorate in order to land marines in connection with the supposition of smuggling war material for Sayyid Mohammed Abdullah Hassan, the Somali religious leader referred to colloquially by the British as the "Mad Mullah". Operations, which involved the Hussar co-operating with the Italian gun vessel *Voltorno*, were successful, as on 11 July it was reported that the Hussar had captured one of the Mullah's dhows with 100 rifles and 27 cases of ammunition.

However, by 16 July HMS Hussar was back in Aden, while on 8 August she left Port Said, finally arriving back in Malta by the 15th. Finally, in mid-November 1903 it was announced that at the end of the year, after three years commission on the on the Mediterranean Station, the Hussar was to return to England to be re-commissioned at Devonport in January 1904 for a further term of service on the same station. A new crew was to be selected at the Royal Naval Barracks at Devonport so that the vessel could be re-

commissioned the following day and immediately dispatched back to the Mediterranean Station and a refit at Malta.

Sadly, during November Lieutenant and Commander Hulton of the Hussar had been diagnosed with neurasthenia, a condition characterized by lassitude, fatigue, headache, and irritability, associated chiefly with emotional disturbance, and consequently had to relinquish command on 30 November. His replacement, appointed to command HMS Hussar on 2 December, was Lieutenant George Cunninghame Quayle (*see below No.16*), whose previous posting had been to HMS Defiant, the torpedo and gunnery school at Devonport. Although it was initially intended that he was also to re-commission the Hussar after he had brought her back to England, on 31 December 1903 Quayle was promoted to the rank of Commander. Consequently, on 1 January 1904 it was announced that Lieutenant William Robert Willis (*see below No.17*) had been appointed in his place to re-commission HMS Hussar and command her during her final deployment. Her voyage back to England began when she left Malta on 2 January 1904, before reaching Gibraltar on the 6th, and leaving the following day en-route for Plymouth, where she arrived on the 12th. Then, on the morning of 15 January the Hussar was paid off at Devonport under the superintendence of Flag-Captain Cecil Fiennes Thursby.

Third Deployment - 1904

HMS Hussar embarked her new crew at once and, on 16 January 1904, she was re-commissioned by Lieutenant and Commander Willis, who began the voyage back to the Mediterranean Station later the same the day. On the 17th, at latitude 46 North, longitude 6 West, the Hussar came upon the derelict Russian schooner Emilija and took her in tow, but it soon became necessary to abandon her on account of the hawser parting. The Hussar then continued on her way without incident, calling in at Gibraltar on the 20th, only to leave the following day, before finally arriving back on 26 January at Malta, where she was re-fitted prior to rejoining the Mediterranean Fleet.

Back in service, HMS Hussar left Malta on 12 March to relieve the torpedo-gunboat HMS Harrier as Senior Naval Officer, Constantinople and, after calling at Chaleis, arrived there on 16 March 1904. She then acted as the second British Legation guard boat at the port, the other being the iron screw yacht HMS Imogene. Both vessels were still at Constantinople at the end of April, but on 3 May the Hussar left for Galatz, a port on the River Danube in Romania, and she remained in the country until setting sail from Sulina on the Black Sea coast on 8 June. The Hussar was bound for Constantinople to rejoin the Imogene, and the following day she was reported at Pera, known today as Galatia. The two vessels continued to be stationed in the Constantinople area until 11 September, when the Hussar departed for Malta, as she was to be relieved by HMS Harrier.

In early October the Hussar left Malta, called in at Patras in Greece on the 8th and remained there until the 11th, when she departed for Argostoli on the island of Kefalonia. She then steamed up the Adriatic, arriving at Venice on 20

October, but on 26 October it was reported that at eight a.m. the British battleships Venerable, Duncan, and London, together with the cruiser Pioneer, and the torpedo-gunboat Hussar had anchored at Fiume following a fourteen hours' voyage from Venice. The visit lasted only until the 28 October, while in November HMS Hussar was ordered back to England to be paid off. Consequently, having been withdrawn from the Mediterranean Squadron, she left Gibraltar the 21st, before calling in at Corcubion in Spain on 24th and leaving the following day she en-route for Plymouth where she finally arrived on 27 November.

At Portishead and working with HMS Daedalus - 1905

On 2 January 1905 HMS Hussar, along with HMS Antelope, which had previously been deployed as the RNR training ship at Portishead, were both at Devonport, where they were paid off on 2 January. Lieutenant William Robert Willis, the commander of HMS Hussar who had been promoted to the rank of Commander on 31 December, was then temporarily allocated to HMS Theseus, the tender ship to HMS Cambridge. On 3 January Lieutenant and Commander Frederic William Dean (*see below No.18*) from the Antelope re-commissioned the Hussar, which became one of the vessels under the Admiral Commanding the Coastguard and Reserve. Dean and his crew then took her over, as she had been selected as the replacement RNR training ship at Portishead, where HMS Hussar finally arrived on the morning's tide on Wednesday 18 January 1905.

Early the following month she set out on her initial cruise in the Bristol Channel, and on Wednesday 8 February paid her first call off Watchet. There she exchanged signals with the local coastguard and, as this was an ordinary practice, after a short stay she again got under weigh. On 14 February the Hussar passed down the Bristol Channel past Barry Island, while the following day she left Clovelly in the morning to return to Portishead. The cruising continued, and on 2 March she was once again observed in the vicinity of Barry Island traveling up the Channel, while on the 7th she was again in the vicinity of Barry Island, but on that occasion she was on her way to the Roads abreast the Penarth Pier where she anchored that day. Her business was reported to have been the ordinary one of signal practice, as part of her brief for the training of RNR men of the districts between Portishead and Tenby.

HMS Hussar arrived back in the Penarth Roads on the afternoon of 6 April, although she left the following morning, while on 2 April the vessel was observed traveling up the Channel past Barry Island. A week later she was reported to be undertaking target practice in the roads off Lundy Island, and upon completion of the exercise she left at 7 a.m. on the morning of 10 May en-route for Denbigh, while on 4 June the Hussar arrived at Plymouth from Portishead.

On 3 August HMS Hussar passed up past Barry Island en-route for Portishead. Then, on the 23rd, a section of the Barnstaple RNVR, under C.P.O. - Instructor Harrison went from Ilfracombe on board the Hussar, where each man fired a round from the 4.7 inch gun, and five rounds from the one-

inch firing tube, while also being taught the use of the deflection teacher of the dotter. On 31 August HMS Hussar was observed anchored off Barry Island, while on the afternoon of 5 September she called off Minehead, and anchored a short way off the shore behind the new pier. The usual signalling with the coastguard was carried out, and in the evening there was searchlight practice. Many of the sailors also went ashore and spent the evening in the town. The cruising continued, and on 21 September HMS Hussar was reported passing Mumbles travelling east.

On 2 November she was observed passing up the Channel past Barry Island, but on the 7th it was reported that the Hussar had been ordered from Portishead to Sheerness to pay off and re-commission with the commander and crew transferred from the torpedo-gunboat HMS Dryad. The Hussar, still under Lieutenant and Commander Frederic Dean, arrived on the afternoon of the 11th, while the re-commissioning took place on the 18th. The paid-off crew from HMS Hussar was sent to Devonport by rail and the vessel transferred to the Sheerness-Chatham command for manning and re-fitting. Her new commander was Lieutenant and Commander Harry Hesketh Smyth (*see below No.19*) who, on 12 December, left Sheerness with HMS Hussar en-route for Harwich to enter on her fishery protection and coastguard duties in the North Sea in succession to HMS Dryad.

HMS Hussar - Postscript

North Sea - 1907

On 13 January 1906 the Hussar arrived back in Sheerness, and on the 16th proceeded to Chatham to prepare for taking part in a torpedo-craft exercise while, after service in the North Sea, on 5 December she was taken into the steam basin at Sheerness for a refit. Lieutenant and Commander Harry Smyth relinquished command on 11 February 1907, his place being taken the following day by Lieutenant and Commander David Monteith Hamilton (*see below No.20*). Then, on 18 February, the Hussar was docked at Sheerness for an examination of her underwater fittings prior to taking part in a cruise. Finally, on 14 March, and having completed her re-fitting, she rejoined the Home Fleet Torpedo-Craft Flotilla as she had been ordered to proceed to the North Sea for an exercise cruise.

Mediterranean Station - 1907 to 1920

On 7 May 1907 it was reported that HMS Hussar had arrived at Chatham to prepare for service on the Mediterranean Station and, on the 14th her crew was completed with ratings from the Medway. It had been decided that while attached to the Mediterranean Fleet, she was to be kept for the personal use of the Commander-in-Chief and distinguished visitors, besides being employed as a dispatch vessel and on other duties.

On 8 January 1908 the Hussar left Malta for Port Augusta in Sicily to take part in Fleet Exercises, and on the 10th Hamilton handed HMS Hussar over to Lieutenant and Commander Claude Lionel Cumberlege (*see below No.21*).

The following day she left Port Augusta for Platea, but was reported back at Malta on the 31st. The next task for the Hussar was to bring Princess Andrew of Greece over to Malta to visit her parents, Prince and Princess Louis of Battenberg. Accompanied by her two children the royal party arrived on 12 March, and remained on the island until the Hussar sailed at noon on the 29th on the return trip to Patras. After delivering them back home HMS Hussar returned to Malta from where, on the evening 5 April, she sailed with Vice-Admiral Prince Louis and his wife bound for Genoa, where they arrived on the 8th, completing the first leg of their journey to Germany.

On 20 May HMS Hussar, in the company of the battleship HMS Queen with Admiral Sir Charles and Lady Drury on board, left Malta for Civita Vecchia, as the Admiral and his wife were to pay a visit to Rome. From Civita Vecchia, where they arrived on the morning of the 22nd, a party of sailors from the ships, both Protestant and Roman Catholic, were taken by a special train to Rome. There, at the Vatican, they were met by the Pope, and in the Hall of the Consistory he gave his hand to kiss to each, presenting to every sailor a beautiful commemorative medal, prior to addressing them. The two ships, with Sir Charles Drury aboard, returned via Naples, arriving back at Malta on 8 June.

Then, on the afternoon of the 20th, the Mediterranean Fleet left Malta on its summer cruise, the First Squadron, including HMS Hussar, proceeding to Phalerum Bay, and the Second Squadron to Platea for night practice. They subsequently joined together, and left for Venice, arriving off the port on the morning of the 24th. At 10 a.m. Admiral Drury and his staff entered the harbour on board HMS Hussar, which then moored off St Mark's Square, after which the British Consul and Italian dignitaries visited the vessel to pay their respects. The Fleet, repaying a visit to Malta by the Austro-Hungarian Navy, then proceeded to Trieste, Pola, and Fiume before, on the 21st, returning to Venice where Lady Drury left that evening by rail for Marienberg, via Lucerne.

HMS Hussar was next reported as arriving at Messina on 7 August, while on the 15th she entered the Villefranche Roads in company with the battleships Queen, Prince of Wales, Glory, and Goliath, while on October 14 she was said to be operating off Rhodes, along with five British cruisers.

On 13 March 1909 it was reported that the Hussar, which for the previous two years had been doing duty as a yacht for the Commander-in-Chief of the Mediterranean Fleet, was undergoing a refit at Malta. Her forecastle gun was replaced to render her serviceable for patrol work when not employed as a yacht, while her four locomotive boilers were hoisted out and replaced by two Thornycroft boilers salvaged from HMS Ariel. The nucleus crew of five Officers, three Chief Petty Officers and 65 Naval Ratings, were drafted from HMS Speedy at Sheerness, and they were joined by ratings from the Medway Depot, making a total of 80 officers and men, left the Royal Albert Dock in London on 8 May in the British India Company's steam freighter Dilwara to join HMS Hussar at Malta. There, on 18 May 1909, she was re-commissioned by Lieutenant and Commander Cumberlege for further service on the

Mediterranean Station, while the Hussar's relieved crew subsequently took passage to England in the battleship HMS Exmouth.

After HMS Hussar returned to service she visited Gibraltar, before returning to Malta on 14 June with ratings. Then, after coaling and taking on provisions, she left for Athens on the 18th, and was finally reported to have left Piraeus on 8 October. Then, on 10 January 1910, Lieutenant and Commander Cumberlege, who had completed his two years service, handed HMS Hussar over to Lieutenant and Commander Neston William Diggle (*see below No.22*), whose previous service had been aboard the battleship HMS Bulwark in the Home Fleet. Shortly after the Hussar visited Naples, and during the evening of 14 January a serious fire broke out at the site of the works being carried out on the new Granili Jetty. In response, a party from HMS Hussar immediately landed, and were among the first to tackle the fire. In fact they rendered such valuable assistance to the waterside firemen and authorities, that Admiral Moreno sent hearty thanks and congratulations to the officer commanding the Hussar and made a favourable report regarding their conduct to the Italian Ministry of Marine.

On 10 March 1910 Admiral Sir Assheton Gore Curzon-Howe, the Commander-in-Chief, Mediterranean Fleet, left Malta in the battleship Exmouth for a short cruise, during which he proceeded to Constantinople on board the Hussar in order to pay a visit to the Sultan of Turkey. After a short delay in their schedule they finally anchored off Salibazar on the afternoon of the 17th.

Then, during the night of 22 March the destroyers Stag and Mallard collided off Syracuse while manoeuvring with lights, and following a wireless distress call, a number of Royal Navy vessels made for the scene, including HMS Hussar which made her way from Constantinople. However, her assistance was not required, and she subsequently made her way back to Malta. During early May HMS Hussar was ordered to Genoa for two days where she was to be joined by Lady Poë, the wife of Admiral Sir Edmund Samuel Poë, the new Commander-in-Chief, Mediterranean Fleet, prior to leaving for Malta on the morning of 14 May.

On 17 July the Hussar was reported to have arrived at Naples, while on 31 August Admiral Poë, in the battleship Exmouth, accompanied by the battleships Russell, Triumph, and Swifsure, along with the Hussar, left Gibraltar for a cruise, the ships subsequently calling at Malaga, Alicante, Valencia, Barcelona and Genoa, from where the Hussar and two battleships left on the morning of 20 September, prior to visiting Spezia and Naples before arriving at Malta on 1 October. The Hussar was next dispatched to Cannes, arriving there on 13 October, the important passenger aboard being Rear-Admiral Sir Henry Jackson who left at once by rail for Paris and London. Then, on 22 November 1910, it was reported that HMS Hussar had departed once more for Cannes.

Admiral Poë, aboard the Hussar, left Malta 3 March 1911 en-route for Platea, where the Exmouth, Cornwallis, and Russell arrived the next day to undertake

night firing practice. It was later reported that the Hussar, with the Admiral aboard, had arrived on the 14th at Gallipoli where a British warship had not been seen for many years. On the 15th Admiral Poë dined with the Sultan, before the Hussar departed Constantinople on the 18th, arrived at Dafni the following day, and arrived and sailed from Corinth (Vocari) on the 23rd.

Then, on 15 April, it was reported that the Admiralty had given instructions for the Hussar to be re-commissioned at Malta with a new crew for further service on the Mediterranean Station. The crew will be selected at the Depot at Chatham, to where the Hussar was attached, and was to embark in the cruiser Sappho at Portsmouth on 2 May for passage to Malta. In the meantime the next task for HMS Hussar was to accompany the battleships Triumph, and Swiftsure with Admiral Poë aboard, to Bizirta in Tunisia to greet President Fallieres, the trio departing Malta on the morning of 16 April. HMS Hussar was next ordered from Malta to Gibraltar on 5 May to be re-commissioned there on the 14th by Lieutenant and Commander Diggle, prior to leaving again for Malta on the 16th.

A report dated 31 July 1911 stated that on that day a British naval squadron under Admiral Poë, and consisting of the Exmouth, Duncan, Triumph, Swiftsure and Cornwallis, had arrived at the Iles d'Hyeres prior to making a visit to Toulon that was to last until 5 August, the Hussar having already preceded them. They then proceeded to Barcelona from where, on 15 August, the squadron left for Gibraltar. Instead of the usual eight hours at full power, a reduction was ordered by the Admiral owing to the extreme heat, a concession which was appreciated in every ship. On arriving off Gibraltar, the squadron made for Tetuan Bay off Morocco to undertake torpedo firing, on the conclusion of which they finally anchored at Gibraltar.

On the afternoon of 19 September, a squadron comprising the battleships Exmouth, Triumph, Swiftsure, Cornwallis, and Russell, along with the Hussar, arrived at Palma in Majorca, and salutes were subsequently exchanged with the shore batteries and a German training ship. On 2 November HMS Hussar is recorded as arriving back in Malta where she remained until the evening of the 18th when she left with the Mediterranean Fleet under Admiral Poë for a cruise to Platea and the Ionian Islands for night defence practice and other exercises. However, on the 23rd it was reported from Corfu that while on her way there from Platea, HMS Hussar went ashore on the Lefkimo Spit which is to the southward of Corfu Road, and the low shore between Lefkimo Point and Buccari Bay. Excellent anchorage was found in the Bay, and there was a lighthouse on the Point, but mariners were warned to use caution in rounding the Spit which extended right out from Lefkimo Point. Fortunately, the grounding was not serious, and it was later reported that the Hussar had been got off with the assistance of a destroyer.

In mid-February 1912 HMS Hussar was still listed as being stationed at Malta, while during the night of 1 June she left Malta for Naples, and on board were General Sir Ian and Lady Hamilton, along with Rear-Admiral Beatty, who was to return to England to appear before the Board of Admiralty. On 12 July the Hussar arrived at the Greek island of Zante and, after departing from there,

reached Limasol in Cyprus on the 18th in company with the destroyers Good Hope and Diana, only to leave from there for Suda Bay in Greece during the night of the 23rd. The cruise continued on the 26th when the Hussar left Syra for Phalerum Bay off Athens. On 12 August she was reported to have left Platea, arriving at Corfu the following day, and it was from there that the Hussar departed on the 19th, en-route for Malta to where, on the 20th, Admiral Sir Archibald Berkeley Milne, the new Commander-in-Chief of the Mediterranean, with the cruisers Good Hope, Diana, Lancaster, Yarmouth, and Barham, along with the Hussar and eight destroyers arrived in the harbour. On 30 August HMS Hussar arrived at Golmetta, Tunis, while on 4 September, the Mediterranean squadron all left Malta for a cruise before finally arriving at Gibraltar, from where the Hussar had returned to Malta by 12 October.

The First Balkan War broke out in October 1912 and involved the Balkan League, made up of the kingdoms of Bulgaria, Serbia, Greece, and Montenegro entering into conflict against the Ottoman Empire, of which the British Empire was a staunch supporter. Consequently, a squadron of the Mediterranean Fleet was dispatched to Turkish waters with a strong force of Sailors and Marines which could be landed in case of necessity. On the morning of 6 November the battleships King Edward, Zealandia, Hindustan, and Africa were reported passing Malta steaming eastward at 18 knots, and Admiral Milne, the cruisers Dartmouth and Good Hope joined them off Malta, while the Hussar, which took on coal and provisions post-haste, left on the morning of the 7th, also in the direction of Constantinople. However, on 9 December 1912, Admiral Milne on board the battle cruiser Inflexible arrived back at Malta, and they were followed by the Hussar and the torpedo-destroyers Kennet, Chelmer, Colne, and Jed on the 11th and 12th.

On 2 March 1913 Winston Churchill, then the first Lord of the Admiralty, left Villefranche-sur-Mer on the French Riviera aboard the Hussar en route for Toulon, where they arrived the same day, with the Hussar exchanging salutes with the French battleship Voltaire. After a private meeting with M. Baudin, the French Minister of Marine. During the afternoon Admiral Bellue, the Maritime Prefect of the area, visited HMS Hussar. The torpedo-gunboat, after completing her coaling, proceeded to Hyrès to be at the disposal of Churchill, and upon her arrival salutes were again exchanged between the Hussar and all the French ships before she returned her passenger to Villefranche.

Then, on the evening of 17 April 1913, the Hussar left Malta for Syracuse in Sicily to convey Cardinal Domeneco Ferrata, the Papal Legate, to Malta for the Eucharistic Congress. She finally left Syracuse on the 22nd, arriving back at Malta with her passenger later the same day. Upon his arrival the Cardinal declared himself delighted with the hospitality extended to him by the captain and the ship's company of the Hussar, while on 3 May it was reported that Ferrata had also sent a telegram of thanks to the King for placing the Hussar at his disposal for the journey from Sicily to Malta. It was also planned that HMS Hussar was to return his eminence to Syracuse after the conclusion of the Congress.

On 5 May it was reported that the Hussar had arrived at Syracuse from Malta with the Duke and Duchess of Norfolk aboard, while on the 23rd the Lords of the Admiralty on board HMS Inflexible, and Prime Minister Asquith's party on the Hussar, cruised some miles out to sea from Malta to watch the exercises of the Fleet. Rear-Admiral Moore, and Mr Churchill who was then holidaying in the Mediterranean, then prolonged their stay at Malta until the evening of the 26th in order to witness night operations of the fleet.

Then, on 30 May, it was announced that HMS Hussar had been ordered to be re-commissioned at Gibraltar in June, with a new crew drawn from the Chatham Depot for further service in the Mediterranean. Consequently, following its arrival at Gibraltar on 7 June it was revealed that Commander Percy George Brown (*see below No.23*) had been appointed additional to the Hussar and, that following re-commissioning, was to be its new commander. As a result, Brown had to vacate command of the torpedo-gunboat HMS Jason at Sheerness, prior to proceeding to Gibraltar to take over from Lieutenant and Commander Neston William Dingle. The Hussar, which acted as the despatch boat of the Commander in Chief in the Mediterranean, was paid off on the 24th, and after Lieutenant and Commander Brown had re-hoisted the pennant the following day, the Hussar left Gibraltar for Malta on 26 June in readiness to departing in company with nine destroyers of the Mediterranean Destroyer Flotilla for Platea. There they undertook torpedo exercises before, on 7 August, it was reported that they had returned to Malta.

However, on the 19th the destroyers left again on another cruise which it was planned would last nearly until the end of October, while on the 20th HMS Hussar followed them. Unfortunately one of the destroyers was damaged on her way to Oran and, on 24 August, it was reported that she was subsequently towed to Gibraltar by the Hussar where she had arrived by the 30th. On 1 September it was announced that Admiral Sir Archibald Berkeley Milne, Commander-in-Chief, Mediterranean Fleet, would accompany a reinforced fleet which was to leave Gibraltar on 4 September to take part in a three week cruise. The plan was to call in at Cartagena on the 5th, before leaving there on the 16th, arriving the same day at Acudia Bay where they remained until the 20th, before arriving at Palma on the 22nd. Finally, the Hussar, the despatch boat of the Commander in Chief, Mediterranean Fleet, arrived at Gibraltar from Palma on the 28th.

Admiral Milne, with six cruisers, two destroyers, in company with the Hussar, left Gibraltar on 18 October to undertake a cruise to Italian ports, before arriving at Malta on the 31st. However, between 7 and 9 November 1913, the Fleet left Malta and proceeded to Palma, but leaving behind HMS Hussar.

On 10 March 1914 a report from Syracuse stated that the Hussar, with Commodore 2nd Class, Richard Fortescue Phillimore, commander of the battlecruiser HMS Inflexible aboard, had left for Catania for a two days stay, prior to cruising north to arrive at Naples on the 12th. Then, on 2 May, HMS Hussar arrived at Venice from Malta in advance of every war ship available to the Mediterranean Squadron, except for the destroyers, starting a planned visit to various ports in the Adriatic. Consequently, on 13 May the battle

cruiser HMS Inflexible, with Admiral Milne, the light cruiser Dublin, and HMS Hussar arrived in Trieste where she remained until the 18th, arriving back in Venice the same day. Finally, in June 1914 the Hussar was reported leaving Malta on the 13th, while on the 29th it was said to have left Euripos Greece, before World War One began on 4 August, when at midnight a signal was flashed to all Royal Navy Commands, "Commence hostilities against Germany."

The Hussar was then converted with sweeps, and although on conversion to a minesweeper two torpedo tubes were removed, she was still armed with one 4.7 inch and two 6 pounder guns. On 23 August 1914 Commander Percy George Brown vacated the Hussar, and the following day she was re-commissioned at Malta by Lieutenant-Commander James Archibald Rogers RNR (*see below No.24*), who was on detachment for training from HMS Egmont, the base ship at Malta. He in turn handed over to Commander Harold Escombe (*see below No.25*) on 2 December, while Commander Edward Unwin (*see below No.26*) followed on 4 February 1915, by which time HMS Hussar had been allocated to serve under the Senior Officer, Mediterranean Minesweeping Force.

During the Dardanelles campaign, Unwin took command of the steamer SS River Clyde for the landing at Cape Helles on 25 April 1915, and as a result he and two of the Hussar's ship's company, Able Seaman William Williams and Seaman George Samson, were subsequently recommended for the Victoria Cross. All three men had struggled under heavy fire to attach the landing lighters to the River Clyde, and although their award was confirmed by publication in the London Gazette on 16 August 1915, sadly for Williams it was posthumous.

Unwin left HMS Hussar due to sickness on 30 March 1915, and consequently Captain Douglas Lionel Dent (*see below No.27*) took command of HMS Hussar, remaining with her until 7 June 1915. Then, on 15 June 1915, Captain Algernon Walker-Heneage (*see below No.28*), who was promoted to Commodore 2nd Class on 16 September 1915, was appointed additional on the Hussar as Captain in charge of minesweepers, remaining accommodated aboard her until 5 December 1916. Also on 15 June 1915 Lieutenant-Commander John Rickards Middleton (*see below No.29*) became the commander of the Hussar. He was promoted to Commander on 30 June 1915, but finally on 16 August 1916 handed over to Commander Frederic Giffard (*see below No.30*), who although commander of the Hussar was, like his predecessor, also to undertake duty with the Commodore.

Both Commodore Walker-Heneage and Commander Giffard left HMS Hussar in December 1916 to serve together elsewhere, Walker-Heneage departing on the 5th, and Giffard on the 20th. The latter was replaced by Lieutenant John Hennessy R.N.R. (*see below No.31*), the Executive and Navigating Officer who had originally joined the ship on 30 June 1916. The pre-command report on him dated 16 December 1916 described him as having capabilities far in advance of the average Royal Naval Reserve Officer, and that since serving

with the Eastern Mediterranean Squadron he had become very well acquainted with the coast and islands of the Aegean Sea.

Commodore Walker-Heneage was accommodated back on HMS Hussar in for a brief period from May 1917, while Hennessey was still the commander of HMS Hussar in January 1918. He remained with her until 4 September when he transferred to HMS Excellent, a shore establishment in Portsmouth, while the acting command of the Hussar passed to Lieutenant-Commander John Sinclair Morrell (*see below No.32*) until she was finally paid off on 7 November 1918. The Hussar was then placed under the Care & Maintenance of Gunner John S. Linsey who had been with her since 12 October 1917, and Artificer Engineer John E. Lang, who was only posted to the Hussar on 18 November 1918.

However, HMS Hussar was re-commissioned at Genoa on 28 March 1919, as a despatch vessel for the Commander-in-Chief, Mediterranean Fleet, but was armed with just one 4.7 inch gun, which was used for saluting purposes. Her new commander was Commander Benjamin Wingate Barrow (*see below No.33*), who was to remain with her until she was finally paid-off. During that period she was employed assisting Vice-Admiral Sir Somerset Arthur Gough-Calthorpe, the Commander-in-Chief, Mediterranean Fleet, who, on 22 October 1918, had also been empowered by the Admiralty to conclude an armistice with the Ottoman Empire. As High Commissioner of H.M. Government at Constantinople, he also acted as the sole negotiator on behalf of all the Allies, before finally completing that assignment on 26 August 1919.

Consequently, on 30 August 1919 the Hussar arrived at Marseilles with Admiral Gough-Calthorpe, the High Commissioner at Constantinople, while on 19 April 1920 it was reported that HMS Hussar had arrived at Malta from Constantinople. The worn out Hussar was finally paid-off in July 1920 when the new HMS Surprise was commissioned at Malta as the despatch vessel for the Commander-in-Chief, Mediterranean Fleet. As a result, the Hussar was sold in December 1920, but was resold on 13 July 1921 to L. Gatt, of Malta for breaking up.

HMS Hussar - Commanders - 1896 to 1905

(9) Charles Goodhart May

8 July 1896 to 17 August 1896 (Naval Manoeuvres only)

29 May 1855: Born at Stamford in Lincolnshire.

17 September 1868: Entered Royal Navy as a Naval Cadet.

23 December 1870: Midshipman.

22 October 1875: Sub-Lieutenant.

8 December 1879: Lieutenant.

30 June 1895: Commander.

30 June 1910: Retired with rank of Captain.

20 March 1911: Of 'Rosedene', Claremont Avenue, Woking, Surrey, died at R.N. Hospital, Great Yarmouth.

(10) Gerald Charles Adolphe Marescaux

3 December 1896 to 22 December 1896

10 February 1860: Born at St Mary, Paddington, Middlesex.
15 January 1873: Entered Royal Navy as a Naval Cadet.
19 January 1876: Midshipman.
17 January 1880: Acting Sub-Lieutenant.
16 February 1880: Sub-Lieutenant.
31 December 1881: Lieutenant.
31 December 1896: Commander.
31 December 1903: Captain.
15 December 1913: Rear-Admiral.
4 November 1915: Retired with rank of Rear-Admiral.
9 January 1919: Vice-Admiral.
3 September 1920: Of 'Inchiholohan', Kikenny, Ireland. Died at the Naval Hospital, Chatham.

(11) Cuthbert Godfrey Chapman

23 December 1896 to 23 August 1898

29 August 1862: Born at 'Titniss Park', Ascot, Berkshire.
15 January 1876: Entered Royal Navy as a Naval Cadet.
21 December 1878: Midshipman.
Acting Sub-Lieutenant: 20 December 1882.
Sub-Lieutenant: 20 December 1882.
Lieutenant: 1 April 1886.
Commander: 30 June 1898:
Captain: 31 December 1904.
3 June 1916: Retired with rank of Rear-Admiral.
17 March 1931: Died at 'Ropley House', Ropley, Hampshire.

(12) Vivian Ormsby Lloyd Champion de Crespigny

Appointed 19 July 1898 (took over 23 August 1898) to 14 March 1899

31 October 1863: Born at Wivenhoe, Essex.
15 January 1877: Entered Royal Navy as a Naval Cadet.
20 December 1879: Midshipman.
20 October 1883: Sub-Lieutenant.
11 April 1887: Lieutenant.
13 March 1899: Of HMS Hussar, seriously injured playing polo during the afternoon.
14 March 1899: Died of a fractured skull in R.N. Hospital, Malta.

(13) Marcus Rowley Hill

10 April 1899 to 12 May 1900

13 March 1867: Born at St Johns', Paddington, London.
15 July 1880: Entered Royal Navy as a Naval Cadet.
13 January 1883: Midshipman.
13 January 1887: Sub-Lieutenant.
26 August 1890: Lieutenant.
30 June 1901: Commander.
31 December 1906: Captain.
21 June 1918: Appointed Officer of the Legion of Honour.
1 September 1918: Retired with rank of Rear-Admiral.
10 July 1919: Appointed a CBE.
2 November 1923: Vice-Admiral.
8 February 1925: Died at 7 Burton Court, Chelsea, London.

(14) Adolphus Huddleston Williamson

23 October 1900 to 31 December 1902

5 July 1869: Born at 101 Eaton Place, London.
15 January 1882: Entered Royal Navy as a Naval Cadet.
15 May 1884: Midshipman.

5 July 1888: Sub-Lieutenant.
30 June 1891: Lieutenant.
31 December 1902: Commander.
30 June 1908: Captain.
15 June 1917: Appointed a Companion of Order of St Michael & St George: also a Member of Royal Victorian Order.
9 February 1918: Retired with rank of Captain.
14 July 1918: Of 'Whitburn Hall', Durham. Died on active service at Great Yarmouth.

(15) Montague Lister Hulton

Appointed 3 January 1903 to 30 November 1903

19 May 1871: Born at Hulton Park, Bolton le Moors in Lancashire.
15 July 1884: Entered Royal Navy as a Naval Cadet.
15 November 1886: Midshipman.
14 November 1890: Sub-Lieutenant.
10 April 1894: Lieutenant.
9 July 1904: Retired due to nervous breakdown.
1 May 1908: Of 1c St James' Square, London. Committed suicide at 'The Park Hotel', Preston, Lancashire, by shooting in the head with a revolver.

(16) George Cunninghame Quayle

2 December 1903 to 15 January 1904

1 September 1871: Born at Castletown, Isle of Man.
15 January 1885: Entered Royal Navy as a Naval Cadet.
15 May 1887: Midshipman.
14 May 1891: Sub-Lieutenant.
30 June 1893: Lieutenant.
31 December 1903: Commander.
5 October 1910: Retired with the rank of Captain.
1 August 1914: Returned for war service.
1 March 1919: Discharged from war service.
13 June 1919: Of 17 Leinster Gardens, Bayswater, London. Committed suicide. Found on the ground 40 feet beneath his bedroom with broken spine.

(17) William Robert Willis

16 January 1904 to 2 January 1905

1 October 1869: Born at Blackheath, Kent.
15 January 1883: Entered Royal Navy as a Naval Cadet.
15 June 1885: Midshipman.
14 June 1889: Sub-Lieutenant.
1 April 1892: Lieutenant.
31 December 1904: Commander.
1 January 1910: Retired with the rank of Captain.
15 December 1912: Of 38 York Road, Kingston in Ireland. Died at 'Moana', Victoria Avenue, Claremont, Western Australia.

(18) Frederic William Dean

3 January 1905 to 17 November 1905

(for details see HMS Antelope commanders No.8)

HMS Hussar Commanders - 1905 to 1921

(19) Harry Hesketh Smyth

18 November 1905 to 11 February 1907

23 April 1872: Born.

15 July 1885. Entered Royal Navy as a Naval Cadet.
15 January 1888: Midshipman.
10 June 1892: Sub-Lieutenant.
1 October 1904: Lieutenant.
31 December 1906: Commander.
31 December 1914: Captain.
16 February 1917: Awarded the Distinguished Service Order.
1 October 1917: Appointed a Companion of Order of St Michael & St George, 3rd Class.
12 December 1919: Awarded the Legion of Honour.
5 July 1922: To Retired List.
8 May 1925: Rear Admiral.
26 July 1926: Died aged 54 at Pitmore Cottage, Sway in Hampshire.

(20) David Monteith Hamilton
12 February 1907 to 10 January 1908

12 October 1874: Born at Nowshera in India.
15 January 1889: Entered Royal Navy as a Naval Cadet.
15 March 1891: Midshipman.
14 September 1894: Sub-Lieutenant.
10 April 1897: Lieutenant.
31 December 1907: Commander.
23 February 1912: Retired with the rank of Captain.
5 August 1914: Returned for war service.
4 June 1917: Appointed a Companion of Order of St Michael & St George.
25 January 1918: Awarded the Legion of Honour.
26 March 1919: Discharged from war service.
8 April 1920: Reverted to Retired List.
18 May 1942: Died at the Park Lane Hotel, London, W1.

(21) Claude Lionel Cumberlege
10 January 1908 to 10 January 1910

9 June 1866: Born at St John's in London.
15 January 1891: Entered Royal Navy as a Naval Cadet.
15 July 1893: Midshipman.
15 January 1897: Sub-Lieutenant.
30 June 1899: Lieutenant.
22 June 1911: Commander.
30 June 1916: Captain.
11 July 1922: Retired with rank of Captain.
7 August 1926: Rear-Admiral.
22 November 1963: Died at the 'Casta Esteve', Cala Ratjada, Mallorca, Spain.

(22) Neston William Diggle
10 January 1910 to 24 June 1913

7 January 1881: Born in San Francisco, California, USA.
15 July 1894: Entered Royal Navy as a Naval Cadet.
15 July 1896: Midshipman.
Not employed as such: Sub-Lieutenant.
15 July 1901: Lieutenant.
30 June 1913: Commander.
25 January 1918: Appointed a Chevalier of the Legion of Honour.
8 August 1918: Awarded the Croix de Guerre.
21 January 1919: Appointed an Officer of the Order of the Crown of Belgium.
23 May 1919: Appointed a Companion of Order of St Michael & St George.
15 January 1926: Retired with rank of Captain.
25 August 1939: Returned for temporary war service.
15 February 1940: Reverted to Retired List.

17 December 1963: Died at Tellisfont House, Tellisfont in Somerset.

(23) Percy George Brown

10 January 1913 to 25 August 1914

9 December 1874: Born in Edinburgh.
15 July 1887: Entered Royal Navy as a Naval Cadet.
15 March 1890: Midshipman.
4 June 1896: Sub-Lieutenant.
1 October 1896: Lieutenant.
31 December 1912: Commander.
17 May 1918: Awarded the Croix de Guerre.
21 June 1918: Appointed a Chevalier of the Legion of Honour.
11 June 1919: Appointed a C.B.E. (Military).
20 December 1919: Retired with rank of Captain.
25 May 1954: Died at 18 Belgrave Crescent, Edinburgh.

(24) James Archibald Rogers

25 August 1914 to 1 December 1914

(Royal Naval Reserve - on detachment for training from HMS Egmont, base ship at Malta)

6 April 1875: Born at Hull in Yorkshire.
14 April 1885: Entered Mercantile Marine as a Boy.
1 July 1890: Apprentice in Mercantile Marine.
15 March 1892: Able Seaman in Mercantile Marine.
28 September 1892: Midshipman RNR.
13 October 1892: 3rd Mate in Mercantile Marine.
23 November 1895: 2nd Mate in Mercantile Marine.
13 April 1901: 1st Mate in Mercantile Marine.
26 April 1901: Sub-Lieutenant RNR.
14 March 1903: Master in Mercantile Marine.
28 June 1905: Lieutenant RNR.
13 August 1914: Lieutenant-Commander RNR (seniority from 28 June 1913).
29 January 1917: Demobilized from RNR.
26 February 1918: Of 17 Bedford Row, Middlesex, died while serving in Mercantile Marine and buried at sea.

(25) Harold Escombe

2 December 1914 to 4 February 1915

16 September 1874: Born at 'Highfield', Bursledon, Hampshire.
15 January 1888: Entered Royal Navy as a Naval Cadet.
3 November 1890: Midshipman.
14 January 1896: Sub-Lieutenant.
22 June 1897: Lieutenant.
31 December 1908: Commander.
29 March 1915: Acting Captain.
29 September 1920: Retired with rank of Captain.
27 March 1933: Died at 'Rosemary', Chiddingfold St Mary in Surrey.

(26) Edward Unwin

4 February 1915 to 30 March 1915

17 March 1864: Born at 'Forest Lodge', Fawley, near Southampton in Hampshire.
2 February 1878: Entered Mercantile Marine on Training Ship HMS Conway.
5 March 1884: 3rd Mate in Mercantile Marine.
31 December 1884: 2nd Mate in Mercantile Marine.
24 January 1887: 1st Mate in Mercantile Marine.
31 October 1895: Entered Royal Navy as Probationary Lieutenant.
28 January 1897: Lieutenant.

17 March 1909: Retired with rank of Commander.
29 July 1914: Recalled for war service.
16 August 1915: Awarded the Victoria Cross.
1 January 1916: Appointed a Companion of Order of St Michael & St George.
11 November 1918: Retired with rank of Captain.
21 March 1919: Awarded the Order of the Nile 3rd Class.
23 May 1919: Appointed a Companion of the Bath.
15 November 1919: Reverted to the Retired List.
12 December 1919: Awarded the Legion of Honour.
19 April 1950: Of 'Ling Cottage', Hindhead, Surrey, died at Crossways Road, Grayshott in Hampshire.

(27) Douglas Lionel Dent

30 March 1915 to 7 June 1915

7 August 1869: Born at Hollyhead, Anglesey, Wales.
15 January 1882: Entered Royal Navy as a Naval Cadet.
15 August 1884: Midshipman.
14 August 1888: Sub-Lieutenant.
14 August 1889: Lieutenant.
31 December 1901: Commander.
30 June 1908: Captain.
1 January 1916: Appointed a Companion of Order of St Michael & St George.
1 January 1919: Appointed a Companion of the Bath.
3 August 1919: Rear-Admiral.
1 January 1925: Vice-Admiral.
6 August 1926: Retired with the rank of Vice-Admiral.
27 February 1929: Admiral.
11 July 1959: Of Holt Road, Aylmerton, Norfolk, died in the Norfolk & Norwich Hospital at Norwich.

(28) Algernon Walker-Heneage

15 June 1915 to 5 December 1916

(Captain in Charge of Minesweepers - additional aboard Hussar)

14 February 1872: Born at Compton Bassett in Wiltshire.
15 July 1884: Entered Royal Navy as a Naval Cadet.
15 July 1886: Midshipman.
14 November 1890: Sub-Lieutenant.
14 November 1892: Lieutenant.
2 May 1900: Commander.
1 November 1904: Appointed a M.V.O.
31 December 1906: Captain.
16 September 1915: Commodore 2nd Class.
1 January 1916: Appointed a C.B. (Military).
28 August 1918: Appointed an Officer of the Legion of Honour.
3 December 1918: Rear-Admiral.
29 July 1920: Retired with the rank of Rear-Admiral.
21 July 1921: Granted Royal License to change name to Algernon Walker-Heneage-Vivian.
22 April 1922: Awarded the Order of the Rising Sun, Second Class; and appointed a Grand Officer of the Crown of Italy.
8 October 1923: Vice-Admiral.
1 August 1927: Admiral.
26 February 1952: Died at Clyne Castle in Blackpill, Swansea in Wales.

(29) John Rickards Middleton

15 June 1915 to 16 August 1916

10 October 1880: Born at 6 Lee Park, Lee in Kent.
15 January 1895: Entered Royal Navy as a Naval Cadet.

15 March 1897: Midshipman.
15 September 1900: Sub-Lieutenant.
15 September 1901: Lieutenant.
15 September 1909: Lieutenant-Commander.
30 June 1915: Commander.
13 August 1915: Awarded the Distinguished Service Order.
7 July 1920: Retired with rank of Commander.
6 May 1922: Sailed from Southampton for Auckland, New Zealand.
10 October 1925: Captain (retired).
1 December 1927: Appointed Director of Royal Naval Reserve (New Zealand).
1982: Died at Gisborne, East Cape in New Zealand.

(30) Frederic Giffard

17 August 1916 to 12 December 1916

4 June 1885: Born at 83 St George's Square, Pimlico, London.
15 January 1900: Entered Royal Navy as a Naval Cadet.
15 May 1901: Midshipman.
15 July 1904: Sub-Lieutenant.
15 January 1905: Lieutenant.
30 June 1916: Commander.
1 January 1919: Awarded the Distinguished Service Order.
8 January 1923: Retired unfit with rank of Commander.
22 February 1923: Of 'Highfield', Bishops Waltham, Hampshire, died at St Bartholomew's Hospital in London.

(31) John Hennessy

20 December 1916 to 14 September 1918

8 September 1889: Born at Tenby in Pembrokeshire.
9 July 1904: Midshipman RNR.
20 June 1906: Awarded Merchant Certificate of Second Mate (Ordinary) at London.
22 June 1906: Awarded Merchant Certificate of Second Mate (Foreign Going).
11 September 1907: Awarded Merchant Certificate of First Mate (Ordinary) at London.
13 September 1907: Awarded Merchant Certificate of First Mate (Foreign Going).
27 March 1909: Acting Sub-Lieutenant.
10 February 1909: Awarded Merchant Certificate as Master (O.C.).
12 February 1909: Awarded Merchant Certificate of Competency of Master of a foreign going ship.
1 September 1909: Sub-Lieutenant.
1 September 1912: Lieutenant.
31 December 1917: Acting Lieutenant-Commander.
30 June 1920: Awarded the Reserve Decoration.
1 September 1920: Lieutenant-Commander.
2 May 1925: Retired.
8 September 1926: Commander.
22 May 1954: Of 47 Birchwood Road, Sidcup in Kent, died at the Queen Mary's Hospital, Sidcup.

(32) John Sinclair Morrell

(Acting) 4 September 1918 to 7 November 1918

14 November 1883: Born at Cholsey in Berkshire.
15 September 1897: Entered Royal Navy as a Naval Cadet.
15 July 1899: Midshipman.
15 November 1902: Sub-Lieutenant.
30 June 1905: Lieutenant.
30 June 1913: Lieutenant-Commander.
27 November 1922: Granted Certificate of Service as a Master of a Foreign-going Ship (No.77163).

12 December 1926: Retired with rank of Commander.

15 August 1956: Of 'Cavello Hill', Somerset, Bermuda, died at The King Edward VII Memorial Hospital, Paget in East Bermuda.

(33) Benjamin Wingate Barrow

4 March 1919 to July 1920 (Paid off)

21 August 1878: Born

15 July 1892: Entered Royal Navy as a Naval Cadet.

15 February 1895: Midshipman.

26 October 1898: Sub-Lieutenant.

14 April 1901: Lieutenant.

1 April 1909: Lieutenant-Commander.

31 December 1914: Commander.

1 April 1919: Awarded the DSO.

30 June 1920: Captain.

14 October 1932: Rear-Admiral.

15 October 1932: Retired with rank of Rear-Admiral.

15 December 1942: Awarded the Greek Order of the Phoenix, 2nd Class.

23 January 1966: Died at 'Bonaventure', Bertha Avenue, Claremont, Cape Province in South Africa.