
# SIXTH SUPPLEMENT

TO

# The London Gazette

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FRIDAY, 19 FEBRUARY, 1915

*Admiralty, 19th February, 1915*

The following Memorandum has been furnished by the Admiral Commanding the East Coast Mine sweepers, detailing the recent mine-sweeping operations off Scarborough

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From the 19th to the 31st December sweeping operations were conducted by the East Coast Mine sweepers with the object of clearing the minefield which had been laid by the enemy off Scarborough

At the beginning there was no indication of the position of the mines, although owing to losses of passing merchant ships it was known that a minefield had been laid

In order to ascertain how the mines lay it was necessary to work at all times of tide with a consequent large increase in the element of danger

The following officers are specially noticed for their services during the operations —

*Commander Richard H Walters, R N*, A M S Staff, was in charge of the whole of the mine sweeping operations from 19th to 31st December During this period a large number of mines were swept up and destroyed By the 25th December, a channel had been cleared, and traffic was able to pass through by daylight

*Commander (now Captain) Lionel G Preston, R N*, H M S "Skipjack," on the 19th December, proceeded at once into the middle of the area where the mines had exploded to give assistance to the damaged trawlers He anchored between the trawlers and the mines which had been brought to the surface, and proceeded to sink them

*Lieutenant Godfrey Craik Parsons, R N*, H M S "Pekin," displayed great skill and devotion to duty in continuing to command his group of trawlers after having been mined in Trawler No 58 on 19th December. On this day his group exploded eight mines, and brought to the surface six more, Trawler No 99 being blown up and Nos 58 and 465 damaged, all in the space of about 10 minutes

*Lieutenant H Boothby, R N R*, H M S "Pekin" When Trawler No 99 ("Orianda") in which he was serving was blown up by a mine on the 19th December, Lieutenant Boothby successfully got all his crew (except one who was killed) into safety Lieutenant Boothby was again blown up on 6th January, 1915, in Trawler No 450 ("The Banyers")

*Lieutenant C. V. Crossley, R.N.R.*, H.M.S. "Pekin." Whilst sweeping on 19th December, three violent explosions occurred close under the stern of his ship, Trawler No. 465 (Star of Britain). He controlled the crew, and himself crawled into a confined space near the screw shaft, discovered the damage, and temporarily stopped the leak sufficiently to enable the pumps to keep the water down and save the ship.

*Skipper T. Tringall, R.N.T.R.*, Trawler "Solon," No. 55, on his own responsibility went to the assistance of the Steamer "Gallier," which had just been mined on the night of 25th December. It was low water at the time and dark, and the "Gallier" was showing no lights, so had to be searched for in the mine field.

*Skipper Ernest V. Snowline, R.N.T.R.*, Drifter "Hilda and Ernest," No. 201, carried out his duties as Commodore of the Flotilla of Lowestoft drifters under Chief Gunner Franklin, R.N., in a most satisfactory manner. He kept to his station in heavy weather, standing by the S.S. "Gallier" after she had been damaged by a mine.

*Lieutenant W. G. Wood, R.N.R.*, Trawler "Restrivo," No. 48, did excellent work in going to the assistance of damaged trawlers on 19th December, and performed the risky duty of crossing the mine field at low water when sent to bring in the "Valiant," which had been disabled by a mine.

*Skipper George W. Thornton, R.N.T.R.*, Trawler "Passing," No. 58, displayed great coolness and rendered valuable assistance to Lieutenant Parsons in controlling the crew when No. 58 had been mined.

*Skipper William Allerton, R.N.T.R.*, Drifter "Eager," No. 202, kept to his station in heavy weather, standing by the S.S. "Gallier" after she had been damaged by a mine.

*Sub-Lieutenant W. L. Scott, R.N.R.*, Drifter "Principal," went alongside the Trawler "Garmo" in a dinghy to rescue a man at considerable risk to himself and his boat, as the vessel was floating nearly vertical at the time, with only the forecastle above water. She turned completely over and sank a few minutes after he left her.

*Skipper Thomas B. Belton, R.N.T.R.*, Drifter "Retriever," No. 223, kept to his station, marking the safe channel for shipping when all other drifters were driven in by the weather.

The following are also commended for Good Service done under dangerous conditions:—

Robert A. Gray, Engineman, R.N.R. No. 694ES, M.S.Tr. No. 465.

William A. Lewis, P.O., Icl., O.N. 178498, M.S.Tr. No. 450.

Christopher Briggs, Engineman, R.N.R. No. 1542ES, M.S.Tr. No. 450.

William Gladding, Cook, R.N.R. No. 223T.C., M.S.Tr. No. 450.

Robert Frost, Second Hand, R.N.R. No. 81D.A., M.S.Tr. No. 43.

Edwin F. Frankland, Deck Hand, R.N.R. No. 2481D.A., M.S.Tr. No. 49.

George Newman, Engineman, R.N.R. No. 625ES, M.S.Tr. No. 451.

William R. Kemp, Engineman, R.N.R. No. 846ES, M.S.Tr. No. 49.

The KING has been graciously pleased to give orders for the following appointment to the Distinguished Service Order and for the award of the Distinguished Service Cross in respect of the undermentioned Officers, in recognition of their services mentioned in the foregoing despatch:—

*To be a Companion of the Distinguished Service Order.*

Lieutenant H. Boothby, R.N.R.

*To receive the Distinguished Service Cross.*

Lieutenant C. V. Crossley, R.N.R.
Skipper T. Tringall, R.N.T.R.
Skipper Ernest V. Snowline, R.N.T.R.

The following awards have also been made:—

*To receive the Distinguished Service Medal.*

Robert A. Gray, Engineman, R.N.R., No. 694ES.

William A. Lewis, Petty Officer, 1st Class, O.N.178498.

Christopher Briggs, Engineman, R.N.R., No. 1542ES.

William Gladding, Cook, R.N.R., No. 223TC.

Robert Frost, Second Hand, R.N.R., No. 81DA.

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ADMIRALTY MEMORANDUM on the combined operations by H.M. Ships and Naval Seaplanes on the 25th December, 1914.

On the 25th December, 1914, an air reconnaissance of the Heligoland Bight, including Cuxhaven, Heligoland, and Wilhelmshaven, was made by naval seaplanes, and the opportunity was taken at the same time of attacking with bombs points of military importance. The reconnaissance involved combined operations by light cruisers, destroyers and seaplane-carriers, under Commodore Reginald Y. Tyrwhitt, C.B., and submarines acting under the orders of Commodore Roger Keyes, C.B., M.V.O.

The vessels detailed for the operations arrived at their rendezvous before daylight, and as soon as the light was sufficient the seaplanes were hoisted out and despatched. The following Air Service officers and observers took part in the reconnaissance:—

*Pilots.*

Flight Commander (now Squadron Commander) Douglas Austin Oliver.

Flight Commander Francis Esme Theodore Hewlett.

Flight Commander Robert Peel Ross.

Flight Commander Cecil Francis Kilner.

Flight Lieutenant (now Flight Commander) Arnold John Miley.

Flight Lieutenant Charles Humphrey Kingsman Edmonds.

Flight Sub-Lieutenant (now Flight Lieutenant) Vivian Gaskell Blackburn.

*Observers.*

Lieutenant Erskine Childers, R.N.V.R.

C.P.O. Mechanic James W. Bell.

C.P.O. Mechanic Gilbert H. W. Budds.

The seaplane-carriers were commanded by:—

Squadron Commander Cecil J. L'Estrange Malone.

Flight Commander Edmund D. M. Robertson.

Flight Commander Frederick W. Bowhill.

At the beginning of the flight the weather was clear, but on nearing the land the seaplanes met with thick weather, and were compelled to fly low, thus becoming exposed to a heavy fire at short range from ships and shore batteries. Several machines were hit, but all remained in the air for over three hours, and succeeded in obtaining valuable information regarding the disposition of the enemy's ships and defences. Bombs were also dropped on military points. In the meanwhile German submarines, seaplanes and Zeppelins delivered a combined attack upon the light cruisers, destroyers and seaplane-carriers, but were driven off.

Flight Commanders Kilner and Ross and Flight Lieutenant Edmonds regained their ships. Flight Commander Oliver, Flight Lieutenant Miley and Flight Sub-Lieutenant Blackburn became short of fuel, and were compelled to descend near Submarine E.11, which with other submarine vessels was watching inshore to assist any seaplane that might be in difficulties. Lieutenant-Commander Martin E. Nasmith, commanding E.11, although attacked by an airship, succeeded, by his coolness and resource, in rescuing the three pilots. Flight Commander Hewlett, after a flight of 3½ hours, was compelled to descend on account of engine trouble, but was rescued by a Dutch trawler, landed in Holland, and returned safely to England.

An expression of their Lordships' appreciation has been conveyed to Commodore Keyes (Commodore S.), Commodore Tyrwhitt (Commodore T.), and to Captain Sueter (Director of the Air Department), for their share in the combined operations which resulted in this successful reconnaissance.

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The KING has been graciously pleased to give orders for the following appointments to the Distinguished Service Order:—

*To be Companions of the Distinguished Service Order.*

Captain Cecil Francis Kilner, R.M.L.I. (Flight Commander).

Lieutenant Charles Humphrey Kingsman Edmonds, R.N. (Flight Lieutenant).

The following awards have also been made:—

*To receive the Distinguished Service Medal.*

Chief Petty Officer Mechanic James William Bell, No. M. 489.

Chief Petty Officer Mechanic Gilbert Howard William Budds, No. 271764.

*Admiralty, 19th February, 1915.*

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