

FORGOTTEN WRECKS OF THE FIRST WORLD WAR

Silver War Badges



The Silver War Badge was awarded to most servicemen and woman who were discharged from military service during the First World War. Read more about the badge and the stories behind several awards to seamen of the Mercantile Marine. This article has been researched and written by MAT volunteer Roger Burns.

Forgotten Wrecks of the First World War



LOTTERY FUNDED



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Research Report

During the Maritime Archaeology Trust's Heritage Lottery funded Forgotten Wrecks of the First World War project, scores of volunteers undertook online research into vessels that were lost off the south coast of England during the First World War.

Their findings were used to populate the project database and contributed to Site Reports. Both are publicly available via the Forgotten Wrecks website.

This Research Report was undertaken by one of our volunteers and represents many hours of hard and diligent work. We would like to take this opportunity to thank all our amazing volunteers.

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FORGOTTEN WRECKS OF THE FIRST WORLD WAR

**Officers and Seamen
of the MERCANTILE MARINE to whom
SILVER WAR BADGES
were awarded 1914 - 1919 and whose ships are listed in
the Forgotten Wrecks of the First World War Project Area**

Researched and written by Roger Burns

What are the Silver War Badge and the King's Certificate of Discharge?

This small sterling silver badge is a pin designed to be worn on civilian clothes after early discharge from the army (see below for Mercantile Marine). It was first issued in 1916, when it was also retrospectively awarded to those already discharged since August 1914. The Silver War Badge was initially called simply the 'War Badge'; it has also been popularly known as the 'Silver Wound Badge', 'Services Rendered Badge', 'Discharged Soldiers Badge', or 'King's Silver Badge'.

The certificate is an ornate printed scroll in which the number, names and unit of the discharged serviceman or woman were handwritten in a calligraphic script. The wording was '[...Number, rank, name, unit...] *Served with honour and was disabled in the Great War. Honourably discharged on...*' followed by a facsimile signature of King George V. There were different designs for the Army, Navy and Air Force, and for Imperial troops.

Who received the Silver War Badge and King's Certificate?

The Silver War Badge was awarded to most servicemen and women who were discharged from military service during the First World War, whether or not they had served overseas. Expiry of a normal term of engagement did not count and the most common reason for award of the badge was King's Regulations Paragraph 392 (xvi), meaning they had been released on account of being permanently physically unfit. This was often a result of sickness, disease or uncovered physical weakness and war wounds. Soldiers discharged during the war because of disabilities they sustained after they had served overseas in a theatre of operations (an area where there was active fighting) could also receive a King's Certificate. Entitlement to the Silver War Badge did not necessarily entitle an individual to the award of a King's Certificate, but those awarded a Certificate would have been entitled to the Badge.

What was the purpose of the Silver War Badge and King's Certificate?

The main purpose of the badge was to prevent men not in uniform and without an apparent disability being thought of as shirkers – it was evidence of having presented for military service, if not necessarily serving for long.

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A closer look: The Silver War Badge

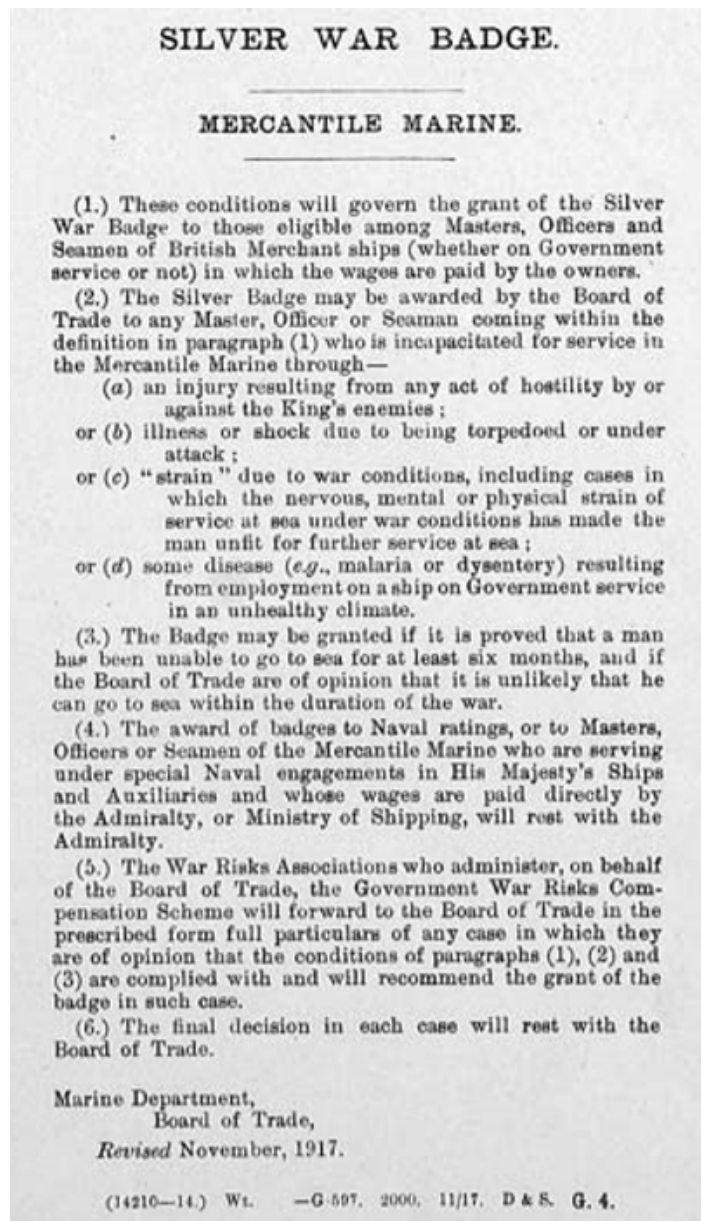
On the back of each badge is a unique number corresponding to the Silver War Badge rolls that survive at The National Archives (TNA). This means that each badge can be traced to an individual (Imperial War Museum)

The following refers to the Mercantile Marine Silver War Badge and comes from an article for *Medal*

News by Bill Fevyer: "The Silver War Badge was awarded by the Board of Trade to any Master, Officer or Seaman of ships of the British Mercantile Marine in which the wages were paid by their owners. The Masters, Officers or Seamen who met the above conditions should prove that they had remained incapacitated for service in the Mercantile Marine through:

- An injury resulting from any act of hostility by or against the King's enemies.
- Illness or shock due to being torpedoed or under attack.
- Nervous, mental or physical "strain" due to war conditions.
- Some disease (e.g. malaria) resulting from employment on a ship on Government service in an unhealthy climate.

The badge was granted to the applicant if he had been unable to work for at least 6 months and the Board of Trade were of the opinion that it was unlikely that he could go to sea within the duration of the War." (Fevyer, 1991).



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In 1917, the Board of Trade issued a directive which can be found at The National Archives along with correspondence between the Board of Trade and The Seafarers' Joint Council. The Board of Trade had given the Joint Council a list of Mercantile Marine recipients in December 1922, with the following text:

As you are doubtless aware, the Silver War Badge, which was at first awarded only to officers and men of His Majesty's Naval, Military and Air Forces, was afterwards granted to Masters, Officers and Seamen of the Mercantile Marine who were disabled through enemy action or war risks, under certain conditions (as outlined in the caption). Claims for the Badge from any men disabled prior to 31st December 1919 have been considered. Belated claims will still be dealt with, but the work of awarding this war decoration has now practically ceased. A list of those officers and seamen who have received the Badge has been drawn up, and constitutes an interesting record of War Service; a brief statement of the cause of disablement in each case is included, showing vividly the risks to which merchant seamen were exposed during the war. The Board of Trade believe that this record will be of interest to the Seafarers' Joint Council. (TNA, MT/9/1404).

Overall in the First World War, approximately 1,150,000 Silver War Badges were issued. For the Mercantile Marine, a total of 569 applications were reviewed and 155 Badges awarded and those which are attributed to vessels which were lost in the area of the Forgotten Wrecks project are listed alphabetically below. It is acknowledged that there will be other recipients who became eligible for the Badge whose vessels operated in the Forgotten Wrecks area. These are not included because their vessels were not lost within the project area.

SHIP NAME	SHIP ON	RECIPIENT NAME	MM LIST BADGE NR	RANK OR RATING	CAUSE OF INCAPACITY
<i>Alaunia</i>	RMS 135513	A. Harris	25	Printer	Compound fracture of right leg caused by the falling of the lifeboat while being lowered after vessel had been torpedoed.
<i>Anglia</i>	HMHS 111031	G.N. Thomas	6	2 nd Mate	Oblique fracture of right thigh, fracture of trochanter, injury to right knee and fracture of bone of foot, caused by wreckage while in the water after the vessel struck a mine.
<i>Asturias</i>	HMHS 124669	James Dewey	148	Sick Berth Steward	Mental breakdown due to strain of serving in hospital ship under war conditions.
<i>Broomhill</i>	125460	W. Jones	131	Fireman	Wounded by shrapnel in left shoulder by gunfire from enemy submarine.
<i>Cape Finisterre</i>	124237	Wallace de Grey	135	Wireless Operator	Ear trouble caused by blow from wreckage when ship was torpedoed.
<i>Diomed</i>	105300	F.M. Richardson	11	1 st Mate	Compound fracture of left leg and dislocation of right hip; caused by shell fire from enemy submarine.
<i>Eastern Prince</i>	129747	H.E. Ellis (formerly Sakove)	116	Wireless Operator	Neurasthenia and partial deafness due to shock when vessel was torpedoed.

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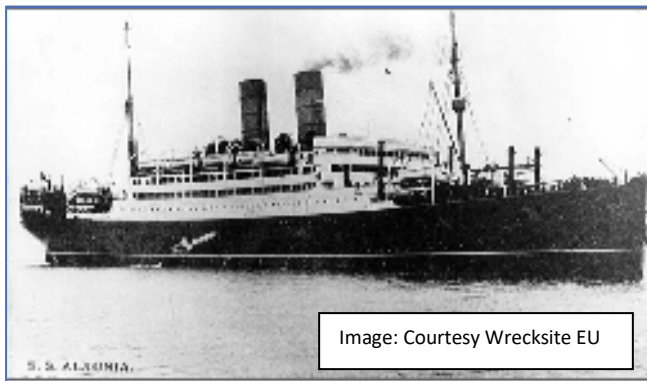
SHIP NAME	SHIP ON	RECIPIENT NAME	MM LIST BADGE NR	RANK OR RATING	CAUSE OF INCAPACITY
<i>Hungerford</i>	136803	J.E.C. Lawlor	121	Cadet	Heart trouble due to shock when ship was torpedoed.
<i>Irene</i>	Steam Yacht 98150 [+1915]	T.F. Davis	70	Winchman	Nervous exhaustion, neurasthenia and chronic rheumatism caused by shock and immersion when ship was mined or torpedoed.
<i>Lady Charlotte</i>	120596	J.W. Smith	61 Not designated SS	Master	Nervous breakdown caused by war conditions.
<i>Lusitania</i>	115988	O. Slavin	21	Trimmer	Amputation of left arm; injury caused by explosion of torpedo.
<i>Maloja</i>	132012	H. Felix	56	Barber	Neurasthenia, the result of exposure after the vessel had been mined or torpedoed.
<i>Maloja</i>	132012	G. Pauncefort	91	Steward	Permanently incapacitated through injury to right hand when ship was torpedoed.
<i>Porthkerry</i>	128525	J. Doubler	27	Fireman	Struck on the eye by splinter of wreckage when the vessel was blown up; sight of both eyes permanently lost.
<i>Sjaelland</i>	Iron 3-masted schooner rigged SS. 133595	J.H. Wardell	80	Second Officer	Back and left arm injured by shell fire from enemy submarine.
<i>Vesuvio</i>	Sail & Steam 79155	E.J. Wiggin	7	Steward	Right leg amputated above knee: vessel torpedoed.

Notes to the above list:

1. The Ship *Official Numbers* are not given in the Official Silver Badge List but have been added to distinguish the specific ships as in some cases, there are more than one ship of the same name.
2. All the above vessels are designated SS (Steamship) except where shown. *Anglia* & *Asturias* were hospital ships.
3. Neurasthenia is described in Encyclopaedia Britannica as “*syndrome marked by physical and mental fatigue accompanied by withdrawal and depression*”. The term is no longer in common usage.

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Alaunia, a four-decked, twin screw British passenger steamer, nearly 160m (520 feet) in length with two quadruple cylinder engines. (TNA, BT 110/234/29) It is said to be the largest wreck off the English



Sussex south coast, and was owned at the time of its loss, by The Cunard Steamship Co. Ltd., Liverpool. En route New York to London, having disembarked most of the passengers, *Alaunia* was mined at 04.30am 2 miles S½W of the Royal Sovereign LV on 19 October 1916, the mines having been laid by German submarine *UC16*. Captained by Horace Mills Benson and carrying 8,000 tons of general cargo, there were 180 passengers

on board, and 166 crew. There were 2 fatalities, commemorated at Tower Hill Memorial and at Liverpool (Toxteth Park) Cemetery. The survivors were landed at Dover and Newhaven by Patrol vessels. The Silver Badge list includes a printer by the name of A. Harris, having suffered a *compound fracture of right leg caused by the falling of the lifeboat while being lowered after vessel had been torpedoed*. (TNA, ADM 137/2960) (Wrecksite EU) (uboard.net)

Anglia

Anglia was a dual screw steamer passenger ship of 1,862 grt built in 1900 by W. Denny & Bros Ltd of Dumbarton for the London & North-Western Railway Co of Crewe and capable of 21 kts. (Wrecksite EU). At the time of its loss, *Anglia* was operating as a Hospital Ship. In this role, it was crossing the Channel from France on 17 November 1915, with 385 crew and passengers (including a large number of wounded), when it struck a mine from the German submarine *UC-5* and sank one mile east of Folkestone Gate. The steamship struck the mine on the port side, forward of the bridge, the violence of the explosion blowing the Master, Capt. Manning, from his position on the bridge to the deck below. Fortunately, he remained in possession of his senses and at once ordered the lifeboats to be swung out, the first of which got away safely with about 50 survivors. 2nd Mate, G.N. Thomas (see below) received the Silver War Badge resulting from an *oblique fracture of right thigh, fracture of trochanter, injury to right knee and fracture of bone of foot, caused by wreckage while in the water after the vessel struck a mine*.

After this the ship took a heavy list and sank within ten minutes, taking with it four army officers, one nurse, 104 soldiers and 25 crew. 24 of the crew are commemorated on the Tower Hill Memorial, one at Holyhead (Maeshyfryd) Burial Board Cemetery, and, through MAT's Heritage Lottery funded Forgotten Wrecks project, some via the Imperial War Museum's Digital Lives of the First World War (IWMa). The total number of wounded on board was 13 officers and 372 other ranks, in addition to the usual medical staff (80 of whom were lost) and ship's company. The disaster occurred about 12.30 and was seen from the collier *Lusitania* voyaging from London to Lisbon, which steamed to the *Anglia*'s assistance and lowered two boats. These had scarcely cast off when the *Lusitania* also struck a mine

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and began to sink. *Lusitania*'s boats therefore returned and took off the remainder of the ship's company, there being no loss of life. (Historic England: Anglia).

The wreck of *Anglia* is a Protected Place under the Protection of Military Remains Act 1986 and features in the booklet 'War Graves of the Sea' (MAT 2018a) produced through the Forgotten Wrecks project.

George Thomas, recipient of the Silver War Badge, was born in 1885 at Rock Ferry in Cheshire, baptised at St Peter's Church, Liverpool, and died aged 84 in Shrewsbury in 1970. His father was also named George, and his mother, Eleanor also gave birth to George's younger brother, Henry, and younger sister Alice. George lived his early years in Tranmere, Merseyside. When George was in his 20s and in the Mercantile Marine, his family resided in Liverpool.

Asturias was a 12,181 grt passenger steamer which was requisitioned as a hospital ship in 1914 from Royal Mail Steam Packet Co. Ltd., London. It was powered by 6 steam turbines and was driven though



Image: Courtesy Roll of Honour.com

dual screws at a cruising speed of 16 knots. (Wrecksite EU). Late at night on 20 March 1917, having discharged 1,000 wounded men at Avonmouth, and as it was steaming unarmed towards Southampton displaying clear evidence of being a hospital ship, German submarine UC66 torpedoed *Asturias* destroying one propeller and its rudder and flooding the engine room but in the early hours it managed to beach off Salcombe,

Devon. 22 crew were injured, as were 17 military personnel (TNA, ADM 137/2961). 36 lost their lives and are commemorated at Southampton Old Cemetery (17), Southampton (Hollybrook) Cemetery (5), Southampton (St. Mary Extra) Cemetery (1), Sholing (St. Mary) Churchyard (1), Sunderland (Bishopwearmouth) Cemetery (1), Dorchester Cemetery, Dorset (1), and the Tower Hill Memorial (10). Through the Forgotten Wrecks project, they are also commemorated in the Imperial War Museum's Digital Lives of the First World War (IWMb). Eventually, *Asturias* was recovered and used as an ammunition hulk. The vessel was subsequently refitted in 1920, renamed *Arcadian*, and resumed cruising in the Mediterranean and West Indies. A more extensive account can be found on the MAT website (MAT "Asturias").

James Dewey, Sick Berth Steward, was obviously under strain for some time, as the Silver Badge list refers to him having a *mental breakdown due to strain of serving in hospital ship under war conditions*. His previous ship was *Oruba* and he was born in 1874 at Fareham, Hampshire.

Broomhill, a 1,392 tons grt., single screw steam driven British collier, was owned by Broomhill Collieries Ltd, Newcastle-upon-Tyne (Historic England: Broomhill). En route from Penarth to Sheerness



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with a cargo of 1,700 tons of coal, *Broomhill* was captured and sunk with explosive 9 miles SW of Portland Bill by German submarine *UC-61* on 10 May 1915. Initially, at 3.30 am, the submarine opened fire at 800yds, and *Broomhill's* Master, G. Wright, tried to escape ordering full speed, but after being hit about 12 times and with disabled helm and two killed, he surrendered. A patrol vessel (TNA, ADM 137/2962) picked up the survivors, landing them at Weymouth. The two men who were lost are commemorated on the Tower Hill Memorial and Melcombe Regis Cemetery, Weymouth, Dorset. There was one wounded, being W. Jones, a fireman, and he is described in the Silver Badge list as being *wounded by shrapnel in left shoulder by gunfire from enemy submarine*.

Cape Finisterre, a 4,380 tons grt. 1907 built defensively armed British cargo ship (naval-history.net), owned by Lyle Shipping Co., was torpedoed without warning mid-afternoon on 2 November 1917 by German submarine *UC-17* 1-mile SSE from Manacles Buoy, Cornwall, with loss of 35 of the 46 aboard. The vessel, with a cargo of 5,900 tons of steel billets, was torpedoed on the port side in No.4 hold and sank almost at once. The only survivors were the radio operator, a gunner, one seaman, one apprentice and two Chinese stewards They were picked up by the escort vessel and landed at Falmouth (TNA, ADM 137/2963). Those who lost their lives are commemorated on the Tower Hill Memorial (19), Hong Kong Memorial (14), Bombay 1914-1918 Memorial, Mumbai (1), (MAT 2018b) and Chatham Naval Memorial, (1).

The Wireless Operator, Wallace de Grey, suffered *ear trouble caused by blow from wreckage when ship was torpedoed* and was listed as a Silver War Badge recipient.

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Diomed was a screw steamer cargo and passenger ship (Clydeships.co.uk), "Orestes class", of 4,672 grt built in 1895 by Scott & Co., of Greenock for The Ocean Steamship Co, (A. Holt & Co.), Liverpool, part

THE ILL-FATED DIOMED. Belfastman's Exciting Experience.

In the course of an interview Mr. John Davidson, Duncairn Gardens, Belfast, who was a ship's carpenter on board the Holt liner *Diomed*, related how that vessel was chased by a German submarine and eventually torpedoed. "We sighted the submarine," he said, "about ten or eleven o'clock in the morning. It was calculated to be then ten or twelve miles astern of our ship. The distance separating us was soon reduced owing to the superior speed of the smaller craft. Captain Myles, who died on the bridge at his post, gave the order 'Full steam ahead.' Every man available went to the engine-room and stoked for all he was worth. By this time the submarine was within firing range, and shells exploded in all directions. Some of the Lascars flew into a panic and rushed on deck. The white men, however, continued to shovel the coal, and the engineers took the last ounce of pressure out of the engines. But it was all of no avail. After a race of about two and a half hours the Union Jack was lowered as a signal of surrender. At this time nearly all the lifeboats had been smashed to smithereens. The deckhouses were reduced to matchwood. The captain was killed outright, the young man at the wheel had his head blown off, and the third steward was also killed. The chief officer, Mr. Richardson, was shot through both his legs. He crawled along the deck on his hands and knees and gave his orders as if nothing had happened. But the steering gear, I imagine, went wrong. Eventually, when there was nothing else for it, he sent down the bell signal to the engineers and firemen below to save their lives." Proceeding, Mr. Davidson told how he got into a lifeboat, which capsized. After struggling in the sea for some time he was picked up by another lifeboat, and was eventually taken aboard a torpedo-boat destroyer.

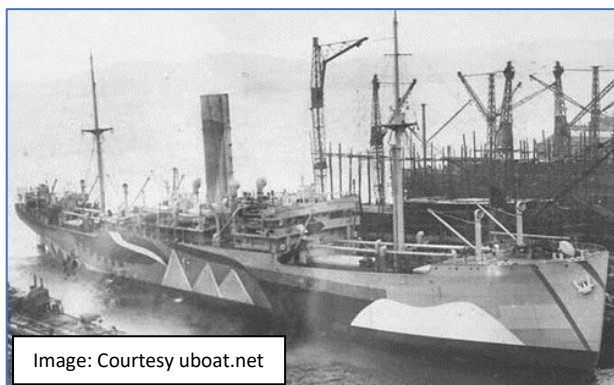


Image: Courtesy uboat.net

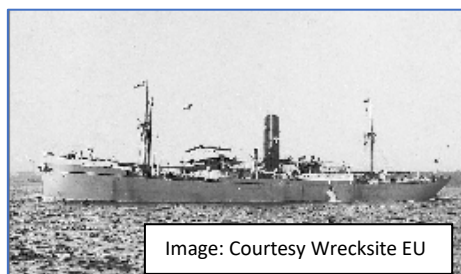
of the Blue Funnel Line, operating between Britain and the Far East. On 22 August 1915, *Diomed* was en route from Liverpool to Shanghai with general cargo when submarine *U-38* opened fire. Some reports implied a chase of 45 minutes ensued, but the accompanying graphic report from *Northern Whig* dated 27 August 1915 significantly extends that period, as does the *Rochdale Observer* dated 28 August 1915 which also states that the Quartermaster's head had been shot off. The survivors were picked up by a warship. *Diomed* sank 57 miles WNW from Scilly Isles. (uboat.net)

1st Mate F.M. Richardson is described in the Silver Badge list as having suffered a *compound fracture of left leg and dislocation of his right hip caused by shell fire from the enemy submarine*. Captain Myles, on just his second voyage as Master, was killed on his bridge, and 9 others were lost. Five

were Chinese (MAT 2018b), commemorated on the Hong Kong Memorial, and the others were British, including one born in Copenhagen, commemorated on the Tower Hill Memorial.

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Eastern Prince, a British 2,885 tons grt. single screw driven steam cargo ship built in 1910 (Wrecksite



EU), owned by Prince Line, Ltd. Newcastle, was torpedoed on 30 August 1917 by *U-62*, when en route in convoy from Newport News, Virginia to London with general cargo, being sunk within 7 minutes, 30 miles S3/4W of Eddystone Lighthouse (TNA, ADM 137/2963). *Eastern Prince* had sailed on 11 August 1917 as the convoy Commodore's ship in convoy HH16 (uboot.net) and when torpedoed, suffered 5

crew fatalities each of whom is commemorated on the Tower Hill Memorial and 2 naval rating fatalities, Patrick McCoale and James Royle (naval-history.net) who are both commemorated at Plymouth Naval Memorial. Wireless Operator, H.E. Ellis (formerly Sakove) on the *Eastern Prince*, was unable to continue his duties and was listed as a Silver War Badge recipient due to *neurasthenia and partial deafness due to shock when vessel was torpedoed*. His change of name from Sakove to Ellis is listed in *The Graphic* - Saturday 22 March 1919 but the newspaper points out that the change, along with many more such changes listed, would have occurred any time after November 1914.

Hungerford was a 5,811 tons grt. single screw cargo steamer built in Germany in 1913 as *SS Lauterfels* and was later in 1913 renamed *Hungerford*. Operated by The Shipping Controller (Wrecksite EU) and



defensively armed, *Hungerford* was en route in ballast from Le Havre to New York when torpedoed at 04.35 on the port side of the engine room on 16 April 1918 by German submarine UC-75. Of the crew of 54, four men were killed outright by the explosion. The crew took to their boats, but as the ship appeared not to be sinking immediately, the Master, D. Seabrook, returned on board. Shortly after, *Hungerford* was hit by a second torpedo on the starboard side, going down 9 miles SSE of the Owers

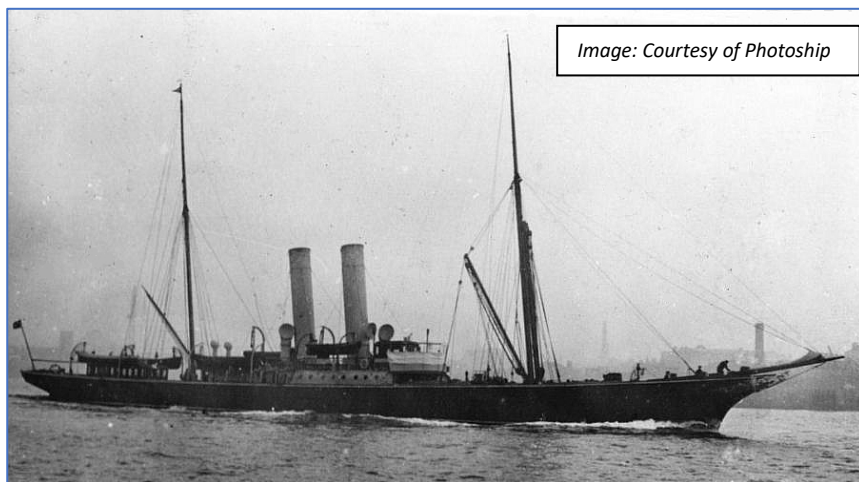
Lightvessel at 07.20, ten minutes after the Master left. Three men died from exposure in the open boats and the body of one man was seen floating at daylight. The survivors were picked up by a patrol vessel and landed at Portsmouth (TNA, ADM 137/2964). 8 men died and they are commemorated on the Tower Hill Memorial (4), Haslar Royal Naval Cemetery (3), and one at Portsmouth Naval Memorial. J.E.C. Lawlor, a young cadet on board *Hungerford*, had *heart trouble due to shock when his ship was torpedoed* and was confirmed as a holder of the Silver War Badge.

Born in 1900 at Kingstown in the former Cumberland, James Elliot C. Lawlor was only 18 when his ship was torpedoed, but he lived until 81, passing away in Thanet. Moving to Hindley when aged 1, with his father John and Mother Ellen, he had a brother Joseph, 3 years older, and a sister Mary Ann, 1 year older. His father was a Coal Hewer, and while James was still at school, his sister was part time at school and a part time Cotton Tenter. 14-year-old Joseph worked full time as an apprentice in a

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Cloggers shop. John became a joiner and carpenter and in 1922 was admitted to the Barrow branch of the Amalgamated Society of Woodworker.

Irene was a dual screw steam driven utility vessel used as a Lighthouse Tender of 543 grt built by Palmer's Ship Building & Iron Co Ltd of Jarrow and launched on 25 March 1890 for the Corporation of the Trinity House, Trinity Square, Tower Hill, London (tynebuiltships.co.uk: Irene). It was a rather elegant vessel as depicted in the image, courtesy of Photoship. It was unarmed.



On 9 November 1915, *Irene*, on a voyage from Harwich to London, was sunk by a mine from the German submarine *UC-1*, 1.5 miles ESE from the Tongue Lightvessel, Thames estuary. Admiralty documents record that 21 persons were lost and all are commemorated on the Tower Hill Memorial,

two of them having died a couple of days after the sinking. T.F. Davis, a Winchman on the *Irene*, became eligible for the Silver Badge due to *nervous exhaustion, neurasthenia and chronic rheumatism caused by shock and immersion when ship was mined or torpedoed*. The event was reported in the *Western Morning News* dated 11 November 1915 "TRINITY HOUSE YACHT SUNK. 22 HANDS MISSING. Lloyd's report that the Trinity House yacht *Irene* has been sank. There were 13 survivors; 22 are missing. The *Irene* has had the privilege of piloting Royal yachts when they have put to sea on various occasions. She was a very fast craft and gracefully built". The discrepancy of lives lost, reported as 21 on most websites, is probably a war time miscommunication but this number, 21, is included in the Admiralty documentary evidence which also states that *Irene* was dragging for the wreck of a minesweeper trawler when the mine detonated, immediately taking on a heavy list and sinking in about two minutes (TNA, ADM 137/2959).

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Lady Charlotte originally named *Aphrodite*, was a screw driven steam cargo ship of 3,593 grt, often used as a collier, built and launched on 1 August 1905 by Tyne Iron Shipbuilding Company at Willington



Image courtesy of Photoship

Quay for Cornhill Steamship Co Ltd (Harris & Dixon Ltd), London. In 1912, *Aphrodite* was bought by Redcroft Steam Navigation Co Ltd (Lewis Lougher & Co), Cardiff who renamed the ship as *Lady Charlotte* (tynebuiltships.co.uk: *Aphrodite*).

Requisitioned by the Admiralty, and on a voyage from Cardiff to Alexandria with a cargo of coal, *Lady Charlotte* was wrecked in dense fog on 11 May 1917 at Porth Ellick, St Mary's, in the Scillies (Historic England: *Lady Charlotte*). There were no casualties but the Master, J.W. Smith, became

eligible for the Silver War Badge due to a *nervous breakdown caused by war conditions*.

Maloja was an ocean-going passenger liner, built by Harland and Wolff of Belfast for the Peninsular and Oriental Steam Navigation Co. Launched on 17 December 1910, *Maloja* at 12,430 grt was a sister ship to *Medina* (another of the project's forgotten wrecks, having been torpedoed off Devon in April 1917) and had two funnels, two masts, dual screws, 2 quadruple expansion engines, and was capable of carrying 450 1st class and 220 2nd class passengers at 17 to 19 kts (theyard.info: *Maloja*). The maiden voyage was to the Western Isles and it next carried guests to the Delhi Durbar. In 1912, *Maloja* was placed on the London-Columbo-Melbourne-Sydney service.



On 26 February 1916, *Maloja*, by now defensively armed with a 4.7-inch gun, on a voyage from London to Bombay with 5000 tons of general cargo, 335 crew and approximately 119 passengers, struck a mine about 30m (100 feet) from the stern. The engines were put at full astern to take the way off the ship, and

passengers and crew entered the boats. Unfortunately, due to flooding, the engines could not be stopped and some of the boats could not be lowered. Many were washed away as the vessel moved astern at 8 or 9 knots with a 75-degree list. *Maloja* sank in about 25 minutes with the loss of more than 120 lives (TNA, ADM 137/2960). There are 124 people, mostly civilians but also crew, commemorated on the Imperial War Museum's Lives of the First World War digital memorial (IWMc). The Dover tugs *Lady Brassey* and *Lady Crundall* were first on the scene, while the collier *Empress of*

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Fort William also endeavoured to give assistance but was itself mined, the crew escaping without loss. (P&O Heritage) The wreck of *Maloja* was cleared with explosives in 1964 due to being a hazard to navigation. G. Pauncefort, a steward on *Maloja*, became eligible for the Silver War Badge due to being *permanently incapacitated through injury to right hand when ship was torpedoed*. Again, there is no record of a U-Boat torpedoing *Maloja*. George Pauncefort was born in 1890 in Paddington. In the 1901 census, he was living with uncles and aunts, still in Paddington. In June 1916, some 4 months after the loss of *Maloja*, he was briefly admitted to the Dreadnought Seaman's Hospital, London. Happily he must have made a recovery as he died, on the Isle of Wight, in 1973.

The majority of crew members were from the Indian Merchant Service and are among the individuals remembered and commemorated in the booklet *Black and Asian Seamen of the Forgotten Wrecks of the First World War* (MAT 2018b).

Porthkerry was a British Cargo single screw steamer, 1,920 grt., owned by Porthcawl Steamship Co. Ltd., 49 & 50 The Exchange, Cardiff. (Wear Built Ships: Porthkerry). En route from Portland to Sheerness with a cargo of coal on 20 May 1917, *Porthkerry* witnessed the explosion of a torpedo (later known to have been from *UB-40*) on *SS Tycho* whose crew took to their boats. As *Porthkerry* attempted to pick up *Tycho's* crew, it too was struck by a torpedo and the ship's boilers burst killing the Master, the Chief Officer and 5 of the crew of *Porthkerry* (as well as 15 of *Tycho's* crew). The vessel sank 16 miles SxW of Beachy Head. The survivors from both ships were picked up at 7 o'clock that night by a small coasting steamer *Esperanto* and landed at Newhaven at midnight on 21 May (TNA, ADM 137/2962). *Porthkerry's* 7 fatalities are each commemorated on the Tower Hill Memorial. Fireman, J. Doubler, aboard *Porthkerry*, who was *struck on the eye by splinter of wreckage when the vessel was blown up and his sight of both eyes permanently lost*, was not unexpectedly awarded the Silver War Badge.

Sjaelland was a German built, British owned two-cylinder steam driven iron three-masted schooner rigged steamship of 1,495 tons grt. *Sjaelland* was bought by RS Dalgleish of Newcastle from C. Kraemer, Copenhagen in 1917 and requisitioned by the British government (Wrecksite EU). On the 25 May 1917 when en route Le Havre to Swansea in ballast and 18 miles E by N from Start Point, Devon, *Sjaelland* was captured by submarine *UC-66* and sunk by 40 rounds of gunfire from a distance of 150 yds. Of the 18 crew, the Master, Alexander MacPhee was killed and is commemorated at Tower Hill Memorial, and two others were wounded (TNA, ADM 137/2962). Second Officer J.H. Wardell had his *back and left arm injured by shell fire from enemy submarine* and was admitted to the Silver War Badge list – his badge was numbered 37967 in the overall services' list and it is interesting to note that it was not awarded until 20 March 1918, nearly one year after the wounding.

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Vesuvio was a 1,391grt screw driven steam British merchant ship built in Sunderland of iron in 1879 for W Thomson of St. Leith, Scotland under the flag of Ben Line with the name of *Czar*. After 20 years of service, *Czar* was sold to Mossgiel Steamship Co of Glasgow to increase their fleet to six ships, and Mossgiel renamed it *Vesuvio*. In 1901, the General Steamship Co Ltd of London bought *Vesuvio* (searcanada.org: *Czar*). En route from Messina, Sicily to England and having left on the 22 March 1916 for London, *Vesuvio*, unarmed, reached the English Channel and on the morning of the 6 April 1916 was reported to be off Beachy Head when an explosion occurred on the port side by way of the bridge. The area was devastated along with the engine room. Captain Elgar, the second officer from Madeira, the donkey man, one Swedish sailor and the mess room boy were killed by the blast. Within 8 minutes of the explosion, the *Vesuvio* sank (TNA, ADM 137/2960). Another two were lost, a Dutch fireman and another donkeyman. Those lost are all commemorated on the Tower Hill Memorial. 14 survivors were rescued by HMS *Patrol Vessel No.25* by 11.30 hrs and landed at Newhaven. 3 survivors were injured, one seriously who was immediately admitted to the Royal Sussex Hospital in Brighton. E.J. Wiggin, a Steward, was entitled to a Silver Badge due to having his *right leg amputated above knee due to a torpedo*, and the torpedo strike is supported by uboat.net stating that *Vesuvio* was torpedoed by UB-29 6 miles E of the Owers Lightvessel.

The Silver War Badges and the people of the Forgotten Wrecks

The Maritime Archaeology Trust is grateful to project volunteer Roger Burns for his exhaustive research into this topic which has provided a fascinating insight into some of the people associated with the Forgotten Wrecks. During the course of the project, most of the individuals encountered have been those killed when a vessel was lost. The Silver War Badge list allows us to discover some of the people who survived the sinking of their ship or who otherwise became incapacitated and provides a tiny glimpse into the conditions and disabilities they had to endure as a result of their experiences during the war.

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