

Chatham Naval Memorial, Kent



Lest We Forget

World War 1



ASSISTANT PAYMASTER

A. L. BRADDOCK

H.M.S. "CRESSY"

ROYAL NAVAL RESERVE

22ND SEPTEMBER, 1914 Age 37

Arthur Leslie BRADDOCK

Arthur Leslie Braddock was born on 22nd February, 1877 in Adelaide, South Australia to parents William & Alice Betsy Braddock (nee Norman)

William Braddock, father of Arthur Leslie Braddock, died in 1892.

Alice Betsy Braddock, mother of Arthur Leslie Braddock, died on 15th January, 1896 at Adelaide, South Australia.

The 1901 England Census recorded Arthur Leslie Braddock as a Writer, aged 24, on the *Simla* which was employed as a Hospital Ship. The *Simla* was located on the Outer Basin, Hampshire, England on the night of the Census.

A. L. Braddock, aged 28, was listed as crew on the *Campania* in 1906. He was engaged as Assistant Purser & his home address was listed as 8 Water St, Liverpool.

A. L. Braddock, aged 30, was listed as crew on the *Saxonia* in 1908. He was engaged as Purser & his home address was listed as 8 Water St, Liverpool.

Arthur Leslie Braddock joined Royal Naval Reserve on 30th January, 1908 as acting Assistant Paymaster. He was posted to H.M.S. *President* (a shore establishment for the Royal Naval Reserve) for instruction in January, 1908.

Arthur Leslie Braddock served on H.M.S. *Hindustan* on 5th February 1908 to 18th February, 1908.

Arthur Leslie Braddock served on H.M.S. *Dominion* from 9th January, 1909 until 22nd January, 1909.

Arthur Leslie Braddock served on H.M.S. *Eagle* from 14th November, 1910 to 19th November, 1910.

Arthur Leslie Braddock served on H.M.S. *Lord Nelson* from 2nd January, 1911 to 15th January, 1911 then served on H.M.S. *New Zealand* from 16th January, 1911 until 29th January, 1911.

Arthur Leslie Braddock passed his examination for confirmation in rank on 27th January, 1911 & this was confirmed on 3rd February, 1911.

The 1911 England Census recorded Arthur Leslie Braddock as a 34 year old, single, Purser with White Star Line (Mercantile Marine), visiting Clara Elizabeth Griffitt-Griffin (Army Officer's widow, aged 52) & her daughter – Gladys Metcalfe Griffitt-Griffin at 53 Craven Avenue, Ealing, Middlesex, England. Also listed was a domestic servant – Mabel Brooks (aged 18).

A. L. Braddock, aged 34, was listed as Purser on S.S. *Runic* which had departed from Liverpool, England on 6th April, 1911 & arrived in Sydney, New South Wales on 26th May, 1911.

A. L. Braddock, aged 34, was listed as Purser on S.S. *Runic* which had departed from Liverpool, England on 12th September, 1911 & arrived in Sydney, New South Wales on 30th October, 1911.

Arthur Leslie Braddock served on H.M.S. *Orion* from 9th March, 1912 until 22nd March, 1912.

Arthur Leslie Braddock married Jeannie Scott Burt on 15th July, 1912 in St. Bride's Church, Liverpool, Lancashire, England. Arthur was a 35 year old, Purser & Jeannie was a 36 year old from 19 Huskisson Street.

Arthur Leslie Braddock served on H.M.S. *Bulwark* from 24th February, 1913 until 20th March, 1913.

Arthur Leslie Braddock served on H.M.S. *Formidable* from 1st January, 1914 until 14th January, 1914.

Arthur Leslie Braddock served on H.M.S. *Cressy* from 2nd August, 1914 as Assistant Paymaster.

H.M.S. *Cressy*

HMS *Cressy* was a *Cressy*-class armoured cruiser built for the Royal Navy around 1900. Recommissioned at the start of World War I, she played a minor role in the Battle of Heligoland Bight a few weeks after the beginning of the war. *Cressy*, together with two of her sister ships, was torpedoed and sunk by the German submarine U-9 on 22 September 1914 with the loss of 560 of her crew.

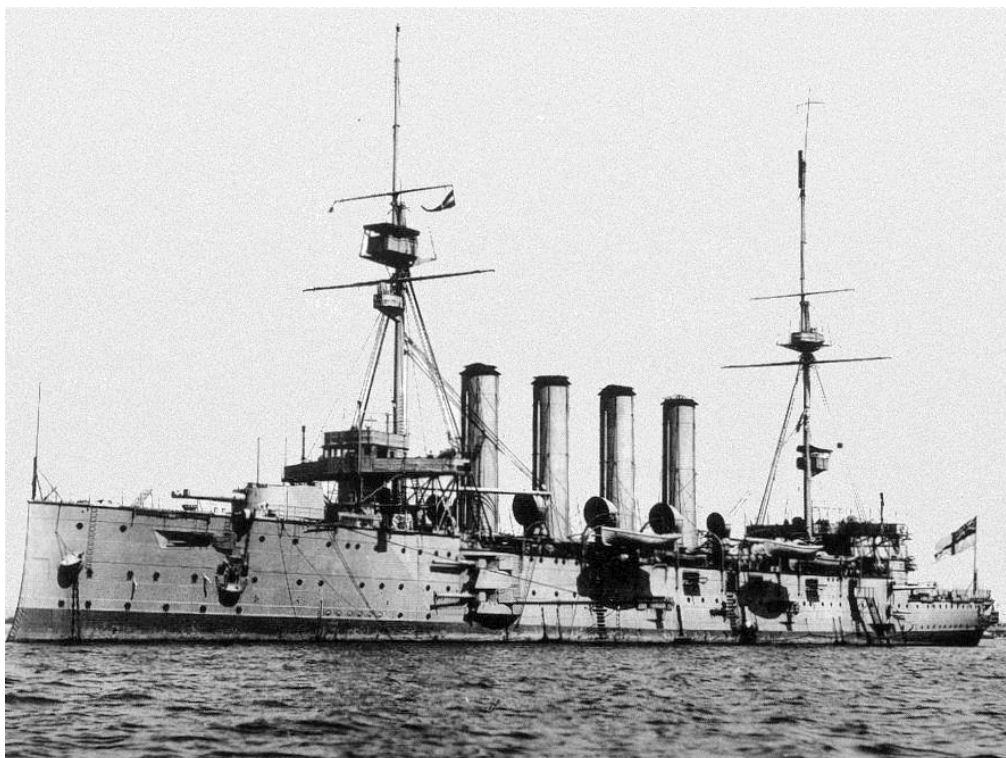
On the morning of 22 September, *Cressy* and her sisters, *Aboukir* and *Hogue*, were on patrol without any escorting destroyers as these had been forced to seek shelter from bad weather. The three sisters were steaming in line abreast about 2,000 yards (1,800 m) apart at a speed of 10 knots (19 km/h; 12 mph). They were not expecting submarine attack, but had lookouts posted and one gun manned on each side to attack any submarines sighted. The weather had moderated earlier that morning and Tyrwhitt was en route to reinforce the cruisers with eight destroyers.

U-9, commanded by Kapitänleutnant Otto Weddigen, had been ordered to attack British transports at Ostend, but had been forced to dive and take shelter from the storm. On surfacing, she spotted the British ships and moved to attack. She fired one torpedo at 06:20 at *Aboukir* which struck her on the starboard side; the ship's captain thought he had struck a mine and ordered the other two ships to close to transfer his wounded men. *Aboukir* quickly began listing and capsized around 06:55 despite counter flooding compartments on the opposite side to right her.

As *Hogue* approached her sinking sister, her captain, Wilmot Nicholson, realized that it had been a submarine attack and signalled *Cressy* to look for a periscope although his ship continued to close on *Aboukir* as her crew threw overboard anything that would float to aid the survivors in the water. Having stopped and lowered all her boats, *Hogue* was struck by two torpedoes around 06:55. The sudden weight loss of the two torpedoes caused U-9 to broach the surface and *Hogue*'s gunners opened fire without effect before the submarine could submerge again. The cruiser capsized about ten minutes after being torpedoed and sank at 07:15.

Cressy attempted to ram the submarine, but did not succeed and resumed her rescue efforts until she too was torpedoed at 07:20. Weddigen had fired two torpedoes from his stern tubes, but only one hit. U-9 had to manoeuvre to bring her bow around with her last torpedo and fired it at a range of about 550 yards (500 m) at 07:30. The torpedo struck on the port side and ruptured several boilers, scalding the men in the compartment. As her sisters had done, *Cressy* took on a heavy list and then capsized before sinking at 07:55. Several Dutch ships began rescuing survivors at 08:30 and were joined by British fishing trawlers before Tyrwhitt and his ships arrived at 10:45. From all three ships 837 men were rescued and 62 officers and 1,397 enlisted men lost: 560 of those lost were from *Cressy*.

(Extract of information on H.M.S. Cressy from Wikipedia)



H.M.S. *Cressy*

Assistant Paymaster Arthur Leslie Braddock was killed in action (drowned) in the North Sea on 22nd September, 1914, due to enemy action. His body was not recovered for burial.

Newspaper Article – Portsmouth Evening News – 22 September, 1914:

NAVAL DISASTER

Three British Warships Torpedoed

SUNK IN NORTH SEA

ABOUKIR FIRST ATTACKED

HOGUE & CRESSY BECOME VICTIMS WHILE AT RESCUE WORK

London, Tuesday Afternoon

The Press Bureau issued the following at 4.25 this afternoon:-

The Secretary of the Admiralty communicates the following statement for publication:-

H.M. ships Aboukir (Captain John E. Drummond), Hogue (Captain Wilmot S. Nicholson), and Cressy (Captain Robert W. Johnson), have been sunk by submarines in the North Sea.

The Aboukir was torpedoed, and whilst the Hogue and the Cressy had closed, and were standing by to save the crew, they were also torpedoed.

A considerable number were saved by H.M.S. Lowestoft (Captain Theobald W. B. Kennedy), and by a division of destroyers, trawlers and boats.

Lists of casualties will be published as soon as they are known.

The Cressy, Aboukir and Hogue were sister ships, armoured cruisers of a comparatively old type, built 14 years ago, They were of 12,000 tons and 18 knots speed, and carried two 9.2in and twelve 6-in guns.

Newspaper Article – *The Scotsman*, Edinburgh, Scotland – 25 September, 1914:

BRITISH CASUALTIES

THE NAVAL DISASTER

OFFICERS MISSING AND SAVED

The Secretary of the Admiralty regrets to report that the following officers serving on board H.M. ships Aboukir, Cressy and Hogue on the 22nd September, are not among those saved, and it must therefore be presumed that they have lost their lives:-

CRESSY

.....

Assistant-Paymaster, R.N.R., A. L. Braddock

.....

Probate details:

Braddock, Arthur Leslie, of 19 Huskisson Street, Liverpool, Assistant Paymaster R.N.R. died 22 September, 1914 at sea while serving in H.M.S. "Cressy". Administration (with Will) Liverpool 24 November, to Joan Scott Braddock, widow. Effects £364 14s.

From De Ruvigny's Roll of Honour (Volume 1):

BRADDOCK, ARTHUR LESLIE, Assistant Paymaster, R.N.R., H.M.S. Cressy, s. of William Braddock, of Sydney, New South Wales, Chartered Accountant, by his wife, Alice, dau. of (-----) Norman, Dental Surgeon; b. Adelaide, South Australia, 22 Feb. 1877; educ. Adelaide; joined the Royal Naval Reserve, Jan. 1908, and was appointed Assistant Paymaster 3 Feb. 1911, with seniority of 30 Jan. 1908. He was appointed to the Cressy 1 Aug. 1914, and was lost when that ship was torpedoed in the North Sea, 22 Sept. 1914. He m. at Liverpool, 15 July, 1912, Jeannie Scott (19 Huskisson Street, Liverpool). dau. of the late Capt. William Henry Burt; s.p.

Assistant Paymaster Arthur Leslie Braddock was entitled to 1914/15 Star, British War Medal & the Victory Medal.

The Commonwealth War Graves Commission records Assistant Paymaster Arthur Leslie Braddock, aged 37, of H.M.S. "Cressy", Royal Naval Reserve. He was the son of William and Alice Braddock, of Adelaide, South Australia, husband of J. S. Braddock, of 19 Huskisson St., Liverpool, England.

Assistant Paymaster Arthur Leslie Braddock is remembered on the Commemorative Roll Book, located in the Commemorative Area at the Australian War Memorial, Canberra. The Commemorative Roll records the names of those Australians who died during or as a result of wars in which Australians served, but who were not serving in the Australian Armed Forces and therefore not eligible for inclusion on the Roll of Honour.



Commemorative Area of the Australian War Memorial (*Capital Photographer*)



Newspaper Notices

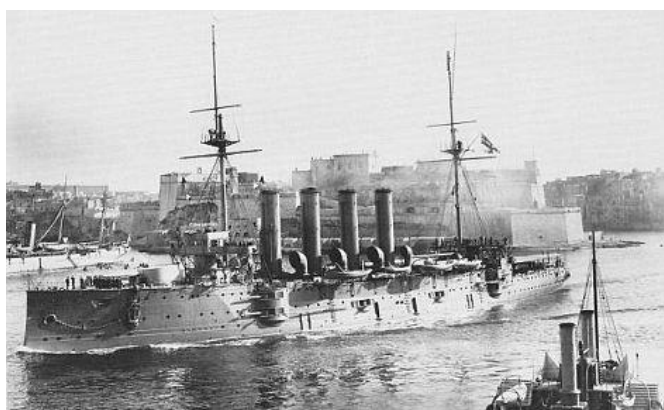
An insult to our war dead:

Dutch vessels ransack sunken British warships containing the bodies of 1,500 sailors for scrap metal

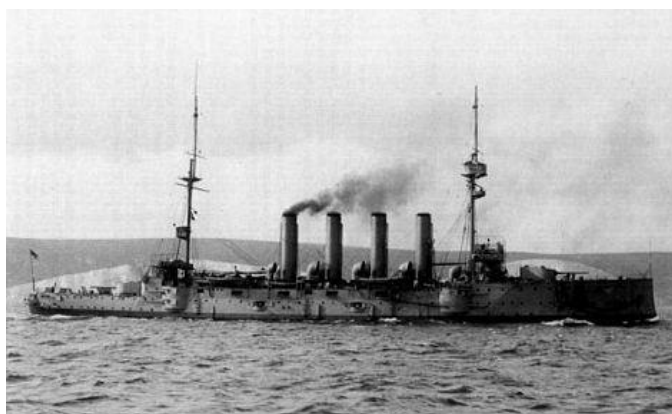
Dutch salvage vessels are illegally ransacking three sunken British cruisers in an attempt to find valuable scrap metal, it has emerged.

Looters have enraged the British naval community by scouring through the remains of the three warships sunk in the First World War and which are the final resting place of 1,500 sailors.

Netherlands police are now attempting to end the looters' activity, which has seen them use heavy-duty claws on cranes to tear through the shipwrecks 22 miles off the Dutch coast.



HMS Aboukir, above, HMS Hogue, below, and HMS Cressy, bottom, which were sunk off the Dutch coast by a German torpedo in 1914. They are the last resting places of 1,500 British seamen.



According to The Times, the Ministry of Defence and the Dutch Cultural Agency have condemned the disturbance of the war grave.

Vice-Admiral John McAnally, president of the Royal Naval Association, urged the metal hunt to stop in telling the paper: 'Leave our sailors alone. Let them rest in peace.'

The three ships were sunk off the Dutch coast on September 22, 1914, after being hit by torpedos from a German submarine.

HMS Aboukir was struck at 6.20am, while its fellow British warships Hogue and Cressy were also unable to avoid the German torpedos.

An estimated 1459 British soldiers aboard the armoured Royal Navy cruisers perished during the attack by the German U-9 sub.

The Times reported that local dive operators raised the alarm about the illegal salvage after seeing the damage to one of the North Sea's most popular diving sites.



Netherlands coastguard officials confirmed that salvage vessels were on the site and that they had been found with pieces of wreckage, but the destruction has not been stopped.

Marine conservationists and maritime historians have now warned Britain of the scavenging in a letter to the Ambassador to the Netherlands.

It has been alleged that two ships in the port of Scheveningen, the MS Bernica and MS Bela, are the ones responsible for the raids.

A spokesperson for the Ministry of Defence said: 'We do not condone the unauthorised disturbance of any wreck containing human remains.'

(Daily Mail - 28 September, 2011)

Chatham Naval Memorial, Kent, England

Chatham Naval Memorial overlooks the town of Chatham, Kent, England. It commemorates more than 8,500 Royal Navy personnel from World War 1 & over 10,000 Navy personnel from World War 2 who were lost or buried at sea.

After the Armistice, the Naval Authorities and the Commonwealth War Graves Commission were determined to find an appropriate way to commemorate naval personnel who had no grave.

An Admiralty committee recommended that the three manning ports in Great Britain - Chatham, Plymouth and Portsmouth - should each have an identical memorial of unmistakable naval form, an obelisk, which would serve as a leading mark for shipping.

The Chatham Naval Memorial was unveiled by The Prince of Wales, the future Edward VIII, on 26 April 1924.



Chatham Naval Memorial (Photo above by Clem Rutter; below from CWGC)



THE CHATHAM NAVAL MEMORIAL

This memorial commemorates officers, ranks and ratings of this Port who died at sea during the wars of 1914 to 1918 and 1939 to 1945. Actions in which they fought are recorded in the registers and on the memorial itself.

Similar memorials at Portsmouth and Plymouth commemorate men and women of those manning ports, while merchant seamen who died from enemy action and have no grave but the sea are commemorated in Liverpool and at Tower Hill in London. The names of those who died during the Second World War whilst serving in the Royal Naval Patrol Service or the Fleet Air Arm and whose graves are unknown are respectively on memorials at Lowestoft and at Lee-on-the-Solent.

Other memorials, at Halifax and Victoria in Canada, at Auckland in New Zealand, at Bombay in India, at Chittagong in Bangladesh and at Hong Kong, commemorate sailors who came from those parts of the Commonwealth, while the Newfoundland memorial at Beaumont Hamel in France bears the names of Newfoundland sailors lost at sea during the First World War.

The names of over 18,500 men and women are recorded on this memorial; of these some 8,500 died during the First World War and 10,000 during the Second World War. All were buried or lost at sea or were otherwise denied, by the fortunes of war, a known and honoured grave.

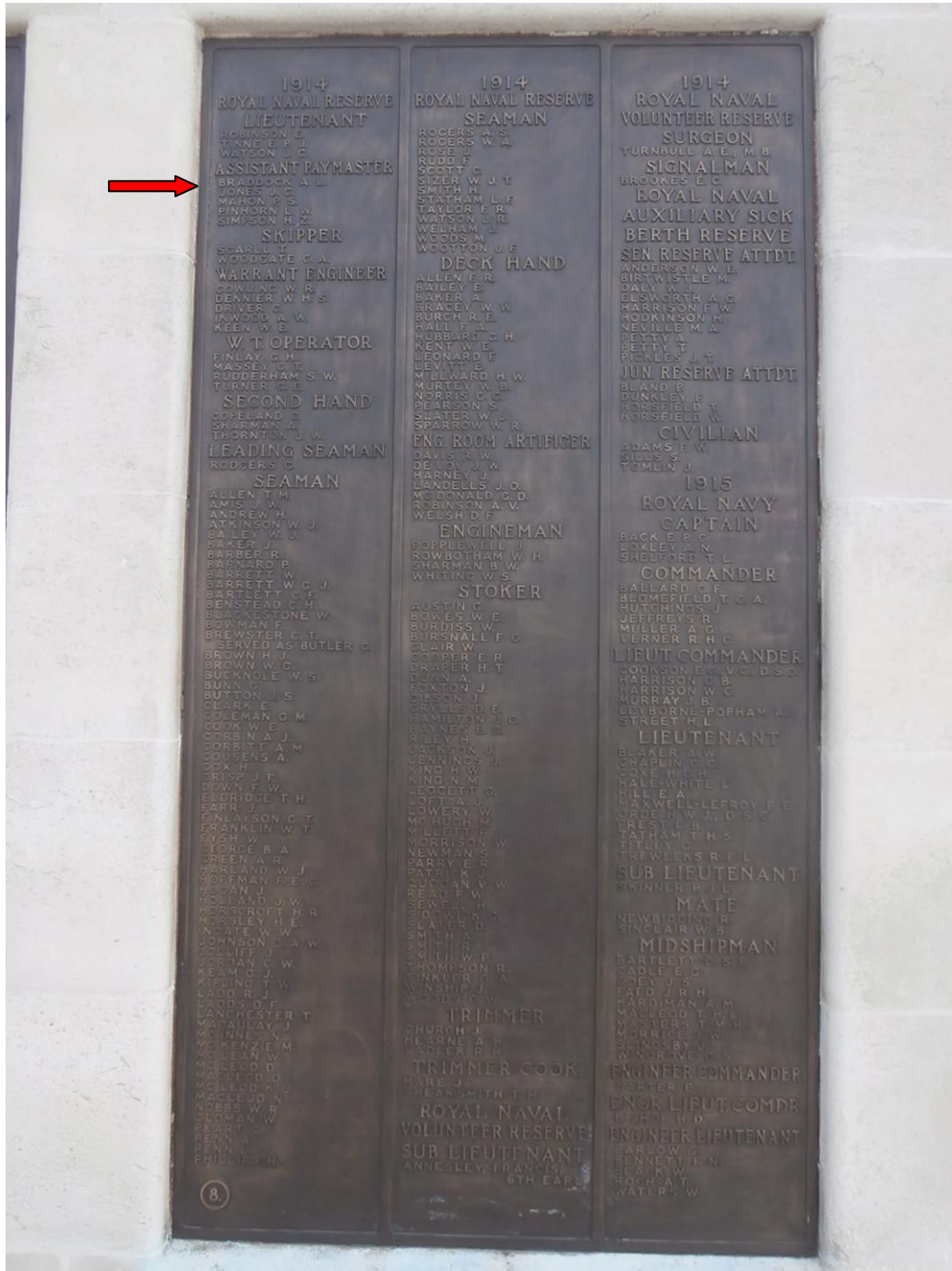
THIS MEMORIAL WAS BUILT AND IS MAINTAINED BY
THE COMMONWEALTH WAR GRAVES COMMISSION

1914-1918 MEMORIAL
ARCHITECT — SIR ROBERT LORIMER, SCULPTOR — HENRY POOLE.

1939-1945 EXTENSION
ARCHITECT — SIR EDWARD MAUFE, SCULPTOR — SIR CHARLES WHEELER.

(Photo by Geoffrey Gillon)

Assistant Paymaster A. L. Braddock is remembered on the Chatham Naval Memorial, Kent England as he has no known grave - Memorial reference 8.



(Photo by Brad Evans)



Research on the Australians remembered on the Chatham Naval Memorial, Kent, England was completed as part of the Commonwealth War Graves Commission's "For Those In Peril" project.

'For Those in Peril' is an initiative to encourage people to research, remember and share local stories of those who left their homes to join the war at sea, whose names are engraved on the Commission's three naval memorials at Portsmouth, Plymouth and Chatham.

The project has been launched to coincide with the opening of the Poppies: Wave at the CWGC Plymouth Naval Memorial, presented by 14-18 NOW: WW1 Centenary Art Commissions, to mark the centenary of the First World War.



**Poppies: Wave By Paul Cummins, Artist and Tom Piper, Designer
at CWGC Plymouth Naval Memorial**

23 August - 19 November, 2017

(Photos from 1418 NOW)

Poppies: Wave, a sweeping arch of bright red poppy heads suspended on towering stalks, was originally seen at the Tower of London as part of the installation Blood Swept Lands and Seas of Red. It can currently be seen at the CWGC Plymouth Naval Memorial.

