Chatham Naval Memorial, Kent

Lest We Forget

World War 1

210045   ABLE SEAMAN

E. J. GAILEY

H.M.S. "HOGUE"

ROYAL NAVY

22ND SEPTEMBER, 1914   Age 28

Edward Joseph GAILEY

Edward Joseph Gailey was born on 12th October, 1883 at St. Leonards, Sydney, New South Wales, Australia to parents Joseph and Elizabeth Gailey (nee Turley). His birth was registered in 1884.

Mrs Gailey, aged 34, & her four children – Edward, aged 7, Catherine, aged 5, Francis aged 2 & Arthur, aged 1, were passengers on Hohenstaufen which had departed from Sydney, NSW on 13th July, 1892 & was bound for Southampton, England.

Edward Joseph Gailey joined the British Royal Navy on 29th May, 1900, at the age of 17 years. He was 5ft 3 ¼ in with light brown hair, brown eyes, a fair complexion with a scar on his forehead. His occupation was listed as Draper. Edward Gailey was given a service number of 210045 (Chatham).

Edward Joseph Gailey was rated as Boy 2nd Class on H.M.S. *Impregnable (Training establishment)* on 29th May, 1900. He was transferred to H.M.S. *Lion,* a Training Ship for the Royal Navy, on 5th June, 1900.

The 1901 England Census recorded Edward J. Gailey, aged 17, as Boy 2nd Class on H.M.S. *Lion*, a Training Ship for the Royal Navy, stationed in Devonport Harbour on the night of the Census.

Boy 2nd Class Edward Joseph Gailey was rated as Boy 1st Class on 6th June, 1901 while still on H.M.S. *Lion.*

Edward Joseph Gailey signed on with the Royal Navy for a period of 12 years on 12th October, 1901, having attained the age of 18 years. He was rated as Ordinary Seaman on 12th October, 1901 while still serving on H.M.S. *Lion.*

Ordinary Seaman Edward Joseph Gailey was transferred to H.M.S. *Pembroke* on 19th October, 1901 then transferred to H.M.S. *Amphitrite* on 16th November, 1901. He was transferred to H.M.S. *Pembroke I* on 11th March, 1902 then back to H.M.S. *Amphitrite* on 21st March, 1902. Ordinary Seaman Gailey was rated as Able Seaman on 23rd September, 1903 while still serving on H.M.S. *Amphitrite.*

Able Seaman Edward Joseph Gailey was transferred back to H.M.S. *Pembroke* on 12th August, 1905 then transferred to H.M.S. *Vernon* on 11th November, 1905. He was transferred back to H.M.S. *Pembroke I* on 6th May, 1906 then served on H.M.S. Wildfire from 21st September, 1906. Able Seaman Gailey was transferred back to H.M.S. *Pembroke* on 28th February, 1907 then served on H.M.S. *Sapphire II* from 9th March, 1907. He was then transferred to H.M.S. *Blenheim* on 1st May, 1907 before being transferred back to H.M.S. *Pembroke* on 19th January, 1909. Able Seaman Gailey was then transferred to H.M.S. *Actaeon* on 30th January, 1909 then transferred to H.M.S. *Vernon* on 2nd April, 1909. He was transferred back to H.M.S. *Pembroke I* on 22nd May, 1909 then served on H.M.S. *Albion* from 24th August, 1909. Able Seaman Gailey was then transferred to H.M.S. *Pembroke I* on 14th May, 1910 then served on H.M.S. *Lancaster* from 31st May, 1910.

The 1911 England Census recorded Edward Joseph Gailey as a 27 year old, Able Seaman, a crew member on H.M.S. *Lancaster* which was a First Class Armoured Cruise of the Royal Navy which was stationed with Sixth Cruiser Squadron in the Mediterranean & on the night of the Census was at Malta.

Able Seaman Edward Joseph Gailey was transferred to H.M.S. *Pembroke I* on 5th November, 1912 then transferred to H.M.S. *Albion* on 11th December, 1912. He was transferred to H.M.S. *Goliath* on 25th April, 1913 then transferred to H.M.S. *Pembroke I* on 1st October, 1913 until 11th October, 1913, having served his 12 years.

Edward Joseph Gailey joined the Royal Fleet Reserve at Chatham on 12th October, 1913 & was given a service number of B. 10139.

Able Seaman Edward Joseph Gailey joined H.M.S. *Hogue* on 2nd August, 1914.

H.M.S. *Hogue*

H.M.S. *Hogue* was a Cressy-class armoured cruiser built for the Royal Navy around 1900. Upon completion she was assigned to the Channel Fleet and the China Station. In 1906 she became a training ship for the North America and West Indies Station before being placed in reserve in 1908. 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.

On the morning of 22 September, *Hogue* and her sisters, *Aboukir* and *Cressy*, were on patrol without any escorting destroyers as they had been forced to seek shelter from bad weather. The three sisters were 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 they had lookouts posted and had 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* that 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. As Hogue approached her sinking sister, 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 as all of her watertight doors had been open and sank at 07:15.

Cressy attempted to ram the submarine, but did not hit anything and resumed her rescue efforts until she too was torpedoed at 07:20. She too 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. The combined total from all three ships was 837 men rescued and 62 officers and 1,397 enlisted men lost. Of these, *Hogue* lost a total of 48 men.

In 1954 the British government sold the salvage rights to all three ships to a German company and they were subsequently sold again to a Dutch salvage company which began salvaging the wrecks' metal in 2011.

(Extract of information & photo of H.M.S. Hogue from Wikipedia)
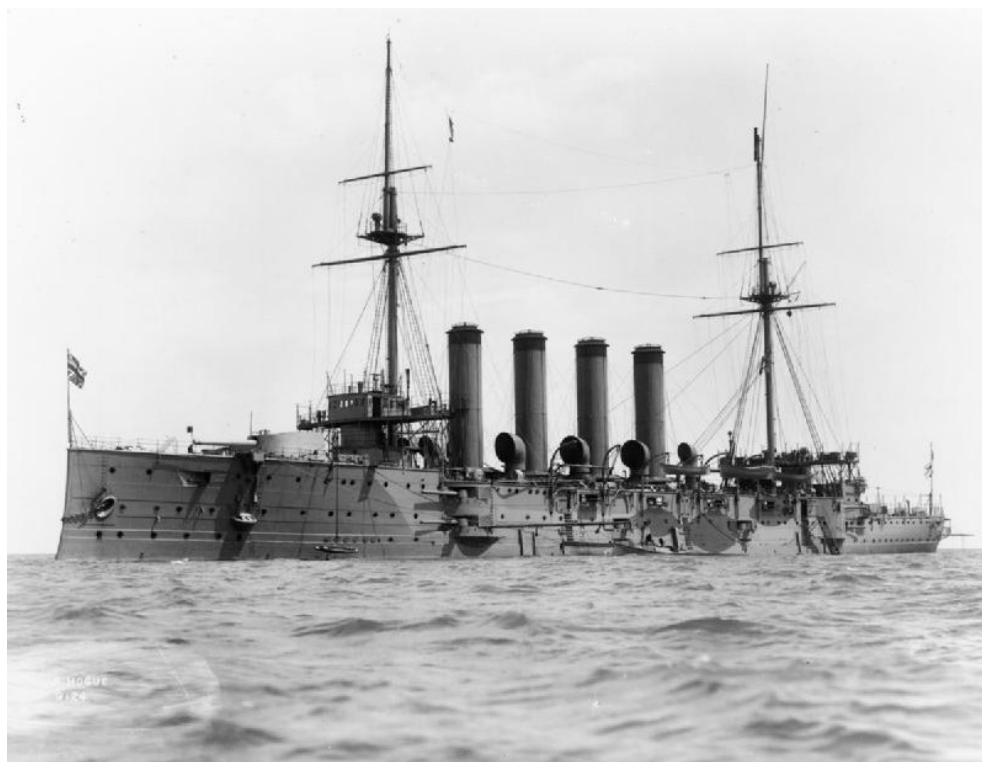
H.M.S. *Hogue*

Able Seaman Edward Joseph Gailey was killed in action in the North Sea on 22nd September, 1914, as a direct result of enemy action. His body was not recovered for burial.

Able Seaman Edward Joseph Gailey was entitled to 1914/15 Star, British War Medal & the Victory Medal.

De Ruvigny's Roll of Honour:

GAILEY, Edward joseph, A.B. (R.F.R., B. 10139), 210045, H.M.S. Hogue; lost in action in the North Sea, 22 Sept. 1914.

The Commonwealth War Graves Commission records Able Seaman Edward Joseph Gailey – service number 210045, aged 28, of H.M.S. "Hogue", Royal Navy. He was the son of Joseph and Elizabeth Gailey, of 9 Silvester Rd, East Dulwich, London. Born at Sydney, New South Wales.

Able Seaman E. J. Gailey 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)*

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.
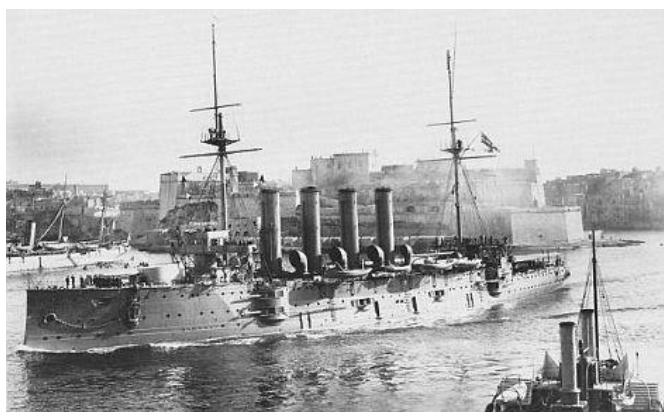
HMS Aboukir, above, HMS Hogue, below, and HMS Cressy, bottom, which were sunk off the Dutch coast by a German torpedo in 1914. They are the last resting places of 1,500 British seamen.
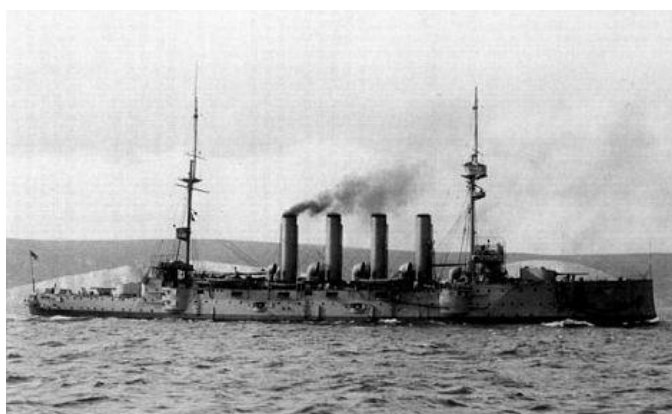
According to The Times, the Ministry of Defence and the Dutch Cultural Agency have condemned the disturbance of the war grave.

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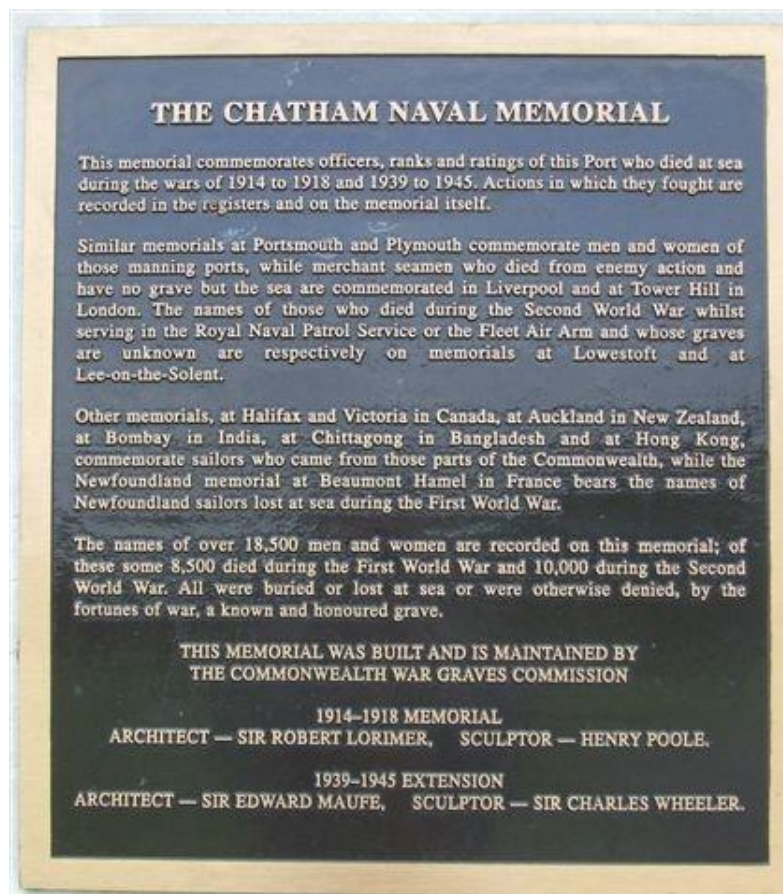
The Chatham Naval Memorial was unveiled by The Prince of Wales, the future Edward VIII, on 26 April 1924.

Chatham Naval Memorial *(Photo by Clem Rutter)*

Chatham Naval Memorial *(Photos 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)

Able Seaman E. J. Gailey is remembered on the Chatham Naval Memorial, Kent, England as he has no known grave - Memorial reference 2.

(Photo by Brad Evans)

1914
ROYAL NAVY
ABLE SEAMAN
EVANS J.
EVANS W. J.
EVASON W. D.
EVERALL E. H.
FAIRCLOUGH J.
FESTER W. E.
FINNICAN W.
FISHER A. E.
FISHER C. R.
FLUCKER T.
FLUX H. J.
FORSYTH P.
FRANKLIN B.
FREDERICK W. J.
FRENCH F.
FRENCH H. J.
FRENCH J. E.
FULLER J.
FURPHY C. H.
GAIGER A. A.
GAILEY E. J.
GAMBLE J. C.

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.*

(Photo from 1418 NOW)

Poppies: Wave By Paul Cummins, Artist and Tom Piper, Designer

at CWGC Plymouth Naval Memorial

23 August - 19 November, 2017

(Photo 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.*