

## LOST WITHOUT TRACE ~ HMS CLAN MacNAUGHTON

Charles Stanley Garnsworthy was born on the 10<sup>th</sup> November, 1888 at Topsham, Devon the only son of Charles Edward Garnsworthy and his wife Maude Emma Garnsworthy. His father Charles Edward was born at Starcross, Devon in 1858. At the age of fifteen, on the 13<sup>th</sup> February, 1873 he began a four year apprenticeship in the mercantile marine with J. Holness of London in their sailing ship Calliope, at Exeter. After completing his apprenticeship he gained a Second Mate's Certificate on the 9<sup>th</sup> June, 1877 and subsequently his First Mate's and Master's Certificates. He married on the 3<sup>rd</sup> October, 1885 Maud Emma Coplestone, aged 19 years at Topsham. Three years later she gave birth to her son Charles Stanley Garnsworthy. Maud was widowed after ten years of marriage when her husband Captain Charles Edward Garnsworthy died on the 21<sup>st</sup> March, 1896 at Buenos Aires, aged 38 years. Later, his ashes were interred in Topsham Cemetery.



Chatham Naval War Memorial

The 1891 Census recorded that Maud was residing at 4 Armada Street, Plymouth with her widowed mother aged 62, her brother Beavis, a baker aged 23 and Charles her two year old son. Maud, by 1901 had moved from Plymouth with her two year old son to Salisbury House, 30 Monmouth Street, Topsham and employed a domestic servant Sarah Dyke. In 1911, Maud aged 44 was living with her 84 year old mother at the same address.

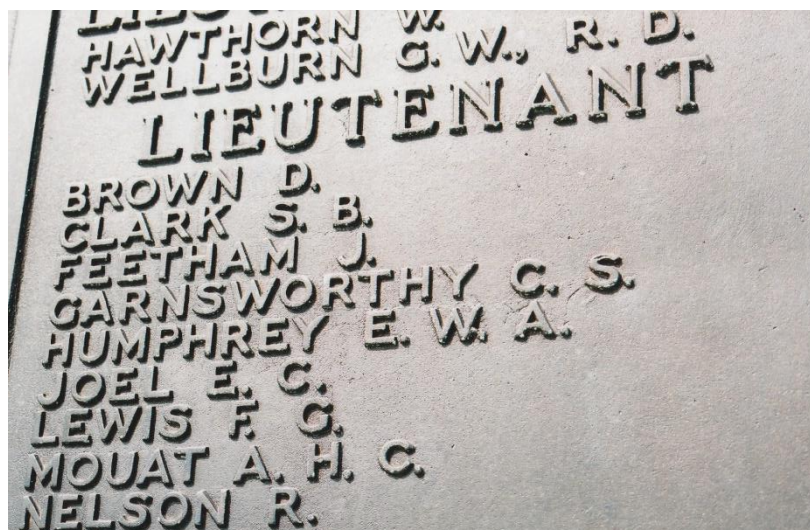
Maud died on the 4<sup>th</sup> December, 1949 aged 83 years. She left an estate valued at £6,112 17s 5d to Christopher Ashford, a solicitor and William Strickland a motor engineer.

Charles Stanley Garnsworthy at the age of 16 pursued a career, as his father had done in the mercantile marine. He began a four year apprenticeship on the 6<sup>th</sup> April 1905 with John Edgar and Company at Liverpool.

He served on the three-masted fully rigged sailing ship Benica, registered at Liverpool from the 19<sup>th</sup> April, 1905 to the 28<sup>th</sup> July, 1907 and again from the 17<sup>th</sup> October, 1907 to the 11<sup>th</sup> December, 1909, a total of four years, four months and thirty-five days. When he completed his apprenticeship in 1909, he continued to gain further seagoing experience serving on the following vessels:-

| <u>Ship</u>     | <u>Rig</u> | <u>Port of Registry</u> | <u>Commencement</u>            | <u>Termination</u>             |
|-----------------|------------|-------------------------|--------------------------------|--------------------------------|
| Killarney       | Barque     | Liverpool               | 4 <sup>th</sup> May 1909       | 9 <sup>th</sup> December 1909  |
| Grenada         | Barque     | Greenock                | 9 <sup>th</sup> December 1909  | 2 <sup>nd</sup> May 1910       |
| Grenada         | Barque     | Greenock                | 2 <sup>nd</sup> May 1910       | 7 <sup>th</sup> May 1910       |
| William Eggerts | S S        | London                  | 15 <sup>th</sup> November 1910 | 2 <sup>nd</sup> May 1911       |
| King Howel      | S S        | London                  | 29 <sup>th</sup> June 1911     | 7 <sup>th</sup> October 1911   |
| King Howel      | S S        | London                  | 11 <sup>th</sup> October 1911  | 9 <sup>th</sup> February 1912  |
| King Howel      | S S        | London                  | 21 <sup>st</sup> February 1912 | 5 <sup>th</sup> June 1912      |
| King Howel      | S S        | London                  | 5 <sup>th</sup> June 1912      | 16 <sup>th</sup> July 1912     |
| Winifred        | S S        | W. Hartlepool           | 21 <sup>st</sup> October 1912  | 21 <sup>st</sup> December 1912 |
| Winifred        | S S        | W. Hartlepool           | 22 <sup>nd</sup> December 1912 | 2 <sup>nd</sup> January 1913   |

During his service on these vessels he undertook the duties of Acting Mate, Mate, and First Mate. He was described as being 5ft 10-inches in height, with brown hair, brown eyes, of medium complexion and had no distinguishing marks. On the 27<sup>th</sup> March, 1909 he gained a Second Mate's Certificate of Competency Of A Foreign-Going Ship, at Plymouth, and gave his address as Salisbury House, 30 Monmouth Street, Topsham. At the beginning of July 1910, he failed the navigation part of the examination for First Mate. He retook the examination

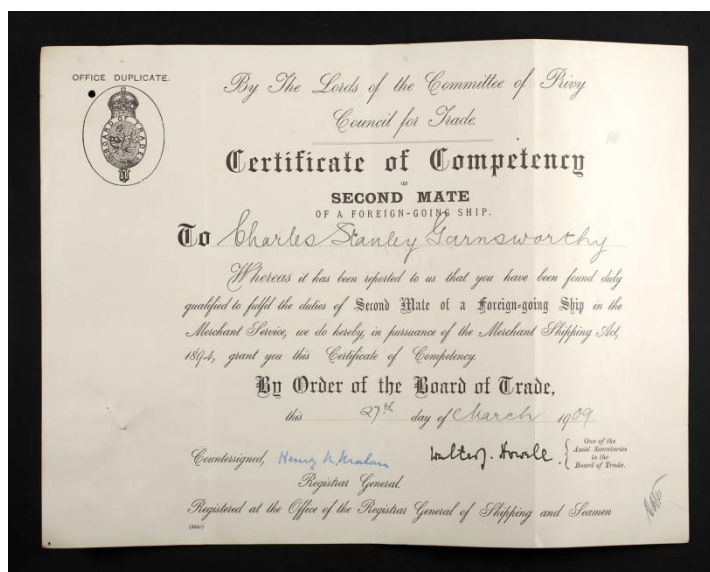


Lt. C.S. Garnsworthy ~ Name On Chatham Naval Memorial

later the same month and passed in all subjects and received a Certificate Of Competency as a First Mate Of A Foreign-Going Ship on the 27<sup>th</sup> July. Three years later he passed the examination for Master and received a Certificate of Competency as Master of the Foreign-Going Ship on the 8<sup>th</sup> February, 1913.

During April 1914, Charles was serving as First Mate on the Pymon Steamship Line's 6,100-ton cargo vessel the S.S. Waverley. The ship left Monte Video on the 19<sup>th</sup> and via St Lucia arrived as New Orleans on the 23<sup>rd</sup> May, their destination being the port of Rotterdam.

In July 1914 Charles married Ethel Gertrude Maud Gardner at Exeter. She was born on the 23<sup>rd</sup> January, 1891 at Leyton, Essex, the second daughter of William and Emily Gardner. Her family resided at 5 Regents Park, Heavitree, Exeter in 1901 and household members were William (father) a fancy goods dealer, aged 42, Emily his wife aged 41, sons William aged 17, Arthur aged 14, daughters Emily and Ethel aged 12 and 10 years respectively. Also living with them were Christopher Gardner, William's father aged 76 and domestic



Charles Garnsworthy ~ Second Mates Certificate

servants Rose Shute aged 15 and Elizabeth Caddy aged 20. The family moved from Regents Park and in 1911 to 14 Sylvan Road, Exeter, the household members being William and Emily, son William, who was also a fancy goods dealer, Arthur a stationer and daughters Emily and Ethel and Gertrude Reynolds a 16 year old domestic servant.

After the outbreak of the First World War, Charles sailed from the United Kingdom on the S.S. Waverley for a voyage to Canada. The ship returned to the United Kingdom on the 7<sup>th</sup> November, and Charles was discharged from the ship. Two weeks later he enrolled into the Royal Naval Reserve 'For Period Of War Only' at Chatham on the 21<sup>st</sup> November, 1914. He was appointed at Chatham a Temporary Sub-Lieutenant on the 10<sup>th</sup> December and was drafted to the Armed Merchant Cruiser Clan MacNaughton. On the 17<sup>th</sup> January, 1915 he was promoted to Acting Lieutenant, Royal Naval Reserve.

Sir Charles Cayzer, first Baronet, established C.W. Cayzer & Company in Liverpool in 1877 for the purpose of operating seagoing passenger routes between Great Britain and Bombay via the Suez Canal. The following year, Captain William Irvine joined the company which then became known as Cayzer, Irvine & Company. In 1881 the Clan Line Association of Steamers was established when a Glasgow businessman became a member of the company. Their company headquarters was at 109 Hope Street, Glasgow. Cayzer, Irvine & Company built and managed



ships for the association, whilst Charles Cayzer retained ownership of six clan ships. They also began a new passenger route to South Africa. In 1890 the company became the Clan Line of Steamers Limited with Charles Cayzer holding a majority interest. Further expansion occurred in 1894 when the company bought the Persian Gulf Steam Ship Company and four ships. With these additional assets they expanded their operations to the Persian Gulf and North America and their ships began to carry cargos. The company was incorporated in 1907 as Cayzer, Irvine & Company with the Cayzer family retaining control. Sir Charles Cayzer died in 1916 and his sons continued to manage the business. During the First World War several of the Clan Line ships were requisitioned by the British Government.



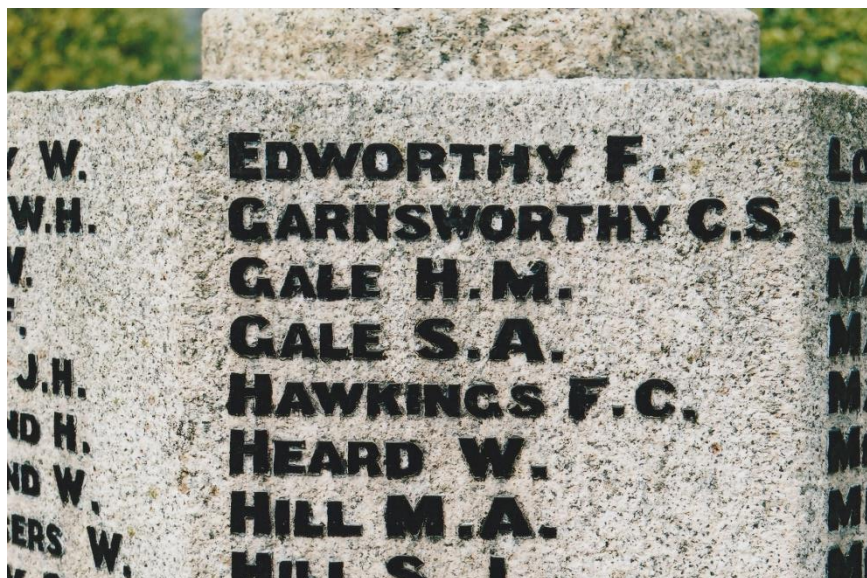
Topsham War Memorial

Although a number of them were lost during the war, the company had by the 1930's recovered and operated the largest cargo carrying fleet in the world. The company continued to operate a successful merchant fleet after the Second World War acquiring further assets and in the 1970's in conjunction with other shipping companies formed British & Commonwealth Shipping Limited. The Clan Line, a subsidiary of the British & Commonwealth ceased trading in 1981 and by 1986 all the Clan Line ships had been sold.

The Clan MacNaughton, a cargo vessel was built in 1911 for the Cayzer, Irvine & Company by Alexander Stephenson & Sons Limited at Govan. She displaced 4,985-tons, and was 429·8-ft in length, with a beam of 53·7-ft and a draught of 34·5-ft. Powered by a Triple 3-Cylinder Steam Expansion Engine, with a nominal Horse Power of 497 she was capable of steaming at 14-knots. Launched in June 1911, she was seconded by the Admiralty on the outbreak of the First World War for duties as an Armed Merchant Cruiser. During her conversion at Tilbury, which was completed at the beginning of December 1914, 8 x 4·7-inch Guns were installed. She was then assigned to the 10<sup>th</sup> Cruiser Squadron and deployed on patrolling duties around the United Kingdom. Commanded by Commander Robert Jeffreys R.N., her crew was comprised of mercantile marine ratings, Royal Naval Reservists (some from Newfoundland), an R.M.L.I.,

detachment, Royal Navy ratings and boys from the Royal Naval Training Establishment, HMS Ganges.

At the beginning of February 1915, HMS Clan MacNaughton was patrolling a sea area off the North coast of Ireland. On the 3<sup>rd</sup> she made a routine radio signal at 0600 hours to the Admiralty reporting severe gale force weather conditions. That message was the last that was ever heard from HMS Clan MacNaughton. A search of her patrol area was undertaken and some wreckage was found off



Charles Stanley Garnsworthy ~ Name On Topsham War Memorial

the North coast of Ireland but there was no sign of the ship or her crew. It was presumed that the ship had struck a mine and sank with the entire loss of her crew of 20 officers and 261 ratings. Speculation about the circumstances of her loss, were postulated. Was she torpedoed? Was she mined? Or with the addition of her armament was she top heavy and unstable and foundered in the gale force weather conditions? In German U-boat archives of the First World War there is no record of a submarine torpedoing HMS Clan MacNaughton.

A question was raised on the 3<sup>rd</sup> March, 1915 in the House of Commons by Mr Falle M.P., who asked “if His Majesty’s Ship ‘Clan MacNaughton’ was surveyed after her guns were put aboard; if so, was she passed and by what authority.”

Dr T. Macnamara replied: “The ‘Clan MacNaughton’, a nearly new vessel of the Clan Line, classed by the British Corporation Registry, was fitted out for His Majesty’s service at Tilbury under the supervision of naval, constructive and engineering officers deputed to act for that purpose. The amount placed in the vessel was light in comparison with her size and all necessary stiffening to take it fitted.

Investigation as to the loading and the stability of the vessel were made at the Admiralty, and instructions were issued to the commanding officer of the ship. The Admiralty are satisfied that the vessel was in good condition and seaworthy, and that she possessed ample stability.”

Southern Times ~ Saturday, 27<sup>th</sup> February, 1915.

Armed Merchant Ship Lost With All hands

'The Admiralty announced on Wednesday night that H.M.S. Clan MacNaughton, armed merchant cruiser (Commander Robert Jeffreys, R.N.) has been missing since February 3<sup>rd</sup> and that is feared she has been lost. Unsuccessful search has been made. Wreckage, supposed to be portions of the ship, has since been discovered. The last signal from the Clan MacNaughton was made in the early morning of February 3<sup>rd</sup>. The Admiralty fear that she was lost during the bad weather, which prevailed at that time. The losses are 20 officers, 261 petty-officers, non-commissioned officers and men, 69 belonging to the "specially entered mercantile crew" – stewards, fireman, &c. Among the officers serving on the Clan MacNaughton, officially reported missing on Thursday, although the fate of the vessel was generally known more than a week ago was Lieutenant Charles S. Garnsworthy, R.N.R., a nephew of Mr B.W. Coplestone, of Hurston, Hanover Road.

Newspaper Cutting ~ Unknown Source

'Lieutenant (Act) Charles Stanley Garnsworthy R.N.R., HMS "Clan MacNaughton," born in 1888 was the only son of the late Captain Garnsworthy of the Mercantile Marine and of Mrs Garnsworthy of Salisbury House, Topsham, Devonshire. He served about 9 years in the Mercantile Marine, gaining his masters certificate at an unusually early age, but on returning to England from a voyage in December 1914 he obtained a commission as Sub-Lieutenant in the Royal Naval Reserve and was appointed to the armed merchant cruiser "Clan MacNaughton" being subsequently promoted to Lieutenant. Mr Garnsworthy went down with his ship when she was lost on patrol duty on 3<sup>rd</sup> February, 1915. He married Ethel G.M. Gardner daughter of W.A. Gardner Esq, formerly a member of the Exeter City Council, now of Toronto.'

Lieutenant Charles Stanley Garnsworthy, Royal Naval Reserve was one of the 281 members of the crew of the Clan MacNaughton who lost their lives when the ship sank. He was 26 years of age. He has no known grave but the sea and his name is commemorated on the Chatham Naval Memorial ~ Panel No.13. After the First World War, an appropriate way had to be found of commemorating those members of the Royal Navy who had no known grave, the majority of deaths having occurred at sea where no permanent memorial could be provided. 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 memorials were designed by Sir Robert Lorimer, (1864-1929) who had already carried out a considerable amount of work for the



Commission, with sculpture by Henry Poole (1873-1928). The Chatham Naval Memorial was unveiled by the Prince of Wales (the future King Edward VIII) on the 26<sup>th</sup> April, 1924.

After the Second World War it was decided that the naval memorials should be extended to provide space for commemorating the naval dead without graves of that war, but since the three sites were dissimilar, a different architectural treatment was required for each. The architect for the Second World War extension at Chatham was Sir Edward Maufe (1882-1974) – who also designed the Air Forces memorial at Runnymede – and the additional sculpture was by Charles Wheeler (1892-1974) and William McMillan (1887-1977). The extension was unveiled by the Duke of Edinburgh on the 15<sup>th</sup> October, 1952. Chatham Naval Memorial commemorates 8,517 sailors of the First World War and 10,098 of the Second World War.



Roll Of Honour ~ St Margaret's Topsham

Lieutenant Charles Garnsworthy is also commemorated on the Topsham War Memorial and on the Roll of Honour in St Margaret's Church, Topsham.

When probate was granted on the 9<sup>th</sup> June, 1915, Charles Stanley Garnsworthy of 14 Sylvan Road, Exeter, left an estate to the value of £559 12s 6d to his wife, Ethel. She also later received her husband's 1914-15 Star, British War Medal 1914-1920, Allied Victory Medal 1914-1919, Bronze Memorial Plaque and Scroll.

From information gleaned from a Passengers Declaration, Ethel arrived in Canada via New York in December 1918. It was most probably her intention to stay with her parents and brother, Arthur who were residing at 14 Starr Avenue, Toronto. In July 1920, Ethel returned to the United Kingdom for a holiday and returned to Canada embarking from Liverpool on the S.S. Minnedosa and disembarking at Quebec. The 1921 Census of Canada recorded on the 1<sup>st</sup> June that William (her father) was aged 62, her mother aged 62, Arthur aged 34, Ethel aged 30 and Majorie Marston aged 15, were living in Toronto, at the previous mentioned address.

When Ethel returned and took up residence again in the United Kingdom is unclear. The 1939 Register records that she was employed as a clerical worker living a Valedown, Honiton Road, Exeter with her married sister Emily Fulford and her husband. She made another trip to North America in the late 1950's. An Incoming Passenger List states that she arrived via New York on the Cunard Steamship Queen Elizabeth at Southampton on the 19<sup>th</sup> August, 1958. Her given address was Welwyn Taddypole Estate, Exeter.

Ethel Garnsworthy died aged 80 years on the 16<sup>th</sup> April, 1971. Probate details record that her address was Withymead House Mill Road, Countess Wear, Exeter. She left an estate valued at £10,596.

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### Sources

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Wikipedia Web-Site ~ [www.wikipedia.org](http://www.wikipedia.org) – Clan Line

Southern Times ~ Saturday, 27<sup>th</sup> February 1915

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