



Seaman Edward Bryan, Number 1284x, having no known last resting-place, is commemorated on a bronze beneath the Caribou at the Newfoundland Memorial Park at Beaumont-Hamel.

Having decided to *answer the call*, Edward Bryan relinquished his job as a seaman working out of the outskirts of St. John's, capital city of the Dominion of Newfoundland where, on November 1 of 1914, he reported...*to duty*...on the Naval Reserve training ship, HMS *Calypso*, moored in the harbour (see below).



On that same November 1 he enlisted for the first time into the Reserve (see further below), was signed on to serve for a single year's war-time service* and also underwent a satisfactory medical assessment. He also likely attested at this time, pledging his allegiance to the King-Emperor. George V.

(Right: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India: as a boy and young man he had served in the Royal Navy from 1877 until 1891 and always retained a fondness for the Senior Service.* – The photograph of the King attired in the uniform of an Admiral of the Fleet is from *the Royal Collection Trust* web-site and taken in or about 1935.)



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**At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist. Later recruits – as of or about May of 1916 - signed on for the 'Duration' at the time of their original enlistment.*



(Right above: The White Ensign has been flown by the Royal Navy in its present form since about the year 1800 although other naval ensigns had existed for at least two centuries. It consists of a red St. George's Cross – the national flag of England - on a white field with the Union Flag in the upper canton.*

**The Union Flag is commonly referred to as the 'Union Jack'; this is, in fact, a misnomer since a flag is referred to as a 'Jack' only when flown from the bow of a ship.)*

Note: During the years preceding the Great War the only military force on the Island of Newfoundland – apart from a handful of ill-fated local attempts – was to be the Royal Naval Reserve (Newfoundland). Even so, it was to be some thirty years after the withdrawal of British troops from the Dominion in 1870 before the Reserve came into being in 1902.

Just fewer than four-hundred men were sought to enroll as seamen – apparently automatically at the rank of Able Seaman - and to present themselves annually in St. John's for five years in order to train for a period of twenty-eight days per annum. Allowed to report at a time of their own choosing, it is perhaps not surprising that these volunteers – mostly fishermen – were to opt to train during the winter months when fishing work was minimal.

Expenses were apparently defrayed for the most part by the British (Imperial) Government and an attempt was made to ensure the number of recruits would be kept constantly at a maximum. This practice and policy was then to be continued up until the onset of hostilities some twelve years later.

Of course, the purpose of having a reserve force at any time is to provide a trained force ready at any time to serve at a time of need or crisis. Thus in August of 1914, upon the Declaration of War by the government in London, hundreds of those men of the Royal Naval Reserve (Newfoundland) were to make their way to St. John's, from there to take passage overseas to bolster the ranks of the Royal Navy.

An elderly vessel, H.M.S. Calypso, having become surplus to the Admiralty's needs, had been provided to the Dominion of Newfoundland by the Royal Navy in 1902 for training purposes. After some debate it was eventually decided that she would be permanently moored in the harbour of the capital, her superstructure reduced, and a wooden shelter built on her upper deck to provide training facilities and living quarters for the prospective naval recruits.



(Preceding page: *H.M.S. 'Calypso' in full sail. She was to be re-named 'Briton' in 1916 when a new 'Calypso', a modern cruiser, was launched by the Royal Navy. – photograph by courtesy of Admiralty House Museum*)

Following a mere seventeen days of training* in St. John's, Seaman Bryan, one of a draft of one-hundred forty-nine naval reservists, embarked on November 18-19 onto the *Allan Line* ocean-liner *Carthaginian* which was apparently returning on its commercial route from Philadelphia(?) to Glasgow and thereupon took the draft on board. She sailed at nine o'clock in the evening of the 19th, its reservist passengers unmentioned in the local newspapers.

**The other eleven days of the mandatory twenty-eight were apparently waived by Royal Proclamation.*



(Right above: *Naval reservists from Newfoundland, during the early days of the Great War, before their departure for the United Kingdom - from The War Illustrated*)

Once having disembarked in the United Kingdom it appears that while some few of the men were posted directly to a ship, the majority was ordered directly to undergo further training at various Royal Navy establishments and thus, likely having journeyed by train, reported to these bases on or about November 28-29.

(Right: *A relatively elderly vessel, 'Carthaginian' had been launched in October of 1884. She apparently remained un-requisitioned as a troop transport during the conflict although this did not prevent her from being sunk by a mine laid by a U-boat off the Irish coast on June 14 of 1917 – happily without any loss of life it may be added. – the undated photograph of Carthaginian entering St. John's harbour has been donated to the Maritime History Archive web-site by Captain Harry Stone.)*



Seaman Bryan was to report to *HMS Pembroke**, the naval establishment at Chatham on the River Medway, itself a tributary of the better-known River Thames, in the county of Kent. Not only was it a barracks – it operated from 1878 until 1983 – but it was the name given to a number of training establishments, mostly not far-removed from Chatham, which were numbered according to the purpose of the training – or otherwise - involved.

Pembroke I was the base for regular seamen and it was likely the holding-barracks at *Pembroke I* to which Seaman Bryan was to be attached, there to await a posting to one of His Majesty's ships.

**There was also a series of ships named 'Pembroke', the last several of which were used as depot ships and for harbour service at Chatham. This is the 'HMS Pembroke' found on the cap-bands of the sailors who served there perhaps in their thousands - but who were never to set eyes on the actual ship in question.*

Naval discipline being distinct in some ways from the laws that governed other parties such as the Army and civilians, sailors had to be on the books of a serving naval vessel to be legally subject to naval law and order, even when these sailors were serving on land.

Thus the elderly and obsolescent vessels that plied the waters adjacent to the many naval land establishments which were known as stone frigates The ships were in theory the home ships of the tens, hundreds, even thousands of men who laboured on shore.

Which is why Seaman Bryan would have worn an HMS ‘Pembroke’ hat-band.

(Right: A part of the large Royal Navy complex which was the HMS ‘Pembroke’ naval establishment at Chatham for just over one hundred years. Today it has been transformed into a university campus. – photograph from 2010)



The ship to which Seaman Bryan was ordered on December 10-11 of that same 1914 was HMS *Clan McNaughton*, reportedly at Liverpool on December 4, likely the port from where she was to sail on patrol with the 10th Cruiser Squadron some days before that Christmas.

(Right: The image of *Clan MacNaughton* – with unfortunately no further details - is from the *Royal Marines History.com* web-site.)



The vessel, a passenger-cargo ship of the *Clan Line*, had been hired by the British on November 19 of that autumn and had been fitted out with eight 4.7 inch naval guns for the purpose of serving as an armed merchant cruiser.

But although a number of Newfoundland reservists had been sent upon arrival in the United Kingdom to train at HMS *Excellent*, the Royal Navy’s gunnery school, Seaman Bryan had not been among them and he was likely posted to *Clan McNaughton* to serve as an ordinary seaman.



(Right: An example of the naval gun with which *Clan McNaughton* had been equipped prior to sailing on her war-time duties. – from *Wikipedia*)

***Clan McNaughton* was to be attached to the 10th Cruiser Squadron, also known as the *Northern Patrol*, a force originally comprised of out-of-date warships which, by that January of 1915, had been replaced by requisitioned ocean-going passenger–liners carrying a few guns often as old as some of the ships on which they were now mounted.**

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The ships of the 10th Cruiser Squadron were not spoiling – and certainly not prepared - for a fight. Their job was to form a part of the naval blockade designed to prevent ships carrying goods to Germany from reaching their destination; to accomplish this these vessels had to patrol the stormy waters encompassed by Ireland, northern Scotland and Iceland, a thankless job at the best of times: during the tempestuous winter months, even worse.

Even so, the first several weeks of her service appear to have been uneventful and *Clan McNaughton* apparently was to return to Liverpool on one if not two occasions before setting out to sea once again on what was to be her last voyage*.

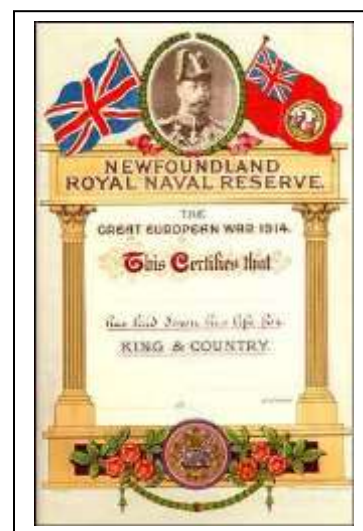
**It appears not to be recorded whether she was in the company of 'Viknor' when that vessel left the Squadron to return to Liverpool in mid-January and not to be seen again before her discovery on the ocean floor almost a century later.*

The weather during that part of the winter of 1914-1915 was apparently foul and the last message from *Clan McNaughton*, sent by radio by her captain on February 3, was that the ship – on patrol off the north coast of Ireland and west of the Hebrides - was in...*terrible weather.*

She was not heard from again.

The cause of her loss has never been ascertained: it may simply have been the weather such as reported by her captain; or, perhaps as originally thought, she had encountered a German mine although apparently the vessel was not particularly close to a mine-field. A third theory suggests a combination of circumstances: the weather, perhaps a top-heavy ship because of the eight naval guns that she was carrying (just more than two tons per gun), and an inexperienced crew all may have contributed to her loss.

The son of John Bryan, apparently deceased by the time of his son's enlistment, and of Elizabeth Bryan (she later re-married to *Tucker* of Thorburn Road), Seaman Morgan may also have been brother to Francis-Willard, to Nathaniel, to an un-named infant, and to John-Thomas – but this requires further confirmation.



(Right above: *A Memorial Scroll, a copy of which was distributed to the families of those who had sacrificed their life while serving in the Newfoundland Royal Naval Reserve*)

Seaman Bryan died on February 3 of 1915 at the *recorded* age of twenty-five years: date of birth in St. John's, Newfoundland, December 27, 1895 (documented as such among his enlistment papers).

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Seaman Bryan served only in the Royal Navy and was not in the service of Canada as is cited in some sources, notably the Commonwealth War Graves Commission.

Seaman Edward Bryan was entitled to the 1914-1915 Star, to the British War Medal (centre) and the Victory Medal (Inter-Allied War Medal).

