



Seaman James Greening, Number 411x, having no known last resting-place, is commemorated on a bronze beneath the Caribou at the Newfoundland Memorial Park at Beaumont-Hamel.

Having been a volunteer of the Royal Naval Reserve (Newfoundland) since first enlisting as early as mid-November of 1906, and having then undergone the requisite periods of training - of twenty-eight days - for five years in a row, 1906 to 1910, he had decided to re-enroll in April of 1912; this second occasion was to be for an unforeseen shorter period.

The months of March and April of 1914 were to be his last period of training as, of course, the events of the summer of that 1914 were to intervene.

James Greening had subsequently been called by *Royal Proclamation* to fulfil his obligations to the Crown from the naval authorities only days - August 13 is suggested - after the *British Declaration of War* on August 4 of that same 1914.

James Greening had thereupon travelled to St. John's, capital city of the Dominion of Newfoundland. There, on August 8 of 1914 – a second source has August 19* - he was to report...*to duty*...at the Naval Reserve training ship, HMS *Calypso*, moored in the harbour (see below).



****Two different but ‘official’ records appear to contradict each other on occasion.***

During that above-mentioned month of August, James Greening, once having reported to the Reserve (also see further below), was signed on for wartime service*. At this time he also likely attested – if he had not already previously done so - pledging his allegiance to the King-Emperor.

(Preceding page: *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.)

****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 at a minimum.

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.

(Right: 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)



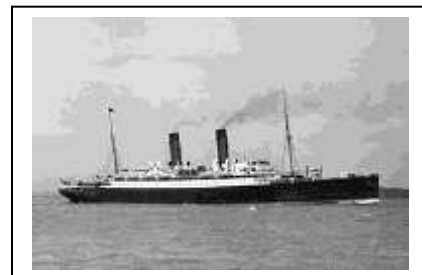
Following three months of duties in St. John's – no further training has been recorded - Seaman Greening, one of a draft of three-hundred five naval reservists, embarked on November 5-6 onto the Cunard ocean-liner Franconia on its way on its commercial route from New York to Liverpool.

(Right: 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 arrived in the port-city of Liverpool on November 11, it appears that several of the men were posted directly to a ship. Others were ordered to undergo further training at various Royal Navy establishments and thus, likely having journeyed by train, reported to these bases only hours later. Seaman Greening was one of the latter

(Right: A relatively new vessel, 'Franconia had been launched on July 23 of 1910. Remaining un-requisitioned as a troop transport until early 1915, it was to be well over a year later that on 4 October, 1916, while heading for Salonika, she was torpedoed and sunk by a German submarine to the east of Malta She was not carrying any troops at the time, but out of her 314 crew members, 12 died. – the photograph is from Wikipedia)



On an unspecified mid-November day, Seaman Greening was...taken on strength...at HMS Excellent, the Royal Navy gunnery school located on Whale Island at the entrance to the harbour at Portsmouth. He was to train there until December 11 when he was ordered to join his ship, HMS Viknor, likely destined to serve one of the guns with which by that time the ship had been fitted.

(continued)

(Right: *The Royal Navy Memorial which stands on the coast at Portsmouth and from where may be seen 'Whale Island' – photograph from 1917*)



**HMS 'Excellent' was the name – and also still is the name - of the Royal Navy's Gunnery School which had been established in a ship of the same name in 1829, the vessel being permanently moored just outside Portsmouth dockyard. As the years passed the ships were to be replaced, but each in turn was to be named HMS 'Excellent'.*

(Right below: *Drill on a naval gun on 'Whale Island' during the period of the Great War – from Wikipedia*)



The Armed Merchant Cruiser *Viknor* was an elderly ship, obsolete and apparently under-powered with a top speed of only fourteen knots. In her earlier lives she had firstly been, as of 1888, the SS *Atrato*, before then having been re-named as the SS *Viking* in 1912. Upon the outbreak of the *Great War* in 1914 she had been requisitioned by the British Admiralty and baptized on that third occasion as HMS *Viknor*.

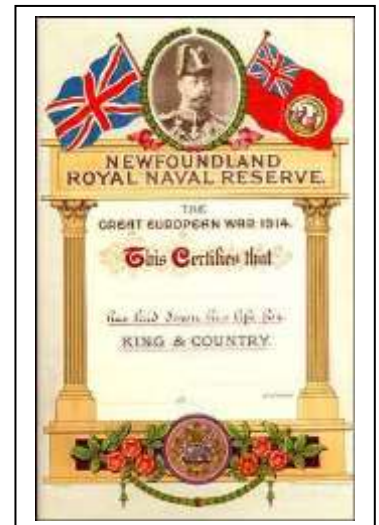
(Right below: *The elderly luxury cruise-liner 'Atrato' seen here in her pre-War condition and before she was to be requisitioned for naval service – from the Old Ship Picture Galleries web-site*)



At the time of Seaman-Gunner Greening's transfer to *Viknor*, the ship was apparently based on the River Tyne. She was not to leave port until December 28 and not to join her squadron (see below) until January 1. She had been armed by that time although the type of weapon that Seaman-Gunner Greening was to serve appears not to have been documented.

'Viknor' was to be attached to the 10th Cruiser Squadron, also known as the *Northern Patrol*, a force originally having comprised out-of-date warships which, by that January of 1915, had proved unequal to the elements and had been replaced by requisitioned ocean-going passenger-liners carrying a few guns, those at times older than the ships on which they were mounted.

The ships of the 10th Cruiser Squadron, although armed, were not spoiling 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 northern Scotland, Ireland and Iceland, a thankless job at the best of times: during the tempestuous winter months, even worse.



In early January the ships of the *Northern Patrol* stopped a Norwegian vessel, the *Bergensfjord*, and transferred a number of persons, one of them a suspected spy, to *Viknor*, she then being ordered to proceed to Liverpool.

(Preceding page: *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*)

From what is known about *Viknor*, she was hardly a vessel fit for the task at hand and January and February of 1915 were to apparently be particularly stormy. What is more, a German counterpart, the steamship *Berlin*, had recently been reported in the area sowing mines – one of which had already sunk the British battleship *Audacious* some three months before.

It still remains a bit of a mystery as to what happened to *Viknor* although it appears to be that either she fell victim to the bad weather or that she was sunk by a mine. All that may be sent with any great certainty is that there was not to be a single survivor: of the crew of three-hundred two, including twenty-five of the Royal Naval Reserve (Newfoundland), all were to perish*.

**Her wreck was found off the coast of County Donegal, Ireland, in the year 2006, but no conclusion was to come about as to the cause of the ship's sinking.*

The son of Joseph William Greening, fisherman, and of Jessie Greening of Indian Arm, Bonavista Bay, he was also brother to Joseph, May (perhaps *Mary*) – Elizabeth, Jessie and perhaps James.

Seaman-Gunner Greening died on January 13 of 1915, at the age of twenty-eight years: date of birth at Indian Arm, Bonavista Bay, Newfoundland, September 29, 1887 (from his enlistment papers).



(Right above: *The sacrifice of Seaman James Greening is honoured on the Summerville War Memorial. – photograph from 2010*)

Seaman Greening 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-Gunner James Greening was entitled to the 1914-1915 Star, as well as to the British War Medal and the Victory Medal (Inter-Allied War Medal) (right).



The above dossier has been researched, compiled and produced by Alistair Rice. Please email any suggested amendments or content revisions if desired to *criceadam@yahoo.ca*. Last updated – January 20, 2023.