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After the relief of Ladysmith, the Naval Brigade then with the Natal Field Force was re-organised under Captain Edward Pitcairn Jones, of the cruiser *Forte*, and thenceforward consisted of 6 officers and 31 men from the *Forte*, 6 officers and 51 men from the *Philomel*, and 2 officers and 31 men from the *Tartar*, with two wheeled 4·7-in. guns, and four 12-prs., two of which had been recently brought up by Lieutenants Steel (*Forte*), and Burne (*Tartar*). The Natal Naval Volunteers had temporarily rejoined their corps. The officers then with the Brigade were:—

Forte. Captain Edward Pitcairn Jones; Lieutenants Francis William Melvill, George Percy Edward Hunt, and John Miles Steel; Staff-Surgeon Frederick John Lilly; and Gunner (T.) Edward Holland (actg.).

Philomel. Lieutenants Arthur Halsey, Archibald Deas; Sub-Lieutenants Charles Richard Newdigate Burne, and Francis Alexander Clutterbuck; Clerk Walter Thorne Hollins; and Midshipman William Rimington Ledgard.

Tartar. Lieutenant Herbert William James; and (but somewhat later) Staff-Surgeon John Douglas Hughes.

¹ Many of these particulars concerning the relief of Ladysmith are from the rough diary of Capt. A. H. Limpus, R.N., extracts from which were read by him at a meeting at Hong Hong on June 13th, 1900, and later published in the local *Daily Press*. Other details are chiefly from Gen. Clery's Orders, Dec. 14; Gen. Buller's desp. of Dec. 17; Capt. Jones's desp. of Dec. 16; Lieut. Ogilvy's report of the same date; Capt. Jones's desps. of Feb. 8 and 18, and Mar. 2, 1900; Lieut. Burne's letters of Feb. 16; and Fleet-Surg. Lilly's account in Jeans' 'Naval Brigades.'

² In the relief operations the 4·7's had fired 4000 and the 12-prs. 12,000 rounds, and some of them showed signs of wear.

About March 14th Lieutenants Halsey and James, with the four 12-prs. moved up to Elandslaagte, where lay the division of General Lyttleton, who was soon afterwards relieved by General Clery ; and on the 19th Captain Jones followed with the 4.7-in. guns, pitching his camp on the 20th half way between Elandslaagte and Sunday's River, below the foot-hills of the Biggarsberg, where the Boers were in force. Nothing of importance happened there until April 10th, when, at 8 A.M., the enemy suddenly opened fire from guns which they had posted across the river at a distance of between 6000 and 7000 yards, making a general attack at the same time. As the Boers were fortunately using black powder, the position of four of their guns was soon detected ; but before the fire could be silenced, the Brigade lost 2 killed, and 4, including Lieutenant Steel, wounded, and had some gun limbers and wagons smashed up. The guns were got into emplacements covering a front of about a mile and a half. The enemy began to draw off at about 4 P.M. ; and at dark the whole British force was also withdrawn to take up a more sheltered position among the Elandslaagte hills. Thereupon the Boers crossed the river, and mounted guns on the British side of it, opening fire from them on April 11th. The command of Sunday's River had been practically abandoned by the British for the moment ; and the Naval Brigade stationed its two 4.7-in. guns on Battle Ridge, two of the 12-prs. on the right flank a mile away, and the other two 12-prs. so as to cover Elandslaagte station, while General Warren's division took up position under Junono's Kop and at Woodcot Farm. On the 14th a welcome reinforcement arrived in the shape of 25 men of the Natal Naval Volunteers, who returned under Lieutenants James E. Anderton and N. Barrett ; for the amount of sickness in camp was becoming very serious, about one-third of the Brigade being temporarily if not permanently useless. On the 16th Clery's division was ordered back to the neighbourhood of Modder Spruit.

On April 20th General Warren was relieved in command of the division by General Hildyard, and proceeded to the Cape. On the 21st the Boers again attacked in force. They had but two guns. With them they quickly picked up the range of the British at 4000 yards ; but their weapons were soon disabled. Lieutenant James, who had been down with enteric since the 18th, was sent with Staff-Surgeon Lilly to the base hospital on the 27th. During all that time there was continual sniping and desultory firing ; and the inactivity and

sickness had a very depressing effect, though the seamen, perhaps, stood it better than the rest of the army. On May 8th, at daylight, a small party of Boers attacked the station guard, but was driven off.

Not until May 11th was a move begun with the object of outflanking the enemy in the Biggarsberg. Sunday's River was again crossed; and Hildyard gradually occupied points so as to protect the flank of Sir Redvers Buller's army while it moved round by way of Helpmakaar and Dundee. Lieutenant Halsey, with two 12-prs., crossed on the 13th, Lieutenant Steel with the two others, following at night, and all the guns occupying positions on hills on the other side. By the 16th the entire force had passed the river, the two 4.7-in. guns and a few colonial troops only excepted; and all the country as far as Waschbank was in British hands. On the 17th, the 4.7's traversed the drift, and moved through Wessel's Nek to Waschbank, where the 12-prs. were found. Early on the 18th, the Brigade started with the division, and moved through Glencoe Pass to Glencoe, and thence to Hatting Spruit, where it arrived at midnight, after a magnificent march. It proceeded next for Dannhauser, but was stopped when half way by orders from General Buller, and sent back to Glencoe. On the 23rd, it advanced again to Dannhauser; on the 26th to Ingagane; on the 27th to Newcastle; on the 28th across the Buffalo at Wool's Drift; and on the 29th to a bivouac about three or four miles beyond Utrecht. On the 31st the guns were placed in position before that place, which, however, surrendered in the course of the morning, whereupon the Brigade returned to the bivouac. On June 1st the whole force moved back to the Buffalo, which it crossed on the 2nd. On the 3rd, it reached De Wet's Farm.

On June 6th, at 7 A.M. Captain Jones, in company with General Talbot Coke and half his brigade, a battery of artillery, and the South African Light Horse, quitted the bivouac at De Wet's in order to make a reconnaissance with a view to finding positions for the naval guns on Van Wyk, a high hill facing Botha's Pass, and about 6000 yards from it. On arriving near the hill a considerable rifle fire greeted the column from the enemy on the neighbouring heights; and it became clear that Van Wyk ought to be occupied and held at once, and that the rest of the brigade, and other reinforcements, ought to be brought up. Having selected suitable positions for the guns, Captain Jones started back to find a route by which

they might be moved up to the mountain. He fixed upon a very difficult one, and reached camp at about 4 p.m. All that afternoon, there was a brisk fire of both guns and rifles on Van Wyk; and the South African Light Horse had hard work to hold its own until it was reinforced.

Captain Jones was ordered to wait until dark, ere he again proceeded, as the route was much exposed to the Boer fire. At nightfall, Lieutenant Halsey's two 12-prs. were put on a kopje near De Wet's Farm; and, with the two 4-7's, and the other two 12-prs. under Lieutenant Burne, Jones departed for Van Wyk. It was the weirdest and hardest night trek of the gallant Naval Brigade. The whole country had been set fire to by the Boers, and most of Jones's landmarks were mere blackened masses. Only he, and his aide-de-camp, young Ledgard, had been there before. The latter was sent to guide the 12-prs. which were travelling quicker than the bigger guns; and Jones himself piloted the 4-7's. The flames roared in the long grass; the terrified oxen continually broke away from their yokes, and steep hills and deep dongas had to be traversed; so that it was 4 a.m. on June 7th ere the sheltered drift at the foot of Van Wyk was reached, although the distance covered was only about seven miles. There Captain Jones halted the 4-7's until daylight, but hurried on Burne with the 12-prs. as they were needed by the General at dawn. One of the 12-prs. was consequently able to open on the Boers as soon as the light served. The other was delayed by a broken axle. By using sixty-four oxen to each 4-7, and as many to each ammunition wagon, Jones managed to get his heavy quick-firers into position on Van Wyk in the course of the afternoon. Hildyard characterised the exploit as the record performance of the campaign. The Naval Brigade cordially agreed with the General, until it became necessary to get the guns down again.

By daylight on the 9th the broken carriage of the 12-pr. was repaired; and all the naval guns were in position for the attack and capture of Botha's Pass on that day. Halsey's 12-prs., with some military guns, were on a nek a mile or two to the right. The action began with a searching fire from all available artillery at the hills of the Drakensberg, above the dongas which led in the direction of the Pass. At 11 a.m., the infantry advanced with three field batteries, General Wynne on the left, General Hamilton on the right, with

cavalry on both flanks, and Coke's brigade holding Van Wyk, and the hills in the rear. The heights were mounted with great rapidity, and with but little opposition, until after the summit had been reached. This, no doubt, was due very largely to the way in which the naval guns had been brought up and handled. The moral effect of the presence of such heavy weapons in totally unexpected places; and the hurling of shell at long range over the heads of the advancing troops, shook the enemy immensely, though, in all probability, not many people were killed. The Boers had had several guns in position on the crest, and had used them; but no sooner did they discover that the British had big guns on Van Wyk than they withdrew their own pieces to safer neighbourhoods. By dusk, the troops were in possession of all the Boer works, and the defenders had gone.

It was a bitterly cold night, and the poor fellows had neither coats nor any other comforts; while the enemy, retiring as usual amid the smoke of their own fires, had burnt all the grass, and so deprived the British cattle of forage. The compensating thought with every one was that at last the Orange Free State had been entered. There was, however, no rest for the Naval Brigade, which, at 8 P.M., was ordered to get its guns down again. There was a dense fog, a fog so impenetrable that a regiment which had been sent to assist in the operation lost itself in the mountains, and did not join company with the bluejackets until seven o'clock on the following morning, when it found them at the bottom. Jones put his entire force on to the drag ropes, and eased down the guns and wagons one at a time, until the passage of the heavy masses wore away the ground, and made it practicable for the bullocks. The men, who had to make eleven journeys up and down, worked magnificently, and without a grumble; and when, at 4 A.M., they had got everything down to the drift to which they had been ordered, they simply dropped where they stood, and slept like the dead till daylight. Then they trekked up over Botha's Pass with General Coke's brigade, and bivouacked that night in the Orange Free State.

On the 11th they moved to Grandsvlei, the guns clearing the hills in front of the troops; and, after an early advance on the 12th, they got into action at about 12.30 P.M. on the hills facing Alleman's Nek, where the enemy, strongly posted, was already shelling the British. The naval guns, speaking generally, undertook the protection of the right attack, where there was very hard fighting, and where most rocky

and precipitous hills had to be climbed. As usual, the bluejackets poured in shells just ahead of the advance. The Boers had in action some Maxim guns, which, however, did little damage; and the enemy's gun-fire was overpowered, and the guns themselves were soon withdrawn. By dusk, the Pass and hills were clear, and the Boers in full retreat. In the early hours of the 13th, the Naval Brigade moved on, and took up a position on the Nek. At noon it moved further, and posted its guns at a place whence they were able to shell Zandspruit station, and some retreating burghers. In the evening, bivouacking five miles from Volksrust, the force learnt that Laing's Nek and Majuba had been evacuated, and that General Clery was in possession of them. Thus the great turning movement, begun on May 11th, had attained its object, and, at last, the British had a firm foothold in the Transvaal. On the 14th the Naval Brigade encamped at Volksrust, after a month's most arduous work, and frequent fighting. The people, who had suffered so much from enteric while idle near Elandsiaagte, were very well in spite of their hardships.

Captain Jones and his men started again with Hildyard's division on June 16th; but, after Wakkerstroom and Zandspruit had been occupied, a telegram from the Rear-Admiral ordered the *Forte's* contingent back to that ship, which was required for service on the West Coast of Africa. Lieutenant Burne, with his two 12-prs. were therefore left at Zandspruit; and the two 4.7's were turned over to the Army. On June 24th Captain Jones transferred command of the rest of the Brigade to Lieutenant Halsey, who was at Volksrust, and then left for Durban with his own people, and with the detachment of Natal Naval Volunteers.¹

It may be mentioned here that the Boers seldom or never moved their guns over places half so difficult as were traversed by those of the Naval Brigade. The hostile guns reached their positions from the reverse sides of the hills, where the gradients were often relatively easy. The Naval guns frequently reached places which, in all probability, the Boers would never have attempted to get their guns to by the same route. On the other hand, the Navy would never have experienced the least difficulty in taking its 4.7-in. weapons over any road which was used for the Boer artillery.

¹ The above is compiled from notes by Capt. Jones, kindly supplied specially for this work; from the same gallant officer's account in *Jeans*; and from the desps. in *Gazette of Mar. 12, 1901*.

Curious to relate, the bluejackets did not suffer—to the extent of having to fall out—owing to sore feet. As for offences, they were practically unknown. There were two or three cases of leaving camp during the idle time in the earlier days. The culprits were punished by being sent back to their ships; and they regarded that as the severest retribution that could be inflicted on them. Never was there any sign of flinching under fire, although, on three or four occasions, the Brigade was exposed to very heavy shelling. The force behaved magnificently in every way.

After the withdrawal to its ships of the main portion of the Brigade in June there remained on shore on the Natal side one detachment under Lieutenant Charles Richard Newdigate Burne, and another under Lieutenant Arthur Halsey.

Burne's detachment, which came originally from the *Tartar*, was turned over, while it was still serving in Natal, to the *Monarch*, guardship at the Cape. With two 12-prs. it took part in the march to, and occupation of Wakkerstroom, and in the defence of Zandspruit, and a spirited little action four miles to the north of it. On July 24th, when Burne was disabled by jaundice and Lieutenant Francis Alexander Clutterbuck¹ was in temporary command, the battery was concerned in the attack on Gras Kop. Burne rejoined on July 27th and thereafter remained at Gras Kop, employing his guns for the defence of the position. The guns also covered the right flank of the two British attacks on Comersfoort on July 30th and August 7th, the latter of which was successful. He had with him Midshipman William Rinnington Ledgard, of the *Philomel*, whom he detached with one gun, first to Oppermann's Kraal, and subsequently to Paarde Kop. This detachment was withdrawn in October.²

Burne was junior to Lieutenant Arthur Halsey, who, though he had only his own men from the *Philomel* under his immediate orders, commanded in effect both detachments. With his two 12-prs. he accompanied a flying column from Zandspruit towards Amersfoort, and was most useful in covering the subsequent retirement from before that place. On July 10th he moved by train to Standerton, where his guns were horsed from a field battery, and were thus given a valuable additional mobility. More than once they were engaged in slight skirmishes. On July 24th he proceeded

to Greylingstad, and thence, after about a month, returned to Standerton, where he himself remained until he and his men were recalled to their ship. On September 30th, however, he detached one gun under Lieutenant Clutterbuck to Heidelberg to assist in holding that town.¹

In the third week of October, 1900, the last remnants of Captain Jones's Brigade returned to their ordinary duty. In his final report Lieutenant Halsey, while recommending the services of a number of men, mentions the case of A. Forcey, Armourer's-Mate, who, though wounded in the affair at Sunday's River, assisted a mortally wounded bluejacket to the hospital tent, and then returned to the guns until he was ordered off to have his own wound dressed.

In January, 1901, when Boer raiding parties were still active in the western parts of Cape Colony, the cruiser *Sibylle*, Captain Hugh Pigot Williams, landed bluejackets and guns in Lambert Bay, as a precautionary measure. There was, however, no fighting at that spot. Unfortunately, the cruiser was wrecked there on the 16th of the month. Various other ships, which never landed officers or men, but which did useful work on the coast, will be found mentioned below.

So ended the active intervention of the Royal Navy in the war with the Boer Republics. Many of its guns, however, in the hands of the army, did good service long afterwards against the enemy. The only gun lost by the Navy was a 7-pr., which was in an armoured train and was worked very early in the campaign in Natal by men from the *Tartar*. The train was derailed by the Boers near Frere on November 15th and captured after a plucky defence had been made. In the circumstances the capture was inevitable. Well, therefore, did the Naval Brigades carry out the spirit of Rear-Admiral Harris's injunction when, on October 20th, 1899, he despatched the first of them to the front. "Take care," he said, "of the guns. Knowing the officers and men who have charge of them, I feel sure that neither bluejackets nor Marines will come back without them."

Numerous naval officers were employed during the war, and especially during the earlier part of it, in connection with the transport arrangements. Among those who were so employed were:—

In South Africa, Captains Sir Edward Chichester, Bart., Edmund Barker Van Koughnet (*retd.*), and Frederick St. Leger Lascumbe; Commander Thomas Hadley

¹ Halsey to Harris, Oct. 17, 1900.

(ret.); Lieutenants Stewart Ayscough Perry-Ayscough, and Arthur Lingham (ret.); and Paymaster William Marcus Charles Beresford Whyte; at Liverpool, Captains Charles Henry Coks, and Francis John Jeffery Elliott (ret.); Commanders Egerton Bagot Byrd Levett Scrivener (ret.), and William Maitland-Dougall (ret.); and Fleet-Paymaster William Basset Attridge; at Southampton, Captain William Graham White; Commanders William Job Woodman Bernard (ret.), Duncan Macpherson (ret.), Reginald York Heris (ret.), and Arthur Cleveland Heathcote (ret.); Lieutenant Charles William Pleydell Bouverie (ret.); and Fleet-Paymaster Cecil Plomer Walker; in the Thames' District, Captain Edward Eden Bradford; Commanders John Teesdale Hardinge (ret.), Charles William Poyader Allen (ret.), and Herbert Moultrie Heathcote (ret.); and Paymaster George Whitcroft (ret.); and elsewhere, Commanders (ret.) James Nethery Hill, Henry Edward Bouchier, Harry Daupler Law, Herbert George Paris, and John Martin; and Lieutenant (ret.) William Henry Callwell.

Special gratuities and medals for South African service were subsequently granted to officers, seamen, and Royal Marines who were borne in the following ships during the period noted against each, and who were either landed for duty or doing duty on board:—

CLASS.	R.M.S.	COMMANDER.	PERIOD.
Cruiser III.	<i>Barracuda</i>	Com. Hugh Coleworth	26-10-1900-31-12-1900.*
" III.	<i>Barron</i>	Com. Wm. Fras. Tansard	15-10-1900-31-12-1900.*
" III.	<i>Bleeker</i>	Com. Murray Thos. Parks	†
" II.	<i>Boris</i>	R.-Ad. Sir Robert Hastings Harris	11-10-1900-31-12-1900.*
Gunsboat I.	<i>Leary</i>	Capt. Boguski (Com. Postions)	6-11-1900-19-5-1900.
Cruiser III.	<i>Parblet</i>	Lieut. Hastings Frank Shakspeare	9-12-1899-23-5-1900.
" II.	<i>Perle</i>	Com. Hy. Robt. Peel Floyd	15-10-1900-15-6-1901.
" III.	<i>Perseus</i>	Com. Hy. Robt. Peel Floyd	11-10-1900-4-11-1900.
Gunsboat I.	<i>Haggis</i>	Capt. Wm. Sibley Fisher	22-11-1900-31-12-1900.*
R. ship III.	<i>Musarch</i>	Com. Robert Duncumple Barwick Brown, 26-1-85	11-10-1899-31-12-1900.*
Cruiser I.	<i>Nile</i>	Com. Capt. Chas. Hy. Bagby, 1-2-89	22-11-1900-23-6-1901.
Gunsboat I.	<i>Paetridge</i>	Capt. Alfred Leigh Windsor	11-10-1900-31-12-1900.*
Cruiser III.	<i>Pelorus</i>	Lieut. Estace La Trobe Leatham, 1-3-89	8-12-1899-26-6-1900.
C. Def. ship	<i>Penelope</i>	Capt. Hy. Chas. Bertram Hulbert, 26-1-89	(As <i>Bonarrick</i> .)
Cruiser III.	<i>Perseus</i>	Capt. Jas. Edw. Beecraft	11-10-1900-31-12-1900.*
" I.	<i>Powerful</i>	Capt. Rm. Belworth Lambson	11-15-1899-15-3-1901.
" III.	<i>Roscon</i>	Com. A.H. Ern. Alb. Grant	12-1-1900-16-6-1900.
Gunsboat I.	<i>Redoubt</i>	Lieut. Harry Rowley Hill	†
Cruiser II.	<i>Rapier</i>	Capt. Cecil Burney	†
" II.	<i>Rapier</i>	Capt. Hugh Pipet Williams	†
" III.	<i>Rector</i>	Com. Frank Robt. Wm. Morgan, 26-4-89	11-10-1900-2-10-1901, & †
" I.	<i>Terrible</i>	Com. Robt. Hy. Taverner, 18-6-89	14-2-1899-27-5-1900.
" II.	<i>Trotz</i>	Capt. Wm. Sibley Fisher	6-11-1899-31-12-1900.*
Gunsboat I.	<i>Thrush</i>	Lieut. Warren Hastings D'Oyly	11-1-1900-4-9-1900.
" I.	<i>Widgeon</i>	Com. Lieut. Anthony Fras. Garney, 1-2-87	11-10-1899-31-12-1900.*
		Lieut. Wynham Forbes, 6-9-88	

* Signifies that these ships' companies remained serving after the end of the year 1900.

† Signifies that these ships' companies began their service (counting for South African medals and gratuities) after the end of the year 1900.

At the very height of this exhausting war, the Empire was called upon to exert itself in another quarter of the world; and, as in South Africa, so in Eastern Asia, the Navy was largely instrumental in protecting British life, property, and interests, at a moment when sufficient military force for that purpose was not upon the spot.