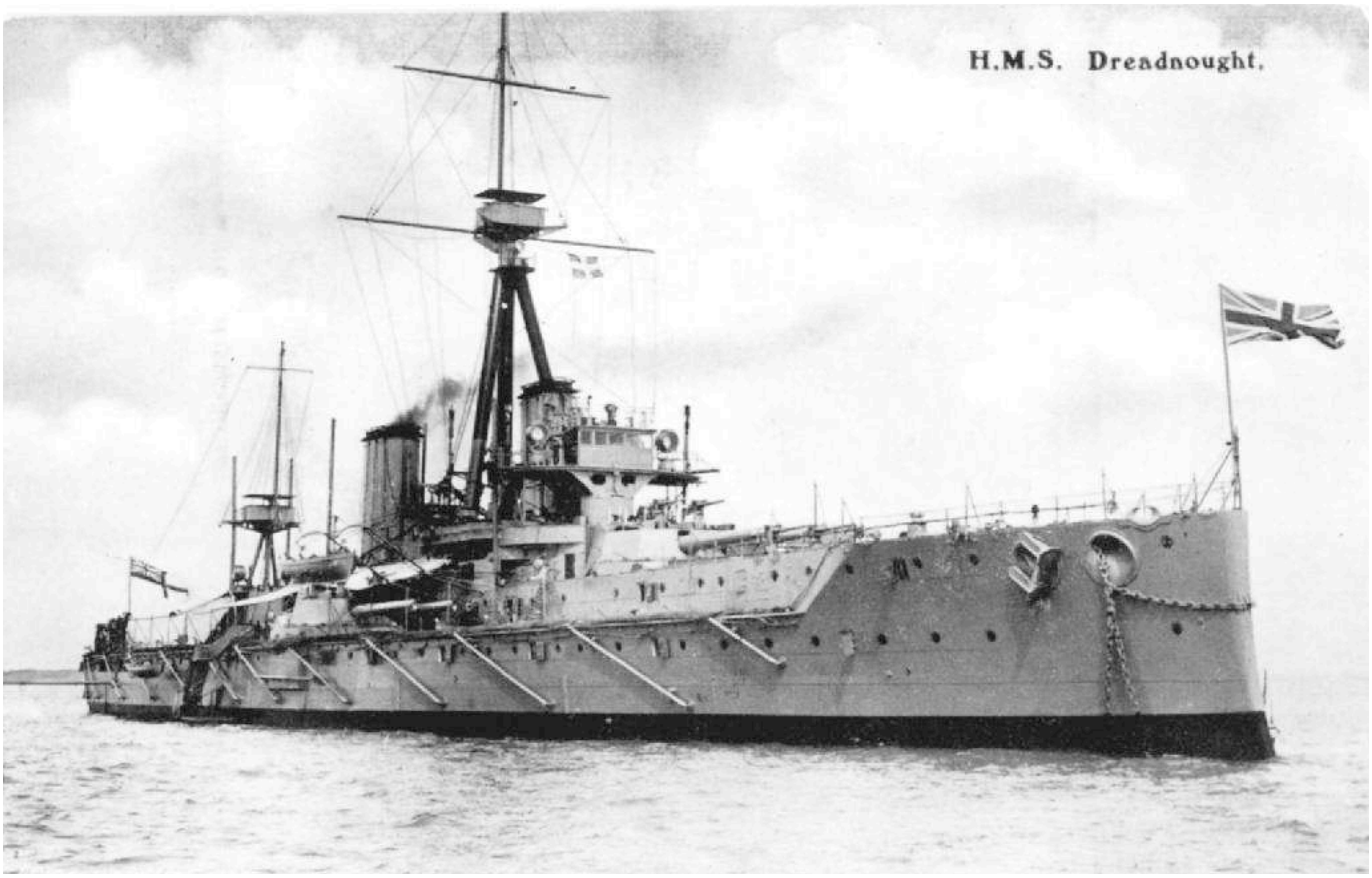
Commander Richard Herbert Denny Townsend [5A11]



Britannia Royal Naval College, Dartmouth



HMS Dreadnought



Richard's Report from BRNC Dartmouth

IN Pursuance of the Orders of the Lords Commissioners of the Admiralty,
Mr. Richard Herbert Dewy Townsend
Naval Cadet, borne on the books of H.M. Training Ship "Britannia,"
from the Fifteenth day of July 1893, to the Fourteenth
day of July, 1895, has been examined in the following subjects:—

Religious knowledge.

1. Arithmetic.
2. Algebra.
3. Geometry.
4. Plane Trigonometry, *Practical and Theoretical*, and its application to useful Problems in Navigation, Surveying, &c.
5. Spherical Trigonometry, and its application to simple Astronomical Problems.
6. Navigation, *Practical and Theoretical*, so far as to determine a Ship's position both by Dead Reckoning and Observation according to the ordinary daily practice at Sea.
7. Protracting Geometrical and Nautical Problems.
   The construction of Charts and their use in the practice of Navigation.
8. The use of the Sextant, Azimuth Compass, Barometer, Thermometer, &c., and the principles of their construction.
9. Elementary Physical Science.
10. French and Drawing.
11. English History.
12. Geography and Astronomy.
13. Drawing, Freehand and Mechanical.

Mr. Townsend has shewn* indifferent proficiency in the use of the Sextant and Artificial Horizon.

He has paid* very much attention to the various branches of study and is entitled to a Third Class Certificate in Mathematics;
Third Class in French and Extra subjects;
Second. Class in Seamanship.
He can Swim.

W. D. Niven
Admiralty Examiner.

R. S. Lowry
Commander,
H.M.S. Gauges

Herbert Lowry
Lieutenant,
Commanding H. M. Brig Pilot

J. Hunt P. Adams.
Chief Instructor.

Claudius Hamilton
Lieutenant.
Commanding H. M. Brig Liberty

Richard's First Appointment

A C W.

By Command of the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

To Lieut. Richard St D Townsend RN

THE Lords Commissioners of the Admiralty hereby appoint you Lieutenant of His Majesty's Ship Exmouth

and direct you to repair on board that Ship at Portsmouth

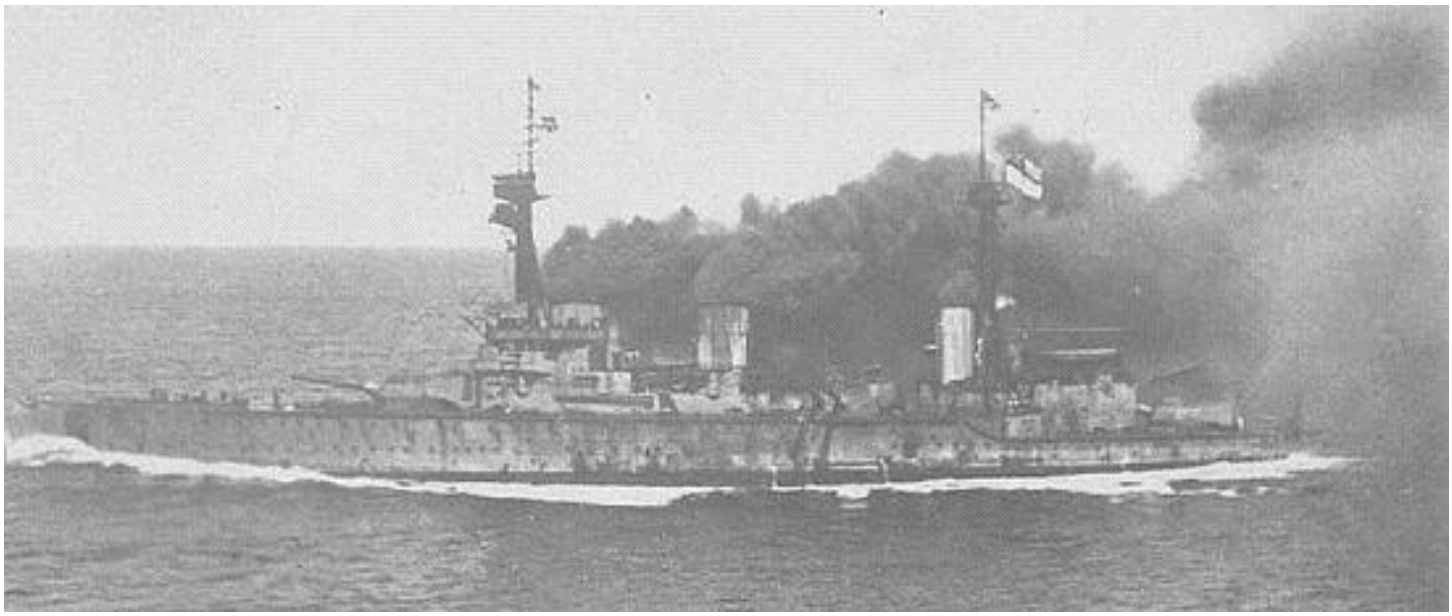
Your appointment is to take effect from 6th June 1911 and you are to join at 9 a.m. on that date.

You are to acknowledge the receipt of this appointment *forthwith*, addressing your letter to the Commander-in-Chief, taking care to furnish your address.

You are to apply to the Commodore of the R.N. Barracks, Portsmouth, for accommodation for the night previous to the date on which the Ship is to be commissioned.

By Command of their Lordships,

HMS Invincible 1914



The Battle of The Falkland Islands From The Official Report of Admiral Sturdee.

The numbers given on the plan show the corresponding positions of vessels at various times. All ships bearing the same number were simultaneously in the positions charted.]

At this time the positions of the various ships of the squadron were as follows:

Macedonia: At anchor as lookout ship.
Kent (guard ship): At anchor in Port William.
Invincible and Inflexible: In Port William.
Carnarvon: In Port William.
Cornwall: In Port William.
Glasgow: In Port Stanley.
Bristol: In Port Stanley.

The Kent was at once ordered to weigh, and a general signal was made to raise steam for full speed.

At 8:20 A.M. the signal station reported another column of smoke in sight to the southward, and at 8:45 A.M. the Kent passed down the harbour and took up a station at the entrance.

The Canopus, Capt. Heathcoat S. Grant, reported at 8:47 A.M. that the first two ships were eight miles off, and that the smoke reported at 8:20 A.M. appeared to be the smoke of two ships about twenty miles off.

At 8:50 A.M. the signal station reported a further column of smoke in sight to the southward.
The Macedonia was ordered to weigh anchor on the inner side of the other ships, and await orders.

At 9:20 A.M. the two leading ships of the enemy, (Gneisenau and Nürnberg,) with guns trained on the wireless station, came within range of the Canopus, which opened fire at them across the low land at a range of 11,000 yards. The enemy at once hoisted their colours and turned away. At this time the masts and smoke of the enemy were visible from the upper bridge of the Invincible at a range of approximately 17,000 yards across the low land to the south of Port William. A few minutes later the two cruisers altered course to port, as though to close the Kent at the entrance to the harbour, but about this time it seems that the Invincible and Inflexible were seen over the land, as the enemy at once altered course and increased speed to join their consorts.

The Glasgow weighed and proceeded at 9:40 A.M. with orders to join the Kent and observe the enemy's movements.

At 9:45 A.M. the squadron--less the Bristol--weighed, and proceeded out of harbour in the following order: Carnarvon, Inflexible, Invincible, and Cornwall. On passing Cape Pembroke Light the five ships of the enemy appeared clearly in sight to the southeast, hull down. The visibility was at its maximum, the sea was calm, with a bright sun, a clear sky, and a light breeze from the northwest.

At 10:20 A.M. the signal for a general chase was made. The battle cruisers quickly passed ahead of the Carnarvon and overtook the Kent. The Glasgow was ordered to keep two miles from the Invincible, and the Inflexible was stationed on the starboard quarter of the flagship. Speed was eased to twenty knots at 11:15 A.M., to enable the other cruisers to get into station. At this time the enemy's funnels and bridges showed just above the horizon.

Information was received from the Bristol at 11:27 A.M. that three enemy ships had appeared off Port Pleasant, probably colliers or transports. The Bristol was therefore directed to take the Macedonia under orders and destroy transports. The enemy were still maintaining their distance, and I decided, at 12:20 pm, to attack with the two battle cruisers and the Glasgow.

At 12:47 P.M. the signal to "Open fire and engage the enemy" was made. The Inflexible opened fire at 12:55 P.M. from her fore turret at the right-hand ship of the enemy, a light cruiser; a few minutes later the Invincible opened fire at the same ship. The deliberate fire from a range of 16,500 to 15,000 yards at the right-hand light cruiser, which was dropping astern, became too threatening, and when a shell fell close alongside her at 1:20 P.M. she (the Leipzig) turned away, with the Nürnberg and Dresden, to the southwest. These light cruisers were at once followed by the Kent, Glasgow, and Cornwall, in accordance with my instructions.

The action finally developed into three separate encounters, besides the subsidiary one dealing with the threatened landing.

Action with the Armoured Cruisers.

The fire of the battle cruisers was directed on the Scharnhorst and Gneisenau. The effect of this was quickly seen when, at 1:25 P.M., with the Scharnhorst leading, they turned about seven points to port in succession into line ahead and opened fire at 1:30 pm. Shortly afterward speed was eased to twenty-four knots and the battle cruisers were ordered to turn together, bringing them into line ahead, with the Invincible leading. The range was about 13,500 yards at the final turn, and increased until at 2 pm it had reached 16,450 yards.

The enemy then (2:10 pm) turned away about ten points to starboard, and a second chase ensued until at 2:45 P.M. the battle cruisers again opened fire; this caused the enemy, at 2:53 P.M., to turn into line ahead to port and open fire at 2:55 P.M. The Scharnhorst caught fire forward, but not seriously, and her fire slackened perceptibly; the Gneisenau was badly hit by the Inflexible.

At 3:30 P.M. the Scharnhorst led around about ten points to starboard; just previously her fire had slackened perceptibly, and one shell had shot away her third funnel; some guns were not firing, and it would appear that the turn was dictated by a desire to bring her starboard guns into action. The effect of the fire on the Scharnhorst became more and more apparent in consequence of smoke from fires, and also escaping steam. At times a shell would cause a large hole to appear in her side, through which could be seen a dull red glow of flame. At 4:04 P.M. the Scharnhorst, whose flag remained flying to the last, suddenly listed heavily to port, and within a minute it became clear that she was a doomed ship, for the list increased very rapidly until she lay on her beam ends, and at 4:17 P.M. she disappeared.

The Gneisenau passed on the far side of her late flagship, and continued a determined but ineffectual effort to fight the two battle cruisers. At 5:08 P.M. the forward funnel was knocked over and remained resting against the second funnel. She was evidently in serious straits, and her fire slackened very much. At 5:15 P.M. one of the Gneisenau's shells struck the Invincible; this was her last effective effort.

At 5:30 P.M. she turned toward the flagship with a heavy list to starboard, and appeared stopped, with steam pouring from her escape pipes and smoke from shell and fires rising everywhere. About this time I ordered the signal "Cease fire!" but before it was hoisted the Gneisenau opened fire again, and continued to fire from time to time with a single gun.

At 5:40 P.M. the three ships closed in on the Gneisenau, and at this time the flag flying at her fore truck was apparently hauled down, but the flag at the peak continued flying.

At 5:50 P.M. "Cease fire!" was made.

At 6 P.M. the Gneisenau heeled over very suddenly, showing the men gathered on her decks and then walking on her side as she lay for a minute on her beam ends before sinking.

The prisoners of war from the Gneisenau report that by the time the ammunition was expended some 600 men had been killed and wounded. The surviving officers and men were all ordered on deck and told to provide themselves with hammocks and any articles that could support them in the water. When the ship capsized and sank there were probably some 200 unwounded survivors in the water, but, owing to the shock of the cold water, many were drowned within sight of the boats and ship. Every effort was made to save life as quickly as possible, both by boats and from the ships; lifebuoys were thrown and ropes lowered, but only a portion could be rescued. The Invincible alone rescued 108 men, fourteen of whom were found to be dead after being brought on board. These men were buried at sea the following day with full military honours.

Action with the Light Cruisers.

At about 1 P.M., when the Scharnhorst and Gneisenau turned to port to engage the Invincible and Inflexible, the enemy's light cruisers turned to starboard to escape; the Dresden was leading and the Nürnberg and Leipzig followed on each quarter.

In accordance with my instructions, the Glasgow, Kent, and Cornwall at once went in chase of these ships; the Carnarvon, whose speed was insufficient to overtake them, closed the battle cruisers. The Glasgow drew well ahead of the Cornwall and Kent, and at 3 P.M. shots were exchanged with the Leipzig at 12,000 yards. The Glasgow's object was to endeavour to outrange the Leipzig with her 6-inch guns and thus cause her to alter course and give the Cornwall and Kent a chance of coming into action.

At 4:17 P.M. the Cornwall opened fire, also on the Leipzig.

At 7:17 P.M. the Leipzig was on fire fore and aft, and the Cornwall and Glasgow ceased fire. The Leipzig turned over on her port side and disappeared at 9 P.M. Seven officers and eleven men were saved.

At 3:36 P.M. the Cornwall ordered the Kent to engage the Nürnberg, the nearest cruiser to her. Owing to the excellent and strenuous efforts of the engine room department, the Kent was able to get within range of the Nürnberg at 5 P.M. At 6:35 P.M. the Nürnberg was on fire forward and ceased firing. The Kent also ceased firing and closed to 3,300 yards; as the colours were still observed to be flying on the Nürnberg, the Kent opened fire again. Fire was finally stopped five minutes later on the colours being hauled down, and every preparation was made to save life. The Nürnberg sank at 7:27 P.M., and, as she sank, a group of men were waving a German ensign attached to a staff. Twelve men were rescued, but only seven survived.

The Kent had four killed and twelve wounded, mostly caused by one shell.

During the time the three cruisers were engaged with the Nürnberg and Leipzig, the Dresden, which was beyond her consorts, effected her escape owing to her superior speed. The Glasgow was the only cruiser with sufficient speed to have had any chance of success. However, she was fully employed in engaging the Leipzig for over an hour before either the Cornwall or Kent could come up and get within range. During this time the Dresden was able to increase her distance and get out of sight.

The weather changed after 4 P.M., and the visibility was much reduced; further, the sky was overcast and cloudy, thus assisting the Dresden to get away unobserved.

Action with the Enemy's Transports.

A report was received at 11:27 A.M. from H.M.S. Bristol that three ships of the enemy, probably transports or colliers, had appeared off Port Pleasant. The Bristol was ordered to take the Macedonia under his orders and destroy the transports.

H.M.S. Macedonia reports that only two ships, steamships Baden and Santa Isabel, were present; both ships were sunk after the removal of the crews.

I have pleasure in reporting that the officers and men under my orders carried out their duties with admirable efficiency and coolness, and great credit is due to the engineer officers of all the ships, several of which exceeded their normal full speed.

The names of the following are specially mentioned:

Officers.

Commander Richard Herbert Denny Townsend. HMS Invincible

Commander Arthur Edward Frederick Bedford, H.M.S. Kent.

Lieut. Commander Wilfred Arthur Thompson, H.M.S. Glasgow.

Lieut. Commander Hubert Edward Danreuther, First and Gunnery Lieutenant,
HMS Invincible.

And others.

Battle of Jutland 31 May 1916

Extract from the Official History; "Naval Operations" by Sir Julian S. Corbett. 1923

.....At 6.32 Admiral Beatty reached his station ahead of the battle fleet. Ahead of him again was Admiral Hood with his three battle cruisers, leading the fleet, and leading it in a manner worthy of the honoured name he bore. Upon him was concentrated the fire of three or four of Admiral Hipper's five ships. Under pressure of the oncoming British Dreadnoughts they had turned again to the southward. For the past ten minutes the action between them and the "Invincibles " had been growing hot upon similar courses, and Admiral Hood with Captain A. L. Cay, his flag-captain, at his side was directing it from the bridge. Having the advantage of the light he was giving more than he received. The range was down below 9,000 yards, but it was the greatest that visibility would permit, and he was doing too well to alter. "Several shells," says Commander von Hase of the *Derfflinger,* "pierced our ship with a terrific force and exploded with a tremendous roar which shook every seam and rivet. The captain had again frequently to steer the ship out of the line to get clear of the hail of fire."

So heavy was the punishment he was inflicting that Admiral Hood hailed Commander Dannreuther, his gunnery officer, in the control top, and called to him, "Your firing is very good. Keep at it as quickly as you can. Every shot is telling." They were the last words he is known to have spoken. Just then the mist was riven and from the *Derfflinger* her tormentor was suddenly silhouetted against a light patch of sky. Then as another salvo from the *Invincible* straddled her she began rapid salvoes in reply, in which probably the *Konig* joined with as many. One after another they went home on the *Invincible.* Flames shot up from the gallant flagship, and there came again the awful spectacle of a fiery burst, followed by a huge column of dark smoke which, mottled with blackened debris, swelled up hundreds of feet in the air, and the mother of all battle cruisers had gone to join the other two that were no more. As her two consorts swerved round her seething death-bed they could see she was rent in two; her stem and stern rose apart high out of the troubled waters as though she had touched the bottom, and near by a group of half a dozen men were clinging to a life raft, cheering the ships as they raced by to continue the fight. So in the highest exultation of battle—doing all a man could do for victory—the intrepid Admiral met his end, gilding in his death with new lustre the immortal name of Hood.....

Rear Admiral
The Hon. Sir Horace Lambert A. Hood, C.B., M.V.O., D.S.O,

Captain
Arthur Lindesay Cay.

Secretary

Harold R. Gore Browne.

Commander
Richard Herbert Denny Townsend.
Lionel Henry Shore.

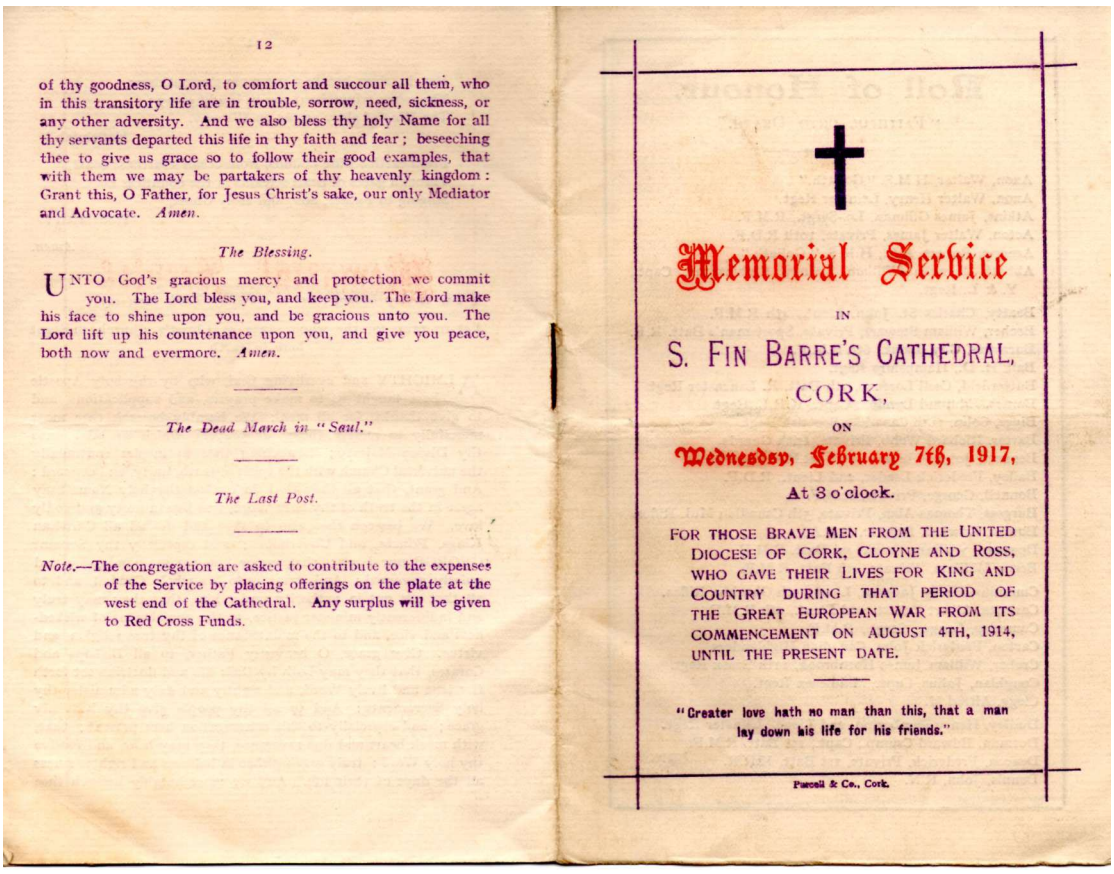
Lieut.-Commander
John Cyril Fitzrobert Borrett.
Edward Smyth Osbourne.

Lieutenant
Frank Power O'Reilly.
Alexander P. McMullen.
Thomas F. S. Flemming.
Alexander G. Murray.
George R. Hall, R.N.R.
Charles D. Fisher, R.N.V.R.

FAREHAM WAR MEMORIAL

Townsend Richard Herbert Denny. Commander Royal Navy
HMS Invincible. Mentioned in Despatches (Falkland Islands Action).
Son of Dr. R. H. Townsend M. B and Mrs Townsend of Queenstown
Husband of Phyllis M. G. Townsend of "Fairhaven" Batheaston, Bath.
31 May1916. Aged 37.

Memorial Service St Fin Barre's Cathefral



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of thy goodness, O Lord, to comfort and succour all them, who in this transitory life are in trouble, sorrow, need, sickness, or any other adversity. And we also bless thy holy Name for all thy servants departed this life in thy faith and fear; beseeching thee to give us grace so to follow their good examples, that with them we may be partakers of thy heavenly kingdom: Grant this, O Father, for Jesus Christ's sake, our only Mediator and Advocate. *Amen.*

The Blessing.

UNTO God's gracious mercy and protection we commit you. The Lord bless you, and keep you. The Lord make his face to shine upon you, and be gracious unto you. The Lord lift up his countenance upon you, and give you peace, both now and evermore. *Amen.*

The Dead March in "Saul."

The Last Post.

Note.—The congregation are asked to contribute to the expenses of the Service by placing offerings on the plate at the west end of the Cathedral. Any surplus will be given to Red Cross Funds.

Memorial Service

IN

S. FIN BARRE'S CATHEDRAL,

CORK,

ON

Wednesday, February 7th, 1917,

At 3 o'clock.

FOR THOSE BRAVE MEN FROM THE UNITED DIOCESE OF CORK, CLOYNE AND ROSS, WHO GAVE THEIR LIVES FOR KING AND COUNTRY DURING THAT PERIOD OF THE GREAT EUROPEAN WAR FROM ITS COMMENCEMENT ON AUGUST 4TH, 1914, UNTIL THE PRESENT DATE.

"Greater love hath no man than this, that a man lay down his life for his friends."

Purcell & Co., Cork.

Kyle, David Logan, 2nd Lieut., R.E.
Keller, Samuel George, Private, 2nd Batt. Manchester Regt.

Ludgate, Charles, Private, R.I.R.
Longfield, John Percival, Capt., Norfolk Regt.

Montgomery, Edward Henry, 2nd Lieut., R.F.A.
MacMullen, Edmund Ronalds, Capt., East African Force.
McFarland, George, Private, R.I.R. (Ulster Division).
McFarland, James, Private, R.I.R. (Ulster Division).
Morris, Henry Benner, New Zealanders.
Macnamara, Herbert Lockwood, 2nd Canadian Mtd. Rifles.
Moore, Victor C., 2nd Lieut., 2nd Leinster Regt.
Murphy, William, Sergt., 2nd Leinster Regt.
Michells, George, A.B., R.N.
McIntosh, John, Private, Irish Guards.
Mansfield, Cecil, Private, R.M.F.

Nesbitt, James, Private, Black Watch.
Newman, Michael, A.B., R.N.R., H.M.S. "Laurentic."
Neil, Albert, Private, R.G.A.
Nicholas, Thomas, Private, Irish Guards.
Nicholas, John, Private, 6th Batt. R.M.F.

O'Donovan, Miles Henry, Capt., R.M.F.
O'Hara, Henry Desmond, D.S.O., Lieut., R.D.F.

Pike, Robert Maxwell, Flight Commander.
Pullar, James Young, Private, R.M.F.
Parker, James, Lance-Corporal, R.I.R.
Pickering, John C., Lc.-Corpl., Sportsman's Batt. R.F.
Penrose-Fitzgerald, Cooper, Lieut., R.I.F.
Penrose-Fitzgerald, Maurice J., 2nd Lieut., R. West Surreys.
Packenham, Robert, Capt., R.M.F.
Prest, Leslie E., R.N., H.M.S. "Clan Macnaughton."
Penny, James C., Lc.-Corpl., 7th Leinsters.
Ponsonby, The Hon Cyril Myles Brabazon, M.V.O., Major, Grenadier Guards.
Peacocke, John Luddington, Lieut, R.E. (Ulster Division).

Reid, Robert, Private, 4th Batt. Canadians.
Ronayne, James Andrew, Lieut., R.M.F.

Roberts, Thomas, 3rd Batt. R.D.F.
Roberts, Ivor D'Esterre, Lieut.-Colonel, R.F.A.
Regan, William, Private, 1st R.I.F.
Regan, Thomas, Private, 1st R.I.F.

Sarsfield, William Stopford, Major, Connaught Rangers.
Semple, Thomas Herbert Galbraith, Private, Royal Berks.
Sanders, Alvin Augustus, Major, 2nd E. Lancashire Regt.
Stopford, Frederick Duncan, 15th Royal Hampshire Regt.
Stoker, Edward A., M.C., Lieut., 4th R.I. Regt.
Shattock, Thomas, Engineer-Commander, R.N., H.M.S. "Queen Mary."

Townsend, J. W. E., Lieut.-Commander, R.N.
Townsend, F., Lieut., Durham Light Infantry.
Townsend, G. J., Lieut., 66th Punjabis.
Townsend, Richard Herbert Denny, Commander, R.N., H.M.S. "Invincible."
Travers, Hugh Mortimer, D.S.O., Capt., Leicestershire Regt.

Usborne, Neville Florian, Wing Commander, R.N. Air Service.

Young, Algeron Lindsay, Irish Guards.
Young, Neville Lindsay, 2nd Lieut., Royal Sussex Regt.

Woodbridge, William, Private, Royal Engineers.
Waugh, George C., Lc.-Corpl. R. Innis, Fusiliers.
West, Cornelius, R.D.F.
Wagner, Thomas, Private, K.R.R.
Waugh, Henry George, East Lancashire Regt.
Wilson, Arthur Dominick, 2nd Lieut., R.M.F.
Wright, Henry Somerset, Capt., 2nd Manchester Regt.
Walker, James Mansergh, Engineer, Lieut.-Comm., R.N.
Wright, William, Private, R.D.F.
Ward, Victor, Royal Field Artillery.
Wilson, Bertie, Private, R.M.F.
West, John Stafford, 2nd Lieut., R.G.A.
Warner, Henry, H.M.S. "Monmouth."