

## A/B Frank M Wilson: Navy record

Notes and photographs from various Wikipedia pages

Rank	Ship	From	To	
Boy II/Boy I	Ganges	13 Jan 1911	31 Oct 1911	Shore based training establishment
Boy I	King Edward VII	1 Nov 1911	11 Dec 1911	Battleship
Boy I	Pembroke I	12 Dec 1911	22 Jan 1912	Shore based training establishment
Ord seaman	Dido	23 Jan 1912	26 Feb 1912	Cruiser
Ord seaman	Alert	26 Feb 1912	17 Apr 1912	sloop
Ord seaman	Highflyer	18 Apr 1912	14 May 1912	Cruiser used as training ship
Ord seaman	Pembroke I	15 May 1912	5 Sep 1912	Shore based
Ord /AB	Hibernia	6 Sep 1912	22 Mar 1915	Battleship

In 1912, *Hibernia* hosted trials in naval aviation with the temporary addition of a runway to her foredeck, and the first launch of an aircraft from a vessel underway was achieved from her in early May. Later in 1912, after her experiment with aviation was completed, she and her sister ships formed the 3rd Battle Squadron. The squadron was assigned to the Grand Fleet at the beginning of World War I, and served on the Northern Patrol. In 1915 she supported the Dardanelles Campaign and provided cover for the evacuation from the Gallipoli Peninsula in which a number of Bingham men were involved, including two remembered on the war memorial, [Amos Hill](#) and [Robert Henshaw](#).

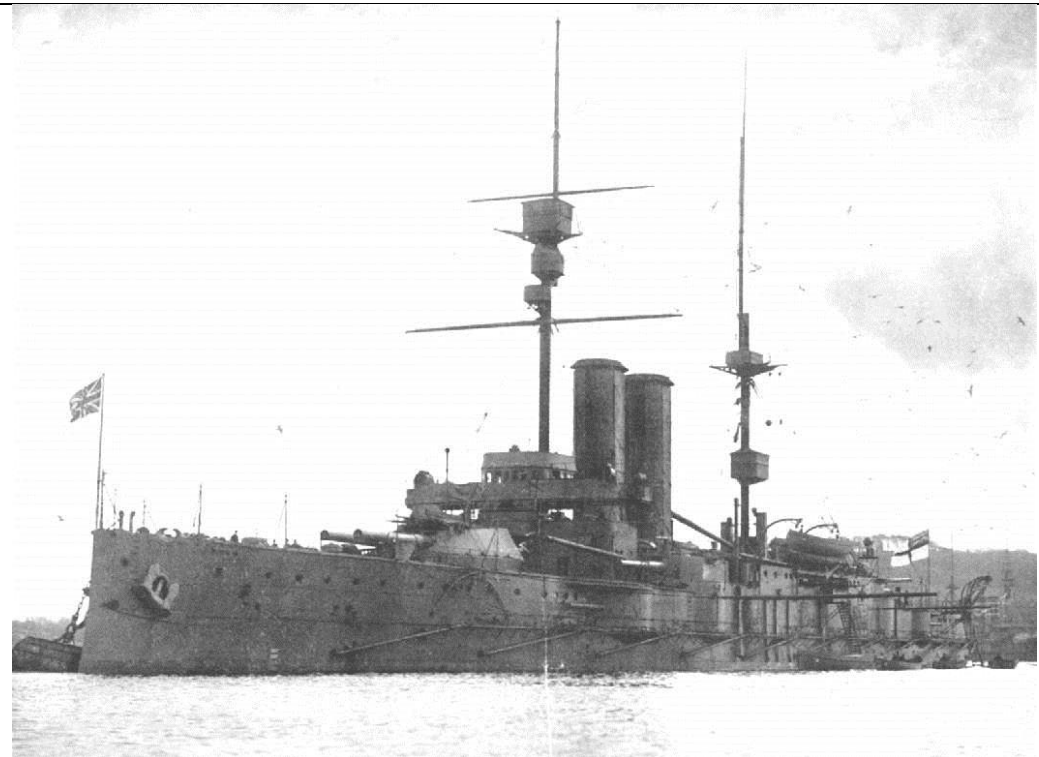
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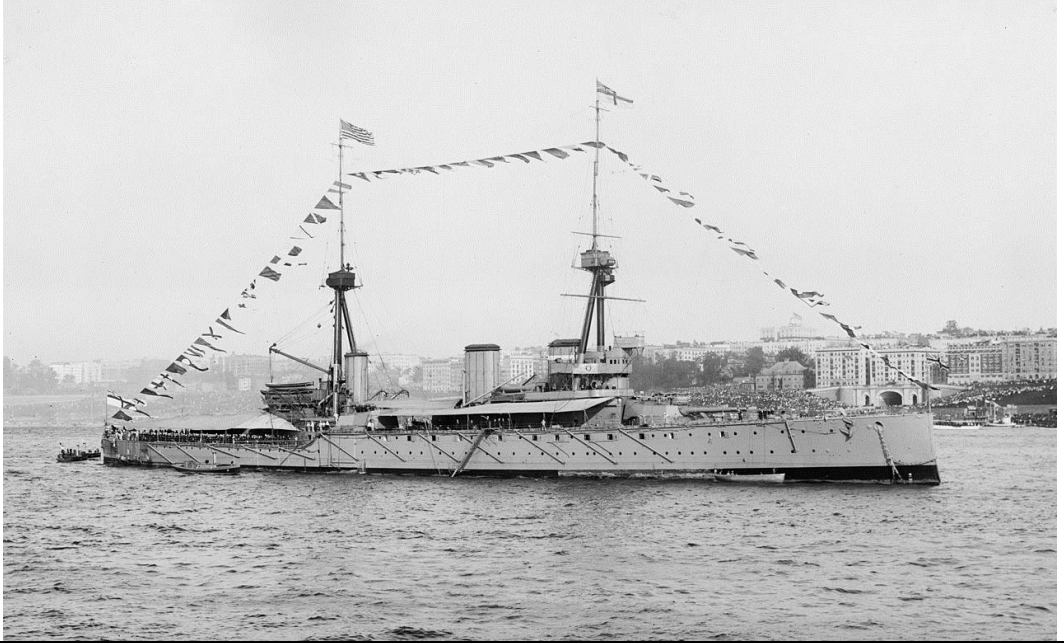
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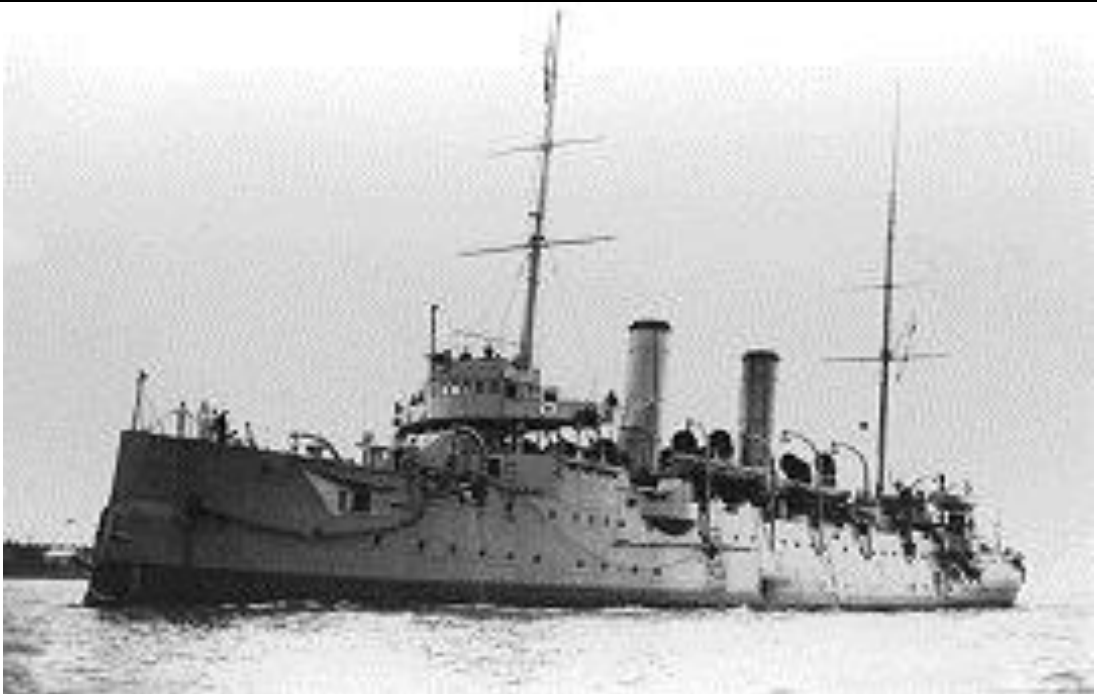
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respectively)



A/B	Pembroke I	23 Mar 1915	19 Oct 1915	Shore based
A/B	Inflexible	20 Oct 1915	31 Mar 1920	Battle cruiser
<p><i>Inflexible</i> bombarded Turkish forts in the Dardanelles in 1915, but was damaged by return fire and struck a mine while maneuvering. She had to be beached to prevent her from sinking, but she was patched up and sent to Malta, and then Gibraltar for more permanent repairs. Transferred to the Grand Fleet afterwards she damaged the German battlecruiser Lutzow during the Battle of Jutland and watched <i>Invincible</i> explode. During routine patrols in the Mediterranean two torpedoes fired by the German U-boat <i>U-65</i> on 19 August 1916 missed astern. On 1 February 1918 she collided with the British submarine HMS <i>K22</i> off the Isle of May with minor damage. She was fitted with two flying off ramps fitted above her midships turrets in early 1918. On 21 November she was present at Scapa Flow for the surrender of the German High Seas Fleet.</p>				
A/B	Pembroke I	Apr 1920	21 May 1920	
A/B	Columbine/ Valentine	22 May 1920	15 Aug 1920	Built in 1876 as a sloop "Wild Swan" she was renamed in 1913 and operated a base ship.
A/B	Pembroke I	16 Aug 1920	1 Oct 1920	Shore based
A/B	Godetia	2 Oct 1920	21 Nov 1922	Sloop attached to Fisheries protection squadron.
A/B	Pembroke I	22 Nov 1922	1 Mar 1922	Shore based
A/B	Cordelia	2 Mar 1922	8 Aug 1922	Light Cruiser

A/B	<p><b>Cambrian</b> 9 Aug 1922-12 Jun 1924  7 days in the cells, 26 Mar-1 April Light Cruiser. She was part of the 2nd Light Cruiser Squadron in the Atlantic Fleet from August 1922 until June 1924, and during this time operated in support of British interests during the Turkish Crisis of 1922-1923</p>			
A/B	Pembroke I	13 Jun 1924	7 Aug 1924	Shore based
A/B	Vernon	8 Aug 1924	6 Nov 1924	Shore based
A/B	Pembroke I	7 Nov 1924	7 Jan 1925	Shore based
A/B	Unreadable(Tower)	17 Jan 1925	29 Apr 1925	
A/B	Columbine (Tower)	30 Apr 1925	6 Jan 1926	Shore base. We do not have any information on the connotation "Tower".
A/B	Pembroke I	7 Jan 1925	22 Jan 1927	Shore based
A/B	Royal Oak	23 Jan 1927	? ? 1929	Battleship, Mediterranean Fleet

In early 1928, she was the scene of a notorious incident the contemporary press dubbed the "Royal Oak Mutiny". What began as a simple dispute between Rear-Admiral Bernard Collard and *Royal Oak's* two senior officers, Captain Kenneth Dewar and Commander Henry Daniel, over the band at the ship's wardroom dance, descended into a bitter personal feud that spanned several months. See [https://en.wikipedia.org/wiki/HMS\\_Royal\\_Oak\\_\(08\)#Between\\_the\\_wars](https://en.wikipedia.org/wiki/HMS_Royal_Oak_(08)#Between_the_wars)

