

RUSHEN Claude Eggleton



RUSHEN, CLAUDE EGGLETON

Leading Seaman Royal Navy H.M.S. "Highflyer."

Age: 28

Date of Death: 06/12/1917

Service No: 234241

Additional information: Son of Alfred and Emily Rushen, of 55, Kent Rd., Grays, Essex. Born 23 July 1889
Place of birth Tolleshunt D'Arcy

reference cwgc & <http://www.channel4.com/history/microsites/L/lostgeneration/search/p-record.jsp?id=630653>



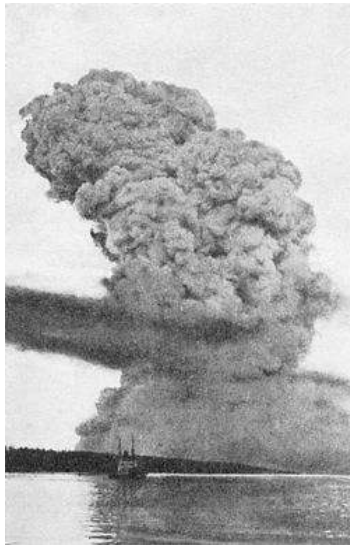
HMS Highflyer was the nameship of the Highflyer class of second class cruisers. During the First World War she sank the German commerce raider Kaiser Wilhelm de Grosse, and in 1917 escorted the first transatlantic convoy from Canada. In the year before the start of the war, she had been serving as the training ship for Special Entry Cadets, but in August 1914 she was allocated to the 9th Cruise Squadron, under Admiral de Robeck, on the Finisterre station. She left Plymouth on 4 August, in the company of the admiral on HMS Vindictive. They then captured the line Tubantia, which was carrying German reservists and gold. Highflyer escorted her to Britain, before returning to her station.

She was soon transferred south, to support Admiral Stoddart's 5th Cruiser Squadron on the Cape Verde station in the hunt for the German commerce raider Kaiser Wilhelm de Grosse. She had been sighted at Rio de Oro, a Spanish anchorage on the Saharan coast. The Highflyer was sent to find her, and on 26 August found the German ship taking on coal from three colliers. Captain Buller demanded her surrender. The captain of the Kaiser Wilhelm de Grosse claimed the protection of neutral waters, but as he was blatantly breaking that neutrality himself by taking on coal and supplies for more than a week, his claim was denied. Fighting broke out at 3.10pm, and lasted until 4.45pm, when the crew of the Kaiser Wilhelm de Grosse abandoned ship and escaped to the shore.

On 15 October the Highflyer briefly became the flagship of the Cape Verde station, when Admiral Stoddard was ordered to Pernambuco. Later in the same month she was ordered to accompany the transport ships carrying the Cape garrison back to Britain. Towards the end of the month she was ordered to search the Atlantic coast of North Africa for the cruiser Karlsruhe.

After the battle of Coronel the Highflyer came back under the control of Admiral de Robeck, as part of a squadron formed to guard West Africa against Admiral von Spee. This squadron, containing HMSs Warrior, Black Prince, Donegal and Highflyer was in place off Sierra Leone from 12 November, but was soon dispersed after the battle of the Falklands. The Highflyer then took part in the search for the commerce raider Kronprinz Wilhelm, coming close to catching her in January 1915. She remained on the West Africa station until 1917, making up part of the Cape Verde division.

In 1917 she was transferred to the West Indies and North America Squadron. This was the period of unrestrained submarine warfare, and it was eventually decided to operate a convoy system in the North Atlantic. On 10 July 1917 HMS Highflyer provided the escort for convoy HS 1, the first convoy to sail from Canada to Britain. reference http://www.historyofwar.org/articles/weapons_HMS_Highflyer.html.



The Halifax Explosion occurred on Thursday, December 6, 1917, when the city of Halifax, Nova Scotia, Canada, was devastated by the huge detonation of a French cargo ship, fully loaded with wartime explosives, that had accidentally collided with a ship set for Belgium in "The Narrows"

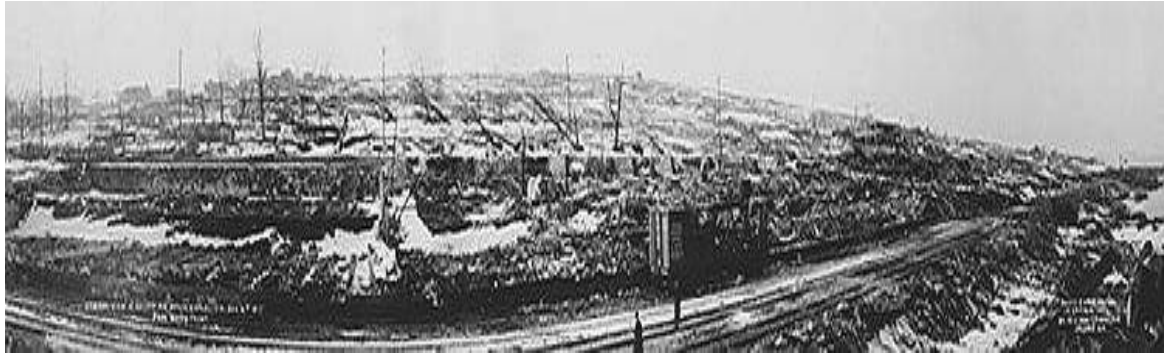


section of the Halifax Harbour. Approximately 2,000 people (mostly Canadians) were killed by debris, fires, or collapsed buildings, and it is estimated that over 9,000 people were injured.[1] This is still one of the world's largest man-made, conventional explosions to date. The explosion picture is on the left & the IMO on the right

At 8:40 in the morning, Mont-Blanc, a French cargo ship which was chartered by the French government to carry munitions, collided with the unloaded Norwegian ship Imo (pronounced E-mo), chartered by the Commission for Relief in Belgium to carry relief supplies. Mont-Blanc caught fire ten minutes after the collision and exploded about twenty-five minutes later (at 9:04:35 AM).[2] All buildings and structures covering nearly two square kilometres along the adjacent shore of the exploded ship were obliterated, including those in the neighbouring communities of Richmond and Dartmouth.[1] The explosion caused a tsunami in the harbour, and a pressure wave of air that snapped trees, bent iron rails, demolished buildings, grounded vessels, and carried fragments of the Mont-Blanc for kilometres.

At 9:04:35 AM, the cargo of Mont-Blanc exploded with more force than any man-made explosion before it, equivalent to roughly 3 kilotons of TNT. (Compare to atomic bomb Little Boy dropped in Hiroshima, which had an estimated power of 13 kilotons TNT equivalent.) The ship was instantly destroyed in the giant fireball that rose over 1.6 kilometres (1 mi) into the air, forming a large mushroom cloud. Shards of hot metal rained down across Halifax and Dartmouth. The force of the blast triggered a tidal wave, which rose up as high as 18 metres above the harbour's high-water mark on the Halifax side, caused by the rapid displacement of harbour water in the vicinity of the blast, followed by water rushing back in towards the shore. The effects were likely compounded by the narrow section of the harbour. There was little information documented on this event as witnesses were generally stunned and injured as the wave washed ashore, though the wave contributed to the death toll, dragging many victims on the harbour front into the waters. Imo was lifted up onto the Dartmouth shore by the tidal wave. Captain Haakon From and most of the crew that were on the bridge of the Imo and on its decks were killed by the tidal wave that hit the ship. A black rain of unconsumed carbon from the Mont-Blanc fell over the city for roughly 10 minutes following the blast, coating survivors and structural debris in the black substance.

View from the waterfront looking west from the ruins of the Sugar Refinery across the obliterated Richmond District several days after the explosion. The remains of Pier 6, ground zero of the explosion, is on the extreme right. Since the explosion occurred in the winter, the blast caused stoves, lamps and furnaces to tip or spill, spreading fires throughout the devastation, particularly in Halifax's North End, leaving entire streets on fire. Fuel reserves were high in preparation for the winter. Many people who had survived the blast were trapped in these fires. Problems were compounded as firemen from surrounding communities arrived and were unable to use their equipment, as hoses and hydrants were not standardized across communities or regions. Winds cooperated, and firemen, soldiers and other volunteers had most of the fires contained by evening.



A view across the devastation of Halifax two days after the explosion, looking toward the Dartmouth side of the harbour. The Imo can be seen aground on the far side of the harbour. Some 1.32 km² (325 acres) of Halifax was destroyed, essentially leaving a 1.6 kilometre (1 mi) radius around the blast site uninhabitable. Many people who had gathered around the ship either to help or watch were amongst those killed in the blast, or were subsequently hit by the resulting tsunami. Others who had been watching from the windows of their homes and businesses were either killed instantly or severely injured by the flying glass as their windows shattered inwards.

Professor Howard Bronson of Dalhousie University later detailed that the disaster had damaged buildings and shattered windows as far away as Sackville and Windsor Junction, roughly 16 kilometres (10 mi) away. Buildings shook noticeably and items fell from shelves as far away as Truro and New Glasgow, 100 kilometres (62 mi) and 126 kilometres (78 mi) away respectively. The explosion was felt and heard in Charlottetown, Prince Edward Island, roughly 215 kilometres (135 mi) north, and as far away as North Cape Breton, 360 kilometres (225 mi) east.

Fragments of Mont-Blanc rained down all over the city. A portion of Mont-Blanc's anchor shaft, weighing 517 kilograms (1140 lb) was thrown 3.78 kilometres (2.35 mi) west of the blast on the far side of the Northwest Arm, which is now part of a monument at the corner of Spinnaker Dr. and Anchor Dr., while a gun barrel landed in Dartmouth, over 5.5 kilometres (3.5 mi) east, near Albro Lake. A piece of wreckage was driven into the wall of St. Paul's Church, where it remains today.

reference:- http://en.wikipedia.org/wiki/Halifax_Explosion



1914 -1915 Star, 1914-20 War Medal & 1914-1919 Victory Medal



Casualty Type: Commonwealth War Dead
Grave/Memorial Reference: 20. Memorial:
PLYMOUTH NAVAL MEMORIAL

After the First World War, an appropriate way had to be found of commemorating those members of the Royal Navy who had no known grave, the majority of deaths having occurred at sea where no permanent memorial could be provided. An Admiralty committee recommended that the three manning ports in Great Britain - Chatham, Plymouth and Portsmouth - should each have an identical

memorial of unmistakable naval form, an obelisk, which would serve as a leading mark for shipping. The memorials were designed by Sir Robert Lorimer, who had already carried out a considerable amount of work for the Commission, with sculpture by Henry Poole. After the Second World War it was decided that the naval memorials should be extended to provide space for commemorating the naval dead without graves of that war, but since the three sites were dissimilar, a different architectural treatment was required for each. The architect for the Second World War extension at Plymouth was Sir Edward Maufe (who also designed the Air Forces memorial at Runnymede) and the additional sculpture was by Charles Wheeler and William McMillan. In addition to commemorating seamen of the Royal Navy who sailed from Plymouth, the First World War panels also bears the names of sailors from Australia and South Africa; the governments of the other Commonwealth nations chose to commemorate their dead elsewhere, for the most part on memorials in their home ports. After the Second World War, Canada and New Zealand again chose commemoration at home, but the memorial at Plymouth commemorates sailors from all other parts of the Commonwealth. Plymouth Naval Memorial commemorates 7,251 sailors of the First World War and 15,933 of the Second World War. No. of Identified Casualties: 23186

Also Memorial WEST BROMWICH MUNICIPAL SECONDARY SCHOOL WW1 & GREAT EASTERN RAILWAY MEMORIAL at Liverpool Street



TOLLESHUNT D'ARCY