

TARGET PRACTICE

Martin's Grandfather, Captain H. T. Mosse, RN, on his experience as CO of HMS *King Orry*, a converted Isle of Man ferry, while it was being used for target practice during World War 1.

"When I was in the *King Orry* in the days when we were in harbour, it was my job to tow targets to any ships that were firing, but on one particular occasion, I think it was the 2nd Battle Squadron, they were doing their firing at about 20 miles and all of a sudden I felt something had hit me, and the First Lieutenant went down and chased out about it, and we discovered that a 6" 'proj' had come in about a foot off the water and gone straight across and through and out the other side. Fortunately nobody was hurt but I had two holes in my ship, only about a foot above the water, and did not think it good enough, so I hauled down the firing flag and intended to come back. Then I remembered that the 2nd Battle Squadron had just about finished their firing and there was going to be a division of cruisers, when I saw them approaching, and I signalled to the Admiral that I had been hit and I thought it better for me to go back into harbour because we hadn't got watertight doors or anything of that sort and I was put into the dockyard for 5 days and they made good the repairs."

From the tape, 'GRANDFATHER: Captain Harry Tylden Mosse, R.N., talks to his son-in-law Col. Richard Arthur Rupert Fanshawe (1972)'.

Perhaps in recognition of the extraordinary bravery that such a task must have required, *King Orry*, with HTM still in command, was given the signal honour of being allowed to lead the defeated German Grand Fleet into Scapa Flow in 1918. This is commemorated in a painting still on view in the Isle of Man Museum in Douglas, which later featured on an IoM postage stamp. HTM modestly passes over the event on the tape.