



Newly Revealed Commands in the Grand fleet.




BEATTY'S SECOND IN COMMAND, THE BATTLE-CRUISERS' CHIEF: ADMIRALS MADDEN AND PAKENHAM.

It transpired a few days ago, when the Canadian War Records authorities released for publication certain naval photographs, that Admiral Sir Charles Madden (seen on the left above) is now Second in Command of the Grand Fleet, while Rear-Admiral Sir William Pakenham is in command of the Battle-Cruiser Fleet. It will be recalled that Sir John Jellicoe, on becoming First Sea

Lord, relinquished the command of the Grand Fleet to Sir David Beatty at the end of November. Sir Charles Madden was Admiral Jellicoe's Chief of the Staff on board the "Iron Duke." Sir William Pakenham was Admiral Beatty's Second in Command in the Battle-Cruiser Fleet. At the Battle of Jutland he flew his flag in the "New Zealand."—Canadian War Records. Copyright Reserved.

JUST IN CASE YOU CANNOT READ THE TEXT ABOVE CONCERNING THE TWO ADMIRALS, HERE IS A RETYPE.

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MADDEN

Sir CHARLES EDWARD, 1st Baronet, GCB, OM, GCVO,
KCMG (1862–1935) [75]

Charles Madden, the second son of an officer in the 4th Foot (The King's Own), was born at Brompton, Chatham, Kent, on 5 September 1862. His parents, both of whom came from the Anglo-Irish Protestant squirearchy,

decided that he should embark on a career in the Navy, which he joined as a cadet in the training ship *Britannia* in 1875. He was appointed a midshipman on 22 October 1877 in the battleship *Alexandra*, flagship of the C-in-C, Mediterranean, and served in the fleet sent to Constantinople (Istanbul) during the international crisis of February 1878. In 1880 Madden was appointed to the corvette *Ruby* on the East Indies station. He returned home with promotion to sub-lieutenant at the beginning of his promotion courses on 27 October 1881. During the Egyptian campaign of 1882–83 he served at Suez and was mentioned in despatches, followed by appointment in September 1883 to the battleship *Minotaur*, flagship in the Channel Squadron. He was promoted to lieutenant on 27 July 1884 and served in the troopship *Assistance* from November 1884 to September 1895. Madden then decided to specialize in torpedo warfare and attended the torpedo school *Vernon* at Portsmouth, as a student from 1884 to 1885 and as member of the staff from 1885 to 1887. He then served as torpedo lieutenant successively in the cruiser *Raleigh* on the Cape of Good Hope and West Coast of Africa station between March 1888 and September 1891 and the battleship *Royal Sovereign*, flagship of the Channel Squadron between 1892 and 1893.

Madden returned to the staff of *Vernon*, where he was promoted to commander on 30 June 1896 and was subsequently the commander successively of the cruiser *Terrible* and the battleship *Caesar* in the Mediterranean. In 1899 he returned to *Vernon*, where he remained until promoted to captain on 30 June 1901. In 1902 he was appointed flag captain of the armoured cruiser *Good Hope* in a cruiser squadron on the North America and West Indies station. Late in 1903 the new wife of Captain John Jellicoe [68] of the armoured cruiser *Drake* in the same squadron visited her husband at Bermuda, with her youngest sister Constance as her travelling companion. These two ladies were the daughters of the self-made Scottish millionaire and shipping-line owner, Sir Charles Cayzer. A shy and gentle girl (unlike her more forceful two elder sisters), Constance found herself attracted to the flag captain of her brother-in-law's squadron and Madden returned her affection. They married in 1905 and later had two sons and four daughters.

Madden came to the notice of the First Sea Lord, Sir John Fisher [58], who appointed him in December 1904 to the Ship Design Committee, an influential body that recommended the construction of the new *Dreadnought* class of fast, all-big-gun battleships, and the *Invincible* class of battle-cruisers. In February 1905 he became Naval Assistant to Captain Henry Jackson [70] (himself a torpedo specialist), Third Sea Lord and Controller of the Navy. From December 1905 to August 1907 he was Naval Assistant to the First Sea Lord and was then given command of the new *Dreadnought* as flag captain and chief of staff to the C-in-C, Home Fleet. In December 1908 he became Naval Private Secretary to the First Lord of the Admiralty. Madden joined the Board as Fourth Sea Lord in January 1910 and remained there, with promotion to rear-admiral on

12 April 1911, until December 1911. During 1912 he commanded a division of the Home Fleet, with his flag in the battleship *St Vincent*. He commanded the Third Cruiser Squadron, with his flag in the cruiser *Antrim*, during 1913 and the Second Cruiser Squadron, with his flag in the cruiser *Shannon*, during 1914. He was then selected to become Third Sea Lord, but on the outbreak of the First World War in August 1914 his brother-in-law, Sir John Jellicoe, the newly appointed C-in-C, Grand Fleet, asked for him as his chief of staff.

Madden accordingly joined Jellicoe in the battleship *Iron Duke*, with acting promotion to vice-admiral in June 1915 and the award of the KCB in January 1916. He took part in the battle of Jutland (31 May–1 June 1916) and was confirmed as vice-admiral on 10 June 1916. When Jellicoe left the Grand Fleet in December 1916 Sir Charles Madden became second-in-command to his successor, Sir David Beatty [69], and served under him, with his flag successively in the battleships *Marlborough* and *Revenge*, until the Grand Fleet was dispersed in April 1919. He was promoted to admiral in February 1919 and was given command of the Atlantic Fleet that took the place of the Grand Fleet at Scapa Flow, with his flag in the battleship *Queen Elizabeth*. He retained this command until August 1922, with the award of a baronetcy in 1919, and was exonerated from any blame when the German High Seas Fleet, interned at Scapa Flow, scuttled itself on 21 June 1919.

Madden was promoted to admiral of the fleet on 31 July 1924. He was recalled to the Admiralty as First Sea Lord in succession to Beatty in July 1927. This appointment was greeted with mixed opinions in the Fleet, but had the merit of neutrality between the rival supporters of Beatty and Jellicoe in the controversy over their actions at Jutland, as Madden had served under both. In 1929 William (later Viscount) Bridgeman, First Lord of the Admiralty in Stanley Baldwin's second Cabinet, arranged a special Order in Council allowing Madden to remain on the active list as a supernumerary admiral of the fleet for as long as he was First Sea Lord. This was to avoid the turbulence of making a new appointment in the approach to a General Election. The new Labour Cabinet that came into office in 1929 was determined to avoid a naval arms race with the United States and Madden was therefore obliged to accept parity in cruisers with the United States Navy at a figure of fifty. He defended this outcome on the grounds that he only had forty-eight in any case, and also felt that, having given his best professional advice, it was his duty to implement the policy of the elected government of the day. He retired on 30 July 1930 and was succeeded by Sir Frederick Field [81], whom he recommended in preference to Sir Osmond Brock [79] and Sir Roger Keyes [80]. Sir Charles Madden died in London on 5 June 1935. His elder son, who followed him into the Royal Navy, succeeded him in his baronetcy. After creditable service during the Second World War, the second baronet ended his naval career in 1965 as C-in-C, Home Fleet and died in April 2001.