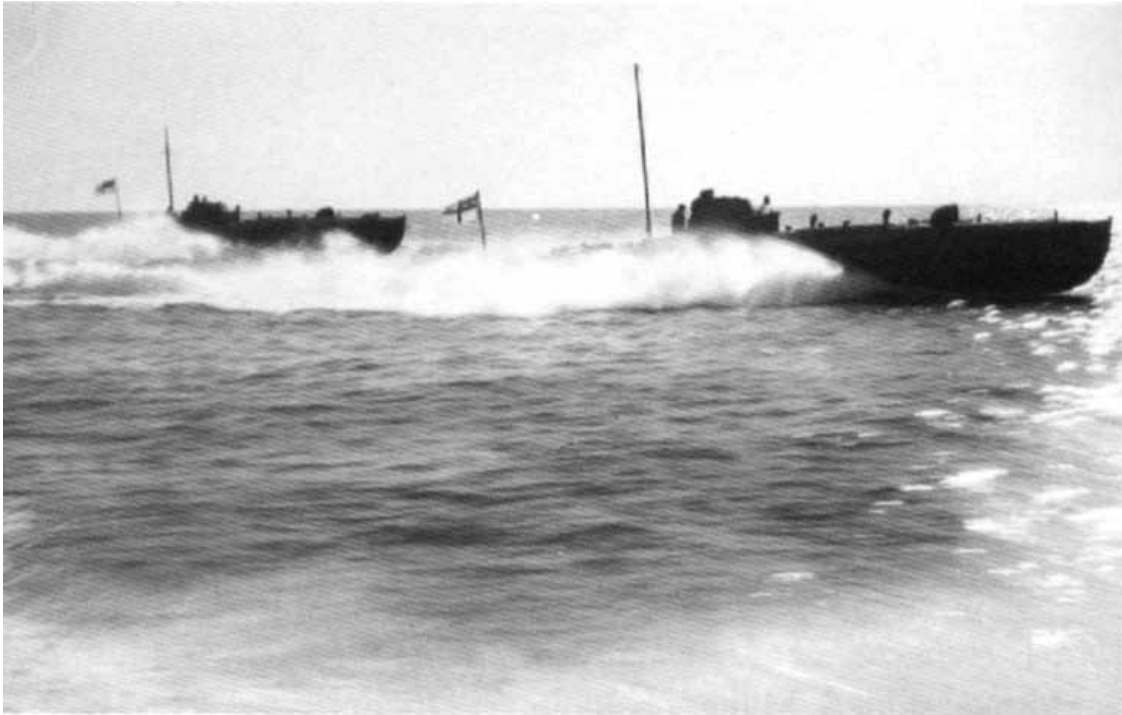


INCREDIBLE COURAGE



**The Story of Captain Augustus Agar, V.C., Royal Navy
and
Sir Paul Dukes, KBE, British Agent**

Summer of 1919

a slide presentation by Juan O'Callahan, 2011

“INCREDIBLE COURAGE”

Captain Augustus Agar, V.C., Royal Navy and Sir Paul Dukes, KBE, British Agent

The time is late May 1919. WW1 ended November 11, 1918: But the Russian civil war (main fighting June 1918- November 1920) is in full flow. The Red Army (Bolshevik Communists) eventually successfully defend the newly formed Bolshevik government against the Whites (various anti-Bolshevik armies comprising rightist whites and non-Bolshevik leftists). However, as of mid-1919, the outcome is far from certain, and the Allies have sided against Lenin and Trotsky’s Communists. The British are concerned at this juncture, as the Reds still evidence a continuing lust for occupation of Finland, parts of Prussia/Germany, and repossession of Poland and the Baltics.



Gulf of Finland & Surrounds
note: 1939 map



Royal Navy Baltic Fleet Positioning

The Royal Navy Baltic Fleet has been repositioned in the Gulf of Finland, with bases at Reval off Estonia, another near Helsingfors, and one further east at Bjiko Sound. The Soviet Fleet’s homeport is at Kronstadt Naval Base, a heavily protected island fortress at the front door of Petrograd. The British intent is to keep the Russian Fleet inside the harbor.

After the elimination and/or departure of several secret agents based in Russia in 1916/17, the British Secret Service (MI1c, later to become MI6) and Naval Intelligence were able to place a young man named Dukes inside Petrograd. Paul Dukes (later Sir Paul Dukes, knighted in 1920) became one of the most daring and successful spies in the history of British intelligence.



Paul Dukes "ST25" The Spy

Written reports and or documents had to be funneled out by courier, across the northern border through Finland, or west via Estonia and Latvia. However, by early 1919, the Reds had caught and executed 7 couriers: There was no longer a safe overland route. MI1c needed a new egress and entry channel for their couriers and to communicate with Dukes.

In London, Sir George Mansfield Smith-Cumming (later "C" of MI6) and Admiral Sir Hugh Francis Paget Sinclair (Director of Naval Intelligence) summoned a naval veteran of WW1 by name of Lieut. Augustus Agar, RN to a meeting. The 30-year-old Agar had seen action at the Zeebrugge Raid as commander of a squadron of the navy's agile and incredibly fast CMB motor torpedo boats.



Courier Peter "ST27"

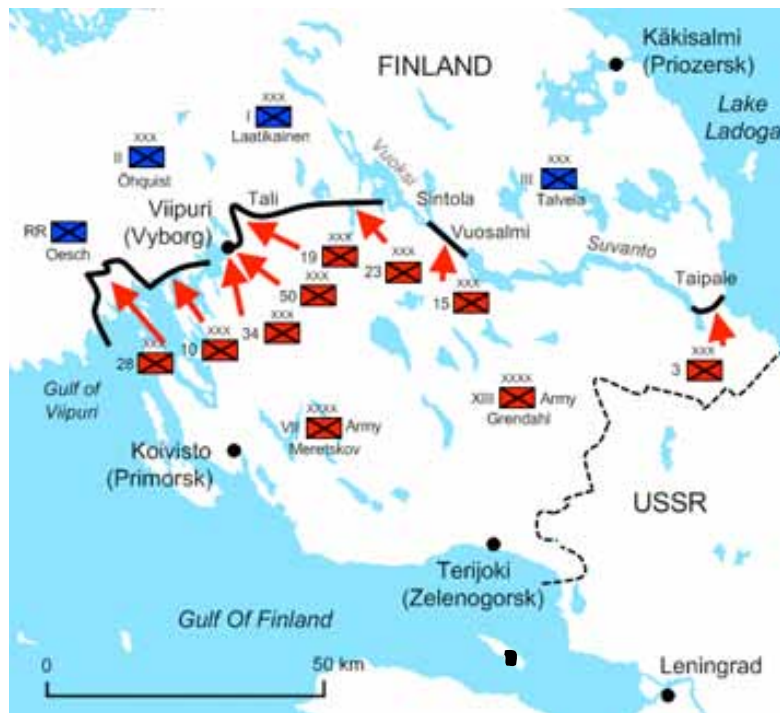


Courier Gefter "ST30"



Lieutenant Agar, R.N.

“C” indicated a map of the Gulf of Finland and surrounding nations, pointing to a small Finnish coastal resort and yacht basin called Terrioki located some 2 miles west of the Russian border. Terrioki was 11 miles due north of Kronstadt Island and not more than 23 miles from the marshy islets at the mouth of Petrograd’s Neva River. The former yacht club was deserted (due to civil war chaos in Russia, Finland’s civil unrest, rampant health epidemics – typhus, influenza – and utter poverty).



Russia-Finland Borders: 1919 & 1939

“C” outlined the situation. Agar would serve as a naval officer under the jurisdiction of the Secret Service; and take command of a small unit of two CMB 40-foot speedboats to be based at Terrioki for the purpose of transporting couriers into and out of Petrograd. The secret mission would be known to only a few, including the Baltic Fleet Admiral and a Finnish Army garrison commander based near Terrioki. Agar would be given money to pay a Finnish pilot (a smuggler) who knew the mine-free and barrier-free channels between the lines of Kronstadt’s outer sea forts. The CMB boats would not be armed with torpedoes, but would have Lewis guns and ammo. The unit would be entirely on its own; Agar could communicate by cipher with the Baltic Fleet flagship if absolutely necessary. The courier-transport journeys would be made at night, with only a few hours of darkness in early/mid-June (i.e. just two weeks before the “white nights” commenced near the latter part of June). Finally, Paul Dukes would be have to be taken in from the cold – possibly toward the end of July (after the white nights) or in early August.



Augustus Agar, V.C., After Baltic Operations

Paul Dukes was constantly moving and changing his disguise. The Cheka were closing in on him. Within the past two years he had adopted four different disguises, replete with identification papers, some real, some forged. As a sometime Party official, he was often able to attend important meetings, listen to Trotsky speeches, and secure vital intelligence.



Dukes in four of his roles

Dukes occasionally associated with an activist underground cell, meeting in the apartment of a woman doctor, Dr. Klachonka. She was one of only three physicians permitted to attend to inmates at the notorious Deryabinsky Cheka prison. An anti-Bolshevik raid by the cell group had gone very wrong (betrayed by a member), and the fiancé of one of the men had been captured and was now being tortured. Dukes devised a plan to get her out of Deryabinsky, a seemingly impossible feat.



CMB4 & CMB7 in Terrioki



Agar's H.Q. at Terrioki

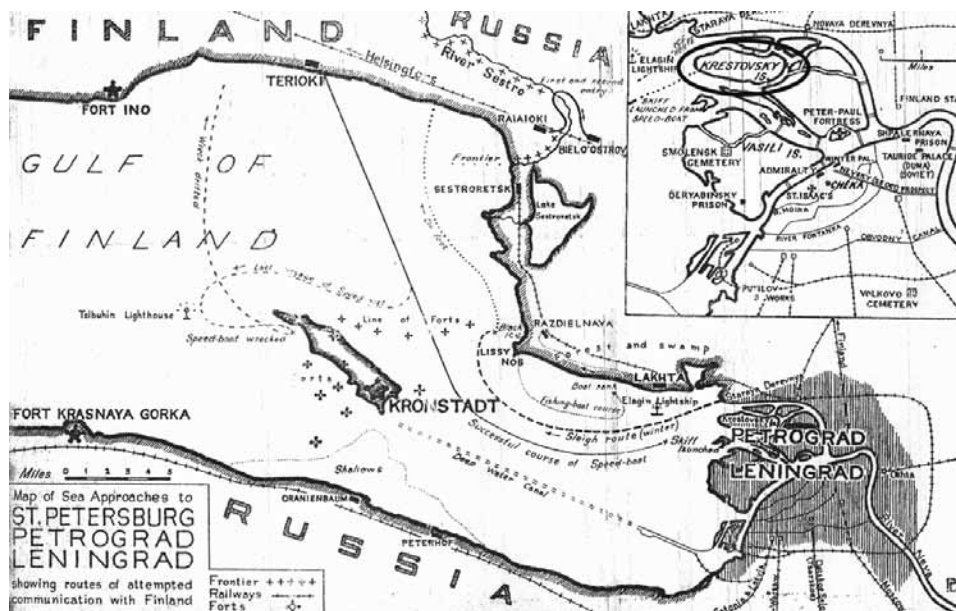
Lieut. Agar and his five-man contingent arrived at Terrioki's abandoned yacht basin in the first week of June 1919 with two 40-foot high-speed boats - CMB4 and CMB7. At full throttle the shallow-draft craft could skim at 40 knots. Their usual attack mode was to drive directly at the target at 30 knots, launch a single torpedo from a long slot aft of the cockpit, then accelerate and get out of the way. For this courier mission, however, they had no torpedoes; the aft slot was used for other purposes, extra fuel drums, supplies for Paul Dukes, couriers' baggage, tarps etc.

The RN men were billeted in a villa adjacent to the clubhouse. Up high on the hill above Terrioki was a magnificent Orthodox Church. Agar secured permission from the priest and the Finnish garrison commander to use the topmost turret as a lookout: With glasses one could see Kronstadt clearly, its protective line of sea forts, even the superstructures of Soviet battleships and cruisers in the twin naval harbors near the southwestern end of the five-mile-long island.



The Orthodox Church on the Hill

Lieut. Agar made the first courier run on the night of July 11, 1919. Chief Officer Beeley manned the forward Lewis gun turret. In the cockpit with Agar were the courier “Peter”/ST-27 and the Finnish smuggler-pilot. They passed the Terrioki breakwater at midnight, accelerating and heading south-southeast toward the line of sea-forts. The pilot pointed to a passage between forts 3 and 4: Agar slowed the boat to twelve knots and eased through (the big Fiat-Thornycroft engine pulsing loudly) expecting searchlight beams at any second. Nothing happened. Agar accelerated and covered the remaining dozen miles in twenty-five minutes, throttling back and coasting to an idle off Kestovsky Island on the northern side of Petrograd. The courier “Peter” boarded a small skiff and oared in alone for his rendezvous with Paul Dukes. The arrangement was to pick him up three nights hence, same time, at the exact same location. The return journey to Terrioki that first night was uneventful.



Agar's First Courier Delivery Track

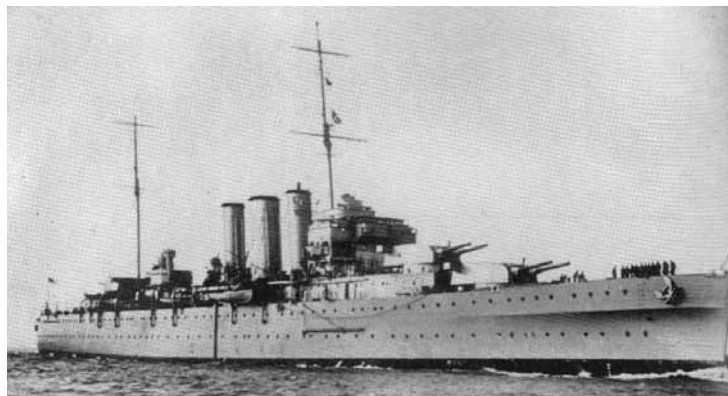
The second courier run was made on June 14, by Lieut. Sindall in his CMB7 boat, with the successful pickup of ST24 Peter as prearranged. Sindall had no difficulty in passing through the line of forts in either direction.

Two days later, Lieut. Agar and his second-in-command Lieut. Sindall were in the topmost turret of the Orthodox Church with the Finnish Army detachment commander. They could clearly see that two battleships had steamed out of Kronstadt naval harbor, positioned themselves northeast of the White's stronghold at Fort Krasnaya Gorka (located some 35 miles west of Petrograd), and were just then commencing a heavy shelling barrage of the fort. The onlookers surmised that the Whites there would not hold out much longer, perhaps a few days.



The Church Location & Yacht Basin

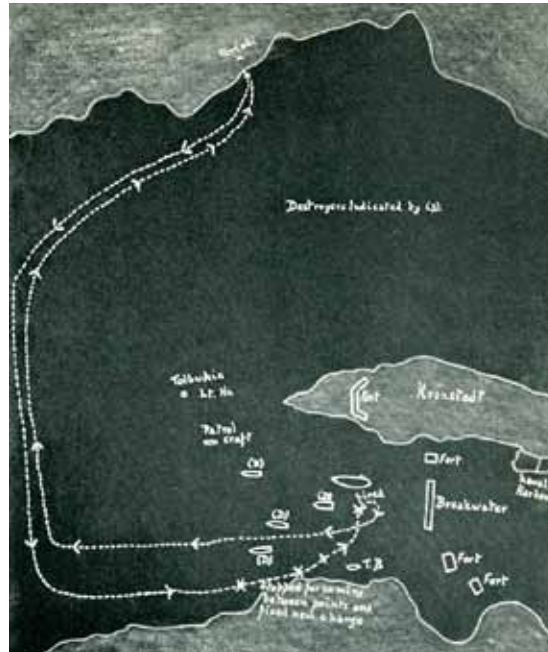
Lieut. Agar mulled aloud that if they had torpedoes, a night attack on one of the battleships might fluster the Bolsheviks sufficiently to cause their return to the safety of the naval harbor, giving the White's breathing space. (Agar knew that the White's Gen. Yudenich was building an army in Estonia and preparing for a full assault on Petrograd.) Sindall, a buccaneer at heart, agreed with Agar. They decided to broach the plan to Sir Walter Cowan, Admiral of the Baltic Fleet, whose flagship - the HMS Cleopatra - was positioned in Biorko Sound only 50 miles west of Terrioki.



Baltic Fleet Flagship, HMS Cleopatra

Not without some element of trepidation, the two Lieutenants - with crewmembers Beeley and Marshall - departed in CMB4 and CMB7, cruising at half speed to conserve fuel; arriving at Biorko three hours later. The flagship, HMS Cleopatra was moored deep within the bay surrounded by destroyers and supply ships. The CMBs pulled up alongside a destroyer, HMS Springbok. Agar went aboard. He asked her Captain to communicate to the flagship, requesting a meeting with the Fleet Admiral. The skeptical Captain was astonished when the Admiral's reply was for Lieut. Agar to be rowed across immediately.

Agar was ushered in to the stateroom of Fleet Admiral Sir Walter Cowan. Also present was the Captain of the flagship Cleopatra, Captain Little. Agar summoned his courage and broached the bold attack plan, sketching alongside a map of the inner Bay of Petrograd, outlining his rationale; and finally requesting they be supplied with two torpedoes. Captain of the flagship, Captain Little, argued it was a flawed idea. They could lose one of both CMBs. They could jeopardize the entire courier ferrying mission; and further endanger the Secret Service agent and his task – even prevent his escape.



Sketch of Attack Plan

Admiral Cowan thought awhile. He may have been considering a broader strategic overview. Deterring the Russian Fleet, even for a few months, by stinging them with a secret night attack, could make the Baltic Fleet's mission more feasible – preventing the Red's excursion toward Finland, or to Prussia and the Lower Baltic States. As Agar wrote in his book Footprints In The Sea, "The Admiral's problem in the Gulf of Finland was further complicated because of anxiety concerning the western part of the Baltic, where the Germans were causing trouble in the shipping ports of Latvia and Lithuania as well as in the Gulf of Riga: (Admiral Cowan) said he wanted first to make certain of immobilizing the Russian ships in Kronstadt. This he claimed would free the coasts of Finland and Estonia after which he could turn his attention to the Germans. This was the essence of the whole business." Admiral Cowan gave his hedged approval, subject to "C's" concurrence in London, and ordered the CMBs to be supplied with torpedoes.

The following morning, from the Orthodox Church lookout (atop the hill in Terrioki) Agar was disappointed to see that the two battleships had returned inside the naval harbor. The battleships had, however, been replaced by a heavy cruiser, the Oleg, that was now taking up a shelling position northeast of Fort Krasnaya Gorka. Agar decided both CMBs would mount an attack run that night.



Russian Heavy Cruiser "Oleg"

Shortly after leaving Terrioki yacht basin around midnight, Lieut. Sindall's CMB7 struck a submerged object that sheared the rudder, propeller and some of its keel. Agar towed Sindall back to the yacht basin. He had lost the dark hours as it was past 4 a.m. by the time they secured CMB7. Agar decided to go in alone the following night, on a solo attack, in CMB4.



CMB7 before hitting object



Agar's CMB4 at high speed

Further bad luck nearly killed the attack plan – and the boat's crew. Shortly before 1 a.m., a few miles north of Fort Krasnaya at the point where CMB4 was about to turn to make the attack run, Sub-Lieutenant Hampsheir accidentally fired the charge that started the torpedo motor. Luckily the torpedo was still chocked down in its launch ramp, although it bucked and shuddered like a wild mule. Agar shut down the boat's engine while Hampsheir stopped the torpedo motor. They sat dead in the water for nearly half an hour while Beeley worked quietly and efficiently in the dark to reset a new torpedo firing charge. Searchlights from sea-forts to the east and from the naval base itself swept across the water.



The attack on the Russian cruiser Oleg at Kronstadt

Dead in the Water Prior to Attack

At Beeley's thumbs up, Agar restarted the CMB's engine using the compressed air bottle. Beeley disconnected the torpedo chocks. Without further pause, Agar got the boat up to maximum speed and aimed it north to where he thought he discerned the Oleg's superstructure. The heavy cruiser was protected by five patrol craft to the west. With the Oleg clearly ahead of him, Agar backed off to 30 knots and gave Beeley the signal to start the torpedo motor charge: At once Agar fired the torpedo sending it sliding from the rear launch slot, jammed the throttle full forward and banked hard to starboard out of the way of the fish as the speedboat accelerated to nearly 40 knots. He continued a 270-degree turn, heading west – through the line of patrol craft - as if for the Estonian coast. All hell now breaking loose: Shellfire and searchlights, machine-gun tracers, enormous explosions to the rear as Agar is halfway through his 270-degree turn. Agar wrenches the wheel port and starboard, zig-zagging as they skim past patrol craft. They are not hit. After Agar's boat is about three or four miles west he turns again, this time north and drives hard for Finland and Terrioki.

Tying up at Terrioki, they are met by Sindall and his crew and the Finnish garrison commander and two couriers. Sindall says he was watching from the Church above through glasses and he believes that the Oleg is not only hit but may be sinking. This is confirmed from the air the next day...the Oleg is lying at the bottom. Agar's torpedo must have hit the magazine. They take a photo of the CMB4 crew, shown here.



Hampsheir, Agar, & Beeley: CMB4 Crew

A signal is sent (through the flagship at Biorko) to London regarding the action. Admiral Cowan sends for Agar. Agar has to tow CMB7 the 50 miles to Biorko for repairs in any event. As the two tiny boats arrive and thread their way through the surrounding fleet ships, virtually 100% of all the crews line the decks of their ships and cheer the CMBs. Agar shouts to Beeley in the forward turret, "so much for secrecy!": Beeley responds with a grin. On one destroyer, two men hold up a large cardboard sign on which has been painted "GIANT KILLER".



CMB4 Towing CMB7 To Biorko

S.-1320 b. (Established - May, 1900.)
(Revised - January, 1917.)

NAVAL SIGNAL.

FROM— <i>Flag</i>	TO— <i>General</i>	P.O. of Watch— Read by— Reported by— Passed by— Logged by— System— Date— Time—
<i>For sinking the Bolshevick Cruise 'OLEG' H.M. The King has been pleased to make the following awards: To Lieut Agar R.N. Victoria Cross. To Acting Sub- Lieut Hampsheir R.N.R. Distinguished service Cross. To Chief M. M. Beeley R.N.V.R. Conspicuous Gallantry Medal</i>		<i>8.1.19</i> <i>26-7-19</i> <i>1756</i>
<p>M. 1704/00. Sta. 0/14. Sta. D96/16.</p>		<p style="text-align: center;"><i>1058</i></p> <p style="text-align: right;"><i>Lieut Agar</i></p> <p style="font-size: small; text-align: center;">(6013) Wt. 126g 1912. 305,000 Pads. 12/17. J. & C. Co. Ltd. E 2364.</p>

Notification of King's Awards

(It is more than a month after this secret action that the crew is notified by signal – dated July 26, 1919 - that they have been awarded highest military honors: Agar the Victoria Cross; Hampsheir the DSC; and Beeley the Conspicuous Gallantry Medal. There would be no public announcements back in England.)

Back in Petrograd, Paul Dukes is honing a plan with Dr. Klachonka to extricate Shura's fiancée Sonia from the Deryabinsky prison. Klachonka would go in at guards' shift-change with a young woman, saying she was Red Cross nurse-assistant to another doctor who was already in the prison, at the dispensary. They needed him urgently as another epidemic had broken out in the eastern part of the city. The Red Cross nurse would be wearing two sets of nurses' uniforms – they would put a set on the fiancée Sonia Orlov. The cell would be open, due to a massive bribe payment to one of the guards by Dukes. They would walk her out of there (if she could walk); and if successful, immediately head for the Finland Station and try to cross the border later at night. An unbelievable gambit, the plan actually worked and Sonia walked out of the main entrance with the nurse, and was bundled into an ambulance driven by Shura. Sonia died later in the fall of 1919 from her tortures and emaciated condition. Shura joined one of the White's armies and went back to take revenge on the Bolsheviks for his wife's death.



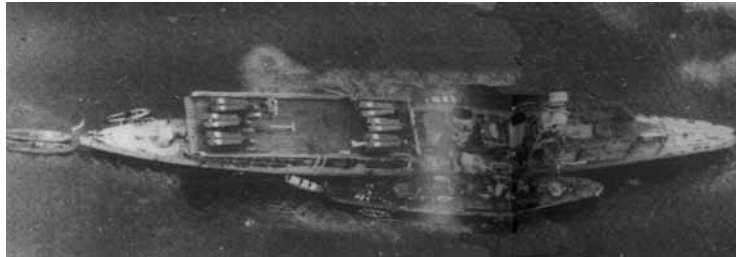
One of Petrograd's
Cheka Prisons

On the flagship once again, in Biorko, Admiral Cowan briefed Agar on another strategic proposal. Cowan had asked for support for a full-scale attack on the Russian Fleet inside Kronstadt Naval harbor by a squadron of CMBs and aerial bombardment. Specifically, five 55-foot CMBs (the larger boats had two torpedoes each) and five 40-foot CMBs would be towed out from Osea Island in England to Helsingfors by destroyers, taking about a month for all arrangements to be made and for the journey. By that time the 'white nights' would be nearly over, allowing for a night attack sometime in mid-August.



Aerial Shot of Kronstadt Naval Harbors

The converted “aeroplane-carrier”, HMS Vindictive, would be sent out with 8 aircraft, which would operate off a small airfield on Biorko Island. The aircraft in the actual Kronstadt Raid included 4 Shorts seaplanes, 2 Strutters, 1 Griffin and 1 Camel. There should be time for about a week’s rehearsals, Admiral Cowan said. Agar in CMB4 would be the pilot boat leading the attacking squadron in through the sea-forts and minefields. The main targets would be the Bolsheviks’ two large battleships, a submarine depot ship (and any moored-alongside submarines), a heavy cruiser and a destroyer. The Royal Naval Air Service aircraft would precede the CMB’s entry into the harbor, causing a diversion (it would, incidentally, be the first aerial night bombing attack in history).



HMS Vindictive with Aircraft Aboard

The CMBs in Osea Headquarters Base and their crews are readied for the trip. Shown in the photo are three versions...a 55-footer, next the much smaller 40-footer (like Agar’s CMB4), then a 70-foot model. Another photo shows a 55-footer enroute from Helsingfors to Biorko Sound; and arriving at one of the mooring platforms alongside the HMS Vindictive. A close-up photo shows the torpedo launch slot on a 40-footer; the boat is getting ready to be armed with a torpedo after removal of long-distance fuel drums or depth charges.



CMB’s at Osea Island Base



55 Ft. CMB Nearing Biorko



55 Ft. CMB Arriving Alongside



40 Ft. CMB4 Cockpit & Torpedo Slot

Before the major raid on Kronstadt naval harbor (tentatively scheduled for mid-August), Agar is directed to return to Terrioki for one last run into Petrograd. He is to try to pick up Paul Dukes two miles out from the Lakhta Lighthouse; Dukes had earlier chosen the night of July 25 for his final departure. Agar set out in CMB7, and reached the rendezvous spot at midnight without incidence. Dukes, however, half way out to the meeting point - with a guide in a rowboat - discovered they had a massive leak in a bait-well below the rear seat...someone had forgotten a stopcock. The boat sank and Dukes and the guide had to swim a mile back to shore. Agar prepared to return empty-handed.



Agar's Last Run to Petrograd

Passing through the line of forts however, they were picked out by multiple searchlights on either side. Agar gunned the engine and took evasive swerving action, half blinded by the lights. Gunfire erupted around the boat. A bullet or shrapnel severed the rudder cable and Agar lost control of the boat. It careened to port in a wide arc, now out of the searchlights, but with a shattering crash stopped dead as it mounted onto a barely-submerged breakwater barrier just northeast of the north end of Kronstadt Island. Getting their bearings, Agar and Beeley and the third crewmember managed to rig a makeshift sail out of a tarpaulin, push the CMB off of the barrier (hoping that the keel had not been ripped out completely) and half drifted, half sailed the boat north to the Finnish shore. They were spotted and towed to Terrioki the last couple of miles, the craft virtually underwater by this time.



CMB7's Arrival Back at Terrioki

Paul Dukes, having missed the rendezvous, returned to Petrograd to make new plans. Before doing so, he joined the rescue attempt of Sonia Orlov which, incredibly, was successful. The women - as planned - walked out of the notorious prison, immediately hustled into a waiting ambulance manned by Shura and Dukes and driven north to the Finland Station. As covered earlier, they did escape from Russia into Finland, but Sonia died some weeks later in hospital in Viborg from her five months ordeal of torture at the hands of the Cheka. Dukes eventually escaped from Russia by a different overland route, heading southwest into Latvia.



Sonia lifted into Ambulance

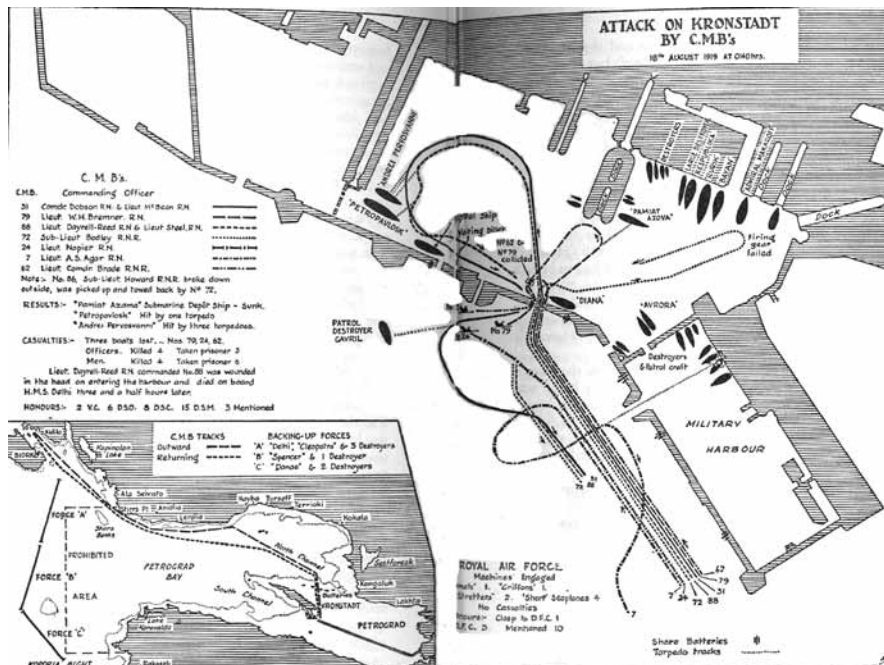
The full squadron of 55 and 40-foot CMBs arrived in Biorko just into the second week in August 1919. The HMS Vindictive was already there with its airplanes offloaded and ashore at the small airfield on the Island. The crews had little more than a week to rehearse and go through detailed briefings. The CMBs practiced the tight turns at speed, at night, that would be necessary within the limited confines of the enclosed harbor. Timing sequences for entry and exit by teams of two boats at a time were critical; a miss could mean collision with one another and blockage of the entrance or worse. Conditions would be chaotic, with searchlights, gunfire, bombs dropped from the supporting aircraft, and movements by Russian destroyers and/or patrol boats. Agar was to lead the flotilla from Biorko to the attack position, through the line of sea forts and around the south end of Kronstadt, arriving near the entrance to the Naval Harbor just after or during the aerial bombardment by the Naval Air Service planes. The Baltic Fleet itself was to be split into three sections and repositioned across the western limit of Petrograd Bay as backup and recovery support. The date of the attack was set for August 18,



Baltic Fleet Force "A"



Baltic Fleet Force "C"



8 CMB's: The Kronstadt Raid

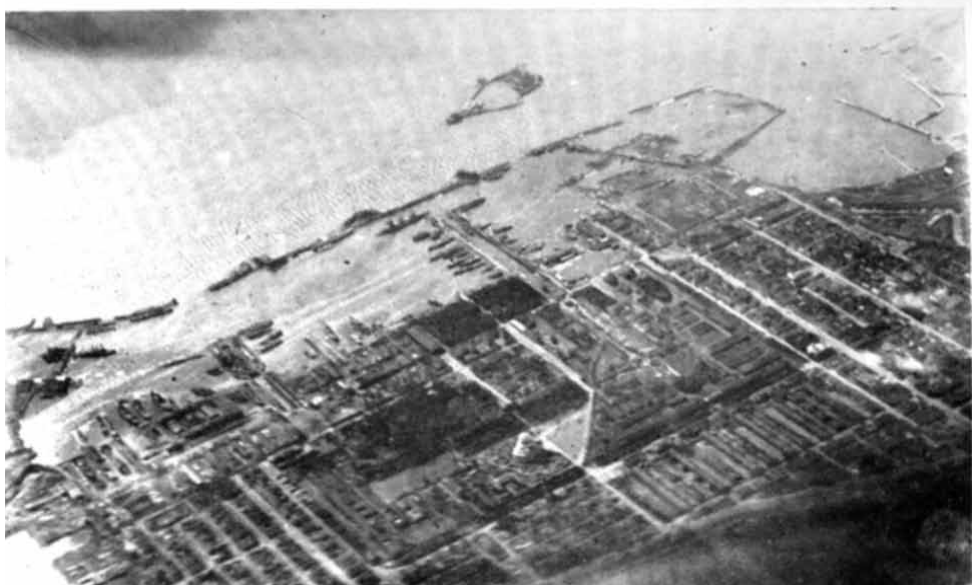
The actual raid that night comprised action by just 8 CMBs, two others having been sidelined during the prior week due to mechanical problems. Agar in CMB4 led the formation just as the aerial attack was ending; he peeled away to port in a full 270-degree turn just before the entrance to the main naval harbor, allowing the first two 55-footers (Cmdr. Dobson in CMB31 and Lieut. Dayrell-Reed in CMB88) to enter and start their attack runs. Agar fired his single torpedo through the entrance to the secondary naval harbor at a trio of destroyers and patrol craft berthed at the far side. Dobson and Dayrell-Reed fired their two torpedoes each at the big battleships Andrei Pervozvanni and Petropavlovsk, one of which sank and the other seriously damaged and eventually towed to drydock. Dayrell-Reed was shot in the head during the run in, and his second in command Lieut. Steele leapt to take the wheel and complete the mission. These two boats exited the harbor successfully. The next CMB in was CMB79 with Lieut. Bremmer, who fired his torpedoes at the submarine supply depot ship Pamiat Azova and sank it. On the turn back to the exit however, he was completely blinded by searchlights and rammed Lieut. Brade's CMB62 that was entering: The two boats were locked together, but Bremmer was able to gun full throttle and drive both boats out of the narrow entrance. They sank a short distance out, both receiving massive gunfire from the Russian destroyer Gavril. One boat CMB86, broke down outside the harbor and could not make any attack run (she was eventually towed back to the Fleet support ships by CMB72). CMB 72 was unable to enter the main harbor due to the congestion and chaos just outside the entrance, where one other boat - CMB 24 - was split in half with a direct hit from the destroyer Gavril and was sinking: CMB72 picked up some of the survivors. CMB72 tried to fire its torpedo through the east harbor entrance at a destroyer (as Agar had done) but the launch mechanism's firing pin failed.



First Two 55 Ft CMB's At Attack Speed



Kronstadt Harbor before the Raid



Kronstadt Harbor after the Raid

The losses at sea were heavy on the British side. (There were no airplane losses or pilot aircrew casualties.) Three CMBs were sunk: 5 CMBs returned to Biorko. A total of 8 men were killed (4 officers, 4 noncoms) and 9 were taken prisoner (3 officers and 6 men). On the Bolshevik side, 2 battleships, 1 submarine depot ship and one or more patrol craft were sunk or effectively put out of action permanently. The net effect of the Kronstadt Raid was to successfully deter the Russian fleet from venturing out of their homeport for the balance of 1919 and much of 1920. Finland was essentially made secure from Russian occupation for more than two decades (until the Winter War).

His Majesty King George V awarded 34 medals to CMB crews of the Kronstadt Raid, including 2 additional Victoria Crosses for extraordinary bravery during the attack, 8 DSCs (Distinguished Service Crosses), 15 DSMs (Distinguished Service Medals) and 3 Mentioned: Plus 14 medals awarded for gallantry to air crews of the Naval Air Service (Royal Air Force).

A few days after the Raid, Russian planes located the secret base at Terrioki (then in the final days of being closed down by Agar's team). The men of CMB4 set up the boat's Lewis guns on the roof of the old clubhouse in case a repeat bombing attack was made. They left for Biorko the next day. Some of the CMBs remained with the Baltic Fleet throughout the fall and winter of 1919/1920 as shown in this photo...three 55-foot CMBs lying alongside HMS Vindictive. On the front windscreen of the left boat, belonging to Commander Gordon Steele, one can see the outline of the Victoria Cross he earned during the secret August 18, 1919 operation against the Russian Fleet in Kronstadt Harbor.



Lewis Guns atop Yacht Club



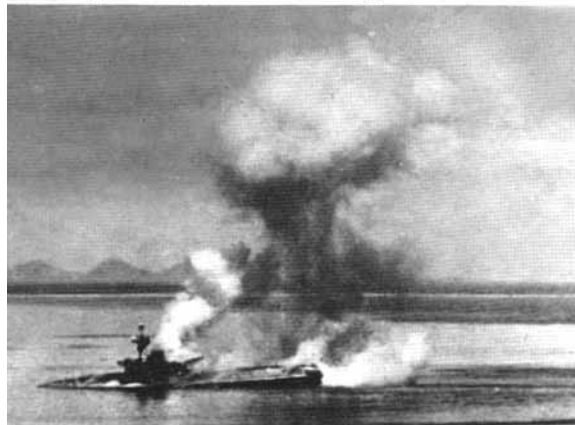
CMB's Lying Alongside HMS Vindictive: Winter 1919/1920

Augustus Agar continued a full career in the Royal Navy, through and beyond WWII. He commanded the Royal Yacht for one tour. He was subsequently Captain in command of the cruiser HMS Dorsetshire. His ship was caught off of Ceylon by Japanese dive bombers and sunk; British intelligence had not reckoned that Japanese planes could fly out so far from their airfields with ordinance, and return. They were wrong. Agar and his men were in the sea for a prolonged time, and his lungs were quite severely damaged. Augustus Agar, V.C., became President and Captain of the Royal Naval College at Greenwich, with the rank of Commodore, for the balance of his active service in the Royal Navy.

Augustus Agar and Sir Paul Dukes became good friends and met often. Between them they wrote 9 books.



On the Royal Yacht



HMS Dorsetshire Going Down



Sir Paul Dukes, British Agent



Captain Augustus Agar, RN, V.C.

In 1967, some 48 years after his solo attack in sinking the Russian cruiser Oleg, his weather-beaten CMB4 was transferred to a naval museum berth in Southampton. Taking a slight diversion, the boat was brought by Gus Agar's strawberry farm in Hampshire. Here the old sailor salutes his old craft: The CMB4 "Giant Killer" and her skipper. One can see the Victoria Cross still imprinted on her port bow. The great man died the following year, 1968.



CMB4 & Augustus Agar V.C., 1967

Books by Captain Augustus Agar, V.C.

Footprints In The Sea	1959
Showing The Flag	1962
Baltic Episode	1963

Books by Sir Paul Dukes, K.B.E.

Red Dusk And The Morrow	1922
The Story Of ST25	1938
An Epic Of The Gestapo	1940
Come Hammer Come Sickle	1947
Yoga Of Health, Youth & Joy	1960

By Harry Ferguson

Operation Kronstadt	2008
---------------------	------

By Juan O'Callahan

(Unpublished Screenplay)	
Incredible Courage	2008