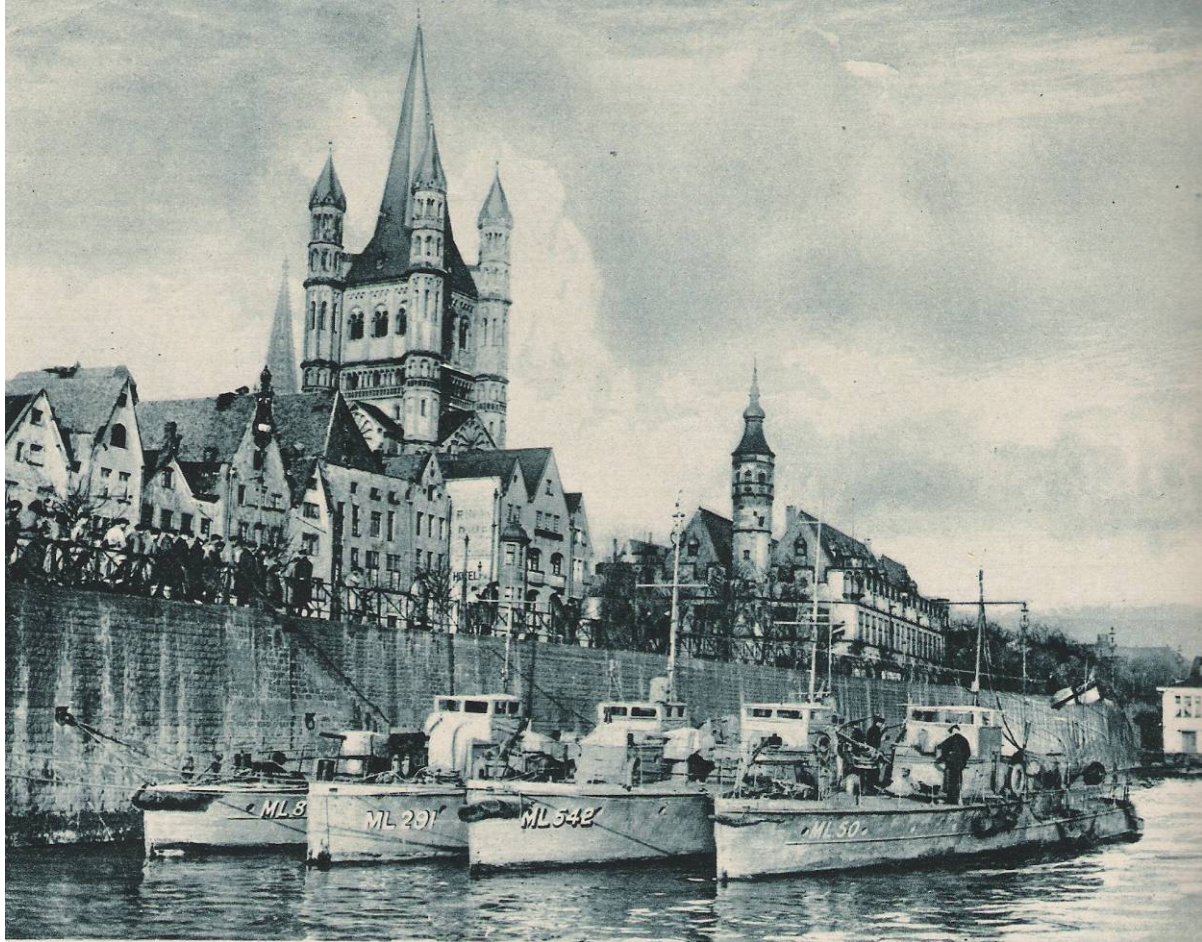


# CHANNEL ISLANDS GREAT WAR STUDY GROUP



**1919 And New Commitments  
The Rhine Patrol lying alongside  
the embankment at Cologne**

**JOURNAL 24  
FEBRUARY 2009**

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Hello All

For a while, it seemed that the Group's start to 2009 had been rather muted and I was getting a little twitchy that nothing seemed to be happening. Was it a case of "anniversary exhaustion" in 2008? Was it an over-indulgent Christmas? Or the blues that may have been brought on by Chelsea's plight, the recession, credit-crunch and the fact that many bankers will be excessively rewarded with bonus for their failings?

But no! Like the swan, the Group glides elegantly along on the surface, while many of the members are underneath paddling furiously to keep the momentum going. And it is important to keep that momentum going, for although 2009 can be regarded the last "numerically natural" anniversary, i.e. the 90<sup>th</sup>, until the centenary of the Great War's outbreak, there is still much for us to learn in terms of the Islands' contribution and to promote amongst the communities.

Not everything that we might be working at will achieve that "quick win". So, I for one am particularly delighted that Ian Ronayne has cleared a major hurdle by getting the draft of his book on the Jersey Contingent into the publisher at the beginning of this month. He has been working on the book for about five years to date, and, provided that there are no hitches, it should appear on the bookshelves this coming August. I have had the opportunity to read the "pre-publisher's draft" over the Christmas period and firmly believe that Ian's account will prove of great interest to the Jersey reader and the wider audience too.

So, without further do, I will now let you get on to find out about where others have been paddling!

### **Stop Press**

#### **Great War Presentation at La Société Guernesiaise**

On 18<sup>th</sup> February at 7.30 p.m., Liz Walton will be giving a presentation on the Great War and Guernsey to La Société in the Candie Theatre which is at the rear of the Museum. If you're in Guernsey at that time and have the opportunity to go, Liz will be pleased to see you, and although I know that many will be unable to make it, do tell any friends and relatives that you may have about it.

Although this is a reminder for many, it is repeated for those who are not on E-Mail.

### **1911 Census**

The 1911 Census has recently been put in the internet at [www.1911census.co.uk](http://www.1911census.co.uk). At the present time, Channel Island and some UK counties data is still to be loaded, but should be around late April. Initial impressions from some who have searched is that the service may be more expensive, and less friendly to "blanket" researchers when compared to the 1901 Census

### **This Issue's Cover**

From HW Wilson's "The Great War: The Standard History of the All-European Conflict", in image of the Royal Navy's Rhine Patrol at Cologne in 1919, based there to ensure that the blockade to Germany was maintained.

**Honouring the Brave  
By Mark Bougourd**

**1304 Gunner SP De La Haye, MM  
47<sup>th</sup> Siege Battery, (Hampshire) Royal Garrison Artillery - Territorial Force.**



Honouring the Brave, Gallant Jerseyman's Reception and Presentation at the Town Hall. Reported on Sunday, 10<sup>th</sup> December, 1916.

Last evening the Town Hall was literally packed on the occasion of the public reception and presentation to another of Jersey's gallant heroes. The recipient was Gunner SP De La Haye, aged 21 years, a native of Trinity, who enlisted on Saturday, 29<sup>th</sup> of August, 1914, and has seen about 20 months service in France. He has been awarded the Military Medal for conspicuous bravery.

*"He went out and repaired telephone wires that had been severed by artillery fire, thus enabling communication to be maintained between Infantry and Artillery. This task he succeeded in performing successfully, despite the fact that he was all the time under heavy enemy fire."*

Mr JE Pinel (Constable of St. Helier) presided, others besides the gallant gunner on the platform being Mrs and Miss Pinel, the Very Rev. the Dean, Rev GP Balleine (Rector of St. Martins), Deputy and Mrs J Cory, Mr. GJ Le Masurier (Constable's Secretary) and Centenier FP Le Gresley (St. Mary).

The Constable, addressing those present said:

*"Ladies and Gentlemen, we are now living in strenuous times; every day the effects of this long and cruel struggle are brought nearer home to us in this little Island. You well remember in August, 1914 we said "Business as usual," then later Mr. Asquith's famous byword "Wait and see." Those two epochs have now passed and the struggle still continues. What the whole Empire is now crying for is a more active prosecution of the war; the Empire is ready for the fray, all that is now required are leaders with more activity, energy, and more determination to continue the struggle till complete victory will have crowned our efforts. With Lloyd George at the head of the new Cabinet we have the fullest guarantee of the vigorous prosecution of the war until decisive victory has been obtained. In fact our enemies realise what the formation of this new Cabinet means to them and the German press was saying the other day:*

*"So long as the England of Mr. Lloyd George is not conquered England herself will remain unconquered."*

*It behoves us Jerseymen to be imbued with that spirit; and I can safely say that all those Jerseymen who have answered their Country's call must have understood the*

*full meaning of the word Motherland. Well, Gunner Sydney Philip De La Haye did not believe in the game of wait and see he is one of those heroes who answered his country's call at the outbreak of hostilities, for he enlisted in August, 1914, he was then only 18, he has seen 20 months service in France and was awarded the Military Medal for conspicuous bravery in the field when he went out and repaired telephone wires that had been severed by artillery fire, thus enabling communication to be maintained between Infantry and Artillery. This task he completed successfully, despite the fact of his being all the time under heavy enemy fire. He has been fortunate to escape without being wounded. He is shortly going back where duty calls him. I am sure we all wish him God Speed and the best of luck.*

*Gunner Sydney Philip De La Haye it is now my proud privilege on behalf of your fellow Islanders to present you with this gold watch, suitably inscribed, as a small token of appreciation of your gallant and heroine conduct as a soldier, we are all proud of you."*

The speaker's remarks were punctuated with loud applause, which grew in intensity as the Constable cordially shook hands with Gunner De La Haye. The recipient in reply, thanked his fellow Islanders for their cordial reception and presentation, and expressed the hope that many more would be presented. He had only done his duty, and was convinced that any other Jerseyman would have done the same. Cheers having been raised for our hero, and for King and Empire, the proceedings terminated with the National Anthem heartily sung by all present.

The 1901 Census has Sydney P de la Haye, as a Scholar age 5, he was the son of Philip a carpenter running his own business and married to Leontine. They also had a daughter Violet aged 2, Sydney was born in Jersey and his family lived at Augres, Trinity in Jersey.

Gunner (later Corporal) De La Haye's Great War medal entitlement is:

- Military Medal, which is impressed with the following inscription on the medal rim: 1304 GNR SP DE LA HAYE, HANTS RGA-TF
- 1914-15 Star, having entered France on 26<sup>th</sup> November, 1915 with the 47<sup>th</sup> Siege Battery, RGA
- British War Medal is impressed with the following inscription on the medal rim: 352521 CPL SP DE LA HAYE, RA
- Victory Medal with Oak Leaf "MiD" emblem.

He was later awarded a Mentioned in Despatches whilst serving as a 352521 Corporal-Signaller with 47<sup>th</sup> Siege Battery, RGA (His service number had later changed as part of the TF reorganisation). Sadly, his Victory Medal with Oak leaf emblem is missing along with his 1914-15 Star from this group.

The role of the Siege Batteries during the Great War was to make use of the heavy howitzer guns designed to send large calibre high explosive shells, generally of 6 inch to 12 inches in diameter, in a high trajectory orbit called "Plunging fire" onto the enemy lines. These howitzers were usually road or railway mounted. As the British tactics developed during the war they were employed in destroying or neutralising the enemy artillery, as well as putting destructive fire power down on specific strongpoints such as dumps, stores, roads and railways routes behind enemy lines. This was the Great War equivalent of our modern day warfare "Shock and Awe".



Sydney's role in the Royal Garrison Artillery was as a Gunner-Signaller; his task was to ensure that the lines of communication were kept in good order when new lines were laid between units as these could frequently be blown up by enemy fire. He was later promoted to Corporal-Signaller.



The reverse of his Military Medal (showing: For Bravery in the Field), and his British War Medal 1914-1918 are displayed above his MM entry in Supplement to the London Gazette.

### Acknowledgements:

Extracted material from the "St Helier Town Hall Scrapbook"  
 London Gazette (<http://www.gazettes-online.co.uk>):

MM - London Gazette No. 29731 published 1<sup>st</sup> September, 1916, page 8655  
 MiD - London Gazette No. 31080 published 23<sup>rd</sup> December, 1918, page 15035

La Société Jersiaise (<http://www.societe-jersiaise.org/photographic-archive/heroes-rediscovered.html>)

### Continuing with Coutart By Barrie Bertram

With the New Year well and truly over, it has been time to pick up the strands once more to look at the life of Coutart De Butts Taylor, and this has again focused on some of the buildings that had featured.

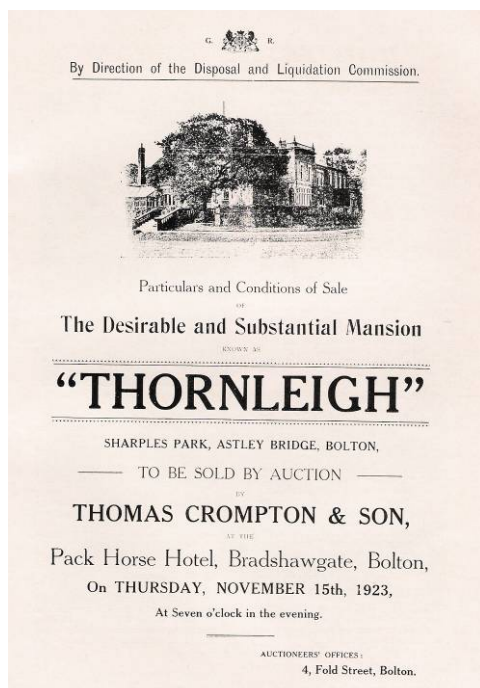
The first port of call with a 95 mile trip along the M6 and M61 to Bolton was "Thornleigh", the house that was used by the Ministry of Pensions as an Officers' Convalescent Centre, and where Coutart's wife, Lilian was the Matron. As has been previously mentioned, the house is today owned by the Roman Catholic Church as



the Thornleigh Salesian College. A knock on the door, and I was very kindly admitted and met by the resident priest, who with some other staff there, were very interested in the Taylors' tale. The house has understandably been modified down the years, but the entrance hall is magnificently wood-panelled, as are some of the other rooms. One could clearly see in one's mind the image of young officers being helped along the path of recovery in that house.



**Thornleigh Today**



I was given a book which commemorated the Salesians' golden jubilee at Thornleigh in 1975. While predominantly dealing with their 50 years in the house, it devotes a couple of pages to the years before 1925. Reading the book I discovered that the Astley Bridge Red Cross had used it to house 31 Belgians who had been holidaying in Blankenburg at the outbreak of war and were cut off from their homes in Brussels. They remained until December 1916. Although the local tennis club paid £1 a week for the use of the lawns, the house was unused until it was acquired by the Ministry of Works in 1919 as the Convalescent Centre. To quote from the book:

“This venture was entirely successful, and by 1923 60 officers had completed profitable courses in a variety of subjects and arts and trades at the Centre.”

It is thus possible that Lilian Taylor was present at Thornleigh throughout the period of its Convalescent use, i.e. until 1923.

In Journal 22, I mentioned that the 1901 Census had shown that Coutart and Lilian were both living in Bristol. With Mark Bougourd's help I have been able to follow this up, and found that their address was "Glendower House" on Clifton Down in Bristol. The house appears to have been a boarding house for the "well to do"; two lady boarders were the wife and daughter of a Fleet Surgeon in the Royal Navy, while there was a complement of six servants. Coutart and Lilian were down as boarders, and "Living on own Means". Were they co-habiting? I'll let you decide for yourselves!

A picture of "Glendower House" was thus required, and so I enlisted the aid of my brother-in-law who lives on the outskirts of Bristol. By chance he spotted that there was a ground floor flat in the house up for sale (at £715,000!) and rather than cross the city with his camera in hand, sent the estate agent's photograph which has been added below.



**Glendower House Today**

As with "Thornleigh", "Glendower House" is also substantial, and faces Christchurch Cathedral. A few hundred yards to the house's right (to the picture's left) and across Clifton Down itself, is the Clifton Suspension Bridge.

But, after some idle research on the internet, another interesting fact emerged, for it was in this house on 17<sup>th</sup> June, 1869 that Sir Fabian Ware, founder of the Imperial (now Commonwealth) War Graves Commission was born. It is curious to think that he became the CWGC's founder after he had been told that he was too old for military service, yet he was some five months younger than Coutart De Butts Taylor!



The fact that “Glendower House” had been Sir Fabian Ware’s birthplace was commemorated in 2004 by the Clifton and Hotwells Improvement Society who installed a plaque on the house’s front.



**Commemorating Sir Fabian Ware at Glendower House**

And of course, no one would ever have imagined that Ware’s future organisation would look after Coutart in death!

Other areas of research have proved less fruitful, and in those I have travelled more in hope than expectation. Could Coutart’s finances provide a clue as to his activities, particularly during the period after his “vanishing act”? Did he write a large cheque to Lilian and close his account with Cox and Company? Sadly, an enquiry to the Lloyds TSB Group Archive drew the response that they do not have customer records for the period. On the plus side, a similar enquiry with the Imperial Hotel in Russell Square was met with the same answer, but as part of a very charming letter from the grandson of the owner who had the Hotel built as shown in the picture in Journal 23. This gentleman is also interested in military history of the Great War period which may be very much put down to his uncle, Lieutenant Donald John Dean who was awarded the VC while serving with the 8<sup>th</sup> Battalion, Royal West Kent Regiment near Lens in France in late-September, 1918!

A photograph that I can give a positive identification to Coutart has hitherto remained elusive but having contacted, among other organisations, the Regimental Museums of the Royal Ulster Rifles (in Belfast), and the Royal Welsh Fusiliers (in Caernarfon), I believe that I now have him!

I have had an electronic dialogue with the RWF Museum, since very early this month, and they have been fascinated by the outline tale of his military career, not least because they “knew” him as Collins, and were totally unaware that this had been an alias. We have exchanged notes and material, and I have received some copies of group photographs showing 17/RWF members, one of which carries most of the names on the reverse. In his “May 1918 letter”, Coutart, as Collins, wrote to a Captain Jenkins, his and “A” Company’s Commander. At the time of the Armistices, the Battalion War Diary has Captain OT Jones in that position. Both Jenkins and OT Jones are identified on the reverse. More importantly, the name of Collins is shown, and the related image of the man on front has Sergeant’s stripes. With that, I am virtually convinced that it is Coutart, but, there are just a few more confirmatory checks to go through, and I will need to reconfirm some data with the Museum



Archivist when she is in the Office next week, as well as agreeing to the use of the photograph.

In all, I will be delighted if the photograph is that of Coutart De Butts Taylor.

### **Faces Remembered**

The Group recently received a number of photographs from Jerseyman Colin Russell for use on the website, and which also appear on the next page. These are of Colin's maternal grandfather Edwin Edward Perchard and also of his great-uncle, Sydney John Perchard. Both men had been members of the 2<sup>nd</sup> (or East) Battalion in Jersey's Militia, and would be conscripted in 1917, briefly entering the Royal Jersey Garrison Battalion, before leaving for England to join the British Army. With the fortunes of war, their fates would be different.

Sydney (seated) is wearing the Hampshires' cap badge indicating that he first joined the Hampshires before being transferred to serve in the 1<sup>st</sup> Battalion, Duke of Cornwall's Light Infantry, in which unit he would be killed on 6<sup>th</sup> November, 1917, during the final phases of the Third Battle of Ypres, barely six weeks after arriving in France and Flanders. Sadly, Sydney is one of the many thousands who has no known grave, and is commemorated on the Tyne Cot Memorial. The photograph is useful in that it supports the research into the JRoH&S that a number of men were frequently transferred and that the Roll could never be kept up and reflect this. We do not know Sydney's regimental number with the Hampshires.

Edwin was more fortunate in that he survived the war having been twice wounded. The numeric sequence of photographs shows that from the RJGB (photograph 1), he had joined the Dorsetshire Regiment (photograph 2) before being transferred to the 1<sup>st</sup> Battalion, King's Royal Rifle Corps (photograph 3) with some 30-40 other Jerseymen such was the demand of replacing casualties where Battalions had been seriously depleted, and he had been one of the names featured in the Dorsetshire Intake Analysis that was contained in Journal 14.

Three of the photographs show Edwin and Sydney with other soldiers, and these soldiers are currently unidentified:

Photograph 1 shows Edwin with a French soldier, whose collar badges indicate that he was serving with the 47e Régiment d'Infanterie from St Malo, and would very likely have been one of the 2,500 Frenchmen who left Jersey in August 1914, when the French mobilised their armies.

Photograph 3 which was taken, it is believed, like the first in Jersey depicts Edwin with a fellow NCO. Unfortunately, the image is too indistinct to identify the Regiment on this NCO's cap, although it is known that when it was taken, Edwin was with the KRRC as indicated by the dark cap badge and buttons.

The photograph with Sydney seated shows that his comrade was also wearing the Hampshires' cap badge. It is assumed that this man was a Jerseyman who was also conscripted at the same time as Sydney.

Hopefully a forthcoming item in the Jersey Evening Post with these photographs will lead to identification.



**Edwin Perchard 1**



**Edwin Perchard 3**



**Edwin Perchard 2**



**Sydney Perchard**

## **Nineteen Nineteen: Adapting By Barrie Bertram**

From time to time, we are probably all guilty of failing to consider the year 1919 as a crucial part of what might be called the cycle of the Great War, just as much as we might ignore those events and factors that occurred in the years before the fateful shooting of the Austrian Archduke, Franz Ferdinand, and his wife Sophie in Sarajevo on 28<sup>th</sup> June, 1914. Could we see the roots of the Great War in the race between Great Britain and Germany to build more and more Dreadnoughts in the early 1900s, or do we have to go further back in time to the Franco-Prussian War? Yes undoubtedly, the Dreadnought race and the Franco-Prussian War were both factors, as indeed were many, many more events which may never see the light of day to be examined. But, the signing of the Treaty of Versailles five years to the day that Franz Ferdinand was assassinated did not mean the end of the Great War, although it was deemed as such in official circles. Men and women would still die, revolutions and fighting that had started in countries such as Russia would continue, while new governments and regimes would struggle to restore a degree of normality among populations seeking greater liberties compared to that which had existed before 1914.

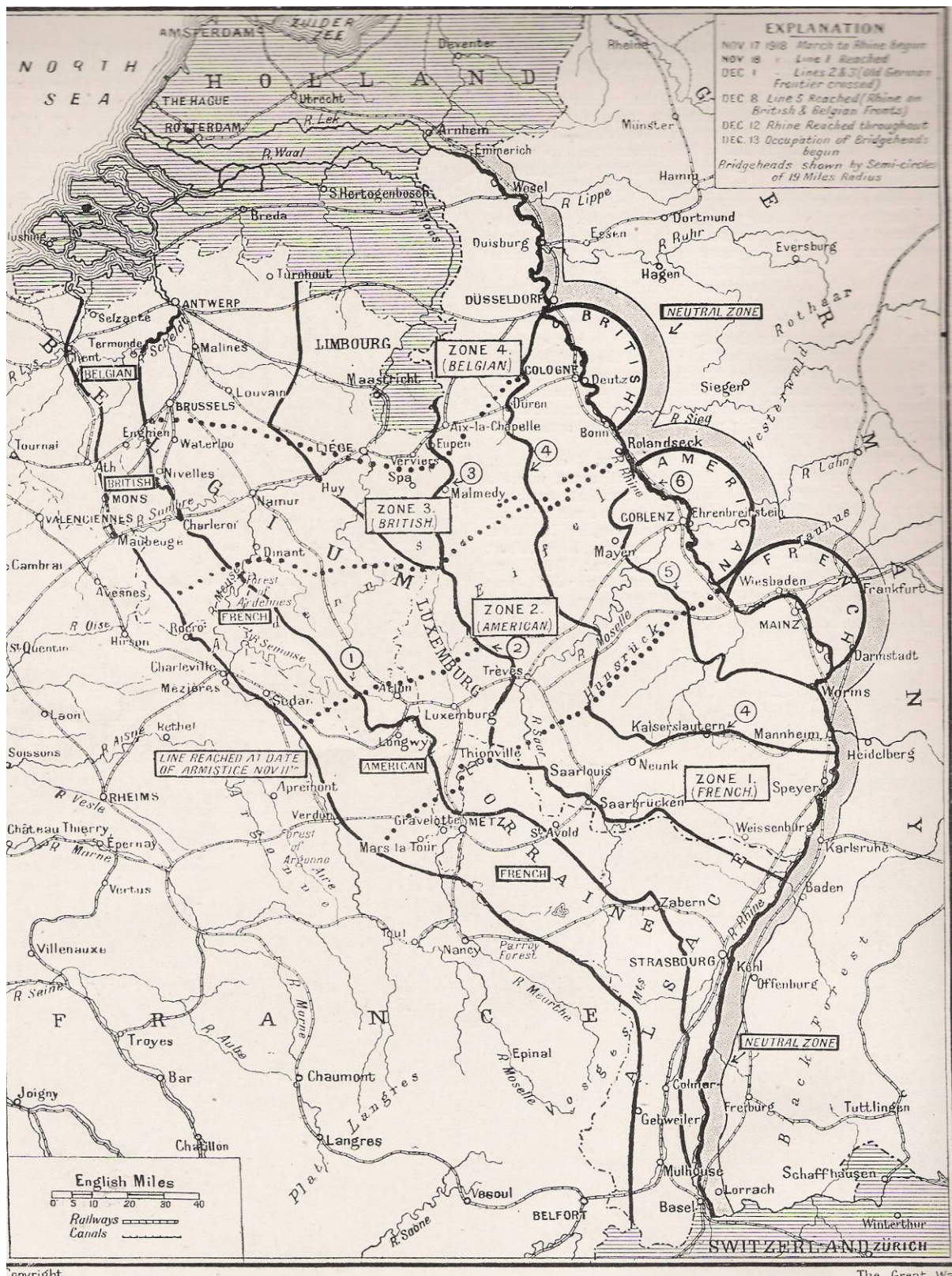
Of course, a latter generation of Germans also perceived 1919 and Versailles in a different light and saw their treatment as one reason to strengthen and rearm their nation, contributing in part to an equally catastrophic Second World War. To digress slightly, we Channel Islanders might like to consider when the Occupation became inevitable, was it when the Germans were stood at the Cotentin coastline? Or earlier, when they had broken through the Belgian fort lines and at Sedan, bypassing the Maginot Line? In 1940, Belgian and French policies aimed at defending their countries against German invasion, coupled with the proximity to England of the Channel ports of Calais, Dunkerque and Boulogne, this effectively determined for the British their defence policy for the Islands. To take just the Maginot Line as one example, the origin of its construction was clearly rooted in the French experiences during the Great War. This had reflected a shift from all out attack to passive defence, yet for the Islands it was no different. In any modern war that would see France and Britain take up arms against Germany, the security of the Islands began at the eastern borders of France. In 1919, the consequences of the Armistice and Versailles were vitally important to the Channel Islands!

Having argued about the roots of the Great War being found way before those shots were fired Sarajevo; let us anchor the beginning of 1919 at the Armistice!

The German delegation who signed the Armistice at Compiegne in France, knew that they had been beaten on the field of battle, and also knew that while the German Army was still strong numerically, there were men who were disenchanted, prone to mass disobedience, and only too ready to surrender given a convenient opportunity. This was an issue that Hindenburg had been pointing out for a number of months however, in fairness the majority had fought a rearguard campaign with great skill and determination and caused casualties to the advancing Allied troops. As possible evidence of this, during the "Hundred Days" up to the Armistice, the British forces had been receiving casualties that were a higher daily average than at any similar period throughout the Great War, including the Somme in 1916 and Passchendaele in 1917. Was there stout defending by well sited German machine



gun outposts? Almost certainly, but Haig, via his Army commanders, had also encouraged his troops to take greater risks than hitherto.



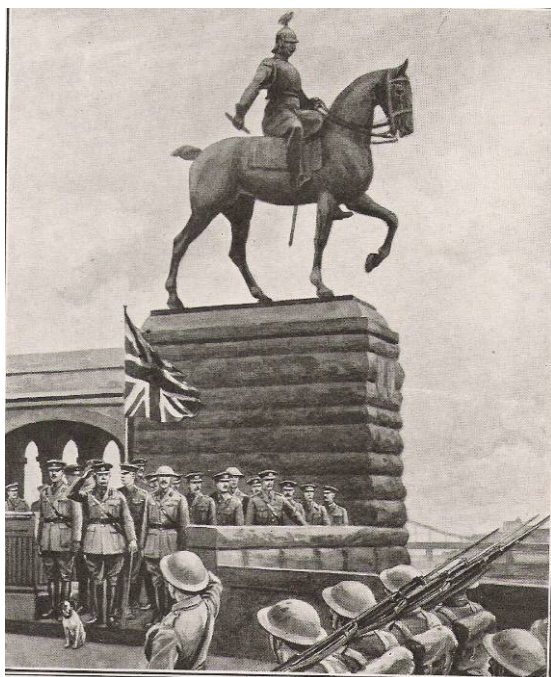
The terms of the Armistice very much required the Germans to get out of France and Belgium fairly promptly. Furthermore, a demilitarized or neutral zone was to be established on the German side of the border along with a number of areas assigned as bridgeheads that would allow the Allies to control traffic over the Rhine crossings at Cologne, Coblenz and Mainz. German forces were required to



commence withdrawing from the ceasefire line a week after the Armistice towards Germany, to an established timetable. The accompanying map, copied from Volume 13 of HW Wilson's "The Great War: The Standard History of the All-European Conflict" (referred to henceforth as "Wilson"), can best show this arrangement.

For their part, the Allies moved forward, marching at a pace that would not bring them into direct contact with the German rear, provided that the Germans took no action to face the Allies, who were, in any case, prepared to take armed action in such circumstances. There were some sporadic attempts at booby-trapping, yet there was no poisoning of water supplies and other similar such hostile acts to delay the Allies as had been seen during the withdrawal to the Hindenburg Line in early 1917, and the "Hundred Days". Wilson indicates that abandoned German ammunition trains had been left in Brussels and had been fused to detonate, and at the city's Northern and Southern rail stations two trains did explode (I cannot corroborate this. Wilson generally tends to be jingoistic and puts a positive "spin" on events, and Germans are variously referred to as Hun, Boche or Teuton!). Meanwhile, the Germans remained partial to their home comforts, and continued to loot furniture, valuables and livestock, the only constraint being what could be physically carried. There was criticism of neutral Holland who, having given the Kaiser sanctuary after his abdication, now allowed a sizeable German Army with looted pigs and cows in tow to cross Limburg province thereby reaching Germany. In this, matters were not helped by Holland refusing interned Belgian refugees to return home without German permission!

The reception given to the Allies appeared to be mixed as they advanced through Belgium and France, the latter now having had Alsace and Lorraine restored. These provinces, lost to Germany in 1871, had seen a degree of Germanisation with civilian administrative positions being filled by Germans. Yet undoubtedly there was a great amount of flag-waving also. Wilson recounts that in some cities, Belgians were exacting revenge on Germans and fellow Belgians who had collaborated, including one individual who was alleged to have betrayed Edith Cavell. British soldiers who had been prisoners of war were now to be found walking westwards, many in a bedraggled state and suffering from a poor diet and ill-health.



Prior to the Armistice, the British Army along with its Allies had been preparing to advance and attack the Germans on 14<sup>th</sup> November, 1918. Now they were to advance peacefully in circumstances that also allowed the appropriate amount of "spit and polish" to be applied before entering Cologne in early December, 1918, and to demonstrate the high standard of the British forces to a well-beaten enemy. Thus began the tenure of the first British Army of the Rhine (BAOR), one that would continue for ten years.

**General Plumer, Second Army Commander (plus dog) taking the salute as men are about to cross the Hohenzollern Bridge on the 12<sup>th</sup> December, 1918.**

The British Empire had finished the war in France and Flanders with 61 Infantry and 3 Mounted Divisions, as well as 2 Portuguese Divisions under their command, along with other arms such as 6 Brigades from the Tank Corps and the Royal Air Force in support. Yet there had been commitments elsewhere, and many would continue into 1919 and beyond:

- Egypt, Palestine and Syria
- Salonika
- Italy
- East Africa
- Russia and Siberia

In December 1918, this commitment involved at least a further 22 Infantry and 5 Mounted Divisions, a number of these Divisions as was the case in France and Flanders being dominion troops from Australia, Canada, India, New Zealand and South Africa. But many lesser locations were also garrisoned, and if they did not require divisional organisations, collectively they still consumed several divisions' worth of manpower in various sized packets.

One might consider the numeric strength of the British Army in particular as the year 1919 approached. In November, 1918, the effective strength was just over 3.56 million officers and other ranks, while there were a further 248,000+ men in the volunteer forces. But how effective was effective? Of the numbers quoted above, there were 1.6 million officers and other ranks at home, and just over two thirds of these, i.e. 1.1 million, were unavailable for general service for various reasons. These included recruits who were under training, men who were unfit and required to recuperate or convalesce, and men who were to be discharged due to injury and illness. Of course, there were the prisoners of war referred to earlier, some 160,000 in total, who were now returning home, yet these men would not have been expected to have fought in 1919 had the war continued, for the obvious fact that they would still have been prisoners.

And, what if 1919 was to see the continuation of the Great War had German defences stiffened the closer they retreated towards the Rhine? In terms of its manpower, the British Army could not continue for long at the pace that it was moving forward without a pause to recover, and during the full three month period August – October, 1918, had some 260,000 casualties. When this is set against a figure of 540,000 recruits in the full year ending October, 1918, it appears that the British Army was using up almost two month's worth of the average monthly recruit intake every month! What if the "Hundred Days" had become the "Two Hundred Days"? One can assume that the politicians would have again become cautious, and Haig may have had to watch his back once more. In that, he had however already gained the experience! Fortunately, for many thousands of young men on all sides, they were able to walk away with their lives, even though there were those whose name was still on the bullet now masquerading as Spanish Influenza.

With a hard won victory, the British government could not now readily keep the millions of men under arms, not least because of the increasing cost and the build up of the national debt. It had terminated or suspended equipment manufacturing contracts with major aircraft suppliers such as Sopwith and de Havilland overnight, for example, and in factories the length and breadth of Britain, the hum of machinery lessened, and workers would now wonder as to what would happen next.



Conscription also ceased, while those men at the front, seeing that their need for sacrifice was over, wanted to return home and pick up the strands of a peaceful civilian life with family and friends around them.

Of course, by the beginning of 1919, the bulk of the Army's strength was made up of either volunteers or conscripted men, and this meant that the period of engagement for which they had enlisted was of the "for the duration of the war plus 'x' months" variety. This was a contract that the government and the military were obliged to honour and set about doing so, all the while performing a balancing act to meet the obligations of providing the BAOR and maintaining its commitments in the other theatres already listed.



**Watch over the Rhine**

As an example of the continuing commitments, BAOR, which has already been discussed, would consist of 10 Infantry and 1 Cavalry Division in June, 1919, although this would be much reduced a year later after the signing at Versailles.

Men due for release were to be trained and shipped back to the UK, for which the necessary means of transport had to be provided, from whichever theatre they were serving in. From the port where they had disembarked, they would be sent onto a Dispersal Station before being demobilised, leaving there in receipt of four weeks leave, pay and allowances, gratuities, an unemployed insurance policy and railway warrant. Men also received civilian clothing or a cash sum of 52/6 (£2.12½) in lieu! Of course, there was a degree of prioritisation in that certain industries were considered to require their manpower before other industries. Unsurprisingly, agriculture, coal-mining, engineering and manufacturing are all strongly featured on the priority list.

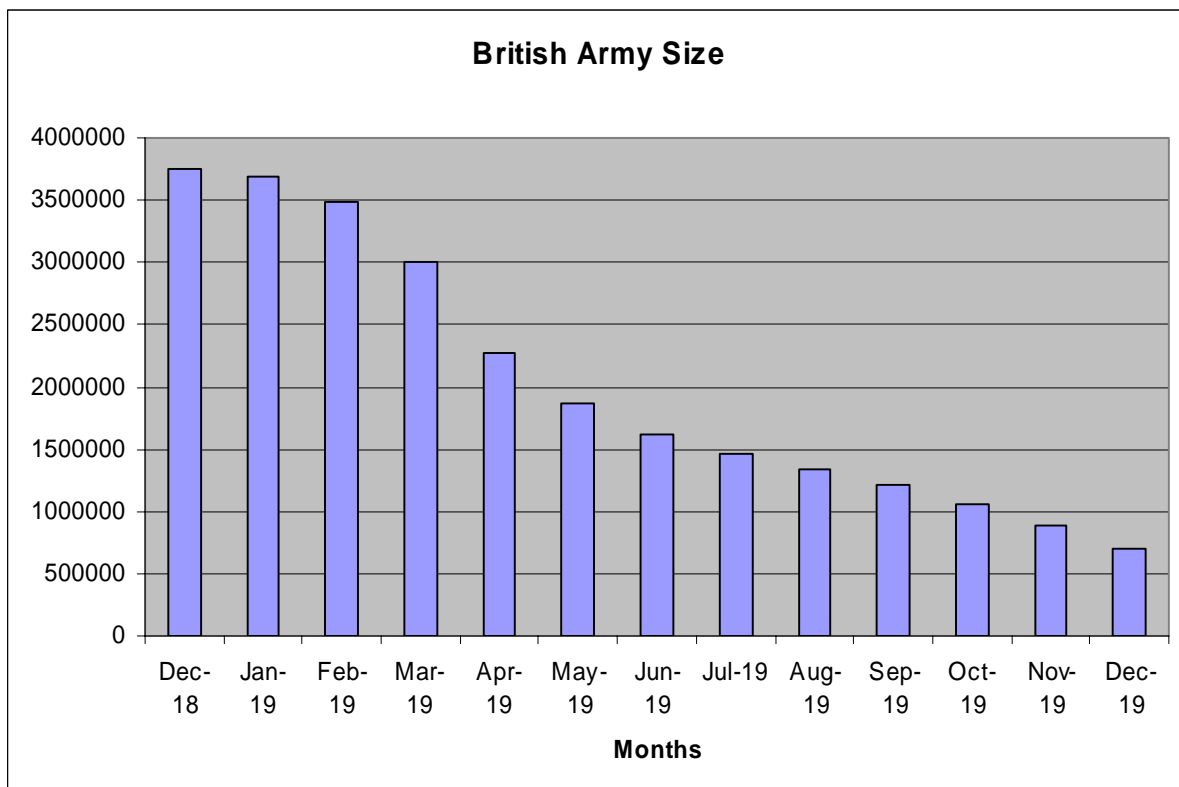
Hopefully, a future article will look at the demobilisation process in more detail, for it was highly complex, involving the following major government departments, ten in all:

- The War Office
- Ministry of Labour
- Ministry of Pensions

- Boards of Education\*
- Boards of Agriculture and Fishing\*
- Ministry of Reconstruction

\* Separate Boards for England and Wales, Scotland and Ireland

Was it successful? As it can be seen from the accompanying chart below, it very much appears to have been in that the Army reduced in size by 81% in 1919. Undoubtedly, there would have been one or two organisational hiccups, minor problems in the overall scheme of things, although a major one to the individual wanting to get away very sharply to “civvy street”.



Apart from the process being successful, the other point that needs stressing is that it was not the result of a “Damn, it’s the 12<sup>th</sup> of November, we’ve won, what the hell do we now do with all these men?” moment, but of very detailed planning and preparation that had started in January 1915! It turned out to be, to use that ghastly phrase currently doing the rounds in the UK cabinet, an excellent example of “joined-up government”! (Oh for those good old days!) However, it is not clear to what extent the States of Jersey and Guernsey were engaged in all that was going on, and in all probability, “piggy-backed” on much of the Imperial government’s efforts. The RJGB had contributed manpower to form the Jersey Dispersal Unit, but that was under War Office Control. This should be an area for further research.

Returning to the reference that the majority of men in the Army were there “for the duration of the war plus ‘x’ months”, we might think of the continuing need for career soldiers. Looking at the table overleaf, the Army had gone into the Great War with less than a quarter million officers and other ranks, signed up for periods of engagement of varying lengths in the Regular Army.

Force	Establishment			Strength		
	Offrs	ORs	Total	Offrs	ORs	Total
Regular Army	10,938	245,860	256,798	10,800	236,632	247,432
Army Reserve		145,000	145,000		145,347	145,347
Special Reserve	2,882	77,238	80,120	2,557	61,376	63,933
CI, etc, Militia	234	5,508	5,742	176	5,437	5,613
Territorial Force	12,700	303,394	316,094	10,684	258,093	268,777
Territorial Force Reserve				661	1,421	2,082
Bermuda/Isle of Man Vols.	20	425	445	18	312	330
<b>Total</b>	<b>26,774</b>	<b>777,425</b>	<b>804,199</b>	<b>24,896</b>	<b>708,618</b>	<b>733,514</b>

If we look at the start of 1919, we find that pre-war recruiting principles were again being implemented, for, only 2% of the December 1919 manpower level, i.e. some 74,000 men, were on a career engagement, although another 4,233 serving men had re-enlisted since the Armistice. Throughout the year, those on a career engagement less those who were time expired and had left, were joined by new recruits, re-enlisted soldiers and ex-soldiers, so that by the end of December 1919, the Army's other rank strength reached 276,000. There was also recruiting for some short-term requirements. One particular, yet painful, need was for men to enlist in the Labour Corps for employment in exhumation units, and over 15,000 did so, in part attracted by the additional daily pay of 3/- (15p) for WO/NCOs and 2/6 (12½p) for other ranks when actually employed upon exhumation duty.

Another short-term requirement was for the "Relief Force for North Russia", and this attracted 5,344 men, and at this point, it may be a brief look at a feature of the British Army's war that attracts very little attention compared to the other areas. The subsequent paragraphs are tailored using CWGC web site material.

The British campaigns, which were the outcome of the Russian Revolution of November, 1917, were closely connected both with events in Asia, particularly in Persia and in Siberia, and with the general course of the War in the West. The continued German and Turkish threats to India by way of Persia and Afghanistan, and the crisis of 1918 in France caused by the withdrawal of Russia from the Entente, form the background to the North Russian Expedition and the Allied intervention in South Russia, which are summarised in the following narrative.

In the spring of 1918 the main Russian Government, neutral towards Germany and Austria, was surrounded by various hostile regional Governments on the fringes of the former Russian Empire. Its Western front was open, and German troops had been transferred in very large numbers to France. Finland, independent since December, 1917, was torn by the struggle between "White" and "Red", and strong German forces entered the country and secured, in May, 1918, the ascendancy of the "White" Government. The North Russian ports, through which the Allies had assisted Russia with supplies and munitions, were now open to German occupation. The Black Sea, the Caucasus and the Caspian Sea were as yet beyond the reach of Allied forces, and the Russian half of the barrier between the Central Powers and India had failed. Lastly, there had emerged from the late Russian armies the two Czechoslovak Divisions, formed of ex-Austrian prisoners, which were known to be making for Archangel or Vladivostok in order to join the Allies.

All these facts suggested intervention; it took the form of landings in the North and Military and Naval Missions, armaments and stores in the South and East. The Northern expedition lasted from 1918 to 1919, and was a separate military operation. The intervention in the South was linked with the advance of detachments



from the Allied armies in Greece and Mesopotamia, and it lasted from 1919 to 1920. In April, 1918, a force of 150 Royal Marines landed at Murmansk, off which a British battleship had for some time been stationed. By the end of May, 1918, 500 British Royal Marines and sailors, 300 French soldiers, 1,400 Serbian soldiers and 500 Finnish "Red Guards" (the Finnish Legion) were holding the Kola Peninsula and Kandalaksha. The danger at present lay in Finland, and the Murman force, gradually strengthened, occupied the line of the Murmansk railway as far South as Soroka by the end of June, 1918.

These operations were begun with the consent of the main Russian Government. On the 1<sup>st</sup> - 2<sup>nd</sup> August, 1918, another Allied force occupied Archangel. It advanced in August and September Westward to Onega and South and South-East, along the Vologda railway and the Dvina, to Yemtsa and beyond Bereznik (Semenovka). Behind these two forces were the friendly local Soviets, but already both had become engaged in hostilities with the Russian Bolshevik troops. On the 18<sup>th</sup> September, 1918, Admiral Kolchak announced the formation of an anti-Bolshevik Government and "assumed power" over all the Russias, basing himself on Siberia and the South. By October, 1918, nearly 20,000 British, French, American, Italian, Polish and Russian troops were on the Archangel front and nearly 15,000 British, French, Italian, Serbian and Russian on the Murmansk front. The danger from Finland disappeared in December, 1918, with the withdrawal of the German troops and the establishment of a friendly Coalition Government; the hope of junction with the Czechs was disappointed. The winter was spent in repelling determined Bolshevik attacks on the Archangel force and in advancing the forward positions of the Murmansk force beyond Segeja.

With the early spring of 1919 news arrived of considerable successes won by Admiral Kolchak in the East and by General Denikin, the "White Russian" commander in the South; but in March and April the Allied Governments decided on an early evacuation of North Russia. War against the Bolshevik Government had not been one of their objects. The two North Russian forces were to be strengthened, disengaged by local offensives, and withdrawn; the friendly Governments were to be helped to establish themselves, if possible, on a firm military basis; and the Siberian army of Admiral Kolchak might perhaps be linked, before the Allied soldiers left, with the troops of the Archangel Soviet. General Lord Rawlinson was sent to co-ordinate the operations. Only the first of these aims could be realised. The Murmansk force reached Lake Onega by the 18th May and fought small actions on or near the lake through the summer; it captured Lijma on the 14<sup>th</sup> - 16<sup>th</sup> September, 1919, and within another month it had successfully evacuated Murmansk.

The Archangel force, who were fighting on a wider front and being more severely attacked, won the Battle of Troitsa on the 10<sup>th</sup> August, 1919. They evacuated Archangel without further difficulty on the 27<sup>th</sup> September, 1919. The friendly Governments held out for some months, but the Bolsheviks entered Archangel on the 20<sup>th</sup> February, 1920. On the Finnish border fighting between Soviet forces and Finnish troops or Karelian insurgents continued at intervals until the end of 1921. Kolchak's Siberian forces were decisively defeated in the summer of 1919. Denikin, after a successful summer campaign which reached as far as Kiev in September, was driven back throughout the winter of 1919-20 until his last position, at Novorossisk, was lost in March. In November, 1920, General Wrangel, who still held the Crimea, was forced out of Sevastopol, and organised resistance to the Russian Soviet Government ended. For the British Empire, the Russian campaign resulted in

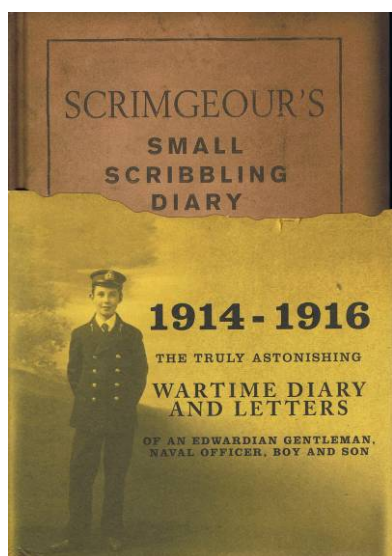
some 500 plus dead, and these are buried or commemorated at Archangel, Murmansk or Vladivostok.

The demobilisation of the British Army was very much mirrored by the Empire, with the Australians, Canadians and others returning to their homelands. However, in the case of the Canadians, there was major unrest at their transit camp at Kinmel Park in North Wales in early March, 1919. According to various accounts, they experienced inadequate rations, abysmal sleeping arrangements, and there were delays in their shipping, caused by striking dockers at the nearby port of Liverpool. To add to their woes, they were out of money! They had not been paid for over a month as it had been anticipated that their last pay day would have covered them on their journey. There was no one in authority who took note of the strikes, the other sources of dissatisfaction, and their impact on the cooped-up Canadians. Their own Corps Commander, General Sir Arthur appears to have contributed also in seeking to send the 3<sup>rd</sup> Canadian Division home in one batch thus adding to delays for many. Whatever the reasons, his men were angry. Though it was officially referred to as a mutiny and that there even were suggestions that a communist revolution was imminent, it was fundamentally a protest about poor living conditions and delays! Five men were to lose their lives while a number were arrested and jailed, some for ten years. It is odd that, after being so ably led by their commanders throughout the Great War, the same qualities of good leadership were not applied in peacetime.

In a sense, we can see that 1919 was a period when people sought a return to a normality that would have been long gone. Men and women were moved across seas and continents to their home countries that still suffered from the war, that were undergoing political upheaval, and where the former everyday way of doing things had long vanished. The foregoing is a very simple snapshot of just a few of the events of that year, and a year that one can only suggest that it was as complex as any of those when there was fighting.

Finally, it is hoped that this article will prompt a few others to look at 1919 in a new light and to come forward with articles.

## Book Reviews



### **SCRIMGEOUR'S SMALL SCRIBBLING DIARY 1914-1916**

**The Truly Astonishing Wartime Diary and  
Letters  
of an Edwardian Gentleman, Naval Officer, Boy  
and Son**

***Compiled by Richard Hallam and Mark Beynon  
(Conway)***

**Review by Peter Tabb**

When 19-year-old Midshipman Alexander Scrimgeour lost his life when the battle cruiser HMS *Invincible* blew up at the Battle of Jutland in 1916, he left behind an exceptional legacy – his personal diaries and letters spanning the years 1910 to 1916.

This book is a transcription and compilation of these diaries and letters by his descendant Richard Hallam and historian Mark Beynon.

Those of us familiar with the exploits of Jerseyman Philip Malet de Carteret, another Midshipman who lost his life at Jutland, will find this book particularly poignant for although there is no reference anywhere to Philip, the two must have been contemporaries at Osborne and their careers – and their abrupt ending – were entirely parallel.

Alexander Scrimgeour was an indefatigable diarist and correspondent. Every day he managed to make detailed entries of his activities, his hopes and his aspirations. At the same time he wrote long letters to his mother and father; letters to each rather to them jointly and his letters were signed 'Toby', the name by which his family knew him.

In August, 1914 Midshipman Scrimgeour was posted to HMS *Crescent*, flagship of the Tenth Cruiser Squadron under Admiral Dudley de Chair. We learn of life aboard a flagship, albeit an old cruiser whose role was to patrol the seas around the north of Scotland for German merchantmen scurrying for home. His daily reports conveyed the boredom of an active and ambitious young officer yearning for action and rarely finding it. If cruising the North Atlantic in an old armoured cruiser was boring, worse was to follow when, following storm damage to the flagship, Midshipman Scrimgeour was transferred to HMS *Alsatian*, an armed merchant cruiser and a former passenger liner, an experience his diary and his letters show that he did not enjoy at all. Then in July, 1915 he was transferred to HMS *Invincible*, flagship of the Third Battle Cruiser Squadron under the command of Admiral Horace Hood.

Battle cruisers were the 'glamour ships' of the Grand Fleet. Although a fundamentally flawed design – fast, heavily armed but far too lightly armoured – a posting to a battle cruiser was everything the young and ambitious Scrimgeour hoped it would be. Even coaling ship was a much more fulfilling exercise when the ship was a battle cruiser, and not a converted liner.

At 6.34 pm on 31<sup>st</sup> May, 1916, as the Battle of Jutland raged, HMS *Invincible* received a number of direct hits from her opposite number in the German battle cruiser line, SMS *Derfflinger*, and exploded. There were just a few survivors and Midshipman Alexander 'Toby' Scrimgeour was not among them.

Admiral Sir David Beatty, the man who more than any other typified the élan of the battle cruiser squadrons, famously opined that 'there's something wrong with our bloody ships today' as three of the battle-cruisers blew up, the champion gunnery ship of the fleet, HMS *Queen Mary* in which Midshipman Malet de Carteret was serving, among them.

This is a very poignant book made more so by the optimism of its vivacious protagonist which was so abruptly ended, as it was for so many who sailed with the battle cruiser fleet to the Battle of Jutland. It is also more than just a young man's journal for the well-known naval historian Andrew Lambert, Laughton Professor of Naval History in the Department of War Studies at King's College, London, provides the introduction which gives an overview both of the Royal Navy at the time, which since the time of Nelson had never known a defeat, and also the Battle of Jutland itself which while historians still argue as to who really were the victors – the German High



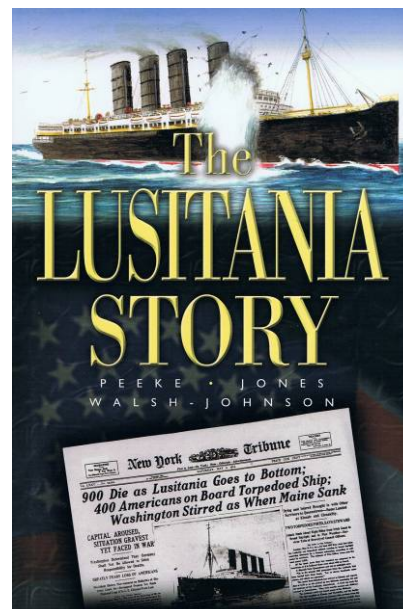
Seas fleet which, with its much better found battleships and battle cruisers inflicted far great damage on the Grand Fleet than it suffered itself or Admiral John Jellicoe's Grand Fleet which, despite the mauling it received, was ready to return to sea the following day. The next times the High Seas Fleet ventured to sea was to surrender.

A fascinating book and highly recommended.

**THE LUSITANIA STORY**  
**By Mitch Peeke, Kevin Walsh-Johnson**  
**and Steven Jones**  
**(Pen & Sword)**  
**Review by Peter Tabb**

The story of the sinking of RMS *Lusitania* has been told many times.

On Friday, 7<sup>th</sup> May, 1915, a German U-boat lurking off the Old Head of Kinsale on the south coast of Ireland, fired a single torpedo at what was one of the world's finest ocean liners, Blue Riband holder and greyhound of the North Atlantic, the 45,000 grt pride of the Cunard fleet. *Lusitania* sank in 18 minutes taking with her 1,201 of her passengers and crew. Among the dead were 124 Americans.



Unlike the similarly ill-fated *Titanic*, *Lusitania* was built for comfort and speed. Laid down in 1906 (along with her sister *Mauretania*), the cost of the two liners (a third *Aquitania* was laid down two years later) was largely borne by the British Government for, in time of war, both were capable of being converted into very fast, armed merchant cruisers being fitted during building with mounts for 6-inch guns. While this arrangement suited Cunard very well, in practice such large liners were quite impractical as warships because of their huge appetite for coal if they were to use the one advantage they had – their speed. In the Great War *Mauretania* and *Aquitania* went into service as troopships – a role they were eminently suited for but *Lusitania* was retained on the trans-Atlantic service although several of her boilers were shut down reducing her speed to 23 knots and her distinctive red Cunard funnels were painted black.

The real controversy surrounds what actually sank *Lusitania*.

*Kapitanleutnant* Walther Schweiger of U-20 only fired a single torpedo which hit the liner on the starboard side level with the bridge. It was, from the submariner's point of view, an ideal shot, the torpedo hitting its target at 38 knots and its 440 lb warhead penetrating the hull where it could explode with lethal effect. However, and almost instantaneous second, much more violent explosion sent *Lusitania* plunging to the bottom. Being 790 feet long she actually hit the bottom long before the hull disappeared from sight, pivoting and spinning on her nose which was a major cause of casualties amongst the passengers and crew who had been catapulted into the sea. There was little time to get the lifeboats away (unlike *Titanic*, *Lusitania* had more than sufficient lifeboats for the souls on board – one of the lessons learned from the earlier disaster) and although the sinking liner was in sight of land, it would be some time before any rescue vessels could reach her.

So what caused that second explosion?

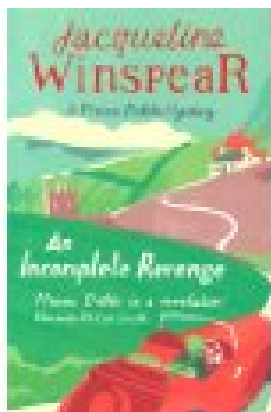
It has always been consistently denied that amongst the cargo below decks was anything more lethal than small arms ammunition. The carrying of so-called contraband on civilian vessels was against the rules of war and 'cruiser rules' which theoretically governed how warships should treat such merchant vessels allowed for the merchant vessel to be stopped, searched and if actually carrying contraband to be confiscated as a war prize or sunk. What was not supposed to happen was for such a vessel to be sunk without warning.

A theory which held sway for many years was that the second explosion had been caused by coal dust igniting, a not uncommon phenomenon. However the authors of this new work are in no doubt. The ship was carrying contraband munitions, in particular tons of highly explosive gun cotton and shrapnel rounds which, by unhappy coincidence, were loaded immediately adjacent to where the torpedo's warhead detonated. It was this second explosion that literally blew *Lusitania's* bulkheads asunder and why the vessel sank so quickly.

In some ways this book is uncomfortable reading because it hints at the sort of dirty tricks we would prefer to be those employed by our enemies. *Lusitania's* manifest showed no such cargo but the port authorities in New York were clearly happy to turn a blind eye and often did. That the liner should be carrying American passengers meant that its sinking by a German warship could propel America into the war was obviously not lost on the Admiralty. Even the Germans recognised this and an advertisement in the *New York Times*, placed by the Imperial German Embassy, pointed out the dangers of travelling in a vessel belonging to a belligerent and sailing into a war zone. What the passengers would not have realised was that they were also travelling on a very luxurious floating bomb.

Today, the wreck of *Lusitania* lies in 290 feet of water just 11 miles south of the Old Head of Kinsale. The Irish government have placed a heritage order on the site although the wreck itself is legitimately owned by millionaire American businessman Gregg Bemis Jr. Although diving has taken place (and unlike *Titanic*, the wreck is visible from the surface), few artefacts have been recovered although significantly amongst those that have are percussion fuse parts for 4.7-inch and 6-inch high explosive shells, fragments of a cargo always persistently denied.

An intriguing read and, if the authors are to be believed, the last word on the *Lusitania* story. I doubt it.

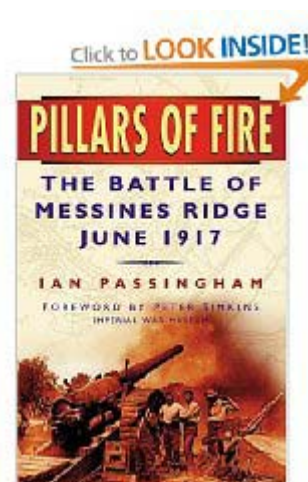


**An Incomplete Revenge**  
**Jacqueline Winspear**  
**Review by Barrie Bertram**

This is the fifth book in the Maisie Dobbs series, and it was mentioned in the Book Review of Journal 18, although I had not read it at that time. It should not be a surprise to note that Miss Winspear sticks to her, by now, well established formula. The plot is centred upon the hop-picking season in Kent, when the east end of London was emptied of Londoners for the season.

The Great War theme is maintained, this time with a village's group of lads lost on the First Day of the Somme, Zeppelin raids and a Victoria Cross winner. Now I have said too much! As with the earlier titles, the book is highly readable, although she lets slip with one or two irritating US spellings occasionally.

**Pillars of Fire**  
**The Battle of Messines Ridge June 1917**  
**Ian Passingham**  
**(Paperback - Sutton Publishing)**  
**Review by Barrie Bertram**



I had seen this book described as the only one that dealt with Messines in itself, rather than those on Third Ypres that treated Messines as a “mere skirmish” (my words). So, it was, that I bought a copy in the hope of further what little knowledge that I had. This was a first book put out by a former Army Major, Ian Passingham, and not knowing of his prior background, my thoughts were that he had been an Army Bandmaster!

The comment above is a little light hearted, for the title of each Chapter has a musical theme, The Orchestra of War, The Messines Symphony, Coda and so forth. The message throughout is that Major Passingham seeks to emphasise the structure of the Battle, and this is further reflected by sectioning each Chapter with a number of sub-headings and sub-sub-headings, an example of this in Chapter 3 – Instruments of War where it is sub-divided I Artillery, II The RFC, III Tanks and so forth, and then below that for the Artillery, there is Background, Before the Battle, Moving Into Range, etc. In one sense, it undoubtedly helped the author to focus his material into the right area, in another sense it feels as if the Operational Order for the Battle has been regurgitated. It occasionally stifles the narrative, yet it works when dealing with the various battle phases for each Corps.

Looking at other technical aspects of the book, some of the maps were poor in that, scaled down from a hard-back, the detail was difficult to read. One map was a trench map overlaid with boundary lines, new frontlines and directions of advance, it was too complicated! A good feature, if slightly too long, was a 12 page Glossary of Terms even if I knew that Hun was the Allied slang for a German. Whether all the terms that were listed were used in the book, I could not say, but I doubt it.

Turning to the content, the author does stress the not inconsiderable effort that went into the preparation and planning by Generals Plumer, Harington and the Second Army staff. It was undertaken in great detail, and the Divisions that were to carry out the assaults derived a great deal of confidence with the direction given. Many, the Australians and the New Zealanders in particular, who had served under ‘Goughy’ – General Sir Hubert Gough – were only too pleased that they were now under Plumer and his staff, since their experience was that the Fourth Army staff were incompetent by comparison. Passingham, however, highlights one flaw, namely that of artillery control as the troops had advanced. Those Divisions who had taken the first set of objectives had dug in along the line, while the divisions for the next phase had advanced forward to take their objectives. In those circumstances, the ‘front’ and the ‘rear’ divisions for the Corps sector both retained separate control of their divisional artillery assets. So, with the fog of war and the sometimes obscured forward positions, it is not surprising to note that while the ‘front’ division was calling down fire on the



Germans, the 'rear' division was doing likewise on the 'front' division! This was a harsh lesson from which the correct conclusions would need to be learnt very quickly.

Notwithstanding this issue of good command and control over artillery, overall, the British artillery was numerically superior to that of the Germans, and new techniques were also being applied. The later Battle of Amiens of August, 1918 is regarded as the first 'All-Arms' battle combining the use of tanks, artillery, aircraft and other arms in an 'orchestrated' whole to, use the author's musical analogy. However, the majority of the features at Amiens were also applied at Messines, and both were very similar in that they were 'bite and hold' battles.

Of course, Messines is noted for the mine warfare, and the detonation at 3.10 a.m. of 19 mines with a total weight in explosives in excess of 400 tons. A reasonable portion is devoted to this, focusing on the preparation, which is not in the least unsurprising, as the job was over by 3.11 a.m! Major Passingham indicates that the Germans had failed to appreciate the British intent to mine at Messines fully, and the local commander had been too arrogant to take sufficient notice of the preparations over the two or so previous years. That however should not detract from British success underground.

Having noted that book is "the only one that dealt with Messines in itself", it does drift off into Cambrai, and briefly the 1918 battles, but to make the point that Messines was a battle from which much could be reapplied.

'Old Plum and Apple' wanted three days to bring up the artillery to move along the Gheluvelt plateau, 'Goughy' received 48 to plan for Third Ypres from scratch and to go off in a different direction! The author reflects this highly unfortunate aspect of Haig's decision making, yet not robustly enough, for it is clear that the Germans would not have been able to have defended territory to the same degree as they subsequently did in August of 1917. One can only surmise that Messines was not a battle won, more that it was an opportunity lost.

Overall, the book covers the Battle of Messines reasonably adequately, and probably can be regarded as providing a good introduction. Where it is lacking, is in the depth of some topics, and the reader is left wanting more detail. As to a "Buy or Borrow" decision, I would recommend the latter, unless you would particularly want it on your bookshelf.

### **The Marriette Family By Liz Walton**

At the time of the 1901 Channel Islands census, the Mariette family of St Sampson's consisted of John Mariette senior, a stone dresser, of Roland Road, St Sampson, his wife Ann and their ten children John, age 18, Walter, age 14, Amelia, age 12, Frederick, age 11, William, age 10, Edwin, age 8, Iness (sic), age 5, Annie, age 4, James, age 3, and Alice age 2. The family were ardent Salvationists and attended the Nocq Road citadel, where they were involved with the Salvation Army band. The family suffered greatly as a result of the Great War. All six sons saw active service, but only three survived.

The oldest son, Pte (or Bandsman) John William Marriette, fought with 102<sup>nd</sup> Battalion, Canadian Infantry, Central Ontario Regiment. He had married Miss Ada

Mahy of Le Marais, Vale and like many young Guernsey couples from less wealthy backgrounds, they had emigrated to Vancouver in Canada before the war, where they had three sons. John enlisted at New Westminster, British Columbia on 6<sup>th</sup> January, 1916, six months after his brother Frederick had been killed in action in France. *The Weekly Press* reported that Pte Marriette had visited his family in Guernsey whilst on furlough in the summer of 1916, just after another brother, William had also been killed in action. John Marriette was killed in the battle for Vimy Ridge, along with many other Canadian soldiers. He died on 9<sup>th</sup> April, 1917 at the age of 35 and is buried at Givenchy Road Canadian Cemetery, Neuville St Vaast, in Northern France.

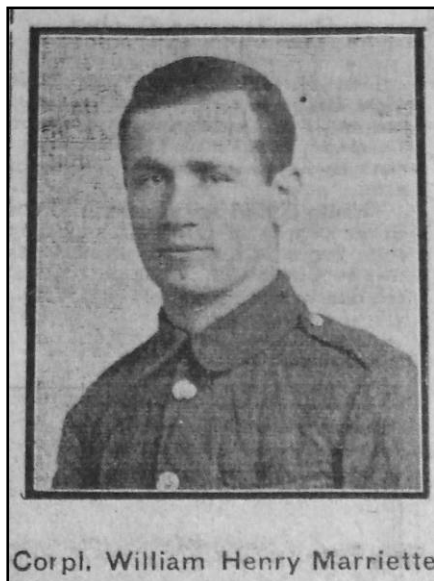


Givenchy Road Canadian Cemetery is a small cemetery situated in the compound of the Vimy Memorial Park. The cemetery, originally called CD 1, contains the graves of soldiers all of whom fell on the 9<sup>th</sup> April, 1917, or on one of the four following days. There are over 100 casualties commemorated in this site.

Moving down in order of age, according to the *Weekly Press* the next son, Private Walter Marriette, served with the Royal Guernsey Light Infantry. However there was a 255602 then WR40965 Sapper Walter Marriette who served with the 321<sup>st</sup> and 329<sup>th</sup> Quarry Companies, Royal Engineers. He was based at Marquise near Calais where he quarried stone used for ballast on the vast army railway network that allowed for transport of troops and supplies along the Western Front. Sapper Marriette's Medal Index Card gives his address as Belfort, 33 Canichers, St Peter Port, which was the address given by Mr Marriette senior when claiming pensions and medals for Frederick and William in the early 1920s. Also the Medal Index Card for 1047 Private W Marriette, the only Marriette listed on the RGLI Roll of service, indicates that his first name was William and not Walter. Thus it is likely that the *Weekly Press* report contained an error. Sapper Marriette survived the war.

The third son, 3551 Rifleman Frederick Marriette of the 4<sup>th</sup> Battalion, Rifle Brigade (King Consort's Own) was the first to be killed in action. He and his brother, Lance Corporal William Henry Marriette of the 3<sup>rd</sup> Battalion, Rifle Brigade were ex-Militia men, who had been working as a labourers in the quarries. They both signed up with

the Rifle Brigade in Guernsey in November 1909, at the ages of 19 and 18 respectively. Attestation papers give William's religion as Salvation Army but Frederick's as Church of England. In 1910 Frederick was promoted to Rifleman and he saw service in India before the war. He died age 25 on the 8<sup>th</sup> June, 1915 and is buried at Houplines Communal Cemetery near Armentieres. He was posthumously awarded all three service medals for his war service in France. After his death records show that the only personal effects sent back to his widow was his identity disc. Also there was a problem with claiming pensions for him and William as the claim was signed by a Salvation Army Officer and not a Magistrate, causing a delay in payment.



3559 Acting Corporal William Marriette's records show that after initial training in Hampshire he served with the Rifle Brigade in Egypt and India before the war, where he suffered from enteric fever several times and was eventually operated on for appendicitis in 1913. He was promoted to Lance Corporal on the 6<sup>th</sup> August, 1915 whilst serving in France, and then to Acting corporal shortly before his death. He was killed in action a year after Frederick on the 18<sup>th</sup> August, 1916 in the battle of Delville Wood. Like many of his fellow soldiers from this battle he has no known grave and so is commemorated on the Thiepval Memorial on the Somme. This is the Memorial to the Missing of the Somme, and it bears the names of more than 72,000 officers and men of the United Kingdom and South African forces who died in the Somme sector before the 20<sup>th</sup> March, 1918 and have no known grave. Over 90% of those commemorated died between July and November, 1916. William Marriette was awarded the 1914-15 Star, the British War Medal and the Victory Medal. Personal effects returned to the family after his death included photographs, letters and "a devotional book" indicating that he was probably still a practising Salvationist.

Private T/3500 Edwin Marriette served initially in the transport section of the Army Service Corps (ASC) until he transferred to the Argyll and Sutherland Highlanders where his service number was 20094 and his rank remained that of Private. At its peak, the ASC numbered an incredible 10,547 officers and 315,334 men. In addition, there were tens of thousands of Indian, Egyptian, Chinese and other native labourers, carriers and storemen, under the ASC's supervision. The ASC was organised into Companies, each fulfilling a specific role. Some were under orders of or attached to Divisions; the rest were under direct orders of the higher formations of Corps, Army or the GHQ of the army in each theatre of war. Edwin Marriette would have been in either one of the Hosed Transport Companies (which included Companies in Divisional Trains, Reserve Parks and SAA Trains) or in the Mechanical Transport Companies (which included Companies in Divisional Supply Columns and Ammunition Parks, and those attached to the heavy artillery, Omnibus Companies, Motor Ambulance Convoys, Bridging and Pontoon units and Workshops). He saw service with them in Egypt from 1915, and like his brothers earned all three service medals, but he survived the war. No records are currently available for his service with the Argyll and Sutherland Highlanders.



**The Australian Army  
Service Corps in Egypt,  
1915**  
Picture courtesy of the  
Australian War Memorial  
Project



James Marriette, the youngest son, took a different path from his older brothers, serving in the Royal Navy during the Great War as part of a fairly lengthy career at sea. He started in the Mercantile Marine, transferring to the Bristol Division of the Royal Naval Volunteer Reserve. He signed on in the RN at Portsmouth in April, 1916 where he was initially assigned to HMS *Victory* for training, before moving on to HMS *Columbine*, the depot vessel of the King's Harbour Master at Rosyth and then the flagship of the Vice-Admiral commanding the Scottish Coast. He then served on the *Bostonian* and the *Strathcarr*, both commissioned escort ships and in October 1918 he moved to HMS *Vindictive*. This *Vindictive* was formerly HMS *Cavendish*, but in 1918 was renamed after the famous ship used as a block ship at the Zeebrugge and Ostend raids earlier in the year. AB Marriette served on her immediately after she was commissioned as an aircraft carrier. She immediately proceeded to Scapa Flow to work up, joining the fleet in the Firth of Forth only a few days before the Armistice. In July 1919, *Vindictive* was dispatched to the Baltic with twelve aircraft to support British activities in the Baltic supporting the White Russians and independent Baltic states. James Marriette applied for a shore posting in late 1919, but re-entered the Navy as an AB in 1921, remaining in the service until at least 1925.



The story of the service given and losses sustained by this one Guernsey family is unfortunately not unique. The Stranger, Sarre, Madell and Attewell families were just a few who had several sons in uniform and who lost three in the course of the war. The names of the three Marriette brothers who died as a result of the war appear on the Bailiwick Memorial in Smith Street and William and Frederick are also on the St Sampson's Parish Memorial, which is inside the Parish church. John Marriette is commemorated on the Canadian Roll of Honour.

**Ours: The Jersey Pals in the First World War**  
**The End of the Beginning**  
**By Ian Ronayne**

After one last read-through on Sunday, 1<sup>st</sup> February 2009, I hit the 'Send' button on Outlook Express and despatched the completed and final draft of my book through cyberspace to the publisher. I then sat back and breathed a sigh of relief. After more than four years work, it was complete. *Ours: The Jersey Pals in the First World War* by Ian Ronayne was in the public domain (well at least in the hands of those who would put it there).

I had started to work seriously on my book in 2004, having tossed the idea round for a couple years. My interest on the subject stemmed from a work colleague's passing remark that their grandfather had served in the Jersey Company during the First World War. At that time, I knew plenty of general information on the First World War, but little or nothing about its affect on Jersey. It soon became clear that I was not alone. A search of the library and internet turned up next to nothing on the subject of the Jersey Company, or indeed of the island during this period. There was clearly a gap in the market – but how to go about filling it?

After couple of false starts, I got down to serious researching with the aim of writing a book on the Jersey Company. But with a lack of primary material, getting to grips with the subject soon proved a challenge. A timeline and framework of events could be assembled from contemporary material, but detailed information proved to be more elusive. The solution, fortunately, existed amongst the columns of the newspapers of the time, the *Evening Post* and *Morning News*. The latter was a rich source of specific Jersey Company related material in particular. The unfortunate drawback was that the collation meant spending hour after hour on the microfiche units in St Helier's public library – mostly lunchtimes and Saturday afternoons. Nevertheless, with this activity, and further research in both the Jersey and National Archives, enough of a full picture was emerging, and the story started to come together.

Having never written anything like this before, actually producing the narrative proved to be far more time-consuming than I had imagined. Working in the evenings, I slaved away producing chapters, changing chapters, reconstructing chapters and starting chapters again! At times, it was a very depressing activity as I missed my target milestones for completion. The answer was to recognise that more time was needed; and so work rate had to go up, and timescales had to be lengthened – although both had to contend with the demands of a full time job and full time family.

Finally, there was the question of publication – something that I had not given a great deal of consideration for the first three years of work. Some welcome words of advice from Peter Tabb, however, put me on the right track, and early in 2008, I switched from the manuscript to a 'book proposal'. After two approaches were turned down, I was fortunate when 'The History Press' accepted the third. To date, they have proved very professional.

The contracted deadline for submitting my manuscript was set as 1<sup>st</sup> February. This gave me about two months of even more frantic time to both complete my writing, and gain the input of those I had asked to review. While Ned Malet de Carteret and Warwick Blench in Jersey reviewed the book chapter by chapter, Barrie Bertram

kindly reviewed the whole manuscript and worked like a trooper to review, comment and send it back to me in about a fortnight. Their inputs were crucial to the final book and are greatly appreciated.

So what next? I am currently working with a number of people at the History Press to provide photos, background information, marketing details, etc. At some point in the next couple of months I expect to receive a typeset version which I have to check for errors and return within ten days. Publication is scheduled for 1<sup>st</sup> August, 2009, so I expect to be busy on publicity in the run up to this date and afterwards. With Roger Frisby's help, I am also working on a website to accompany the book. When considering the appendix containing the names of the 326 Jersey Company members, I quickly realised that the more detail that it included the more chance there was of error. On this basis I decided to keep the printed information relatively brief - names, rank, serial number, fate, etc – and direct readers to a website containing more details. This on-line list can then be easily modified to correct errors and provide the latest information as it comes to light. The domain name is [www.thejerseypals.com](http://www.thejerseypals.com).

Although I cannot claim to be an expert on the subject, I would like to think that some of my experiences in writing this book could prove useful to other budding authors among the group. So, some final thoughts and reflections:

1. Choose a subject to focus on and ensure as early as possible that sufficient sources of information exist to create a full picture.
2. Be prepared to put the time in – for both researching and writing. You will have to sacrifice other projects and interests for a time.
3. It always takes longer than you think. Allow yourself realistic timescales and set achievable milestones to demonstrate that you are progressing.
4. Think about producing a 'book proposal' at a relatively early stage. There are fairly standard templates to follow which force you to consider key facts about your book.
5. Why will it sell, who will buy it, what makes it unique, etc?
6. Start sending the book proposal to potential publishers before you complete writing – perhaps a year in advance. And expect rejections!
7. Get someone to review early versions of chapters and adapt your style according to their feedback. Use reviewers that will provide open and honest feedback.
8. Have a glass (or two) of wine at the end!
9. Good luck...

(Editor's Note: The placeholder page is now available on line. Meanwhile, I am sure that Ian will regularly keep us informed of the book's progress as the date of release approaches. Ian omitted to mention the contribution of Jersey's Lieutenant-Governor in providing a very good Foreword.)



**Ronayne Writes!**  
**By Ian Ronayne**

**Jersey Company RIR**



**Rifleman Christopher 'Jimmy' Scoones:** Jimmy Scoones' granddaughter was the person who sparked my interest in the Jersey Company. I visited her the other day to get a photo of him for my book. She had some nice ones taken when he was on leave in Jersey, one of which I attach. It is a nice follow-on from the football card.

**Rifleman William Carter:** I have been in contact with the grandson of Rifleman William Carter who served with the Jersey Company. He has provided a couple of remarkable photos showing Carter's wallet and a picture of his wife that was inside when it was struck by a bullet or piece of shrapnel. Although he was wounded, the force was taken by the wallet and it therefore saved his life.

This happened during April, 1918, when the 'Jerseys' were with the 2<sup>nd</sup> Battalion, Hampshire Regiment. William Carter's grandson recalled his grandfather saying that after being wounded, he walked a long way back to a medical facility for treatment. While waiting, however, he had to move again quickly as the Germans were approaching. This fits in with the battle around La Creche and Steenwerck. Having visited last year with Paul and Ned, I was able to show him on a map what happened and show some photographs. A selection is included.



**William Carter's Wife**



**.....and his wounded wallet!**





**Steenwerck Today**



**Ravelsberg Ridge  
Scenes from the area of the battle at  
La Creche and Steenwerck**

**Update on the St Helier Town Hall Scrap Book:** Mark Bougourd has an electronic copy of the book and from it he has produced a PDF and copies of the photos on demand. As part of getting permissions to use some of these photos in my book, I now have agreement from the Constable that we can use these photos on the website. I will discuss the logistics of doing this with Mark, and also what happens next with the book.

### **Membership News**

We welcome two new faces this month. First, there is Dave Ricketts who hails from Leicestershire. He is interested in Royal Engineers “Cinderella” organisations, and particularly the Quarrying Companies, so Guernsey’s Quarrymen will be of great interest to him, while it can be hoped that he can provide the rest of us with further detail into some of these little known organisations. Alan Bertram is the other new face. Although a Jerseyman, he presently lives in Cardiff and is the great grandson of another Jersey Company man, Ernest Bertram.

### **Web Site Workings**

Rosemary and Mike Thomas’ research data continues to be added to Jersey’s Roll of Honour. Input has started of their last tranche. Similarly, the Roll of Service has been updated with a number of new army names and also the list of naval ratings that was in the last Journal. Just as important this Roll has had a number of ladies who served with the Red Cross and the St John’s Ambulance included also.

Minor corrections to all the Rolls are being made as they are found, and it is hoped that people will flag any up whenever they are spotted.

In connection with the reconciliation exercise between the CWGC Debt of Honour and the Jersey Roll, we’re probably about half way through the list of mismatches and Vic Geary is helping at the Jersey Registrar’s Office on this. The obvious feature of the exercise is that only Jersey born men can be considered, so not everyone can be addressed. However, it does require careful checking. For example, Rosemary Thomas highlighted that her great-uncle’s middle forename was incorrectly spelt and his Australian enlistment papers showed him as Australian-born, whereas he was listed in the Census as Jersey-born! But then those papers also showed the name in question as Mallet, Mallett and Mullet!

In terms of reconciliation, it is becoming more obvious that some work needs to be undertaken with Jersey’s parishes. St Lawrence, apart from showing Charles Mossop having a DSO (it should be a DSC)) and making no reference to the MMs awarded to Coutart Taylor and John Véler, also lists the ‘never identified’ Cadiou. St Martin, for its part, records Ernest William QUAUX and Ernest William RUAUX on the memorial. There are other queries with St Martin, but surely such an apparent disconnection should have been spotted? Suffice to say however, that the Constables have been made aware!

In terms of “Members-Only” material, Jersey’s Shipping Lists were recently updated with inputs from the Jersey Archive. These and some of the other background material are useful for ‘sanity’ checks and cross-referencing purposes.

Further, material has been added showing Jersey’s Armistice events, and a link has been made to the Jersey Camcorder Club’s filming of the Trench at Samarés Manor.



## Out and About

Liz Walton is giving her presentation at La Société Guernesiaise on 18<sup>th</sup> February, as already mentioned.

My research schedule involves the following trips over the next two months or so:

- Kew - 21<sup>st</sup> February
- Headstones at Salford – 3<sup>rd</sup> or 4<sup>th</sup> March
- Somme - 21<sup>st</sup> March to 4<sup>th</sup> April
- RWF Museum, Caernarfon + Headstone at Colwyn Bay – 27<sup>th</sup> to 29<sup>th</sup> April

## Odds and Ends

**Administration:** Please keep me informed if you have changed your E-Mail address and other contact details.

**Naval Gazing:** Following the article in the last Journal, the naval rating service records are on their way, via Mark Bougourd, to the Jersey Archive. Mark has kept a copy of them in Guernsey for others who are interested. A list of abbreviations that were used in these records is attached at the end of this Journal. Another batch of 40-50 will be obtained at Kew on 21<sup>st</sup> February.

It is probably appropriate to include the Royal Marines here as they are regarded as the Navy's "sea soldiers". Their records are now becoming available, and fortunately were not with those for the Army's "land soldiers", thus not being damaged during the blitz. Mark Bougourd, who has been looking into this, has turned out a few items of interest:

- George Edwin Mansell, 19 years old and from Guernsey, took part in the attack at Zeebrugge and his name was put 'in the hat' for the ballot held afterwards for the award of a Victoria Cross.
- Peter James Blandin, also 19 but from Jersey, seems to have enlisted in the Marines 16 days after his birthday, yet is credited with 16 days service in the Army! It is probably safe to assume that this was time spent in the RJGB. It appears that he had a bullet wound to his leg in August, 1918, while serving in France.

Lastly, Mark has just flagged up the following information regarding the transfer of Royal Navy and Royal Marine records to the Fleet Air Arm Museum at Yeovilton in Somerset:

<http://www.fleetairarm.com/pages/research/archivep1.htm>

The list of material looks highly interesting, and access might be more convenient for some than a trip to Kew. In any case, the Museum itself is excellent!

**La Société Jersiaise:** Chris Aubin should shortly be having an article on Soyécourt published in the SJ Journal (?) in the near future. Soyécourt, as many will recall, is a village on the Somme that received Jersey's help in rebuilding during the 1920s. It is hoped that we will carry the article in Journal 25.

**Brocton:** There has been reference to Brocton in past Journals, in connection with the German POW Camp there, receiving the former occupants of Blanche Banques, and also as a training camp for British and New Zealand soldiers. It appears that the area is now being subjected to a geo-physical survey by the local Council. First, it is being conducted to determine the actual location of the POW Camp boundaries and secondly, to locate a 40 yard by 40 yard concrete scale model of the Messines Ridge that was built by NZ troops as preparation for the Battle!

My contact advised that Brocton Coppice was to be closed off due to some disease that affects trees, rhododendrons etc., but thought that this was a cunning plan!

**JEP Enquiry:** The JEP has kindly inserted an item whereby we are seeking information on three Jerseymen, Alwyn Claydon Bailey, Garnet Cory Burton and Herbert Henry Cudlipp, who died in the Island and are not commemorated by the CWGC. With this, it is hoped that we can assemble the necessary evidence that can be presented to enable the CWGC to commemorate them. The good news is that within hours of the paper's issue, I had been contacted about Alwyn, and should be receiving that information within the next week or so.

And, in a "Stop Press" moment I have just had an E-Mail concerning information for Herbert which at first glance looks very promising.

Coupled with the enquiry regarding these three men, there is also a search for material that might provide more information on Walter Martin's fate, see An Enigma at Caterpillar Valley (Journal 18). Here the focus is on the men in the Jersey Company who may have been wounded at about the time the CWGC considered that Walter had been killed.

### Enfin

The finish of another Journal, for which I must thank all the paddlers! Looking back on another 30+ pages of input, it serves to demonstrate that the Islands' neglect of its Great War history has been a little unfortunate, but that it is slowly and steadily being recovered, and more importantly, understood.

Regards  
Barrie H Bertram  
15<sup>th</sup> February, 2009

### Journal Issue Dates For 2009

The planned Issue dates for 2009 are as shown below. Any changes will be notified if needed, but I do not foresee any events that can cause programme change at the present time.

Issue	Month	Articles To BB	Posted Web/Mail
24	February 2009	10 <sup>th</sup>	15 <sup>th</sup>
25	April 2009	10 <sup>th</sup>	15 <sup>th</sup>
26	June 2009	10 <sup>th</sup>	15 <sup>th</sup>
27	August 2009	10 <sup>th</sup>	15 <sup>th</sup>
28	October 2009	10 <sup>th</sup>	15 <sup>th</sup>
29	December 2009	10 <sup>th</sup>	15 <sup>th</sup>

## Abbreviations Used on Naval Rating Records

AD	Artificer Diver
CS	A man or boy engaged for continuous service
D	Diver
D	Discharged
DD	Discharged Dead
DP	Detained Pay
DSQ	No longer borne for pay, having been in hospital or sick quarters for the full period for which pay is authorised
EA	Efficiency allowance
EP	Extension pay
FT	Passed Field Training
GB	Bedding gratuity under Art 1437
GC	Clothing gratuity under Art 1436
1GCB	A man wearing one good conduct badge, and so on
GL	Gun layer
GM	Gunner's mate
GM	Grog money
GSA	Good shooting allowance
HLM	Hard-lying Money Invalidated Discharged from the Service on account of sickness
LTO	Leading Torpedo Man
MPA	Musical proficiency allowance
Non-CS	A man or boy entered for non-continuous service
NS	New system
OF	Qualified in oil fuel
OG	Outfit gratuity to chief petty officer under Art 1436
OS	Old system
PTI	Physical Training Instructor
QA	Qualified in Armourer's work
QAE	Qualified for Artificer Engineer and noted for promotion
QM	Qualified Man in Gunnery, RMLI
R	Run
RM	Recommended for good conduct medal
RMG	Recommended for good conduct medal and gratuity
RQ	Run, with a query
SA	Qualified in small arms
SG	Seaman Gunner
SS	(when signifying Engagement) A man entered for special service
ST	Seaman Torpedo Man
TB	Passed torpedo-boat training
TBD	Passed destroyer course, Art 831
TC	Torpedo Coxswain
TGM	Torpedo Gunner's Mate
	Turbines Qualified in turbine machinery
VSA	Victualling store allowance under Art 1455
WS	Working Suit to Marines
WSA	Working Suit Allowance
WT	Wireless Telegraphy
WTB	Qualified in Water Tube Boilers (" large" or " small " to be stated)