

**JOURNAL
35**

**Channel Islands
Great War
Study Group**
www.greatwarci.net



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The Basra Memorial, 2010

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Hello All

We come to the end of another interesting year in Great War terms, and as ever, it is remarkable that new information continues to emerge to shed a light upon the efforts and involvement of Channel Islanders. Again and again I ask myself why was this or that piece of information not addressed at the time? They are mentioned later in the Journal, but as an example, the deaths of Sergeant Horace Champion and Sister Elsie Gladstone were, as I recently discovered, featured in Jersey Evening Posts in early-1919, yet neither was referred to in any Roll of Honour. The Occupation is often used as an excuse for forgetting about the Great War, but it does not explain what now seems to be indifference for the period of 20 years before.

Well, time to step off the soapbox and to acknowledge the contributors for their excellent articles, material, information and contact, not just for this particular issue of the Journal, but for all of this year's Journals. If I find that assembling the Journal is difficult at times, it is not through as lack of worthy input on your part, it is because my brain has seized up!

My thanks and a Merry Christmas to all, in the hope that 2011 will be a peaceful year.

This Month's Cover

We recently received a set of photographs (164 in all) of the Basra Memorial in Iraq provided by a contact with American friends working in the area. Roger Frisby briefly discusses them in Website Workings.

Volunteer(s) Still Wanted

The Guernsey Roll of Service still needs one or more volunteers who could create and maintain it. Do contact Roger Frisby or myself if you would like to have a go?

Journal Hardcopies

When these Journals first started, they were all hardcopy and later, with Roger's help in developing the website, we were then able to migrate to loading them on it so that, for the majority of members, they were able to read them on their PC or download their own copy. This resulted in a small number who without PC facilities and for whom I have continued to produce a hardcopy every two months.

Because of the small quantities still involved, it is not a cost effective process, being very much like a cottage industry and the materials involved in the production coupled with posting are getting to be expensive.

A separate note to those affected will go out with this month's issue, but, following the issue of Journal 38, I am, regrettably, unprepared to continue mailing unless the individuals who are affected can offer some measure of funding to cover costs.

More from John Malet Armstrong
A Naval Officer in both World Wars
By Ned Malet de Carteret

These are the final batch of Midshipman John Armstrong's letters home to his parents back in Australia. Chronologically, they combine two batches, the first batch of seven which follow directly from those published in Journal 34, the remainder which apply after those contained in Journal 32, with the exception that letters in that Journal dated December 13th, 1918 and January 19th, 1919 should be seen in their correct sequence.

HMAS "Australia"
August 4th 1918
Received 9th October 1918

Dear Mother

What do you think of the war news now. Not so bad is it? A jolly good beginning for the 5th year of war. Of course everyone here is very pleased over it all, and it ought to buck your people up somewhat.

From your letters they seem to have painted things very black out there but people in England as far as I can see did not seem to mind very much, and took things quite calmly.

The threatened munitions strike looked rather bad but when the Government said that all who did not go back to work would be conscripted for the Army the whole thing fell through. In any case the mens leaders were against it.

I got a letter from Dad on Saturday, which makes only two for the last three mails so I am afraid some have gone astray although Enid seems to have got fairly big mails. I could not quite understand Dad's letter as he refered to a strafing he had given me in a previous letter which has not arrived yet. He also mentioned some chocolates which have also not arrived. Well if the strafing and the chocolates arrive together they will mitigate each other although I have racked my brains to find out what sins I have committed. By the way Dad seems to that the sweets might be considered rather juvenile. May I inform him that it is not so. In fact they will be very acceptable.

We had another big coal yesterday. Thank goodness it is the last for some time for me as I am going on a six weeks engineering course. I knock off duty and take on below now. So far it has been very interesting. Mr Mabey is in charge of us but I have more to do with Mr Meyers the senior Watch keeping Engineer. He is a very decent sort and takes a great interest in us snotties.

Jack Rayment and Vail are returning from their destroyers after only doing two weeks although I don't know why as a month is the usual time.

Royston another of our crowd is going to a destroyer on Monday.

The squadron regatta is to be held sometime towards the end of this month and the snots have a whaler crew in for the Junior officers race. I am rowing, we have not had much training so far but then neither have the other ships. I am also going in for the Battle Cruiser junior officers boxing, but I don't know which weight I will be in.

Australia House was opened yesterday and two Australian snots went down for it although what they were wanted for is more than I can say. The lucky two got almost a weeks leave out of it as they had to go down some days ago the ship being "not available". We have had a busy couple of weeks lately and everyone is looking forward to leave but it is still as remote as ever. Would you mind getting a college magazine and sending it on to me please? It ought to be coming out at the end of august. I am in hopes of getting some more letters tomorrow so Dad's may be in that.
Your affectionate son
JohnMArmstrong

**HMAS "Australia"
August 18th 1918**

Dear Dad

We got a very big Australian mail this week and very welcome it was too. I have four of your letters to answer but some of Mother's have miscarried as I only got one and that was really a post script.

We don't want anything in the way of delicacies but woollens I should be very pleased to get, Mr Setting is quite right about the parcels, we get everything we want in the way of eatables, smokes etc on board at pre-war prices. Mr Setting was also right about Cunningham I am sorry to say, but of course I cannot give you any details.

I am very sorry about not seeing Uncle Edward, it was my fault that we did not see him the first week end in London. It was so unexpected that Enid only had time to get a wire to Uncle Tancred and did not even get an answer to that. Then while we were in town I rushed her round and generally managed things myself, so that I am really to blame and not Enid.

The second week end, Enid telegraphed to Uncle Edward beforehand but got no answer then when we went to Australia House he was away for the Easter Leave. I assure you though Dad that there was no Camouflage about it, Enid did her best to get hold of him the second week end and any negligence was mine.

I have not yet got that parcel of sweets you sent me but it is the usual thing to get parcels anytime up to six or eight weeks after they are expected. Perhaps it is rather a good thing that they have not come yet as the Boxing tournaments come off, one tomorrow and another next week.

Talking about the launch of the "Adelaide", Sir J Cook in a speech here said that "Of course he could not give details but the new Australian ship would be a powerful and useful help to the British Navy". It sounds very funny to us here were the "Sydney" and co were classed as old cruisers, (I hope the censor won't get on to me for the above)

I am glad old "Mangerton" is looking well it would grieve me very much to hear of anything happening to it. I am sorry to say I cannot keep a very precise log, as we are not permitted to in war time but I do my best with a small pocket book.

I hope Holak is better again he must be getting rather old now.

Jack Rayment and Vail are both back from their destroyers and quite disappointed to get back at first, but they have settled down again now. They had a vey good time.

When in harbour got as much leave as they wanted and when at sea although they had to work hard, they enjoyed every minute of the work. Must be very interesting and I am quite looking forward to my Destroyers course. Although I hope it is not in the middle of winter.

The Grand Fleet Junior officers boxing comes off tomorrow and Tuesday. It is to be held on board the "Canada". I am in for it although my main objective in the boxing line is in the Battle Cruisers J.O.' tournament which is to be held in about a week to two weeks time. Whilst training I was boxing with one of the boys and got my nose boxed about a bit. However it is all right again and I hope will not get very badly damaged tomorrow.

The last years lot made such a name for themselves at boxing that the R.A.N. counts a good bit so they say. It was Setting that did most of it. He won the heavies and most of his wins were knockouts. Anyhow whatever happens tomorrow I will be able to have a long talk with the Aussies in the "Canada" and most probably a number of the "Agincourt" will be over there too.

The seniors are working very hard for their Subs exam now. It is to be held at the end of the month. I hope they do well. It is a pity Mr Darley is not here to coach them up. He was never tired of helping the Australian Snots so they tell me.

The Right Hon. Sir J. Cook paid us a visit of state yesterday. We marched past him and afterwards he made a short speech. Then he visited the Ward Room, Gunroom, and Warrant officers mess and shook hands with everybody.

Mr Hughes seems to be talking a lot over here. Some of the papers simply hate him. While the Northcliff Press can't say too much for him. One paper had letters to the editor from people who wanted to get up subscriptions to enable him to a) To pay the legal expenses of his libel suit, b) To stay over here and go into the English parliament. It made me wild to see them. He gets up and talks a lot about what the Empire must do and what it must not do just as if he were the Prime Minister of England. The Northcliff press used him last time he was over here to beat the Asquith government with but what they want him now I can't see.

Leave is still ahead but not looming much nearer.

We are training for the J.O. Whalers race in 2nd BCS regatta. And the 2nd BCS sports are to be held tomorrow. Of course I cannot go in for the sports as I am boxing but Jack and some of the others are going to try their luck.

I like the Engineering very much but my head is still sore from being bumped. There are certainly some disadvantages about being tall.

*Your affectionate son
JohnMArmstrong*

**HMAS "Australia"
August 26th 1918
Received 29th October 1918**

Dear Mother

Many thanks for your letters. I am afraid one of them has been lost as I have not yet got the one that you posted on June 2nd only your post script of June 3rd. Also the

parcel which Dad sent me has not come yet, but then no one else has got any for some time. I think they are very careful with parcels now as people have been in the habit of sending bombs and such like contraptions.

We have had quite an eventful week.

On Monday the first round of the J.O.B. contest were held. I won my first bout but was beaten in the afternoon by a fellow named Morson. He was about my weight but a much better boxer and I was quite glad when the three round were over.

The boxing was held in the "Canada" where some of our fellows are and they nearly all went in for it. I could not get over for the semi finals and finals on Tuesday which was a pity as I hear they were very good. MacKenzie, a snot of the year senior to us won the Heavyweights and a fellow named Arbuthnot got the Middles. I have not heard how our fellows got on in the other weights but I should think they would give a good account of themselves.

The squadron sports were held on Monday but of course I could not do anything in them as I was boxing. Jack Rayment and Vail came second and third in the Junior officers race which meant three points to us. The Australia won the cup for the greatest number of points scored rather easily. We got 44 points. The Indom 28, the Infex 26 and N.Z. 4. The N.Z. who is not our chummy ship was wild over it. This good win was largely contributed to by two P.O.'s of the torpedo division who between them won the hundred yards, the 220, the 440 and came first and second in the mile.

On Friday the squadron regatta was held but the Australia did not distinguish herself.

We won only two races out of eighteen. Our snotties whaler only got fourth place in the Junior officers race which annoyed us mightily as we had been rather cock-sure over it. The Indom and Infex got 38 points the N.Z. 35 and ourselves 33 so we were not hopelessly outclassed.

On Saturday afternoon I went over to Glasgow with Morgan. He has a brother wounded and in hospital there so he goes over as often as he can. The train takes an hour and ten minutes to get there and you have about an hour and a half in the town. I saw Maggie, she was very well and seemed very happy. She and her husband live in a small flat in a place called Patrick West. They have been looking for another and larger place for some time but Maggie tells me that you have to bribe the estate agents to get anysort of place at all.

They were very pleased to see me and send their best wishes to you and Dad.

When I got back to the ship I found a note from one of the judges of the boxing to say I had won a good losers prize at the boxing. It is a silver pencil with "Good boxer 1918" engraved on it.

Our leave is rumoured to be some time in October now. The Lion has done us in for our place. The trouble is that our machinery and the ship herself is in such good repara that there is no hurry for our docking and any ship needing repairs beats us for it. You know it is rather good considering that we have been in commission for

over five years and the makers said that a lot of gear would probably have to be renewed by four years time from her first commissioning.

The Admiral, Captain and Commander are all leaving at the end of the month. We are wondering who the new officers will be.

The senior snots are in the middle of their subs exam now. So far everyone on Australia had been successful. I suppose they will be leaving in a months time, and we will be the senior snots in the Gunroom. They may send some juniors here but we are rather hoping that they don't till the next year comes over from Australia.

I am still on engineering and find it very interesting also we generally manage to escape coaling, however I think that I would rather be a Deck officer.

Pelly the Sub of the Mess is due for his second stripe next month. He was in Philip's term at Dartmouth and so he knew him quite well.

Your loving son
JohnMArmstrong

HMAS "Australia"
September 15th 1918
Received 16th December 1918

Dear Mother

Admiral Levison left the ship at the beginning of last week. He is to get command of a much better squadron than ourselves. He of course took his staff with him so we have a complete change of staff. Our new Admiral is R. admiral Halsey and Captain James is his flag Captain.

We had a couple of games of football this week. The first was a ships team against the "Dublin". They wanted four snots and as the seniors are still finishing their exams they chose four of us. It was a good game the "Dublin" winning 12-3. The ground was a caution, half an inch of mud all over it and dried heather stalks mixed up with the mud which cut you about. However it was pleasant to play again. Another time we were to have played the N.Z. officers team but they had a prior match, Ward Room v Gun Room so we went ashore and had a pickup with some of the matloes.

On Thursday I went for a walk with Casey and Jack Rayment and walked over to the other side of one of the islands. It is a very bare place, no trees and not much grass.. Except where the ground is cultivated it is all covered with heather. The farm houses are built of stone and thatched with what appears to be peat. We had tea in one of them and a jolly good tea too. Fresh butter, eggs and hot scones all for a bob, quite different from the mainland.

I got a photo of Enid yesterday in her nurses uniform, quite a good one buy somehow different from the others that I have seen of her lately.

Our leave is just as far off as ever but perhaps it is a good thing as Enid may be able to get leave at the same time and we could both get over to Jersey. We are expecting to have a lot of work soon so the leave will be farther off than ever.

I am sorry there is not more news for you but things are pretty humdrum at present except for purely service matters, sometimes they are quite exciting.

*The war news is better nowadays, looks as if the tide has turned at last.
Your loving son
JohnMArmstrong*

**HMAS "Australia"
September 22nd 1918
Received 19th December 1918**

Dear Dad

What do you think of the war news now, everyone is very jubliant over it here.

I have taken over a new job now. We finished our Engineering course on Friday. It has been very interesting and I liked the work but I do not think I should like to take it up. They are not going to make anyone take up engineering who has been through the College although you can if you want to. The method of supplying engineers is through University now. Mr Mabey who is an engineer lieutenant has been generally in charge of us during the course. He is a Sydney University man and knew Edwin and Lloyd Hutchinson. He was in the same year as Edwin at the Varsity. We all like him very much.

My new job is "Tanky" ie Commander N's doggie. My duties are to wind, compare and rate chronometers every morning and at sea I should be on the bridge whenever the Commander N is but Commander Chrighton who is our new navigator only requires me on entering or leaving harbour, when in sight of land and during the forenoon at sea. My duties at sea are to take times and courses etc and I also keep an old chart and plot our position on it and take sights when I get a chance. While at sea I have quite a lot to do but it is Independent work and I much prefer it to watchkeeping. Also if the Commander n is not in a bad temper he usually lets me stand off coaling. A great boon here, where it is nearly always raining and very often windy.

On Thursday afternoon I went ashore with Anderson and played a game of golf on the course built by the fleet. I was very dud at first but managed to hit the ball on the first attempt when we got on a little way. You are not very noticeable if you cannot play as everybody goes in for it. Anderson is quite good at it and beat me by twelve holes on the eighteen hole course.

This afternoon there was a panic in one of the Cutters and I could not go as I had a watch however I was very glad I did not before the afternoon was over as it came on to rain hard and got very cold.

Mr Pope who was a lieutenant at Geelong and is now in the Sydney has been married to an Australian over here. Mr Darley has left Whale Island some time now and is I believe in one of the light cruisers.

*Your affectionate son
JohnMArmstrong*

**HMAS "Australia"
September 29th 1918
Received 23rd December 1918**

Dear Mother

This last week we have had a very bust time at sea nearly all the time in fact there has not been a day during which we have not done at least twelve hours steaming.

I have had a lot of work and like my new job very much. I am supposed to be on the bridge all the time Commander N. is there but he usually tells me to have to night in my hammock. He personally sleeps in the lower chart house and is called for any thing unusual or for an alteration of course so he has a pretty rough time of it at sea. To make up for it he does practically nothing in harbour.

When we have been out for some time Commander N. gives me permission to stand off coaling much to the envy of the other snots. On the whole it is a much more independent job than snot of the watch to say nothing of being more interesting. You know exactly what is going on.

The Australians in the "Canada", "Royal Sovereign" and "Glorious" have all passed their exams for Sub Lieutenant except two who however having passed seamanship will be Acting subs until they can sit for the subject in which they failed. The senior snots in the "Australia" are very anxious to hear how they have done. I hope they do well.

I believe that there will be something doing in the near future as the Germans seem to be clearing out of the Belgian harbours and they may come out in force to escort their destroyers back. One never knows but you would not think that the old hun will leave them without a covering force.

We are expecting a large mail from Australia shortly as nobody has had any Australian letters for nearly a month. By the way do you remember my telling you that I had not got a letter you wrote to me about Uncle Edward. It is very funny as I got the one which Dad had posted at the same time and the one you sent me a day later.
Your affectionate son
JohnMArmstrong

**HMAS "Australia"
October 6th 1918
Received 23rd December 1918**

Dear Dad

We have had another busy week, at sea practically the whole time. The hun did not come out in force as was expected to escort his little ships from the Belgian coast, I believe they slipped out one at a time and so got through. We would have got him on the hop if he had.

The war news is getting better and better every day. Now it looks as if the war will not last much longer at any rate more than another year. That is the general opinion over here, in fact people are getting quite optimistic. I heard a bet given last week that the war would be over before Christmas but I hardly think it will be as good as that. There was great jubilation in the ship on Monday last. At 9.p.m the Chief boatswains Mate was heard bawling at the top of his voice. "Hear This, Bulgaria has surrendered unconditionally" He was piping it round the Mess deck. Everybody cheered like mad.

The Commander N. is leaving us soon. He is going to the Q.E. as navigator and will be Master of the Fleet. Of course it is the best place he can get. I believe admiral Beatty wrote personally for him.

I went ashore this afternoon for a walk and had tea at one of the farmhouses. You can get a better tea up here than any where down south. It is the only place in

England or Scotland where fresh butter is procurable in any quantity without coupons and permits.

Our leave is still quite remote. There is one straw which some grasp at. Captain James is going to be married in the last week of October so the wise people say that we must be going on leave about that time.

*Your affectionate son
JohnMArmstrong*

PS. If mother is sending anymore socks or something like that would you mind slipping in a tin or two of Vice Regal Mild or Medium I can't get any over here and it is the one I like best.

***HMAS "Australia"
December 1st 1918***

Dearest Mother

We have had a comparatively quiet week after our recent excitements. On Sunday last I got a number of photos of the Germans as they lay at anchor but I am sorry to say I spoilt them all in the developer. It is a funny thing that ever since I left Australia I have not managed to get any good results with my tank. In future I am going to get all my photos developed ashore. I got two films done like this and they are quite good. The ones of the Americans were taken fairly late in the Afternoon as a dull day which accounts for their being so thin. The ones of the manor were taken on leave.

All censorship restrictions were removed on letters and photos so I sent you a number of the ship taken by the official photographer who is a warrant officer and usually does fairly well. I will send you those he got of the Germans in place of the ones I spoilt, when he has them ready.

On last Sunday afternoon the German Battle Cruisers went to Scapa escorted by the 1st Battle cruiser squadron. On Monday half the German Battle ships followed them.

There are rumours of getting leave again. Christmas leave is to be given to the fleet, one watch at a time for ten days so very likely we will get leave again soon. Also there is talk of the Australia's going into dock for a long refit and then proceeding to Australia.!!!

I don't quite know how I shall get on if we do as it will mean lots of leave and buying new kit and my finances are rather low, however I am doing well and always have Dads letter of credit to fall back on.

*Your affectionate son
JohnMArmstrong*

***HMAS "Australia"
December 8th 1918***

Dear Dad

This has been another exciting week. Last Monday a signal came through from C. in C. Grand Fleet that ten days Christmas leave was to be given. The Fleet was divided into two sections, A section to have from 5th to 25th and B section after 25th. One watch is to go on leave at a time. Great was our joy and especially mine, as it meant that I would get a week with Enid. Then the Captain said that we snotties could have the twenty days!!!

I wired to Enid at once and we decided to spend a week in London as otherwise we would only have four days together in Jersey. Aunt Amy kindly wired to me to come over when, and for as long as I liked. I wrote off to the Commercial Bank and cashed the remainder of your letter of credit as I had a lot of gear to get and was broke from the last leave.

Then on Wednesday evening the following signal came through. "2nd B.C.S. will be probably required shortly for service in the Baltic and it is therefore regretted that Christmas leave must be postponed." Was it not a bombshell. We are standing by and it is even odds whether we go or not. Personly as we will not go on leave till January now in anycase.

I hope we go to the Baltic as it is very dull staying in harbour. We coaled and oiled to full capacity on Thursday morning and we have reprovisioned since. Also they have got a stock of winter gear onboard which points to our going. However the Captain was heard to say that he would give five to four that we would not go. I believe it depends on the behaviour of the Bolsheviks in the near future. One of our latest light cruiser squadrons is in the Baltic and one of them the "Cassandra" struck a mine and was lost yesterday. The remainder returned to Copenhagen. That means if we do go it will not be till the minefields are known or cleared away.

On Friday next the New Zealand is going to Bergan in Norway to bring over the Queen of Norway.

A large Australian mail has just come in, two letters from you and two from mother as well as numerous papers. You ask me if I have got enough money, don't worry at all about that. None of us ever have a superfluity of it but I personally have ample. I have cashed the second £ 25 of your letter of credit but as we are not going on leave till next year it will stand over and I shall not want any more. Leave especially in London runs away with a lot but while onboard I can save about £ 10 on the quarter.

We can get leave till ten o'clock once a week if we want to but it is not much good unless you have friends to go to.

Aunt Amy gave me the address of Mrs Leonard Malet who is living in Edinburgh and will go and see her the first opportunity I get.

Yesterday a team from the New Zealand and ourselves played rugby against one of the Edinburgh schools "Watsons" by name. It was a vey good game and although we got badly beaten, twenty-three – nil, we all enjoyed it very much. We were very much out of training and had no organisation. As we can never get into real hard training the first people up form down in the scrum so as not to keep the game held up, this means that the scrum does not break up quickly and the opponents halves have the ball to themselves and can always get it out to their backs. If we had fixed places the breakaways could smother them and we would have stopped most of their scoring. However our teams are always scratch teams and it is not worth while.

I will be sending you or mother numerous photos and snapshots from time to time. Would you please keep them as I would like to get them into an album later on. An official photographer is on board at present and has been taking films and photos of

everybody and everything. He took a photo of the officers and ships company of which I will send you a copy as soon as they are ready,

All the R.A.N. subs except one have left the ship and gone to mine sweepers or destroyers. Thos on mine sweepers are getting £ 9 a week and will continue to do so while engaged in sweeping. Pelly our sub of the mess has been promoted to Lieutenant and one Pedder is now sub of the mess. We all miss Pelly as he was one of the best subs we have ever had or are likely to have. He was one of Philip's team at Dartmouth and he was in the "Formidable" when she went down. (The Formidable a Battleship was sunk by a U boat on 1st January, 1915 off the Devon coast – nearly 550 men out of 780 were lost)

Your affectionate son
JohnMArmstrong

**HMAS "Australia", Rosyth
December 15th 1918
Received 26th February, 1919**

Dear Mother

Very many thanks for your letters. I got a number of papers now from you last Sunday and jolly glad I was to get them, also a Lone Hand from Dad which had a very good article on the College.

I have not got the College magazine yet but as several others got it I was able to see all I wanted to, not that there was anything interesting in it this year.

Dad says in his last letter that by the time I get it the war may well be over well it is quite over a month now since it was over. None of the parcels you sent have arrived yet but large parcel mails are coming in every day. We are still standing by for the Baltic although I think that the show is off. It would have been better than swinging round our moorings as we are now. We got another leave shock yesterday. Vice Admiral Battle Cruiser force, Admiral Pakenham made a signal to all Battle Cruisers that as many junior officers as possible were to be given Christmas leave. We all thought that it was quite the right spirit for "Pax" to show but the usual shock came soon afterwards in the shape of a signal "Re Junior officers Christmas leave, negative 2nd Battle Cruiser squadron".

Then I get a letter from Ellie mentioning that there will be a dance on the 27th and one again on the 5th and could I possibly wrangle leave.

There was a football match against "Watsons" college yesterday. They beat us badly when we played before so we determined to do better this time. However they won again but not by much this time and it was a very good game. The ground was very hard with the result that everyone was cut about, however they gave us a very good tae afterwards which made up for it.

Enid left Jersey yesterday so I suppose she is quite well again. It was a pity that we could not get on leave together but I suppose we will get belated Christmas leave and I ought to see something of her then. There is no more news as yet about our returning to Australia but I believe there is something in the wind. I am sorry there is not much news this week, things are very slow at present.

Your affectionate son
JohnMArmstrong

St Ouen's Manor
January 5th, 1919

Dear Dad

I have just got your letters about the armistice. You seem to have had a very gay time in Sydney. This is a two weeks letter as I am sorry to say, I missed the Sunday after Christmas. Last time I wrote we were thinking of going to the Baltic but on the 23rd it was definitely stated that our squadron should go on leave on the 1st January when the 1st B.C.S. came back from leave. There is an enormous amount of news for you and I don't quite know where to begin.

Just before Christmas a signal was sent round the ship which had come from admiralty. The "Australia" and "Sydney" will be ready to leave for Australia in the first week of April. Both ships will undergo eight weeks refit before leaving. You can imagine what an amount of excitement this caused. I sent you a Cable about it which I hope arrived alright.

The "Melbourne" is leaving sometime in February and will pick up the Destroyers on her way out.

On Christmas day the crew had a very joyous time. All officers who had anywhere to go went ashore. It was ordinary Sunday routine up till eleven o'clock, then the Admiral followed by as many officers that cared to go went round the mess deck. All the messes were gaily decorated with flags and green stuff. They all seemed very happy and were enjoying themselves. Some kind person in Australia had sent over an enormous load of apples and everyman had one, a great treat here where apples cost anything from sixpence each upwards.

An impromptu band wandered round all day and when it got thirsty walked into one or other of the officers messes and stayed there banging away till mollified with beer.

After the admirals rounds the Gunroom visited the Wardroom and drank their health in champagne and eat Christmas cake, after which ceremony the wardroom did the likewise and visited us. Then we had dinner and anyone who could went ashore. I was on duty and in any case had nowhere to go. During the afternoon the ragtime band wandered round waking people out of their afternoon sleep and generally making a nuisance of them selves. I think that the festivities ought to have been kept till evening as things got very stale and all on board turned in early. Those ashore had a very good time I believe as Christmas Day is not a very important one in Scotland, the shops for most part carry on business as usual, their holiday being New Years Day.

The remainder of the week and up until New Year was spent in getting out Mess audits, that is of course when not on duty, and generally finishing off the year. I had to write up the monthly wine bill and get out the quarters wine audit as well as the ships fair log and several jobs for the Navigator. I am very glad I never went in for clerking, it took three days to do the wine quarterly and even then it did not balance, however Reilly who is now sub of the mess said he would fix it up for me as he does not go on leave until the 10th. Pedder the retiring sub of the mess is leaving the ship to go to Cambridge. All Dartmouth people who did not do full time at College are getting six months at Cambridge to finish their education. The official announcement also says that they are to generally have a good time which I think will be more than

likely. The same is being done for all who left school to join the army only they go to Oxford. Uncle Rex has a great moan about it and I suppose you will not approve either.

On New Years Eve we had a very good time, mutual visits being paid by Ward room and Gun Room. During the evening a signal came through with a number of promotions and our Navigator has been promoted to Commander. I like him very much and so does everyone, he is coming out to Australia with the ship. At midnight the youngest snot rang sixteen bells and everyone sang Auld Lang Syne. We turned in about one o'clock and I had to turn out again at five thirty to get my train south.

Four of us were to go by it and we somehow managed to dress and pack in time, then the boat was late in shoving off and we only caught the train by getting some men of a working party to carry our bags for us up to the station.

I got down to Leicester that evening and saw Enid for an hour. The next afternoon she had a day off so we went to a picture show and had dinner together. Enid is trying to get her four days Christmas leave about the nineteenth, in which case we will spend it in London however she may not get it as they are short handed and Enid is doing very senior work.

I spent a day in London which I had not intended to do but the Jersey boat was not running that night, so I paid a visit to Uncle Edward. He was very well or so seemed so and hard at work. London is very crowded and I had to get a shake down at my club, excuse the swank, the club is the Australian officers of which every Aussie officer is a member. I met an old school friend from Bathurst there, he has been in the flying corps for two years. The next evening I crossed over here from Weymouth. Shaw came with me as he has an uncle over here and wanted to see him. Everyone at the Manor is very well. There are two school friends of Guys staying here so we are quite a large party.

Your affectionate son
JohnMArmstrong

PS. Ellie sends her love to you, and says you are to come over this side to take Enid back.

**HMAS "Australia", At Sea
January 27th 1919**

Dear Mother

To continue from my last letter. I got a message through to Enid last Sunday evening and she came down to London on Monday morning. It was jolly hard luck that she could not have had four days leave, it turned out if Matron had known that I was also on leave Enid could quite easily have got her full time. However we made up for it as best we could on Monday afternoon. We went to see the "Luck of the Navy", a thrilling spy play in the afternoon and had dinner at Enid's club in the evening.

My train left for the north at ten pm so I saw Enid back to her hotel and left myself an hour to catch the train and it was just as well I did as it was crowded from end to end, I by the mearest luck got a seat but even then we were six in a carriage which held four in normal times. Jack Rayment had to sleep in the corridor and he got very cold. Enid went back to her hospital next day, I think she is getting very fed up and wants to get home very badly. Even talks of breaking her contract if they are not

demobilised within three months. I would not blame her at all if she did as there is very little real work to do at her hospital, most of the patients are quite well enough to leave the army only they will not demobilise them.

We all got back safely to the ship on Tuesday morning. Two snots whose money had given out had returned a week ago and were living a life of luxurious ease, occasionally taking on duties of officer of the watch but for the most part sitting round the Gunroom fire.

The weather has become quite cold and the woollens you sent me come in very handy.

The rest of the week was quite dull, just the usual routine.

Mr Franklin who used to be our maths instructor at College is the naval instructor in the Australia now. He arrived here about Christmas time. At first we were quite pleased with the change but now I rather think Mr Sheerer who used to take us knew more about his job, but then he was a genius.

On Saturday the freedom of the city of Edinburgh was given to Admiral Beatty. It was a very swell function I believe. There are rumours about that Beatty will resign the Command of the Grand Fleet soon and that Admiral Browning will get the job. In any case it will be a very diminished fleet. The First Fleet is to consist only of 13.5 inch ships and 15 inch ships, the others are to become second and third fleets which means that they remain in harbour all the time and only come out once a year or so.

On Sunday afternoon the "Australia" "Indomitable" "Inflexible" and "Sydney" left the Firth of Forth in company. The N.Z. had left a week ago. We manned ship and were cheered by all the Battle Cruisers on our way out.

This morning we are steaming down the East coast of England and it is rather foggy. I have to go on the bridge now as the Navigator is up there.

Your affectionate son

JohnMArmstrong

**HMS "Excellent"
February 4th 1919
Received 30th April, 1919**

Dear Dad

You will see that I have changed my address. The "Excellent" is "Whale Island" in other words and here we are for a six weeks course. The first three weeks we will go to instruction everyday in the "Vernon" which is the torpedo school. And during the remainder of the time we will be doing Gunnery on the island.

To go back to the last week.

The "Indomitable", "Inflexible" and "Sydney" parted company off the mouth of the Thames and went on up to Chatham. The two battle cruisers are to go to 3rd fleet so I believe which means that they will swing round their moorings for the best part of the year and perhaps go to sea for an occasional jaunt just to keep the engines from rusting in.

We ourselves are becoming quite ancient nowadays. They have four new Super Dreadnought Battle Cruisers ready for launching. They are the "Admiral" class and they are something to talk about I believe. The "Sydney" is to refit for our return to Australia.

By the way, what do you people think of President Wilson and his Yanks, we are getting rather fed up with him over here.

I used to have great arguments with Uncle Rex and Ellie about the Yanks and used to stick up for them but I have changed my mind now. Old Wilson comes over to the Peace Conference openly saying, that if he does not get what he wants U.S.A. will build a fleet to whip creation. In other words he is using Prushianism in just the same manner as the Huns would do. Anyone would think that America had done all the work of the war instead of just jumping on the right side at the latter part.

We got into Portsmouth harbour on Tuesday morning and moored to a buoy in mid stream. All day we got ammunition out of the ship and next morning went into No three basin where the ship still is. The "Melbourne" and the "Brisbane" are in the same basin, all preparing for a grand return to Australia. Things are not looking very bright just at present for the R.A.N. The R.N. have got their rise in pay and in consequence R.N. officers find no inducement in taking up a temporary billet in the R.A.N. when they get slightly better pay in the R.N. The again admiral Halsey wants to get as much as admiral Patey got if he comes to Australia and the Navy Board don't want to give it. If they turned down Sir Lionel Halsey (one of the brainiest and cleverest men in the Service) they would get no other Admiral to take his place. Add to this that the Navy Board in Australia seems to be in a hopeless mixup and has well and truly got the wind up you will see that things do not look very bright.

Some of the snots went on leave on Thursday till Sunday but I did not for more reasons than one. Instead I loafed onboard and did no work whatsoever. On Sunday evening we packed our gear and came over here to Whale Island.

We have all got cabins and there are billiard rooms and sitting rooms etc, I fact the place is very much like a huge club. The Commander told us that so long as we behaved ourselves we could have whatever leave we liked and do practically as we wished. This morning was Monday and we went over to the "Vernon" after breakfast and began our Electrical course which will last a week. The Boat calls for us at lunchtime as we lunch at Whale Island and then takes us back to the "Vernon" again. We pack up at 3.30 and can then do what we like till midnight by which time we are supposed to be in the Island. However we do not generally stay up till that late hour. Dinner is the one formal meal of the day. The Island is not very full just at present. There is a "long course" of R.N. lieuts and a certain number of R.N.R. and R.N.V.R. people beside ourselves.

*Your affectionate son
JohnMArmstrong*

**HMS "Excellent"
February 9th 1919
Received 30th April, 1919**

Dear Mother

Here we are at the end of our first weeks course in the "Vernon". The work has been on electricity and although it is mostly revision of work we have done on board it has

been very interesting. Our working hours are from 9.AM till 11.30 and 1PM till 3.30. We return to Whale Island for lunch and again for tea. After tea we can do what we like, play billiards, read, go to sleep or go ashore. We have standing leave from 3.30 till 7.30 and if we wish it can get up till midnight by asking the Commander.

The "Vernon" is composed of three old hulks of about Nelsons time which are moored head and astern between a couple of mud flats in Portsmouth harbour. "Vernon 1" is the residential ship where officers, instructors and men under instruction live, and "Vernon 11 and 111" are full of the latest torpedo and electrical devices in the service. The "Vernon" has a varied collection both of distinguished officers and interesting curios.

Among the instructing officers are some of the inventors of our most modern appliances and you also run across old dug outs who still talk about the first iron-clads.

There is one officer whom we have run into who is of special interest. He is a Lieutenant Commander Harrison RNVR and at the outbreak of war he was working with a German inventor in England, on searchlights. At the outbreak of war the German was interned and they very kindly gave him permission to carry on with his work, he rather naturally refused and Harrison pinched his ideas, improved on them and gave us a searchlight far in advance of any the Germans had.

Among the curios are German torpedoes of all marks. They seem to have turned out a standard torpedo which could be made cheaply and in sufficient numbers to keep the U Boats well supplied.

I met a Lieutenant Lacey here who is doing the Long course for Gunnery lieutenant. On hearing we were Australians he asked me did I know Armadale, and if so did I know the Tindals. He had been to several dances at Fir Grove quite lately. Portsmouth is a pretty dull sort of place. I went to a theatre last week but it was very provincial after London theatres.

We are busy getting uniforms before leaving England, and have so far managed to get Round Jackets and dirks out of the Naval Representative. It is rather a waste giving us Round Jackets and even dirks I think. We will only use them for six months or at least we hope it will only be for six months. I have to get a complete new outfit of white uniform as well, as my old whites are too small now, and if I can run to it I will get a new blue uniform as well but they cost £ 8 a suit and my exchequer is none too high just at present; The fault of having such a lot of leave lately.

Sorry there is not more news for you.

I am only just beginning to realise that we will be home again in three months time. Although events have moved quickly it seems a long time since we left on the 18th January, 1918.

*Your affectionate son
JohnMArmstrong*

**HMS "Excellent", Portsmouth
February 24th 1919
Received 30th April, 1919**

Dear Dad

We finished our Torpedo course on Friday and on the whole we did rather well, - Though I says it as shouldn't – as it was not a regular course we did not have any fixed exams to pass at the end, however they gave us one to see if we had been awake and everyone got over 80%. – I got 87% and the top man got 94%, certainly it was an easy test but all these things are noted down both in Melbourne and at the Admiralty so on the whole we were rather pleased with ourselves. The work was intensely interesting especially as some of the officers, - or rather I should say one in particular, - who took us, had just come from the Harwich Force where he had been during most of the war. The Harwich Force are the "Knuts" at destroyer work, even more so than the "Dover Patrol".

They have been in constant touch with the enemy all through and what they do not know about light craft work is not worth knowing. So as you can imagine how interested we all were especially as it is the aim of all right minded snotties to be sent to light craft on getting their stripe.

The Navy Board has just bought six new Destroyers and six "J" class submarines and things are looking up in that direction. However to balance it they have made a mess of the higher commands and Admiral Halsey may not be coming out with us. I think that he is the man to get out in Australia, he would set the whole show on a sound basis but the Politicians know that he is a good man and that he would not countenance their usual tricks so they don't want him there. Their ideal is some nice kind old dugout who might be very fine at spit and polish but who would not disturb their Pockets or think of organising the RAN in a rational manner. If Admiral Halsey goes it means that Captain James and Commander North would go too as they form what is generally know as a family party.

All our year and the year senior to us are going out with the Australian fleet. They have built gunrooms in the Sydney and Melbourne for our crowd and the senior term replace RN subs in the destroyer and submarines.

The "Melbourne" leaves on the 28th of this month, she is to "mother" numerous destroyers out and then join us at Port Albany.

There is to be a big dance at the Town Hall next Wednesday given by all Australian sailors, all the officers are invited and it ought to be rather fun.

The N.Z. with admiral Jellicoe leaves in a couple of days and if programes are carried out we are to meet her at Port Albany some time in May, we are all to leave here on the 8th April and arrive in Australia towards the end of May, do a tour of the Australian Capitals and moor up in Farm Cove about the 2nd week in June and I most heartily hope it will be so. This climate is just a little too cold for me.

I am sending you some photos taken just before we left the Firth of Forth, that is all except the "Germans" which were taken at the surrender.

Your affectionate son
JohnMArmstrong

HMS "Excellent"
March 2nd 1919
Received 20th May, 1919

Dear Mother

Just had an enormous Australian mail, the last came just over two months ago so you can imagine that it was well appreciated.

I am glad my Christmas cards proved a success and that the cable arrived up to time.

The new lot of Australian snotties seem to have had a good time before they left; I see young Wills is not on the list, rather a good thing too.

Captain Grant has left the College as I suppose you know, I think it was a pity he ever became Captain, he was just the man as Commander but as Captain he hardly knew what to do with himself.

We have heard definitely that Admiral Halsey is not going to take over as C in C. Australian fleet and it is rumoured that Commodore Dumaresque will take over. He has been Captain of the "Sydney" for some time and is a great inventor of Gunnery instruments.

Another rumour is that the Australian Navy is to get a 21% rise of pay. Good luck to it. The worst of it is that R.A.N. snotties are considered to have more pay than is good for them at present so I don't think we will be included. If it comes out the rise will bring us into line with the proposed rise in R.N. pay which is 100% for senior officers and 85% for Lieutenants and below.

Our first week at Gunnery instruction ended quite happily. We have been doing rifle and field Exercises, field gun drill etc. At first we had to do half an hours drill before breakfast but this was remitted after our third day in consideration for progress made, so we are feeling rather bucked. At Divisions this morning the Gunnery Commander told the Captain that we were progressing entirely to his satisfaction.

Mr Darley was down here last week-end. He is leaving shortly for Australia to set up the new Gunnery school at Westernport where he hopes to see us within the next nine months or so.

As far as we know our exams will not be postponed in which case we will sit for them some time in August; We are all very pleased to have got in our Torpedo and Gunnery courses and the fellows who were in the "Agincourt" and "Canada" say we have stolen a march on them. The "Melbourne" left on the 27th of last month, she is to escort numerous destroyers out, via Singapore. All the Agincourts snotties went in her so they will be the first to arrive back in Aussie. They were all crammed into an enlarged cabin hastily constructed and ironically called a Gunroom. Sixteen the Gunroom has to hold and it is about the size of a Captains cabin in a light cruiser. I don't envy them their trip through the tropics.

Enid is doing her best to get demobilised but it seems doubtful if she will be able to get a passage for some time. What a pity it was that Dad could not get over here. I see by the papers that "Flu" has broken out again in Sydney, I wonder did you and

Dad get your proposed trip to Tasmania. Good-bye for the present, I ought to arrive about a month or five weeks after this letter, which fact has been the cause of people breaking into unseemly mirth at all sorts of odd times and places.

*Your affectionate son
JohnMArmstrong*

**HMS Excellent, Portsmouth
March 9th 1919
Received 20th May 1919**

Dear Dad

We have finished our field training course now and begin a weeks Lewis gun tomorrow. The first week of Field training was quite severe, we had a loud voiced chief Petty officer as a drill instructor and he made us hop around to some tune. However he relented in the second week and we spent most of it at rifle shooting and revolver practice which was much more to our liking. We had no exam at the end of the course as we are only putting in time, however it will help enormously when we pass for subs.

The "Canada" fellows have been appointed to the "Sydney" and I believe have just joined her at Chatham. They will have plenty of time to settle down in her; the snots in the "Melbourne" had to join in such a hurry that many of them left their chests behind. The fellows senior to us are being appointed to our destroyers and submarines so that the first two years to pass out of Jervis pay are all going home again, and very pleased to get home again we will be.

None of us like the English climate, it is not so much the cold as the continual rain and slush that we object too.

I hear that the new lot of Australian snots are to arrive here within the next two weeks, Whale Island will take them in hand and remove all the after effects of their long voyage.

We are wondering where they will be sent to as to all intents the R.N. do not want junior officers, in fact they are offering inducements to junior officers to retire from the service.

Strikes are very thick here just at present, I have come to the conclusion that Australia is not so bad as she is painted with regards to strikes, this country is just as bad if not worse. The miners seem to have a sound grievance but they overdo the thing by a long way. They are trying to rush the Government into nationalization of all key industries by threatening to strike at a critical period, in fact they and the transport workers and railwaymen want to govern the country. Sorry there is not much news just now, adieu till the end of May.

*Your affectionate son
JohnMArmstrong*

**HMS Excellent, Portsmouth
March 16th 1919
Received 20th May 1919**

Dear Mother

Many thanks for your letters and birthday wishes, a mail has just come in bringing letters from both you and Dad. I am very glad to hear that you got away on your Tasmanian trip, it must have been a great change for you.

Our course at Whale Island finished yesterday and we could all have gone on three weeks leave, however half a dozen of us myself included found pressing reasons for not going on leave for any length of time and here we are doing an extra weeks gunnery control.

My pressing reason is a Uniform bill. All my white uniforms are two or three sizes too small for me and I wanted another blue uniform as well and as the blue uniforms cost £ 8-3 and the whites come to £ 10 I thought it as well to economise.

All our old officers have left the "Australia" at least all except one or two and there is some body appointed to the ship almost every day. Admiral Halsey is definitely not going. Commodore Dumaresque takes command of the fleet and Rear Admiral Grant is to be first Naval Member in Australia, all we want now is a Captain and Commander. I don't know how they are going to man the new ships that England has given us, we are short as it is and then many of the men are applying to leave the service on returning to Australia.

It is not long to wait now, another three weeks ought to see us clear of England and five weeks after that we are due at Albany. At Albany we are to pick up the New Zealand and carry on to Sydney staying some time in Melbourne on the way. The new lot of snots are due to arrive next Wednesday, I hope they enjoy themselves for the next two years over here.

I am going on leave some time after next week to say good bye to people and to spend a couple of days with Enid. I don't know when she will be going back. Transport seems to be very short.

*Your affectionate son
JohnMArmstrong*

**HMAS Australia, At sea
May 22nd 1919
Received 25th August 1919**

Dear Dad

I will make this a history of events since just before we left England

When our course at Whale Island was finished we were given ten days leave and were to be onboard by the 1st April, the ship being expected to sail on the 5th. I was rather short of cash at the time so with half a dozen others I did another week at Whale Island. During this last week the new lot of snotties arrived. They were dumped in the island while waiting for appointments and forthwith got a good shaking up. We being few in numbers compared with the others got mixed up in the shaking process and were rather pleased when our time ended.

I went up to Leicester for three days and said goodbye to Enid. She expected to hear some more about her passage out within a short time. She sends all sorts of messages to you and mother and is looking forward to a general reunion as soon as she can possibly do it. On the way back to Portsmouth I stayed a night in London and went to see Mrs Bray and Miss Austin. Ken was spending the evening with them, he was over for a weeks leave; wasn't it luck that I should run into him like that? His unit was in Belgium but he did not know its future movements. When we got back to the ship on the 1st it was only to find that the date of sailing had been put back to the 15th and we got another nine days leave. I drew some pay and went over to Jersey with

Shaw; he has relations in the island. The people at the manor were very well, Guy has not quite recovered from his heart yet but is well on the way. I had quite a gay time there, a couple of small dances and numerous outings. The Coxes are thinking of settling down in the island. I also met Fred Le Gros, he seemed rather bored with life except when Vallery Cox was on the horizon. Everyone sends you innumerable messages and want to know when you and mother are to pay another visit to their part of the world.

When at last I got back to the ship she had just been painted inside and out in preparation for the Prince of Wales' visit. The last three days in Pompey the ship was thrown open to inspection and numerous receptions were held on board. The prince came onboard on Wednesday 25th. He shook hands with all the officers and inspected all the men. Then he read a message from the King and Joe Cook got up and replied in his best preaching manner. The Prince then inspected the "Brisbane" and returned onboard to lunch. After lunch everyone had their photos taken and the Prince went off. He made himself extremely popular with everybody onboard. That day we had fifteen Admirals onboard from Sir R. Wemyss down.

On the 17th we shoved off from the Railway Pier, Portsmouth at 8. AM and proceeded to Spit Head, the "Brisbane" was already there having left harbour on the 16th. At noon we left Spit Head with the Brisbane in company and rounding the Isle of White set course for the Ushant at 15 knots. The Bay of Biscay let us down very lightly and on the 20th we passed the Straights of Gibraltar and went alongside the mole of Gib harbour. While at sea we snotties kept watches and during the day do instruction. But at Gibraltar Captain Cumberledge excused us all duties and gave us permission to go ashore and see the sights. A party of us went up the Rock and saw the galleries in the morning and in the afternoon a party went to Algeciras the Spanish town to see a bull fight which did not come off. The rest of us had a bath and a sunbathe, the first since January 18.

All the men got leave and there were not a few scraps with the men from some Yank ships. Next day the 22nd we shoved off and set course for Malta. The trip was quite uneventful and we made Valetta harbour on Anzac Day. The harbour is very like a dolls harbour and is very picturesque, rather after the style of Sydney harbour on a small scale though the shore is nothing like "our harbour". The "Sydney" and our six submarines with their depot ship were in harbour so the Australian flag was very much in evidence. We were only in harbour for twelve hours but I got ashore in the afternoon and had a look round the town. It is not much of a place except for its harbour. The houses in many parts are falling to pieces and a hot white glare is over everything.

I bought some Malta lace, most of which was pinched. I think the man who sold it to me abstracted a lot while making up the parcel. That evening we left Malta and set a course for Port Said. It began to get fairly hot nearing Egypt and we went into all whites. The ship arrived at Port Said on Monday 27th, a blazing hot day. As soon as the ship was secured numbers of coal barges covered with yelling niggers came alongside and we were able to watch the pleasing spectacle of someone else coaling for us. All who could went ashore at once to get away from the heat and coaldust. On landing the usual crowd of niggers came up anxious to sell anything from a putty medal to a suit of clothes. The shops were not up to much I thought, their keepers look on all Australians with suspicion, clearly another case of spoiling the Egyptians.

We could have got free train passes to Cairo although it was against orders owing to the disturbances, however we did not think it worth while as it meant fourteen hours in the train and only about five hours there. In the evening the matloes went ashore and proceeded to make things lively, the Australian soldiers giving a helping hand.

The disturbances on the Nile have not effected Port Said much, still the native quarter is not a pleasant place at night, as a party of four lieutenants found out. They drove out in a Garry and the driver refused to take them back under a fiver. One of them had a six shooter with him which finally persuaded the driver to be reasonable.

Next morning at seven we slipped and proceeded with a pilot into the canal. All along the first part of the canal we were escorted by Diggers on motor bicycles. About noon the ship passed Kantara a large Australian camp at the point where the Palestine railway crosses the canal. The banks were lined with Australian soldiers who passed many a lurid remark about Billy Hughes and hotly demanded when they were going home and was Billy on board; "no 'es not on board" came back the answer "we ditched 'im back in the Atlantic". After that everyone cheered. About four o'clock we passed another large digger camp at Ismalia and the same thing was gone through again. Dusk fell as we were passing the bitter lakes and we switched on our searchlights. Much language was expended when the lights failed which was fairly often.

We reached Suez about midnight and came to on anchor some distance from the town. Next day nobody could go ashore owing to the town being quarantined. A party of snotties visited the Australian troop ship Dorset and much to our indignation were recalled to write up the theory of tides. At midday on the 29th we sailed from Suez just as the "Sydney" and submarines arrived. The "Brisbane" had engine trouble so we proceeded alone into the sweltering Red Sea

(I have come to the end of my pad and as this is too thin to continue on the back I will use some note paper)

The Red Sea quite lived up to its reputation for heat, making everyone bad tempered. To make matters worse the Egyptians in Port Soudan thought a change of Government would be to their liking and we were kept going at slow speed so as not to be too far away if we were wanted. At last on Sunday 4th we passed Perim Island and made direct for Aden which rightly deserves its name of the "Last place God made". We anchored about three miles from the landing place and proceeded to coal, or rather, be coaled by yelling niggers. We stayed at Aden for five days while various courts of enquiry and a court martial was held. The Governor of the place gave a hop, which we returned.

One day half the Gunroom went away cutter sailing and came back the colour of Beetroot. The remainder of our fleet trickled into port after us and left again before us so that all the way to Colombo we were passing H.M.A. ships. Half way we picked up submarine J9 and towed her for two days as to rest her engines. We got to Colombo on the 14th. The Brisbane was in before us and the others came in next day. We were again coaled by niggers and all officers who could went to Kandy, unfortunately I could not get the time. Colombo is another place the Australians have spoilt. Things there are three or four times as dear as they were before the war. Jack Rayment and I did an afternoon round trip in rickshaws seeing a Bhuddist temple, the Cinamon

gardens etc. An Australian mail met us at Colombo but I did not get any letters, I think that letters have missed us to a large extent arriving at Portsmouth after we left.

The "Australia" left Colombo on the 18th, the other ships were to remain there some time owing to damage in the submarines. The voyage to Freemantle was quite uneventful. Neptune came aboard when we crossed the line and initiated all and sundry including the Commodore and Captain into the most noble order of Sea Urchins. Games and sports were got up in which the Gunroom did quite well. The boxing was the best part of it but owing to a heavy sell in the latter part of the run it has not been finished yet.

We snotties had a test exam last Monday in Navigation, Gunnery, Torpedo and Seamanship. I got second in Navigation with 97% Rayment being top with 100%, a second in Torpedo with 64%, third in Seamanship with 66% and the Gunnery not yet be posted. I was rather pleased with 2nd and third results as we have done hardly anything but Navigation during the whole trip out.

We got in here at 6.30 this morning and have been coaling all day so I think I will say goodnight. We arrive in Sydney about the 18th or 20th of June.

A Bientot

JohnMArmstrong

Author's Note: John F (Jack) Rayment became a Lieutenant Commander on HMAS Australia in September 1939, when Jock was the Commander (XO).

Editor's Note: The letters have been slightly 'adjusted' to fit the pages. Apologies for where it might not seem right.

Wartime Artillery in the Channel Islands

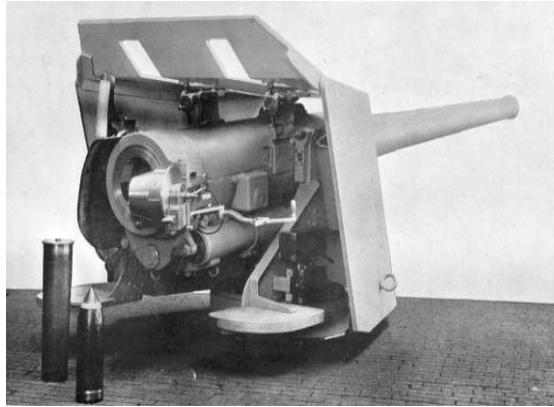
Up until recently, I had taken a somewhat simplistic view of the Artillery that was located in Jersey during the Great War, and by association, elsewhere in the Channel Islands. This view was that, following the Militia's suspension, those artillerymen who were retained on the Island would join 110 Company, Royal Garrison Artillery (RGA), while those on Guernsey and Alderney served with 109 Company. That is accurate up to a point, but a prompt by Mark Bougourd and some unrelated research into the RGA leads to a suggestion that there were a few other considerations.

In his series of books on the History of the Royal Regiment of Artillery, General Sir Martin Farndale looks at "*The Forgotten Fronts and the Home Base, 1914-1918*" and notes that, in the Channel Islands, the Artillery in April, 1918 consisted:

- At South Hill Battery, Jersey – 2 x 6" Quick Firing (QF) guns
- At Fort Irwin Battery, Guernsey – 2 x 6" QF guns
- At Cavalier (?) Battery, Fort Albert, Alderney – 2 x 6" QF guns
- At Roselle Battery, Fort Albert, Alderney – 2 x 12-pounder QF guns

South Hill is clearly familiar to me, and looking at it from the standpoint of military logic, I would have expected the guns to have been equipped with fixed mounts (similar to the picture left below) and not towable (right hand below), such that the

need to re-position a gun after the recoil from firing would be unnecessary. Furthermore, Faces Remembered in Journal 26 (of June, 2009) did make reference to "two six-inch coastal defence guns". I assume that this would have applied at the other Batteries. Liz Walton has said that Fort Irwin was described as a "detached redoubt" part of the Fort George complex, along with the Clarence battery, while Roselle Battery was definitely part of Fort Albert.



At least two of the five 4.7" QF guns referred to in Journal 26 appear to have been in Jersey in 1914 and KW Maurice-Jones' *"History of Coastal Artillery in the British Army"* bears this out. Again, were they towable or fixed? Logic suggests the latter even though the photograph on page 24 of Journal 26 contradicts the suggestion. Sadly, there seems to be little other evidence to get to a conclusion on the number of guns deployed, certainly in Jersey.

It is possible, however, to be a little clearer regarding 110 Company as it became "A" Administrative Battery, No 36 (Channel Islands) Fire Command, RGA on or about the 1st September, 1918. This resulted from a UK wide reorganisation of the coastal defences that saw thirty-one Fire Commands created from the Batteries that defended port installations. There exists, in the National Archive at Kew, a single sheet of paper that contains a Digest of Service that covers the period 1st September, 1918 to 31st March, 1919, and that effectively states that nothing happened, except that demobilisation had taken place to a level of about 43% of the normal establishment! The Digest was signed by Major HS Le Rossignol, at that time Battery Commander, and I suspect the unit was short-lived.

Turning to the men who belonged to 110 Company, many of them were former Jersey Militia Artillerymen, and one can presume that they had already received military training as well as artillery training. However, with the demise of the Militia in early-1917, what happened to address such training for new recruits, if indeed there were any? An ex-Militia man bound for units in the Army, other than the RJGB or 110 Company, would generally be sent to a depot in the UK for his basic training, and for those who would go onto serve with the Heavy and Siege Batteries of the RGA in France elsewhere, they would initially go to one of four Depots at either Derby, Gosport, Plymouth or Ripon, before going to a specialist artillery training centre. Did a "new" 110 Company man follow a similar route also but to the Depots for Coastal Defence at Newhaven, Gosport, Plymouth or Great Yarmouth?

Regrettably this is a piece of research that is open-ended in that it cannot give answers or reach a conclusion. But perhaps, one day, someone will turn up with a diary or other material to achieve that.

The Guernsey Quarrymen By Liz Walton

In January, 1917 the 321st Quarrying Company, Royal Engineers (RE) was formed from working quarrymen from the Bailiwick of Guernsey who had volunteered for service overseas. Service and pension records show that most of them were mature family men, mainly of local or French origin, living in the north of the Island where most of the quarries are situated. They left Guernsey on the 25th January and first travelled to Buxton in Derbyshire, via Weymouth. Here they were issued with standard RE uniforms, but as with other Quarrying Companies did not receive any military training. One survivor, interviewed many years later by Parks¹, said that the men had expected to work under civilian conditions when they volunteered, and they were surprised to find when they arrived that they were soldiers, complete with uniform, ranks and officers.



**Quarrymen supervising German prisoners of war at Marquise
(Picture courtesy of Pete Wotherspoon)**

They arrived in France on the 15th February, 1917, the first Quarrying Company to be sent overseas, and travelled by train from Le Havre to Marquise, near Boulogne where the quarries were located. They were then sent to Highcliffe or Haut Banc Camp at Rinxent, which was the headquarters of the Marquise group of quarries. Here they worked alongside quarrymen from Wales and Ireland, plus German prisoners of war working under guard. Officers were quarry owners and managers in the main who were commissioned into the RE on enlistment. Guernsey officers included Captain Herbert Brookes, manager of Manuelle's Quarrying Company and Second Lieutenant GH Lock, manager of Mowlem's Quarry. The quarrymen worked in eight hour shifts, with production continuing round the clock, and had to produce a set quota of stone before they could finish their shift.

¹ Parks, E. (1992), Diex Aix: The Guernseymen who marched away, 1914-1918, Guernsey Museum Service.

As well as being given a service number with the RE, all of the quarrymen later had a number beginning with WR. Strictly speaking the WR prefix was for units within the RE Transportation Branch but it also came to include the Roads and Quarries Troops. All of the men from the Guernsey contingents had the rank of Sapper. This indicated that they were men with recognised trades and skills and that they had passed the requisite trade tests so were entitled to a shilling (5p) a day's pay. Unskilled labourers were ranked as Pioneers and earned only 6d per day. The skilled men had the opportunity to take further tests which, if passed, entitled them to a higher rate of pay and service records show that many of them did this.



Sapper N Le Poidevin, standing far right in the *Weekly Press* photo, was my Great Uncle Nico.

Typical of the members of the Guernsey Quarrying Companies, if slightly older than some, was Joseph Quemard, who lived at Brookdale Cottage, L'Islet, St Sampson – a house that I can see from my home. Sapper Quemard was 50 years of age when he enlisted, and had previously been in the French Army from which he had been discharged in 1889. He was born in the Cotes du Nord Department of France, an impoverished area where work was hard to find and from which many men migrated to the Channel Islands. Sapper Quemard was only 5ft 2 ins tall – about 1.58 metres - and of slight build. His service record shows that he was a skilled worker and that on the 1st November, 1917 he “successfully executed a piece of work” which allowed Captain Brookes to arrange for him to receive an enhanced rate of pay as a higher grade craftsman. Many of his colleagues took these tests and were similarly rewarded. He suffered a minor injury from stone chips but apart from that and a brief period of home leave in late 1918, worked in the quarries in northern France until demobilisation in 1919 when he returned to Guernsey.



The Quarries at Marquise in 2007

A number of Guernseymen also served in the 329th Company, RE raised on the 20th May, 1917 at Boulogne. They too worked in the quarries at Marquise, mainly at Noir Banc, but were also employed in the construction of defence works during the 1918 German offensive. Both groups were employed in producing stone for ballast on the railways. Many miles of track were laid in the course of the war as military railways were essential to the task of moving vast quantities of supplies, ordnance and troops on a daily basis. The equipment used by the Quarrying Companies consisted primarily of pneumatic compressors, pneumatic drills, pneumatic jack-hammers, rock crushers, and side-tipping wagons. The work typically involved first removing the overburden, or soil, from the rock to be quarried. The rock was then drilled and blasted from the quarry face and the blast rock was transported to the crusher to break it down to a suitable size for use as road metal, railroad ballast or concrete aggregate. Screens may have been used in conjunction with the crusher to obtain a suitable grain size distribution. The processed stone was then stockpiled until it could be hauled away by railroad, truck or wagon to its intended place of use. All of these were processes with which the men were already familiar, though many were now working with limestone rather than granite.

The idea of Quarrying Companies came from the Home Office, which noted that the quarry trade at home was very slack. It therefore suggested to the War Office that British quarrymen be used to develop quarries in France to provide materials that could be used for road and railway maintenance in the British sector. By the time of the Armistice there were no less than thirteen of these companies in France (Nos 198, 199, 320-329, 348), working under the Director-General of Transportation, Sir Eric Geddes.

Field Marshal Sir Douglas Haig, in his fourth despatch as the BEF's C-in-C, dated 25th December, 1917, described the work of the Quarrymen's Companies thus:

" ... Quarry companies have also been formed in immediate connection with the Transportation Services. Some idea of the magnitude of the work involved can be gained from the fact that from quarries worked in a single locality over 600,000 tons of material was produced in the nine months ending 31st August, 1917.

Between March and October of this year the total weekly output of road metal received in the Army areas has nearly doubled. The average area of new and re-made roads completed weekly during October was seven and a half times greater than the weekly average for March..... These Forestry and Quarry units have proved of great value, and have been the source of very considerable economy."

Though classed as non-combatants by the authorities the Quarrymen still suffered casualties as a result of enemy action, accidents and disease. The quarry complex was a target for enemy action from the air, because of its importance to the war effort and Lance Corporal C Lancaster was wounded in an air raid on the 26th September, 1917. He survived, but 255533 Sapper Stephen Falla was less fortunate. He died in hospital on the 5th October, 1917 at the age of 26, as a result of wounds received in the same air raid. He is buried in Les Baraques Military Cemetery in Sangatte near Calais. Another survivor, 255650 Sapper Percy Renouf, is quoted by Parks as saying that the quarry was "flowing with blood like a lake" after the raid.



**One of the Quarries in France, probably Haut Banc
(Photo courtesy of Pete Wotherspoon)**

Illness also took its toll. 255510 Sapper Alfred J Falla died of heart failure at the Queen Mary Military Hospital, Whalley, in Lancashire on the 18th January, 1920, after a lengthy illness acquired whilst on military service. He is buried in the Vale Independent Cemetery in Guernsey. 255680 Sapper Thomas Tostevin died in Netley Hospital, Southampton of tuberculosis of the kidney on 7th January, 1920 and is buried in the Domaille cemetery at Guernsey's Vale Church. 255523 Sapper William du Port, who served with the 329th (Quarry) Company was admitted to hospital in France in July, 1917, suffering from pneumonia but was taken off the serious list just a week later and survived the war. In addition, the service records of many of the

men showed that they were injured as a result of the “normal” accidents in a quarry. Several suffered eye injuries from flying stone fragments and at least one man suffered severe facial burns as a result of an accident with explosives. Medical treatment appears to have been good, with most men returning to work and staying with the Quarrying Companies until after the Armistice.

The men of the Quarrying Companies were sent to Fovant on Salisbury Plain for dispersal on demobilisation in February and March, 1919. Sadly this coincided with an outbreak of ‘Spanish Flu’. Shift Foreman Corporal George Walden died of pleurisy in Guernsey’s Military Hospital on the 5th March, 1919 at the age of 52 according to hospital reports but age 47 on his attestation papers. This kind of anomaly appears on the papers of several of the older men, who appear to have been slightly economical with the truth about their age in order to be able to enlist. He was taken ill with ‘Spanish flu’ on the return journey to the island after demobilisation, and collapsed on arrival. His Commonwealth War Graves Commission (CWGC) headstone is now in Castle Cornet, having been rescued from a quarry fall in St Sampson’s churchyard, where he was buried. His fellow quarryman, 25580 Sapper William Le Noury died at the age of 50, of complications following ‘Spanish Flu’ nine days later in Fovant Military Hospital. His death has not yet been commemorated by the CWGC, though the case is now being actively pursued.

Acknowledgements: With thanks to Pete Wotherspoon for the photos of Marquise and for information about Captain Brookes, and to the Priaulx Library for access to their newspaper collection.

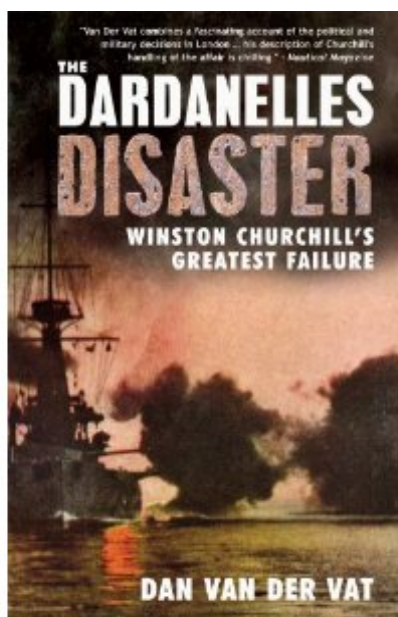
Additional Notes:

Note 1: It was always said that very little was known about Guernsey’s Quarrying Companies but many individual service records have survived in the so called “burnt papers” collection and are now available to subscribers on the Ancestry website.

Note 2: The War Establishment for a Quarrying Company RE as of July 1916 was said to be:

Captain	x 1)	
Subalterns	x 3)	
CSM	x 1	)	To be RE personnel with military training and
CQMS	x 1	)	to report with complete personal equipment.
Sergeants	x 4)	
Cpls (Foremen)	x 8)	
Lcpls	x 16	)	To be issued with personal equipment
Sappers	x 244	)	with sidearms but without rifles.
Cook	x 1	)	To be supplied by the infantry.
Batmen	x 4)	
Drivers	x 1		From ASC (Horse Transport)
Transport:	Bicycles x 4, GS Wagons x1, Draught Horse or Mules x 2		

Book Reviews



The Dardanelles Disaster
Winston Churchill's Greatest Failure
Dan van der Vat
(Duckworth Overlook - £18.99)
Review by Peter Tabb

The Western Front dominated the Great War but as any regular reader of this feature will know, I am just as interested in what many historians classify as 'side-shows'. One such was Gallipoli, which was a disastrous campaign, stemming from the desire to dominate the waterway that would give the Russian Black Sea fleet access to the Mediterranean Sea and also a significant underestimation of the military prowess of the Turkish Army and Navy.

Prime mover behind the Gallipoli campaign was First Lord of the Admiralty Winston Churchill and this work suggests that what he devised (often in the teeth of stern opposition from First Sea Lord Admiral 'Jackie' Fisher) as the role of the Royal Navy in the debacle was indeed his greatest failure.

The First Lord was peeved for, despite the Royal Navy's dominance of the eastern Mediterranean, two German warships, the modern battlecruiser *SMS Goeben* and the equally modern light cruiser *SMS Breslau* under the command of the redoubtable Admiral Wilhelm Souchon, managed to slip past the Royal Navy's blockade into the Black Sea where they were promptly turned over to the Turkish Navy (and given Turkish names). Nevertheless Souchon remained in command and went on the rampage, bombarding the Russian naval bases at Sevastopol, Odessa, Feodosia and Novorossiysk and laying mines all along Russia's Black Sea coast. Churchill was convinced that with the forces at its command, which included the brand-new battleship *HMS Queen Elizabeth* with its eight 15-inch guns and several pre-dreadnaughts including units from the French Navy, the Dardanelles could be forced and Constantinople captured by the naval forces alone ignoring Nelson's dictum that ships could not take on land-based forts. He put it quite pithily: 'Any sailor who attacks a fort is a fool'.

But it wasn't the forts that ultimately humbled the Royal and French navies, it was the 364-ton German-built minelayer *Nusret* commissioned into the mostly decrepit Ottoman Navy in 1913. The Turks had indeed sought to update their fleet by ordering two modern battleships from British yards but with the outbreak of hostilities these vessels were diverted into the RN as *HMS Agincourt* and *HMS Erin*.

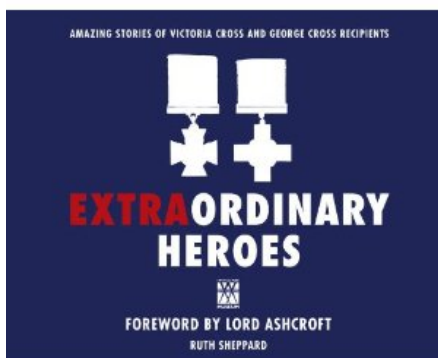
British minesweepers were large ineffective in the narrow waters of the Dardanelles since the sweepers were often unarmed trawlers (still manned by their peacetime crews) unable to resist bombardment from the Turkish forts. *Nusret's* mines sank battleships and transports alike and Churchill finally accepted that the Dardanelles could not be taken by naval forces alone and, much to War Minister Kitchener's disquiet, land forces, particularly the ANZACs, were diverted from the Western Front

to ultimate disaster. The RN's failed attempt to capture Constantinople and secure a sea route to and from Russia in 1915 marked a turning point of the Great War. In this book historian Dan Van de Vat argues that the disaster at the Dardanelles not only prolonged the war for two years and brought Britain to the brink of starvation but also led to the Russian Revolution and contributed to the rapid destabilisation of the Middle East.

The book highlights the diplomatic clashes from Whitehall to Constantinople and St Petersburg to the Bosphorus. It also introduces us to some interesting characters – the almost frighteningly effective Rear-Admiral Souchon, Hans Frieher von Wangenheim, the German ambassador to the Ottoman Empire and the defender of Gallipoli, the very capable German General Otto Liman von Sanders who had taken command of all the Turkish forces. On the British side were Vice-Admiral John de Robeck who had to put up with continual interference from his First Lord, General Sir Ian Hamilton who saw his plans for the capture of the Gallipoli peninsular crumble to disaster on the beaches and in the coves and Commodore Roger Keyes who would go on to much greater glory at Zeebrugge. Even the Turks had their heroes, in particular Enver Pasha who ensured his country threw in its lot with the German-dominated Central Powers (and handed over command of its army and navy to German professionals) and Mustapha Kemal Ataturk widely acknowledged today as the father of modern Turkey.

The Dardanelles disaster caused Winston Churchill to be ejected from the Admiralty Old Building into a minor Cabinet post as Chancellor of the Duchy of Lancaster before donning a uniform and serving briefly (as a Lt Colonel commanding the 6th Battalion of the Royal Scots Fusiliers) in the trenches of the Western Front. He was called back into office by Lloyd George late in 1916 as Minister of Munitions where he sponsored the invention of the tank but was also, in due course, responsible for the obliteration of the independent Royal Naval Air Service which he had initially championed (it was incorporated with the Royal Flying Corps into the Royal Air Force on 1st April, 1918). There is a widely held view that this was the greatest setback suffered by the RN in the 20th century – apart from the Dardanelles disaster, that is.

In many ways this is a disturbing book because we are still not so used to reading of incompetence and bungling in high places and for all his inspiring leadership in World War II, Winston Churchill's apprenticeship in the Great War was somewhat calamity laden.



Extraordinary Heroes
Amazing stories of VC and GC Recipients
Ruth Sheppard
(Osprey Publishing/IWM - £8.99)
Review by Peter Tabb

Lord Ashcroft recently offered his collection of more than 160 Victoria Crosses and George Crosses for display at the Imperial War Museum alongside the 50 VCs and 30 GCs already in the IWM's possession.

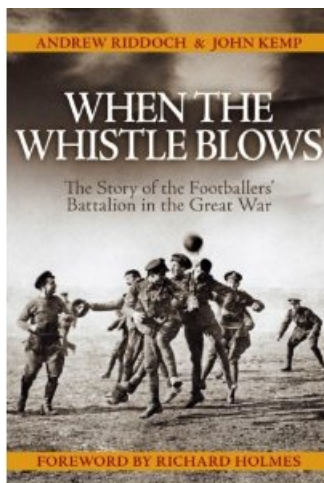
This book is in effect the catalogue of that exhibition which fills a new gallery at the IWM funded by Lord Ashcroft at a cost of £5M. It is not a book that is exclusively about the Great War but the heroes of the Great War feature prominently in it, and it contains some 80 stories of extraordinary human endeavour (as well as the full list of medals in the collections) from the earliest days of the Victoria Cross, which was introduced 'for valour' in 1856, to the present day and also a number of the winners of the George Cross which was introduced in 1940.

The exhibition is very well worth a visit and despite the uniformity of the principal exhibits, they are displayed in an imaginative and compelling manner giving an insight into the measure of the extraordinary courage of men and women in extraordinary situations. Among the best known are Lt John Chard VC RE, hero of Rorke's Drift, Boy Jack Cornwell VC who died at his post at the Battle of Jutland, Captain Noel Chavasse, RAMC, one of only three recipients to be awarded a Bar to the Victoria Cross and Lieutenant-Colonel Charles Newman VC who led the assault on the Normandie lock at St Nazaire.

Students of the Great War will find that those who earned the ultimate accolade, often posthumously, in that conflict are separated only in time from those who earned their awards in the Crimean War or the Falklands conflict. The courage and devotion is still the same.

The exhibition includes the VC awarded to Surgeon John McCrea of the 1st Cape Mounted Yeomanry who earned his award on 14th January, 1881 at Tweefontein, Basutoland, during the so-called Basuto Gun War. John McCrea was born in India but from a young age was raised in Guernsey by his Aunt Charlotte (his mother was a Carey) and educated at Elizabeth College. He is the only Channel Islander whose medal is in the Ashcroft collection.

Editor's Note: As a reminder, the VC won by Captain Harold Ackroyd, RAMC also appears in what is a most impressive exhibition.



**When The Whistle Blows
The Story of the Footballers' Battalion in
the Great War
Andrew Riddoch and John Kemp
(Haynes - £6.99)**

Books about the Great War that feature the role of the thousands of Channel Islanders who fought for King and Country are few and far between and I must confess that this book was the last place I expected to find what I have so often looked for.

This is very much a companion volume to *The Greater Game* by Clive Harris and Julian Whippy (Pen & Sword - £19.99) which features the fate of 14 professionals from a whole range of sports including football, rugby, tennis, cricket, cycling, golf and even ice hockey.

The Footballers' Battalions gained their name from the fact that their ranks included professional and amateur players, referees, administrators and supporters of a large number of British football teams - Pals Battalions with a ball.

The first was the 17th (Service) (1st Football) Battalion of the Middlesex Regiment formed in London on 12th December, 1914 by MP William Joynson Hicks. The first person to enlist was England international centre-half Frank Buckley and the full battalion landed in France in November, 1915. So many sought to enlist that a second battalion, the 23rd (Service) (2nd Football) Middlesex Regiment was formed on 29th June, 1915 and was transferred to France in May 1916. The battalions fought at the Battle of the Somme with a loss of more than 500 officers and men in just three weeks.

The book concerns itself primarily with the history of the 17th Battalion and the authors have done considerable research in plotting the fate of the participants. As ever the stories are poignant in their inevitable tragedy. Among those who died were Lance Corporal Sid Wheelhouse, former captain of Grimsby Town and Private Bob 'Pom Pom' Whiting, the goalkeeper with Brighton and Hove Albion and latterly Chelsea renowned for the phenomenal length of his goal kicks. He was killed in action on 28th April, 1917. Manchester United player Oscar Linkson, a Private, was killed on 8th August, 1916. His body was never found or identified and his name is recorded on the Thiepval Memorial. Joseph Mercer of Nottingham Forest was wounded and captured and never recovered his health, dying a few years after the Armistice.

For some service ended their footballing careers. Vivian Woodward began his career at Clacton Town Football Club and joined Tottenham Hotspur in 1901. He was injured in 1916 and was never able to return to top class football. Frank Buckley did survive however although wounded twice in the lung and also the shoulder. Decorated for gallantry he left the service as a Major and went into football management which included a spell at Leeds United during which he 'discovered' John Charles. Always known as 'The Major' he finally retired in 1955.

The book covers in some detail that one of the most decorated men in the Battalion was Old Victorian 29 year-old Lt (Acting Captain) Allastair McReady-Diarmid who in his time at Victoria College had been a member of the First XI at both football and cricket. Attached to the 17th from the 4th Battalion, McReady-Diarmid was awarded a posthumous VC for his part in halting a German counterattack at the Battle of Cambrai in October, 1917. Armed with a revolver and a bag of bombs (today we call them hand grenades) he reportedly killed more than 90 of the enemy before being killed himself in a bomb blast. His body was not recovered and he is commemorated on the Louverval Memorial to the Missing. Today one of the five Houses at the College is named in his honour.

The authors contend that the Battalions were not formed out of the same civic pride that led to the formation of the Pals Battalions (although their fate was not dissimilar) but rather as a response to the perception that by playing football at home rather than fighting at the Front, footballers were 'not doing their bit'.

Ultimately 'doing their bit' was to cost the lives of more than 500 of the 17th Battalion's original strength of 600. Into the valley of death indeed!

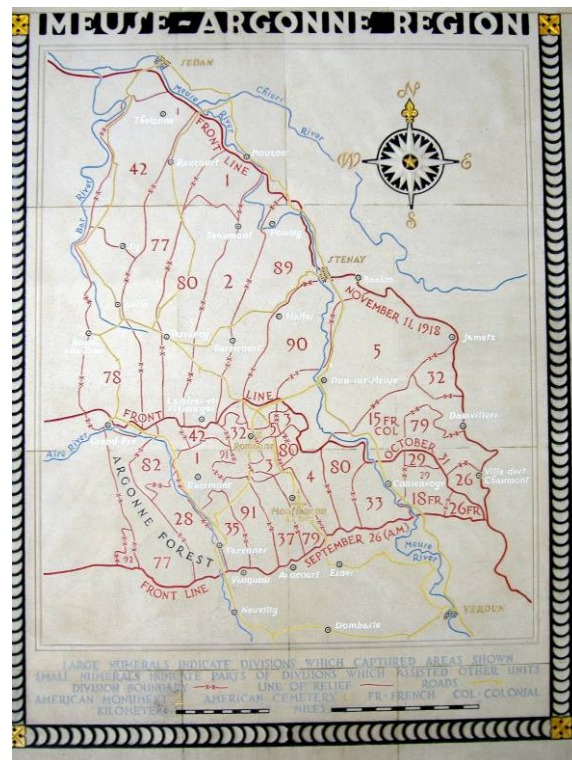
Taps for a Jerseyman

At American war cemeteries throughout the world, the end of each day is marked by the playing of “Taps”, a bugle call that can be likened in its purpose to the British “Last Post” or “Sunset”. This occurs at the Meuse-Argonne American Cemetery some 30 miles to the northwest of the French fortress city of Verdun, and although it may seem incongruous if one has not been there, the live bugler has long since been replaced by a recording, with loudspeakers strategically concealed in trees and other vantage points. Yet, the melancholy notes effectively carry across the white headstones of more than 14,000 American Great War dead, and they are a fitting daily tribute to these men who came to serve in France from every state of the United States of America.



Above: The Meuse-Argonne Cemetery

Right: The 1918 Meuse-Argonne campaign showing the areas where the US Divisions fought.



Below: The words to ‘Taps’

*Fading light dims the sight
And a star gems the sky, gleaming bright
From afar drawing nigh,
Falls the night.*

*Day is done, gone the sun
From the lakes, from the hills, from the skies
All is well, safely rest;
God is nigh.*

*Then goodnight, peaceful night;
Till the light of the dawn shineth bright.
God is near, do not fear,
Friend, goodnight.*

And from Jersey too! For, in Block D, Row 25, Grave 25, there is one Sergeant Horace Robert Champion who served with the 127th Infantry Regiment that formed part of the 32nd US Division, and who was killed in action on the 10th October, 1918, during the fierce fighting being experienced by the American Expeditionary Force a month before the Armistice and the cessation of hostilities. His entry in the American Battlefield Monuments Commission database records that he was from New Jersey.

However, thanks to recent research into the early-1919 issues of the Jersey Evening Post, a reference to his fate was rediscovered, including a comment from his grieving family that he had been in the US for some six years.

Horace Robert, or Robert Horace according to St Helier's Baptism Records, was born on the 15th October, 1891 to William Stephen Champion and Louisa Jane Champion (née de la Haye) who lived at 37 Town Mills, his father being a coal merchant. But, there is a small twist in the tale. Having been employed in civilian life in Jersey as a baker, he joined the Royal Navy as a Boy, 2nd Class on 1st October, 1907, stating his year of birth as 1890, given the service number 239759, and committing to serve until his "30th birthday" in 1920. However, as was discovered in his naval record following a trip to Kew, he never reached that date, since on 5th August, 1912 he was reported as having gone "on the run" from the RN while serving aboard the cruiser HMS Venus, having risen to the rate of Able-Bodied Seaman.

The act of going "on the run" was, clearly, desertion and it appears to have been out of character even though Horace had "enjoyed" a 14 day stay in the cells whilst previously serving on HMS Duncan, a pre-Dreadnought battleship. Given that the 5th August was a Monday, he presumably would have had a few days start, and as HMS Venus was based at Portsmouth, it would not have been difficult to find a US bound ship leaving Southampton at that time for example. This action is obviously consistent with the subsequent statement from the family in 1919, but regardless of its nature, he saw fit to serve when the US declared war in 1917.

It would be interesting to discover if there are letters of his or photographs that exist today, and it is hoped that if any relatives of his are still in Jersey, they could provide further background material on Horace's life. Because of this, the bulk of this article has been submitted to the JEP in the hope that it will appear in Jersey Connections and thereby jog a few recollections. Meanwhile, the US authorities have been contacted in the hope, a forlorn one admittedly because many GW servicemen's records went up in smoke in 1948, that Horace's record can be provided.

The Road from Valcartier to Vimy The First Canadian Expeditionary Force Contingent

It was all so simple in 1914! When the British government committed the nation to war with the Kaiser's Germany, it also committed the British Empire to the effort that would be required for the next four years and more. Dominion large or colony small, when Britain said "Jump", all that could be asked of the mother country was "How high?" The islands in the West Indies, for example, contributed the British West Indies Regiment whilst the East Africa campaign would draw heavily upon the local populations in terms of fighting men and bearers. The Indian Army would provide men too in exotically named units such as the Ferozepore Sikhs and the Rajput Light Infantry, with many men who would suffer badly in the damp conditions of Flanders or as a result of poor treatment by the Turks following the surrender at Kut. The ANZACs and the Canadian Corps developed and came to be regarded, by the Germans certainly, as shock troops. But, as the title suggests, let us focus on the Canadians.

A look at any atlas will surely tell you that Canada is a vast country covering a land mass of 3.7M square miles when the province of Newfoundland and Labrador is

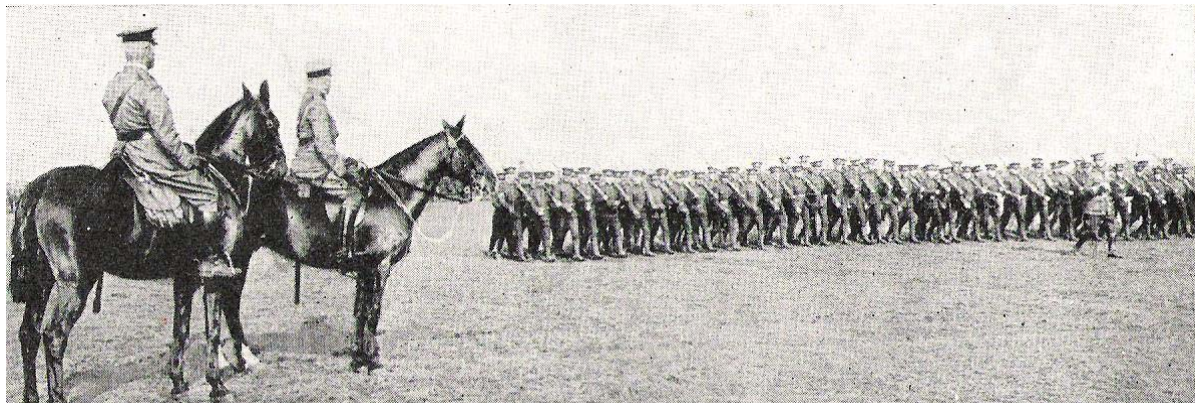
discounted with its 156,000 square miles of land, the reason being that until 1919, Newfoundland was a separate dominion. Today, that vastness is populated by some 33.7M people, and again excluding Newfoundland's figures, giving it a population density around 9 persons/square mile. Nowhere is that lack of a populace more evident when than flying over large swathes of forest as I have done en-route to the mid-west USA. Looking at the British Isles (and that includes Ireland) today, with a combined population double Canada's adjusted figure, the density stands at just under 600 persons/square mile. Then we come to Jersey at 2,000 and Guernsey at 2,200 give or take a couple of dozen! We can gauge how empty Canada is today by such simple comparisons, but, one hundred years ago it was even emptier with a population of some 7.2M. This population would, throughout the Great War, provide some 620,000 men and women to serve with the Canadian forces.

Before the Great War, however, Canada did not regard its military as an army, but as a militia. British forces in Canada had been steadily reducing since the 1850s and the Canadians were increasing in their numbers 'to take up the sword'. As an aside, it is interesting to note (from "The History of Coastal Artillery in the British Army" (1959) by KW Maurice-Jones) that British Gunners were still required to man 127 artillery pieces at Halifax, Nova Scotia until 1906, although responsibility for Quebec had been transferred in 1870. Yet, Canada's eventual participation in the Great War was not its first overseas involvement, for it had previously sent nearly 400 men, including some from the American Indian tribes, on the Nile Expedition of 1884-5 and, over time, more than 8,600 men to South Africa in the campaign against the Boers.

In the middle of 1914, Canada's 'army' consisted of two elements, the first of which was the Permanent Active Militia (PAM). Totalling some 3,000 plus men, the establishment consisted of two cavalry regiments, namely Lord Strathcona's Horse and the Royal Canadian Dragoons, one infantry battalion of the Royal Canadian Regiment, and a number of other smaller units including artillery, engineers and supporting services in the field of ordnance and supply. The second element was the Non-Permanent Active Militia (NPAM) and this totalled some 60,000 men who were spread across some 36 cavalry and 106 infantry units, and if the Indian Army could not be beaten with their exotically titled units, the Canadians were at least having a good try with the Mississauga Horse, the Rocky Mountain Rangers and the Abgeweit Light Infantry!

The Great War was declared, and as in the other dominions and colonies, a number of concurrent events would take place. One such was the mobilisation of the infantry battalion of the Royal Canadian Regiment that was part of the PAM. They would soon find themselves on board a ship, the *SS Canada*, but if they had hoped for early action in France and Flanders, they would be sorely disappointed, for on the 5th September, 1914, and escorted by *HMCS Niobe*, they were heading away from the war in Europe not towards it! While they became the first Canadian unit to serve overseas in the Great War, it would be on the island of Bermuda, where they were to relieve the 2nd Battalion, the Lincolnshire Regiment who were returning to the UK to join the newly formed 8th Division that was being prepared to be sent to France on the 6th November, 1914. The Royal Canadian Regiment (RCR), around 650 strong at this time, was joined on the *SS Canada* by 400 men sent from the men massing to form First Canadian Contingent which by the 5th September was being assembled at Valcartier, PQ. And, if the two-legged recruits from the Contingent proved inadequate, four-legged help was on hand, or more correctly, on cloven hoof, for the

RCR now discovered that they had, *de facto*, adopted the Lincolnshire Regiment's regimental mascot, to wit, one Angora goat complete with silver collar and horn ornaments!



A Review of the "Princess Pat's" at Valcartier

Just under a year later, the RCR would get their wish and would head off for France, having been relieved by the 38th Infantry Battalion. Once there, they would be allocated to the 7th Brigade as part of the 3rd Canadian Division, alongside Princess Patricia's Canadian Light Infantry (PPCLI).

Turning to the "Princess Pat's" or the PPCLI, they had been in France and Flanders since December, 1914 as part of 80th Brigade in the British 27th Division, thus having the honour of being the first Canadian unit to reach the Western Front. Yet the PPCLI did not even exist on the 4th August, 1914 when war was declared!

In a fashion that was, in many respects, a forerunner to the "Pals" Battalions in the UK, a proposal went from a Captain Andrew Hamilton Gault, a veteran of South Africa, to the Canadian government that he would offer C\$100,000 to raise and equip a new battalion of men for overseas service. The proposal, accepted on the 6th August, was enacted four days later with the Regiment formally established, and on the following day, the 11th August, 1914, recruiting began in Ottawa, with the Regiment's title being derived from the youngest daughter of the Governor-General of Canada, Prince Arthur, Duke of Connaught, and she became the Regiment's first Colonel-in-Chief.

It is stated that the Regiment reached its establishment in a little over a week, selecting 1,098 men from the 3,000 who turned up and holding their first formal parade on the 23rd August, 1914. Of the first figure, some 1,049 had seen service in South Africa or had previous regular service with the British Army. While there is much truth in this, sampling names in the Attestation Records on the Canadian Archive website, one or two oddities appear such as 872 Private Henry Urquhart (no Channel Islands link) who appears not to have taken his oath until the 12th October, 1914 and then at sea, aboard the *SS Royal George*! As the form on file is a duplicate it maybe that it is in fact a replacement as the original went missing.

But, many men of the PPCLI had prior seen service in the British Army, Royal Navy and Marines, as in the case of Jerseyman 1050 Lance Corporal Harry Georgelin who had served in the Royal Engineers. 506 Private Philip Jeandron (later KIA) however, was not in the same category, his prior service being, it appears, solely with Jersey's

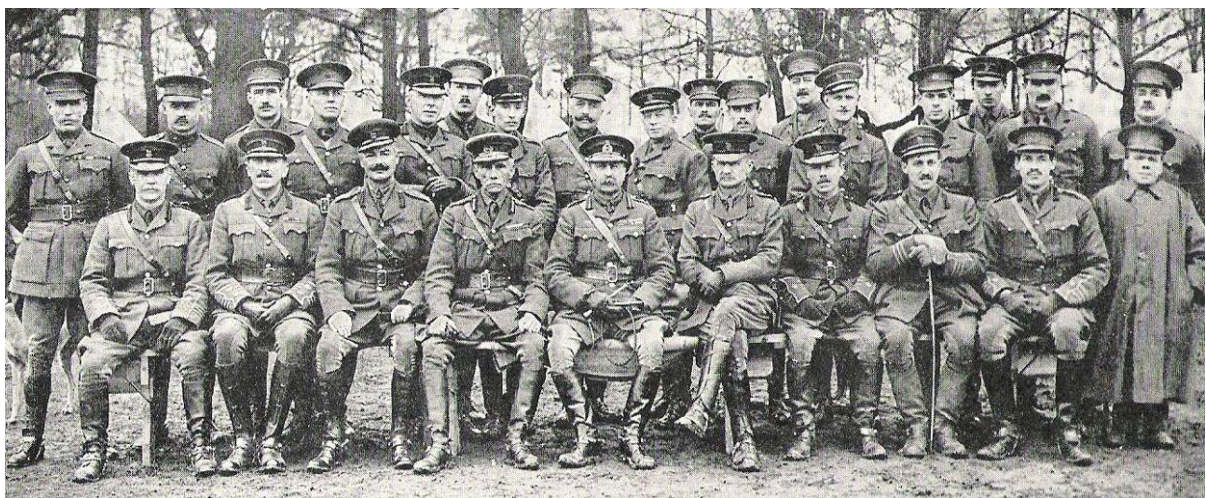
Militia. Notwithstanding, these men had expertise and would not require the same degree of training as would the mass of recruits that would turn up at Valcartier to form what became the 1st Canadian Division.

The *SS Canada* which, it will be recalled as having been sent to deposit the Royal Canadian Regiment in Bermuda, now returned carrying the Lincolnshire men. At the mouth of the St Lawrence River they were joined by some thirty other ships that would carry the First Contingent of the Canadian Expeditionary Force (CEF), including the PPCLI, eastward across the Atlantic on their next stage of the journey to the Western Front. The fleet left Halifax at around 23.00 hours on the 4th October, 1914, and a day or two later were met by the *SS Florizel* with its human cargo of 500 plus men of the Royal Newfoundland Regiment. A further ship, the *SS Manhattan* independently left a day later, carrying horses, vehicles and stores that were left behind. All reached Plymouth eleven days later, to make a premature and diversionary landing here instead of Southampton, since there had been concern regarding the potential German submarine threat.

This concern was understandable for, just setting aside the number of Lincolnshires and the Newfoundlanders, the First Contingent consisted of the following:

- 30,605 Officers and Other Ranks
- 6,816 Horses
- 127 Guns
- 595 Motor and horse-drawn vehicles
- 82 Bicycles.

Clearly, the sinking of any number of these ships would have seen a sudden epidemic of Iron Crosses in the U-Boat fleet! Disembarkation was chaotic, but in due course, the PPCLI with the rest of the First Contingent would head off to the rolling downs of Salisbury Plain. The Contingent would spend, or rather suffer, the miserable winter months in tents, while the PPCLI would soon leave, heading for Magdalen Hill overlooking the city of Winchester to join the assembly of men that formed the newly created 27th Division.



First Canadian Contingent Staff (with Lieutenant-General EAH Alderson front centre)

On reflection, the First Contingent should technically be regarded as those men who would become the 1st Canadian Division, to be commanded by Lieutenant-General

EAH Alderson, CB. Although having been on board the fleet and given that their administrative needs had to be handled once in the UK and then France, the PPCLI were also considered to be part of the Contingent. But, we will look at the men who became the 1st Canadian Division and who had turned up at Valcartier.

With Canada waking up and discovering that it was at war on 4th August, 1914, its government asked the question “How high?” of the imperial British to which the response came back from Kitchener, now Secretary of State for War that “a Division would do very nicely, thank you”, or words to that effect. It was seen that a Canadian Division, similarly organised to that of the Divisional structure used by the British Army, was the most logical approach to follow.

To provide that Division the Canadian Minister of Militia, Colonel Sam Hughes, in a move akin to Kitchener’s appeal for men in the UK, completely ignored the existing Militia structure and its plans for mobilisation. Instead, a direct appeal was sent out across Canada for volunteers with militia experience, and these would soon flock to Valcartier. Hughes has been described as overbearing, arrogant, full of zeal, highly energetic, as well as being a loose cannon. However, given the circumstances of that time those, aspects of his nature should probably be seen as qualities and not character defects.

Mustering the men was a remarkable piece of communication and logistics. In the first place, it depended upon the telegraph service installed alongside the railroads when they were built in the 1870s and 1880s. The railway companies, in particular the Canadian Pacific Railways (CPR), shipped men from the various provinces, and looking at the distances involved, men from the Pacific coast would very likely spend a week or more travelling to Valcartier. When Sam Hughes’ call went out, nothing existed at Valcartier to handle the influx. However, within a remarkably short period of one month, a camp had been built to accommodate 35,000 men in tents, with the provision of electricity, water and drainage, as well as a railway line and sidings. There were also rifle ranges with a total of 1,500 targets spread out over 3 miles.

Meanwhile, between mid-August and mid-September, 32,665 men would arrive at Valcartier, and in a process that differed from the UK, there followed the routine of filling out paperwork and being medical inspected, and then the volunteers were attested ‘on-site’ and assigned their service numbers. The UK, of course, undertook this at the many Recruiting Centres around the country. The drawback with the Canadian process was the complete lack of a guarantee that a man who turned up at Valcartier was fit to soldier. In the case of an individual who came from Vancouver, say, he would very likely have had a two to three week round trip for nothing. I suspect that Jerseyman Roland Stanley Ross (who died on 29th September, 1917) came into this category and never formally attested. Similarly, what pre-embarkation training there was, men who cleared the medical were later discovered to be unfit, may have died or become injured and unable to head off to Europe. This goes some way to explain the difference between the figure of 32,665 quoted earlier in the paragraph and the 30,605 who were listed as having embarked. However, it does not indicate whether the 400 who went to Bermuda with the RCR are included or not.

Technically, the Canadians sought to commence numbering the Contingent starting at 1 and continuing onto 35,000 or whatever, and furthermore, issue blocks of sequential numbers to each unit. If reference is made to the table on pages XX and

YY, this approach can be seen. However, like all things it did not always pan out as intended, largely because of human error. The table was derived from a book titled "List of Officers and Men Serving in the First Canadian Contingent of the British Expeditionary Force 1914". Sponsored by the CPR, it was compiled by the Canadian Contingent's Pay and Record Office which was based at 36 Victoria Street in London SW, and, on a 'by unit' basis, does what its title says. With the book available and by cross referring to the Canadian Attestation Records in most cases we can better link information to the JRoH or JRoS.

As an example, 13196 Staff Sergeant Albert Henry Bolton had attested on the 18th September, 1914 and had taken his oath on the 23rd as a Private soldier, with both actions witnessed by 13200 Corporal James McGlashan, and the warning of the penalty for giving a false statement was subsequently signed off by Captain George Endacott on the 28th. Endacott was listed as the OC of 'E' Company, 5th Battalion while McGlashan and Bolton were both members in that Company. It should not be thought, however, that the book is 100% accurate, for it is obvious from sampling that a number of men joined the Contingent 'after Valcartier', and at least one of the Nursing Sisters joined in France. It is a good starting point though, to get the broader picture, but sadly, I cannot regard it as definitive.

Having collected at Valcartier, the Contingent would commence embarking at Quebec, in what was an understandably chaotic exercise, and has already been noted, would leave Halifax on 4th October, 1914.



Training on Salisbury Plain

Eventually arriving at their new 'home' on Salisbury Plain, the First Contingent would spend an uncomfortable four months under canvas with little to relieve the monotony save for the YMCA marquee. Isolated from local villages and towns, there was limited opportunity for the typical private soldier to fritter away his pay of 5/- per day! Discipline also proved a problem and, at first, the Contingent encountered a great deal of criticism. However, the training began to take effect, and when February arrived for the men to head off to France, they were in a far better condition than when they had landed. However, their stay on Salisbury Plain had seen more men fall by the wayside in terms of fitness and soldiering ability, and about 5% were returned to Canada.

The Contingent was the fore-runner of a much larger number of Canadians who would volunteer or be conscripted, and, by the war's end, their numbers were

multiplied at least twenty fold. There were some forty 'Jersey-Canadians' also as part of this initial contribution, a figure that would later expand to at least 500 men with links to Jersey who would wear the maple leaf badge. Yet, whether it was the large 'Canadian' contribution or the 'Jersey-Canadians' comparatively smaller turn-out, both were impressive, and in the end proved essential in the fight against Germany.

Liverpool and London

Sometimes it is just possible to combine the memsahib's wishes with an expedition to pursue Great War matters. So, a recent trip to Liverpool One managed to satisfy her retail therapy with my plans to visit that city's Maritime Museum (in fairness, I had to do some shopping myself!), and although the Museum has an exhibition on the losses of the Empress of India, Titanic and Lusitania, the focus was on a temporary exhibition on Ernest Shackleton's 1914-1917 Imperial Trans-Antarctic Expedition.

To summarise the aim of the expedition, it was for a party to be landed by the team's ship, the *Endurance*, cross Antarctica, and then be picked up on the other side. With the Great War breaking out on 3rd August, 1914, *Endurance* was, nevertheless given permission to sail five days later, the expedition being allowed to go ahead. It is not the intention to expand too much on what transpired, but *Endurance* was to become trapped in the ice, carried along in the ice drift, eventually breaking up with the loss of much in the way of supplies. The crew of 28 then dragged their three lifeboats until they could reach the sea, in the hope of reaching Deception Island. Deceptive it was, because they arrived at Elephant Island instead! Setting up camp using two upturned lifeboats, Shackleton took a smaller crew, six in all, in the other lifeboat, the *James Caird*, and set sail across 800 miles of southern oceans for South Georgia. Reaching South Georgia, three then headed for the whaling station at Stromness Bay, crossing mountainous and glacial terrain. On arrival, rescue of the 25 still stranded was then arranged, but not without some difficulties. The crew eventually reached the UK in late-1916 and 1917.

Turning to the exhibition, it is largely photographic with story boards, but interspersed with video screens and some artefacts. A replica of the *James Caird* was on view. But, it is the photographs that are superb, and taken by none other than Frank Hurley who, as we know was the Australian who took a considerable amount of photographs on the Western Front in 1917 and 1918. A particularly fine shot is of the ice-bound *Endurance* at night, and Hurley blundered around in the dark getting the lighting right. During the move to the sea, Shackleton limited Hurley to about 400 plates, the rest being consigned to the deep so that Hurley was not tempted to overburden the team!

What was interesting is that alongside Hurley, several others also headed off to join the Great War, not least the *Endurance's* commander, New Zealander Captain Frank Worsley who later captained a 'Q' Ship and sank a U-Boat, gaining a DSO and bar. The expedition's surgeon, Scotsman Alexander Macklin, joined the RAMC and would be awarded the MC. Clearly, all were remarkable men. Though I'd not found evidence to confirm it, I was under the impression that there was a Jerseyman on the expedition, possibly as a member of the complementary Ross Sea Party. There certainly was a Clarence Mauger, on that party as ship's carpenter, but nothing conclusive. Incidentally, the expedition was part-funded to the tune of £10,000 by Dudley Docker of BSA fame, father of 1950s Jersey tax exile, Sir Bernard Docker.

Turning to London, the *raison d'être* for the annual trip is the London OV dinner, an opportunity to meet old friends, and this year, the chance once more to meet up with Group members Peter Tabb and Tony Coleman. However, it also allowed me the opportunity to follow up on more Great War activities.

Given that there were new exhibitions on Fromelles and the VC/GC awards at the IWM a visit there was clearly on the agenda. Peter has already commented on the new VC/GC gallery, and I won't repeat him, save to endorse his view of that it reflects the remarkable courage of so many brave men and women over the last 150 or more years, and not just the medal winners, also those who have had to carry on where their loved ones never returned. The Fromelles exhibition is a much smaller affair, again a combination of photographs and story boards, with a small number of artefacts on display. Given the scale, it cannot expect to be much more, and in my case certainly, it added nothing to my knowledge. The book "Remembering Fromelles" (reviewed in Journal 33) in fact mirrors the exhibition. But overall, that is not a criticism for it will still educate those who are less familiar with the detail.

Kew also featured with two part days to read through files and download material. The first thing that was noticeable was the change to the floor layout, and this had seen, for example, the removal of the microfiche drawers containing the 'burnt' Great War soldier records. It turned out that these are now accessible from the Ancestry website through Kew's website system, and once gotten used to, an improvement.

My "To Do" list for Kew was, of necessity, more conservative than usual and consisted of a combination of personal records across all three services as well war diaries and medal rolls. Of particular interest was Richard Filgate, Herbert Cudlipp and 38th Siege Battery, while Horace Champion's naval service record (see Taps...) was one of a batch that I'll be analysing in some detail for the next Journal.

When visiting London, we normally stay at the Union Jack Club, just off Waterloo Road adjacent to the mainline and underground station. The UJ was a club, opened originally for servicemen in 1907. However, nowadays ex-service personnel can become members, and I believe that access to commonwealth and certain allied servicemen is also allowed. The original Victorian designed building vanished in 1972, to be replaced by a tower block, but there has been an attempted to blend the old ethos with the new modernity. For example, the VC board is on display in the foyer along with the photos of VC winners, although I have a recollection that the original panels were of white marble.

The original building was a combination of rooms and dormitories, TE Lawrence being a frequent occupant of the latter on his trips to London from Mountbatten and Bovington, and many were sponsored by families and regimental associations in memory of men lost. Sponsorship was recognised through small brass shields on the doors, and they have been retained and displayed in some of the conference rooms, and waiting to head off to Euston to catch the "8 Chevaux, 40 Hommes" (and it very much was!) on the Sunday, for the first time, I took the opportunity to study them in detail. I noted two which stated:

"The 'Island of Jersey' Bedroom, provided through proceeds of concerts organised by Colonel H St Leger Wood, DSO", and:

“Second Lieutenant CFS Jeune, Grenadier Guards, presented by his mother, Lady St Helier”

Looking into the names I find that Christian Jeune was commissioned in 1901 and died in 1904. But curiously, Colonel Wood had been with Guernsey’s Militia in the early 1900s and was the AA&QMG, Guernsey District throughout the Great War, and one might wonder if money was collected in Guernsey paid for Jersey’s room? Whatever happened, the end result of the accommodation mattered more than rivalry between the Islands.

Faces Remembered



You could say that it was the luck of the Drafting Officer’s pen at the Depot. The chap on the right (with the red X on his chest) was Private Emile Alexandre Audrain, while the other lad was Private Henry Foard Werry. Both were 16 years old when this photograph was taken in 1910, and both clearly joined up together, in the Dorsetshire Regiment for their service numbers were 9219 for Henry and 9220 in Emile’s case. Emile would serve as a Drummer. But, when the time came at the Depot for them to be posted, Henry went to the regiment’s 2nd Battalion then at Poona in India, while Emile went to the 1st Battalion stationed in Belfast.

The Great War came, and by mid-August, the 1st Battalion were in France, as part of the 5th Division, and Emile would soon be facing the Germans. Henry’s progress would be more leisurely, but would take part in the landings at Fao with his Battalion and advancing into Mesopotamia until the force withdrew to Kut-el-Amara. There, he was taken prisoner on 29th April, 1916, during the surrender of the British and Indian force, and would die from malaria on 21st September that year. One assumes that Emile, meanwhile, was unscathed throughout the war and would continue to serve in the 1920s, although his elder brother Ernest Peter would be twice wounded and would die of those wounds in Manchester on 20th January, 1920.

Website Workings By Roger Frisby

After some six and more years of research, it is still somewhat surprising to find oneself add new names to the Rolls of Honour. Having had Horace Champion added as the first Jersey-American casualty, one might wonder if there were anymore Channel Islanders in the service of Uncle Sam that we should acknowledge. Following other research into the JEP of 1919, a second lady, Sister Elsie Gladstone has also been added.

Additions to the RoH apart, effort has been going on to amend existing information, and a further update to the JRoS should appear in the next month.

As can be seen from the front cover and mentioned earlier, we have received a set of photographs of the Basra Memorial. A number of Channel Island names are listed on it, and wherever possible, they have been identified in the pictures and added to the relevant page. It has not been easy. As can be seen by just a few of the original 164 pictures that appear in the photo album on page XX, the Memorial is in a poor condition. It is not the result of vandalism as far as can be judged, rather that the political situation, for many years, has been such that the CWGC sadly could not look after it effectively.

Caernarfon Castle

It seems light years away since I delivered my talk on Coutart de Butts Taylor at Caernarfon. As I had mentioned in the last Journal, the talk was a little over-long and too detailed, and I put this down to emphasising the peripheral material more than I should have. Others may have a different view, but in explaining something that is CI-related, an audience based in the UK may not appreciate the nuances associated with the Jersey Militia as an example. I felt that I had to address that.

Rather than start with “He was born on...”, I dived straight in to the Foret de Mormal on 4th November, 1918, proceeding to his burial in Brighton, and only then cutting back to his birth. This was probably not a good idea as it introduced repetition with the frequent use of “As I mentioned earlier...”. But, there were a number of pluses since his story is getting more widely known and I was able to handle the silver kettle. All in all, one must consider that his apparently complicated life was going to be a complicated story to get over.

In connection with this, the regimental journal for the Welch Regiment (which today is an amalgamation of a number of Welsh regiments including the RWF) carried an item on Coutart put together by the Museum, but based upon my research, while, in Jersey, the St Lawrence magazine “Les Laurentins” carried a two part article on him also.

Out and About

Looking Back: Trips to Jersey, Liverpool and Kew by myself took place and are covered elsewhere.

Ian Ronayne has given talks on Jersey’s Great War to the CI Family History Society, La Société Jersiaise as well as Haut Vallée and La Rocquier Schools.

Looking Ahead: As mentioned in the last Journal, Ian will be presenting a short course on Jersey and the Great War in the 2011 (numbered GJ2H01), at Highlands College in Jersey, and the details are as follows:

Dates: 20th and 27th January, 3rd February (3 periods)
Timings: 19.00 – 21.00 hours
Cost: £38.00

The application form can be obtained on-line from: <http://www.highlands.ac.uk> or by calling in at the College.

An appearance by Ian in front of the St John's Women's Institute is also planned for January.

Odds and Ends

Administrative Matters: Nothing of note.

Jersey Prisoner of War Camp Memorabilia: A beautiful piece of inlaid carpentry produced at Blanches Banques in around 1917.



It appears to have been made by a Kurt Meyer and had been in the possession of a Staff Officer at the Headquarters of Jersey District, a Major Francis Emberton of the RAOC, but now owned by his great grandson in South Africa. Information is emerging at the time of writing this, but it is hoped that the next Journal can carry more detail.

Imperial War Museum: The IWM has recently embarked on a development programme that, amongst other items, will see the redevelopment of the Great War galleries to be open as from 2014 with other work completed by 2019.



A feature that has been added in the last year is the "Explore History Centre". This is a large room where anyone can drop in and immediately access parts of the Museum's vast collection of digitised photos, film, sound recordings, documents, art, ephemera and books. I had a quick browse during my recent visit, and was impressed with the number of computer VDUs and the range of books. It is very much a place where people could loose themselves for days!

Survivors in on War, Casualties the Next: Those who live in Jersey will have seen the animated Roll of Honour display that appeared in the De Gruchy's store window in King's Street during Remembrance week. Following discussions with the Town Hall staff who were behind the project, we have undertaken to validate their current

Great War list of names, which in any case, was based upon our input to the JEP for their Remembrance week pull out in 2008. Furthermore, they will receive updates as we find new names the future. The initial exercise will take place from mid-January, and we already have their data. However, we also have their list of WW2 names, and it is evident from a small sample that there are included a number of men who also served in the Great War, and particularly in the RN. Resulting from this work, I hope to produce a more comprehensive list of Jerseymen in the near future.

In the Bag: Going through the 1919 JEPs recently I picked up on an article about a reception given to returning POWs in January of that year. Work is continuing to identify all the people, but I will look to update the list published in Journal 32. This update will also include an RAF pilot, Harold Lowther Le Roy who came down, apparently on a bombing raid.

Unseen Photographs from 1916 By Max Harrison: Three more pictures from the photograph album of Captain James Bently Walters can be found on page XX. I will try to add a final batch in the next Journal.

CWGC Non-Commemorations: A submission for Sergeant Lionel H Logan, RAMC was sent to the CWGC in early-November, but it is too early to have had a reply. Sgt Logan died in February, 1918 while working at St Dunstan's Hostel in London, and is thought to be buried at Kensal Green.

Another Jersey name not commemorated is Gunner Herbert H Cudlipp, RGA. We now have, it is hoped, sufficient material to make a case, and this will be sent to the CWGC in the next week or so. Gnr Cudlipp died in Jersey in June 1919 from TB, not long after demobilisation, and is buried at Macpela Cemetery in St John.

The name of Major John Dustan, RMLI is now on the CWGC Register. Several other cases remain outstanding.

Richard AB Henry/Filgate: Research into Richard Filgate's service record shows that he applied to resign his commission as he was increasingly troubled by arthritis through an old hip injury incurred while foxhunting.



His brother Robert Clive Bolton Henry (pictured left) attended Victoria College at the same time (1887-1892) as Richard did, but was sadly killed at the Battle of Colenso in December 1899 while serving as a Second Lieutenant with the Royal Dublin Fusiliers. Looking at this picture and that of Richard in the last Journal, the faces are strikingly similar. Were they twins? Some research is also going into a Captain Thomas W Filgate who is buried at Noeux-Les-Mines Communal Cemetery, since he was clearly related to Richard Henry/Filgate through marriage.

St Helier Baptism Records: The appearance of these records on the web is proving highly useful in identifying men that we have not previously found during our research. The latest name that needs to be added to the JROH is a Jersey-

Australian, Private Charles Lewis Veage killed at Gallipoli. Hopefully I'd managed to photograph his name on the Lone Pine Memorial last year.

A Memorial to the Jersey Contingent: With the help of a local monumental mason in Jersey, a Jodie Hingston who is the grandson of Alfred Hingston, Ian Ronayne is looking to have a memorial erected at the harbour in Jersey. Hopefully we will have more detail in the next Journal.

Enfin

Well, that is it for another year.

I hope that you have found this Journal interesting and, as ever, my plea is for those excellent articles to continue flowing in during 2011.

Regards
Barrie H Bertram
15th December, 2010

Journal Issue Dates For 2011

The planned issue dates for 2011 are shown below:

Issue	Month	Articles To BB	Posted Web/Mail
36	February 2011	10 th	15 th
37	April 2011	10 th	15 th
38	June 2011	10 th	15 th
39	August 2011	10 th	15 th
40	October 2011	10 th	15 th
41	December 2011	10 th	15 th

As in previous years I will advise if there are any changes for individual issues as publication dates approach.

Looking ahead, February's production schedule may be a little tight as the plumber, decorator and carpet layer (hopefully in that order!) are scheduled to be in, *chez nous*, during the preceding four weeks.

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Winning is achieved in two ways, a bloody victory through assaults driving your opponent from one of their trench sectors, or secondly by the eroding of morale from the constant pounding of artillery, gas attacks and machine gun fire on the trenchzone front.

The game encourages a commander to plan strategically, however commanders will have to alter their battle plans as resources become available through placement of cards into a sector or as a result of your opponent's actions.

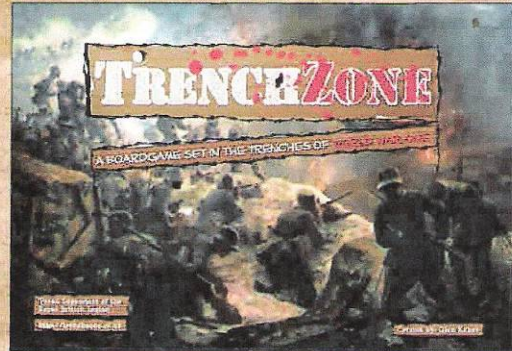
After your initial set up of Artillery Positions, Pillboxes, Barbed Wire and Squads, your sectors are reinforced or reduced by your orders or your opponents actions in each sector.

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Who will advance to victory?

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Created By: Glen Kehoe
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- 10 x10 strength squads
 - 20 x5 strength squads
 - 20 x 1 strength squads
 - 6 Artillery Positions
 - 12 Pill Boxes
 - 6 MG Positions
 - 10 Wire sections
 - 1 Mud token
 - 4 Gas tokens
 - 1 Victory token



Age: 14+
Players: 2
Duration: 45-60 min's
Box size: Bookshelf
Case Size: 16

Available Now

We do not normally carry advertising, but Jerseyman Glen Kehoe has contacted the Group regarding the "Trenchzone" board game that he has developed. For those who are into wargaming, orders are via the website: www.trenchzone.co.uk.

The item costs £29.99 while shipping costs are:

UK - £4.90, Europe - £9.43, USA and Rest of World - £22.48

The First Canadian Contingent

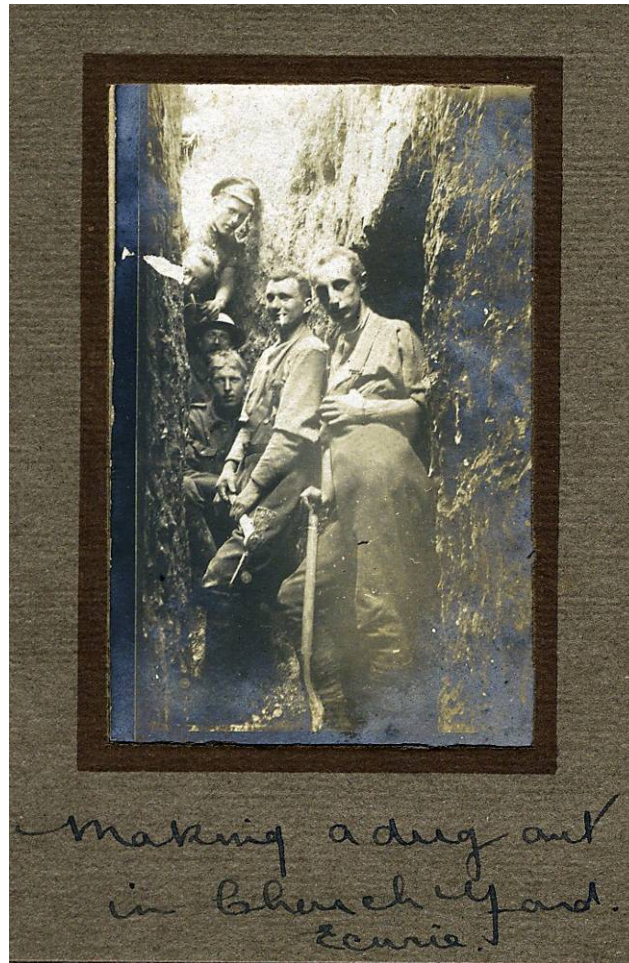
Unit	No. From	No. To	Officers	Men
First Canadian Contingent				
Divisional Headquarters			41	
Subordinate Headquarter Staff	1801	1900		111
1st Infantry Brigade				
Headquarters	6001	6024	6	29
1st Battalion (Ontario) Regiment	6101	7246	46	1032
2nd Battalion	7576	8661	45	1099
3rd Battalion (Toronto) Regiment	9051	10217	44	1113
4th Battalion	10526	11640	44	1105
2nd Infantry Brigade (Western Canada)				
Headquarters	12001	12023	7	26
5th Battalion	12601	13817	45	1102
6th Battalion	14409	15569	43	1116
7th Battalion	16201	17292	47	1164
8th Battalion	1	1674	43	1090
3rd Infantry Brigade				
Headquarters	29900	29920	8	30
13th Battalion	24001	25122	45	1117
14th Battalion	25501	26648	46	1091
15th Battalion	27001	28111	43	1108
16th Battalion	28501	29613	47	1110
4th Infantry Brigade				
Headquarters	19476	19500	7	31
9th Battalion	18001	19465	43	1108
10th Battalion	19576	20924	44	1069
11th Battalion	21054	22182	45	1130
12th Battalion	22526	23733	45	1022
Unbrigaded				
17th Infantry Battalion	46001	47423	39	804
Princess Patricia's Canadian LI	1	1801	29	1057
Divisional Signal Company	5601	5807	12	192
Divisional Cavalry	1901	2095	8	172
Divisional Cyclist Company	2114	2200	5	88
Royal Canadian Dragoons	1	953	31	558
Lord Strathcona's Horse (RC)	1517	2886	32	540
Divisional Artillery				
Headquarters	40001	40022	7	19
1st Arty Bde and Ammn Column	40050	40929	30	861
2nd Canadian Fd Arty Bde				
Brigade Staff	41631	41669	6	43
4th Battery	41205	41406	5	186
5th Battery	41001	41200	6	199
6th Battery	41421	41614	6	195
Ammunition Column	41701	41908	5	206
3rd Canadian Fd Arty Bde				
Brigade Staff	42001	42039	8	44
7th Battery	42040	42234	5	193
8th Battery	42235	42422	6	188
9th Battery	) 42423	42618	7	270
	) 42775	42846		
Ammunition Column	42619	42774	3	155
No 1 Heavy Battery CFA	43010	43222	7	202

Unit	No. From	No. To	Officers	Men
Royal Canadian Horse Artillery				
Headquarters)	1531	6271	5	13
A Battery)	Incl. above	Incl. above	7	231
B Battery)	Incl. above	Incl. above	7	232
Divisional Engineers				
Headquarters	5581	5590	7	11
1st Field Company	5001	5240	9	238
2nd Field Company	5301	5557	8	234
3rd Field Company	45001	45236	15	234
Divisional Train				
Headquarters Staff	33687	33690	7	4
Headquarters Company	30001	30165	6	158
2nd Company	30167	30252	5	85
3rd Company	30256	30337	5	83
4th Company)	30346	30489	5	164
)	30881	30937		
Divisional Supply Column MT	36001	36279	7	262
Divisional Ammunition Column				
Headquarters	43501	43522	8	28
No 1 Section	43523	43661	4	150
No 2 Section	43662	43808	7	148
No 3 Section	43811	43947	5	137
No 4 Section	43956	44068	3	97
Divisional Ammunition Park				
Main	37001	37392	12	389
Artillery Details	37401	37480	2	77
No 1 Reserve Park	35301	35586	8	286
Depot Units of Supply, Canadian ASC				
No 1 Section	30600	30628	1	27
No 2 Section	30650	30662	1	12
No 3 Section	30700	30728	1	28
No 4 Section)	30750	30762	1	28
)	30663	30677		
Railway Supply Detachment	30850	30934	1	61
Medical Services				
No 1 Field Ambulance)	32701	33497	13	256
No 2 Field Ambulance)	Incl. above	Incl. above	5	127
No 3 Field Ambulance)	Incl. above	Incl. above	12	260
Clearing Hospital	33801	33879	11	79
No 1 General Hospital)	34401	34550	28	157
)	50001	50009		
No 2 General Hospital	34551	34685	24	135
No 1 Stationary Hospital	34101	34188	10	78
No 2 Stationary Hospital	34251	34341	10	93
Advanced Depot Medical Stores	33301	33340	10	47
Canadian Army Veterinary Corps				
No 1 Section	48501	48613	2	113
No 2 Section	48701	48814	2	111
Canadian Mobile Veterinary Section)	34701	34733		
)	Incl. above	Incl. above	1	12
No 2 Section)	Incl. above	Incl. above	1	11
Canadian Base Veterinary Supply Depot)	Incl. above	Incl. above	1	8
Remount Depot	49001	49119	10	90

Unit	No. From	No. To	Officers	Men
Auto Machine Gun Brigade No 1	45501	45654	8	131
Base Pay Depot Unit	) 35001	35016	2	7
Pay and Record Office, London	) Incl. above	Incl. above	6	8
Canadian Ordnance Corps	34801	34812	0	11
Postal Detachment	35201	35216	2	14
Nursing Services	None	None	4	100
<u>Total Strength</u>			1350	29240



The Basra Memorial, 2010



It seems that "Our Modern Dwelling" floats on mud, while few of us would wish to be "Making a dugout in Churchyard, Ecurie"! They certainly need to go down some 10 feet or more so that neighbours, quiet as they might be, would not keep dropping in! His chum Roy Franks, pictured right, survived the war as did James Walters.