

# CHANNEL ISLANDS GREAT WAR STUDY GROUP



**Le Défilé de la Victoire – 14 Juillet 1919**

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Hello All

It will not have escaped the notice of many of us that the month of July, 2009, with the deaths of three old gentlemen, saw human bonds being broken with the Great War. This is not a place for obituaries, collectively the UK's national press has done that task more adequately (and internationally, I suspect likewise for New Zealand, the USA and the other protagonists of that War), but it is in a way sad that they have died.

Harry Patch and Henry Allingham could recount events from the battles at Jutland and Passchendaele, and their recollections have, in recent years, served to educate youngsters about the horrors of war, and yet? With age, memory can play tricks, and the facts of the past can be modified to suit the beliefs of the present. For example, Harry Patch is noted as having become a pacifist, and to exemplify that, he stated that he had wounded, rather than killed, a German who was charging Harry's machine gun crew with rifle and bayonet, by Harry firing his Colt revolver. I wonder? My personal experience in the latter years of my military career, having a Browning pistol as my issued weapon, was that the only way I could have accurately hit a barn door was by throwing the pistol at it! Given the mud and the filth, the clamour and the noise, the fear, a well aimed shot designed solely to 'wing' an enemy does seem remarkable. However, his experiences and those of Henry's, should never be diminished, and indeed, we can see a mirror of those with the war in Afghanistan raging today, even though the clarity of purpose in the latter has become fuzzy.

I mentioned three old gentlemen, and I also refer to the second Earl Haig, George the son of Sir Douglas Haig. His experience of war came from WW2 and not the Great War, having been born in March, 1918. Yet, he had other battles, namely with those who saw Haig as the chief donkey among those donkeys who lead the lions of the British Army. Having met him a few years ago, it was apparent that he had appreciated the more balanced view of his father's career that was re-emerging. With his father dying in 1928, he would have had limited childhood memories of the great man, not least because Haig *père* was active in post-war commemoration events the length and breadth of the UK, and the Haig Fund. One wonders also, given Haig's legendary inability at being articulate, whether the young George gleaned much at his father's knee. Sadly, Haig made mistakes, but there was success also, yet he could never be regarded as a great military commander, the demands of his role would have been too much a Wellington, a Marlborough, or indeed, a Montgomery!

A few years ago the Earl succeeded in earning the ire of some nonentity of a Labour MP when the former criticised the pardoning of the 306 "Shot at Dawn" men, pointing out that some were murderers, cowards and rogues. Sadly, this was true, but with the passage of time, possibly better left unsaid. But there is another side of the coin where the deaths of all 306 are often laid at Haig's door, even though some took place before he became C-in-C of the BEF in late 1915, and others were in theatres such as Salonika, for which Haig did not have command responsibility! The focus of the campaigners for pardon were those 306 men, they tended to ignore the 3,000 plus whose death sentences were commuted by Haig and his fellow C-in-Cs.

Turning to this Issue of the Journal, there is again a mixture of articles, including an account by Liz Walton of the opening of the Royal Guernsey Light Infantry Museum at Castle Cornet. I must confess that when she advised in an E-Mail that Eddie had

carried out the official opening, I had thought that she had meant Group member Eddie Parks of BBC Guernsey and Diex Aix fame. The photographs told a different tale however, but I am still sure that 'our' Eddie is far more illustrious. I've ventured onto the high seas to look at the little known fate of Jersey's first Merchant Navy death during the Great War, while Peter Tabb with a couple of his book reviews, tells one all they need to know without having to buy the book!

There is more beside, and it is hoped that there will be much of interest for all. My own experience has shown that there are always surprises around the corner, and even an insignificant item can unlock a greater puzzle.

### **This Month's Cover Le Défilé de la Victoire – 14 Juillet 1919**



Having looked at July, 2009, it somehow seems appropriate to look at July ninety years ago, when, with the Treaty of Versailles having been signed on 28<sup>th</sup> June, the Allies would hold a Victory Parade through Paris on Bastille Day. The French and its colonies were well represented as was the British Empire and the USA. But, there were the Belgians, Japanese, Chinese and Portuguese also. The postcard that adorns the cover does scant justice to the miles of marching soldiers with flags flying and bayonets fixed, the horses invariably ridden by generals complete with drawn swords and the odd tank or two thrown in amongst the artillery pieces.

If *le Parisien* wanted to see a repeat performance, then he would have been able to join the throng of Londoners who would have been similarly treated on the 19<sup>th</sup> or *le Bruxellois* on the 21<sup>st</sup> July. July, 1919 seemed to be the month that was set aside for these large parades, and one suspects that some of the parading troops from a number of nations were moved from A to B to C as a job lot!

I have a 13 Volumes set (in excellent condition) of "The Great War" edited by HW Wilson, and the London parade features in the final Volume, but not so the parades in Paris and Brussels. But, holidaying in France this June, I picked up a current copy of the French quarterly\* magazine "14-18: Le magazine de la Grande Guerre" which retails at 9.90 Euros. Accompanying it was a DVD that contained 30 and 10 minutes respectively, of edited film footage showing the parades in Paris and Brussels. Although it is in B&W (obviously) the DVD certainly conveys the scale of the occasions, and is well assembled from some 4 hours plus of original filming. Haig, Pershing, Foch, Joffre, "Butcher" Mangin and many of the others are seen riding by, while Admiral Ronarc'h was to be seen marching at the front of his Brigade of Marine Fusiliers, he and many of his men being Breton.

If and when you next go to France, do look out for the "14-18" magazine, it tends to be quite informative and although not Anglo-centric, it occasionally carries articles related to British actions as can be seen from the Somme issue illustrated above. If back-numbers are required, especially those with the DVDs, the Historial de la Grande Guerre at Peronne generally carries a broad range of the issues from the very first one.

\* In its early days it was issued six times per year.

**Opening of the Royal Guernsey Light Infantry  
Regimental Museum on 6<sup>th</sup> July, 2009  
By Liz Walton**



Mark Bougourd and I had the privilege of being invited to the opening of the new RGLI Regimental Museum in the Middle Ward of Castle Cornet in a building next to the 201 Squadron, Royal Air Force Museum, which also contains information about the Great War. The opening ceremony, which took place on the afternoon of Monday 6<sup>th</sup> July, was performed by the Earl and Countess of Wessex who were on a two day visit to the Bailiwick. It was a lovely sunny day but blowing a brisk Force 6, so it was a good job that the dress code did not include hats! However we both turned out in our best bib and tucker to represent the group.

The ceremony itself was brief and informal. The castle continued to be open to visitors as normal but with a section of the Middle Ward reserved for invited guests. The arrival of the Earl and Countess was marked by the firing of the noonday gun (at about three in the afternoon!). They then strolled up to the Middle Ward accompanied by Deputy Mike O'Hara, Minister of the Culture and Leisure department and were taken into the museum for a brief tour by Dr Jason Monaghan, Director of the Guernsey Museum Service. They then emerged to unveil a commemorative plaque which had been covered with a replica of the Regimental Colours. They were then introduced to guests including Matt Harvey, curator of the Social History section of the Museum service who was largely responsible for putting together the exhibition, before the Earl wandered off to chat to tourists who had gathered in the area.



After the Royal party moved off, Mark and I were in the very first group of “civilians” to enter the new museum. It occupies the ground floor of the old hospital building, and the upstairs is currently being renovated and will house a new Militia museum. The museum covers quite a small area, but is packed with exhibits, information and audio visual equipment. A few items, such as the recordings of war songs and extracts from diaries will be recognised by those who visited the Cambrai exhibition but much of the material has not been seen for a long time and certainly has not been displayed as well as it is now. There are dioramas containing figures modelled from photographs of officers and men of the RGLI, pull out storyboards with newspaper headlines of the day, and the story of the Regiment is told in interpretation panels along each showcase. The cases themselves are lit by fibre optics which means that there are no actual lights in the cases, so no heat or ultraviolet emissions which could damage the items displayed.

The cases contain a wide range of items from weaponry and uniforms to the jacket and rosettes worn by Joey the donkey, the regimental mascot. In the final section are drawers containing medals won by RGLI members, and they are displayed with photographs of the men and information about them. Facing these are two computer terminals, one containing the museum’s collection of photographs relating to the RGLI and the other linked to a list of websites such as the Western Front Association, the Commonwealth War Graves Commission...and the Channel Islands Great War Study group. They can be browsed by means of a touch screen menu, so I was able to help Deputy Francis Quinn to find his father’s page on the Guernsey Roll of Honour.

All in all it was a pleasant afternoon. We were not able to spend more than a few minutes in the museum as they were only allowing fifteen people in at a time, but we both intend to return in the near future to have a proper look round.



## Fromelles (Journal 26) – An Update

The article on Fromelles in the last Journal discussed the likelihood of 635 Sergeant Chester Cecil Church, 30<sup>th</sup> Infantry Battalion, AIF as being among the 400 or so men whose remains are being recovered from the burial pits at Pheasant Wood. It is clear from reports on the CWGC Fromelles website that good progress is being made with the recovery of the remains. However, what of the search to locate descendants and relatives of those men, and in particular from our viewpoint, of Chester Church?



In response to that, I thought that I would have a go at some investigative work to see what could be discovered, starting off with the Grasshopper Hotel and FG Aplin. Try as I might, the web was not coming up with answers, and it was a case of referring the dilemma to my good lady. Noting that FG Aplin's address was simply stated as the Grasshopper Hotel, she surmised that it must have been sufficiently well known to the College and, *ergo*, must be in Jersey. A couple of questions to Anna Baghiani the following morning was quickly answered by ten pages of previous research from 1980 that confirmed the Hotel's existence in Jersey, and a very impressive building it was at 3 Mulcaster Street, as well as the fact that Frederick George Aplin was its manager, working for the proprietor, a Miss Catherine Flowers.

Given that I knew what the FG stood for and that the CWGC had stated that Susannah Louisa Church's maiden name was Aplin, further web searches were still not proving successful. Frederick and Susannah had to be either siblings or cousins, or so the thought process went.



**Grasshopper Hotel Letterhead**

One week later, with nothing found, it was time to take a different tack and to implement the nuclear option, Genes Reunited! Within a few minutes I had found a Chester Church, born in Brisbane in 1891, a promising start I had thought, and a Frederick Aplin, both on the family tree of one person. I felt that I was on the right track, even though I had not located Susannah Aplin.

Contact was made with the tree's owner, a lady in New South Wales, Australia, and two things emerged:

- First, there had been recent contact with the Australian military authorities regarding Chester, and in due course, she will be providing a DNA sample

- Second, I was given access to her family tree that, like peeling an onion, has helped in clarifying the Aplin, Church and, now, the Flowers connections.

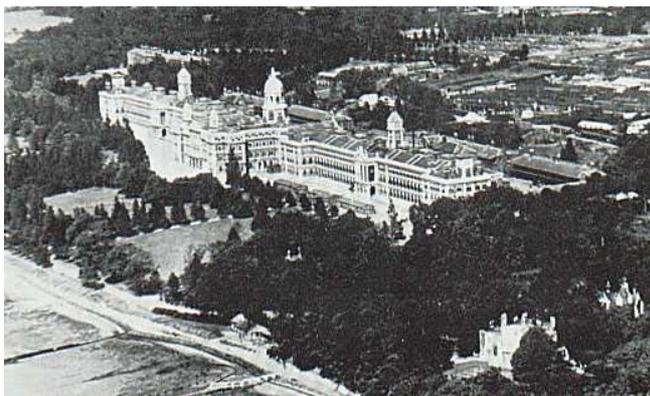
While I was a little disappointed at coming a close second as the bearer of news with regards to Fromelles, I was still pleased that the identification of his remains is now more likely. However, in addition to Australian Archive, CWGC and SDGW material, the family information that I was allowed access to proved to be very useful in understanding how I had struggled before going nuclear! I'll summarise the key points below:

1. Augustus Mark Church was born in England in 1846
2. Susannah's maiden name was Flowers, and she was born in Portsmouth in 1855, and Catherine was her younger sister
3. Augustus and Susannah married in Lambeth in 1882
4. Their first son, Theodore Mark was born in 1886\*
5. Their second son, Chester Cecil was born in Brisbane in 1891
6. Augustus died in Brisbane in 1893
7. Susannah married Frederick Aplin in Sydney in 1895
8. Chester went to Victoria College in 1904
9. Theodore joined the East Surrey's between 1905 and 1908 in Jersey
10. Susannah and Chester returned to Australia in 1909/1910\*\*
11. Theodore died in 1915 at Southampton

\* SDGW records lists Theodore as being born in Portsmouth, family accounts and his headstone (see below) state Brisbane.

\*\* Family accounts state that Frederick returned to Australia at the same time, but Theodore's headstone indicates that he was in Southampton in 1915.

So, as can be seen from the revised set of information, it was clear that the CWGC had got it wrong! However, that is very unfair to them, for there was no way that they or the Australian authorities could have deduced the Flowers maiden name from the service files.



Turning to Theodore, he is buried in the Netley Military Cemetery, which was attached to the Royal Victoria Hospital (see left). Some will recall seeing it in the good old days of the CI mail boats making their way up Southampton Water, before the building was demolished in 1966. We did not have a photo of his headstone, but I have a chum who lives nearby who was asked to go.

He told me during the course of a few E-Mails that he had: *"...been to the cemetery before but not for a long time. As boys we would also go there to try and see the 'Grey Lady' that reputedly haunts the Hospital and grounds. These visits were at night of course and with various of us jumping out from behind trees etc we were mostly scared enough even without a visit from the 'Grey Lady'!"* But, as it was to be a daylight visit, it posed no problem for him this time! Anyway, his wife went too!

The first surprise on seeing the photos of his headstone is the fact that it was privately erected as opposed to the majority of the others there, although there appear to be two more on the right hand edge of the photo. However, what was even more of a surprise was that it had been “Erected by his Stepfather FG Aplin of Portswood Southampton”. There was also a discrepancy in the date of death. Whereas the CWGC and SDGW records it as 2<sup>nd</sup> April, 1915, the stones states the 22<sup>nd</sup> March. One interesting aspect is that he was referred to as a “Marconi Operator”, and he had belonged to the Reserve Signal Depot, located at Aldershot, he may have been undergoing training. Given that Aldershot had a large military hospital, why was Theodore buried at Netley, unless he had died at Frederick’s home?



I fear that I’ve again ventured too far into the realms of family history, but in Chester’s case it was needed to discover living descendants, and a by-product was establishing a link to Theodore that might have only been guessed at previously. Chester’s service file carries letters from Susannah that recounted financial difficulties and lack of support on Chester’s death, yet, her husband appears to have been alive at that time, half a world away, and caring sufficiently about his other stepson to pay for the headstone. Contradictions! Returning to the start of the story, namely the burial pits, it is hoped that the DNA from my new contact will help in the identification of his remains, if this is required. By this time next year, we will know for certain whether Chester has been found!

### **1916 Trench nominated for Construction Award**

That a trench designed and constructed in accordance with the requirements laid down by the General Staff in 1916 should be nominated for a 2009 construction industry award is a little unusual, not to say unheard of. Nevertheless the trench conceived by Jersey historians Peter Tabb and Howard Baker to commemorate the 90<sup>th</sup> anniversary of the end of the Great War featured among the nominations at the recent 2009 Jersey Construction Awards.

Generously sponsored, these awards recognise excellence in a variety of skills and endeavour within the Jersey construction industry. Among the nominees for a special community award was Jersey building contractor Geomarine Limited who had excavated the trench at no cost and as well as complying with the requirements

of the General Staff, managing director Simon Boarder and his team, had to comply with the stringent requirements (since the public would have access to the trench) with modern health and safety regulations. Although the Health and Safety (H&S) executives were extremely helpful, their involvement did cause one participant to venture the view that had H&S existed in 1914 no-one would have had time to fight a war!

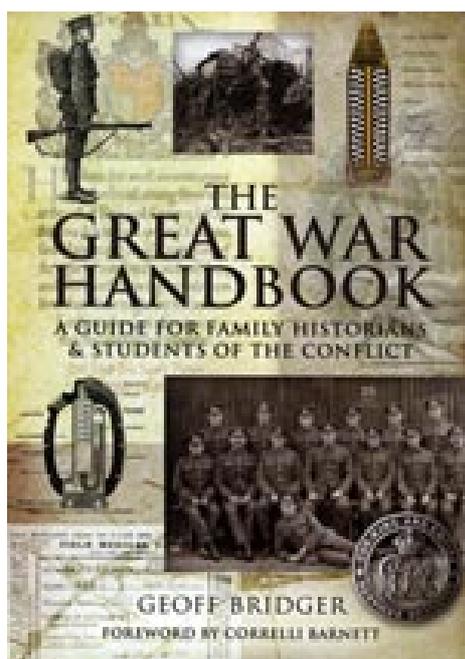
Although nominated Simon and his team did not win the award – it going to another builder who had created a children’s playground – a good time was had by all at the presentations!  
(From a recent press release – Peter Tabb)

**Trenches at Samarés 2008**  
**Therese Tabb**  
**November 2008**



I stand in a field at Samarés,  
Far, far away from the Somme.  
I hear the sound of shells exploding,  
I see the smoke swirling around.  
Brave boys going over the top -  
Boys of a world of iPods and  
mobiles;  
Ninety years ago that world was so  
different.  
Marching and laughing, eager and  
young –  
“Come on! Let’s go!  
We’ll be home by Christmas!”  
I think of that time long gone,  
Give thanks for their sacrifice –  
Give thanks that my son grew up  
Far from the futility of the Somme.

**Book Reviews**



**The Great War Handbook, A Guide for Family  
Historians and Students of the Conflict**  
**by Geoff Bridger**  
**Pen and Sword Books, Barnsley, 2009.**  
**Review by Liz Walton**

The author, Geoff Bridger, is a former Chairman of the Sussex Branch of the Western Front Association, and has published many articles on different aspects of the Great War. He is also editor of the “Soldiers Died” CD. However he notes in his introduction to *The Great War Handbook* that “This book is not another history of the Great War...it is primarily designed to answer many of the basic questions newcomers, and indeed experienced historians, often ask when confronted by this enormous and challenging subject”.

It is a relatively small book- 233 pages, A5 size, but is concisely written and the material is well organised and indexed. It starts with a 52 page prologue and

overview of the war, containing maps, tables, cartoons and photos, and covering the background to the war and what was going on in the main countries concerned. As well as giving information on the British Army, it looks at the Royal and Merchant Navies, the Air Services, areas not involving British Forces, attacks on Britain and the aftermath of the war. Because of the range of subjects none is covered in depth. The focus is on facts and figures, but with enough narrative to save it from being just a collection of dry tables.

The section on the Army also focuses on facts and figures, and covers the structure of the British Army in 1914, enlistment, definitions of Army formations (something that I as a non-military person found very useful) , campaign medals and entitlement and an explanation of the Regimental numbering system - again something that I hadn't previously understood. It is all explained clearly and concisely in terms understandable to the layman. The next chapter deals with the New Army, and covers attestation, over and under age enlistment and aliases, pay and allotment, uniform, identity discs and even marching times and distances. I found all of this fascinating because they are things that I had come across and taken for granted without knowing the details.

Chapter 4 looks at trenches – how they were constructed, elements such as barbed wire, duckboards, dugouts - even latrines are discussed here and again the explanations are clear and simple without overuse of “technical” language. Chapter 5 is more general, looking at “A Soldier’s Life: What It Was Like”. It covers getting to the Front, battles and trench raids, rotation of duties, trench life, letters and parcels, rations, pay, discipline and desertion, billets, estaminets and religious services. It focuses throughout on the day to day life of the ordinary soldier, finishing with how you could leave the Army honourably and alive!

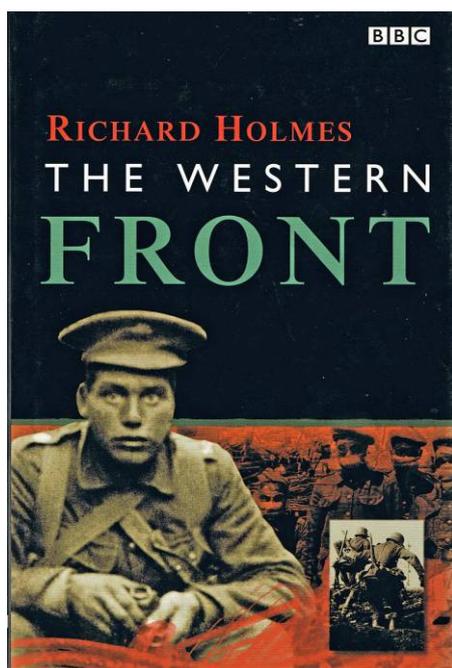
Chapter 6 deals with weapons and looks at the range of guns and other weapons used in the Great War. Each type is described in some detail, and there are several illustrations as well as a table showing the weight and range of some British Artillery pieces. This is followed by a chapter on “Death in its Many Forms”, which deals with categories of deaths and some of the main causes including executions. Again it is dealt with in a factual and non emotive style, primarily looking at data and definitions.

Chapter 8 then looks at Army Corps and includes units like the Labour Corps and the Tunnellers who are often overlooked in general histories. One of the Units dealt with here is the Royal Army Medical Corps, which then has a chapter devoted to its work. This covers wounds, initial treatment, the Field Ambulance system and Casualty Clearing Stations before moving on to look at ailments that afflicted the troops ranging from dysentery to dental problems. Self inflicted injuries and shell shock cases are also discussed.

Chapter 10 was for me perhaps the most interesting. Entitled “Interesting Facts, Definitions and Statistics” it looks at topics as wide ranging as armistice day fatalities, parachutes, German spies and their fate, Indian Army ranks and Army stores and provisions. It also contains some useful tables of statistics. Chapter 11 is entitled “A Guide to Visiting the Western Front battlefields” and, like the rest of the book, is concise and practical in tone. It suggests some maps and guide books that could be useful and also lists the main museums. There is also a chronological table of battles and engagements of the British Army on the Western Front. The final chapter, entitled “Research Sources and Tips” has useful information on interpreting

photographs and documents, including medal index cards and service records. It finishes with a piece of good advice: "... remember there is no such thing as perfect research and the ultimate answer. ...There is usually more to be discovered - keep researching and good luck!"

The book is priced at £19.99 but is available online for £14.99. It probably isn't a book that you would read straight through but for someone like me with little military knowledge it is a useful and interesting book to dip into when researching a particular topic. I would recommend it for anyone wanting to research an ancestor who served in the Great War but has little background knowledge but it is also an interesting and quirky book in its own right.



**The Western Front**  
**By Richard Holmes**  
**(BBC Worldwide Ltd - 1999)**  
**Review by Peter Tabb**

One of the travails involved in moving home is losing track of treasured possessions. In my case 'treasured possessions' tend to be books and DVDs and despite the rigorous clear-out that followed removing from a three-bedroom family house to a two bedroom apartment, I managed (despite the pleas of 'er-indoors) to keep my library more or less intact.

What I wasn't able to do was keep it intact in the same order; hence it has taken me nearly eighteen months to discover that at some time before moving I had purchased both the book and the videotapes of Richard Holmes' The Western Front.

Given the dozens if not hundreds of books that have been published about the minutiae of Great War, a history published a decade ago that purports to tell the tale in just over 200 pages might seem small beer given that other historians have managed to devote twice as many pages to individual actions.

Richard Holmes is Professor of Military and Security Studies at Cranfield University and is now as famous as a 'television' historian as he is a prolific author. I must declare an interest here – I am a fan. I like the way he presents history and I like the way he enthuses, sharing his passions with his readers and viewers. He is prolific enough to cause me to wonder just how he finds the time for all he does and still be a university professor but whatever his motivations and machinations I like the results.

For most people, the Great War was the Western Front; everything else was just a side show. The Front stretched from the Swiss border to the North Sea and it was along this bloody, muddy line that the majority of the nearly nine million British and Dominion soldiers who enlisted during the war served and where most of the 947,000 who were killed met their end.

Despite its comparative brevity the book explores in detail the complexities of the Western Front, highlighting the political, military and human elements of this bloody field of conflict.

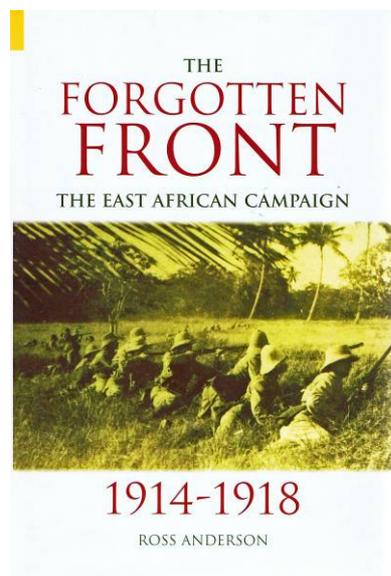
Richard Holmes has an easy style which is both authoritative and reader-friendly. He writes as, on television, he talks. He is credible and you never get the idea that he is voicing an opinion; he gives you the facts as they were. He takes a delight in detail – on television he rides a horse in the style of a cavalry officer (he is also a Colonel in the Territorial Army) and handles the Short Magazine Lee Enfield Mark 1 rifle with a familiarity that was only ever achieved by this author after months of training in the Victoria College CCF. He writes in the same way.

He starts the book's introduction with the phrase: "I am haunted by the Western Front..." And while declaring that his own family connection is thin (his father was a boy during the Great War), he had uncles who were transformed from living people to entries on casualty lists. An early experience of the Western Front saw him standing under the Menin Gate at Ypres while buglers of the local fire brigade sounded the Last Post, something they have done, and still do, since 11<sup>th</sup> November, 1929. I defy anyone who has shared the experience with the 55,000 names on the Menin Gate, to maintain a dry eye.

His history of the Western Front is contained in six chapters – Making the Front, Feeding the Front, Holding the Front, Commanding the Front, Enduring the Front and Breaking the Front. The chapter titled Holding the Front deals largely with the Battle of Verdun – in Holmes' view 'the most shocking of the Front's shocking battlefields' - while Commanding the Front features the Battle of the Somme – both clearly regarded by Richard Holmes as the key actions of the Great War.

He concludes the book with a summary to put the Western Front in the context of the war as a whole. Notwithstanding it is unlikely to change the long-standing view that the Great War was the Western Front.

I do not know which came first – the book or the video. It does not matter. They both serve the same purpose and complement each other, yet, as histories of the Western Front, also stand magnificently alone.



**THE FORGOTTEN FRONT**  
**THE EAST AFRICAN CAMPAIGN 1914-1918**  
**By Ross Anderson**  
**(Tempus Publishing Ltd – 2004)**  
**Review By Peter Tabb**

If proof were needed that the Western Front was not the Great War, then this book provides it. In East Africa the Great War began in August, 1914 and did not end until 13<sup>th</sup> November, 1918. Thus it lasted for as long as in Europe and was the largest conflict yet to take place on African soil.

Ross Anderson is a career soldier, having served for 26 years in the British and Canadian Armies and achieving the rank of Lieutenant-Colonel. His credentials as a historian stem from his PhD in History at the University

of Glasgow and while he has yet to achieve the celebrity status of Richard Holmes, he has produced a compelling and authoritative history which fellow Great War historian Hew Strachan avers 'fills an enormous gap in the literature of the First World War'. Longer than 'The Western Front', 'The Forgotten Front' runs to 300 pages.

Four empires and their subject peoples were engaged in a conflict that ranged from modern Kenya in the north to Mozambique in the south. While the Western Front stayed largely in the same place, the 'forgotten front' lurched from arid deserts through tropical jungles to mountain ranges, some of the most difficult terrain in the world over which to fight battles. The campaign combined heroic endeavour with appalling suffering, all sides employing 'natives' as soldiers and porters. While some were volunteers, most were simply conscripted to fight and die for empires about which few, if any, had loyalty and most would have been very glad to see the back of anyway.

It is probably no surprise that this particular front has languished in obscurity because of the grip the Western Front has on our vision of the Great War. That many of the battles were indecisive was largely the result of the undoubted military genius of the German commander for all of the conflict, Major-General Paul Emil von Lettow-Vorbeck. Whenever the various Allied commanders thought they had finally surrounded von Lettow-Vorbeck's forces and brought him to book, the wily Pomeranian always managed to slide out from under and pursue his war elsewhere.

Von Lettow-Vorbeck was, from the German point of view, very much the right man in the right place at the right time. Unusually for a German officer of the period he was widely travelled, having worked in Africa as an intelligence officer following the Boer War, in China at the time of the Boxer rebellion and in German South-West Africa suppressing the Herero revolt in 1904-05 where he was a company commander in the field. He spoke both French and English. He took command of the German forces in German East Africa at Dar-es-Salaam in January, 1914 (the then Tanganyika was part of Germany's African empire). Those who knew him described him as a highly professional officer, highly ambitious and exceptionally hard-working, charming and possessing impeccable manners. It was also noted that he also possessed exceptional single-mindedness, stubbornness and ruthlessness. It was perhaps these characteristics that determined that it was only on learning of the November, 1918 armistice that von Lettow-Vorbeck actually stopped fighting. When he returned to a Berlin that was riven with every extremity of political view after the perceived failure of the German armies and navies to achieve a decisive victory in Europe, he was given a hero's welcome.

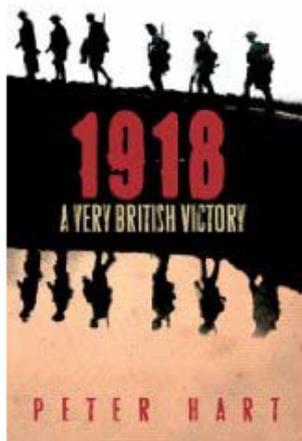
The significant British commanders in the region were Lieutenant General Jan Christian Smuts and various constantly changing Brigadiers but even their skills (Smuts honed his against the British during the Boer War) failed to trap, let alone defeat, the wily von Lettow-Vorbeck.

There were some British successes. The modern light cruiser SMS Königsberg was based in Dar-es-Salaam and posed a threat to Allied shipping along the east coast of Africa, a route guarded at somewhat long range by the Royal Navy's South Africa squadron. However after one or two successful commerce raising forays into the Indian Ocean, Königsberg sought refuge in the Rufiji delta, defying the Royal Navy to sail up the river and sink it. That is, eventually, precisely what the Royal Navy did,

bringing up two river monitors, HMS Severn and Mersey (which had to be towed to the river mouth so unsuited were they to making their own way across the seas) to use their 6 inch guns to reduce Konigsberg (which only mounted 4.1 inch guns) to scrap.

This is an intriguing book because the reader desperately wants some sort of conclusion but the war in Africa wasn't like that. Perhaps it is fitting that one of the few images of that conflict is *The African Queen*, the film starring Humphrey Bogart and Katherine Hepburn, which while based on an actual episode of the campaign, is still largely a work of fiction in order to give it the required degree of drama.

Ross Anderson's book is described as the first full-scale history of this neglected campaign. The book details the fighting and the strategic and political background and the differing viewpoints of the protagonists. In 2007 (some three years later) Edward Paice published *Tip and Run* (Weidenfield & Nicholson) which deals with exactly the same conflict (at even greater length and at greater depth) and in a way I am glad I read Ross Anderson's book first. For anyone who is not 'haunted by the Western Front', this front is a welcome and fascinating diversion.



**1918: A Very British Victory**  
**By Peter Hart**  
**Review by Barrie Bertram**

As many members know, I tend to be keen on Peter's books, having reviewed several already. I am sorry to say, that having read "1918", the word that describes my impression is 'disappointment', and some two months after having finished it, I don't think that I can put my finger on the reason. Let me say though, that there is a lot of good material, maps and illustrations. He sticks to the plot as far as the year's chronology goes, and as ever, he makes good use of survivors' accounts and his own words contribute perceptively. But?

The fiery 'Preface' indicated that he was going to 'stick it' to those authors and Great War critics who underrated British commanders, staff, strategy, tactics and military ability. He rightly said that they outperformed their opposite numbers on the German side, and stressed the much improved capability of the fighting troops, especially in the 'Hundred Days'. Seeing that number of one hundred, perhaps where the book goes wrong is in terms of its balance. If one discounts the front and back end material, the book is 506 pages long. Allowing for a scene setting chapter of around 22 pages, the reader is cast into the German's March Offensive for some 187 pages, only to be immediately mired with the Battles of the Lys and the Aisne for another 44 and 37 days in April and May respectively. If the sums are done, Peter had spent just over 55% of his book on just two of the eight months between March and November. It comes as no surprise that the next six months are galloped through, and perhaps my disappointment resulted from my hope that the 'Hundred Days' would enjoy far more cover!

Despite the foregoing criticism, the book does bring out some salient points. The first focuses on the choice of dates and battles that von Ludendorff faced. Indeed, he was almost spoilt for choice given that he had gained superiority with the number of divisions deployed on the Western Front. However, given that choice, he opted not

to press the British in the Ypres Salient in March, given the high water table and drainage considerations that had vexed the British the previous autumn. The railhead at Amiens thus became the strategic aim designed at dividing French from British forces.

To achieve this, storm troop tactics were developed and the “best and the brightest” of German troops were siphoned off from their units to form new groups designed to infiltrate British lines and to bypass and surround the strong-points being constructed as the British now switched to a policy of defence in depth. Unfortunately, the Germans were ready to attack before the British were ready to defend, and for the British the withdrawal became a retreat, which then nearly turned into a rout. For General Gough, this would mean a ticket home in due course!

The Germans were eventually checked by the Australians at Villers-Bretonneux, but, by then the difficulty of maintaining their logistic ‘tail’ was proving difficult for the Germans, while many would be distracted by British supply dumps containing food and other items that had long since vanished from German menus. The strategic intent would come to naught, and von Ludendorff had only achieved for himself a salient, a situation that would be repeated in subsequent attacks at the Lys, the Aisne and elsewhere thereby dissipating German strength.

The next point that comes out is in terms of planning and preparing for the ‘All Arms’ battle that took place at Amiens in August, 1918. But, the Generals and staff regarded as ineffective two years before now proved their worth, by putting together plans that placed more reliance on firepower than manpower. That awful phrase ‘Lessons Learnt’ seemed to have been relevant, as aircraft, artillery, tank and infantry were all coordinated as one. However, what was just as important, if not more so, was when to differentiate between ‘biting’ and ‘holding’ to allow the ‘tail’ to come up, and not to expend the manpower pointlessly.

Keeping the Germans off balance now became a feature of the campaign. A jab on the left here and then a prod on the right there were made easier by an overall direction of the War directed by Marshal Foch. Haig has been credited with making the suggestion of a ‘Generalissimo’, but it may be that he had unwittingly been manoeuvred into so doing by Premier Georges Clemenceau. Either way, it was a sensible suggestion that needed making regardless of the real instigator.

On the back foot, the Germans did not make the Allies’ job any easier, resolutely defending their withdrawal throughout, while for the British, Haig was now prepared to take risks that would not have been considered one or two years before. Peter Hart quotes that some 360,000 men out of a 1,200,000 BEF became casualties between August and November. This certainly outstrips the figures for the similar period at Passchendaele, and averaged out exceeds that of the 1916 Somme battles.

The Armistice arrived, and for many troops this was an anti-climax after months if not years of conflict. There is no doubt that the Germans were beaten in the fields of France and Flanders. But, as we know, it was easier for someone with toothbrush moustache to blame those at home, and not see the Germans as a beaten force. The reasons are more complex, the sea blockade for example restricting the raw materials necessary to prolong war. But, as Peter points out, given the loss of

experienced men in the previous four years, the British Army had become a highly professional force more than capable of dealing blows on the Germans.

Finally, I return to my initial comments regarding 'disappointment'. I wanted to learn far more of the 'Hundred Days', and I can only reiterate my concern about the book's balance. I quote verbatim a couple of sentences of Peter's: *"It is almost impossible to give a coherent narrative of the advances made on all fronts by the British, French and American Armies. Maps are no help; they show only a morass of arrows denoting the unrelenting assaults."* When his intent was to show a much improved British command, it did not come across adequately, and I feel that more time and space to develop that 'coherent narrative' of the British Army in the latter stages should have been expended.

### John Le Masurier Jersey's First Merchant Navy Casualty in the Great War

**Introduction:** With the benefit of "20/20" hindsight ninety years after the production of Jersey's Roll of Honour and Service, and knowing that the Roll is error strewn, it is still somewhat of a surprise to discover that John Le Masurier's entry was incomplete in terms of no ship being recorded, and that his date of death was out by a week, i.e. the 1<sup>st</sup> December, 1914. There was no help from the CWGC either, as he is another "Non-Commemoration". But, for some time it had been shown on our website that he was lost on the SS Vedra, a fact that was probably established from the microfiche Evening Posts held in the Jersey Library, a few years ago, while further investigation had been deferred.

**THE NEWS, SATURDAY, DECEMBER 12, 1914.**

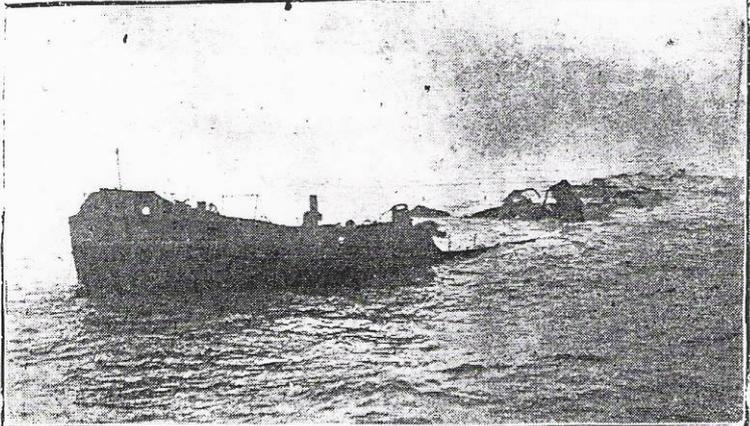
# HOLOCAUST OFF WALNEY

Horrible Deaths of 34 Men.

## OIL TANK SHIP IN FLAMES.

Fighting 6,000 Tons of Ignited Benzine.

DASH THROUGH FIRE TO SAFETY. TWO OUT OF 36 SAVED.



**SOME OF THE CREW.**  
Mr. Dixon said that the whole of the crew were British. From memory he enumerated the following who were aboard the vessel:—  
Captain Brewster; first mate Pollitt, of Talbot-road, South Shields; second mate Measurer, of the Channel Isles; third mate Davis of Wales; chief engineer Evans of Sunderland; second engineer McLaughlan; third engineer McGibbon, of Belfast; the fourth engineer was himself. Speaking generally the crew belonged to London.

**THOUGHTFUL ACTIONS, BUT—ALAS!**  
Commander Bissett, harbour master at Barrow, was early on the scene directing affairs, and sent two tugs to the rescue, whilst he himself roused the people at the Sailors' Home, and asked them to make up beds and provide food and warm comforts for the men as soon as they were got off the ship. Thus everything in the way of assistance was rendered, and all thoughtful help provided, though unavailing.

**THE SIGHT FROM BLACKPOOL.**  
A Blackpool correspondent wired:—The greatest excitement prevailed in the early hours of the morning at Blackpool by the spectacle of a ship on fire. The lights were first seen in a north-westerly direction between three and four o'clock. Night workers informed the police, and telephone communication was opened up with Fleetwood. The information vouchsafed from there was that the vessel then blazing fiercely was at the point on the edge of Lune Deeps, between Fleetwood and Barrow, and that assistance had been despatched from Fleetwood and Barrow.

**LIFEBOAT'S INEFFECTUAL MISSION.**  
The Press Association's Fleetwood correspondent telegraphed that when the lifeboat had returned to Fleetwood, Coxswain Leadbetter stated that though the vessel sailed round the burning ship for some time no response could be obtained to repeated calls; and it was concluded that the remaining 31 members of the crew had perished in the flames.

**THE SURVIVOR'S INJURIES.**  
In addition to their terrible burns, Engineers Dixon and McLaughlan suffered from shock. On Thursday, Dixon was reported to be fairly comfortable, but, in the words of the authorities at the hospital, McLaughlan was not so well.

**SUPERINTENDENT R.  
NEWSHAM.**

BARROW'S HEAD FIREMAN.

Photo by]

THE REMAINS OF THE OIL SHIP VEDRA.

[E. Sankey, Barrow.

At last, I decided to have a look at the case, and it was even more of a surprise, when having typed in "SS Vedra" into Google, to discover that the ship's loss was comparatively "close to home" in that it occurred south of Walney Island, some 20 or so miles, as the seagull flies, across Morecambe Bay! Indeed, had I been standing on the high ground that surrounds my village and the Lune Valley, to the east of Lancaster those ninety-five years past, in the early hours of 8<sup>th</sup> December, 1914, I would surely have seen the flames and the plume of smoke as the Vedra, and most of its crew, perished.

**The Loss:** There was a gale blowing and a very heavy sea was running late on the evening of the 7<sup>th</sup> December, as the Vedra was approaching Barrow-in-Furness, having left Sabine in Texas and crossed the Atlantic, with some 6,000 tons of highly volatile benzine as its cargo. According to the Times, she was built at Sunderland in 1893, was a vessel of 4,057 tons, and was owned by Associated Oil Carriers Limited. On board was a crew of thirty six men. As she approached Barrow she anchored, signals to request a pilot had been made, but before one could board, the ship was driven ashore at the southern end of Walney Island.

Attempts were immediately made to refloat her, but these were unsuccessful with two hawsers that had reached her each parting, and two tugs that had been despatched to assist, failing to move her, while lifeboats had also been called. The Vedra's engines had been disabled in the grounding, and one account suggests that the pounding seas had caused the double tank seams to split causing benzine to spill, yet the crew had also commenced pumping the oil out to lighten the ship, while it appears that an offer for the crew to be removed by lifeboat was declined.

According to the account of survivor Fourth Engineer James Dixon, between 3.00 and 3.30 a.m there was an explosion and the SS Vedra was engulfed in flames throughout. There are various accounts to suggest the cause. One eyewitness from one of the boats standing off to render assistance indicates that the donkey engine had been lit, and with the amount of benzine around, this had rapidly caught. The main engine fires had, by this time of course, been drawn.

Whatever the cause, most of the crew were seen to be screaming and running Vedra, while others leapt overboard to die in the cold waters. Of the thirty six crew members, only two would survive the conflagration, James Dixon, as has already been mentioned above and Second Engineer Frederick McLaughlin. Both were taken to North Lonsdale hospital, but sadly, a few days later on the 13<sup>th</sup> December, Frederick McLaughlin would die from the injuries that he sustained.

**The Aftermath:** Other than that notification was published in the local newspapers, of an inquest to be carried out on Frederick McLaughlin on 14<sup>th</sup> December, the event seemed to vanish from the newspapers at that point. What happened to the crew's remains? Would the remains have been returned to the families? Was there an inquest or board of inquiry? What commemorations were made in terms of a memorial? These aspects of the Vedra's loss are still to be researched

**Other Aspects:** It appears that one lifeboat came over from Fleetwood, the other from Roa Island, and the latter was certainly propelled by sail and oar, if not the Fleetwood boat. Given the reported sea conditions, the lifeboat-men were certainly putting their necks on the line!

The fire and smoke was reported as being visible at Blackpool. From “my” vantage points on the high ground and given reasonable visibility, I can see both Blackpool Tower, and the BAE Systems (formerly VSEL) Devonshire Dock Hall at Barrow, granted that both are tall structures.

As best as can be understood, Benzine is one of a range of petroleum products that also includes naphtha and kerosene, and in effect, was a fuel although it now seems to be used as a solvent. One reference to the Vedra’s loss describes the benzine as being brought to a refinery at Barrow, while another describes the cargo as submarine fuel. I’m inclined to the view that given that the cargo was Benzine, it had already been refined in the USA and was intended for use in submarines. Apparently a refinery was built in Barrow a year or so later, but this was for the production of toluene, a vital component in the manufacture of TNT, and across Morecambe Bay, Lancaster was home to a National Filling factory at White Lund, while a National Projectile Factory was to be found on the Caton Road, receiving shell cases from Barrow.

**The Crew:** Local newspapers carried part of an interview with James Dixon, and he identified a number of names:

Captain:	Brewster	
First Mate:	Pollitt (from South Shields)	
Second Mate:	Le Masurier (from Channel Islands)	*
Third Mate:	Davis (from Wales)	
Chief Engineer:	Evans (from Sunderland)	
Second Engineer:	McLaughlin (from Marlow-on-Thames)	
Third Engineer:	McGibbon (from Belfast)	
Fourth Engineer:	Dixon (from South Shields)	
Mess-room Steward:	Harper	
Seaman:	Aldridge (from Aldbourne)	**

\* John Le Masurier’s surname was spelt Measurer in the local newspapers.

\*\* Leslie Aldridge’s name was found on [www.aldbourne.gov.uk](http://www.aldbourne.gov.uk).

Spending time between duty in the engine room and off watch in officer’s quarters, James Dixon appears not to have known the seamen, although he claimed that most were from London. However, at the time he listed the names, he had been seriously injured.

**Non-Commemoration:** Sadly, the crew are not commemorated by the CWGC, and it was assumed that the loss was not regarded as attributable to a war risk. Was that an appropriate position to adopt? Clearly UK territorial waters were regarded as part of the war zone, while German U-boats were active from the earliest days of the War, as evidenced by the sinking of HMS Aboukir, Cressy and Hogue. Five weeks prior to the loss of the Vedra, Great Yarmouth had been shelled, and the German Navy would pay a further call on Scarborough, Whitby and Hartlepool on the 16<sup>th</sup> December.

Later in the War, the Otranto would collide with Kashmir while bringing US troops over. In a number of respects, this mishap has many parallels with the Vedra in terms of carrying war material, and the crew are commemorated, not least Charles

Hacking from Jersey. But, perhaps in the case of the Otranto, having been impressed as an Armed Merchant Cruiser, it was regarded in a different light.



**The aftermath of the disaster on board the SS Vedra**

**Next Steps:** Clearly with little, if anything, reported after the 14<sup>th</sup> December, 1914, the task is to find out what happened to the deceased crew. Hopefully, with some suggested leads having been provided, I can glean more in the next few months.

**Acknowledgements:** Thanks must go to a number of ladies at Lloyd's Register in London, the Lancaster Maritime Museum and the Cumbria Records Office at Barrow-In-Furness who have very kindly provided the information outlined above, and in the latter case, access to the local newspapers of the time.

Finally, for anyone interested, those 20 crow-flying miles to Barrow-In-Furness equate to 50 miles by road!

### **The King Comes Calling**

With the publication of Eddie Parks' "Diex Aix: God Help Us", the picture of the Royal Guernsey Light Infantry (RGLI) providing the Guard of Honour for His Majesty King George the Fifth and President Raymond Poincaré of France has almost achieved an iconic status in terms of Guernsey's Great War heritage. Eddie also tells us that, at this time, Second Lieutenant Norman Ingrouille, RGLI received the Royal Victorian Order (RVO), 5<sup>th</sup> Class.



However, thanks to Tony Coleman's research, the article below was discovered from the Guernsey Press, which subsequently generated some electronic conversations

between the pair of us and Mark Bougourd, not least because of the reference, also, to the award of an RVO to Sergeant Maurice Béghin.



Throughout the War, King George V would be a regular visitor to France and Flanders, a situation made easy by the comparatively short distance from London, and boarding a destroyer, conveniently stood-by, to make the dash across the Channel to Boulogne-sur-Mer. These visits would attract an element of security, and this became obvious when I turned up a news report in the Times of 13<sup>th</sup> August, 1918 that informed the reader that the King had returned to England after a 9 day visit, having arrived in the afternoon of the 5<sup>th</sup> of August! The item makes no mention of where the King stayed throughout the period. Like some, I had assumed that he had stayed with Haig at the Chateau Beaurepaire throughout his stay, but on reflection, the Commander-In-Chief would probably not have welcomed having the "boss" under his feet all that time, after all there was a war to run and Rawlinson was to launch the Battle of Amiens on the 8<sup>th</sup> August. However the RGLI War Diary provides a clue when it informs us in an entry on 14<sup>th</sup> August that 2Lt Ingrouille was presented with his RVO for being in charge of the guard at the King's chateau. This occurred at Tramecourt which is near to Azincourt (Agincourt), and we can be certain that the King stayed there. 2Lt Ingrouille was not part of the Guard of Honour, and that privilege was given to Captain EHP Hutchinson, Lieutenants BC Jones and G Hill, and 100 other ranks. However, they did not receive medals!

Studying the Times, the King clearly had a very packed programme of visits that took him the length and breadth of the British rear areas, and this would surely have been tiring in the travel alone and this being in the days before helicopters (one Gordon Brown to note!). Indeed, the Times made reference to the visit as "a busy and arduous trip". The following summary certainly supports that:

**5<sup>th</sup> August.** After arrival and lunch with British and Allied officers, and French civil dignitaries, he visited a number of base depots. This was followed by a visit to a Casualty Clearing Station (CCS) to meet wounded troops.

**6<sup>th</sup> August.** The King drove to a chateau in Flanders to meet General Plumer, and afterwards visited an RAF Brigade (Wing?), before travelling to a training area and seeing US troops at work. Lunch was followed by a visit to a redoubt and then came a ride on a light railway where he saw how the army supplied the front line.

Returning to the chateau, he awarded General Plumer with the GCB, while three VCs were also awarded.

**7<sup>th</sup> August.** He paid a visit to a forestry school (?) where trees were being felled and then turned into planking for military use such as railway sleepers and trench support. However, much time was given over to the meeting with the French President, and the lunch provided by Haig. It was prior to this that the RGLI Guard of Honour was paraded and inspected. Undoubtedly His Majesty would have spoken to some of the men that were lined up before Poincaré turned up.

**8<sup>th</sup> August.** The King spent the morning meeting senior American commanders and seeing their troops, and this was followed by another CCS visit to meet patients and staff. He then appears to have visited an RAF aerodrome and met an air ace with a score of 51 German aircraft. It can only be surmised that this was either Billy Bishop or Raymond Collishaw as other high-scorers such as Mick Mannock and James McCudden had been killed by then. A visit to a machine gun battalion (there were four by this time) of the Household Brigade was followed by a visit to a gun line where the heavy artillery were shelling Douai.

**9<sup>th</sup> August.** The King met with General Byng and then visited instructional and artillery training schools. After that, he spent time visiting Corps Commanders and their staffs, and even found time to wave at a group of QMAAC ladies!

**10<sup>th</sup> August.** A busy morning for the King in which he witnessed a demonstration of tanks that included some “frisking in and out of shell-holes” and after another aerodrome visit to meet Australian Flying Corps personnel! Lunch with General Birdwood, and senior British and Australian officers followed by inspections of a number of Labour Corps units. The Times stated that he motored along “a much-strafted part of the back area” which was being shelled as he passed, and one wonders “what-if”?

**11<sup>th</sup> August.** A Sunday, the King again visited General Plumer, and attended an inter-denominational church service to be followed by a march-past of some 21 British and American Corps and Divisions. Lunch was taken with King Albert of the Belgians at his Headquarters (La Panne?). This was followed by a visit to an RAF Squadron that had been involved in attacking submarine pens (at Bruges?) accompanied by Admiral Keyes. I assume that the Squadron was at Dunkerque.

**12<sup>th</sup> August.** The Times describes the King as taking “a desultory tour of the back area of the 4<sup>th</sup> Army”, and meeting various senior officers to hear of the latest battles. Visiting Amiens and Villers-Bretonneux, it is safe to presume that General Rawlinson and his staff briefed him on the German Army’s “blackest day”, while he saw many of the troops as they marched back to the rest areas. On this day, he also met General Pershing and other senior US officers.

**13<sup>th</sup> August.** The King was heading back to Blighty on this date. But, before he did, he met the War Correspondents serving with the British Army, and he also presented medals as has been mentioned already.

The RVO is a group of awards that is in the personal gift of the sovereign, and the appropriate level of award is made on the basis of rank, i.e., there is a “pecking order”. So, it was perplexing that both 2Lt Ingrouille and Sergeant Béghin received

the RVO, and indeed the Jersey Roll of Honour and Service states Béghin's award as the VO! Advice was sought from the custodians of the RVO records, the Central Chancery at St James's Palace in London who very kindly advised:

"From our records held here in the Central Chancery, I can confirm that the following awards were made on 13<sup>th</sup> August, 1918 [during His Majesty's visit to his Army in the Field]":

**CVO**

John Maitland Salmond, CMG, DSO, Commander of RAF in the Field

**MVO (IV) now known as LVO**

Reginald St. Pierre Parry, Commander HMS Whirlwind

**MVO (V) now known as MVO**

Norman Redston Ingrouille

**RVM (Silver)**

Edwin John Milton Baigent, Acting Sergeant, Royal Berkshire Regiment  
Maurice Lucien Béghin, Sergeant, Intelligence  
Thomas Bloomfield, Acting Sergeant, 18<sup>th</sup> London Regiment (Irish Rifles)  
Charles Fitz-Stewart Chapman, Acting Sergeant, ASC  
Alfred William Helbrough, Acting Corporal, ASC  
Charles Felix Kite, Detective Sergeant, Metropolitan Police  
Richard Falconer Murray, Sergeant Major, Intelligence  
George Robert Redman, Acting Corporal, ASC  
James Welsh, Acting Corporal, ASC

This listing has clarified the level of awards that were given to 2Lt Ingrouille and Sergeant Béghin, but it did not explain the "one of a proud trio" statement in the Guernsey Press item which one might infer meant those two Channel Islanders, and also Corporal Macready. He appears to have been MS/4488 Corporal Reginald Amy Macready\*, a cycle mechanic when aged 16 according to the 1901 Census. However, according to the Central Chancery, he did not, and one is left puzzled as to the 'third man'!

Given that 2Lt Ingrouille was in charge of the RGLI guard at the King's chateau at Tramecourt, the award by His Majesty recognised the personal contribution of the RGLI platoon as his guard during the stay. Maurice Béghin's award is a little less clear, but given that the King's party included at least four other dignitaries and aides, and that there were four ASC men, discounting Corporal Macready, one might assume that the four non-ASC men were riding "shotgun", i.e., acting as His Majesty's bodyguard along with the Detective Sergeant throughout the visit. Maurice Béghin would also be able to speak French, an asset as the Royal party ranged far and wide in northern France and Belgium.

Having noted the "arduous" Times comment earlier, the King who must have spent many hours on the French roads, something I find tiring today but given their *pavé* nature some 90 years ago and coupled with the destruction reeked, but he would surely have been exhausted arriving back at Tramecourt each evening, even having sat in the back of a Rolls-Royce! But, the visit was clearly seen as a means of showing his support and appreciation, and that of the Empire for the endeavours of

the BEF and its Allies. The Times indicates that he “was cheered alike by troops and civilians, hurraing crowds springing from the countryside”. This implies that for the troops his appearance amongst them was morale raising, and it is to be hoped that it was, and not solely a case of the RSM bellowing to Private Smith that he will cheer loudly because it is the King, or else! The visit did go to reinforce the fact that the Army was the King’s “Army in the Field” and not that of the government of the day, something that is too often blurred in the present day when speaking of Iraq or Afghanistan.

Finally it is interesting to note, as in so many other aspects of the Great War, that Channel Islanders were involved, albeit in roles that could be regarded as minor or even trivial. But, this involvement was still part of a rich tapestry of contribution that I feel that we should continue to recognize.

Note: \* Given the surname, one does wonder whether Corporal Reginald Amy Macready was a cousin of VC winner Captain Allastair McReady-Diarmid. Or, does this thought fall over given “Mc” v. “Mac”? Possibly not as he changed his names so much.

### **Ours: The Jersey Pals in the First World War**

Things are moving quite fast on Ian Ronayne’s book at the time of writing this article a few days, if not hours, before the Journal is finished. With regards to its availability from bookshops and Amazon, and other website shops, at least one copy had reached a website shopper (Mark Bougourd) on the 13<sup>th</sup>, while it should hopefully appear at bookshops in Jersey as from the 17<sup>th</sup> August.

With regards to publicity, BBC Radio Jersey interviewed Ian on the 10<sup>th</sup>, and he was provided with excellent support by Anna Baghiani. He is to be featured in a news item on BBC TV Jersey, probably in the week commencing the 17<sup>th</sup>, while Channel TV will interview him some time during the same week. Book signings at WH Smith’s and Waterstones are planned. So Jersey residents will need to keep their eyes glued to the press and the TV over the next few weeks.

The book has been reviewed by the Jersey Life magazine, and it is anticipated that in the next few weeks the JEP will do likewise, and possibly also do an interview.

### **Website Workings By Roger Frisby**

Much of the effort on website work has been directed towards constructing and populating the website: [www.thejerseypals.com](http://www.thejerseypals.com) which complements Ian Ronayne’s book. In many respects the material mirrors that of the main website, and where it is possible, such as photographs of the men, they are used on both sites.

The records of the Frenchmen in Jersey’s Roll of Honour have been brought up to date as far as is possible with the data available from the SGA. A number of names cannot be accurately updated given the frequent French use of the same forenames, the exception being where our date of death coincides with that held by the SGA, or there is an obvious link to Jersey, as in the example of Andre Pierre Ozouf who was born in St Helier in L’îles Anglaise! The list of Frenchmen is a combination of the names on the French Consulate’s board in St Thomas RC Church, St Thomas’s own

memorial, the St Matthew's RCH Church memorial and the JRoH&S. Four names on St Matthew's are still to be evaluated to determine whether they are misspellings of existing names or not.

Jersey's Roll of Service was updated by Barrie about six weeks ago, while a further update will probably be made in the next month.

An updated Jersey Passengers' List should appear in the Members' Area by the end of August. The Jersey Archive is unable to provide further manuscripts for the time being, and we will await developments.

### **Out and About**

No trips have been advised for the near future.

Ian Ronayne's talk in Jersey on 21<sup>st</sup> November is approaching, while I will be giving one to the North Wales WFA at some stage in 2010

Preparation for my trip to Gallipoli in September has been well under way, not least by poring through the excellent, if dated (?), Holt's Guide from cover to cover. I have assembled, what is I hope, a full list of the Cemeteries and Memorials in Turkey at the rear of this Journal, with the known Channel Island names identified. The list has been checked and rechecked several times, including against one that the CWGC kindly provided me. The intent is to obtain photographs for each man, tour schedule permitting. I will be happy to try and take additional photographs of other headstones, if there are other family names. But, as you will appreciate it cannot be guaranteed, but it will help if I have any names by 18<sup>th</sup> September.

Holt's Tours are looking at a week's Channel Island tour in May 2010, covering Jersey, Guernsey, Alderney and Sark. The theme will be along the lines of the Islands' military heritage down the ages. It is possible that Ian, Peter Tabb and Liz Walton might help facilitate or speak at this tour, and they are likely to meet the Holt's Tour Director in late-August.

### **Where and When**



No one has come up with thoughts regarding the above photographs that featured in Journal 26 and which Valerie Sarre kindly provided. The dockside scene is clearly at St Peter Port, and has a draft of Guernseymen going off, possibly to the Royal Irish Regiment in late 1915. There are clearly men returning to other army units waiting to board. The only idea I can come up for the other image is that it was taken on the

chalk downs of Kent, and the unit may have been the RGLI, although, even by expanding the picture the cap badges are insufficiently distinguishable.

### Faces Remembered



The above photograph is of the Boleat brothers – Yves (with two good conduct stripes, Emile and John (the Lance Corporal). The picture was very kindly provided by Emile's grandson, Mark Boleat. It is difficult to date the photograph because of a number of facts that seem to contradict each other.

We have already 'briefly met' Yves Boleat in Advance Australia Fair (Journal 26) having noted his medical discharge in June 1918 and that he had immediately signed up as an Australian Munitions Worker. His good conduct stripes can be accounted for by 2+ years of previous service in the British Army's 16<sup>th</sup> Lancers being added to his Australian service that commenced in June 1916. If that is an accurate assumption, it suggests that the photograph was taken in late 1918, and before Yves returned to Australia, for his file shows that he was back by late-March, 1919. Where the apparent contradiction arises is with regards to John, who had joined with the Jersey Contingent in February 1915, and who would be discharged with ear trouble from the Army three months later, and 18 months before Yves docked at Plymouth from Australia. Emile's service does not offer any clues as our regular sources of data do not list him, however his grandson believes he served with the Royal Field Artillery! Possibly, the photograph was the only time the brothers were together and they put on uniforms especially to reflect prior service, or John had returned to the Militia by that time.

The other "Faces Remembered" is a group photograph of the Officers of the 2<sup>nd</sup> Battalion, Yorkshire Regiment, taken in early October, 1914 at Lyndhurst, Hampshire, and before that Battalion headed off from Southampton to Zeebrugge between the 4<sup>th</sup> and 7<sup>th</sup> of that month, and from there onto Bruges, and later Ypres. Because of the photograph's size, it has been added at page 30. Many of these officers were serving with the Battalion in Guernsey and Alderney as the Great War broke out, and would have certainly enjoyed the social aspects of garrison life, before leaving for England on the *Sarnia* and the *Vera* in late August. But, within a month of the photograph being taken, eight of the officers (Kidd, Phayre, Ledgard, Peel, Walker, King, Jeffery and Broun) would be dead. Another two officers were also killed in this period, but they do not feature.

One of those eight was Captain Eric Scott Broun who is listed on the Jersey RoH. He is seated in the second row, second from the right with the black dog immediately in front of him. Looking away from the camera, he did not look at all happy. The Battalion's history recounts that he stayed behind when the Battalion left for Belgium, so that he could command the first party of reinforcements that would be brought out. However, this party did not arrive until 4<sup>th</sup> November, by which time Eric Broun had been killed by a sniper, suggesting that he had made his own way over between the 7<sup>th</sup> and 30<sup>th</sup> October. Another face with a Jersey link was that of Lieutenant (later Captain) Hubert Kreyer who is featured in the RoS having been an Old Victorian. He is standing, fourth from the right.

Thanks for this photograph of the 2<sup>nd</sup> Battalion's officers are due to a gentleman called Edward Nicholls who looks after an excellent website on the Yorkshire Regiment in the Great War at [www.wv1-yorkshires.org.uk](http://www.wv1-yorkshires.org.uk).

### Odds and Ends

**Naval Gazing:** As promised in Journal 26 the analysis of the Naval Rating records that were collected in May from Kew has been completed, and the summary has been attached. This set of some 70 names is little different from earlier analyses in terms of deeds, misdeeds and so forth. However, one area that will need evaluation is that of the Coastguard Service during the Great War. It is evident that some men may have served with them rather than the RN, RNR or RNVR.

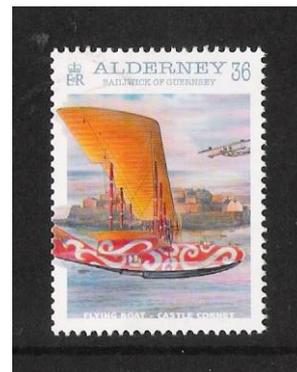
Visiting the Jersey Pals website, I now can see that John Francis Bree did serve in both the RN and the Jersey Contingent as I had suspected!

**Jersey and Guernsey Non-Commemorations:** There have been no responses for the CWGC to commemorate the deaths of Garnet Cory Burton (Jersey) and John Helman (Guernsey) as yet.

In Herbert Cudlipp's case, nothing has progressed as family information has still not materialised.

Similarly, no response has been received to a JEP appeal for information regarding the four sailors (Ounan, Breban, Lindsey and Turner).

**Philatelic Matters:** On the 30<sup>th</sup> July, Guernsey's Postal Authority issued a set of six stamps on Alderney's behalf to commemorate a Centenary of Naval Aviation. Showing some of the aircraft down the ages including the Fairey Swordfish and the Lockheed Martin/Agusta Westland Merlin anti-submarine helicopter, the 36 pence stamp shows a rather gaudily painted Felixstowe F2A of Great War vintage with Castle Cornet in the background. As far as I know, this aircraft was never operated from any of the Channel Islands, and was probably retained to patrol the North Sea.



**Australian Leave and Education (Journal 26):** Ian Ronayne is still looking into this, and has had an item in the JEP asking for information from the public. He has had at least one contact.

**Advance Australia Fair (Journal 26):** Contact with the Australian authorities has been made with regards to the non-commemoration of 609 Private Archibald Leopold. Investigations are now in hand and will take three or four months.

**Foxed! (Journal 21):** We carried the tale of Ernest Fox's misreported "death" a year ago. In mid-July we received a contact message via the website facility from a gentleman in Freckleton, Lancashire who is researching his eldest son's mother-in-law's grandfather, namely Ernest Fox. He advised:

*"The report of Ernest Fox's death which appeared in a September, 1915 issue of the Guernsey Weekly Press is, as you have noted, incorrect with regard to his title (DCM in lieu of DSM). However, there are other (misleading) inaccuracies:*

- *The name of Ernest's bride was Amelie Marie Josef Lefevre, who was born 5<sup>th</sup> November, 1888 in St Helier, Jersey.*
- *Furthermore, CSM Ernest Fox did not take any part in the Yorkshire Regiment's actions in the Dardanelles. It is true to say that he was scheduled to go there (presumably with the 6<sup>th</sup> Battalion), but at the last moment orders were changed, and he remained with the 7<sup>th</sup> Battalion.*
- *Ernest was born at Saltaire, Yorkshire, in 1885, and died in Blackpool, Lancashire, in 1958.*
- *Amelie, died in Blackpool, Lancashire, in 1983.*
- *As an aside to the above, Amelie had a younger brother named Charles Joseph, who was born circa 1898 in St Helier, Jersey. He was KIA 4<sup>th</sup> October, 1917.*

*I have included below details that I have been able to find with regards to Ernest's past. If they are of any use to you, by all means use them."*

In due course I hope to get further information and photographs.

**Private Memorials:** Liz Walton has pointed out that the CWGC has advised that:

*"Within the United Kingdom, there are over 30,000 war graves marked by private memorials. A significant number of this fall in to the category of less than a perfect state but still offer clear commemoration of the casualty. As long as the name of the war casualty is legible on the private memorial then, for our purposes, the war casualty is adequately commemorated. Parts of the stone or kerbs on the grave may be damaged but it is not our responsibility to repair them.*

*The Commission's policy for private memorials is to include them on the cyclical inspections and to keep them clean. If the memorial no longer offers clear commemoration to the casualty, we will approach the family and the burial authority to discuss how to preserve perpetual commemoration of the war casualty. This will normally involve erecting a Commission memorial on the grave."*

**What Is It:** Clearing out a cupboard a month ago, I found the Great War item shown in the photographs below? It had been in my mother's possession, and having played with it as a child, I retained it when she died some years ago without a thought of the Great War connection.



It is stamped "Director No 4 Mark II, Theodore Hamblin Ltd, London, 1916, No 3284", and has the traditional War Department arrow. I have found that Hamblin was taken over by opticians, Dollond and Aitchison. It is best described as a 'monocular' as opposed to binoculars, and when fitted to some other equipment would seem to have been able to swivel. Over ninety years later the optics are still good. I assume that it was used for artillery work, but any ideas will be welcome.

**The Royal Army Medical Corps:** Ned Malet de Carteret provided a timely reminder of the sacrifice shown by the RAMC, with reference to Harold Ackroyd. Some 700 officers and 5,500 men died from that Corps during the Great War, a comparable figure to many of the infantry regiments. But, on a lighter note, I could not help but chuckle when looking through newspapers at Barrow in Furness to see them referred to as the "Linseed Lancers"! Then, looking through the East Kents' Great

War History a few days later, it was recorded that one Battalion had a Medical Officer called Captain Pill!

**Chester Church:** A brief addition to say that Victoria College CCF is looking to attend the Fromelles ceremony next July as part of a Battlefield Tour.

**CWGC Corrections:** With Vic Geary excellent liaison and working in conjunction with the Superintendent-Registrar's Office in Jersey, we should be able to propose amendments for some 200 Jersey men on the CWGC Register in the next few weeks. This will largely consist of Forenames being added, but there are a small number of other changes.

### Enfin

Finally, I want to thank Therese Tabb for her poem, "Trenches at Samarés, 2008". It was included following a discussion of the merits of the poem produced by Carol Ann Duffy, the new Poet Laureate to commemorate Harry Patch's passing. There is a thought amongst a number of us that Therese's effort is much better!

Well, another Journal is closed. This is a perennial plea of mine for some new blood, and indeed old blood to generate a few more articles, book reviews, pictures of Uncle Albert and what have you. I say this because I feel that I am starting to bore people with my perambulations. However, do enjoy this one!

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

### Journal Issue Dates For 2009

The planned Issue dates for 2009 are as shown below. Any changes will be notified if needed, but I do not foresee any events that can cause programme change at the present time, and I will certainly endeavour to maintain the October dates after the trip to Gallipoli.

Issue	Month	Articles To BB	Posted Web/Mail
24	February 2009	10 <sup>th</sup>	15 <sup>th</sup>
25	April 2009	10 <sup>th</sup>	16 <sup>th</sup>
26	June 2009	10 <sup>th</sup>	15 <sup>th</sup>
27	August 2009	10 <sup>th</sup>	15 <sup>th</sup>
28	October 2009	10 <sup>th</sup>	15 <sup>th</sup>
29	December 2009	10 <sup>th</sup>	15 <sup>th</sup>

2nd BATTALION  
ALEXANDRA PRINCESS OF WALES' OWN (YORKSHIRE REGIMENT.)

OCTOBER, 1914.



*Ellis & Fry*

*55, Baker Street, W*

Capt. PERL.	Lt. LEBGARD.	2nd Lt. KING.	Lt. MAUDE.	Lt. & Qr.-Mr. PICKARD.	2nd Lt. WORSLEY.	Lt. WALKER.	Lt. WALKER.
Capt. MOSE-BLUNDGILL.	Capt. STANFELD, D.S.O.	Maj. WALKER.	2nd Lt. CHACUSKY.	Lt. MARRIAGE.	Maj. ALEXANDER.	Lt.-Col. KING.	Lt. PHAYEN.
							Lt. FORSTYH.
							Lt. KREYER.
							Capt. McCALL.
							2nd Lt. MIDDLEDITCH.
							Lt. COLLEY.
							Capt. BROWN.
							Lt. THORN.
							Capt. JEFFREY.

N	AAA	<b>GALLIPOLI CHANNEL ISLANDER LIST</b>										
N	<b>AAB</b>	<b>Number</b>	<b>Surname</b>	<b>First name(s)</b>	<b>Rank</b>	<b>Unt</b>	<b>BGJ</b>	<b>Reference</b>	<b>Both</b>	<b>GY</b>	<b>JY</b>	
N	AB0	<b>ARI BURNU</b>										
N	AZ0	<b>AZMAK</b>										
N	BB0	<b>BABY 700</b>										
N	BE0	<b>BEACH</b>										
N	CA0	<b>CANTERBURY</b>										
N	CB0	<b>CHUNUK BAIR</b>										
N	CC0	<b>CHANAK CONSULAR COURTNEY'S AND STEELE'S POST</b>										
N	CS0	<b>EMBARKATION PIER</b>										
N	EP0	<b>7TH FIELD AMBULANCE</b>										
N	FA0	<b>THE FARM</b>										
N	FM0	<b>ISTANBUL (FERIKOI)</b>										
N	IS0	<b>IZMIR (BORNOVA)</b>										
N	JJ0	<b>JOHNSTON'S JOLLY</b>										
N	LBO	<b>LALA BABA</b>										
N	NE0	<b>THE NEK</b>										
N	NZ0	<b>NEW ZEALAND NO 2 OUTPOST</b>										
N	OP0	<b>NO 2 OUTPOST 4th BATTALION PARADE GROUND</b>										
N	PG0	<b>QUINN'S POST</b>										
N	QP0	<b>SEDEL-BAHR</b>										
N	SB0	<b>SKEW BRIDGE</b>										
N	SK0	<b>V BEACH</b>										
N	VB0	<b>WALKER'S RIDGE</b>										
N	WR0	<b>GREEN HILL</b>										
Y	GH0	<b>19249 MUDGE</b>										
Y	GH1	19249	MUDGE	George H	Private	Wiltshires	GY	11.E.4		1		
Y	HM0	<b>HELLES MEMORIAL</b>										
Y	HM1	8187	BAXTER	Edmund	Lance Corporal	1/Borders	JY	119-125,222-223			1	
Y	HM2	NA	CROFT	Sir Herbert A	Captain	1/Herefords	JY	198			1	
Y	HM3	17915	DE CAEN	Walter T	Private	2/Hampshires	JY	125-134,223-226,228-229,328			1	
Y	HM4	9535	DE LA HAYE	Josue B	Sergeant	2/Hampshires	JY	125-134,223-226,228-229,328			1	
Y	HM5	8688	MARIE	Philip J	Lance Corporal	2/Hampshires	JY	125-134,223-226,228-229,328			1	
Y	HM6	8579	MOIGNARD	Albert V	Private	2/Hampshires	JY	125-134,223-226,228-229,328			1	
Y	HM7	NS	PAKENHAM	Charles JW	Lieutenant	2/Hampshires	JY	125-134,223-226,228-229,328			1	
Y	HM8	8484	WARDON	Harold G	Private	2/Hampshires	JY	125-134,223-226,228-229,328			1	
Y	HM9	12305	GUPPY	John S	Private	5/Dorsets	B	136-139		1		
Y	HM9A	12401	LUCAS	John	Private	5/Dorsets	JY	136-139			1	
Y	HM9B	NA	NELIS	James ET	Lieutenant	5/Royal Innis Fus	JY	97-101			1	

Y	HM9C	NA	MARSHALL	Douglas C	Lieutenant	1/Lancs Fus	B	58-72,218-219	1	
Y	HM9D	NA	BAGSHAW	Adair G	Sub-Lieut	Collingwood Bn/RND	GY	8-15		1
Y	HM9E	NA	BARKER	William	Major	9/Worcesters	GY	104-113		1
Y	HM9F	14279	BROUARD	Edwin	Private	5/Wiltshires	GY	156-158		1
Y	HM9G	14993	BROWN	Stephen J	Private	7/R Dublin Fus	GY	190-196		1
Y	HM9H	8033	CASE	Alfred E	Corporal	2/Hampshires	GY	125-134,223-226,228-229,328		1
Y	HM9I	5513	CHEVERY	James W	Private	11/Manchesters	GY	158-170		1
Y	HM9J	NA	COUSINS	Charles H	2nd Lieut	1/Essex	GY	144-150,229-233		1
Y	HM9K	6739	DODD	Edward	Lance Corporal	2/Hampshires	GY	125-134,223-226,228-229,328		1
Y	HM9L	511	GREEN	Ernest H	Corporal	1/Lancs Fus	GY	58-72,218-219		1
Y	HM9M	8350	KAINES	George W	Lance Corporal	2/Hampshires	GY	125-134,223-226,228-229,328		1
Y	HM9N	8372	MAUGER	Peter J	Private	2/Hampshires	GY	125-134,223-226,228-229,328		1
Y	HM9O	12124	METTERS	Wilfred A	Private	East Lancs	B	113-117	1	
Y	HM9P	1401	REID	James	Private	1/7 Manchesters	GY	158-170		1
Y	HM9Q	NA	ROBINSON	Charles E	Flight Commander	RNAS	GY	2		1
Y	HM9R	8371	ROWE	Frank	Lance Corporal	2/Hampshires	B	125-134,223-226,228-229,328	1	
Y	HM9S	9010	SOMERS	Martin M	Private	1/R Munster Fus	GY	185-190		1
Y	HM9T	12306	WEST	Robert E	Lance Corporal	5/Dorsets	GY	136-139		1
Y	HP0	<b>Haidar Pasha</b>								
Y	HP1	516313	MARKS	Leonard	Sapper	RE	JY	Memorial		1
Y	HX0	<b>HILL 10</b>								
Y	HX1	S/249	FALLA	Raymond H	Staff Sergeant	ASC	GY	11.B.3		1
Y	HY0	<b>HILL 60</b>								
Y	HY1	13/887	BLACKBURN	Stanley	Trooper	Auckland Mtd Rif	GY	SpM.8		1
Y	LL0	<b>LANCASHIRE LANDING</b>								
Y	LL1	NA	COLLET(T)	Charles H	Flight Commander	RNAS - 3 Wing	GY	K.49		1
Y	LL2	23440	HAMILTON	Frank G	Lance Corporal	11/Manchesters	GY	K.13		1
Y	LL3	32527	SNAITH	Arthur	Gunner	99 Coy RGA	GY	D.89		1
Y	LP0	<b>LONE PINE</b>								
Y	LP1	1817	PHILLIPS	Martin O	Private	13/Aust Inf	JY	Mem Ref 38		1
Y	LP2	720	DURAND	Havilland M	Private	13/Aust Inf	GY	Mem Ref 37		1
Y	PF0	<b>PINK FARM</b>								
Y	PF1	NA	STONEY	George B	Lieut-Colonel	1/KOSB	GY	SpM.204		1
Y	PF2	NA	MEADE	Richard JFP	Captain	14/KGOF Sikhs	JY	SpM.65		1
Y	PP0	<b>PLUGGE'S PLATEAU</b>								
Y	PP1	2708	LE MASURIER	John E	Gunner	3 Bde AC/AFA	JY	A.3		1
Y	RE0	<b>REDOUBT</b>								
Y	RE1	1890	HALL	Stanley R	Private	1/7/Lancs Fus	JY	SpM.A.66		1
Y	RE2	NA	REEVES	Geoffrey FJ	2nd Lieut	2/Hampshires	JY	SpM.B.47		1
Y	SG0	<b>SHELL GREEN</b>								
Y	SG1	1431	WALDEN	Herbert Noel	Private	11/Aust Inf	GY	11.G.41		1
Y	SV0	<b>SHRAPNEL VALLEY</b>								

Y	SV1	645	UNDERHILL	Richard M	Trooper	2/Aust Light Horse	JY	111.F.12	1		
Y	TT0	<b>TWELVE TREE COPSE</b>									
Y	TT1	NA	RUNDLE	Cubitt N	2nd Lieut	2/SWB	JY	1.B.3	1		
Y	ZZZ	<b>TOTALS</b>						<b>46</b>	<b>4</b>	<b>24</b>	<b>18</b>

Z	EM0	<b>EAST MUDROS</b>							
Z	EM1	J25679	RICOU	Raymond R	Ordinary Seaman	RN	JY	II.M.231	1
Z	EM2	PO/19184	CATELINET	John A	Private	RMLI	JY	V.A.7	1
Z	EM3	NA	LE HUQUET	John E	Steward	Merchant Navy	JY	II.F.182	1
Z	EM4	73	LE SUEUR	Philip C	Petty Officer	R Aust Navy	JY	II.E.83	1

**NAVAL GAZING PART 3**

Surname	Forenames	Number	Rank	Service	Ship	Born	Parish	Remarks	RoS	RoH
BOURGEOISE	Philip Cecil	J39547	AB	RN	HMS Victory	7 Jul 1889	N/K	Served 28 Mar 1915 to beyond 24 Oct 1928	Add	No
BRINT	Henry Charles	J67765	AB	RN	HMS Blenheim	27 Aug 1882	St H	Served 28 Feb 1917 to 29 Sep 1919 when demobilised	Add	No
BAKER	Percy William	206892	Leading Seaman	RN	HMS Syringa	15 Mar 1884	St H	Served 10 Oct 1899 to 10 May 1923 when pensioned. Then joined RFR	Add	No
BOOMER	Aubrey Basil	F37062	Air Mechanic 1st Class	RNAS	HMS President II (Dundee)	1 Nov 1897	N/K	Served 4 Sep 1917 to 31 Mar 1918 when transferred to RAF. Was a noted golf player subsequently	Add	No
BARRY	John Michael	K25184	Stoker 1st Class	RN	HMS Colleen	23 Jun 1880	N/K	Served 28 Mar 1915 to 26 Jun 1919 when demobilised	Add	No
BERTRAM	Philip Walter	346089	Shipwright 2nd Class	RN	HMS Victory II	14 Nov 1884	St C	Served 2 May 1903 to 1 May 1925 when pensioned	Add	No
BERTRAM	Philip John	296084	Leading Stoker	RN	HMS Renown	24 May 1882	St H	Served 18 Oct 1900 to 17 Oct 1922 when pensioned	Add	No
BECK	Thomas Nathaniel	184605	AB	RN	HMS Bramble	7 Mar 1880	St H	Served 24 Jul 1895 to 6 March 1910 then enlisted RFR. Mobilised 2 Aug 1914 to 11 Nov 1919	Add	No
BEAUCAMP	John	183533	Petty Officer	RN	HMS Pembroke I	15 Nov 1879	St S	Served 8 Apr 1895 to 13 Dec 1919 when pensioned. Joined Coastguard Force 17 Dec 1919	Add	No
BRICE	William John	173948	Petty Officer	RN	HMS Lord Nelson	23 Jan 1878	St Mn	Served 13 Jun 1893 to 18 Jul 1919 when demobilised.	Add	No
BROWN	Charles	270752	Chief ERA	RN	HMS Pembroke II	29 Jul 1881	St L	<b>Served 4 Sep 1902 to 3 Sep 1924 when pensioned out. Mentioned in Despatches</b>	Add	No
BRINT	George	136996	Petty Officer	RN	HMS Victorian	24 Oct 1870	N/K	Served 19 Apr 1886 to 29 May 1911 then joined RFR. Mobilised 2 Aug 1914 to 11 Mar 1919	Add	No
BRITTON	Alfred Francis Herbert	151103	Petty Officer	RN	HMS Woolwich	9 Sep 1873	St H	Served 6 Sep 1889 to 30 Apr 1919 when transferred to New Coastguard Force. May have been CG in GW	Add	No
BISSON	John George Henry	223244	Leading Stoker	RN	HMS Furious	20 Jul 1885	St H	Served 14 Oct 1902 to 19 Jun 1919 when demobilised. Joined RFR 20 Jun 1919 to 4 Jun 1921	Add	No
BISSON	Herbert Philip	J67946	Ordinary Seaman	RN	HMS Victory I	7 Dec 1897	St H	Served 2 Mar 1917 to 3 May 1917 when invalided out	Add	No
BISSON	William Henry	299147	Leading Stoker	RN	HMS Maidstone	14 Jul 1883	St S	Served 19 Nov 1901 to 31 Mar 1923 when possibly joined Coastguard Force	Add	No
BISSON	Francis Edward	191206	Petty Officer	RN	Not Applicable	11 Apr 1881	St H	Served 14 Oct 1906 to 30 Sep 1911 then to Officer's Section?	Add	No
BICKENSON	John Edward	291529	Chief Stoker	RN	HMS Cornwall	23 Dec 1880	St H	Served 27 Feb 1899 to 14 Mar 1921 when pensioned	Add	No
BIHET	Ernest Peter	310014	Leading Stoker	RN	HMS Vivid II	30 Jan 1885	St H	Served 19 Apr 1906 to 7 Apr 1915 when invalided with pulmonary TB	Add	No
BAHAIRE	Frank	221418	AB	RN	HMS Renown	14 Jun 1886	St H	Served 17 Jul 1902 to 13 Jun 1926 when pensioned	Add	No
VILLALARD	Edward John	237875	AB	RN	HMS Woolwich	5 Feb 1890	N/K	Served 19 Nov 1906 to 7 Jan 1926 at least	Add	No
BARNETT	Henry Thomas George	184600	Leading Seaman	RN	HMS Revenge	16 Feb 1880	St H	Served 13 Jul 1895 to 17 Feb 1910 and then joined RFR. Mobilised 2 Aug 1914 to 22 Feb 1919	Add	No

BAKES	Gordon Gruchy	232297	AB	RN	HMS Victory I	4 Nov 1888	St H	Served 27 Aug 1904 to 8 Apr 1909 when invalided out. Rejoined 24 Aug 1914. Again invalided Apr 1915 with Appendicular Colic	Add	No
BULL	Edward George	J82644	Boy 2nd Class	RN	HMS Danae	16-Mar-02	N/K	Served 8 Jan 1918 to beyond 3 Sep 1928	Add	No
BUTLER	George Hume Matthew	176875	Petty Officer	RN	HMS Victory I	21 May 1879	St B	Served 17 Oct 1893 to 8 Jul 1916 when invalided with Pulmonary TB	Add	No
BALL	William John	189591	AB	RN	HMS Blake (Vortigern?)	1 Jan 1880	St H	Served 23 Jul 1896 to 5 Apr 1920 when demobilised	Add	No
BANNIER	Ernest William	205617	Ship's Corporal 1st Class (PO)	RN	HMS Glory I	28 Mar 1883	St C	Served 22 Aug 1899 to 27 Mar 1923 when pensioned. Rose to Master at Arms	Add	No
BARNES	Henry Arthur	207024	AB	RN	HMS Vernon?	8 Mar 1884	St H	Served 2 Nov 1899 to 7 Mar 1914 and then joined RFR. Mobilised 2 Aug 1914 to 4 June 1921. Was not killed or had died as 1919 JROH implies.	Add	Remove
BOWEN	Arthur George	L7461	Officer's Cook	RN	HMS Bellona	8 Sep 1897	N/K	Served 15 Oct 1915 to 5 May 1919 when demobilised	Amend	No
BRIARD	Frederick William	184604	Petty Officer	RN	Not Applicable	26 Mar 1880	St H	Served 23 Jul 1895 to 12 Jan 1914 when papers transferred to Officer's Section	Amend	No
BOUDIER	John Francis	L6147	Officer's Steward 2nd Class	RN	HMS Monitor (25)	13 Sep 1896	St H	Served 15 Jan 1915 to 8 Mar 1929 when demobilised	Amend	No
BAILLIE	Arthur William	224715	Leading Air Mechanic	RNAS	HMS Daedalus	24 Dec 1886	St H	Served 3 Feb 1903 to 31 Mar when transferred to RAF. Reenlisted in RN in 1921	Amend	No
BECK	Thomas Helier	K42079	Stoker 1st Class	RN	HMS King George	28 Sep 1883	N/K	Served 31 Mar 1917 to 5 Apr 1919 when demobilised	Amend	No
BECK	Henry	184613	Leading Seaman	RN	HMS Blenheim	26 Jan 1880	St H	Served 2 Aug 1895 to 21 Feb 1920 then pensioned. Enlisted RFR and on Working Party 12 Apr 1921 to 9 Sep 1922	Amend	No
BANNIER	Frank John	296971	Leading Stoker	RN	HMS Victory II	10 Dec 1882	St H	Served 1 Mar 1901 to 28 Feb 1913 the enlisted in RFR. Transferred to RAN on 10 Mar 1913	Amend	No
LE BRETON	Alfred Thomas	F41873	Air Mechanic 2nd Class	RNAS	HMS Daedalus (Dunkirk)	4 Apr 1879	St H	Served 20 Nov 1907 to 31 Mar 1918 when transferred to RAF	Amend	No
BISSON	Philip Edward	177875	Chief Petty Officer	RN	HMS President III	15 Aug 1877	St H	Served 9 Jan 1894 to 29 Aug 1919 when demobilised	Amend	No
BOUGEARD	Francis Albert	292001	Stoker 1st Class	RN	HMS Cormorant	20 Jun 1879	N/K	Served 25 Apr 1899 to 11 Jan 1919	Amend	No
BALL	Arthur Archer	188942	AB	RN	HMS Resolution	3 Apr 1880	St H	Served 19 Jun 1896 to 9 Apr 1910 then joined RFR. Mobilised 2 Aug 1914 to 22 Feb 1919	Amend	No
BUESNEL	Charles Edward	F25430	Air Mechanic 1st Class	RNAS	HMS President II	23 Sep 1897	St S	Served 2 Feb 1917 to 31 Mar 1918 when transferred to RAF. Prior Army service was noted - Militia?	Amend	No
BANKS	Walter	213500	AB	RN	Not Applicable	28 Feb 1884	St H	Served 19 Feb 1901 to 27 Feb 1909 when discharged by purchase. Joined RFR 28 Feb 1909, mobilised 12 Sep 1914 to 1 Feb 1919	Amend	No
BURTON	William James	207072	Leading Seaman	RN	HM Trawler "Mary"	21 May 1884	St My	<b>Served 1 Apr 1903 to 20 May 1914 then joined RFR. Mobilised 2 Aug 1914 then killed when the "Mary" hit mine 5 Nov 1914</b>	No	<b>Add</b>

LE BOUTILLIER	John	M22714	ERA 4th Class	RN	HMS Submarine E14	1 Feb 1888	N/K	Served 28 Aug 1916 to 28 Jan 1918 when E14 was sunk by Turks	No	Amend
BECHELET	Alfred	279212	Stoker 1st Class	RN	HMS Louvain	2 Nov 1874	St P	Served 13 Feb 1895 to 4 Oct 1907 then enlisted in RFR. Mobilised 2 Aug 1914 and died 20 Jan 1918 when HMS Louvain was sunk	No	Amend
BARTER	Henry John	230790	AB	RN	HMS Submarine E15	15 Apr 1888	St H	Served 24 May 1904 to 11 May 1916 when he died in captivity as a POW of the Turks	No	Amend
VILLALARD	John Francis	231087	AB	RN	HMS Birmingham	12 Jun 1888	St Mn	Served 31 May 1902 to 5 Aug 1916 when he died in Jersey from acute gastritis	No	Amend
BATHO	Percy John	219684	Leading Seaman	RN	HMS Laurentic	15 Jun 1886	St S	Served 4 Feb 1902 to 25 Jan 1917 when lost on HMS Laurentic	No	Amend
BAUDET	Louis Frederick	K26665	Stoker 1st Class	RN	HMS Crusader	27 Oct 1884	N/K	Served 7 Jun 1915 to 24 Sep 1916 when died of wounds	No	Amend
BROGAN	Edward Albert	184599	AB	RN	Not Applicable	28 Jul 1879	St H	Served 12 Jul 1895 to 21 Aug 1906 when went on the Run. On 23 Mar 1908 was recovered but discharged	No	No
BOYCE	Harry Frederick	197947	Boy 2nd Class	RN	Not Applicable	17 Nov 1881	St H	Served 8 Jan 1898 to 2 Feb 1898 when discharged Unfit	No	No
BOSTON	Horace Frederick	SS3217	AB	RN	Not Applicable	15 Aug 1891	St H	Served 6 Nov 1909 to 6 Feb 1913 when discharged Invalided with severed tendons in L Hand	No	No
BREEN	Ernest	360963	Officer's Steward 2nd Class	RN	Not Applicable	13 May 1882	N/K	Served 20 Nov 1902 to 22 May 1914 when discharged Shore OR?	No	No
BADIER	John Arthur	193979	Ordinary Seaman	RN	HMS Alexandra	10 Apr 1881	St H	Served 4 May 1897 to 23 Jul 1900 when he died at Kirkwall	No	No
BERNARD	Henry Francis Victor	163115	AB	RN	Not Applicable	17 Jun 1875	St H	Served 6 Oct 1891 to 20 Jun 1898 when he went on the Run.	No	No
BECKFORD	Arthur	167013	Boy 2nd Class	RN	Not Applicable	13 Nov 1875	St H	Served 21 Mar 1892 to 28 Mar 1892 when invalided out	No	No
BROWN	Albert Charles	298883	Stoker 2nd Class	RN	Not Applicable	6 Sep 1882	St H	Served 19 Oct 1901 to 6 Jun 1902 when invalided out	No	No
BRICE	Oscar Alfred	340246	Steward	RN	Not Applicable	21 May 1879	St Mn	Served 1 Jul 1894 to 22 Oct 1908 going on the Run in Canada	No	No
BROWN	Thomas Alfred	289314	Stoker	RN	Not Applicable	26 Sep 1874	N/K	Served 29 Jul 1898 to 8 Mar 1901 when invalided out	No	No
BRADFORD	Augustus	357119	Domestic 2nd Class	RN	Not Applicable	27 Oct 1876	N/K	Served 2 Feb 1899 to 4 Jul 1904 when discharged in Sydney at own request	No	No
BOOBYER	Albert Charles	173326	AB	RN	HMS Vivid I	6 Nov 1877	St L	Served 17 Apr 1893 to 6 May 1898 when invalided at Plymouth Hospital	No	No
BOUDIER	Thomas	165155	Ordinary Seaman	RN	HMS Active	13 Aug 1875	St P	Served 25 Jan 1892 to 14 Dec 1893. Received 9 months HL at Winchester Prison and discharged	No	No
BOUTELL	Frank John	307748	Stoker 2nd Class	RN	HMS Firequeen	6 Oct 1878	Gr	Served 1 Oct 1904 to 18 Feb 1905 then went on the Run	No	No
BODDIE	Walter Thomas Weir	190245	Boy 2nd Class	RN	HMS Impregnable	10 Feb 1880	St H	Served 27 Aug 1896 to 4 Jun 1897 when invalided at Plymouth Hospital	No	No

BAXTER	William John	215172	Leading Seaman	RN	Not Applicable	28 Jul 1884	St H	Served 2 May 1901 to 13 Feb 1912 when he died from pneumonia at Haslar Naval Hospital	No	No
BAUDAINS	Percy Edwin	357862	Domestic 2nd Class	RN	HMS Albacore	24 Jun 1881	Gr	Served 24 Dec 1899 to 13 Nov 1903	No	No
BARROT	Ernest Alfred	189589	AB	RN	Not Applicable	14 Apr 1881	St H	Served 27 Jul 1896 to 13 Apr 1911	No	No
BROGAN	Thomas William	193610	AB	RN	Not Applicable	3 Jul 1880	N/K	Served 8 May 1897 to 21 May 1906 when went on the Run from HMS Grafton	No	No
BUTLER	Ernest Henry	297411	Stoker 2nd Class	RN	Not Applicable	13 Nov 1879	St H	Served 3 May 1901 to 15 Jul 1902 when went on the Run from HMS Duke of Wellington II	No	No
BUTLER	Ernest James	210649	Ordinary Seaman	RN	Not Applicable	28 Dec 1884	St B	Served 1 Jul 1900 to 3 Sep 1903 when discharged DS2?	No	No
BURGER	George Edward	199379	AB	RN	Not Applicable	4 Mar 1882	St H	Served 2 May 1898 to 26 Apr 1902 when discharged by purchase, Served RFR from 26 Apr 1902 for 5 years	No	No
BAILEY	Tom Stephen	230467	AB	RN	Not Applicable	13 May 1888	St H	Served 13 Apr 1904 to 4 Mar 1909 when invalided out (with syphilis?)	No	No
BOULLIER	James Walter	F10374	PO Mechanic (Eng)	RNAS	HMS President II (Howden)	4 Mar 1891	N/K	Served 4 Jan 1916 to 7 Feb 1917 when invalided. Did not transfer to RAF. Was a Walter BOUILLIER in RFC?	TBA	No
BREE	John Francis	301051	Stoker 1st Class	RN	Not Applicable	10 Jul 1882	St H	Served 29 Jul 1902 to 12 Nov 1908 when declared SNLR after going on the Run and receiving 42 days Hard Labour. Bree in 7/RIR?	TBA	No