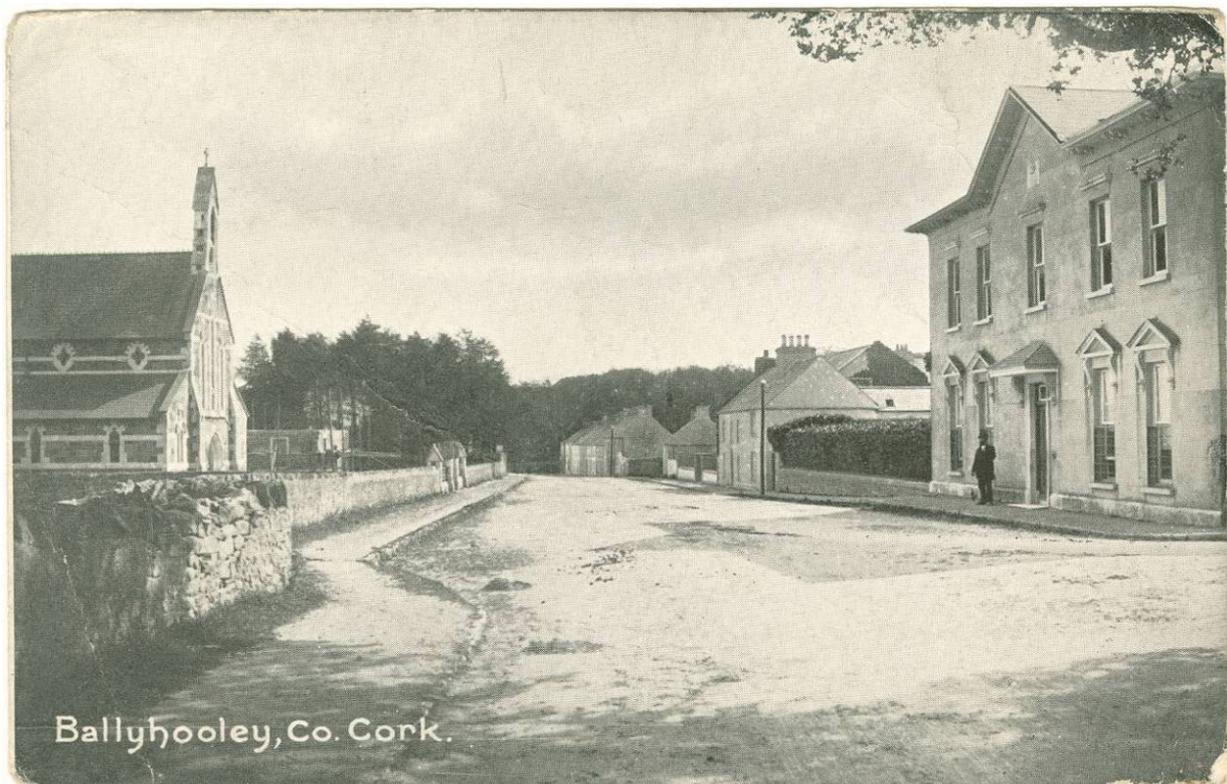


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**Channel Islands
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A Home from Home, 1915?

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Hello All

It strikes me that one of the most important qualities that we need when carrying out research is persistence. Sometimes an advance of one pace forward is negated by a retreat of two paces back. When I encounter such circumstances, I tend to park the problem, go away and tackle something else, and return days, weeks or months later as necessary, in an attempt to press forward once more. Does that sound as if it is a recipe for eventual success? Sadly, it is not when one is faced with faceless, monolithic organisations and here I am thinking particularly of the UK's Ministry of Defence.

Why? As you will see when you read Liz Walton's item on her battle (and it is one!) to have AB Helman commemorated, you will be able to share her frustration, as I do, at the lack of activity by, presumably, the Naval Historical Branch. Had she asked about the weight of the nails used on HMS Victory's hull at Trafalgar, the Branch would have come back far sooner with an answer to the nearest ounce, and the additional information of what percentage were cadmium plated! Yes, I have exaggerated slightly, but I suspect that the NHB are more intellectually equipped for dealing with ships and sea battles, as opposed to looking at the aspects of process and personnel. Also, we should not forget that, in most of these departments, proving a timely answer to our questions will not affect their pay scales!

Given that scenario, how can we succeed? For my part, within the next week or two I will be heading down the same path as Liz has ventured, by trying to get three sailors, John Este Vibert, Thomas Ounan and William Turner commemorated, and like that of Helman, in each of these cases there is a gap of a year or more between discharge and death. While I regard myself just as persistent as Liz is, in no way do I want to write an item in five years time saying that I am awaiting a response! Hopefully, I am now drawing some useful lessons from her frustrating experiences in that I have been looking to involve a wider audience, and, shall we say, some political muscle to be aware of our intent to advance the case of Vibert, Ounan and the others, and if necessary to assist us at higher levels if the going gets rough.

When we kicked off the Group some six years ago, we may not have envisaged then how we would subsequently develop. In that time we have, I think, acquired a measure of 'street-cred' and that many people are more aware that the Islands' history books should have a few pages on the Great War thanks to articles, our 'information service', talks and so forth. Looking ahead, we may wish to use that 'street-cred' a little more?

This Month's Cover

Thanks for the cover photograph goes to Ian Ronayne and Gareth Syvret from the Société Jersiaise. This view would have been a familiar sight to the Jersey Contingent when they had time off to spend a few pence in the pubs while under training and canvas at Ballyhooley.

Volunteer(s) Still Wanted

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

The Flying Collets **By Liz Walton**

The three Collet brothers lived in Guernsey in their childhood, and they all attended Elizabeth College. All three were to serve with the flying services in the Great War, two of them served as pilots while the third worked in aircraft and engine design. Their Guernsey connection can be seen in the 1901 Channel Islands census, which shows 44 year old James Francis Herbert Collet living at High Cliff, Village de Putron, on the outskirts of St Peter Port. Sharing the premises were his three sons, Francis James aged 14, Charles Herbert aged 13 and Ralph Harold aged 11, plus Anne Edwards, a general domestic servant born in Wales. James Collet had worked as an engineer with the Indian Government Public Works Department, and all three of his sons were British citizens born in India as was James himself. His wife Teresa née Pilley was from Birmingham, and their daughter, also called Teresa, was born in Canada. The reason why they were resident in Guernsey in 1901 is not clear, but many Elizabeth College boarders were from families based in India. The family does not appear on earlier UK or Channel Island censuses, indicating that they were probably overseas.

When war broke out, Francis, Charles and Ralph Collet were then aged 27, 26 and 24 respectively. Francis James Collet had started work in a locomotive shop as an engineer, possibly in India as I cannot find him on the 1911 census. Since 1912 he had been employed as a diesel engine designer at JS White and Company in Cowes on the Isle of Wight. J Samuel White started out as a shipbuilding firm but during the early 20th century the Cowes site became an engineering works, constructing turbines, boilers, steam and diesel engines. Large ships continued to be built on other sites. Between 1912 and 1916 the Company also had an aviation department that built a number of seaplanes using the name Wight Aircraft. In March, 1914, Francis Collet moved to work as an aeroplane designer at the Royal Aircraft factory at Farnborough. When war broke out he was seconded for duty, initially serving as a Second Lieutenant with the London Electrical Engineers Battalion. He later served as Captain with the Royal Flying Corps and the RAF. His service record shows that he was involved in diesel engine and aircraft design throughout the war, apart from a final nine months posting on Anti-Aircraft and searchlight duties. In March, 1919 he was transferred to the Unemployed List after almost five years of continuous service.

Charles Herbert Collet, like his brothers was born in India and educated at Elizabeth College before going to Dulwich College in London. He joined the Royal Marine Artillery on the 1st September, 1905, and was promoted to Lieutenant less than a year later. The 1911 census shows him serving on board HMS Duncan based in Malta. He then transferred to the Royal Naval Air Service, having gained his Royal Aero Club Aviators Certificate in an Avro biplane at the Central Flying School, Upavon, Wiltshire on the 21st October, 1913. The Central was established in 1912, and is, today, the oldest existing flying school in the world. Its primary aim was not to produce aviators as such, but to train professional war pilots in advanced techniques after they had passed their initial flying exams.

He had been a highly successful and daring pilot before the war, winning a long distance flying record by travelling from Plymouth to Grimsby (although he was actually attempting to reach John o'Groats!) in a specially adapted heavy biplane with huge fuel tanks. Whilst stationed at Eastchurch Flying School he was also said to have been the first RNAS pilot to loop the loop.



Lieut. Collet, of the Naval Wing of the R.F.C., in the pilot's seat of the 100 h.p. D.F.W. Arrow biplane, prior to his testing the machine on a long flight at Brooklands.

When war broke out he was involved with the defence of Antwerp, until its evacuation. He is best known for the fact that he successfully carried out the first long distance air raid into enemy territory when he dropped two 20lb bombs on the Zeppelin sheds at Düsseldorf on the 22nd September, 1914 for which he was awarded the Distinguished Service Order (DSO). The DSO is typically awarded to officers and is normally given for service under fire or under conditions involving actual combat with the enemy. 8,981 DSOs were awarded during the Great War

A description of his flight by WH Talbot notes that "...Flight Lieutenant Collet approached the Zeppelin shed at Düsseldorf at an altitude of 6,000 feet. There was a bank of mist below, which he encountered at 1,500 feet. He traversed the depth of this layer and emerged there from at a height of only 400 feet above the ground. His objective was barely a quarter of a mile ahead. Travelling at high speed he launched his bombs, with what proved to be deadly precision, and disappeared into cover almost before the enemy had grasped his intentions." A Memorandum by the Director of the Air Department, Admiralty notes that: "On the 22nd September, Flight Lieutenant CH Collet, of the Royal Naval Air Service (Naval Wing of the Royal Flying Corps), flying a Sopwith tractor biplane, made a long flight and a successful attack on the German Zeppelin Airship Shed at Düsseldorf... Lieutenant Collet's feat is notable - gliding down from 6,000 feet, the last 1,500 feet in mist, he finally came in sight of the Airship Shed at a height of 400 feet, only a quarter of a mile away from it."

He was twice brought down in France but managed to escape each time, and was twice Mentioned in Dispatches, firstly on the 21st October, 1914 then on the 17th February,

1915. His bravery was recognised at the time, in an article entitled "Flight-Lieutenant Collet's Daring: The Bomb-Dropper's Weapon; and Objectives of the British Aerial Raid into Germany", on page 22 of *The Illustrated War News* dated 30th September, 1914. He was gazetted Flight Commander on the 23rd February, 1915 and served with the 3rd Wing, Royal Naval Air Service (RNAS). He then transferred to the Dardanelles front, where he participated in the Gallipoli landings of the 25th April, 1915. Nearly four months later on the 19th August he was killed in a flying accident on the Turkish island of Imbros in the Aegean Sea. His engine stopped as he was taking off from Imbros airfield and his aircraft plunged vertically to the ground from a height of 150 feet, and then burst into flames. Chief Petty Officer Michael Keogh of HMS Ark Royal tried to rescue him from the burning aircraft but was driven back by the flames and received serious burns. He was awarded the Albert Medal for his bravery. Charles Collet was only 27 years old when he died. He is buried at Lancashire Landing Cemetery in Turkey, his body having been taken there from Imbros after the Armistice. His name is listed on the Elizabeth College and Dulwich College Rolls of Honour.



The youngest brother Ralph trained as a pilot at the Royal Naval Air Station, Chingford qualifying on 31st January, 1916. At the time of the 1911 Census he was an articled pupil to a chartered accountant and was living in Camberwell in London with his father, his sister Teresa now aged 17 and Anne Edwards, the same domestic servant who had been with them in Guernsey ten years earlier. He had just qualified as an accountant when war broke out, but according to an article written by his father in *The Elizabethan*, the Elizabeth College Journal, he immediately volunteered for active service. A keen motor cyclist, he volunteered as a despatch rider but there was a waiting list so he joined the RNAS as a Probationary Flight Sub-Lieutenant in December, 1915, a few

months after his brother had died in a flying accident. After qualifying as a pilot after only six weeks of training he went for advanced training at various air stations before going to the Western Front in May, 1916.

He and Flight Sub Lieutenant Donald Harkness were awarded the Distinguished Service Cross (DSC) for a raid on the Zeppelin sheds at Evère just three months later. The DSC is granted in recognition of "... gallantry during active operations against the enemy at sea." It is the third level military decoration awarded to officers, and (since 1993) other ranks, of the British Armed Forces. The London Gazette of the 5th September, 1916 states that it was "In recognition of their services on the morning of 9th August, 1916, when they dropped bombs on the airship sheds at Evère and Berchem-St-Agathe. Flight Sub Lieutenant Collet dropped all his bombs on the shed at Evère from a height of between 300 and 500 feet under very heavy rifle, machine gun and shrapnel fire from all directions." He took part in another raid on Zeppelin shed near Namur less than a fortnight later and on his return had to make a forced landing fortunately just inside Allied lines. He continued to have a distinguished career with the RNAS and then the RAF until the Armistice but little is known about whether he continued to fly after that. He died in Southampton in 1969.

Their father, writing about them in *The Elizabethan*, stated that all three brothers were keen yachtsmen when they lived in Guernsey, and this meant that they had experience of navigation in poor visibility, and of setting a course "with due regard to wind and other weather conditions." This enabled them to "shape their course" when flying, using their own judgment of prevailing conditions. This was something which was essential in those early days of flight in fragile machines with poor communication with the land and little instrumental help available. But whatever the reasons, all three brothers in their own ways were pioneers of wartime flight and of what would eventually become the RAF.

Damned by 'unfaint' Praise?

The British Army has long had a Confidential Reporting system whereby an individual's performance over the preceding year is assessed, commented upon and brought to his notice during an interview with his superior. Given the confidentiality implied in the process, one may wonder how comments on officer performance, such as: "His men would follow him anywhere, but only out of curiosity", or "I would not breed from this Officer", or even "This officer has the astonishing ability to provoke something close to a mutiny every time he opens his mouth", leak out? But of course as we all know, these, and similar, phrases are apocryphal. Well, aren't they?

Looking through the file on one 42 year old Helier Blampied Pepin (clearly a Jerseyman) served as a reminder of those Reports. He had been a Depot Assistant with the Expeditionary Forces Canteen (the fore-runner of today's NAAFI) in the Dardanelles and then Egypt. However, finding his Army Form W3226, titled "Particulars as to Character of a Soldier serving with an Expeditionary Force who is sent Home for discharge or permanently for any reason", we discover that his Sobriety was rated as "Very Dubious", while the question "Is he reliable?" elicited the response "Not Quite"! The Reporting Officer certainly did not know whether Helier had shown any special aptitude for civilian life. No doubt some researcher will, in future years, read my Confidential Reports and make one or two unkind remarks, so I think a veil needs to be drawn before I focus too much attention on myself!

A Cad named Niemeyer!

What were conditions like for the 194,703 men of the British Empire who were either captured by the enemy or interned in neutral countries for the duration? Of that number, nearly 8.5% of them died in captivity and so their accounts, if these were known, could only be reported by others. However, the end of captivity, be it by repatriation or by internment, would invariably involve the individual undergoing some form of debrief so that intelligence staff could assemble a picture of the conditions for the men held at the various Prisoner of War Camps as well as gain an insight into the civilian situation. In Germany particularly, there would have been much interest in learning about the impact of North Sea blockade on the eating habits of the population.



There was also the consideration that brutal treatment had been meted out, in some cases a prisoner dying at the hands of the enemy. Indeed, the 8.5% figure may be a little low given that Indian soldiers suffered badly after the surrender at Kut. One suspects that, although much was made of this at Versailles, where, for example, the Germans were asked to deal with the perpetrators of such offences these men received pitifully small sentences or would quickly vanish!

Jerseyman, Major Albert George L'Estrange Le Gallais (pictured left) of the Royal Scots Fusiliers was one such prisoner, and on reaching Montreux in Switzerland a few weeks before Christmas 1917, having been transferred from three long years of captivity to an internment facility, he provided the following account of those years.

Reading it today, his treatment appears to have been comparatively mild, although the living conditions were generally poor and the food inedible. What do you think?

Taken prisoner, afternoon 31st October, 1914, near Gheluvelt, marched to Wervicq, and from thence to Tourcoing, where we arrived about 11 p.m. Kept waiting at station until 2 a.m., then put into train.

[I] was with a party of eleven officers. Our escort was commanded by a sergeant. No food of any sort was provided, nor were we allowed to buy any, from the 31st to the evening of the 2nd November, when we arrived at Crefeld, except some very bad rye bread, and not much of that, and a little coffee twice. Each large station we went through we were screamed at and abused. At Cologne men were taken out on the platform and forced to walk up and down, being kicked and jeered by the crowd. We officers were taken out of the train and shut up in a small room, with no chairs, under the stairs of the station. Whilst we were there, a general, his staff officer, and a woman came in to stare at us and looked at us as if we were wild beasts out of a zoo

(Editor: There is a British Army joke that officers have ladies, senior NCOs have wives and the junior ranks women! Was Major Le Gallais being disparaging about the German officer class? I'd like to think so).

Arrived at Crefeld, we were kept in the station about half an hour, and then sent to a tram that was waiting for us. The road to the tramcar was lined by soldiers to keep the crowd away from us, who were screaming and cursing and very anxious to get us and tear us to bits. They, the crowd, tried to hit us with sticks, and actually succeeded in hitting Captain Soames who was in [the] rear. The crowd even pursued us when we were in the tram half way to the barracks, and really if they could have got at us we would have had a very bad time.

Arriving at camp we were put in a large room and left to ourselves.

The treatment in Crefeld Camp was, when compared with other camps, quite good, due, largely, I think, to the Commandant, Major Courth. Our chief trouble was that we were not allowed to look out of the windows, nor were we for a long time allowed to have them open. If you looked out of a window you were shot at, at once, by the sentries. At this period all nationalities were mixed up together. Later on this, and the question of shut windows, was put right by the American Ambassador.

We were allowed to write two letters and two postcards monthly at this time, and our letters from England came through quickly and regularly.

No drink was allowed until 1915. When Major Vandeleur escaped, the whole camp was stopped smoking a week, and this punishment was again applied later, but each time less vigorously. I was two years and six months at Crefeld, and our treatment there on the whole was fair.

In May, 1917 I had to go to hospital near Crefeld to undergo an operation to my nose. Whilst I was in hospital, all the English were moved from Crefeld to different camps in Germany. I was never allowed to go back to the camp to look after my kit, which I had left before going to hospital, never expecting to be moved, and in consequence was put to great loss, both as regards food and clothing, all of which were looted by the guards

(Editor: It is possible that his belongings were taken by other POWs who may have hoped (or not as the case may be?) for Major Le Gallais to rejoin them).

I went to hospital on parole, where I remained for about a fortnight. At 5 a.m. on 1st June, 1917 I was awakened in hospital and told to be ready to move at 6 a.m. to proceed to another camp, destination unknown. My escort consisted of two armed men, who, although I was still on parole, would not even leave me when I went to the lavatory. My parole card was subsequently returned to me by post, after the journey. My destination was Schwarmstedt, where I arrived the same evening about 8 p.m.

To describe this camp would require a far more able pen than mine. Situated about 30 kilometres south of Hannover, on a moor that had originally been a marsh, I came across a cluster of wooden huts of the worse type, neither waterproof nor windproof, around which was the usual wire fence.

(Editor: In fact Schwarmstedt is to the north of Hannover)

The country here is exceedingly flat, and nowhere can you dip (dig?) down 3 feet without coming to water. Most of the land here had been drained by the French prisoners in 1870. The result of this water under the surface was that there was a perpetual evaporation going on which made the camp most objectionable.

In the huts we were exceedingly crowded, often having to put the beds one on top the other, like berths on a ship. The bedding consisted of two very worn blankets and a mattress made of sacking with the coarse grass off the moor. Fortunately we were there only in summer. I can think of no place more unpleasant in winter.

The latrines consisted of an open ditch situated in the middle of the huts and only 12 feet away from some of the sleeping rooms. This was only emptied when full to the very top, and the smell over the camp was dreadful.

(Editor: Unfortunately no mention is made whether officers and other ranks occupied the same camps, however, it is likely that officer camps, if they were established, would have had a number of other rank orderlies).

As for food, it consisted of:- Breakfast, tea or coffee, no sugar or milk, and bread, which you bought and was an extra charge on the messing, and which I personally could not eat without a stomach ache afterwards. Dinner daily was served in a camp bucket placed in the middle of the dining-room, and consisted of a kind of swedes, mangolds, a few potatoes, and some scraps of tinned meat of some kind. This mixture was quite uneatable, and made the room smell sour. Tea consisted of some kind of soup, usually quite uneatable. When we arrived in the camp there were no knives, forks or plates. Of fresh vegetables and fruit there was any quantity in the neighbourhood, but we were not allowed to buy them, as they were not available for prisoners, although German soldiers told me that they had vegetables going to waste in their gardens, which they could not send to Hannover, and which they were only too anxious to sell. Further, inside the camp itself was a large patch of vegetables, salads, etc., but we were not allowed to purchase any of them until they were quite passé.

During all this time we were getting no letters, and our letters home were being held up, so that no one at home should know how we were being treated. All this was taking place while the Commission in Holland was promising better treatment to prisoners.

Our letters were often delayed a month or more in Osnabrück. At first they bore the stamp date of arrival and date of departure, but when Major Wyndham, Wiltshire Regiment, the senior British officer, complained about this amongst other things, they faked the date of receipt and made it coincide with the date of forwarding to us. But for the efforts of Major Wyndham, who was continually standing up for our rights as prisoners, I think we should have been much worse off.

*From Schwarmstedt I was moved to Holzminden, Brunswick (**Editor:** Braunschweig), a camp with good buildings, but with, I think, the worst type of Prussian, a German-American cad named Niemeyer, as Adjutant. With the exception of the Commandant, all [of] the staff of this camp were the same, and spared themselves no trouble if they thought they could annoy the prisoners. I understand that all the camps in the X Army Corps, i.e. the Hannover command, are the same, and I believe it is largely due to the General, Von Hänisch, who does all he can to annoy those who have the misfortune to be prisoners in his command.*



From Holzminden I moved to Heidelberg, where the treatment was reasonable, although the accommodation was not all that one would wish, but where you rarely saw a German, and they scarcely came into your rooms.

The food, too, here was better, as the daily ration consisted of plenty fresh vegetables, and more could be bought in the canteen. The bread was also eatable, and there was a small ration of sugar. My only real grievance in this camp was the shortage of fuel, the rooms lately being exceedingly cold.

From Heidelberg, I passed direct over the border into Switzerland

(**Editor:** On the 9th December, 1917 according to Cox's List. Refer to 'In the Bag' (Journal 32)).

Major Le Gallais was an OV, and he had also been to Brecon College. Being granted a commission in Jersey's Militia he was then gazetted as a regular officer into the Northumberland Fusiliers serving in South Africa, as Captain and Adjutant, and later as ADC to Mauritius' Governor.

After regaining his freedom in December, 1918 he retired from the Army and returned to the Militia, first as the Second in Command, and then later as the Commanding Officer. The Militia at this time was the equivalent of one infantry battalion's strength.

World War 2 came and he again volunteered for Army service, being appointed Town Major at Lille, a short-lived appointment, given the German breakthrough! After a brief leave in Jersey he returned to England, and on the 30th September, 1940 he was killed during a bombing raid that hit the town of Sherborne in Dorset (See 'Survivors in one War, Casualties the Next' (Journal 36)).

AB Helman – A Further Update By Liz Walton

Back in 2005 I had originally decided to photograph Guernsey's parish memorials as part of a project to make an online record of them. I then decided to try to find out more about the men listed on them. All was going well until on the St Andrew's parish memorial I found several names that were not listed with the Commonwealth War Graves Commission (CWGC). I tried to find out why, and this started my search for local men who fulfil the criteria for commemoration but somehow got missed out. Able Bodied Seaman (AB) John Helman was the first case that I looked into, and sadly more than five years on it has still not been resolved.



In 2007 an update was written for the Journal because in August of that year a letter arrived from the CWGC stating:

"I am afraid that the Ministry of Defence's Naval Historical Branch has informed us that Able Seaman Helman does not qualify for war grave status. Based upon the evidence provided his death cannot be recorded on the Commonwealth War Graves Commission register, because although it stated that Able Seaman Helman died of Pulmonary Tuberculosis on 28th February, 1920, his service record shows him to have been invalided on 13th February, 1919, with no indication of a pre-existing condition".

This did not seem to me to be acceptable, because it was almost impossible that he had not been suffering from tuberculosis when he

was invalided out three months before his death. Further information to support the claim was gained from a family member, Mr André Helman (who also provided the photograph above) and from records from Haslar Hospital and these were forwarded to the CWGC later in 2007. I wrote at the time that:

"I am hopeful that the medical records supplied to the Ministry of Defence will be enough to secure Helman's commemoration with the Commonwealth War Graves commission. His headstone is in a very poor condition as there are no family members on the island to look after it, and the lettering describing his part in the Zeebrugge raid is falling away from the stone and will soon be illegible. If he is recognised maintenance of the headstone will become the responsibility of the CWGC and his contribution will not be forgotten".

However nearly four years have passed and we seem to have made no progress. The CWGC resubmitted the information to the relevant branch of the Admiralty who are investigating it. However an enquiry in January of this year as to whether any progress had been made stated

"... As you know all the information you forwarded to me was sent to the relevant section of the Ministry of Defence, in this case the Naval Historical Branch. I gather from recent conversations with them they are trying to sort out outstanding Navy cases and then forward their adjudications to us. I will chase them up again and let you know the outcome. We are grateful to you for bringing this gentleman to our attention and your continuing patience".

In March I enquired again and was told that

“...I'm sorry to report that [there is] no news. There are some serious discussions with the Naval Historical Branch and the MOD at the moment and we are trying to rectify these delays. I will let you know when I hear back from them.”

So more than five years down the line, despite large amounts of research and exchange of paperwork AB Helman still hasn't been commemorated by the CWGC. There are no family members over here to look after his headstone, which is falling into disrepair, though I do try to keep it clean and tidy. AB Helman was described at the time as “Our Zeebrugge Hero”. It seems only fair that he should be properly commemorated and soon.

Through a Snotty's Eyes
By Ned Malet de Carteret

Ned has transcribed the final letters from Philip Malet de Carteret to his father and other family members. It is interesting to note the daily life on board ship and the need to counter boredom, whether by playing hockey regularly or amateur dramatics. The ‘Sod's Operas’, as some of these shows are called, were (and still are) remarkable for the ingenuity applied in producing scenery and costumes from material that could be found on board, either through borrowing, scrounging or misappropriation! It is somewhat poignant that a few days before Jutland and the loss of HMS Queen Mary he would ask after the condition of the gooseberries, and clearly he would not have been aware of that fatal battle just four days later. As before, some minor editing has been carried out.

HMS Canopus
At Port Iero
Dec 21st 1915

My dear Dad

All the preparations for Christmas aboard are in full swing. They have got up the Quarterdeck awning and this evening there is going to be cinematograph entertainment of sorts on board got up by the ship's company and provided by a contractor from Metylene.

I believe on Christmas Day some English visitors are going to be invited on board. Although this is such an out-of-the-way hole, there are even a few English people here – they are going to lug their kids with them and we are going to have a sort of party I believe, although as a matter of fact everything has not yet been settled.

The Commander is a maniac about paper-chases. We went for one last week, and he is getting another one up for tomorrow. It is not such bad sport only rather heavy going with all these hills and bad roads about here. The hares invariably get the best of it, and last time they got home a good half hour before the first of the hounds. The rest of us straggled back at irregular intervals. The whole course was 9 or so miles long.

Hockey, also, is in full swing. At first the ground was in rather bad condition as it was full of hollows in which the rain used to collect and form large pools, which was very annoying, as after a hard game everybody was generally wet through. However we sent parties ashore to drain the ground and it is all right now and we get some good games. The Gunroom usually challenges the Wardroom to a match. The first time we beat them by 4-2 after a very good game, so after that they waited until they had reinforced their side by officers from the patrol ships which happened to be in at the time and then

challenged us again. This time, however, we beat them by 6-2. Unfortunately one of their side broke their stick soon after the beginning of the game so one of our side had to fall out also to make the sides even. This also was a good game, though what we want more than anything is a good referee. At present everyone is getting into the rotten habit of appealing for everything which of course makes the game not half as decent. Of course the ship's company don't play hockey but soccer.

We haven't received our Christmas mail yet but are expecting it next Tuesday – the mail trawler comes here every Tuesday from Mudros.

We had a terrific thunderstorm last night, the rain simply coming down in torrents which will make it rather rotten for games this afternoon, in fact, I don't think anything has been fixed up at all yet although it is quite fine again today.

I hope you had a decent Christmas – did you get the Xmas cards all right? The drawing of the Canopus was done by our Navigating Officer who also paints a good many pictures.

Love from your affectionate son, Philip.

HMS Canopus
Port Iero
Dec 29th 1915

My dear Dad

Thank you very much for the £1 note which you sent me. This together with similar sums received from various relations and the accumulated arrears of pay which I haven't been able to spend much of add up to quite a considerable sum. Don't you think I ought to send some of it home to you to dispose of as you think fit. I think it would be rather decent if it was stuffed into a bank, and then it would be safer than sculling about the ship, and if we went to Malta or some place like that and I was short of cash, I could easily write home for some, or have a cheque book or something – in the approved style. Rather a high-class scheme don't you think?

Yesterday the Ben-my-chose (Editor: Ben-My-Chree) which, before the war was an Isle of Man passenger boat, but has now been converted into a seaplane carrier, had an evening show on to which the officers and a certain number of men from each of the ships in harbour were invited. It was a revue called "Here we are again". A lot of us went across to see it. The performance started at 8 and was held in the large space where their seaplanes are kept and was therefore an ideal place to hold a large audience.

It was an absolutely top-hole show. You would scarcely believe that it was wholly got together with material and labour on board ship. In one of the scenes a railway train came in. This was effected by a large wooden painted model with wheels which revolved and a most realistic effect was obtained by some people in the wings who made some extraordinary noises to represent the puffs and whistling etc.

A cinematograph was effected by the people on the stage acting the piece while over the stage a sort of muslin curtain was let down through which one could see. The 'clicking' which always accompanies the working of a cinema was got by an electric fan, behind which a light was shining. Each blade of the fan lightly touched a piece of wood or something as it came round. This made the clicking. The light behind the fan threw a large shadow across the muslin giving a weird effect. It was jolly good. Also an

aeroplane was forthcoming (in another scene) which was hoisted up in the air with a man inside it after which the propeller began whizzing round accompanied by the most realistic backfires and a continuous stream of puffs issued from the exhaust. The songs and choruses were also very good while all the actors were simply ripping. Altogether it was a most delightful show and it was close on midnight by the time we packed up and returned to the ship.

I was very pleased to get your photo. I thought it was awfully good – the best of the lot in fact. I suppose you are being pretty hard worked at present with all your businesses as Jurat etc.

Our hockey ground is absolutely indispensable to us. We get some awfully good games on it. Also now that there has been a considerable addition to our little fleet here by the arrival of several new destroyers, we get different combinations in teams.

My new uniform from Gieve's arrived by last mail. It fitted me quite well although a trifle large. Also I got a cap and a few shirts, socks, cap-covers etc.

With best wishes for the New Year and best love to all those at home from
Your affectionate son Philip

HMS Canopus
Port Iero
Jan 1st 1916

My dear Grandmamma

Thank you very much for the £1 note which you sent me for Christmas. There is not much opportunity for spending money in these parts but it will come in handy when we go to Malta or some fairly civilized place.

We had a children's party on board the other day and it was quite a novel entertainment. There are one or two English families living in Metylene, and some of our officers got to know these people and asked them to come over one day and bring their children with them. Unfortunately the kids were all the wrong age – most of them being about 2 years of age whilst the oldest was only 7. Still, we rigged up a few things for their amusement. There was a Father Christmas who dispensed presents, and a long sloping board for sliding down, also a small go-cart drawn by the ship's goat and a basin of water containing a penny. Whoever tried to extract the penny got an electric shock which put them off rather successfully.

A small play was acted in which a bear, a policeman and a tramp took a prominent part. I don't know what it was all about and I don't suppose anyone else did either. There were a good many grown ups there too and a few nurses to look after the younger kids. On the whole I think it was quite a success.

Last night, being New Year's Eve, I stayed up to see the New Year in. On these occasions, in the Service, all the officers gather round the ship's bell, while the youngest (usually of course a snotty) rings it, 16 times; 8 times for midnight of the old year and 8 times for midnight of the new year. Then they all join hands and sing "Auld Lang Syne" This time, however, we were much more sober. Only 2 officers from the wardroom turned up and not more than 4 from the gunroom. The bell was solemnly struck 16 times, and in hurried whispers we chanted Auld Lang Syne after which performance we all retired gloomily to our beds.

However I hope the New Year will bring us good luck and a definite offensive taken by the Allies in spite of the half-hearted way in which it was brought in on board HMS Canopus.

We are having very fine weather here considering the time of year although of course we occasionally get heavy gales which are not at all pleasant. Still we are fairly safe from them in Port Iero.

I hope you are in the best of health.

With much love from your affectionate grandson, Philip

HMS Canopus

Jan 3rd 1916

My dear Dad

We have just discovered that our exams for acting subs come off next November (provided the war lasts up till then) Instant Panic!

Of course we will be a good deal behind the remainder of our term from the point of view of knowledge while we have been "strafing up the Dardanelles" they have been swotting in the North Sea. Still it now behoves us to make up for lost time by swotting for all we are worth. Hence we have started a systematic course of instruction, devoting one month at a time to each subject. To help me with my studies, I must ask you to send me the following books and instruments which I suppose you will find somewhere or other – I hope so anyway.

Seamanship Manual Vol1 (a blue book)

Pilotage Note-book (a long thin book full of pilotage notes)

Torpedo Manual Vol 1 (blue book-important)

Modern Engineering by Sennett and Oram (a fat green book)

Engineering Note-book (purple note-book containing engineering sketches)

Box of Instruments (a decent thing with my name outside)

*Sextant **

All old note-books such as electricity notebook, mechanics notebook etc (ordinary notebooks generally with squared paper pages)

My schemes (a small green portfolio containing sheets of paper all about Navigation)

Please take special care with my sextant as it is a very delicate instrument. I suggest you give it to an instrument maker who will pack it properly. I am awfully sorry for putting you to so much trouble on my account but I have simply got to swot up and it is impossible without all those books. I am sending 10/- for postage which will be heavy. A wooden box would save all those books and instruments an awful lot of knocking about. I can't think of anything more I want, but I hope if I do discover anything you will not mind me asking for it.

There is no news of any importance to tell you. We have got a few suspected spies on board including two females.

Hope you are quite well

With much love to all from your affectionate son, Philip.

HMS Canopus

Port Iero

Jan 10th 1916

My dear Guy

I delayed writing you a letter in hopes that I would get one from you about Christmas time which I would be able to answer. As evidently, however, a mail must have been sunk at one time or another and with it your letter, I am writing to you now to make up for lost time.

In about three weeks time we are going to bring out a small play called "Hullo Everything" It is being got up by the Canopus' officers, and no one else is going to take part in it except us. Not even the ship's company. It has not quite matured yet, but evidently is going to be the dream of a certain man called Gilbert the Filbert. Gilbert is really our sub, Flynn. When the curtain rises, he is seen asleep in his bunk, while his marine servant (another officer) is getting everything ready for him getting up. However, he goes on sleeping and in the following scenes his dream is acted. At one time history repeats itself when we act the capture of the Austrian and German consuls by our landing parties in Metylene. At another time a Zeppelin comes over and drops bombs. The scenes are being painted now.

I have got two parts to play. At first I am a chorus-girl and join in all the choruses. Then afterwards I appear as a sailor in the landing party which is going to strafe the consuls in Metylene.

I have already started by manufacturing my long hair to appear as a girl. This is being done by gumming and sewing a lot of tow (i.e. picked oakum) onto a cap-cover.

This looks quite effective. I have also made a long plat (zopf- ask Elie if you don't understand this) out of the same stuff. Then I have got to make myself a skirt and blouse (we have each got to make our own costumes). We are all allowed a certain amount of freedom in the way of acting little 'stunts' of our own. My 'stunt' will be to have a baby who will be fed from the spout for blowing up my Gieve waistcoat. As soon as the Zeppelins come flying over, however, I shall drop my baby and proceed to blow up my Gieve waistcoat for all I am worth at the same time dashing for cover – the whole idea is to make a fool of yourself for the amusement of the others. I hope the thing will be a success as it is entirely got up by amateurs, but I think it ought to be if everybody puts their hearts into it.

I have not yet thought of my rig as a sailor, but I should think that would be pretty easy to think out.

*Hope you are all right
Love to all from Philip.*

*HMS Canopus
Port Iero
Feb 8th 1916*

My dear Guy

Many thanks for your letter and also The Hound of the Baskervilles. I read it once ages ago at Osborne but I shall enjoy reading it again very much. It is very exciting isn't it?

There is a place called Thermi, quite close to here where there are a couple of French aeroplanes in an aerodrome. I believe it is quite easy to go up in one for the asking. I shall have a shot one day I expect and try my luck.

Most of our officers including the captain and commander have gone off to a small island called Long Island which is only a few miles from Smyrna to watch the building of a base for ships there. Also they are building an aerodrome there and when it is completed, all the aeroplanes at Thermi will be conveyed there where they will be used for spotting the fall of shot when our monitors start bombarding the Smyrna forts which they will be doing pretty soon – in fact they are starting today I think.

There is absolutely nothing doing here now. Every day is exactly the same as the last. Our leave had been stopped to Metylene for some reason or other but we are allowed there again now. That doesn't affect me much as I think Metylene is a frightful poky little hole and not worth going to.

We had a decent game of hockey yesterday; it is about the only thing which relieves the monotony of this place.

Personally I think it is awful rot starting swotting up for our exams already especially as they aren't coming off till November when we will probably be in different ships. Last mail I got a whole library of books from home which will come in very useful.

A whole party are going over to Thermi this morning – probably to have a shot at going up in an aeroplane if they can. Unfortunately none of us snotties will be able to go as of course we have our instructions to do.

Ellie apparently seems to be having a rare old time in her hospital what with night-duty etc: I got a letter from her saying that she was enjoying life very much.

*I hope you are having a decent term of it with plenty of games etc;
With much love to all from, Philip.*

*HMS Canopus
Port Iero
Feb 7th 1916*

My dear Dad

Thank you very much for sending me my work books. I have received the following up to date:

*Sennett and Oram
Torpedo Manual Vol 1
Seamanship Manual Vol 1*

The rest are following on I expect. You were quite right about that small green portfolio. We used to call them schemes at Dartmouth – goodness only knows why.

I think it is rather rotten of the Admiralty. They force us poor snotties to have our sextants out here with us and yet they say definitely that they will give no compensation to any officer (except Navigating Officers) who loose their sextants on active service through a mail boat (or your own ship for that matter) being sunk.

Thanks awfully for making all those arrangements about my cash and the bank, so if ever you find some shekels enclosed in a letter you know that they go to swell my banking account. We get paid once a month in the Service so you will expect my contribution then, that is whenever I am flush of course.

I asked our sub about Goddard's case and he said he didn't know there was any limit definitely laid down for remaining on the sick list before being invalided out of the Service. Anyhow he has had a good long spell of leave hasn't he? About a year by now. His wrist doesn't hurt him at all I suppose does it?

They are sending all the cadets from Dartmouth now straight to the 1st or 2nd Battle Squadrons and the Battle Cruiser Squadrons as fast as they can. Personally I would just as soon be out here seeing what fun there is to be seen as in the Australia. Of course if the Germans ever try any more destructive raids on our East Coast, the Battle Cruisers would see all the fighting, but I think the German armoured cruisers and battle cruisers will lie low for a while after the maulings they have received at our hands. Of course the great advantage of a home station is that you get plenty of leave, though it must be awfully dull work patrolling.

I well remember the Australia when we were at Abrolhos Rocks. She arrived about 2 am one morning – we were guardship and we challenged her by searchlight. She answered wrong. Our captain began to wonder at this but of course didn't do anything drastic as we knew for certain it was the Australia and not an enemy as we had been in communication with her for hours past by wireless. Eventually however it turned out that we had challenged wrongly and she had answered right; so our signal staff got strafed the more so than usual as the Australia was a flagship and so we had challenged the admiral wrongly.

She only stayed there a very short time however and we have not made her acquaintance since.

I got a letter from Ellie yesterday giving me an account of her life in the hospital and the night-work she did. She seems to be having a pretty strenuous time of it especially if she is on duty every night which I gather from her letter is the case. Still, she says she is enjoying herself which is the great thing.

*I hope you and Mammy are quite well and the spring weather suits her.
With much love from your affectionate son, Philip.*

*HMMG Mary Rose
March 7th 1916*

My dear Dad

I wish you many happy returns of the day and hope that you are quite well!

I am sending you a small souvenir of Anzac in the shape of a pencil made out of a Turkish bullet. I melted the inside of the bullet out which was only made of lead of course and then stuck the pencil in.

I suppose you have heard all about my going to the gun boat Mary Rose for a short time from Ellie to whom I gave an account of it. The very first day we were out on patrol we ran aground on some rocks to the south of Long Island, but I don't think we did much damage. However that night we had to take eleven Greek refugees back to Port Iero so we took the opportunity to stay there for a few days to carry out some minor repairs and fill up with stores and water etc. Also we asked the Canopus for a diver to examine our bottom and to remove a bit of rope which had become entwined around our propeller. In fact we stayed in Port Iero quite a long time, yesterday night being the first time we left it to return to Long Island. There wasn't much wrong with our bottom where we had

touched – only a couple of sheets of copper plating scraped off which was soon put right by the divers. Our propeller was worse however and we had to have our stern hoisted out of the water to have a new one fitted on. The SNO gave orders that the place where we went ashore was to be buoyed as although it was 500 yards or so out from the shore yet there was only about three feet of water over it and any of the other gunboats might easily have gone ashore there.

Yesterday we spent most of the time running up and down between various places on Long Island on different errands. We visited Doctor's Island which is quite close to Long Island. The only reason I can think of why it is called Doctor's Island is because one of the monitor's doctors visits it periodically to attend to a sick Greek there. Still, the inhabitants of Doctor's Island always welcome the visits of the Gunboats and yesterday they gave us a large basket full of raisins. All this islands in the gulf of Smyrna abound with grapes and other fruit in season so of course there are always plenty of raisins when there are no grapes.

We also like these occasional visits to Doctor's Island as one can purchase young lambs there (slaughtered while you wait) which is about the only decent fresh meat you get.

Yesterday evening we escorted three French aeroplanes (I think I told you there is an aerodrome at Long Island) across to Smyrna on which they dropped bombs having previously dropped pamphlets on the same place written in Turkish enlarging on the futility of protracted hostilities against the allies (with a capital A) and how they (the Turks of course not the Allies) were being thoroughly licked in every sphere of operations etc, etc, ad nauseam.

Just the sort of stuff they throw on us in fact. The aeroplanes returned all right but were followed shortly afterwards, scarcely visible in the gathering twilight by two Hun aeroplanes who flew calmly over the monitor lying at anchor in East Bay and dropped two eggs. They were contemplating dropping a few more but were driven off by the monitor's anti-aircraft guns.

After that we went to the North side of Doctor's Island where we anchored for the night, keeping watch. In the morning we shifted and went alongside the monitor lying in East Bay (Long island) where we are lying at the present minute. I don't know what they will do with us to-day but we are due for a stand-off to-morrow.

I am sending you a fiver to stuff into the bank for me.

It is getting warmer every day – soon it will be warm enough to bathe. I tried yesterday but the water was pretty chilly.

With much love to all the family. From your affectionate son. Philip

P.S. Have just received M's letter. All serene about FI epistles.

*HMMG Mary Rose
Long Island
March 22nd 1916*

My dear Dad

There was a submarine scare yesterday. Apparently a hostile submarine has been sighted somewhere in the Metylene Channel which is between the island of Metylene

and the mainland and about 30 miles North of Long Island. All the Motor Gunboats were called out to patrol various parts of the Gulf of Smyrna to try to prevent the submarine from getting through to Smyrna in case it wanted to.

This was rather bad luck on us as it happened to be our stand-off time but still it couldn't be helped. We had to go and anchor off the south of Doctor's Island and keep watch for the night. It was my first watch (8 pm to 12 midnight) and as a bright moon came out at about 9 pm we were able to see right across to the Turkish shore at Vourlah so provided a good look-out was kept the submarine could only get passed by sneaking along the Turkish coast with periscope awash. We had all our anti-submarine appliances ready. The bomb which you drag along on sighting a submarine was already for heaving overboard, 3 pdr guns ready with night-sights shipped, rockets, Very's lights and searchlights all handy. Also we had to keep a wireless watch for the last quarter of every hour to pick up orders from the Senior Officer. Of course we all knew that nothing would happen and neither did it but still there is no harm in being prepared. Seeing that the whole of the Gulf of Smyrna is mined I should think that any ship would find it hard to get in unless they knew the minefields. Next morning we packed up our traps and shoved off back to Nikola (which is the name of our sort of base) to finish our stand-off. However we were not destined to have much peace for presently a SW gale sprang up, and as Nikola faces SW we didn't get much of a look in so we pulled up our mud-hook and skedaddled off round to East Bay where we spent an uncomfortable night rolling about due to a slightly choppy sea.

This afternoon we go on patrol again. However we were cheered up by the arrival of our half-monthly stores from the Canopus the other day which included a small mail. It is lucky that you are addressing your letters to HMS Canopus and not to the Mary Rose as the poor Mary Rose hasn't had a mail for over three weeks. This is chiefly due to the fact that there is a destroyer called Mary Rose as well so those mails which belong to the Gunboat Mary Rose and are not sunk go to the destroyer Mary Rose. Conversely when we do get a mail it is half full of the other Mary Rose's letters.

The other day we got a large budget of back Press Messages which were very welcome as we hadn't had any war news for ages and in fact in this out-of-the-way corner of the world it is very hard to believe that we are at war at all. However things seem to be getting on all right and the Russians appear to be strafing the Turks pretty successfully.

Apparently that big German offensive at Verdun was a complete failure which is very satisfactory as it shows how well the French have got the situation in hand. I suppose we are simply waiting for favourable weather and opportunities before having a grand Big Push on every front. That ought to shake the Huns alright.

*I don't think there is any more news to tell you
With love from your affectionate son. Philip.*

*Royal Navy Barracks
Chatham
Sunday Evening*

My dear Dad

We arrived at Chatham at about 3 o'clock on Sunday morning. Not a soul expected us or had been told we were going to come. Of all the biggest blunders I have ever met, the Admiralty really are the worst. Not a single ship which we had been sent to join was at Chatham or anywhere near there. The authorities at Chatham contemplated sending

us straight back to Dartmouth, but eventually put us up for the remainder of the night in a large gymnasium belonging to the barracks.

Next morning or rather the same morning, we learnt that the Canopus was in Devonport which is a considerable distance the other side of Dartmouth!

We went to church in the morning, and at 2.15 in the afternoon several cadets went off to their ships which were in Sheerness. I think that they are going to send us off to Devonport to-morrow morning, but one cannot tell for certain as this is the most weird place I have ever met – as soon as an order is given it is immediately changed in favour of another one which in turn succumbs to a third. Still, they are giving us quite a good time here – nothing to do, good food and a ripping swimming bath.

Our chests are going to be left at the barracks while we go to our ships, and we are each taking a 'ships bag' into which every article we want to take on board is crammed and a hammock. I think that letters addressed to HMS Canopus c/o GPO ought to reach me, that is, if we are going to our ships tomorrow which I cannot guarantee for certain but nevertheless seems probable. Not a word has been spoken about leave – I shall probably not get any for ages – it's too sickening.

I can't make out what possessed the Admiralty to send 140 cadets to Chatham when there is not a single ship in the place. I hear that they have been making futile attempts to stop the special train ever since it left Dartmouth, practically the Canopus, being in the third fleet, will not be joining the fighting line and will hence not join in a pitched battle but will be engaged in convoy duty or something.

*I hope you are all quite well.
With love to all from your affectionate son. Philip.*

Philip Malet de Carteret's Final Letter Home

H.M.S. Queen Mary
c/o GPO London
May 27th 1916

My dear Dad

How did the tennis party go off on Monday? I hope you had fine weather. I only wish to goodness I had been there. Although the weather is quite decent here of course it is nothing like as warm as you are having it over there. I was speaking to a chap from one of the ships round here and he said that when his old ship – the Carnarvon – paid off he and all the other snotties got seven weeks leave – seven weeks just think of it! I think that must have been an oversight on the part of their Lord Commissioners of the Admiralty.

Goddard is now permanently back in the Service. He is endeavouring at present to purchase a second-hand motor-bike for as little as he can. He already possesses one which is at present in London but which he is trying to sell and so he is trying to get hold of another one which he will be able to use here and which will come in awfully handy as we are about seven miles from Edinburgh.

I got ashore the other day lured me along to Gieve's where I purchased numerous article of clothing including a mack. Edinburgh isn't half a bad place, anyhow it is better

than Metylene. The Scotch people talk in a most extraordinary sort of way that it is quite hard to understand them sometimes.

A company runs large motor-buses from the landing stage into Edinburgh which takes you there in about 20 minutes at an outlay of a bob. If you miss the bus however you can always go by train. You ought to see the scrum for the last bus leaving Edinburgh for Dalmeny. It is simply packed with NO's. Ordinarily built to convey 34 including driver and conductress, the last one I went in contained 67! They were hanging on anywhere, packed like sardines in a tin while the company raked in the shekels.

The Queen Mary is the most up to date ship. Among the many luxuries are a bath room with hot water constantly laid on and two long baths. Also a cinema show to which I went last Thursday and it was quite decent. The Gunroom is well above the water line (in the Canopus you could scarcely have the scuttles open at sea for fear of the water coming in) and contains a gramophone and a pianola. There are 25 of us in the gunroom including 2 subs, an Engineer sub and two clerks. All the rest are snotties, some junior and some senior to us.

We played a game of hockey the other day against the Wardroom. As a matter of fact the wardroom couldn't raise a team by themselves so we made it commissioned officers v junior officers. That meant both our subs played against us. Even then we licked them 4-3 after a very good game. All the wardroom are a very sporting crowd and rag about like anything.

Have Mr and Mrs Le Maistre left Jersey for England? Because a snotty here got a letter from a pal in Oxfordshire saying that he had met a certain Mr and Mrs Le Maistre who asked him if he knew me. I wonder if it could be Mr and Mrs Frank Le Maistre whom Ellie and I dined the other day.

No admirals have come cringing round to me yet although I have seen several since being here. However I live in hopes.

My chest and trunk arrived quite happily the same day as I did. Considering the amount of buffeting they had had they were in quite good condition the only damage being a hinge knocked off my Parallel Ruler box, my sextant was happily intact due to the careful way I had padded it with old clothes.

Has Guy's gramophone been mended yet? They seem to be taking their time about it. Tell us all the news when you write back. Are you able to get plenty of tennis? How are the gooseberries and other fruit getting on? I suppose Jack has left to join his ship again.

Hoping you are quite well, with much love from your affectionate son. Philip.

Naval Gazing 8

At the outset of analysing a further batch of naval service records from the Archive at Kew back in February, I was becoming concerned that the results were tending to be 'more of the same' after all the earlier research. Indeed, with each batch there are a number of common negative threads such as 'spells in the cells', being invalidated, going on the run and so forth. To counter that there are also those aspects that are positive,

reports of Very Good behaviour, promotion and in a few select cases, commission. The latest batch (see pages 39 to 45) is mixed bag of Jerseymen, but one which is surely a microcosm of the Royal Navy at large. However, there are also aspects of some men's service that I have not seen in the earlier lists.

Largely focussing on those with names beginning 'D' and 'E', a few other men were deliberately looked at to make a total of 96. The dry statistics show just over a quarter to be added to the JROS, while, for whatever reason, just under a third had left the RN before war broke out. This is broadly comparable to the other batches of names that have been analysed to date.



Of particular note in this last category was AB George Elias De St Croix who lost his life on the SS Ibez when it struck rocks and sank outside St Peter Port in January, 1900, while Leading Signaman John Ellis would die of heart failure on Christmas Day, 1913. The naval career of Boy 1st Class of Thomas Eustache was, at 18 months, all too brief with his death from Meningitis. No less sad was the fate of Stoker Joseph Smith who would spend 22 years in the Royal Naval Hospital at Great Yarmouth before dying in 1934. He was committed there, having been diagnosed as insane, and it was surprising, subsequently, to read that the hospital was housing about 130 such cases in the early 1930s. Moreover, I stress that it was a naval facility, and this seems to show that the RN had a process which discharged a man one day and looked after him in hospital the next! Interesting!

There is nothing out of the ordinary of the remainder of this category, except for Bertram de la Perrelle who, having been on the run for best part of nine years, was detained by Jersey's Aliens Office in for making false statements. When de la Perrelle was offered back to the RN, they declined, seemingly happy to let Jersey's authorities deal with him! It would be interesting to know what he had been up to.

Turning to those being added to the JROS, four men stand out, the first being Walter de Gruchy. He enlisted in January, 1914 as an Officer's Cook but would go on the Run while serving on board HMS Iris in September, 1915. An entry on his record then shows that he was recovered, i.e. that he was back in the Navy's grasp, in May, 1919 and yet! What is surprising is that there are no entries recording a punishment? No 'spells in cells', no time on doing hard labour, he simply took up his naval service where he had left off and would serve for another five years, on ships operating on the South Africa station. Initially left to stay on the books, his Run record is expunged in 1924. I am perplexed at the leniency shown and can only draw the conclusion that he decided to see action with the Army as opposed to being in the officers' cuddy, and may have resorted to an alias! Subsequently, on turning up, he was able to prove where he had been and thus convinced the Navy that the 'cat' was not required!

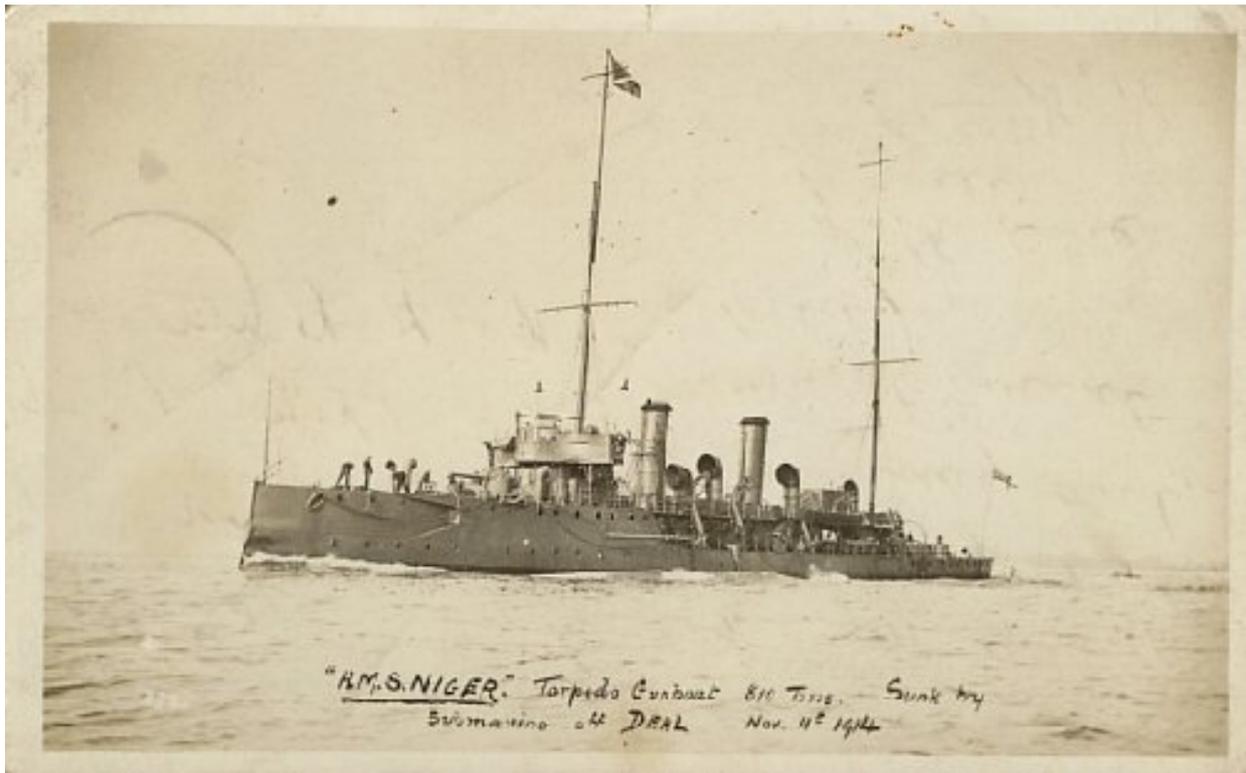
The next chap was AB John Dooling. Surprisingly he served for 28 years, and less surprisingly was also a frequent cell occupant. However it is not those two facts which are of particular interest, but that he was on a ship, HMS Myrtle, sunk having struck a mine in the Gulf of Finland on the 15th July, 1919. The mine was not a left-over that had strayed from a minefield laid during the Great War rather it had resulted from Bolshevik activities as they sought to impose their will on the Baltic states of Estonia, Latvia and Lithuania. Another ship, HMS Gentian, also was also mined that day, and in all, nine men died, some of whom are buried in Tallinn.

The last two of the notable additions were both called Reginald, and I only chanced on them because I had also looked up their names in Army records. Reginald Sollitt served for six years from 1899 but was invalided out, probably due to poor eyesight. He would have thus not been added but the fact that he was a trier. In 1916 he again enlisted in the RNVR, but was soon discharged again, thanks to that bad eyesight. However, undeterred, the Army Recruiting Office was his next port of call and, after some time with the Devonshire Regiment, he saw the War out in the Labour Corps. Reginald Sinclair Doran went t'other way with Army service coming first. In his case, I think that his father had been a soldier in Jersey and dying while serving, as Reginald had attended the Duke of York's Royal Military School, at that time, situated in Chelsea. Reginald enlisted in the Royal Horse Artillery in 1906 and would spend the next 8 years at Home since the RHA traditionally provided artillery support for the Cavalry.

By the time the War broke out however, Reginald, now with 'H' Battery based at Trowbridge, was suffering from Tuberculosis and when his unit was sent to France as a replacement for 'L' Battery following the action at Nery, he stayed behind and in December, 1914, he was discharged from the Army as no longer physically fit, having passed through a number of military hospitals. It does seem from his medical papers that the diagnosis of TB took time with the frequent complaint being laryngitis. But an earlier correct diagnosis would probably not have made much of a difference. Now out of the Army, a month later he was enlisted in the RN. In September, 1915 he was serving on HMS New Zealand when he went on the Run! After that he vanished, and I've been unable to trace him or his wife and daughter subsequently.

Turning to those whose JROS records were to be amended, Sidney de Gruchy bought his way out of the RN at Cape Town in 1903, only to serve with the Australian Army Medical Corps in the Great War. Similarly Clifford Dee would serve with the Canadian Army. However, his discharge in 1906 had come about because he was regarded as objectionable! The last of note in terms of amendments is Francois Desvergez who featured in 'A Double Entry' (Journal 36). His naval record is somewhat benign compared to his time in the Army, but he had felt it necessary to join in the War as soon as he could once more.

Turning to the list of Great War dead, it seems that Officer's Steward Emile Drieu's death was particularly unfortunate, contracting pneumonia, as he did, towards the end of a period of 6 months Hard Labour as punishment for theft. Finally, we find that Sick Berth Attendant Walter Drelaud died when his ship, HMS Niger, was sunk off Deal by U12 on the 11th November, 1914. The only death in the ship's crew, he is commemorated on the Portsmouth Naval Memorial, yet it appears that the wreck of HMS Niger is not treated as a war grave. Were his remains found, or was the loss of one man not sufficient for the wreck to be categorised as a grave?



Seeking Chester Church

It's nice to be able to report some further progress in the quest to have Chester's remains identified, for I confess that late last year I felt that I had hit a roadblock when I'd been unable to find an address for his late paternal grandfather John on his father Augustus Mark's wedding certificate.

But first, the Fromelles Identification Board recently sat, and they were able to formally identify a further fourteen Australian sets of remains, thus leaving 140 men, including Chester it is presumed, still to be identified. Similarly, another small, yet equally welcome, item is that Chester's name has at last been engraved on the Memorial at Victoria College.

Reference was made, in Journal 36, to Sergeant George Arthur Garland of 36th Brigade, Australian Siege Artillery who had claimed that:

"I was told by Bert Hayes that he saw this man lying dead in the second line of trenches at Armentières. Sergeant Church is my cousin".

This was when he was being interviewed by the Australian Red Cross whilst in hospital at Birmingham. Research has shown that there is substance in the statement that George and Chester were cousins, although its accuracy may be a little dubious in the strict biblical sense. George Arthur (who was born in West Derby, Liverpool, not Bristol) was one of three brothers, the other two being Edward Brown and William Samuel who were born to George Frederick Garland and Phoebe Ann Garland (née Brown from Wigan). The three boys and their father went to Australia during or after 1882, their mother having died in the last quarter of that year in Bristol. All were certainly in Australia in 1905 when George Frederick died, this being noted in the Sydney Morning Herald.

George Frederick's parents were George Harding Garland and Ann Garland (née Palmer). Aside from George Frederick, there were at least three other sons, Albert William, Alfred and Arthur Palmer. George Harding and Ann are both shown as aged 20 in the 1841 Census and at this time, George was a coalminer at Mangotsfield. In 1851 they had both moved to 10 Wellington Place in Clifton, however by 1861, Ann had died, most likely in the third quarter of 1856, but possibly in the second quarter of 1858.

It was during the first quarter of 1861 that George Harding re-married, his new bride being Matilda Church. Their home in the Censuses for 1861, 1871 and 1881 was in St Augustine in Bristol. In the 1891 Census they were living in Westbury. Throughout these Censuses, George Harding was shown as being a boot-maker. George Harding and Matilda both died in 1894, George on the 9th August, while Matilda pre-deceased him, dying on the 3rd May. They had had seven or eight children. Now, having established the Garland-Church link implied by George Arthur's statement, information on Matilda was a little confusing as can be seen below:

- In the 1851 Census, she was 25 years old, and her place of birth was West Harptree, Somerset.
- In the 1861 Census, she was 30 years old, and her place of birth was now recorded as Littleton in Wiltshire.
- In the 1871 Census she was 50 years old and her place of birth was simply stated as Somerset.
- In the 1881 Census she was 55 years old and now her place of birth was stated to be East Harptree, Somerset.
- In the 1891 Census she was 62 years old and again her place of birth was stated to be East Harptree, Somerset.

Assuming that Littleton was an error (as it has subsequently proved – it should have been Litton in Somerset), investigation into East and West Harptree was needed, and by good fortune, the existence of the 'Harptrees History Society' was discovered. A telephone call and a follow-up Email ensued, and a couple of Society members were soon on the trail. Within a few days they had established a connection between Matilda and Chester, by making use of <http://www.freereg.org.uk>, a website that I had been unaware of, which looks at parish registers for baptisms, marriages and burials.

Their research has shown that Matilda was the daughter of George and Phoebe Church, and the grand-daughter of Robert and Mary Church. Apart from George, Robert and Mary have two other sons, Charles and John Church. Looking at the 1851 Census, we find that John Church now aged 59 and married to 45 year old Hester Church, was living at Compton Martin where he had 92 acres of farmland at Fernhill Farm. By this time, John and Hester had raised seven, possibly eight children, the youngest being Mark Church, born in 1844. Thus, Matilda and Mark were first cousins.

By 1861, John Church was dead, and Mark, now 17 years old, was a lodger in Bristol where he worked as a draper's porter. There is no record of him in the 1871 Census, so we may presume that he was en-route to or had already arrived in Australia. In the intervening years he clearly had become a hairdresser, taken the name Augustus and

lost two years off his age! The change of name and the two year age difference clearly are discrepancies from the other information obtained to date, but, it does seem that, overall, the latest information makes a compelling argument that the Church family from Somerset's Mendips are Chester Church's family.

What follows? First, some breathing space has been necessary while I document what has emerged to support the family tree that has been built up. But, I also wanted to see what the Fromelles Identification Board determined in case I was subsequently wasting effort. Now it appears that I am not, it's back to developing other family tree branches to arrive at the present, with luck! However, in trying to avoid relying totally on chance, I have recently contacted a local newspaper in the hope that they can carry the tale, and await their response. Hopefully Chester's remains will yet be identified. It's no more than he deserves.

Book Reviews

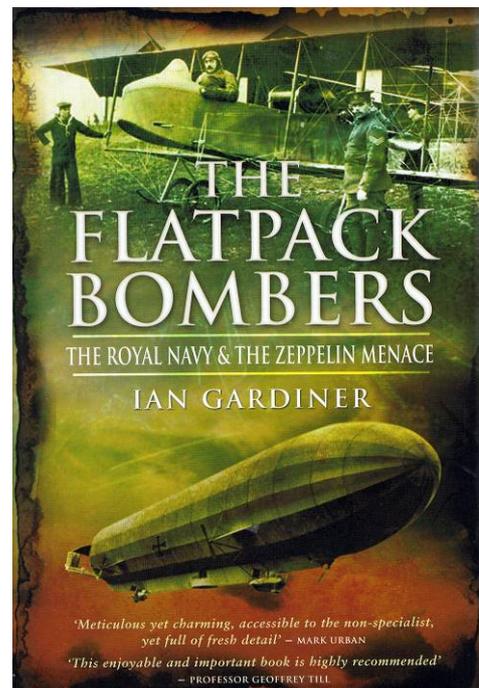
The Flatpack Bombers - The Royal Navy and the Zeppelin Menace **By Ian Gardiner (Pen and Sword - £19.99)** **Review by Peter Tabb**

It is not often a history book is described as 'charming' but critic Mark Urban has described this book as 'meticulous and charming, accessible to the non-specialist, yet full of fresh detail'.

I often wonder just how many books Pen and Sword actually sell because they produce so many titles (although turning down one history of the German occupation of the Channel Islands during that other world war which became a steady seller under another publisher's imprint!) that there's almost not a subject that their authors have not addressed and yet are often of such specialist interest that there cannot be more than half a dozen potential buyers. I overstate the case, of course, but thankfully publishers such as Pen and Sword do exist and provide an invaluable service to the historian.

Zeppelins were an early weapon of 'total war', bringing warfare down on the heads of civilians, invading the Home Front so effectively (if at huge cost to themselves) that they earned the sinister sobriquet of 'baby-killers'.

The use of airships as weapons of war had been forecast as early as 1908 when, in *The War in the Air*, HG Wells had long range Zeppelins crossing the Atlantic and devastating New York. When war broke out in 1914, many feared that London might suffer that same fate just as soon as the Kaiser gave the order. Similarly the Royal Navy, used to regarding almost every bit of ocean and sea on the planet as its own boating lake would be able to do nothing with being observed by these near silent stalkers in the skies.



The Royal Flying Corps came into being as a response to the airship 'menace' and as early as 1914 First Lord of the Admiralty Winston Churchill instructed the newly created Royal Naval Air Service to bomb these aerial wraiths while they were still on the ground. It is arguable that it was these raids, carried out by the primitive IKEA-style flat-pack aeroplanes that led, ultimately to the great air raids carried out by both sides in the Second World War. The Royal Navy also extended its range to reach the Zeppelin bases as far away as Lake Constance by flying their flimsy aircraft off ships – initially along platforms built on to the 15-inch guns of battleships - and eventually from the very early aircraft carriers which were themselves very modified battle-cruisers and thus unwittingly changing the role of the capital ship, the massively armed and armoured battleship into the lightly armoured but faster aircraft carrier.

Ian Gardiner explores in considerable depth these early raids. He describes the technical innovations that made them possible, the thrilling exploits of the pilots and also the courage and endurance of their adversaries, the Zeppelin crews who knew that the chances were of their ending their lives in a huge fireball. He also explains why that 1914 British nightmare never actually came about.

His is the story of the early days of the Royal Naval Air Service which, on 1st April, 1918, merged with the Royal Flying Corps to become the Royal Air Force.

The author makes the claim, and makes it very well, that every aircraft carrier strike operation owes its genesis to those early naval flyers.

Two Old Victorians were among their number, brothers Edward and Stanley Mossop. Both boys were educated at Victoria College where they excelled at sports and were also accomplished academics, a pretty rare combination of talents.

In 1912 an event took place in Jersey that was to have a profound effect on their lives, an air race from St Malo to Jersey and back. The sight of those aeroplanes no doubt had had a profound effect on the boys because in 1914 they joined the Royal Naval Air Service and qualified as sea-plane pilots in 1916. Edward was sent to Great Yarmouth and Stanley to Cherbourg where they were both engaged in hunting U-boats. They had what could be described as an interesting war: Edward was commended for his courage and skill in the rescue of a downed pilot and was promoted instead of being recommended for an award, Stanley, aged 19, was awarded the DSC for the action in which he bombed and sank UB-32

In late July, 1918, Edward was shot down in the North Sea by a man who was to become one of Dornier's chief test pilots between the wars and the Commandant of Holland during WW II. Edward lost a crewman killed and another was badly injured but he and his co-pilot survived the incident and were sent home on leave.

It was while Edward was spending his leave with his parents at their home in Commercial Buildings that a neighbour rang to tell them that Stanley had just landed in the roads outside the harbour (he was the first Jerseyman to fly to his native Island). He and his observer, Lieutenant Robert Horton were rowed ashore and took tea with his parents and Edward but less than two hours later were airborne again taking off over West Park swimming pool and proceeding on a photo-reconnaissance sortie over the east of the Island and Guernsey. They got back to Cherbourg at 7.00 pm and the

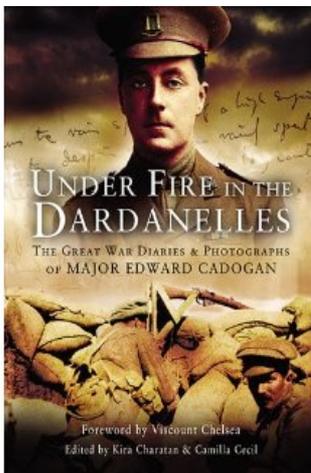
following day Stanley and Robert Horton went out on anti-submarine patrol returned to Cherbourg in the late morning and went out again that afternoon.

On their return from that sortie, Stanley had to abort his first attempt at landing when a French aircraft crossed his landing lane in the water and as he banked to come around for a second attempt a strut on his tail plane broke, rendering the aircraft uncontrollable. His Wight seaplane went into a spin and nose dived at low tide into the harbour in the fishing port of Port-en-Bessin.

Early the following morning word was received by Edward and his parents in Jersey that Stanley had been involved in a serious accident but that he was likely to recover. A few hours later another telegram arrived to tell them that he had died of his injuries and that Robert Horton was also dead.

Edward and his father made arrangements to recover Stanley's body to Jersey but for unknown reasons this proved impossible and the two men chartered a motor boat and went to Cherbourg for the funeral. Stanley and Robert Horton were buried side by side in the cemetery at Tourlaville where they remain. Robert Horton was 21 and Stanley had, just a few weeks earlier celebrated his 20th birthday.

Although the Mossop brothers spent their war searching for U-boats rather than Zeppelins, they too did it in these 'flat-pack' aeroplanes and anyone even remotely interested in the early days of military aviation will find this book meticulously researched and possibly even charming.



**Under Fire in the Dardanelles
The Great War Diaries and Photographs
Of Major Edward Cadogan
(Pen and Sword Books £19.99)**

Major Cadogan was a member of one of Britain's richest families who, today own a sizeable chunk of Chelsea, including the Duke of York's Headquarters, Sloane Square and other well known addresses. The Major was, at the outbreak of War, secretary to the Speaker of the House of Commons, and on his return, would pursue a political career as an MP and would serve in the RAF in the next conflict.

This book resulted from a clear out in a stable loft that led to the discovery of a host of old photographs, diaries and a miscellany of paperwork in a couple of chests that Edward Cadogan had left, with instructions on the top of one that they should be gone through. Fortunately the chests were inspected, and it was decided to produce this book.

The book is fascinating for two reasons. The first is in terms of the illustrations, in that because the pictures were taken by Cadogan himself and then tucked away, there is the 'novelty' value that they've never been published elsewhere. It is obvious that the compilers have had to sift carefully through what was found, since there are a few obvious examples of the amateur cameraman at work. But that is not a problem since it was solely his view of the War and captures scenes and men who are going about

everyday life in trenches and in the deserts. Some documents are also shown and, for my part I found it interesting to see '*l'autorisation*' that enabled him to cross France when going on leave from Egypt via Marseille.

The second reason is that his diary recounts life in the Suffolk Yeomanry, in effect a unit of the territorial army on horseback, from mobilisation at Bury St Edmunds, throughout a tedious year of galloping around East Anglia, until boarding the boat to head off for the Dardanelles. In between there are spells of popping down to London socialising and meeting his chums, all nicknamed so one does not really find out who they are. Then comes the Gallipoli Peninsula, and it is certainly a culture shock in terms of living in primitive conditions squeezing into dugouts with cold and cold running water passing through, while it was also debilitating in terms of health, never mind the Turkish bullets that are whining a few inches overhead or the occasional shrapnel rain. As an officer who has to keep his men's morale up, he is also struggling with his own *compos mentis*, a situation not helped by bad food, the hygienic surrounds and illness. Withdrawal and the cleanliness of the desert had him recovering, and you sense a different man.

The Yeomanry themselves have long left their horses behind to become infantrymen and were fortunate in the number of casualties that they took, comparatively speaking. So the book is a better than expected tribute to them and to Cadogan himself. It is not a heavy read and if you find it on your library shelf do borrow it.

Some General Comments: In his review, Peter mentioned Pen and Sword books while the Cadogan book came from the same stable (if you will pardon the pun). I frequently receive their catalogues and Email updates, as well as likewise for the Naval and Military Press. The N&MP is particularly useful for doing reprints of both official and semi-official books, long out of print. A recent acquisition of mine from that source was 'British Regiments 1914-18' by a Brigadier EA James which lists the Cavalry and Infantry Regiments and Battalions coupled with their deployments to the various theatres of war, divisions and dates. You will have seen something similar on 'The Long Long Trail' website, but this is more detailed and handy to have on the bookshelf.

The N&MP also publish, in conjunction with the IWM, the Official Histories of the Great War, which, by my arithmetic consist of 39 volumes currently running to £900!

Robert Horace Champion

Having 'discovered' the fate of AB Robert Horace Champion, RN in his alter-ego of Sgt Horace Robert Champion, US Army last year, see 'Taps for a Jerseyman' (Journal 34), as was mentioned, the JEP was asked and, indeed, carried our modified article on the Jersey Connection's page. Nothing emerged from Jersey, although I was able to find a relative there who sadly could not offer anything. Similarly, an enquiry to the National Archives and Records Administration in St Louis, MO eventually came back with a quote of \$60 to copy his papers! Unfortunately, it was 'buying a pig in a poke' as the number of pages was not identified, and the Archive had suffered in a fire in 1973, and his record needed to be chemically treated. But the price tag was fundamentally more than I was prepared to pay.

However, it appears that the JEP is seen far and wide, for, contact was recently made by a gentleman in Camden, New Jersey, who had picked up on my enquiry, as he is looking into the Great War dead from that city, and not surprisingly Horace Champion is

our website. Meanwhile, I've 'translated' Horace's record into chronological order, and it is interesting to note that he had enlisted more than a year before the USA's entry into the War.

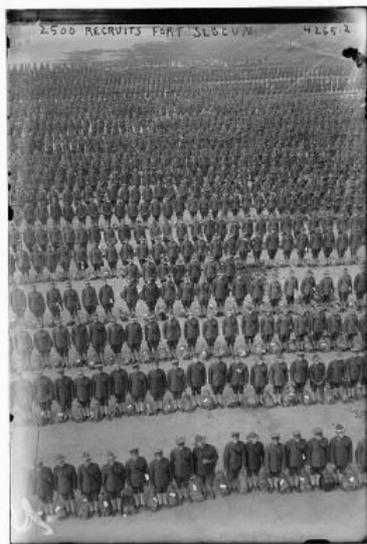
Dates

5th January, 1916
 5th January, 1916
 23rd February, 1916
 7th April, 1917
 1st August, 1917
 17th August, 1917
 21st August, 1917
 12th January, 1918
 27th March, 1918
 1st May, 1918
 31st August, 1918
 8th September, 1918
 8th September, 1918
 10th October, 1918

Event

Enlisted at Fort Slocum, NY
 To 'I' Coy, 17 Inf Regt
 Promoted Corporal
 Promoted Sergeant
 Promoted Sup(ervisory?) Sergeant
 Reverted to Sergeant
 To 1 Coy, 1 Inf Trg Bn
 To France (Arrival or Departure from USA?)
 To 10 Coy, 1 Inf Trg Regt
 Promoted First Sergeant
 To 'M' Coy, 161 Inf Regt
 Reverted to Sergeant
 To 'D' Coy, 127 Inf Regt
 Killed in Action at Romagne

Below are two views of Fort Slocum, the aerial view probably being taken in the late 40s judging from the barrack blocks.



Finally, I should also point out that Phil maintains his own website www.dvrbs.com that you may like to visit, where the DVRBS stands for the Delaware Valley Rhythm and Blues Society.!

**Ronayne Reports
 By Ian Ronayne**

Ian is continuing to beaver away with his lectures and talks. On 12th May he will be commencing a further series of lectures at Highlands College in Jersey, and a modified 'flyer' for that programme is contained on page 38. Mention was made in the last Journal of a talk given to the ladies of St John's WI. He has another one scheduled in June, this time to the St Helier's ladies. More recently, he gave his talk on 'Jersey and the Great War' to the Channel Island Occupation Society.

Work is in hand on the Contingent Memorial, with some ideas of how it will appear.

Lastly, and most importantly of all, Ian has very recently been elected to the Executive Committee of the Société Jersiaise for a three year term. This is particularly good news for the Group as it will help Jersey's Great War contribution to be further publicised.

Faces Remembered



The rather sad-eyed general officer on the left is one Walter Sinclair Delamain, the youngest son of Charles Henry Delamain, a Colonel who had served with the Honourable East India Company for thirty years from 1824 before a retirement that saw him spend his later years in France as well as five years in Jersey, living at Westhill. It was during that period on the 16th February, 1862 that Walter was born in Jersey. At the outbreak of the Great War, with the rank of Brigadier, he was in command of the Indian Army's 16th Infantry Brigade, and sailing with his force from Bombay on the 16th October, 1914, he was given the orders to land in Mesopotamia. There are conflicting reasons given for this, the first is that of the obvious importance of the oil in the region. But, there were also important concerns that British inaction might encourage a jihad against India, while the Arabs were to be impressed.

Landing to take the forts at Fao in November, 1914, Walter Delamain would later be promoted Major-General and would continue to serve in Mesopotamia with his own and the 17th Infantry Brigade under his command. However, in April, 1916 his fighting came to an abrupt end when the British Empire's garrison at Kut was forced to surrender, and for the next two years and more he would be a Prisoner of War of the Turks along with his men, some of whom, would be Jerseymen, since the 16th Brigade had the 2nd Battalion, the Dorsetshire Regiment as one of its units, a throwback to the Indian Mutiny. After the War and freedom, Walter returned to the Indian and rose to Lieutenant-General before retiring in 1923, He died in 1932.

However, he had an older sister, Lucy Constance Georgina who was born in Jersey on 11th July, 1854. She has been mentioned in earlier Journals, as she was the mother of the 1922 Schneider Trophy winner, Henri Charles Biard.

On the next page, there is a group of four photographs of men, all possibly members of the Jersey Contingent. 4225 Sergeant Francis P Watton (top left) certainly was, going onto transfer to the Hampshire Regiment with the number 30030. In his case, he would be wounded, but not seriously enough it appears to merit a pension. Alongside him is pictured 8387 Corporal Frank Victor Lunn, another Contingent man. He was regarded as being a highly promising soldier, and this resulted in him applying for and being commissioned as a Second Lieutenant in the King's Liverpool Regiment in late 1917. Sadly, he would not long hold that commission, being killed on the 31st May, 1918 while serving with the King's 8th Battalion. We have not been able to put names to the two lower faces, but the man (lower right) is wearing hospital 'blues'.



Francis P Watton



Frank Victor Lunn



Unknown



Unknown

The photographs above were part of a set that was given to the Société Jersiaise in the 70s by Jack Le Breton's son, and they are to be thanked for allowing us to use them.

The St Peter Port Memorial Board



This is not meant to be an advert for Waitrose, who have taken over the chains of Checkers Stores in Jersey and Guernsey. But, as part of their refurbishment of their Admiral Park shop, as can be seen by the photograph that Fran Torode has very kindly provided, the Memorial Board has now been clearly displayed in the entrance area and can be easily seen by the shoppers.



It is a sad fact, that in the UK, with the demolition of buildings including churches, along with a change of use for others, a number of business, church and community related memorials have probably found their way into skips over the years. So, Waitrose should be applauded for retaining this Memorial and displaying it prominently. Perhaps they might not object to a small poppy wreath being placed by it on future Remembrance Days? A thought?

CWGC Non-Commemorations

It seems an appropriate point to provide a 'statement' of the current position with regard to getting Channel Islanders commemorated by the CWGC. The table below reflects that:

Accepted

Norcott, Gerald *
Dustan, John
Cudlipp, Herbert
Blanchet, Jean
Warne, Alfred
Bailey, Alwyn C
Leopold, Archibald

With CWGC

Logan, Lionel H
Burton, Garnet C
Helman, Thomas
Le Noury, Walter
Le Morzédec, Henri
De Gruchy, Alfred
Mutton, Harold C *

Pending

Cheney, Walter A
Poingdestre, Alfred
Jouanne, Auguste F
Lihou, Joseph T
Rundle, Cubitt S
Le Breton, Wilfred J
Ellis, John
Turner, William A
Ounan, Thomas P
Vibert, John E
Whittle, Thomas J D'A
Pirouet, Charles A
Orange, Walter
Syvret, Edward H

Asser, Verney – Non-CI

* With the assistance of the 'In from the Cold' Project Team

Virtually all of the names have been previously covered, the exception being Henri Le Morzédec whose case was submitted in late February and whom Tony Coleman has researched.

The bulk of the 'Pending' names listed will be submitted to the CWGC in the next one to two weeks, the exception being Charles Pirouet. Whilst I have 'civilian' data for him, I am unable to find the 'military' data that confirmed Charles membership in the Army and a reason for a medical discharge would support a submission with a reasonable chance of success.

Website Workings By Roger Frisby

A very quiet two months with the Jersey RoH undergoing the occasional update.

The Jersey RoS will be updated before the end of April with some 60 additions and 450 amendments, largely thanks to the Naval Gazing analysis and Ancestry data. Very little work on the St Helier Baptism Records and the data on the Jersey Industrial School for Boys has been undertaken, but this should pick up again during the next two months

Out and About

Looking Back: Tony Coleman and I were at Kew on the 22nd February. Ian Ronayne's talks have already been covered.

Looking Ahead: Daniel Benest is on the Somme, 25th June – 2nd July. I will be in Weymouth for a week in early May with a trip to the Royal Signals Museum at Blandford Forum on the cards. Ian's Highlands programme is covered elsewhere.

Jersey Archive Talks: The schedule for the remainder of 2011 is as follows. The talks commence at 10.00 hours, although the Archive is also open between 09.00 and 13.00.

- The history of Greve de Lecq on 16th April, 2011
- The history of Millbrook on 21st May, 2011
- The history of St Martin's Village on 18th June, 2011
- The history of Grand Vaux on 16th July, 2011
- The history of Mont Mado on 20th August, 2011
- The history of Les Quennevais on 17th September, 2011
- The history of Five Mile Road on 15th October, 2011
- The history of La Rocque on 19th November, 2011

Odds and Ends

Administrative Matters: Nothing of note.

The Incorrect Typo Correction: My apologies, the correction in Journal 36 should have read Journal 29, page 9, line 5, changing the name of Charles to Archibald! A total brain failure on my part.

HMS Severn: The present HMS Severn will be visiting Jersey in May, and mindful of Archibald John Keeping's service while on board when it engaged the *SMS Königsberg*

in East Africa, the JEP has been prompted about that fact. The present ship has *Königsberg* as one of its battle honours, and hopefully, the JEP will produce an article to coincide with the visit.

Enfin

Well, another edition draws to a close.

It's time though for the never-ending request for new authors to emerge and submit a couple of pages. Nothing complicated is required, there are no grand strategies that need to be examined, perhaps something about your great uncle, or a review of the book that you have read, so, have a go.

Regards
Barrie H Bertram
15th April, 2011

Journal Issue Dates For 2011

The planned issue dates for 2011 are shown below:

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

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



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01534 608655/608632.**

NAVAL GAZING PART 8

Surname	Forenames	Number	Rank	Service	Ship	Born	Parish	Remarks	RoS	RoH
DRELAUD	Walter Harold	351242	Sick Berth Attendant	RN	HMS Niger	24 Apr 1884	St H	<u>Served 18 Apr 1905 to 11 Nov 1914 when KIA as a result of HMS Niger being torpedoed by U12 off Deal.</u>	No	Amend
DRIEU	Emile John George	L7071	Officer's Steward 3rd Class	RN	HMS Victory I	9 Jan 1894	St H	<u>Served 22 Jul 1915 to 18 Feb 1919 when he died from Pneumonia at the RN Hospital Haslar. Sadly, it appears that he contracted this while serving 6m HL for theft.</u>	No	Amend
DRUBE	Otto	302121	Blacksmith	RN	HMS Black Prince	6 Jan 1882	St H	<u>Served 4 Dec 1903 to 31 May 1916 when KIA at the Battle of Jutland</u>	No	Amend
DUVEY	Archibald James	L7203	Officer's Steward 2nd Class	RN	HMS Blake (HMS Undine)	18 Dec 1894	St H	<u>Served 12 Aug 1915 to 13 Mar 1919 when he died from Influenza and Broncho-Pneumonia onboard HMHS Garth Castle</u>	No	Amend
SPILLER	James	139366	Able Seaman	RN	HMS Monmouth	5 Nov 1870	NA	<u>Served 1 Nov 1886 to 1 Nov 1914 when KIA at the Battle of the Coronel. JY link unclear, was born Sidbury Devon</u>	No	Amend
DAVEY	John	123096	Chief Yeoman of Signals	RN	HMS Research	6 Oct 1867	St H	Served 6 Apr 1883 to 22 Oct 1895, 1 Nov 1895 to 25 Nov 1905. Joined RFR 15 Sep 1906. Recalled 1 Aug 1914 serving to 29 Dec 1919 when demobilised.	Add	No
DE CAUX	Adolphus Edmund Peter	SS 120579	Acting Stoker 1st Class	RN	HMS Victory	06-Jan-00	St H	Served 1 May 1919 to 15 Mar 1922 when given free discharge.	Add	No
DE GRUCHY	Walter	L5111	Officer's Cook 2nd Class	RN	HMS Iris	2 Jan 1896	St H	Served 21 Jan 1914 to 9 Sep 1915 then went on Run. Recovered 3 May 1919 and served until 7 Oct 1924. Treated very leniently, did he join Army?	Add	No
DE LA HAYE	George Ernest	J51940	Telegraphist	RN	HMS Diamond	17-Sep-00	St B	Served 30 Mar 1916 to 31 Jul 1919 as Telegraphist, then reenlisted as an Acting Stoker 1st Class, service no SS123109	Add	No
DE LA MARE	Arthur	SS4829	Able Seaman	RN	HMS Attentive (P48)	13 Feb 1896	NK	Served 16 Apr 1914 to 21 May 1919 when demobilised. Joined RFR 22 May 1919. Rejoined RN 11 May 1938, number P/JX158514	Add	No
DE LA MOTTE	Theophile	294095	Petty Officer Stoker	RN	HMS Southampton	23 Nov 1881	St H	Served 12 Dec 1899 to 1 Mar 1922 when pensioned. Visitor to Cells in early years. Blacksmith in civilian life.	Add	No
DELACOUR	Stanley	M19974	RNASBR (?)	RN	HMS Thalia	29 Apr 1883	NK	Served 31 Mar 1916 to 15 Jul 1919 when demobilised. Could be same man as in MM?	Add	No
DENNIS	Frank John	J46131	Able Seaman	RN	HMS Warrior	23 Oct 1896	St H	Served 9 Nov 1915 to 18 Sep 1919 when demobilised. Occasional cell visitor	Add	No
DENTON	Benjamin	139363	Chief Petty Officer	RN	HMS Egmont	19 Aug 1871	St H	Served 26 Oct 1886 to 21 Aug 1911 when pensioned. Joined RFR 22 Aug 1911. Mobilised 2 Aug 1914 to 12 May 1919	Add	No

DIDOT	Louis Albert	228831	Able Seaman	RN	HMS Pembroke I	29 Apr 1888	St J	Served 19 Nov 1903 to 15 Feb 1919 when demobilised	Add	No
DIDOT	Yves Marie	235700	Petty Officer	RN	HMS Vernon	10 Nov 1889	St H	Served 24 Jan 1906 to 1 Jan 1929 minimum	Add	No
DIMENT	Frederick John	227185	Petty Officer	RN	HMS Minerva	3 Sep 1887	St H	Served 21 Jul 1903 to 2 Sep 1927 when pensioned. Mobilised in Sep 1938 briefly.	Add	No
DONOVAN	Thomas	170316	Able Seaman	RN	HMS Osiris II	10 Sep 1877	St H	Served 17 Oct 1892 to 12 Jan 1920 when pensioned and having transferred to RFR on 16 Sep 1917	Add	No
DOOLING	John	165154	Able Seaman	RN	HMS Victorious II (HMS Myrtle)	12 Nov 1875	St H	Served 25 Jan 1892 to 19 Apr 1920 when pensioned. Frequent cell visitor. Wounded when HMS Myrtle struck mine and sank on 15 Jul 1919 in Gulf of Finland	Add	No
DORAN	Reginald Sinclair	M11369	SSA (?)	RN	HMS New Zealand	8 Feb 1892	NK	Served 23 Jan to 9 Sep 1915 when he went on the run. However, had served as 40230 Gunner with H Battery RHA from 14 Feb 1906 to 5 Dec 1914 when invalidated out with TB of lungs. No BEF service	Add	No
DORLAND	Stanley Charles	K9327	Leading Stoker	RN	HMS Europa (HMS Pontypool)	31 Mar 1892	NK	Served 3 Oct 1910 to 1 Jan 1929 minimum	Add	No
DOUGHTY	Albert Reginald	344768	Victualling Petty Officer	RN	HMS Venerable	12 Sep 1886	Gr	Served 3 Dec 1901 to 11 Sep 1926 when pensioned. Mobilised in 1938	Add	No
DREW	William Edward	L12342	Officer's Steward 3rd Class	RN	HMS Victory I	31-Mar-01	St H	Served 1 May 1919 to 27 Oct 1922 when discharged SNLR. Brief spell in cells.	Add	No
DRISCOLL	Walter John	205281	Petty Officer	RN	HMS Prince of Wales	30 Jan 1883	St S	Served 6 Jul 1900 to 18 May 1916 minimum when transferred to the Officers' Section. Further investigation required.	Add	No
EDMUNDS	Jack Allen	SS 114932	Stoker 1st Class	RN	HMS Leander (HMS Ferret)	8 Sep 1894	NK	Served 18 Oct 1913 to 4 Jun 1921 including RFR service from 19 Nov 1919. Some time in cells.	Add	No
ELLIS	Arthur Samuel	291008	Leading Stoker	RN	HMS Neptune	2 Sep 1879	St H	Served 2 Jan 1899 to 19 Jan 1921 when pensioned. Former blacksmith.	Add	No
EVANS	Frederick James	292098	Petty Officer Stoker	RN	HMS Victory X (P28)	22 Mar 1880	NK	Served 26 May 1899 to 15 Jul 1921 when pensioned.	Add	No
EVANS	Samuel	234364	Able Seaman	RN	HMS Ajax	18 Oct 1888	St H	Served 18 Aug 1905 to 27 Feb 1919 when demobilised.	Add	No
SOLLITT	Reginald	205616	Able Seaman	RN	HMS Firequeen	14 Jun 1883	St S	Had served in RN 22 Aug 1899 to 9 Mar 1905 when invalidated, possibly due to poor vision. Enlisted RNVN as Y14768 on 19 Jun 1916 but again discharged. Devonshire Regt 59237, then Labour Corps 104781	Add	No

SPILLER	James William	J28640	Able Seaman	RN	HMS Cormorant (HMS Lychnis)	10 Jul 1898	NK	Served 6 Nov 1913 to 1 Jan 1929 minimum	Add	No
STRUDWICK	Charles John	208396	Petty Officer	RN	HMS Glory	4 Sep 1885	St H	Served 8 Feb 1900 to 3 Sep 1924 when pensioned, joining the RFR on 4 Sep 1924	Add	No
DE GRUCHY	Arthur Albert	293695	Stoker 1st Class	RN	HMS Furious	11 Jul 1880	St H	Served 2 Nov 1899 to 1 Nov 1921 when pensioned.	Amend	No
DE GRUCHY	Sidney	207551	Ordinary Seaman	RN	HMS Beagle	11 Mar 1884	St H	Served 9 Dec 1899 to 5 Mar 1903 when discharged by purchase in Cape Town. Later served in GW with Australian Army Medical Corps.	Amend	No
DE LA COUR	Walter Francis	J56358	Boy 1st Class	RN	HMS Ganges	20-Jan-01	St H	Served 1 Aug 1916 to 10 Aug 1917 when invalided out with Hammer Toes	Amend	No
DE LA HAYE	Albert Elias	197948	Able Seaman	RN	HMS Hercules	2 Feb 1882	St B	Served 8 Jan 1898 to 9 Feb 1922 when pensioned. Blacksmith's Asst in civilian life.	Amend	No
DE LA HAYE	Bertram James	J28633	Able Seaman	RN	HMS Barham	15 Apr 1898	St B	Served 4 Nov 1913 to 31 Dec 1928 minimum.	Amend	No
DE LA HAYE	Gerald Thomas Harper	J44124	Able Seaman	RN	HMS Speedwell	25 Jun 1899	St H	Served 21 Sep 1913 to 27 Jan 1922 when invalided out with Neurasthenia	Amend	No
DE LA HAYE	Arthur George	J45411	Able Seaman	RN	HMS Apollo (HMS Hardy)	24 Jul 1893	St H	Served 19 Oct 1915 to 15 Mar 1919 when demobilised. Could not count RMIJ time for service purposes	Amend	No
DEE	Clifford Charles	216632	Ordinary Seaman	RN	HMS Suffolk	22 Dec 1885	St H	Served 9 Aug 1901 to 4 Jul 1906 when discharged SNLR following 90d HL for being Objectionable! Served with Canadians in GW	Amend	No
DENIS	Percy Edmund	235858	Yeoman of Signals	RN	HMS Lion	10 Oct 1889	St H	Served 13 Feb 1906 to 1 Jan 1929 minimum. Award of DSM LG dated 8 Mar 1918	Amend	No
DESPRES	Albert George	M6085	Engine Room Artificer 3rd Class	RN	HMS Gossamer	16 Sep 1891	St H	Served 23 May 1913 to 1 Jan 1929 minimum	Amend	No
DESPRES	Reginald	L6539	Officer's Steward	RN	HMS Victory I	12 Dec 1896	St H	Served 13 Apr 1915 to 30 Jan 1919 when invalided out with 'Plural Effusion'	Amend	No
DESVERGEZ	Francois Pierre Louis	J87016	Boy 1st Class	RN	HMS Egmont I (HMS Mimosa)	12-Dec-00	NK	Served 25 Mar 1918 to 16 Apr 1944 when he died in Japanese POW Camp. Had served Hants and Bedford Regiments having joined under age.	Amend	No
DILLON	David	213150	Able Seaman	RN	HMS Superb	12 Jul 1884	NK	Served 15 Jan 1901 to 11 Jul 1914 when colour service expired. Served Merchant Navy during GW	Amend	No

DIMOND	Edward Thomas	L11812	Boy 2nd Class	RN	HMS Hecla (HMS Acheron)	29-Sep-02	St H	Served 17 Oct 1918 to 29 Oct 1919 when invalidated out with astigmatism	Amend	No
DOWINGTON	Edward Lewis	L11811	Boy 2nd Class	RN	HMS Vivid I	18-Jun-02	St H	Served 17 Oct 1918 to 19 Feb 1919 when invalidated out with a diseased heart.	Amend	No
DRIEU	Alfred Emmanuel	J94105	Boy 2nd Class	RN	HMS Impregnable	21-Feb-03	NK	Served 9 Jan 1919 to 3 Aug 1922 when discharged due to RN reductions. Reenlisted in 1939 (?) LT/JX173059	Amend	No
DRIEU	Fred	L7077	Officer's Steward 1st Class	RN	HMS New Zealand	18 Jun 1891	St H	Served 22 Jul 1915 to 24 Mar 1919 when demobilised. Ex-Steward in MN	Amend	No
DU FEU	Sidney John	350904	SBS (?)	RN	HMS Superb	12 Feb 1882	St S	Served 22 Apr 1901 to 26 Dec 1916 when invalidated out with Neurasthenia	Amend	No
DU FEU	Walter Vernon Don	F37072	Aircraftsman 1st Class	RNAS	Batten Camp	29 Oct 1885	St H	Served 4 Sep 1917 to 31 Mar 1918 when transferred to RAF.	Amend	No
DU FRESNE	Philip	172082	Chief Shipwright	RN	HMS Dufferin (RND Bombay)	25 Sep 1872	St L	Served 26 Jan 1893 to 14 May 1919 when demobilised	Amend	No
DUSTIN	Charles	342699	Cooper 1st Class	RN	HMS Victory II	18 Feb 1880	St H	Served 2 May 1899 to 30 Jun 1921 when pensioned. Carpenter in civilian life.	Amend	No
DUVEY	Herbert Stanley	J77921	Ordinary Telegraphist	RN	HMS Hecla II (HMS Gardenia)	25-Feb-01	NK	Served 11 Aug 1917 to 1 Jan 1929 minimum.	Amend	No
EAST	Alaric William	F27566	Air Mechanic 2nd Class (E)	RNAS	HMS President II (Battersea)	16 Jan 1889	St H	Served 23 Mar 1917 to 31 Mar 1918 then transferred to RAF	Amend	No
EGAN	William John	L11618	Officer's Steward 3rd Class	RN	HMS Victory I	1 Sep 1898	St H	Served 26 Sep 1918 to 8 Mar 1922 when invalidated out with Gonorrhoea	Amend	No
ELLIOTT	Alfred Francis (or Alfred Kennet)	J28630	Able Seaman	RN	HMS Dolphin	21 Jan 1898	St B	Served 4 Nov 1913 to 31 May 1922 when invalidated out with MCF(?). Joined RFR 24 Feb 1924. Later no P/JX164823. No record of DSM award	Amend	No
ELLIOTT	Archibald James	351292	Sick Bay Petty Officer	RN	HMS Vivid I (Plymouth Hospital)	6 Jun 1881	St H	Served 22 Apr 1903 to 10 Sep 1921 when pensioned. Had served in RMLI prior to RN as Ply/9849 enlisting 8 Jul 1899.	Amend	No
ELLIOTT	Frederick Henry	L7202	Officer's Steward 2nd Class	RN	HMS Barham	20 Sep 1896	St H	Served 12 Aug 1915 to 4 Jan 1920	Amend	No

ELLIOTT	Richard John	J38873	Telegraphist	RN	HMS Lord Nelson	2 Sep 1899	NK	Served 8 Mar 1915 to 1 Jan 1929 minimum	Amend	No
EWENS	John Timothy	J44520	Able Seaman	RN	HMS Cormorant (HMS Lyra)	9 Jun 1883	St H	Served 30 Sep 1915 to 30 Apr 1919 when demobilised.	Amend	No
LE SCELLEUR	William Thomas	M4459	Joiner 1st Class	RN	HMS Emperor of India	20 May 1894	St Mn	Served 19 May 1912 to 7 May 1924 when invalided out due to Pulmonary TB. Shown as Le Seelleur in JRoS	Amend	No
SPRATT	Harold	SS7590	Able Seaman	RN	HMS Blenheim (HMS Hydra)	1 Jan 1898	St H	Served 10 Aug 1916 to 19 Sep 1921 when contract expired. A Horse driver in civilian life	Amend	No
STATT	Garnet Wilfred	F42014	Aircraftsman 2nd Class	RNAS	HMS President II (Wormwood Scrubs)	28 Dec 1887	St H	Served 22 Nov 1917 to 31 Mar 1918 when transferred to RAF	Amend	No
SYMONS	Walter	298747	Sick Berth Attendant	RN	HMS Victory	24 Nov 1880	NK	Served 31 Oct 1901 to 19 Jun 1909 when invalided out, cause not stated. Believed to be Sgt Walter Symons RAMC on JRoS	Amend	No
DE HANEY	David Patrick	306668	Stoker 2nd Class	RN	HMS Cornwallis	9 Jun 1881	St H	Served 2 Jun 1902 to 11 May 1906 when discharged SNLR. Frequent visitor to Cells. No GW service.	No	No
DE LA MOTHE	Gaius	231722	Able Seaman	RN	HMS Victory I	22 Mar 1888	St H	Served 31 Aug 1904 to 9 Mar 1910 when invalided out, cause not stated. Had just served 90d HL	No	No
DE LA PERRELLE	Bertram John	351051	Sick Bay Attendant	RN	HMS Imperieuse (Portland Naval Hospital)	13 Dec 1880	St H	Served 27 May 1902 to 14 May 1909 when he went on the run. In Jersey in Jan 1918 making false statements at Aliens Office. No GW service	No	No
DE LA PERRELLE	Phillip John	K14953	Stoker 1st Class	RN	HMS Victory II	9 Apr 1894	St S	Served 1 May 1912 to 12 Sep 1913 when he was discharged by purchase.	No	No
DE MITRE	Percival John	155342	Able Seaman	RN	HMS Vivid II	2 Aug 1874	St H	Served 22 Apr 1890 to 3 Aug 1904 when Colour Service expired. Frequent visitor to Cells. No GW service	No	No
DE STE CROIX	Edward Charles	J98816	Boy 1st Class	RN	HMS Impregnable	12-Nov-04	St H	Served 14 Sep 1920 to 6 Jul 1921 when invalided out with pleurisy in leg. Too young for GW service	No	No
DE STE CROIX	George Elias	177876	Able Seaman	RN	HMS Excellent	12 Nov 1878	St H	<u>Served 8 Jan 1894 to 5 Jan 1900 when he lost his life when the SS Ibex struck rocks and sank outside St Peter Port</u>	No	No
DE STE CROIX	James	183538	Able Seaman	RN	HMS Victory I	6 Mar 1880	St H	Served 15 Apr 1895 to 6 Jul 1905 when invalided. No GW service.	No	No

DELOS	Francis Kloene	139362	Ordinary Seaman	RN	HMS Vernon	10 Oct 1870	St H	Served 26 Oct 1886 to 8 Jan 1892 when invalided out. No GW service.	No	No
DIMENT	George	207853	Able Seaman	RN	HMS Victory I	5 Jun 1884	St H	Served 2 Feb 1900 to 6 Jul 1905 when invalided out, cause unknown	No	No
DIMOND	Thomas Edwin	295165	Stoker 2nd Class	RN	HMS Duke of Wellington II	30 Oct 1880	St H	Served 10 Apr 1900 to 8 Oct 1900. Reason for discharge unclear	No	No
DRAKE	Henry Walter	364955	Domestic 3rd Class	RN	HMS Vivid I	27 Oct 1883	St H	Served 24 Jul 1906 to 19 Sep 1906 when he went on the Run	No	No
DU FEU	Adolphus Edward	SS1022	Able Seaman	RN	HMS Victory I	23 Feb 1887	St H	Served 15 Aug 1905 to 12 Sep 1910 when colour service had expired. Had been on the run in New York in 1909 from HMS Drake. SNLR for RFR	No	No
DU FEU	Alfred Edward	220359	Stoker 2nd Class	RN	HMS Nelson	12 Feb 1887	St P	Served 22 Apr 1902 to 2 Nov 1906 when invalided out with chronic bronchitis	No	No
DU HEAUME	Edmund George	208922	Ordinary Seaman	RN	HMS Implacable	19 Dec 1884	St H	Served 3 Mar 1900 to 9 Jul 1906 when dismissed from service for Robbery. Frequent visitor to Cells. No GW service	No	No
DUBRUEL	Henry Joseph	213833	Boy 1st Class	RN	HMS Cleopatra	28 Mar 1884	St H	Served 11 Mar 1901 to 10 Oct 1901 when invalided out	No	No
EGRE	William Wilford	216363	Boy 2nd Class	RN	HMS St Vincent	2 Feb 1885	St H	Served 2 Aug 1901 to 13 Sep 1901 when discharged by Purchase	No	No
ELIE	Edward	163121	Able Seaman	RN	HMS Victory I	3 Dec 1875	St H	Served 15 Oct 1891 to 3 Mar 1899 when invalided out, cause not stated.	No	No
ELLIS	John	208661	Leading Signalman	RN	HMS Venerable	25 Aug 1884	St H	<u>Served 11 Jan 1900 to 25 Dec 1913, when he died from Heart Failure while on leave in Guernsey</u>	No	No
ENRIGHT	John	212467	Able Seaman	RN	HMS Victory II	24 Mar 1885	St H	Served 29 Dec 1900 to 7 Jun 1906 when invalided out suffering from Epilepsy	No	No
EUSTACHE	Thomas James Simon	J22706	Boy 1st Class	RN	HMS Victory I	11 Oct 1897	St Mn	<u>Served 28 Jan 1913 to 10 Jul 1914 when he died from Meningitis at RN Hospital at Haslar</u>	No	No
SIMON	Percy Vivian	358620	Domestic 3rd Class	RN	HMS Duke of Wellington I	22 Jul 1882	St H	Served 1 Aug 1900 to 9 Aug 1901 when discharged as undesirable after 21 days HL!	No	No
SMITH	Joseph John	295921	Stoker 1st Class	RN	HMS Vernon	10 Sep 1881	St H	<u>Served 31 Aug 1900 to 13 Jul 1912 when invalided out due to Insanity. Entered RN Hospital Great Yarmouth where he died 16 Jun 1934</u>	No	No
STARCK	John Alexander	187415	Boy 1st Class	RN	HMS Boscawen	20 Sep 1880	St H	Served 29 Jan 1896 to 9 Apr 1897, reason for discharge unclear.	No	No
STATT	William Arthur	356615	Domestic 1st Class	RN	HMS Lancaster	30 Jun 1878	NK	Served 14 Jun 1898 to 22 May 1905 when discharged at own request	No	No

STATT	Walter Richard	356609	Domestic 2nd Class	RN	HMS Philomel	1 Jul 1879	NK	Served 14 Jun 1898 to 17 Mar 1901 when discharged at own request	No	No
STEPHENS	Frederick Baldwin	361090	Officer's Cook 2nd Class	RN	HMS Dryad	28 Jul 1884	NK	Served 12 Jan 1903 to 3 Apr 1910. Had been allowed to be discharged at own request, but went on Run and discharged SNLR after 21d HL.	No	No
STRANG	Peter	183534	Able Seaman	RN	HMS Swiftsure	1 Nov 1879	St H	Served 8 Apr 1895 to 26 Oct 1906 when discharged SNLR. Frequent cell visitor	No	No
SYVRET	Francis Philip	169345	Stoker 2nd Class	RN	HMS Victory II	15 Nov 1869	NK	Served 15 Sep 1892 to 31 Mar 1893 when discharged as undesirable	No	No
SYVRET	Arthur Edward	214752	Able Seaman	RN	HMS Victory I	7 Jan 1886	Tr	Served 3 May 1901 to 9 Aug 1906 when invalided out, cause not stated.	No	No
EGAN	Henry Phillip	230469	Boy 2nd Class	RN	HMS St Vincent	1 Mar 1888	St H	Served 18 Apr 1904 to 16 Nov 1904 when discharged SNLR. Is he the Henry Egan on the JROS as a Driver, RFA? Further investigation required.	TBA	No