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**Channel Islands
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The Ulster Tower, Thiepval

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Hello All

I do not suppose that the global metal market features greatly in Great War journals and magazines, but we know, sometimes to our cost, that the demand from the emerging economies such as Brazil, China and India are forcing prices up, and not only for newly manufactured metals, but also reclaimed metal. There is a downside in that the higher prices are now encouraging some in the criminal fraternity to steal material from a number of sources. To me the most dangerous act of all is to remove railway trackside cabling, surely a fatal accident waiting to happen, while the cost of repair can only be passed onto the hard-pressed passenger in ticket price rises, to go along with the delays experienced. Similarly, the removal of lead from the roofs of buildings can only result in internal damage, the costs, as in the case of the Morecambe Winter Gardens recently, running into many thousands of pounds.

Sadly, war memorials have not been totally immune from this form of criminality and, there are not only the costs associated as in the case of lead stolen from church roofs. These thefts frequently cause anguish to the relatives of those who are commemorated on the vanished plaques.

But, these war memorial thefts pale into insignificance by comparison with the appalling recent news that Danish and Dutch marine salvage companies have been bringing up components from British submarine and ships sunk during the Great War, with a total loss of some 1,500 officers and men. The Danes had recovered a conning tower from a G-Class submarine HMS G8 earlier this summer, while two Dutch salvage ships have recently been working away at the wrecks of HMS Aboukir, HMS Cressy and HMS Hogue which were sunk by U9 in September, 1914. The three cruisers were certainly designated as war graves, and should have been treated with due respect by the Dutch who would never envisage digging up the CWGC Cemetery at Oosterbeek near Arnhem.

It is unclear what the UK government is actually doing other than to deploy a Ministry of Defence spokesman who could only offer: 'We do not condone the unauthorised disturbance of any wreck containing human remains.' But perhaps it is simply being ambivalent given that it has contracted a company to recover silver bullion, worth £140M at today's prices, from the SS Gairsoppa which was torpedoed in the south western approaches in 1942, the event costing the lives of 83 men?

The Front Cover

Thanks to Roger Frisby for providing this Journal's front cover photograph. Most visitors to the Somme will see it, whether in passing or by stopping for a welcome cup of tea. If my memory serves me correctly, the Tower was the first Memorial erected after the War, probably in 1921. The tea room was a far more recent addition, 1994 or 1996 I think.

Over the last ten years it has become one of the Somme's more popular 'watering holes', a place for the local gossip to accompany the cuppa. This has been due to the 'custodians', Phoebe and Teddy Colligan who leave in early November, after ten years living at the top of the tower, having originally come to run the place temporarily for a fortnight after alleged criminal misdeeds by a predecessor! The memsahib and I have got to know them quite well and hope they enjoy a long overdue retirement.

The Clarence Ahier (Ypres/Somme) Battlefield Tour
30th September - 3rd October, 2011
By Ned Malet de Carteret

The objectives for this trip were to take background photographs for Ian Ronayne's forthcoming book, in conjunction with the Société Jersiaise, based upon the journal of a Jersey gunner, Clarence Ahier, to view the areas where he and his comrades fought in the Ypres Salient and on the Somme, and to photograph any convenient Channel Island headstones for the website. We were also to visit sites where the Royal Guernsey Light Infantry (RGLI) fought during the Battle of Cambrai.

Ian and I set off from Jersey on a gorgeous sunny Friday morning on Condor Vitesse for St Malo. To our great surprise we left early and we arrived at 11.10 (BST plus 1 hour) and thus we were '*sur route*' almost 25 minutes earlier than scheduled at 11.25 (which is so gratifying). With Ian driving while I held a bundle of maps, Ian's comfortable and reliable 3 series BMW soon had us roaring past Caen by 13.15 where we decided to take the southern route via Rouen rather than cross the Pont de Normandie and the very boring northern Normandy motorway. Following a 20 minute pit-stop for a packed lunch at 14.45, we motored swiftly up to Abbeville and Boulogne, before taking the last stretch via St Omer, Cassel (with too many cobble stones for my liking!), Steenvoorde and Poperinghe, arriving at our destination, the Albion Hotel in Ypres at 17.35, in total about 5½ hours of motoring. The temperature on the journey reached 27 degrees centigrade – phew! After a quick shower, we saw ourselves taking refreshments at '*Den Anker*', having discovered, to our dismay, that our favourite eating establishment '*De Trompette*' was closed for holidays. This was followed by a brief visit to St George's Church which enabled me to take a couple of photographs of the relatively new plaque (see below) to my great-grandfather, Captain Harold Ackroyd VC, MC, MD, RAMC. It could do with being cleaned (**Editor:** Ned is to send them some Brasso!)





We partook of further refreshment in the Grootte Markt, and then made our way early to the Menin Gate arriving at 19.45 for the 20.00 service. There was already a considerable crowd there. After introducing ourselves and shaking hands with the Deputy Chairman of the Last Post Association, Jacky Plateau, who led the short remembrance service, we took up a good viewing position. There were upwards of 1,000 pilgrims attending, including many children. There were no formal military associations present, and wreaths were laid by private individuals, families and school parties in the left hand stairwell as you face the Menin Road, while four buglers from the Fire Service played *The Last Post*. After the service we quickly retreated to '*Den Anker*' where an excellent steak and chips '*en plein air*' was eagerly devoured with some fine French red wine. It was then early to bed for two weary pilgrims!

Following a light breakfast on Saturday morning, we revisited the Menin Gate to photograph the names of 2Lt GI Tothill and Pte WW Le Lacheur and then we were '*en route*' by 09.00. Our next halt was at an exceedingly expensive petrol stop (at 1.63 Euros (approximately £1.43) per litre) on the Menin Road, towards Hellfire Corner.

In no time at all, we were at Birr Cross Roads Cemetery. It looked very beautiful with dew on the grass and the white headstones gleaming in the morning sun. I laid a Jersey-sourced Royal British Legion Remembrance Cross on Harold Ackroyd's grave stone and bid him my greetings and prayers from his families. The newish headstone is in good condition. Someone had planted a plastic Union Flag beside it.

Having missed the turning to Glencorse Wood, we doubled back and parked outside the wood. Ian had not known of the whereabouts of Harold's death place, and we walked in the wood to Euan Brodie's memorial. It was all very quiet and peaceful there, although there are one or two new holiday homes (It never ceases to amaze me how there are more and more of them with every visit!).





Hill 62, the Canadian Memorial

We then proceeded to drive to the beautiful Canadian Memorial at Hill 62, passing the Sanctuary Wood Museum which was busy with its first coach load of children. The memorial offers an excellent view all round of the battlefield. Clarence served here in 1917.

Our first Cemetery visit was Railway Dugouts, a large one where we snapped L P Falle and Lt Col WFB Dugmore. Chester Farm Cemetery was next and photos were taken of some Manchester Battalion men, namely Hodge, Martin, Mooney and Robinson. The front wall of the cemetery is undergoing complete re-construction.

Our next port of call was to the western end of the battlefield at Dickebusch New Military Extension and La Clytte Military Cemetery where we photographed Scott, Cockbill and Sims, all colleagues of Clarence, all Drivers or Gunners.

It was a glorious morning and we decided that Ploegsteert Memorial was one too many so we decided to make a beeline for Mount Kemmel and 'The Belvedere' for a well deserved coffee. The café with its splendid views was full of locals. A coffee later we were away from Ypres towards the Somme, for lunch at Bailleul where we had the best *omelette jambon et frites* that we have ever had at our favourite café, Le Melusine, on the north corner of the town square, unfortunately the terrace area was fully booked! Replete we set off due south to Outtersteene Cemetery where we eventually found the graves of fourteen men of the RGLI. Their stones were badly weathered as were many others. We then stopped at Le Doulieu and tried in vain to find the right road where the RGLI fought in April, 1917. We were close by.

It was stifling hot in the afternoon.



Ypres - The Cloth Hall at night

We decided against visiting Vimy Ridge, which has been completely restored and rebuilt, but instead stopped at Neuve Chapelle to visit the Indian Memorial to the Missing and also the Portuguese Cemetery. Many of the panels on the Indian Memorial need replacing, while some have already been. Typically I had forgotten to bring my list

of VC's names to photograph and I had left my 'bible', Symbol of Courage by Max Arthur, at home. So I only managed to find one such winner, Gobar Sing Neri VC. The sunlight was immensely powerful on the white panels and visibility was extremely difficult. The Portuguese Cemetery is not as well maintained as CWGC ones and their grave stones are in dire need of attention. Still, I laid a Remembrance Cross at both sites. We then shot down to Bapaume for a swift refreshment in the Town square before taking the scenic route through the middle of the Somme battlefield to Beaucourt sur Ancre.

Our billet for the next two nights was in a very charming gite rented by Barrie and Margaret Bertram. We were joined for a very enjoyable supper on the patio by Roger Frisby who had come down from Hertford for the weekend on yet another Roll of Honour photographic mission. It was just terrific for us to all meet up on the Somme. I led Barrie on a wild goose chase before supper to find Bernard Freyberg's VC Memorial. It is in fact only the site of his VC action, opposite the RND memorial and across the D50 towards the railway. In spite of being warned of train noises throughout the night, I slept like a log!



**Feeding time *chez les Bertrams*
(Ned, Roger and Ian)**

I was up by 08.15 on Sunday, to find that Ian had taken himself off for an early morning walk and he returned for our 09.00 breakfast. We were joined by Roger, who was staying in Albert, and, leaving Margaret behind for the day, we then decided to venture forth in Roger's car.

Our first stop of the day was at Peake Wood Cemetery, Fricourt where we visited a very close friend of Clarence's, Enoch Hoyland, who had died in his arms. There were many of his colleagues buried there.

We watched shooters in the field for a while (the hunting season has started) where the guns would have been sited on the reverse slope in front of the cemetery looking northwards towards Contalmaison village. What a beautiful morning, indeed, the weather was superb throughout our trip. Next we visited the 16th (Irish) Division Memorial at Guillemont and visited the church. There are new plaques, pews, donated by a Presbyterian church in Belfast, and mottos on the rainbow painted ceiling. I have not been there since the mid 1990's.



Guillemont Church



Ned at Harold Ackroyd's tree in Delville Wood

Our next stop was at Delville Wood. The café/visitor centre was shut. We went in the Cemetery, excepting Barrie who headed down the road towards Longueval to look at the Footballers' Memorial. We all then headed to the South African Memorial and visited the Museum (it was Roger's first time in the Wood. We then walked to the remaining tree from 1916 and then to Harold Ackroyd's tree (I like to think he was exactly there, but, he was thereabouts!) to the left up a trench where I laid my cross. My fourth time I think.

We walked down the one of the drives heading for the car park, and near the end we spotted a beautiful, very small young South African deer. After that it was decided that it would be best for an early pit stop lunch in Bapaume. So back through Flers to Bapaume's *Centre Ville* for a salad suitably washed down with a *vin blanc* or an Orangina at *La Romance* on the right hand corner of the square.

The first destination after lunch was Rocquigny-Etrancourt Cemetery to see Archibald Weeks a Jersey contingent member and then on to La Rue Verte and Masières to see the bitter fighting where the RGLI suffered tremendously on 30th November, 1917 during the Cambrai action. We had a good walk to the right of the bridge along to near the lock on the Canal, having previously driven down La Rue Verte.



**Can we go in?
The Louverval Memorial**

It was an extremely hot afternoon and our next stop was the Cambrai Memorial at Louverval. Over 7,000 men missing during the Battle of Cambrai are commemorated on the panels. It is a small beautiful memorial with evocative murals by Charles Sargeant Jagger. It lists Jersey VC winner, AMC McReady-Diarmid, and between us we managed to find the five other VC winners who are commemorated. 'Toured out' by 15.40, we again repaired to *La Romance* for further refreshments, before heading back to Beaucourt.

That night we dined at Avril Williams' establishment at Auchonvillers close to Newfoundland Park. We had a very enjoyable meal of turkey. The boys went to see Avril's new Museum (**Editor:** The André Coulliot Collection) containing both items from both World Wars. Margaret and I declined. I had previously shown Roger the trenches in Avril's front garden, together with her hens and sheep! Upon our return to the gite, Ian, Barrie and I stayed up for a nightcap on the patio as it was a still and balmy night



Looking towards Amiens from the Australian Memorial at Villers-Bretonneux

The next morning Roger again joined us for breakfast. Saying our farewells to Margaret and Barrie, Roger, Ian and I headed off to the very fine Australian Memorial at Villers-Bretonneux that overlooks Amiens. Ian and I then parted from Roger and we set off for Rouen, to enjoy an excellent pizza opposite the Church to Jeanne d'Arc. The medieval buildings round the great cathedral are very lovely. I had not stopped in the city since I was a boy of 12. It was another exceptionally hot afternoon for October with the temperature averaging 28 Centigrade.

A petrol and coffee pit-stop at a motorway *Aire* had us arriving in St Servan at 17.30 for further well earned refreshments. The crossing home on another flat calm sea was painless. The totally unnecessary 10 minute wait at Passport control in Jersey had us back at Ian's home in Maufant by 19.45. And so, another highly enjoyable and informative pilgrimage to the Battlefields had ended.



An 'Up with the Larks' view of 'Y' Ravine at Beaumont-Hamel (Ian Ronayne)

Editor: A few more of Ian's early-morning views are to be found on page 44.

Guernsey's Zeebrugge Hero By Liz Walton



In 2005, whilst looking for CWGC listed graves of men who had died as a result of the Great War, I found the ornate headstone of AB John William Helman in St Andrew's Cemetery. It stands under the trees in a quiet corner at the top of the upper section of the churchyard and was covered in moss and lichen. The embedded lead letters were beginning to drop off, but the inscription could just be made out. It read:

"RIP In grateful memory of Able Bodied Seaman John W Helman of HMS Daffodil, eldest son of Col. Serg. EW Helman who died on the 28th February 1920 at the age of 24 years and 8 months as a result of exposure and the effects of gas poisoning contracted during the famous

naval raid on Zeebrugge April 22nd - 23^d 1918. This memorial was raised by the local committee administering the Comforts Fund of the London Channel Islands Society."

AB Helman's name is also inscribed on the Parish War Memorial inside the church, and on the Bailiwick Memorial at the top of Smith Street in St Peter Port. However, when I looked in the CWGC Debt of Honour register his name did not appear, so I decided to investigate further.

The first thing was to get his service record from the National Archive. This showed that he had joined as a Boy before the war, and remained in service until he was invalided out in November, 1918. On the 23rd February, 1918, AB Helman was one of six seamen from HMS Emperor of India who volunteered for special services. The Captain of HMS Vindictive, Captain AFE Carpenter, in a speech to the Empire Club of Canada in January, 1919, explained what it meant to have been selected to take part in the raid on Zeebrugge thus:

"What we did was, we chose a certain number of reliable men from each ship, a certain number of officers from each squadron, put them through intensive training, and then, when we got them ready, we put them out from the crowd where they could hold no communication with anybody whatever. Then we told them the secret. Soon as we told them what we were going to do, we gave them the option to go. I said to my men: "If any man on board here now, knowing what he is in for, wishes to withdraw, all he has got to do is to give his name in and go; he will not be asked for any reason why he wants to go, and he will not be allowed to give any reason why he wants to go; give his name in and go." Not a single man went".

Helman's bravery in the raid was also noted. Official records show that his officer, Cecil Dickinson, reported:

"After returning on board, I noticed Able Seamen Davies and Helman and others of my party assisting wounded on the mess deck."

Sadly despite this he was not officially 'Mentioned in Despatches'. His name was however included in the ballot for the Victoria Cross.

So how was it that a man with this type of service record, who was invalided out as a result of his service and died within the CWGC's qualifying period, was not commemorated by them? I decided to next have a look at local newspapers in the Priaux Library's collection, to try to gather background information. Here the sad story of his non commemoration began to unfold. First there was a brief mention of his death in the family notices column of the *Evening Press* and the *Weekly Press*, giving details of the funeral arrangements. This was followed a few days later by an account titled: 'A Brave Seaman goes unhonoured to his grave', and below which was photograph of him, entitled: 'The Late Able Seaman Helman (somebody has blundered)'. The account reads:

"On Thursday March 4th the late Able Seaman John William Helman, a pensioner of the Royal Navy and a survivor of the attack on Zeebrugge and Ostend on April 22 and 23 1918 was carried from his parents' residence, No. 2, Trent Cottages, Castel Hill, with a coffin uncovered, with but a few relatives following behind the four carriers, and buried at St Andrew's Cemetery, deeply mourned but without any of the ceremonial accorded to those who have served their King and country and "passed out" to the greater service.

It will be according some measure of well-deserved honour if we now give full particulars of this young Guernsey hero's life and service.



John William Helman was the eldest son of Mr and Mrs E. W. Helman of 2, Trent Cottages, Castel Hill, the father being well known as a gardener on the staff at Les Queux Manor Vineries. He was born at Satara, Bombay, India on June 27 1896, his father being then colour-sergeant of the Middlesex ("Die-Hards") Regiment. The parents came to Guernsey while their son was quite young and John was a promising pupil at St Joseph's RC School under Mr McDade.

Seven years ago, the boy joined the Navy, and his record of service shows that he joined H.M.S. Vivid on Sept. 20th 1913 as a Second Class boy. He became First Class Boy on January 13th 1914, and was appointed to HMS Victory on June 27th 1914, as Ordinary Seaman. His next promotion came on August 24th 1915, when he became Able Seaman on HMS Emperor of India, and the last entry is associated with history for it gives him as being on HMS Victory on February 13th 1919. But that was destined to mark the close of a career which had been of credit and of distinction for at the bottom of the paper, signed by the Captain of his ship, runs the proud record:- Took part in attack on Zeebrugge and Ostend, Belgium, April 22/23 1918.

As it was at Zeebrugge that our young hero received his "sentence of death" from the enemy, a brief record of what there transpired will not be amiss. Able- Seaman Helman was one of the six seamen chosen from HMS Emperor of India for the Zeebrugge raid. That he apprehended the grave risk of such an undertaking was apparent for his mother states that he wrote to a relative: "Don't tell mother I am going to Zeebrugge; the Captain says we are undertaking a terrible thing, and I may never see mother again".

He served in HMS Daffodil for the raid, and while very reticent about the part he played, there are certain incidents which serve to show the real horror of that wonderful British enterprise. For example, his companion on the raid, William Mudge, stated to the mother "Jack picked up one of his wounded chums and when he came on board he noticed that the head had been blown off the body". The now deceased seaman told his mother when he returned that he told the Captain there was gas, whereupon the Captain replied "Mind your mask my lad!" During the raid, he was standing near an officer, and remarked that he would pick up a portion of a shattered speaking tube to present to his mother. The officer advised him not to risk it, but he did so, and at the moment he stooped to pick up the portion a shell whizzed but a few inches over his back. These incidents serve to show with what pride and out of what hell-fire the raiders returned to the bonny shores of the Home Country, with their spoils of war.

Arrived in Guernsey, there was much to show, and hundreds of islanders must have seen them in the window at Mr Freeman's antique shop, Pollet. He was honoured and fêted by the highest officials. For instance His Excellency General Sir Reginald C. Hart VC, KCB, KCVO, the Lieut Governor of Guernsey, accompanied him on two motor car rides and sent his car on eleven other occasions. Mr E. Chepmell Ozanne, Bailiff, also entertained him.

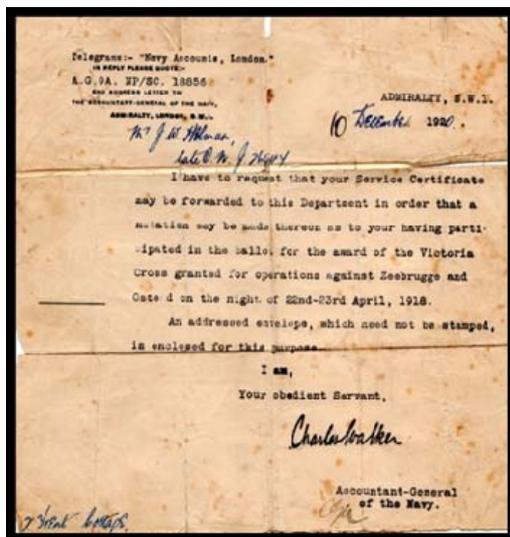
But there was an unhappy sequel, for the enemy gas had entered the system of Able-Seaman Helman and he was invalided from the Navy. He entered Haslar hospital and was a patient for some time at Sanitoria at Frimley and Brompton. He arrived home six months ago, and since then has been receiving a pension of £2 per week. He steadily grew worse from consumption, but was able to accompany his mother on a drive into the country as recently as last Wednesday week, three days before his death. He was frequently visited by the Rev. Thomas Hickey, DD, PhD, Priest-in Charge of St Joseph's, who officiated at the last rites on Thursday. On Saturday, it was obvious that Seaman Helman was dying, and he passed away at 10.45 that evening in the presence of his parents, and his brother, Master Arthur Stanley Helman aged 9 years.

This then is the brave record of a seaman of His Majesty's Royal Navy. On Friday, when we called at the residence, there on the table were the grim but treasured mementoes of a great deed – the cutlass and revolver carried by Seaman Helman at Zeebrugge.

We return to our first words- someone has blundered. There may be a very sufficient explanation forthcoming, but the public will join with us, we feel sure, in giving honour to the brave dead."

Another newspaper article reports that the family had made no funeral arrangements as they had been given to understand that a Captain Cowley had made arrangements for a gun carriage and a party of soldiers to accompany the body to the cemetery but his orders somehow went astray. They waited for some time and when the burial party did not materialise, four of the men present acted as coffin bearers and walked the coffin all the way to St Andrew's cemetery, followed by seven other relatives and friends. In order to make up for this the Channel Islands Society Comforts fund arranged for a splendid marble memorial to be made. It was completed two years later, when an open air ceremony was held at St Andrew's. The Bailiff, Sir Edward Chepmell Ozanne, unveiled the memorial and made a speech. Representatives of the Armed Services, the Douzaine, the churchwardens, the Coastguard Service, Military Police and other local

organisations were in attendance. Les Vauxbelets Choir sang a Benedictus and a hymn and a bugler played the *Last Post*. It was obviously an attempt to make up to the family for the errors at the time of the funeral.



However it would appear that still nobody had notified the appropriate authorities of the circumstances of AB Helman's death so his name was not added to the Commonwealth War Graves Commission register. The letter addressed to AB Helman shown here is dated some ten months after his death! Continuing the quest for commemoration in 2006 a copy of Helman's death certificate was obtained from the Greffe. This confirmed that he died of tuberculosis. His service record in the National Archive showed that he had been invalided home via three tuberculosis sanatoria, including the Naval one at Haslar some months before his death at home in Guernsey on the 28th February, 1920.

The qualifying period for First World War commemoration with the CWGC is from the 4th August, 1914 to the 31st August, 1921. Helman clearly died within this period.

The criteria for qualification are as follows:

- Commonwealth men and women who were still in military service at the time of their death. The location of their death and the cause of death are immaterial to their qualification. They could have been killed in action, died of wounds, died of illness or by accident, died due to suicide or homicide or suffered judicial execution. CWGC treats all casualties equally and all must be commemorated under the terms of their Royal Charter.
- Personnel who had been discharged from or retired from the military before their deaths during the same qualifying periods of an injury or illness caused by or exacerbated by their service during the same qualifying period. These cases qualify only if it is PROVEN to the authorities' satisfaction that death was service attributable.

AB Helman appeared to qualify under category 2 but the problem was to prove it. This took more than five years and involved lengthy correspondence with among others the CWGC, the Ministry of Defence's Naval Historical branch, the Royal Naval Hospital at Haslar, the Bart's Health Trust and the National Archive. One living family member, Mr André Helman was traced and he kindly provided photographs and documents including some used in this article. Eventually after several rejections on the grounds of insufficient proof that the illness from which AB Helman died was linked to his service in the Royal Navy, some 91 years after his death and 6 years after the quest for commemoration began AB John William Helman, "Guernsey's Zeebrugge hero" was finally recognised as a serviceman who had died as a result of the Great War, and his last resting place became a war grave. The letter from the Naval Historical Branch states:

"I have not been able to locate any official record which indicates why John was invalided from the Royal Navy, the actual medical reason is usually added onto the Service Record...The medical notes that you provided from the NHS do however indicate that he was being treated for Pulmonary Tuberculosis a short time after his discharge. That information together with his Death Certificate citing the same illness as his cause of death are sufficient for me to advise the Commonwealth War Graves Commission that ABLE SEAMAN JOHN WILLIAM HELMAN should indeed be commemorated by them."

This means that his name will appear shortly on the Debt of Honour register and his grave will now be maintained in perpetuity by the CWGC.

CWGC Non-Commemorations

It is pleasing to report that three more men, namely Walter Le Noury, John Helman and Garnet Cory Burton, have now been accepted for commemoration by the CWGC. As can be seen in the prior article, Liz Walton has, at long last, achieved the success that her persistence has merited with John Helman's commemoration. By comparison her success with Walter Le Noury, has been far quicker. Jerseyman Garnet Burton's commemoration was a surprise for me as my letter to the CWGC regarding him was rather tentative, and I had expected a rejection. But as I often say: 'If you don't ask...!'

Meanwhile, with regard to AB William Alliston Turner, I contacted St Saviour's Hospital who advised that he had been admitted there on 22nd March, 1917, some three weeks before his death. According to his records he was discharged from the RN on the 19th March, 1915, a Friday. Assuming that he had travelled back to Jersey that weekend, the stated admission date would have effectively been the second anniversary of his arrival. So, why do I think that he was admitted on the 22nd March, 1915, it being a Monday?

The list below summarises the current status as to Non-commemoration submissions:

Accepted

Norcott, Gerald *
 Dustan, John
 Cudlipp, Herbert
 Blanchet, Jean
 Warne, Alfred
 Bailey, Alwyn C
 Leopold, Archibald
 Cheney, Walter A
 Poingdestre, Alfred
 Jouanne, Auguste F
 Syvret, Edward H
 Lihou, Joseph T
 Le Breton, Wilfred J
 Whittle, Thomas J D'A
 Orange, Walter
 Ellis, John
 Asser, Verney – Non-CI

Accepted

Burton, Garnet C
Helman, John W
Le Noury, Walter
 Logan, Lionel H

With the CWGC

Turner, William A
 Vibert, John E
 Ounan, Thomas P
 Rundle, Cubitt S
 Le Morzédec, Henri
 De Gruchy, Alfred
 Mutton, Harold C *

Pending

Pirouet, Charles A
 Owen, Guy

TBA

Anderson, Frank B
 Touzel, Walter H

Rejected

Adams, Frank H

Not Submitted

Syborn, George T
 Raymond De Caen
 Mourant, Sydney A
 Surguy, Sidney

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

Another Somme Sojourn

Often, when visiting the Somme, there is an understandable tendency to stay within the broad confines of the 1916 battlefield. However, just over an hour's drive in almost every direction from Thiepval there are places with as much historical significance as Pozières and Beaumont-Hamel, with Arras, Loos and Vimy springing to mind. So, with the bulk of Channel Island headstone and memorial photographs in the Somme sector previously taken for the website, I found myself spending more time, proportionally, in late September and early October to the east of Bapaume where, very quickly, one crosses the path of the retreat from Mons and the action at Le Cateau in 1914, the Battle of Cambrai in 1917, and the capture of the Hindenburg Line along with the final actions in 1918. Driving around these areas, one can readily appreciate the benefit of tarmac roads and the modern motor car, a far cry from the pavé and the GS Wagons of more than 90 years ago, and of course, army boots!

One stop was at Haucourt, reached after a *Déviation* sign in Esnes that added ten minutes to the journey. There in the small Communal Cemetery is CSM William Sharp of the 1st Battalion, King's Own Royal Lancaster Regiment who was killed on the 26th August, 1914. Although a Scotsman, he had married a Jersey girl, Lydia Jolin, undoubtedly during the period that the Regiment garrisoned Jersey between 1908 and 1911. The 1st King's Own had formed part of 12th Brigade, 4th Division, and had originally been deployed along with the rest of the Division to hold a line to allow II Corps under Smith-Dorrien to pass through, but on the 26th had 'joined' the Corps as it deployed to stop the Germans advancing southwards between Esnes and Le Cateau, an action that proved successful, although not so in Sir John French's later opinion!



Before that action took place, the BEF had previously marched from Mons, and had become split with Haig's I Corps taking a southerly route along the east side of the Forêt de Mormal while II Corps had marched down the east side. The Forêt was of interest to me for two reasons. First, because there are suggestions that the British should have retired through it and so keep the two Corps in contact, and secondly because it was where Coutart de Butts Taylor won his MM, and in so doing, received the wound from which he would die. Passing through the Forêt today, it is magnificent and would have been little different in 1914 in terms of vegetation, and when today's 'tarmac' roads

are discounted it is difficult to provide a military case for the tracks to have been used as has been suggested.



There were some curiosities to be found in visiting cemeteries at Le Cateau, Caudry and Rumaucourt. There were sat, alongside Le Cateau Military and Caudry Military, sizeable German Cemeteries. However, the stone grave markers, in many instances for up to six men, contrasted strongly with those erected at Rumaucourt which are more stark. Tucked in amongst those at Caudry was one for a Russian POW who died in March, 1918, while it is interesting to note, from Le Cateau, the treatment of a Jewish German soldier's grave was dignified, a contrast to the German treatment of Jews of a later era.

Le Cateau also provided me with a further curiosity, a mystery even, for in the British cemetery there were two standard grave markers standing apart, that the CWGC normally provide in British cemeteries where Germans are buried. The names of Minna Durssen and Lina Nickel were engraved along with their dates of death four months apart, and without any other information such as rank. Were they German nurses, and if so, how did they die? Did their presence in the British cemetery result from an arbitrary decision to divide the cemetery 'in half' so that the Germans could tend their own? At the time of these ladies' deaths, Le Cateau was in German hands.



To the west of Le Cateau is Cambrai, lying at a seemingly busy intersection of autoroutes, roads and canals. With nine cemeteries to visit it was necessary to plan the route in a circle around Cambrai itself trying to make sure that the exit to the next point was as smooth as possible, while avoiding the need to cross busy traffic routes. With the exception of Ernest Pallot of the London Scottish, who was killed during the Battle of Cambrai and is buried at Moeuvres, the nine men visited were all casualties in late September and October, 1918 and obviously resulting from the pressure being applied to the Germans as they pulled back from the Hindenburg Line.

As is well known, Moeuvres is where Allastair McReady-Diarmid won his VC, and his name appears on the Louverval Memorial as does that of Edward de Faye who was killed and buried at Gauche Wood during the German counter-attack at the beginning of December, 1917. I am puzzled over Edward's fate as his temporary grave marker now rests in Grouville Church. My simple view is that his body was later discovered, moved and reburied by an Exhumation Company, allowing the marker to be given to his family. If so, there should have been a record of the reburial. But there is clearly not, given his name at Louverval. As I said, it is a simple view and the story may be more complex. Is he still buried somewhere in Gauche Wood (as opposed to the Cemetery there)?



Visiting it a few weeks ago, the Wood could now be classed as a small jungle and any search would be a case of hunting for a needle in a haystack! (Am I mixing metaphors here?)

Mention is made elsewhere of my visitors, the 'Three Musketeers' namely Ian, Ned and Roger, and I therefore assumed the role of d'Artagnan (Well he was the good looking one in the 1948 film!). We noted that Louverval is correctly engraved recording the missing from the RGLI as RGLI, this in contrast to the Ploegsteert and Tyne Cot Memorials showing the names as Channel Islands Militia. Perhaps the CWGC should be asked to consider a change. The RGLI action at Les Rues Vertes occupied our attention also, and 'on the ground' we were better able to appreciate the events of 1917 when the RGLI put up a stout fight against the Germans. Buildings such as the sugar factory have long since gone, more have been built and the vegetation has obviously grown, but hopefully we can better understand that small battle south of Masnières.

Of course, the Somme area was not completely ignored! Along with the 'Three Musketeers', visits to Delville Wood, Ginchy and Guillemont were paid, following an earlier visit to Contalmaison. This latter village features in Clarence Ahier's Journal where he served, at the time, with 'C' Battery of CIII Brigade, RFA in July, 1916. His Journal carries the poignant account of a fellow artilleryman dying in his arms, and is today buried in the Peake Wood Cemetery, south of Contalmaison. Standing in the Cemetery and looking back towards the village, one gazes across a shallow valley and it is easy to imagine the Brigade's four Batteries lined up ready to shell German gun and infantry positions. Of course, the Germans were unwilling to take British shelling on their chins, and clearly responded in kind with counter-battery fire. Peake Wood had been in German hands until the 5th July, 1916 so they clearly appreciated the lie of the land and where an enemy might position his guns, and this can be deduced if one 'reads' the cemetery, for it contains others from CIII Brigade who died from July to October of that year.

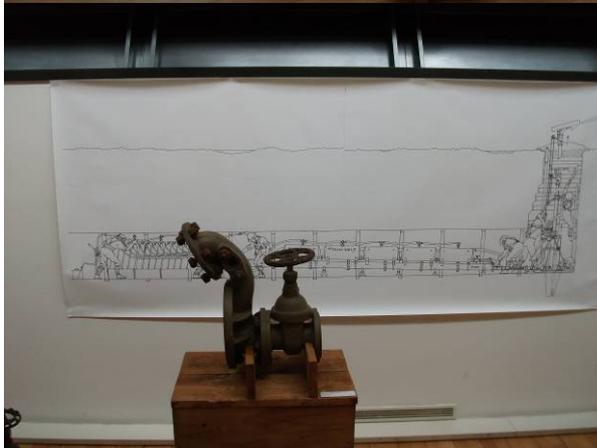


My visits to the Somme are never complete without a trip to *L'Historial* in Peronne, if only to purchase back issues of '14-18, *Le Magazine de la Grande Guerre*'. However, the Museum invariably has one or more special exhibitions at about this time of the year. This year there was an exhibition titled 'Breathing Fire. Le Dragon de la Somme' and this was one of two 'must dos' on my list during my trip to the Somme.

The exhibition deals with the Livens Large Gallery Flame Projector, it having been the topic of a programme on British TV earlier this year. Those who saw the programme may recall that there had been excavations near Mametz in 2010 to locate the remnants of a Projector while a working model was constructed by Royal Engineers back in the UK and tested.

To quote *L'Historial*:

'Employed only ten times during the war – nine of which were on the Somme – this bizarre weapon has been overlooked by historians. The machine was 19 metres long, 40 centimetres wide, and weighed 2.5 tonnes. Deployed from a tunnel beneath No Man's Land by a specially-trained crew of seven, it fired a jet of flaming oil 100 metres long over the German trenches: the strangest, rarest and most horrifying weapon of the Great War.'



In May 2010 historians and archaeologists excavated a section of the British trenches near the village of Mametz in search of the remains of a Flame Projector believed to have been abandoned underground in late June 1916, just before the Battle of the Somme. The results were extraordinary, and for the first time for almost 100 years some of the original parts found in 2010 can be viewed alongside a specially-commissioned replica constructed by local students of vocational training centres.'

Along with the material recovered, the exhibition also has a well presented account on a range of storyboards. The upper picture on the previous page is of the replica referred to by *L'Historial*, while the lower picture is of an actual fuel valve unearthed at Mametz.



Finding that I was close by, I briefly visited the Somme American Cemetery at Bony. A pressing schedule and a party of French schoolchildren precluded a longer stay, but I could not be but impressed by the sculptures (bas-relief?) on the chapel. The American Battle Monuments Commission produces a very nice 32 page booklet for the Cemetery and from it I learnt that the Americans first fought, in France, at Gouzeaucourt at the end of November, 1917. When the Germans counter-attacked after Cambrai, the American engineers, who had been working on railway lines, downed tools and picked up rifles to fight alongside the British! The book also carries statistics including the fact that there are 29,265 men who died with named graves while 4,452 men were missing, of which 1,656 are in unknown graves. Additionally, the US government also enacted laws to allow for the repatriation of remains.

But, numbers of these are not quoted, and it is unclear to me whether this process actually took place after the Great War or subsequent to World War 2.

My other 'must do' came about when I discovered that the La Boisselle Study Group (See Journal 38, Page 27) were 'in residence' at the Glory Hole during the second half of my stay on the Somme. Having 'received the nod' from my old chum Simon Jones some six weeks ago, I popped over to tour the site on the Friday. After abandoning the memsahib at the nearby Blighty Tea Rooms (Do visit it if you're in the area, though check the opening hours first!), I vanished for a good hour or more to look around the workings and to chat with Simon and also Peter Barton, who as many will know, is frequently seen contributing to television history programmes as well as producing a number of books in conjunction with the Imperial War Museum.

The Group had made an appreciable amount of progress during the week, gaining access to a number of interconnected tunnels, going down at angle of 45° to about a depth of 30-40 feet. Additionally, a number of vertical shafts have also been discovered although, so far, they had only been explored by the lowering of a camera to a further

depth of 40-50 feet. Some of the walls have graffiti on them which are legible, although I did not go down sufficiently far enough to see for myself. However, I understand that names were clearly visible. The decomposing remains of wooden props were quite visible while the chalk was solid and needed comparatively little support.

The two front lines in this area were between 35 and 70 yards apart, and I was surprised to see that the two tunnel entrances, that had been uncovered, were very close to the line. Present day excavations to re-open the entrances has obviously generated spoil, but this was never going to be like the volume that French, and later British, sappers would extract, given that the tunnelling in this area ran an aggregate distance of some 3-4 miles. It appears that little effort was made to clear it away or camouflage it following extraction. But, the Somme had been a quiet area before the British took over the sector. All in all it proved an interesting and informative visit, and if members get the chance, they should also call in if there is a presence on the site. Further details can be found on the website which is repeated below:

www.laboisselleproject.com

The Group is making use of Linesman to locate the trenches and tunnels. This is GPS based tool that overlays trench maps on today's maps and can pinpoint the spot, with a high level of accuracy, where an individual is standing via a hand-held device. The search for one tunnel entrance turned out to be just over a foot out, and that may have been the accuracy of the original map as opposed to the precision of the device. A few photographs of the site are on page 45, but I've been asked not to place anything from inside the tunnel on the website because of copyright issues.

So, on the mid-afternoon on the final Friday in the gîte, having taken a beer from the fridge and with a few nibbles to hand, I sat down and asked myself where had the last fortnight gone for it had seemingly shot by? There was certainly a lot of driving getting from A to B, but, there is so much to see and appreciate even if it is only a few holes in the ground or the view over valleys and plains. Currently, I have no plans to visit northern France (or Belgium for that matter) next year, and am instead visiting the Meuse-Argonne region and Verdun in a year's time, while it would also be of interest to visit the areas between there and the Somme. Perhaps others who visit the Somme in the future will provide different accounts from their perspective?

Ronayne Writes

Clarence Ahier Book: Writing work continues apace on my book based on the journal of Clarence Ahier. I hope to have reached a first full draft stage by the end of October, from which I can start editing and proof-reading to reach the final version by the end of the year which is my publisher deadline. Challenging, but I am optimistic, too much so at times! (**Editor:** Aren't we all?).

With respect to Clarence Ahier, Ned and I recently visited some of the areas he fought in during the war, including around Ypres and on the Somme. Among the locations were cemeteries containing men who served with Clarence and were killed. A report on our visit should be elsewhere in the Journal, but a couple of photographs show the grave of Enoch Hoyland and Peake Wood Cemetery where he now lays.



Clarence's description of his death was:

'At the bottom I lay him down with his head on my knee, and the Medical Officer was soon busy dressing all the wounded who were carried down. To return to my pal's case, we noticed that his right leg was in a terrible state, and on cutting away the trouser leg, we found that half of his thigh had been shot away, leaving the bone exposed from hip to knee. I drew the MO's attention to his arm, which appeared to be twisted in an unnatural position, and, cutting his sleeve away, we saw that nothing but a shred of skin was holding the arm on. All this happened in a few minutes, at the end of which time poor young Enoch Hoyland died in my arms.'



Round Tower: I am working on plans to develop a business based on Jersey's military history. Called 'Round Tower', I intend to offer a number of services including research, tours and walks. While the whole thing is in its early stages, I have recently conducted four tours in Jersey – three for Jersey Tourism and one for Jersey Heritage Holidays, and thoroughly enjoyed doing so. I intend to develop these and other relationships going forward. This year I also went on a Go France trip to Normandy as 'Expert

Speaker', and have agreed to lead three more next year, to Normandy again, to the Atlantic Wall in Brittany and to the World War One battlefields. The latter should include trips to the Jersey and Guernsey Battlefields on the Somme, near Cambrai and Le Doulieu. I used the recent trip with Ned to reconnoitre these locations, and was fortunate to have the company of Barrie Bertram and Roger Frisby as well at Les Vertes Rue and Masnières. Anyone interesting in joining me with Go France next year should look out for their brochure which is out soon, I understand, and will include prices.

POW Letter: I have been in communication with a Patricia Hertz whose relative was a POW in Jersey during the First World War. She sent me a letter of his sent in 1919. I have scanned and included with translation (see pages 35 to 37).

Remembrance Day Talk: I have been asked to give a talk (the sermon I guess!) at the Remembrance Day service at Grouville Church this year. There is a memorial there to the Jersey Contingent, which was unveiled exactly 50 years ago. I have offered to put together a small display which will be at the front of the church in the week leading up.

Highlands College Courses: As I write I am mid-way through another three week course on Jersey in the First World War. A good turnout with ten people signed up, a mix of young and old, some knowledgeable and some newcomers to the subject. Some have relatives they are researching; some are just fascinated by the subject. It's good to see the interest – I am talking to Highlands about how we can get more publicity.

Website Workings By Roger Frisby

It seems that the CIGWSG was well-represented with recent visits to France and Belgium by Fran Torode, Barrie Bertram, Ian Ronayne, Ned Malet de Carteret, and myself, where the combined efforts in photographing headstones have now resulted in some 50 additional personal pages being added to our Guernsey and Jersey Rolls of Honour. For the 3000 or so names listed in the two Rolls of Honour, we now need only 160 more photographs!

I was pleased to see the CWGC were carrying out cleaning and restoration work at several cemeteries and memorials. It is a never ending job as the Portland stone has weathered badly in some areas. The warm and sunny weather made for a pleasant visit. Again meeting up with Barrie and Margaret, Ian and Ned on the Somme was enjoyable, while joint visits to the site of the RGLI's Rue Vertes action and the South African Delville Wood museum formed highlights of my trip. Sister Ethel Radcliffe, Queen Alexandra's Imperial Military Nursing Service is buried at Les Baraques Cemetery near Calais and I visited her on my way to the ferry home.



CWGC Restoration work at Etaples

Along with Nellie Rault and Elsie Gladstone, who are all on the JRoH, her name appears on the Five Sisters oak memorial screen in York Minster, which I visited while I was in York recently and took the opportunity to photograph the screen and the names of these three women.



As more records become available online, more names have been added to the GRoH. Trawling through naval records I recently discovered five Guernseymen and one from Alderney who had served in the RN and had lost their lives. Further personal and family information is frequently discovered and added. I will soon be returning to the GRoS. So far, 3880 names have been included, largely from various published lists. Frankly, some of these are full of errors and checking each of these is a very time consuming process. Only Army names have been included so far. Naval, mercantile marine and civilian personnel will have to wait until these are complete. After that, contemporary newspapers will be used to fill in those whose records are undiscovered or unavailable.

A further update to the JRoS will appear on the website for the end of October.

L/12452 Lance-Corporal John Thomas Bullock
A true Guernseyman and a Die-Hard!
By Mark Bougourd

John Thomas Bullock was born at St. Peter Port, Guernsey in the Channel Islands in about 1890. The 1901 CI Census shows him as one of two children born to Arthur and Laura Bullock, all being natives of St. Peter Port and living at No. 29 Capelles Road. His father was employed as a Jockey-Groom. Unfortunately, Arthur appears to have died or disappeared at some time after 1901, as John's mother re-married, taking the surname of Lake and moving to Bedford, in Middlesex around 1905 with both children. John clearly stood on his own two feet and enlisted into the Royal Fusilier's Militia on 18th May, 1908. According to a reference received from his previous employer, he had been working for 3 years as a lad in the yard of a wheelwright in Bedford, Middlesex. He had arrived "fresh from Guernsey" and was residing with his mother Laura Lake and his

sister Elsie. John joined the Regular Army in The Middlesex Regiment (Duke of Cambridge's Own) at Hounslow in January, 1909. He gave his age as 19 years and 1 month with an occupation of Labourer. He was described as being 5ft 3in tall and weighing 125lbs with various tattoos on his arms. He was initially posted to the 4th Battalion, and later transferred to the 3rd Battalion, Middlesex Regiment on 1st October, 1909, being sent with the 3rd Battalion to Singapore and subsequently onto India. He appears next on the 1911 Census as Thomas Bullock serving in Leborg, India with either E or G Company of 3rd Battalion, Middlesex Regiment. John has various entries in the regimental defaulter's book whilst in serving in India for minor misdemeanours, but in August, 1914 his soldiers' employment sheet describes him as "A good man. Honest, trustworthy, willing and sober".

Following the outbreak of the Great War, the 3rd Battalion was recalled from India back home to Winchester, England for training on the 18th November, 1914. The Battalion was sent to France, landing at Le Havre on the 8th January, 1915 forming part of the 85th Brigade, 28th Division and would have fought in the battles at Ypres in April and May of 1915 during the first gas attack. John was wounded in the hand on 5th May, 1915. Previously, he had been awarded three days Field Punishment No. 1 for "falling out of the line of march" on 23rd January, 1915. However; he was of good character to be appointed unpaid Lance-Corporal on 2nd March, 1915. This appointment was made to paid Lance-Corporal on 2nd August, 1915.

All of Middlesex Regiment's Battalions then serving in France took part in the preparations and the final Battle of Loos 24-30th September 1915. While still serving with the 3rd Battalion, John was reported missing between 27th and 30th September, 1915, but unfortunately it took almost a year before he was declared dead for official purposes on 18th September, 1916. This is also reflected on his WW1 Medal Index Card in the remarks column simply as MPD (Missing Presumed Dead). During John's final days The 3rd Battalion, Middlesex Regiment was holding the Big Willie Trench at the Hohenzollern Redoubt. This was the scene of very heavy fighting for the Battalion with its Commanding Officer, Lt. Col. George Henry Neale (Mentioned in Despatches LG: 01/01/1916) being killed in action "by enfilading machine gun fire" on 28th September, 1915.

Lance-Corporal John Thomas Bullock is today commemorated on the Loos Memorial at Dud Corner Cemetery.



For his services during the Great War, John was awarded the 1914-1915 Star and the British War and Victory Campaign Medals. His mother would also receive his Memorial Plaque and Memorial Scroll. The Medals were also sent onto his mother Mrs Laura Bentley, by that time was living at 79 Askew Crescent, Shepherds Bush in West London. She subsequently went back to the Channel Islands as the CWGC shows her living at Marine House, Beech Road, St. Luke's, Jersey.

An extract for the 27th and 28th September, 1915 from the War Diary of the 3rd Battalion, Middlesex Regiment is shown below:-

3rd Battalion, Middlesex Regiment: WAR DIARY WO 95/2275 (Army Form C. 2118)	
Hour Date Place	Summary of Events and Information
September 27 th	Battn marched to VERMELLES arriving about 1 PM halted in the open. Remained there until 2 AM.
September 28 th	At 2 AM orders received to Battn. to proceed to British old first line trench. In Central Boyan to a position opposite the HOHENZOLLERN REDOUBT. On arrival there orders received to Support the Buffs in an attack at once towards the DUMP and clear all trenches and communication trenches on left of DUMP. Bombardment started and ceased at 09:30 AM. The Buffs advanced in the open and Battn along SOUTH FACE TRENCH (Ref map 36 deg. NW) On arrival at point 35 (DUMP TRENCH) The bombers attacked along left face of trench. Considerable progress was made when bombs ran out and urgent appeals were made for more. The Battn then began to suffer considerable casualties from a heavy attack with bombs by the enemy. The narrow trench then became congested with wounded men of other units who were relieved or on their way out of the trench, also the Buffs who had to give away on our right. The C.O. then gave the order to withdraw slowly. This operation was most difficult, the trench being a narrow one, and seven feet deep. We were enfiladed on both sides by M.G. fire and impossible to show our head above the parapet. About this time the CO (Col. Neale) was killed. The Battn was then withdrawn down the S. FACE orders were remain to hold BIG WILLIE. The Coy's were distributed along BIG WILLIE. The R. Fusiliers were ordered to hold S. FACE. During the day the Germans heavily attached S. FACE.

The Middlesex Regiment can trace its roots back to the Battle of Albuhera on 16th May, 1811, during the Peninsular Wars their commander Colonel Inglis had his horse shot from under him, severely wounded by canister shot and outnumbered by the French he called his men to: *"Die hard, 57th. Die hard!"* "Albuhera" was the premier battle honour on the Middlesex Regiment's colours, and was carried on every Officers' and Soldiers' cap badge during the Great War.

One can only wonder of the battle-cry was heard at Loos on that fateful day!

References:

Ancestry.co.uk

1901 C.I. Census RG 13/5322

Out and About

Looking Back: France and Flanders have recently been invaded by Group members. Their exploits have already been well covered in articles contained in this Journal.

Looking Ahead: Nothing to report, I suspect that the next few months will be quiet.

Anzac Biscuits

I hope that I am not creating a new regular topic *à la* Mrs Beeton, but I spotted a recipe (and I have double-checked ingredient quantities, especially the bicarbonate of soda!) for these biscuits recently, and members might like to rustle up some for themselves and their friends. Who knows, they might have a wider appeal at future Anzac Day commemorations? The article is repeated below:

‘This recipe from Down Under originated during World War I, when wives and mothers would make these oaty biscuits to send to Anzac (Australian and New Zealand Army Corps) troops fighting at Gallipoli in Turkey.

Ingredients (Makes 12):

- 125g Plain flour
- 100g Medium oatmeal or porridge oats
- 100g Light soft brown sugar
- 50g Desiccated coconut
- 100g Unsalted butter, cut into cubes
- 1 Tablespoon of golden syrup or honey
- ½ Teaspoon of bicarbonate of soda
- 1 Tablespoon of boiling water

Equipment:

- Large baking sheet, lightly greased, or lined with baking parchment.

Recipe

- Preheat the oven to 170C/gas 3. Sift the flour into a medium mixing bowl. Add the oatmeal or porridge oats, brown sugar and coconut, and mix together thoroughly.
- Put the butter and golden syrup or honey into a small saucepan. Place over a low heat until the butter has melted. Meanwhile, put the bicarbonate of soda into a cup and pour on the boiling water to dissolve.
- Next, stir the bicarbonate of soda mix into the melted butter; be very careful – the mixture will rapidly fizz and foam up. Pour the frothing mixture into the dry ingredients. Using a wooden spoon, quickly mix together to form a thick batter.

- Place generous tablespoonfuls of the mixture onto the prepared baking sheet, allowing room for spreading. Gently flatten the tops with the back of a fork. Bake for about 20 minutes until golden brown.
- Leave the biscuits on the baking sheet for 10 minutes to firm up before transferring to a wire rack to cool. Stored in an airtight tin, they will keep for up to 3 months.

Variation

- If you have any stale cornflakes that need using up, lightly crush 75g of these and use instead of the oatmeal.

Naval Gazing

Following my most recent visit to Kew, I came away with the service records of a further sixty eight sailors tucked into my rucksack. Of these, three Mourants appear not have served during the Great War, while for the rest who did, we had previously had entries in the JROH and JROS, some finding their way onto these via the Naval Medal Rolls. Consequently, there have been few surprises and it has been a case of amending details.

Having referred to them in the CWGC Non-Commemorations in Journal 39, Sydney Mourant, Sidney Surguy and George Syborn were of particular interest, having noted that their medals were issued to their widows after the War. But, all three were recorded as being demobilised to shore, apparently in the best of health. But, Mourant is interesting in that he was engaged in Land Operations, possibly in East Africa, and it maybe that he had contracted a tropical disease.

There are a number of 'firsts' in compiling this Naval Gazing.



Is John Cordial among these Bluejackets?

One has been John Cordial who landed with the RN Division at Antwerp. In his case, he was later interned in Holland along with 1,500 other men of the 1st RN Brigade. The picture on the left shows Dutch guards with disarmed sailors after the latter had crossed the Dutch border. Oddly, his record shows that he forfeited service time whilst in internment. Perhaps this resulted from misdeeds as the British senior ratings shared the responsibility for the junior ratings' discipline with their Dutch guards.

The other 'first' is the case of two men charged with inappropriate behaviour, one being court-martialled and receiving 60 days hard labour for indecency, the other also receiving a spell inside for improper behaviour with a Boy 1st Class! With the accumulated numbers in Naval Gazing analyses so far, the proportion of such cases

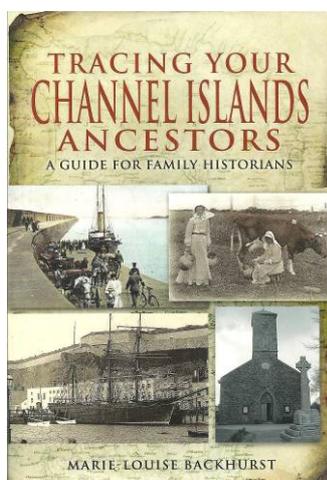
seems low given Churchill's view that the RN was run on the basis of 'Rum, Sodomy and the Lash'!

Meanwhile, five men continued their service with the RN into the Second World War only to die during that conflict thereby being commemorated by the CWGC. Leon Thomas was discharged from the RN on compassionate grounds, rejoining after two years in February, 1924, only to lose his life in a boating accident five weeks later. Lastly, Richard Cobden, who was KIA with the Australian Infantry in May 1917 at the age of 51, is also of interest. Did the naval authorities turn a Nelsonian blind eye to Richard's act of going on the run from the RN after a year and then joining the Northumberland Fusiliers? Or was it simply a case that the Admiralty and the War Office did not speak to each other? Somehow I suspect the latter!

In conclusion, changes based upon this latest list (on pages 38 to 43) have been addressed, while the copies have been forwarded to the Jersey Archive, via Mark Bougourd, in Guernsey, who also retains a copy. At this stage, I have no plans to head off to Kew before the New Year, so further Naval Gazing is off the agenda for a while!

Tracing your Channel Islands Ancestors

This is not a Book Review in the normal sense, but an opportunity to bring to members' attention, if needed, a book with the above title. It is, as its sub-title states, 'A Guide for Family Historians' and is effectively a route map of where to go to look for particular pieces of data regarding one's forebears, and what resources might be available.

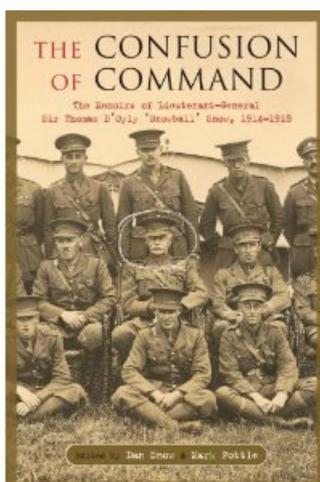


It was published in June of this year by Pen and Sword Books with a price of £12.99, and had been compiled by Marie-Louise Backhurst, a well-known stalwart from the Channel Islands Family History Society. It addresses both Bailiwicks and ranges over a number of topics: Civil records (i.e. Births, Marriages and Deaths), Censuses, Church and School records, Cemeteries, Property, Employment and Crime. The Military is not forgotten in terms of the Militia, the Garrisons and service in both World Wars, and in this, the Group and its website gets some useful free advertising. I had also noted that Vic Geary and Ian Ronayne received 'Mentioned in Despatches' for their work, respectively, on Cemetery records and 'Ours'.

However, if Marie-Louise's book has one drawback it will be because its information may become out of date and would need to be further amended over time. It might be that there would be a need to buy issue 2, 3 and so forth. But, I am sure that she would welcome inputs for any future updates. Does the book achieve what it is meant to do? As they say: 'The proof of the pudding...!'

An Aside to the Metal Salvage Debate (Page 2): There are two Channel Islanders who were lost with the ships currently receiving the unwelcome attentions of the Dutch marine salvage companies. They are Leading Seaman George Edward White of HMS Cressy, and Seaman Francis Edward Charles Hoffman of HMS Aboukir. George is on the GRoH while Francis, whose father was German incidentally, is on the JRoH.

Book Reviews



The Confusion of Command (The War Memoirs of Lieutenant General Sir Thomas D'Oyly Snow, 1914-1915) Edited by Dan Snow and Mark Pottle

Never mind the confusion of command, this book is about the profusion of parts! Or so it appears. So much so that I undertook a page count to find that of the 270 plus pages, only 97 were General Snow's memoirs which dealt with his time as GOC, 4th Division and then, later, as GOC, 27th Division. What of the other pages?

Well, there were Maps (4 pages and excellently drawn, I must say!), a 24 page Introduction, 18 and 20 pages of notes respectively on his time with 4th and 27th Divisions, 56 pages of Appendices and 14 pages of Biographical Notes. There were Forewords, Editorial Notes, a Glossary, a Bibliographical List and Index. While these are either necessary or useful, they do tend to 'overwhelm' the Memoirs which Snow had written between 1927 and 1933, clearly benefitting from hindsight and the British official histories ('Military Operations:...') that were then in course of publication. But, a book of just 97 pages would not have reached the bookshops, so we can be thankful for the add-ons.

First, his time as GOC, 4th Division, from mobilisation until the Marne is reached, is addressed. His arrival in France coincides with the first day of the retreat from Mons, a fact of which the GOC, Lines of Communications is totally unaware. The Division arrived in the Le Cateau area to assist II Corps, this being more a fortunate, and not intended, event and certainly one that had not been hastened by the War Office or GHQ. Moreover, the Division did not have its Transport, Field Ambulances, Engineer Field Companies, some Artillery units, and most important, its mounted troops needed to reconnoitre to find the enemy as well as act as flank protection, and the Signal Company.

Told to take up prepared entrenched positions at Le Cateau, he discovered that none existed and a number of the Battalions would be later caught by German machine guns while entrenching, causing considerable casualties that were evacuated on whatever transport could be found, given the absence of the Field Ambulances! Artillery Forward Observation Officers were hamstrung with the lack of telephone cable, while they had not sufficiently practiced their role in peacetime. Of course, without a Signal Company, the messages now had to be delivered by overworked Staff Officers. Through all of this, Snow appears not to have been kept informed of the enemy's intentions and movements, nor where the friendly forces were. He appears critical of the French cavalry commander, General Sordet, and indicates that Sordet's Corps was largely invisible.

Given orders for the retreat, he was very praiseworthy of the officers and men, but again is concerned at the orders being received. They were ordered to jettison as much equipment as possible, setting light to officers' valises and greatcoats for example.

Snow regarded this as morale lowering, and presumably for the Germans, a boost to theirs. The mechanics of tactical withdrawals had not featured in the army's pre-war training syllabus and how one should be achieved had not really been considered. In this Snow felt that the potential for retreat should have been advised to him far sooner, to allow for the rearward routes to be reconnoitred and bridge demolitions to be prepared.

As the retreat is underway, men from the many units were becoming mixed together, and at crossroads Staff Officers were there to direct them to the right Divisional columns. The two Colonels affair at St Quentin (Lieutenant-Colonels Mainwaring and Elkington, see Journal 36, page 12) is touched upon, and it is clear that he was sympathetic to their predicament. Overall, the retreat was seen by Snow as a near-rout and not a well-planned withdrawal. It was 'a badly bungled affair' from which the Generals and their Staffs, as a corporate body, could not derive credit.

On the 9th September, 1914, Snow fractured his pelvis following a fall with his horse and relinquished command of 4th Division. Following treatment in France he returned to the UK on 19th October, only to be given command of the newly created 27th Division (from regular units brought back from India and elsewhere) by Lord Kitchener on the 19th November while not yet fully recovered! A month later he was back in France, with a Division that was, as yet, not fully prepared for the rigours of life in the trenches. An example of this is the 12 mile march from Winchester to Southampton to board the ships, with men falling out and kit being strewn along the length of the march!

We come to the Second Battle of Ypres where the 27th Division was holding the right of the line in the Salient from Hill 60 to just south of Broodseinde, with to its left, the 28th and 1st Canadian Divisions arcing around to meet the right of the French trenches at Poelkapelle. Whereas the retreat from Mons had presented one set of communication problems with the BEF on the long march to the rear, the German attack posed a new set, thanks to the shelling. Field telephone cables from Divisional HQs were getting cut, and the problem was being exacerbated for the 28th and 1st Canadian as their HQs were to the west of Ypres, at Vlamertinghe and Brielen respectively. Snow had located 27th Division's HQ at Potijze, to the east of Ypres, and was thus closer to the action. His Signals Officer had established near continuous communication with the Brigades of the two other Divisions, and progressively Snow was issuing them with orders, only to find at times, the other two GOCs managing to get their orders through! Following the Battle, one which he felt could have been so easily lost solely due to the lack of artillery shells, he highlighted a number of unsatisfactory aspects which are repeated here:

- The confusion of command
- The congestion of troops in the Salient
- The failure to provide buried cables and shell proof dugouts
- Lack of infantry/artillery cohesion
- Mistaken tactics, especially pointless counter-attacks

He makes a good post-war case regarding these points (which I think we would regard obvious today), although it is may be that they were not taken onboard by all of his fellow Generals immediately following Second Ypres. General Plumer comes in for plaudits with the phrase '...right well he acquitted himself', especially as the French had never come to terms with the recovery of the ground that they had lost at Boesinghe. Plumer had, of course, replaced General Smith-Dorrien as Army Commander. Smith-

Dorrien had advocated the strategy of shortening the line and ceding ground to the Germans to Sir John French, but had been promptly replaced because of this. Plumer, in his turn, quickly came to the same conclusion, and Sir John French now accepted the proposal!

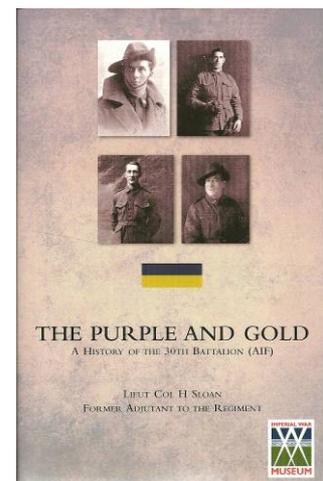
Throughout his memoirs, he was self-critical, examining what he did right or wrong. Seeing for himself the retreat, he recognises that the higher echelons of the Army were ill-equipped, a condition that would still exist 7-8 months later although, in fairness, both situations were very different militarily. Little, if any, criticism is directed at Generals by name, but we know where his sympathies lie.

Finally, we return to the material contained on the other 170 odd pages, and as mentioned earlier they are useful. Chronologies are provided for the Retreat and Second Ypres, while an Appendix informs us, for example, that 4th Division had marched, rearwards, a total of 151.5 miles in 12 days while 2nd Division covered 250 miles in 15 days. The biographies are a good idea. If the book lacks anything then I think that it is some analysis of why the command was, in fact, confused. But, the mechanics of that are probably too complex to cover in just a few more pages! Overall, it is an interesting book that should be read, if not purchased.

Postscript: Dan Snow is a well-known BBCTV history presenter as well as General Snow's great-grandson. To his credit, the book is neutral as to Snow's qualities.

**The Purple and Gold
A History of the 30th Battalion, AIF
By Lieut Col H Sloan**

Reprinted by the Naval and Military Press, the book takes its title from the shoulder flash that the 30th Battalion wore to identify it from the other units (It was originally worn horizontally, but later vertically). The author was, in its early days, the Battalion's Adjutant and produced the book some twenty years after the events that he describes. My interest in the book is because of Sergeant Chester Cecil Church who died while serving with the Battalion at Fromelles, and I stumbled upon it, by chance, on the N&MP website.



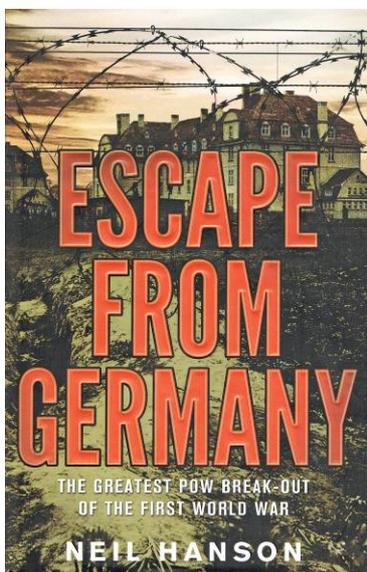
To commence by poaching the N&MP's blurb: 'The first part of the book is a narrative account of the Battalion's formation in New South Wales in August, 1915, its arrival in Egypt, where it formed part of the Sinai Defence Force, and its move to France in June, 1916. Warfare on the Western Front is described fluently. Amongst notable battles, the Battalion fought at Fromelles, Armentieres, Bapaume, Polygon Wood, Passchendaele, Amiens, and on the Hindenburg Line. Individual officers and men are mentioned liberally in the text, and some of the picture captions. The second part of the book consists of sixty-five contributions by former members of the Battalion. These personal memoirs make this history unusually vivid and absorbing. A unit nominal roll, including details of KIA, DOW, and Honours and awards complete this history.'

That is a good summary of the book but, I also found that it was far better written in comparison to the British regimental histories for the period, and I have a two volume set, roughly twice the number of pages, covering the Devonshire Regiment to act as a

benchmark. The comparison is unfair as *The Purple and Gold* deals with just one Battalion, the Devonshires deals with twenty-five, and placed great reliance upon War Diaries and senior officers! More than ten years later than the Devonshires author, Sloan had far less constraints in that, in addition to whatever official material that he may have used, he was also able to tap into the Battalion's Old Comrades Association, and thus the book is far more 'democratic', balanced and well served by the anecdotes that it contains, even though some of the 'in jokes' may be lost on present day readers. However, one particular anecdote appealed when a contributor describes that, while at Tel-el-Kebir in Egypt, an order was read out to the Battalion, drawn up on parade, to the effect that the Corps' GOC desired that the use of bad language should cease: 'The two words he specifically refers to are and as he understands that these two words are not used in Australia.' From the back of the parade came a voice: 'What does he know? The has never been there!'

As has been mentioned above, officers and men are widely named, while researchers studying the Battalion in detail would be well served by its nominal roll that includes the awards and the casualties. At a personal level, it was a disappointment not to find Chester Church's name in the text, but with 3,000 plus men serving with the Battalion, not everybody could get a mention. Meanwhile, the author regards the need for the attack at Fromelles in July, 1916 as questionable, and the outcome disastrous for the Australians, not helped by 'fatuous congratulatory messages' from the higher command!

In conclusion, this book is both enjoyable and informative, however it is one that falls into the specialist category, and my recommendation would be to buy it solely on the basis of doing research into the Battalion. But that being said, other Channel Island names such as Jehan, Le Breton and Nicolle appear in the nominal roll, so it's over to you!



Escape from Germany
By Neil Hanson (Doubleday) - £16.99
Review by Peter Tabb

Some time ago I reviewed another work by this author – *First Blitz* – which described itself the 'never-before-told story of the German plan to raze London to the ground in 1918'. Well, he's done it again with another 'never-before-told' story, this time about 'the greatest POW break-out of the First World War'.

Neil Hanson's has focussed his attention on an event that took place in July 1918 when twenty-nine Allied prisoners burrowed their way out of Holzminden, the most heavily guarded prisoner-of-war camp in the world.

We are well used to the great escape stories of WWII; the Great Escape itself, the Wooden Horse, the Colditz story, where many of those incarcerated behind the enemy's barbed wire were flyers who had had the misfortune to be shot down. But we tend to forget that the lurching of the Western Front across its few miles of mud also resulted in thousands of POWs being taken by both sides. Other conflicts too; Gallipoli, the war at sea, the Middle East, Africa and the nascent air war also involved a large number of belligerents falling into enemy hands.

Holzminden was two pre-Great War army barrack blocks converted in to what was intended to be an escape-proof POW cage. Surrounded by steel palisades and barbed wire fences and patrolled by ferocious dogs and armed guards with orders to shoot to kill, it was a brutal punishment camp housing 700 prisoners of all nationalities. To escape would take boundless ingenuity and nerves of steel.

Many tried. Prisoners used sardine-tin openers to pick locks, forged documents, sent message using milk as an invisible ink and created fake uniforms and elaborate disguises, one even impersonated the notorious camp commandant *Hauptmann* Karl Niemeyer. Niemeyer was known improbably as 'Milwaukee Bill', having spent some years in the US before the war and learned to speak English with an accent one British prisoner described as 'bartender Yank'. To new prisoners he gave the impression of being an almost avuncular figure, 'a friendly, if over-familiar old bounder'. Any such affection vanished with acquaintance and to all he became the most brutal camp commandant in the whole of Germany's POW system.

Every escape attempt failed, leading only to ever tighter restrictions and an ever more brutal regime. However, on the night of the 23rd July, 1918, twenty nine Allied prisoners achieved what had been deemed to be impossible, an escape from Holzminden. For the nine months preceding, by using knives and spoons to move tons of earth, clay and stone, by digging a tunnel over 150 feet long through the foundations of the barracks and under the walls and fences they reached open farmland beyond. Most escaped to neutral Holland and pictures of them show quite graphically the rigours of the regime they had been subject to.

Escape from Germany is the fascinating and in places very detailed story of how the escape was achieved and also why so many previous attempts failed. The author provides an insight into the minds of these prisoners of war, revealing their resourcefulness, courage and persistence and, surprisingly, their almost inexhaustible good humour. Enthusiasts of the genre will find much familiarity with the escape stories of the greater conflict twenty five years later.

My only dip into this area to date had been *The Road to En-Dor*, the story of two British soldiers who escaped from Turkish captivity after Gallipoli by preying on their captors' superstitions. This is a very different story.

Escape from Germany is an unusual book dealing with an aspect of the Great War which has been largely overlooked despite the popularity of the genre when it comes to WWII. The book is well illustrated with photographs and plans and is a very easy read. I trawled the book to see if any of the escapers (or any of the named prisoners for that matter) had any apparent Channel Islands connections but could not find any. Neil Hanson's style is that of a thriller writer and he has chosen a subject well worthy of a modern thriller. In a review of a previous Hanson work, the *Sunday Times* stated that 'Hanson writes with knowledge and verve, as if making a television documentary... informative and lively.' I would go along with that.

Odds and Ends

Administrative Matters: As ever, it would be of help if changes to Members' Email addresses are notified as they occur. This will enable me to keep the distribution lists up to date and for members to receive prompts on particular matters.

Jersey Archive: The Archive 'Where you live' talks are coming to an end, with the final talk of this year's programme addressing the history of La Rocque on 19th November, 2011. The history of Five Mile Road was covered on 15th October, and I understand that this included a look at the Blanchés Banques POW Camp.

2014-2019: Hopefully, now that the forthcoming elections in Jersey have taken place we will see the Constables giving this some thought. I hope that an update can be provided for December's Journal.

Ian Ronayne's Grouville Church Talk: Subject to the Rector giving permission, can somebody volunteer to take some photographs for the next Journal?

Future Articles: I had hoped to include an essay on Shell Shock in this Journal, as well as a further account of life in a German POW Camp, this time from a member of the RGLI captured at Masnières. Both are being carried over until December.

Militia Pay Lists 1914-1917: The existence of these was noticed recently on the Jersey Archive website, and should provide me with something to do during the dark nights ahead. If the theory is correct, the lists should support the creation of nominal rolls to show which men were undertaking military duties from the Militia's mobilisation to its disbandment, and ensure that those on 'Home Only' service are added to the JRoS.

Defending the Coastline: Liz Walton recently met with a lady in Guernsey who, by chance, had in her possession a Jersey map that had been originally published in 1861. It may sound that it was nothing out of the ordinary, but the parish of St John had been marked with the disposition of the St John's Company at a number of key points on the coastline, along with machine guns and, if the interpretation is correct, a position on *la Créte* headland (between Bonne Nuit and Havre Giffard) for a gun from 20th Company, Royal Garrison Artillery, which was certainly based in the Island in the early 1900s. A photograph has been included on page 46 in the hope that someone can help date the markings.

Enfin

As ever, many thanks to those who contributed to this Journal for their inputs, large and small. If you haven't managed to write up something this time, there is always the next Journal that is waiting for that article from you.

Regards
Barrie H Bertram
20th October, 2011

Journal Issue Dates For 2011 and 2012

The final issue date for 2011 is 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	15 th	20 th
41	December 2011	10 th	15 th

Meanwhile, the planned issue dates for 2012 are shown below, very much the same as this year's schedule:

Issue	Month	Articles To BB	Posted Web/Mail
42	February 2012	10 th	15 th
43	April 2012	10 th	15 th
44	June 2012	10 th	15 th
45	August 2012	10 th	15 th
46	October 2012	10 th	15 th
47	December 2012	10 th	15 th

As in previous years I will advise if there are any changes for individual issues as each publication date approaches.

4th June 1919.

To: BUTCHER MASTER FR. HERGT
HELDRUNGEN, IN THURINGIA;
PROVINCE OF SAXONIA.

MY DEAR GOOD PARENTS AND LITTLE SISTERS;

FIRST I MUST THANK YOU AGAIN FROM MY HEART
FOR THE WONDERFUL CONTENTS OF THE PACKAGES
NO 47, 50, AND FOR THE LITTLE PACKAGE, FROM
LISA, ALSO THE FLOUR PACKAGE SENT MARCH 24th.
I HOPE WILL SOON ARRIVE.

ALL OF THESE THINGS FROM HOME ARE SO IMPORTANT
TO THE QUANTITY OF LIFE HERE. I HAVE RECEIVED
MOTHER'S LETTER WITH MONEY TO THE AMOUNT OF
27.45 MARKS. I ALSO THANK YOU FOR THAT ALTHOUGH
THE EXCHANGE RATE IS "ALL UNDER THE GUNS" (85.5H.)

IF THE PROPOSED PEACE TALKS ARE ACCEPTED, THERE
WILL BE IMPROVEMENTS HERE. IT WILL PROBABLY BE
3-4 MONTHS BEFORE WE CAN SEE OUR GERMAN LANDS
AGAIN.

LISA, MAY I ASK YOU TO SEND ME A LITTLE BOOKLET IN
THURINGIA DIALECT, CALLED "SCHNAKEN, SCHWAERZEN" OR
SOMETHING LIKE THAT

SO FAR, I'M WELL, I HOPE THE SAME FOR YOU.
HEARTFELT GREETINGS TO ALL OF THE LOVED ONES BACK HOME
FROM YOUR GREATFUL SON AND BROTHER.

Nicht zwischen die Zeilen schreiben!

F. o. Jersey d. 13. V. 19.

Meine lieben, guten Eltern u. Schwestern!
Ermöglicht muß ich Euch Lieben wiederum herz-
lich danken für den schönen Inhalt der
Pakete № 47, 50 u. 1 sowie für das kleine
Paketchen von Lisa. Auch das Mehlpaket
vom 24. 10 wird hoffentlich noch eintrreffen.

Denn zur Befriedigung der verblichenen Ge-
würfnisse ist all das Gute aus der Heimat
hier immer noch von großer Wichtigkeit.

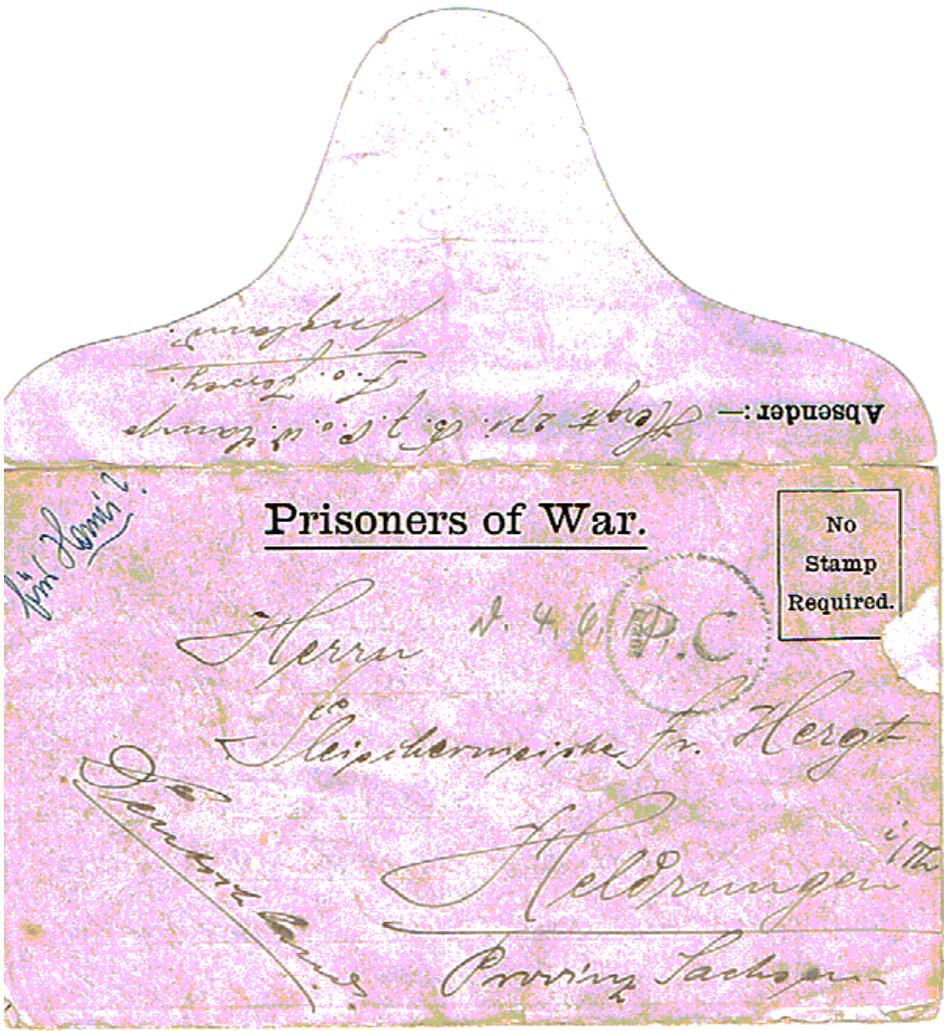
Die in Mutter's lieben Zeilen angekündigte
Selbstendung von 27,45 Mk habe ich auch er-
halten (8,55⁰⁰), auch hierfür vielen Dank.

Der Krieg steht ja augenblicklich auf aller
Kanone. Sollten die Friedensbedingungen

angenommen werden, so ist auch hierin
eine Besserung zu erwarten: 3-4 Monate
werden wohl noch vergehen, ehe wir dort
sicheres Land sehen werden. - Lisa und ich

bitte um eines der kleinen Bücher der
Schwaben, Schwäbger oder so ähnlich in Süd-
"ringer Mundart. - Soweit wohl auf wie daheim

alle Lieben hoffentlich auch. Heftigste Grüße
Lisa von ihrem Hund Dank & Gruß



NAVAL GAZING PART 8

Surname	Forenames	Number	Rank	Service	Ship	Born	Parish	Remarks	RoS	RoH
AMY	Thomas Richardson	217589	Leading Seaman	RN	HMS Victory I	19 Sep 1884	NA	Born Newhaven Sussex to Jersey-born parents. Served 11 Oct 1901 to 27 Mar 1919 when invalidated out with defective vision.	Amend	No
BARROT	John Henry	K47487	Stoker 1st Class	RN	HMS Dido	7 Jan 1891	St H	Served 26 Nov 1917 to 9 Apr 1919 when demobilised	Amend	No
BAUDAINS	Reginald William	L7775	Officers' Steward 1st Class	RN	HMS Europa I	2 Jan 1897	St Mn	Served 11 Nov 1915 to 22 Dec 1920 when demobilised. 122 days prior Army time - Militia?	Amend	No
BAUDAINS	Percy Henry	K19944	Stoker 1st Class	RN	HMS Victory II	24 May 1895	St Mn	Served 6 Aug 1913 to 20 Mar 1915 when invalidated out, cause not stated.	Amend	No
BILLOT	Alfred Ernest	213962	Petty Officer 1st Class	RN	HMS Excellent	12 Oct 1885	NA	Born Littlehampton, Sussex, Jersey father who was Boatman with the Coastguard Service. Served 26 Mar 1901 to 11 Oct 1925 when pensioned. Later re-enlisted as a Pensioner PO	Amend	No
BISSON	Walter Francis	L7769	Officers' Steward 3rd Class	RN	HMS Diligence (HMS Marksman)	1 Oct 1897	St H	Served 16 Dec 1915 to 3 Jul 1917 when discharged SNLR. Had been on the Run and captured, receiving 90 days HL.	Amend	No
BOISSEL	Edward John	J48673	Ordinary Seaman	RN	HMS Achilles	17-Apr-00	NA	Born St Sampson, Guernsey to Jersey born mother. Served 18 Jan 1916 to 1 Jan 1929 minimum.	Amend	No
BOUDIER	William George	SS6535	Able Seaman	RN	HMS Attentive II	10 Oct 1897	St H	Served 26 Oct 1915 to 10 Mar 1922 when discharged due to end of Short Service engagement. Subsequently enlisted in RFR	Amend	No
BOURGOISE	Philip Cecil	J39537	Able Seaman	RN	NK	7 Jul 1899	Gr	Served 28 Mar 1915 to 1 Jan 1929 minimum.	Amend	No
BOWEN	George Arthur Francis	K25890	Stoker 1st Class	RN	HMS Neptune	23 Mar 1896	Gr	Served 10 May 1915 to 3 Apr 1919 when demobilised. Re-enlisted 3 Jul 1919 and served to 1 Jan 1929 minimum.	Amend	No
BUESNEL	Philip Francis	J70212	Ordinary Seaman	RN	HMS Blake (HMS Vivacious)	2 Oct 1879	St H	Served 9 May 1917 to 5 Mar 1919 when demobilised.	Amend	No
BURT	Amos George	J94282	Boy 2nd Class	RN	HMS Impregnable	06-Apr-03	NA	Born Guernsey, assume to Jersey-born parent(s), in 1919 JROS. Served 7 Jan 1919 to 1 Oct 1919 when invalidated out with acute osteo-mylitis.	Amend	No
CABOT	William	M16060	Armourer's Crewman	RN	HMS Victory II	20 Jan 1895	St H	Served 26 Oct 1915 to 11 Oct 1917 when invalidated out due to Heart Disease. Could not count prior Army (Militia?) service	Amend	No
CARREL	Phillip John	K21262	Stoker 1st Class	RN	HMS Maidstone (HM Sub E43)	29 Jun 1894	NA	Born St Peter Port, Guernsey to Jersey-born Philip Carrel. In 1901C as CARROLL. Served 4 Nov 1913 to 22 Oct 1921 when given free discharge on special grounds. Then joined RFR.	Amend	No
COOMBS	Edward Gordon	J28440	Able Seaman	RN	HMS Apollo (HMS Narwhal)	1 Nov 1896	St H	Served 26 Nov 1913 to 31 Oct 1926 when discharged Colour Service expired.	Amend	No

CORDIAL	John Francis	219683	Stoker 1st Class	RN	Collingwood Battalion, Royal Naval Division	6 Sep 1886	NA	Born Dover, Kent to Gnr James Cordial and Jersey-born Mary Ann Cordial. Served 4 Feb 1902 to 25 Feb 1919 when demobilised. Then joined RFR. Took part in unsuccessful landings at Antwerp and then interned in Holland. Time forfeiture while interned.	Amend	No
CRESPIN	Frederick Cecil	F2644	Leading Aircraft Mechanic	RNAS	HMS President (Dunkirk)	26 Sep 1897	NA	Born St Peter Port, Guernsey to Jersey-born Alfred Crespin. Served 10 Dec 1914 to 31 Mar 1918 when transferred to RAF.	Amend	No
DROUIN	Arthur Hodgson	J37445	Able Seaman	RN	HMS Colossus	29 Oct 1898	NA	Born St Sampson, Guernsey. Assume Jersey-born parent(s), in 1919 JROS. Served 20 Apr 1915 to 28 Oct 1928 when discharged Colour Service expired. Then joined RFR. Served in WW2 and commemorated by CWGC. Died 13 Apr 1941	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. True DoB was 25 Sep 1874.	Amend	No
FALLE	John Robert	M4331	Shipwright 3rd Class	RN	HMS Renown	5 Apr 1892	St Mn	Served 23 Apr 1912 to 3 Feb 1915 when invalided out. However, rejoined 25 Jan 1916 and served until 13 Jul 1919 when demobilised.	Amend	No
FALLE	William Elias	J46773	Able Seaman	RN	HMS Assistance	2 Mar 1891	St Mn	Served 18 Nov 1915 to 28 Jul 1919 when demobilised. Had served in Merchant Navy previously.	Amend	No
FARLEY	Francis William	J92656	Boy 1st Class	RN	HMS Powerful	28-Apr-01	St H	Served 9 Sep 1918 to 3 Jan 1923 when invalided out with Pulmonary TB.	Amend	No
FAUVEL	Stanley Harold	L7178	Officers' Steward 2nd Class	RN	HMS Africa	12 Feb 1895	St H	Served 5 Aug 1915 to 1 Jan 1929 minimum. Commemorated by CWGC, died 27 Jul 1940. Transfer to Colour Service allowed even though mother was French! Prior Militia service noted.	Amend	No
FAUVEL	Walter Charles	L7084	Officers' Steward 2nd Class	RN	HMS Iron Duke	29 May 1893	St H	Served 22 Jul 1915 to 8 Mar 1919 when demobilised.	Amend	No
FEREY	Francis Philip	J77693	Ordinary Seaman	RN	HMS Victory X (HMS Iceaxe)	15 Jul 1891	St H	Served 12 Sep 1917 to 18 Mar 1919 when demobilised. Was rated Deckhand, but assume for RNR purposes.	Amend	No
FILLEUL	John	145680	Shipwright 1st Class	RN	HMS Attentive II	28 Aug 1866	NA	Born Cowes, Isle of Wight to Jersey father. Served 23 Jun 1888 to 12 Jul 1900 when colour service expired. Re-enlisted 24 Jun 1901 and served until 20 Jun 1911 when pensioned. Again re-enlisted 2 Aug 1914 and served until 24 Apr 1919 when demobilised.	Amend	No
FILLEUL	Charles	292779	Stoker Petty Officer	RN	HMS Attentive II (P58)	5 May 1881	St C	Served 11 Aug 1899 to 20 Aug 1921 when pensioned. Subsequently joined RFR. Awarded MSM. True DOB noted as 4 Feb 1881	Amend	No

FISHER	John William	128621	Petty Officer 1st Class	RN	HMS Pembroke I	4 Aug 1869	St P	Served 8 Sep 1884 to 2 Nov 1907 when pensioned. Enlisted RFR and mobilised 30 Jul 1914. Served until 14 Feb 1919 when demobilised.	Amend	No
FONTAINE	Charles John	J51435	Ordinary Seaman	RN	HMS Attentive	25-Jan-00	St H	Served 6 Mar 1916 to 23 Apr 1919 when transferred to Short Service with number SS121930. Then transferred to Colour Service on 11 Jan 1923 and given further number K60572. Served until 25 Jul 1940. Commemorated by CWGC, dying in WW2	Amend	No
FORD	Percy William	F1890	Petty Officer Air Mechanic	RNAS	HMS (Howden)	16 Feb 1885	NK	Served 2 Nov 1914 to 31 Mar 1918 when transferred to RAF. Had served in Dardanelles and on Mudros.	Amend	No
FORTUN	Theophile Francois Marie	J27241	Able Seaman	RN	HMS Spiraea	30 Sep 1897	NA	Born Castel, Guernsey to French born parents. Elder sisters Jersey born, not sure if back in Jy in GW. Served 17 Sep 1913 to 29 Sep 1927 when colour service expired. Later joined RFR and then RN in 1936. Spell on the Run.	Amend	No
FOSSEY	Jules Clement	K29297	Stoker 1st Class	RN	Greenwich (HMS Ophelia)	28 Sep 1892	St Mn	Served 25 Nov 1915 to 14 Feb 1919 when demobilised. Prior service with RMIJ noted.	Amend	No
FOWLER	Douglas Manley	L5480	Officers' Steward 1st Class	RN	HMS Egmont	2 Jun 1896	St H	Served 7 Jul 1914 to 29 Apr 1925 when discharged by purchase. Spent 28 Oct 1914 to 26 Oct 1918 on Mersey. Presume that this is the Monitor HMS Mersey and not the Mersey at Liverpool.	Amend	No
GALLICHAN	Walter William	230163	Leading Seaman	RN	HMS Victory X (P31)	18 Jun 1888	NA	Born in Poole Dorset to Jersey born father. Served 21 Mar 1906 to 5 Feb 1919 when demobilised. Later joined RFR	Amend	No
GALLICHAN	Harold James	L7292	Officers' Steward 2nd Class	RN	HMS Duke (HMS Kennett)	7 Jul 1890	NA	Born in Poole Dorset to Jersey born father. Served 24 Aug 1915 to 28 May 1919 when demobilised.	Amend	No
GASNIER	Arthur Hamilton	K879	Leading Stoker	RN	Gibraltar (HMS Gladiolus)	5 Nov 1889	St H	Served 8 Jun 1908 to 7 Jun 1920 when discharged Colour Service expired. Then joined RFR.	Amend	No
GAUDIN	Clifford Francis	M6413	Shipwright 4th Class	RN	HMS Royal Sovereign	24 Apr 1895	NK	Served 26 Aug 1913 to 31 Jul 1919 when invalided out with 'uncomplicated mixed astigmatism'.	Amend	No
GAUTIER	Jean Pierre Marie	J84949	Boy 1st Class	RN	HMS Cleopatra	15-Aug-01	St H	Served 14 Feb 1918 to 16 Nov 1928 when discharged by purchase. Served with RNZN 1925-1928. Joined RFR on discharge from RN	Amend	No
GEORGELIN	Frank Marie	J92458	Boy 2nd Class	RN	HMS Impregnable	19-Apr-02	Tr	Served 12 Sep 1918 to 22 Aug 1923 when transferred to Stokers' Branch with number K62190. Served until 1 Sep 1940. Commemorated by CWGC, dying in WW2	Amend	No

GRANDIN	Walter Abraham	F49614	Aircraft Mechanic 2nd Class	RNAS	HMS Tregantle	23 Dec 1877	Tr	Served 5 Feb 1918 to 31 Mar 1918 when presumed transferred to RAF. However, at the time of 'transfer' was in the RNH at Plymouth.	Amend	No
GRUCHY	Sidney Victor	F22925	Aircraft Mechanic 1st Class	RNAS	HMS President II (Luce Bay)	27 Mar 1886	NA	Born Lambeth, London to Jersey-born father Alfred T Gruchy. Served 30 Oct 1916 to 31 Mar 1918 when transferred to RAF.	Amend	No
MOURANT	Sydney Arthur	J42939	Able Seaman	RN	HMS Diligence (HMS Tryphon)	30 Mar 1890	Gr	Served 11 Aug 1915 to 14 Feb 1919 when demobilised. Nothing to suggest ill-health or death in 1921/1922, but appears to have married in Q1/1922. Interesting to note that he saw Land Operations, very likely E Africa given service on HMS Hyacinth.	Amend	No
MOURANT	Clifford John	L11382	Boy Servant	RN	HMS Excellent	02-Jul-01	Gr	Served 20 Aug 1918 to 3 Feb 1919 when he went on the Run.	Amend	No
MOURANT	George	287280	Stoker 1st Class	RN	HMS Lucia	24 Oct 1876	Gr	Served 30 Dec 1899 to 10 Feb 1912 when discharged by purchase. Then joined RFR. Mobilised 2 Aug 1914 and served to 3 Mar 1919 when demobilised	Amend	No
MOURANT	Arthur Edwin	L7318	Officers' Steward 2nd Class	RN	HMS Hermione	6 Apr 1893	St H	Served 21 Sep 1915 to 28 Feb 1917 when discharged SNLR after 28 days HL for theft. Joined RASC as M/303233.	Amend	No
MOURANT	Ernest Arthur	234882	Able Seaman	RN	HMS Britannia	5 Dec 1889	St H	Served 12 Sep 1905 to 1 Jan 1929 minimum.	Amend	No
NOBLE	Francis George	205234	Able Seaman	RN	HMS Topaze	2 Apr 1884	St H	Served 1 Jul 1899 to 9 Apr 1914 when discharged Colour Service expired. Then joined RFR. Re-engaged 8 May 1914 serving until 10 Jun 1922 when pensioned. Awarded CGM and French MM. Re-enlisted as AB Pensioner in May 1936	Amend	No
PERCHARD	Wilford Charles	F28859	Aircraft Mechanic 1st Class	RNAS	HMS President V (Dollis)	28 Oct 1886	St H	Served 3 May 1917 to 2 May 1919 when demobilised. Does not appear to have transferred to the RAF from the RNAS, no obvious indication as to reason.	Amend	No
PICOT	Philip	F40575	Aircraft Mechanic 2nd Class	RNAS	HMS President II (Stonehenge)	13 Oct 1899	St S	Served 27 Oct 1917 to 31 Mar 1918 when transferred to RAF.	Amend	No
RENOUF	Nelson Glencoe	J53256	Able Seaman	RN	HMS Royal Sovereign	21 Oct 1899	NA	Born London. Served 10 May 1916 to 2 Nov 1926 when discharged by purchase. Then joined RFR.	Amend	No
RILEY	William Richard	SS104395	Stoker 1st Class	RN	HMS Victory II	12 Dec 1888	St H	Served 26 Jan 1907 to 25 Jan 1912 when discharged SNLR due to end of Short Service engagement. Not required for RFR. Given name on 1919 JROS, unclear as to GW service	Amend	No
ROBINSON	Frederick Joseph	L7777	Officers' Steward 1st Class	RN	HMS Vivid III	21 Sep 1896	NA	Born Grimsby, Lincs but no immediately obvious Jersey link. However, record shows that he served on HMS Hind as per 1919 JRoS. Served 11 Nov 1915 to 1 Jan 1929 minimum, with brief period out of the service in 1920. Prior Army service of 330 days could count to pension (with RMIJ?)	Amend	No

ROBINSON	Ernest John	201466	Petty Officer	RN	HMS Excellent	10 Aug 1883	St H	Served 5 Oct 1898 to 3 Sep 1917 when he transferred to the Officers' Section on promotion to Warrant Gunner.	Amend	No
RONXIN	Thomas George	J84428	Boy 1st Class	RN	HMS Edgar	07-Nov-01	St H	Served 7 Feb 1918 to 1 Jan 1929 minimum.	Amend	No
ROSE	Stanley Gordon	F54010	Aircraft Mechanic 2nd Class	RNAS	HMS President II (Blandford)	3 Mar 1888	NA	Born St Servan, France. Served 30 Mar 1918 to 31 Mar 1918 when transferred to RAF!	Amend	No
SADLER	Alfred Richard	287279	Stoker 1st Class	RN	HMS Foresight	4 Mar 1878	Gr	Served 3 Jan 1898 to 12 Jan 1910 when discharged Colour Service expired. Occasional cell visitor. Service record does not record possible RNR entry.	Amend	No
SHENTON	Benjamin Henry	J28664	Able Seaman	RN	HMS Columbine	21 Jan 1898	NK	Served 13 Nov 1913 to 2 Jul 1924 when invalided out with astigmatism.	Amend	No
SILVESTER	George Richard	228566	Leading Seaman	RN	HMS Achilles	20 Apr 1888	St O	Served 20 Oct 1903 to 18 Feb 1919 when demobilised. Then joined RFR.	Amend	No
STRANG	James Albert Victor	SS105924	Stoker 1st Class	RN	HMS Yarmouth	7 Mar 1887	St H	Served 10 Oct 1907 to 13 Jan 1921 when transferred from Short to Colour Service and given new number K59505. Continued to 1 Jan 1929 minimum. Commemorated by CWGC, dying in WW2	Amend	No
SURGUY	Sidney	L7267	Officers' Steward 1st Class	RN	HMS Cormorant (HMS Wood?)	27 Apr 1887	St H	Served 24 Aug 1915 to 28 Apr 1921 when demobilised. Nothing to suggest ill-health or death. Appears to have died in Portsmouth Q2/1922.	Amend	No
SYBORN	George Thomas	207855	Stoker 1st Class	RN	HMS Attentive II (HMS Racehorse)	6 Jul 1884	St H	Served 2 Feb 1900 to 24 Oct 1900 when discharged unsuitable, may have lied about DOB. Rejoined 3 Nov 1902, serving until 19 Aug 1909 when discharged SNLR after 90 days HL for theft. Again re-enlisted 13 Oct 1914, serving until 20 Mar 1919 when demobilised. Received detention for improper behaviour with a Boy 1st Class. Nothing related to his death in 1921/1922	Amend	No
THOMAS	Leon Arthur Maximillian	J93149	Boy 2nd Class	RN	HMS Impregnable	15-Apr-02	NA	Born St Anne in Alderney. Served 11 Oct 1918 to 2 Feb 1922 when given discharge on compassionate grounds. Re-enlisted in Stokers' Branch with number K63496 on 19 Feb 1924. Drowned on 22 Mar 1924 as a result of a boating accident (DC IoW 2b/692).	Amend	No
TURGOT	Stanley Marrick	J36353	Ordinary Signaller	RN	HMS Victory I	21 Jul 1899	St H	Served 30 Mar 1915 to 1 Jan 1929 minimum. CM Sep 1918 receiving 60 days HL for indecency. Married 1935, died Brighton 1985.	Amend	No
VIGOTT	Francis John	289768	Stoker Petty Officer	RN	HMS Vernon	16 Aug 1879	St H	Served 16 Aug 1898 to 17 Sep 1920 when discharged on pension. Wounded in Action on 4 Mar 1915 while serving on HMS Irresistible.	Amend	No

COBDEN	Richard	115820	Boy 2nd Class	RN	HMS Boscawen	6 Jan 1866	St S	Served 15 Mar 1881 to 31 Mar 1882 when he went on the Run at Portland. Then joined Northumberland Fusiliers, serving for 12 years. Subsequently KIA at the age of 51 with 22nd Bn, Australian Infantry on 3 May 1917	No	Amend
MOURANT	John George	218955	Able Seaman	RN	HMS Essex	11 Sep 1886	Gr	Served 9 Jan 1902 to 2 Dec 1907 when discharged by purchase	No	No
MOURANT	Stanley	360149	Domestic 3rd Class	RN	HMS Pembroke	29 Sep 1880	NA	Born Texas Canada? Possibly Jersey-born parents Joshua and Mary Mourant. Served 6 May 1902 to 3 Oct 1902 when invalidated out, cause not known.	No	No
MOURANT	Abram George	207402	Ordinary Seaman	RN	HMS Vengeance	13 Aug 1884	St S	Served 29 Nov 1899 to 24 Mar 1905 when he went on the run in Colombo.	No	No

An Early Morning in October – Newfoundland Park, Beaumont-Hamel and its Surrounds (Ian Ronayne)

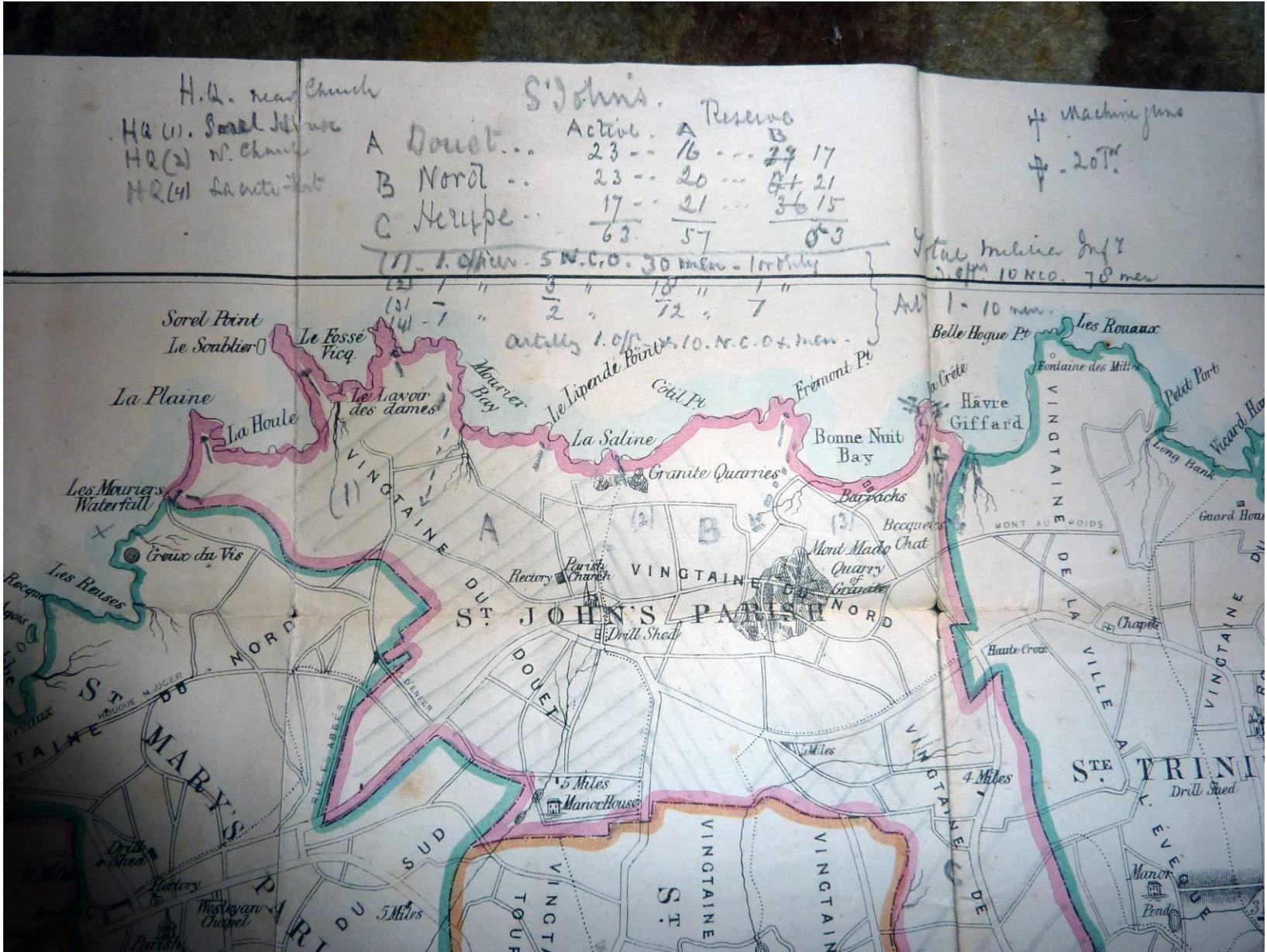




**We are here or is it nous sommes ici?
Simon Jones (left) with Linesman in hand
discussing the location of British trench
lines with Pascal, a French researcher.
The lines are to be marked with the yellow flags.
(They covered the countryside with them!)**

**La Boisselle
October, 2011**





Defending St John