



An advance at more than 9000 feet



And the Logistic Tail!

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Hello All

Having used two photographs of the Ossuary at Douaumont covered in snow for the cover of the previous Journal, not very long after, Islanders were battling their way through drifts that were, in some cases three or four feet high, or even higher? Indeed, when I arrived in Jersey in mid-March there was still a lot of heaped up and dirty looking snow at the airport and elsewhere. Undoubtedly people struggled to get through if needs be, but each night they could return home and be tucked up in a duvet-laden bed.

Not so the soldiers in the Great War. We see pictures of men in their sheepskin jerkins or fur coats trying to ward off the bitter winter cold while trying to keep their feet dry. The winters did not take sides, everyone suffered equally. At Verdun for example, the start of the German attack had been postponed for eight days because of the snowy weather conditions that, in part, delayed the heavy artillery being moved forward because of the ground underfoot. The German assault troops had been brought forward and were housed in *Stollen* (underground shelters). There they remained for those eight days and more, the bitter cold eating into their combat efficiency. Although winter was neutral, it may be that the Germans did not achieve the end objective due to the loss of those eight days?

Areas of fighting, other than the Western Front, would also see snow, ice and the cold that would affect men where simple, common place tasks could take two or three times longer to perform. Those at Salonika were not immune, and one officer wrote of his trenches in February, 1917 saying 'The heavy flaky snow of the morning turned into a blizzard of very fine, dry snow. By dusk most of our trenches were absolutely impassable.' We do not know what he may have said four months later with the temperature then approaching 110°F!

One battlefield that we tend not to know too much about is the Austro-Hungarian Italian Front to the north and east of Venice. It may be that we're too anglo-centric with the Somme and Ypres in our psyche, while there are far fewer Islanders buried (three) and commemorated (one) in Italy. In comparison to the Western Front, the British military presence was far smaller with a maximum six Divisions and shorter in that they were there for about a year only before the Armistice. They were sent there to provide support to the Italians whose forces had been badly mauled by the Austro-Hungarians, a situation created by the incompetence of General Cadorna.

In the Alps both sides faced each other and at a considerable height, 9000 feet or more. For one side or the other, the importance of getting artillery on top of a mountain would enable control of the valley floor below and the means of disposing ones opponent's gun on the peak opposite. Then there was the logistics of supplying food, shells and the other necessities to prosecute a war at such an altitude. Of course, the Alps were well known to the Austro-Hungarians and the Italians, but even so, they were operating and fighting in conditions that may have been worse than on the Western Front. The Italian campaign is one that merits study. Meanwhile, we might spare it a thought the next time that we have to de-ice the car windscreen!

The Front Cover

Two picture to illustrate the conditions that the Austro-Hungarians and Italians 'enjoyed!'

The Bailiwick of Guernsey War Memorial By Liz Walton

The Bailiwick memorial is situated at the top of Smith Street, looking down over St Peter Port. It consists of a bronze casting of St George and the Dragon by Messrs. JW Singer of Frome in Somerset. It was unveiled on Sunday, 19th September, 1926 by Guernsey's Lieutenant Governor, Major-General The Honourable Sir Charles Sackville-West, KBE, CB, CMG, with the Bailiff, Sir Havilland de Saumarez presiding over the ceremony.



In the years immediately after the Great War the need for a Bailiwick Memorial was evident but there was some controversy about the form of the memorial and where it should stand. Four possible sites were selected, Les Cotils, the pedestals in front of the Market Halls, the plantation at the top of Smith street, and the Weighbridge (where the current Liberation Monument is located). The top of Smith Street, in front of St Paul's Church was eventually chosen. The original design was for a cross on top of a granite pedestal but in the end a statue of St George was chosen. The final choice of memorial was designed by Gervase F Peek and constructed by John H Le Page of Westbrook, St. Sampson's. The memorial has recently been cleaned and a new washable surface applied to the area in front where the Field of Remembrance is made annually. The

flower beds are beautifully maintained and replanted according to season.

In the intervening years St Paul's Church was first deconsecrated and used as States offices then knocked down and replaced by a small public garden, known as the Sunken Garden (pictured below) which is planted and cared for by the Floral St Peter Port group, with the support of local businesses.



However there have also been complaints in recent years about the positioning of the war memorial, which is in front of these gardens. It is on a junction where 5 roads meet and the ground slopes away steeply in all directions. Traffic is stopped for the Remembrance Day parade and ceremony but at other times it passes through right in front of the memorial. Thus at first sight a recent proposal to move the memorial to a traffic free level plateau on the old site of St Paul's seems like a good idea.

However there are several issues involved which make it a more complex situation than it might first appear. Firstly the Sunken Garden would be lost, replaced by an underground car park. This is the only green area open to the public in Town and is well used by office workers having their lunch, as a play space for small children and as a place to just sit, read the papers and watch the world go by. It is directly below the St James Concert Hall and Assembly Room and the Millennium Tapestry gallery, both of which are well used by visitors and locals. The garden would be replaced by a concrete plateau with the memorial on top of it and the car park below. I hope to get hold of an artist's impression of the site for a future edition of the Journal but none is currently available for public use. The underground car park would be built by private funding on States owned land and would provide paid parking only i.e. it would not be for public use. What would happen to the area where the memorial is now has not been made clear, nor whether just the memorial or all of its surroundings i.e. the walled flower beds, ornamental street lamps etc, would be moved too. Nor have I yet seen any idea of the size of the area that would be available for ceremonies around the memorial or what would happen to traffic flow in the area.

It is to be hoped that the offer to move the memorial to a "better" site is not a means to gain support for changing the publicly owned sunken gardens into a private car park. We need to know that it really will be an improvement in terms of putting the memorial in a more suitable spot for the years to come. My personal opinion is that if the memorial is to be moved at all it should go into the back of the Sunken Garden, beneath St James' Church which was the Garrison Church where it would be in a tranquil setting well suited for quiet contemplation as well as for the official ceremonies of Remembrance. However funding is not available for this option.

Opinions of other group members on this subject would be welcome. I will update information as more becomes available. Please note that the opinions expressed above are my personal thoughts on the subject.

CWGC Non-Commemorations

Two new names have appeared over the last quarter, Clarence David Marquand and Ira Le Mesurier. Clarence was discovered as a result of the most recent Naval Gazing exercise and his name has been submitted to the CWGC. Liz Walton is currently looking to locate Ira's grave and once that is done, she will be making a submission to the CWGC.

In the cases of John (Jean) Quinquenel and John Breban, nothing has been heard from any family members, while in the latter case, a visit to the Metropolitan London Archive still needs to be arranged to consult Lambeth Infirmary's documents.

Thanks to Doug Ford at Jersey Heritage, we may now discover more of Samuel Lindsey's fate. Hitherto we had thought that he was serving with the Royal Navy or the

Coastguards when he died, thanks to the 1919 JRoH, but it appears that he was with the Elder and Fyffe Shipping Company on board the Matina (yes, a banana boat). After some earlier confusion as to the location of death, his death certificate has only just been received and, as a result, the case for commemoration will now be determined.

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
Marquis, Jack H *
Lander, Charles HR *
Asser, Verney – Non-CI
Burton, Garnet C
Helman, John W
Le Noury, Walter
Logan, Lionel H
Ounan, Thomas P
Turner, William A
Mutton, Harold C *
Le Morzédec, Henri

Being Progressed

Breban, John
Quinquenel, John (Jean)
Lindsey, Samuel WT
Le Mesurier, Ira

Pending

Owen, Guy
De Ste Croix, Harold P

TBA

Anderson, Frank B
Touzel, Walter H
Ferrer, Amant

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

Not for Submission

Mourant, Sydney A
Surguy, Sidney
Pirouet, Charles A
Syborn, George T
Le Cocq, Clarence E
De Caen, Raymond

Rejected by CWGC

Vibert, John E
Adams, Frank H

With the CWGC

Rundle, Cubitt S
Vautier, Alfred P *
De Gruchy, Alfred
Godfray, Edwin de V
Marquand, Clarence D

We've been advised that the acceptance for non-commemorations is, at present, on hold. This has been due to the retirement of the responsible individual at the Ministry of Defence and immediate lack of a replacement.

Naval Gazing

Another trip to Kew at the end of February resulted in a score that was 'one short of a century' in terms of the latest batch of seamen's records that were downloaded and printed. As ever, the analysis of those records is included in this Journal (on pages 40 to 47), while undertaking this exercise continues to demonstrate the value. This time, another sixteen men are being added to the Roll of Service and two to the Roll of Honour.

With regards to the latter, the first man was Frederick Lufkin who was lost when HMS Queen Mary was sunk at the Battle of Jutland. However, other than his birth in Jersey I cannot find him anywhere in the Censuses between 1881 and 1901. The second chap was Clarence David Marquand, but in his case, he had served for barely two and a half years from January, 1914 before being invalided out, and as in many other cases, with Pulmonary TB in May, 1916. This information was worth further looking into, and the naval medal rolls (on Ancestry) helped in that they noted that his three medals had been issued to a widow in 1921. There was no record that he had stayed and died in the UK, so Vic Geary went through the register of deaths and found that he had, in fact, died in Jersey on 24th January, 1920 from that TB. Armed with that data and, now, a death certificate, we have submitted a case for Clarence to be commemorated by the CWGC.

Turning to the Roll of Service additions, Peter Roberts could merit further investigation as he was invalided out in December, 1918 suffering from Chronic Nephritis. One must also have a little sympathy for Charles Marrant. In his case, he had completed twelve years colour service in July, 1914, joined the Royal Fleet Reserve, and was probably looking for a comfortable billet on shore. Little more than three weeks later, he was mobilised to serve for another seven years!

Looking to the amendment of details for those we have previously listed, the record of Edwin Daniel Gallie is of particular note in that it refers to a piece of Channel Island history, namely the sinking of the SS Stella on the Casquets in March, 1899. Edwin was a passenger, and presumably coming home to Jersey for leave at Easter. During the hours after the Stella struck rocks, the surviving crew and passengers took to the two lifeboats and two cutters, to be picked up. It was noted that throughout this period, Edwin did sterling work, and their Lordships saw fit to agree to an accelerated promotion for him.

The only other chap of note in this group is Orlando Glendewar. He seems to have fallen foul of Guernsey's authorities by wounding another individual in St Peter Port, receiving five years for his trouble. The Navy was not too concerned about wanting him returned following that sentence, as it did not in other such cases. But perhaps I should not labour too long on him, as a brother of his (Clarence or Clarry) was an uncle of mine!

As ever there are the names of men who left the RN for whatever reason before the Great War, and the list numbers some two dozen this time. They are included for completeness and to help others avoid including them in future analyses.

Taking a broader view of all the Naval Gazing analyses to date there has been focus on the disciplinary events that have led to men being discharged as Service No Longer Required (SNLR) or struck off while 'On the Run'. Clearly, the causes for a man being invalided out are also useful in identifying those who might have died and not be recorded by the CWGC if they qualified. But, it is also interesting to note the number of men who were discharged for other reasons.

'Discharge by purchase' does feature strongly, and, in some cases, the severity of naval life and discipline (although flogging ceased in 1879) was more than young lads wished to endure. No doubt funded by their parents, the princely sum of £10 was a sizeable amount out of family budgets to reclaim a son from Britannia's firm grasp! Curiously,

those categorised as Domestic could claim a free release and be put ashore at their own request. Was this a way of emigrating for free?

There are also the instances, less frequent, where young men such as George Le Put served in the RN and were then later discharged for being a foreign national. While happy to avail themselves of George's services at the outset, the RN seemed only too willing a few years later to cast him adrift! Perhaps with naval reductions looming on the horizon, the 'alien' card was played to avoid a pay-off when every penny would count? Or, was it that there was now a ready commitment to release men to meet their French national service obligations?

Finally, the results are being reflected in a forthcoming update to the JRoH and the JRoS (see Website Workings) while preparation is in hand for a further collection of records from Kew, although there is no planned date to visit there as yet.

The Duprés – Père, Frère et Fils

Introduction: Not infrequently, the act of carrying out research into the military career of an individual can often spill over into undertaking genealogical research into that person's entire family, and so it proved with George Luce Dupré Junior as we will call him. It was also necessary, because, from the initial research and incorrect assumptions, I had inadvertently included the career of his father, George Luce Dupré Senior, as part of his, even though family accounts suggested that they both served. In my defence, I had thought that George Senior had been too old to join (he was approaching 43 in 1917) while the dates of key events were such that they could have been for one man only.

We shall look at three, very different, careers. Our *père* is obviously George Senior while George Junior is our *fils*. Harold Edgar, the brother of George Senior, completes the trio as *frère*.

Family Background: With the marriage of James Joslin Dupré (1848-1921) to Lydia Grace Vaumorel Luce (1849-1901), the Dupré family became involved in the perfumery business, selling a range of perfumes, not least Luce's *Eau de Cologne*, a widely recognised and highly regarded product, from their shop at 44, King's Street in St Helier, Jersey. In due course, a bonded store would be opened in Southampton to despatch their products to overseas customers in far-off India, Africa and the Americas.

James and Lydia would have five children namely, Lydia Florence (b.1871), George Luce (b.1874), James Wilfred (b.1876), Harold Edgar (b.1884), and William Henry (b.1887). George, James and William would variously attend Victoria College in Jersey while Harold attended Leys School in Cambridge. George would later attend Chaptal College in Paris and was considered to be a fluent French speaker. As to their careers following schooling, it seems that the family perfumery business was theirs for the managing, and George Senior was certainly looking after the bonded store in Southampton where George Junior was born in 1896.

At some point later, it appears that George Senior left the family business for the motor trade, becoming a garage proprietor. Meanwhile, William would take up medicine, and during the War was a Surgeon-Lieutenant in the Royal Navy, while James stayed at home and ran the business.

George Senior had married Kate Walker (1872-1948) in 1895, and along with George Junior who has been mentioned, there would be five girls Dulcie Luce (b.1899), Marguerita Lucille (b.1901), Doreen (b.1905), Kathleen Edith (b.1907), and Grace Mainwaring (b.1910). There was another child who sadly died very young, but no details are available. George Junior attended Victoria College between 1903 and 1911, and then followed this with a year that was spent at Oxenford House School in St Lawrence, Jersey.

Curiously, while William Henry is recorded in Victoria College's Book of Remembrance as having served in the Great War, neither of the Georges is listed. However, we will now look at their service along with Harold's.

George Luce Dupré Senior: We first find George Senior attesting in Jersey on the 22nd June, 1915 and he is soon given the service number M2/114639 and becomes a Private in the Royal Army Service Corps (RASC) to serve in its Motor Transport (MT) branch. At this time he is 40 years and 271 days old while he has previously served in the Jersey Militia's 2nd (East) Battalion.

Arriving at Grove Park the following day, he then served with 303 MT Company at Chatham and Marlborough, and then 381 MT Company at Southampton (a convenient posting perhaps?) respectively, until 22nd February, 1917, having soon been appointed to Acting Corporal and then to Acting Sergeant in May, 1916, before reverting to Acting Corporal in February, 1917 as he was surplus to his unit's establishment.

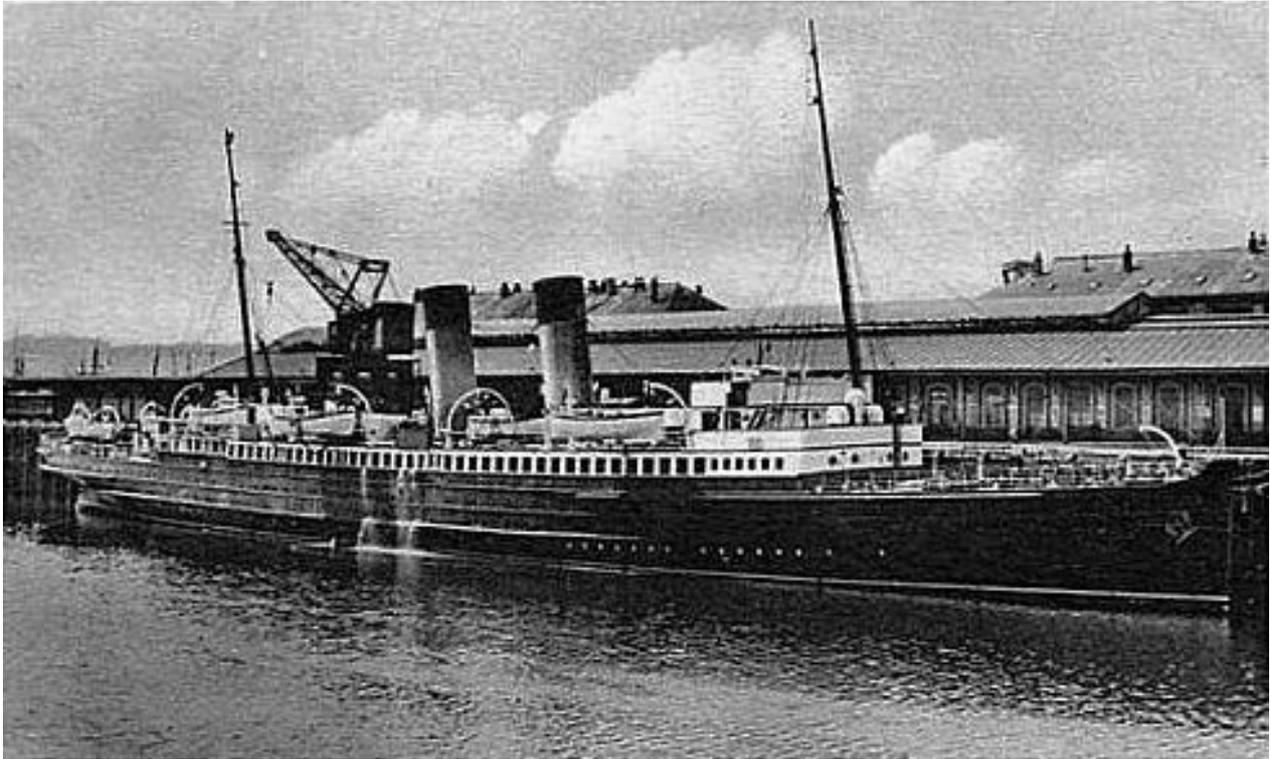
This was probably at around the time when his application for a commission was going the rounds of recommendation and approval, although it was not the first as he had originally applied in December, 1914. Had that application been rejected? Who knows, now he was taking a second bite at the cherry!



On the 1st July, 1917, George Senior was discharged from the Army. However, that was purely the standard administrative arrangement for men who were being commissioned from the ranks, for he was appointed as a Temporary Second Lieutenant the following day as was stated in London Gazette (LG) 30189.

Examining the list of some seventy plus men who were also commissioned into the RASC along with George Senior on the 2nd July, 1917, it is evident that they were all from the ranks, and that they had attended a short commissioning course at an Officer Cadet Battalion (OCB). At this stage, his papers show that his wife, Kate, and George Junior were nominated as joint NOK with their address given as living at Cape House, Samares in Jersey.

In the two years since first enlisting, George Senior had remained in England, and this state of affairs would continue for another year. Orders for a posting to the British Expeditionary Force in October, 1917 were cancelled, and George, now with 1114 MT Company, would languish in Bulford for another eleven months when he and his Company were sent to Mesopotamia in September, 1918. Embarking on the HMAT 'Maid of Orleans' on the 26th of that month, he arrived at Bombay at the end of October, there changing ships and embarking on the HMAT 'Vasna' to arrive at Basra on the 6th November, 1918. Five days later the Armistice was signed!



HMAT 'Maid of Orleans' back in civilian use at Folkestone

George Senior remained in Mesopotamia for the next two years, primarily at Baghdad, during which time, according to LG 31803, he was promoted to Temporary Lieutenant on 1st February, 1919. On the 2nd December, 1921 he again embarked on HMAT 'Vasna' for Bombay and the return journey to Southampton on board HMAT 'Scotian'. Arriving in the UK on the 28th January, 1922 he passed through the Dispersal Unit and was demobilised the following day, and retaining the rank of Lieutenant in accordance with LG 32656. One presumes that he caught the next mail-boat from Southampton to Jersey and to see a family that he had been away from for more than three years.

Harold Edgar Dupré: In some respects, Harold's progress was similar to that of George Senior's in that he first joined as a Private with the regimental number 33152 in the Hampshire Regiment before being commissioned. His enlistment papers note that he was a Manufacturing Perfumer and that it was not a protected trade. But delving into his War Office file, one finds his route to receiving that Commission does appear to be circuitous. He attested on the 10th December, 1915 and was immediately put into the Army Reserve, one presumes to wait being called forward for training.

However, before that call came, he had taken himself off to Cambridge and had joined the University Officer Training Corps (UOTC) there as an Officer Cadet. In late May,

1916 he submitted his application for a Commission with the Territorial Force, but this was subsequently changed to a Temporary Commission in the Regular Army. Being accepted, the Hampshire Regiment posted him to No 2 OCB which was located, conveniently for him, at Pembroke College in Cambridge. On the 26th April, 1917 he was commissioned into the Rifle Brigade, joining their 16th Battalion.

In becoming an officer it does appear that Harold made full use of the 'back door' route! A form on his military efficiency as a Cadet shows that he served a term only, and the statement 'Not Completed University Year' has the word 'University' struck out. Perhaps his earlier attendance at Leys School had been of help to him in joining the UOTC? But, there was method in the seeming madness. In February, 1916, a new system of officer training was introduced with OCBs being created. With this, entrants could only come from those who had served in the ranks or from those who served in an OTC. Not having been mobilised, Harold had sought the latter qualification.

Between June, 1917 and January, 1918, Harold served in France, and was wounded on the 22nd September, 1917. However, on the 4th January, 1918 it was recorded that he had joined the Tank Corps and had been posted to its 16th Battalion. The Battalion was the first Tank Corps Battalion not to be given an alphabetic identification (such as A Battalion), and was being created from new. Located at Bovington Camp, for most of that year the crews would learn how to operate their armoured charges. It was on the 9th September, 1918 that Harold again left for France, and, just under three weeks later, would find himself involved in the Battle of Cambrai-St Quentin.

Harold was in command of a tank in the vicinity of Gillemont Farm during the attack that took place on the 29th September, 1918 on the Hindenburg Line near St Quentin. In this action, the tank that he commanded was disabled, and he was taken prisoner and sent to Karlsruhe, before eventually being repatriated back to the United Kingdom via Hull two months later on the 29th November.

When repatriated, he was granted two months leave of absence, but during this was required to submit a report as to the events leading up to being taken prisoner. A Standing Committee of Enquiry, set up to assess such cases would determine whether his capture and that of his surviving crew members and the loss of his tank was attributable to any failing by him as an officer holding the King's Commission. The Committee consisted of three senior officers:

- Major-General LAE Price-Davies, VC, CB, CMG, DSO
- Brigadier-General CRJ Griffiths, CB, CMG, DSO
- Brevet-Lieutenant-Colonel EL Challenor, CB, CMG, DSO

The following report, submitted on the 4th January, 1919 recounts the events of the previous:

'My Battalion was attached to the 38th Australian Battalion as part of the second wave of an attack carried out on 29th September, 1918.

In going forward to take up position with the 38th Australians I found [that] the first wave attack made by the Americans, had, apparently, failed, and as I came across some Americans in disorder, I tried to rally them and lead them forward with my tank.

I then lost my way in a thick mist and, on emerging from this later, was asked for assistance in reducing a strong point.

I then went forward and got right into the nest but unfortunately had the water jacket of the tank pierced with an anti-tank rifle bullet which drained the water from the radiator so that I could run the tank very little further.

At the same time another bullet apparently struck through in the rear somewhere setting up a thick smoke the origin of which we could not discover, which forced us to vacate the tank, taking with us two Hotchkiss guns.

We were then bombed with stick bombs and after two of the crew had been killed and the others wounded, we were surrounded by superior numbers and forced to surrender. Personally I was extremely lucky and only had a few splinters in my back.

HE Dupré'

On the 1st February, 1919, Henry Dupré relinquished his commission as a result of the reductions in the post-war British Army. Official notification that he was in no way to blame for his actions when taken prisoner the previous September was not sent out until the 17th July, 1919.

George Luce Dupré Junior: When opening War Office file (WO 339/38635) at the National Archive at Kew, one is immediately greeted by a memorandum slip, dated 21st March, 1917, containing the following words:

'This is a most extraordinary case. It might be desirable to have this officer invalided out to save disgrace. But he has already been dismissed. I think perhaps you would like to glance through the trial [papers]'

The WO file was clearly that for George Luce Dupré Junior.

But first, to recap on what appeared in Journal 48, and to refresh a few points, George Junior was born in Southampton on the 30th September, 1896. Between 1903 and 1911, he had attended Victoria College, becoming a member of the OTC. A year at Oxenford House School followed. In October, 1914 he received a commission with Jersey's Militia where former OTC membership was cited, and then resigned that commission the following February (a common practice) to enter Sandhurst, and where he received a permanent commission with the 2nd Battalion, The Worcestershire Regiment six months later on the 11th August, 1915. The next key date is the 20th April, 1917, when LG No 30028 was issued, announcing that George Junior had been dismissed the service on the 19th February, 1917, as the result of a General Court Martial (GCM). The 'trial' referred to in the memorandum above was that GCM.

The WO file goes some way to answering what happened between the 11th August, 1915 when George Junior was commissioned in the British Army, and the LG entry of the 20th April, 1917. At the time of the commissioning, George Junior's future Battalion had been in France and Flanders for a year, and had particularly distinguished themselves at Gheluvelt the previous October, by preventing superior German forces breaking through to Ypres, an act for which Sir John French later stated: '*...on that day the 2nd Worcesters saved the British Empire*'. However, it does not appear that he went

directly to the 2nd Battalion, and instead joined the Regiment's 6th (Reserve) Battalion which, with the 5th (Reserve) Battalion, was based at Plymouth at the time. After a period of leave, one may assume that he was to receive further training, some of it specialist such as attending a machine gun course, and would then be sent to a unit at the front along with a reinforcing draft of other ranks.

Unfortunately, misfortune struck. On the 25th September, a Saturday, George Junior was involved in a motor cycle accident at Exeter, and consequently, he suffered a compound fracture of the tarsal and metatarsal bones in his left foot. As a result, he would be admitted to the Military Hospital at Devonport, and subsequently hobble around, supported by crutches, for another three to four months. Joining a frontline unit was out of the question, for much of that early period he was also unfit for 'Home' duties, and in due course, he returned to Jersey on convalescence leave, being required to attend medical boards conducted by Colonel John Yourdi. Recovery was slow, but on the 19th April, 1916, he was at last declared fit for General Service.

He had been effectively laid up for more than six months, and his general fitness would have undoubtedly declined during this period, needing several more months to regain the level of fitness required of a young subaltern who would be sent to lead his men over the trench parapet. However, it is clear that he did go over to France as the paperwork related to the GCM indicates. Furthermore, it shows that at the time of the GCM, which actually took place on the 6th February, 1917, he was attached to No 9 Squadron, Royal Flying Corps.

This now begs the question as to what was his role with the RFC? Had he become a Pilot? Or was he an Observer? Was he placed in charge of aircraft maintenance? The paperwork in his WO File gives no indication, and the RAF Record Form that would be completed more than a year later is constrained solely to a reference of his dismissal. There is a gap of ten months to explain and possibly another memorandum slip provides another clue.

This memorandum was written five days after the first, quoted above, and is a summary of key points from the transcript of the trial (sadly, not amongst the WO File papers), relating to George Junior's mental condition. It was clearly written in response to the first memorandum, and there is a suspicion that it was written by the Director-General of Army Medical Services (DGAMS) or one of his staff at the War Office, stating:

Dismissed: Absence without Leave.

Accused was absent from his Squadron for 16 days, and was arrested at a place on the coast 300 miles distant.

Defence: Insanity.

Accused pleads two accidents and 'Claustrophobia'.

Witness: RAMC No 1.

[The witness] Says he [GLD] was incapable of understanding the nature of his act but he [the witness] qualifies this somewhat and limits himself to saying he [GLD] was 'unbalanced'.

Witness: RAMC No 2.

[The witness] Thinks he [GLD] is 'feeble-minded'.

Witness: RAMC No 3.

[The witness] Is less favourable.'

In terms of process, George Junior would not have been brought back one day, and then court-martialled the next, there would have been the need to allow him time to prepare a defence and for the RAMC doctors to assess his health. In fact, as a note on his file shows that the Army's bankers, Cox and Company, were advised that, through his absence, he was not entitled to pay during the period of the 9th to the 24th December, 1916, the 16 days cited above. Thus the gap is now reduced by two months to eight.

George Junior '*...pleads two accidents and 'Claustrophobia'*. Throughout the period from the 1st July to the 15th November, 1916, the Battle of the Somme raged. And, it was throughout this period that 9 Squadron RFC was employed on artillery spotting and reconnaissance tasks overhead, flying the BE2c. The BE2c was an inherently stable aircraft, ideal with its top speed of 72 mph, to undertake those vital tasks. However, that stability became a considerable liability when the aircraft was attacked and was unable to manoeuvre as deftly as the opposing German aircraft. Not for nothing did it earn the soubriquet of 'Fokker Fodder' in 1916.

George Junior's plea would indicate that, with two crashes, he was on flying duties and it was very likely that he was a 'Flying Officer (Observer)' (although a LG entry to that effect cannot be found to confirm this). If it is accepted that he was an Observer, then Claustrophobia was a reasonable description of his medical state, given that the Observer's location was forward of the pilot, confined between the two wings with their struts and wires. This would be compounded by the fact that the engine (and probably the fuel tank) was immediately in front of him, and that there were no flying controls to hand in the event that the pilot became incapacitated. In such circumstances, one might be tempted to suggest that going AWOL was not the action of an '*unbalanced*' and '*feeble-minded*' individual!

It is also interesting to consider the fact that he '*...was arrested at a place on the coast 300 miles distant.*' If his Squadron was located somewhere in the area around Arras or Béthune for argument's sake, that '*300 miles distant*' could have placed him on the North Brittany coast, and not too far from St Malo and the cross-channel mail-boat service via Jersey. In all of this, one might detect a strong desire to survive in the security of familiar surroundings and to be in control of one's fate.

As mentioned earlier, the GCM took place on the 6th February, 1917. George Junior was sent back from France, via Havre to Southampton, just over two weeks later, and it is presumed that he was in Jersey before the month was out. Meanwhile, the military machine clunked slowly along its merry way. The GCM transcripts were received at the War Office in mid-March and circulated to various senior officers including Major-General Sir Borlase EW Childs, the Director of Personal Services who was clearly not too happy about the GCM's findings.

105593

JUDGE ADVOCATE-GENERAL'S OFFICE,
19th March, 1917.

PROCEEDINGS OF COURTS MARTIAL SUBMITTED FOR THE INSPECTION
OF THE ADJUTANT-GENERAL.

| Name | Regiment | Offence | Sentence | Remarks |
|--|---|----------------------------------|-----------|---------|
| George Luce Dupre, | 2 nd Bn. Worcester-shire (attached no. 9 Squadron Royal Flying Corps) | Absenting himself without leave. | Dismissal | To see. |
| <p>DGAMS I think you ought to see this case <i>War office London no. 20 3 17</i> <i>23/3/17</i> <i>blasphemy - 10/10/17</i></p> | | | | |

RECEIVED
20 MAR 1917

Someone, possibly the DGAMS has made comments at the bottom left of the above form: 'Assuming that the facts stated in the defence are true, I should say the case is one of Claustrophobia.' Notwithstanding, disgrace was the outcome with HM King George V approving George Junior's dismissal on the memorandum submitted to the King on the 16th April, 1917. As a result, George was no longer an officer and was out of the Army. Well, not quite, for the Army had long arms!

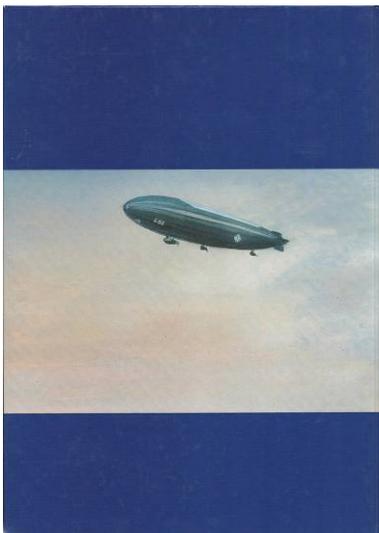
Somebody in the War Office remembered the existence of Jersey's Military Service Act, and thanks to the interest that was shown, George Junior found himself compulsorily enlisted for the duration of the war on the 1st May, 1917. On that same day, he was on a boat to the UK and being sent to the Cheshire Regiment's Depot at Chester.

At that point, his subsequent military career in the British becomes a mystery. His Officer's File is not going to be added to while his Medal Card has nothing on it save for a mysterious reference to Special List 6. There are no service papers for him as a private soldier. Yet, in December, 1922 the War Office responded to an enquiry from the Devonshire police giving the particulars of George Junior service, including the dismissal. Was this unfinished business from the accident some seven years previously, or had he come to the police's attention much more recently? As we know, tragedy unfolded when George Junior's wife died, sometime after March, 1920, and in September, 1923 he boarded the SS Omar in London and headed off to Western Australia, never returning to Jersey. He appears to have enlisted and served in the Australian Army during the Second World War, but those service papers are yet to be digitised.



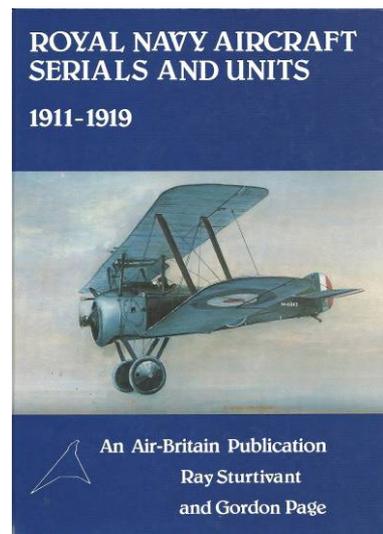
Two photographs of George Luce Dupré Junior (Unfortunately, the uniforms in both cannot be explained from his records)

Finally: Looking at the careers of the three men, it is interesting to see how different their routes to gaining a commission were. While Harold's account of his capture is of historical interest also, it is George Junior's tale that fascinates, and it is hoped that the transcript of his GCM might be located at the National Archive along with War Diaries for 9 Squadron, RFC at a future visit. One may get further insight to what had occurred, but one must feel sympathy for a young man who, once stuck in a cramped and smelly front cockpit, could do nothing but pray when the aircraft that he was in was about to hit the ground.



A Brief Look at the RNAS, its Aircraft and its Land Bases

It is obvious from the pictures on the port and starboard beams, that having wandered around the stalls of a second-hand book fair in a nearby village a few months aback, the cover of 'Royal Navy Aircraft Serials and Units' caught my eye, thus resulting in a somewhat battered wallet being opened once more!



At first glance, the book is what it says on the cover, listing all of the types of aircraft (and airships) that were flown by the Royal Naval Air Service, as well as the aircraft

serial (or registration) numbers. This element would have been an aviation heaven for any 'Reggie Spotter', although today barely a handful of aircraft survive, one such being the Sopwith Camel (N6812) that is depicted on the cover, engaging Zeppelin L53 off Heligoland in August, 1918, and which is presently suspended from the Imperial War Museum's roof. But there is far, far more.

If we just stick with N6812 for the time being, we find that it was one of a batch (N6800-N6849) of fifty Sopwith 2F.1 Ship's Camel Tractor Biplane Scouts that were ordered from Sir William Beardmore and Company under Contract Number AS 2301/18 (BR 319). Built at Dalmuir in Scotland, the aircraft were to be fitted with 150hp Bentley BR1 rotary engines.

What this shows is that, by this stage in the Great War, British manufacturing had been geared to armaments production, and a company such as the Sopwith Aviation Company could not turn out enough aircraft of its own design, and so other companies were engaged in the task, Beardmores being one. Even so, Beardmore were also sub-letting aircraft manufacture to other companies, while it is curious to note Ruston, Proctor and Company, more widely regarded for its traction engines and agricultural machinery, was also lending a hand. This approach was again adopted in the Second World War, and continues today in many industries.

We find that N6812 had been delivered to the RNAS air station at Great Yarmouth by the 27th June, 1918, with the whole batch being delivered between the 18th May and 6th August of that year, a rate of almost five per week and not too dissimilar from Beardmore's batch. Four weeks later, N6812 would find itself at Felixstowe, another of the more than eighty-six RNAS air stations that were mainly dotted around the British coast. Here, it was loaded onto a seaplane lighter, and on the 31st July it and its pilot, Lieutenant Stuart Culley, were then towed out behind a Torpedo Boat Destroyer (TBD), HMS Truculent, to be successfully launched, before landing at Martlesham Heath.

On the 5th August, Lieutenant Culley and N6812 again took from a lighter, H3 (pictured below) and unsuccessfully sought to engage a Zeppelin. However, a further sortie was successful on the 11th August, 1918 when the combination was launched from a lighter now towed by another TBD, HMS Redoubt, and Zeppelin L53 was brought down in flames of the Heligoland Bight. Following this, Culley ditched the aircraft and both he and N6812 were recovered back on board the lighter.

On a more serious note however, the action was remarkable in terms of the innovation shown as well as Culley's courage. The use of the lighter meant that the Camel's range of around 250 miles was no longer an issue, but the aircraft would have needed a 'cross the deck' speed approaching 45 mph to generate sufficient lift for a take off.

Furthermore, at low speeds, the rotary engine with its high torque could cause aircraft handling problems for an unwary pilot! At the best of times, ditching an aircraft is a risky business and it is even more likely to be after having engaged a Zeppelin at 19,000 feet.

With regards to the lighters themselves, they were designed and largely built by Thorneycroft Limited, and were a novel approach, primarily to handle seaplanes, as well as the use described above. The Navy at this time was very much learning from its experience, sometimes tragic, at launching aircraft directly from larger ships. In any case, given the 'smallness' of the North Sea, it would have surely been difficult to

operate a carrier and its escort without meeting an enemy determined to prevent air attack. Even so, that did not prevent HMS Furious, not long out of conversion from a battle-cruiser, setting out to launch aircraft in a successful attack on the airship sheds at Tondern a few weeks before L53 was brought down by Culley.

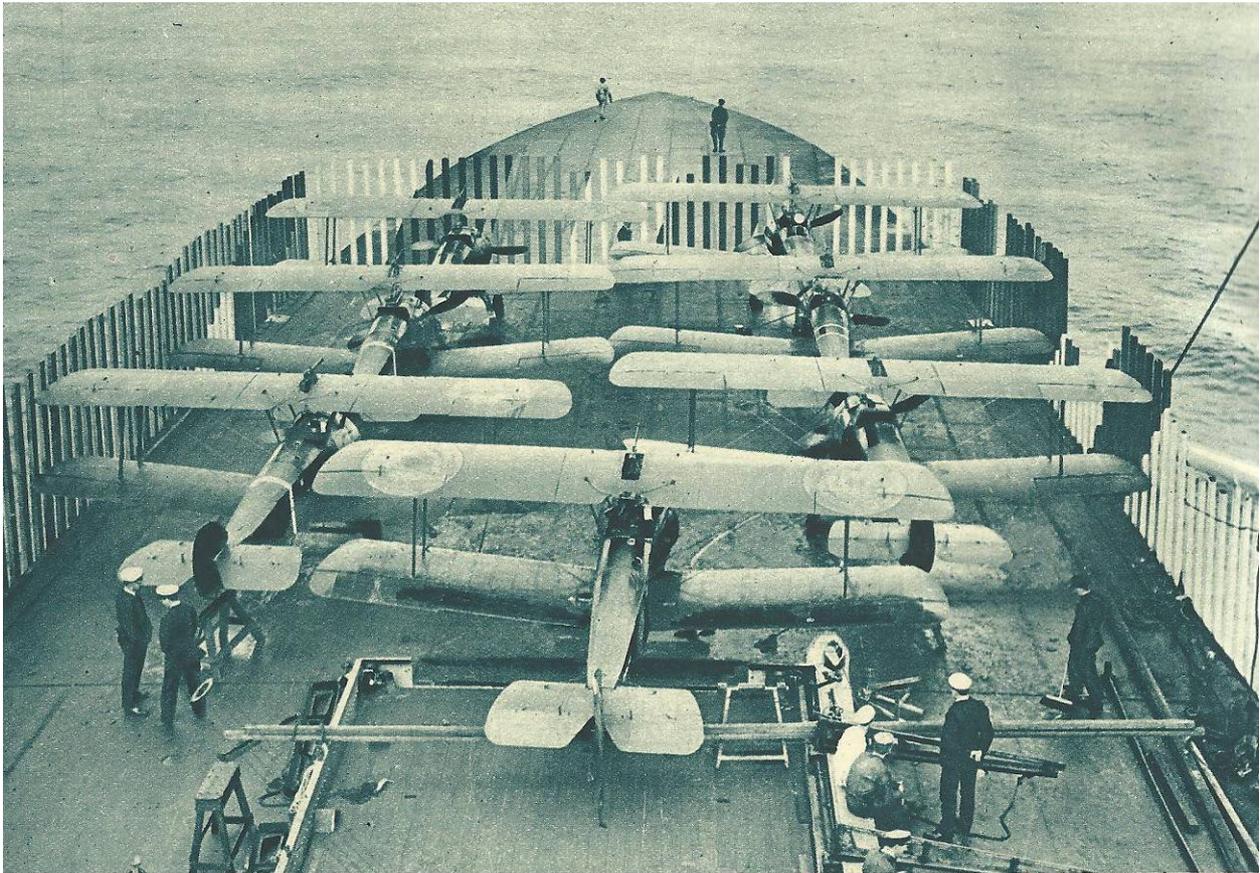


Lighter H3 with a Camel lashed down. The lighter was equipped with a cabin

The book contains a broad pen picture of the 'what and where' of N6812's service life, but every aircraft that is listed gets the same level of attention, the only limit being what might have happened to it during its life. Fortunately, there is a comprehensive Glossary to help us discover Engine Failures (EF), Forced Landings (FOL) and when an aircraft had been Written Off (WO) the books. In N6812's batch for example, we find that two (N6803 and N6804) were given to the White Russian forces in 1919, while another (N6823) forced landed in Denmark and was interned with its pilot after the attack at Tondern barely three weeks after its delivery by the manufacturer. Sadly two aircraft (N6824 and N6825) crashed in 1919 with their pilots being killed while under training at the School of Aerial Fighting and Gunnery at Leuchars. In one case certainly this was as the result of a stall following a flat turn, and a further tragic reminder that, for the less experienced, the Camel was a tricky beast to fly.

The RNAS came into being not long after the advent of powered flight, and it seemed that everybody wanted to build aircraft. In the eight or so years that the book covers, we find that the number of different types and variants (e.g. the Avro 504B, 504C and so forth) used by the RNAS was just over 300. Many were produced by manufacturers whose names we still recall from the 1960s before the aviation industry began its consolidation into the giant corporations that we see today. Avros we've mentioned, but the list includes Bristol, Handley-Page, Fairey, Short Brothers and so forth. But other companies did not long survive the War thanks to a sudden cancellation of aircraft

orders, Sopwith being the prime example by going into liquidation and then emerging like a phoenix as the Hawker Aviation Company.



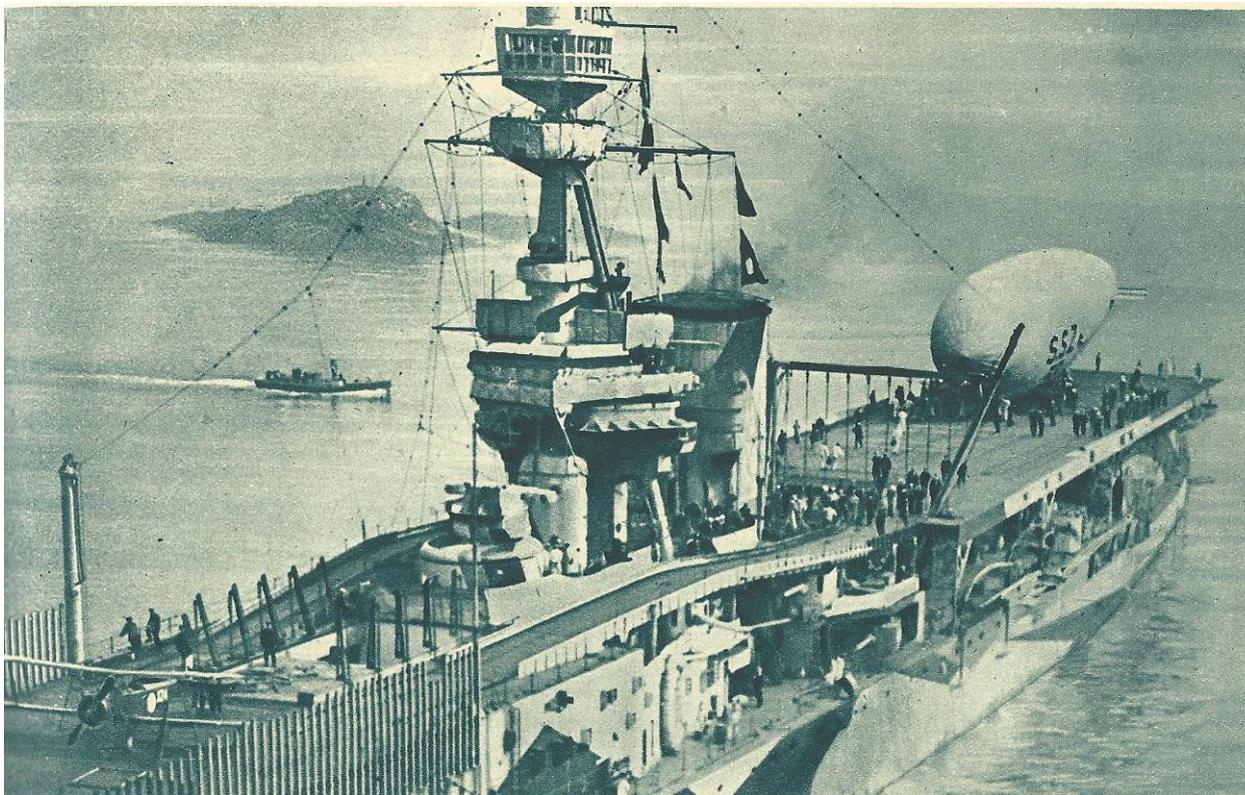
Camels (including N6823) on board HMS Furious bound for the Zeppelin sheds at Tondern

Some of the aircraft produced never advanced beyond a prototype or a simple one-off purchase. Thus we shall be denied some of the more strange names to rank alongside the greats such as the Albatros, Fokker Eindekker, SE5 or Camel in the annals of aviation history. In a sense, it is a pity that the Shorts 'Double Dirty', Sopwith 'Sociable', Breguet 'Tin Whistle' Seaplane, Parnall 'Zep Straffer' and, my favourite, the White and Thompson 'Bognor Bloater' will never feature strongly!

While undertaking research and analysis for the 'Naval Gazing' articles, it was obvious that, with the exception of HMS Daedalus, the RNAS did not refer to its shore based establishments in the manner that the Fleet Air Arm has in the years since the Great War. There was no equivalent of present day HMS Heron (RNAS Yeovilton) or HMS Seahawk (RNAS Culdrose) for example. Although this is an area of research that merits further effort, it seems that RNAS establishments, and certainly many of those in the UK, were administered by either HMS President II or HMS Daedalus.

Looking at a map, one can see the disposition of these was largely on the east and south coast of Britain. This is unsurprising given that the German Fleet and the Zeppelins were just a few hundred miles across the North Sea while in the Southern Western approaches where the submarine menace was probably greatest. There were, of course, also establishments on the western side although fewer in number covering the 'choke points' of the Irish Sea, such as at Luce Bay and Machrihanish in Scotland, or Fishguard and Pembroke in Wales. These bases, ranging around the coast of Britain,

were variously used by airships, seaplanes and landplanes, or any combination of two or three, while some were shared with the RFC. Further inland bases such as Crystal Palace, Wormwood Scrubs and Blandford Forum were used for the training of ratings, while Cranwell and Stonehenge saw the training of pilots.



A view of HMS looking aft, showing the Navy's way of getting around the central superstructure!

Looking through some of the Naval Gazing analyses, one can identify where a number of the Islanders served. My sympathy, after discovering that it was on the Mainland Island in the Shetlands, eventually went out to F12643 Air Mechanic 1st Class (AM1) Reginald Connell who found himself at Catfirth! Even today it appears that there are traces of that air station in terms of the hard-standing for Felixstowe F.3 Flying Boat operations that began in November, 1917 and ceased in March, 1919, while the area looks completely barren with no where to go for a 'Run Ashore'. And, if sympathy was afforded to Reginald Connell, none of it wings its way to F37062 AM1 Aubrey Boomer, the future golf professional, based at Dundee, a station conveniently close to the links at Carnoustie.

We are looking at the period where, in 1918, the RNAS would be subsumed into the newly formed Royal Air Force, although with mergers of this kind, not everything changed overnight, naval ways would persist for a time yet, while the new RAF blue uniforms would slowly filter through (and for former RFC members also). As part of this process, the RNAS units, 6 Wings, 17 Squadrons and several hundred independent Flights, would be progressively renumbered throughout 1918 and integrated into the new RAF organisational structure.

The first to change were the Wings and Squadrons. The old RNAS Wings, numbered 1 to 6 now became 61 Wing and up, and given that there was already a No 1 Squadron in the RFC, the No 1 Squadron in the RNAS now became No 201 Squadron by adding 200, and this simple rule was applied to the remainder up to No 17 Squadron, in similar

fashion as we have seen with the men whose service numbers lost the prefix 'F' to be replaced by adding 200,000 to the numbers remaining. At the next level down from Squadrons, there were the Flights, with fewer numbers of aircraft that were located at the various air stations. The unit at Catfirth that we have already highlighted would be numbered 300 Flight on the 15th June, 1918. One can imagine a considerable amount of 'bumf' being circulated at this time to instruct units of their new titles.

But, it did not stop there. New Wings (67 to 79) and Squadrons (218 to 274, plus 185 and 186) were created, with the Wings controlling generally three to five Squadrons, and the Squadrons being formed from many of the Flights, now numbered from 300 (Catfirth) to 562 (Malta Anti-Submarine), according to their shared role and aircraft commonality. Looking back, it is remarkable that the creation of the RAF was carried out against the background of a world war at a critical point with the German 1918 offensive not long under way.

Looking at Sturtivant and Page's magnificent piece of work it is clear that their effort in assembling the information was exceptionally painstaking. We know what every unit was, and when and where it was located, even down to No 1 Aircraft Depot's time at St Omer and Lillers, or the Naval Aeroplane Repair Depot at Donibristle. There is a brief service history for each aircraft, and we can combine the details from some of those to build up an idea of what many of the 4600-plus naval airmen who flew with the RNAS did. As an example, we can do little better than consider Old Victorian Lieutenant Charles Stanley Mossop, DSC? We can provide further detail to his obituary in the College's Book of Remembrance which states:



On leaving school the brothers joined an engineering firm at Glasgow. When they were released for service in 1916, both joined the RNAS, and having graduated as Flight-Sub-Lieutenants in the spring of 1917 were later promoted Lieutenant.

Stanley was sent to the RN Air Station at Cherbourg, where he carried out anti-submarine patrols with good results. He succeeded in bombing and sinking the German mine-laying submarine UB32 on 18th August, 1917, for which he was awarded the Distinguished Service Cross (DSC). He attacked in all five enemy submarines, but UB32 is the only one known to have been sunk.

He lost his life in an accident which occurred at Port-en-Bessin as he was returning from patrol. The tail plane of his machine collapsed in mid-air, rendering the machine uncontrollable, with the result that it nose-dived 600 feet into two feet of water. Both he and his observer sustained fatal injuries.

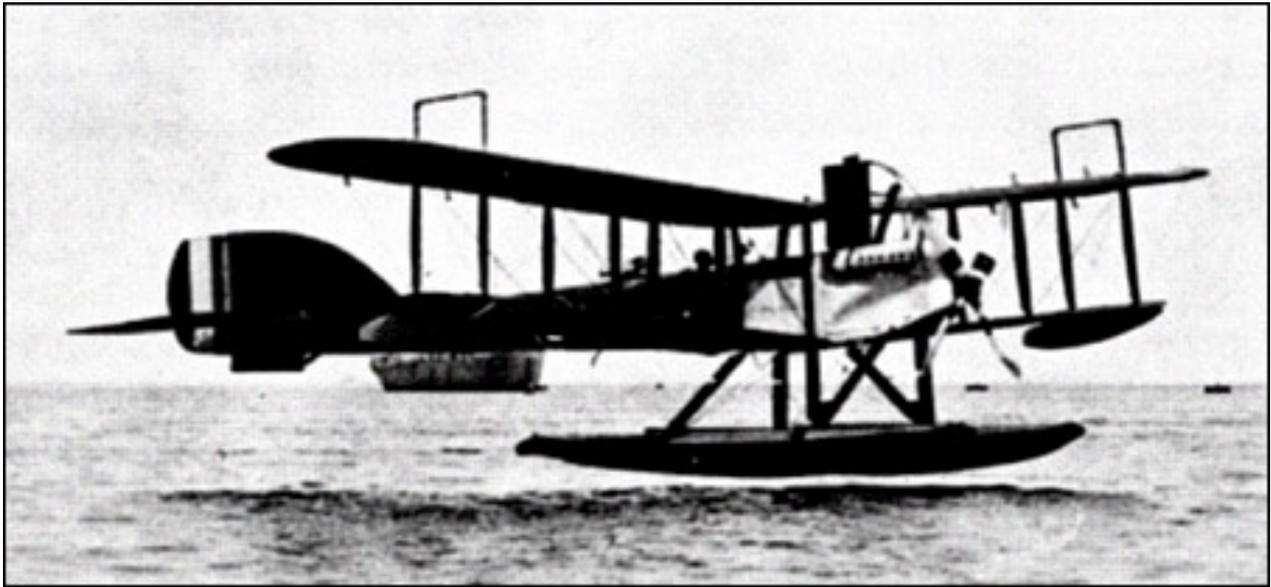
He is recorded as having flown six different aircraft serials, 9852, 9857, 9858, 9859 and 9860 (Wight 'Converted' Seaplane), and N2365 (Fairey Campania). From their records we find:

- In 9860 on the 18th August, 1917, he dropped two 100lb bombs and sank UB32, 25 miles north-east of Cherbourg. He was awarded the DSC, while his crewman, Air Mechanic Ingledew, received the DSM.
- In 9852 on the 3rd September, 1917, he crashed the aircraft on landing at Cherbourg. It was struck off charge a week later!
- In 9860 on the 4th September, 1917, he dropped three 100lb bombs on a U-Boat, 25 miles north-east of Cherbourg.
- In 9859 on the 30th November, 1917, he made a forced landing due to a fuel leak. One presumes that it was repaired by him and his crewman, for the undercarriage was damaged on take-off and he then landed at Bembridge, IoW.
- In 9860 on the 6th December, 1917, he dropped two 100lb bombs on a U-Boat, 7 miles south of St Catherine's Point, IoW. Then he experienced an engine failure, having to make a forced landing. He and his crewman abandoned the aircraft which sank, and both men were picked up by HMS P32. The aircraft was struck off charge three weeks later.
- In 9858 on the 30th/31st January, 1918, he was en-route from Calshot to Cherbourg when having to make a forced landing due to fog, 25 miles north of Cherbourg. The aircraft was damaged and placed aboard a Cardiff-bound steamer. He and his crewman were taken aboard the French destroyer *Amiral Rigault de Genouilly* and also headed off to Cardiff.
- In N2365 on the 7th March, 1918, he picked up French seaplane CH2 which had been adrift all night. One presumes that he therefore towed it back to Cherbourg.
- In 9857 on the 26th March, 1918, he dropped a bomb on a U-Boat, the bomb failing to explode.
- Who was flying 9858 on patrol from Calshot to Cherbourg on the 29th May, 1918 when it was badly damaged landing at Jersey? (A case of no names, no pack-drill on this one, but it does look somewhat of a coincidence!)
- In 9859 on the 12th August, 1918, the tailplane failed as he took off from Port-au-Bessin, and the aircraft crashed. He and his crewman, Lieutenant RE Horton, were both killed. The aircraft was struck off charge a fortnight later.

Even in those few sentences, we do gain the impression of a busy succession of sorties for Charles Mossop, as well as a few mishaps in terms of the aircraft that were written off. Very much on the plus side there is the fact that he disposed of UB32 and that a few U-boat crews may have thought that their lot was up with his bombs dropping around them. His was an important and vital task as part of a wider objective in the strategic prosecution of the war to ensure that Britain remained fed, that the American reinforcements could safely reach the UK and France, and to ensure that British and Allied ships could criss-cross the Channel without fear.

Having dipped in and out of the book (you cannot do otherwise with nearly 480 pages of aircraft serial numbers and unit listings), I have found that it is a 'must have' in understanding and researching the role of the RNAS. It is unlikely that the 'standard' publication could ever match the volume of data and detail provided. Of course, it addresses the needs in a specialist area of research while the historical account should not. It falls in the same category as 'Pour La France' (see the Book Review in Journal 48), but the detail is of far greater quality.

Finally, thinking that second-hand book fairs are now the only source where a copy can be obtained, it appears that Air-Britain (www.air-britain.co.uk) still have some for sale (at £12.00 plus P&P (?)), even though it was produced some 20 years ago. Give it a thought!



Wight 'Converted' Seaplane, one of the type flown by Charles Mossop.

**The Grand Tour of 2013
By Roger Frisby**

Attaching headstone and memorial photographs to our Rolls of Honour enables a 'hook' to be provided to each name, creating an individual web page, showing as much information as we can muster.

A large number of these photographs have been taken by travelling members over the last few years. However, 2014 is fast approaching and we should attempt to include as many of these as possible by that date. As far as Belgium, France and the British Isles as concerned we can strive to approach 100% by the 100th Anniversary in August next year.

With this in mind, I mapped Northern France and Belgium by dint of applying stickers, each showing the CWGC cemetery number, to a paper map. I then added stickers for those serving in the French army with a known place of burial and then drew a line on the map in a semi-logical order:

A few more stickers were added after this was prepared by it looked as though, given careful preparation and a fair wind, seven or eight days should allow them all to be

covered. Individual cemetery maps were downloaded from the CWGC and positions marked accordingly, carefully ordered lists were prepared, Google Maps consulted and details entered in my SatNav. CWGC instructions proved to be woefully outdated! I suspect many have not been updated since before the Second World War!!! They certainly don't mention roads being renamed, new roads built, let alone new(?) motorways. Hotels were booked that allowed last minute cancellations, in strategic locations, and a flexible ferry arranged. However, my planning paid off and I was able to visit all locations on the days intended. I went from Calais to Boulogne first, and then Rouen, Reims, Roye, Cambrai, Lille and finally Ieper in that order.



Two failures! We have six men named on the Soissons Memorial. Being located in the town centre, the memorial is behind locked gates and the CWGC ask you to telephone their French office for the key code. I arrived there on VE Day, a public holiday so the CWGC office was closed!! The other failure was St André Communal cemetery in Lille. In spite of two attempts to find it, I had to give up. It's in an area of high traffic and bisected by a busy motorway and I ran out of time as I still had a long drive to Mons ahead of me.

Charleroi was interesting. Again, I had difficulty locating the communal cemetery and, when I did, was unable to discover and war graves. Eventually, it transpired that there are TWO communal cemeteries, several kilometres apart, both with a road of the same name running alongside! Towns being dug up for new tramways, villages closed for cycle rallies, festivals and street markets all added colour and confusion.

However I returned home with photographs of ninety eight men's headstone and memorial photographs, including those of twelve Frenchmen, including that for Charles Bessin pictured below. Now I just have to sort them, resize each image, create about ninety new web pages and finally link them to our databases!



**A Guernsey born Frenchman!
Soldat Charles Bessin at Acy**

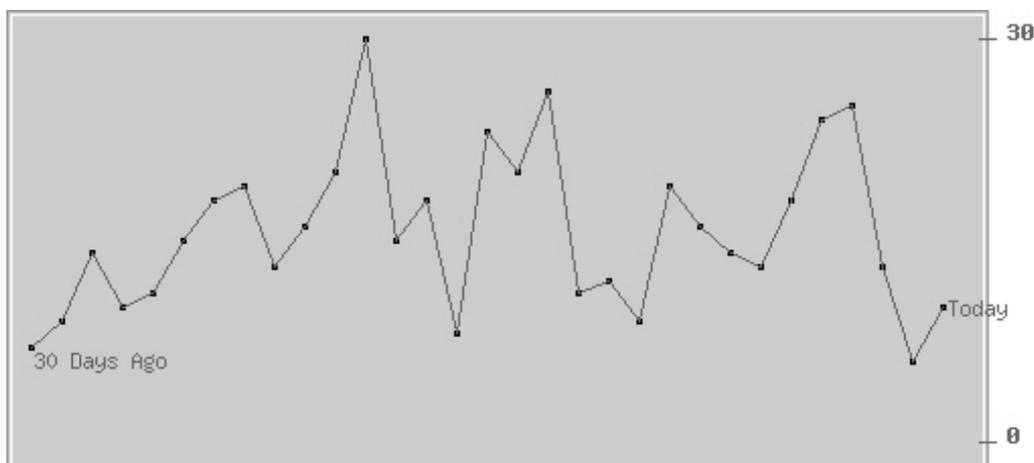
The Caribou Hunt



The answers to the Caribou Hunt mini-quiz are that there are five in all, and that they are located at Beaumont-Hamel, Guedecourt, Kortrijk (Harlebeke), Masnières and Monchy-le-Preux. There is another Newfoundlander Memorial at Amiens, but it takes the form of a plaque in the Cathedral (Reference: The late Rose EB Coombs' *'Before Endeavours Fade'*).

Website Workings By Roger Frisby

The total number of website visits has now reached around 31616 an additional 1366 since the last Journal was published.



Recent activity

Finally a few statistics about our Roll numbers since mid February:

- Guernsey Roll of Honour – 1466 names (up by 1)
- Guernsey Roll of Service – 5249 names (up by 63)
- Jersey Roll of Honour – 1635 names (up by 5)
- Jersey Roll of Service* – 7409 names (up by 79)

* Jersey RoS is updated in batches.

For those travelling in the British Isles we still need photographs, to add to our Rolls of Honour, from:

| | |
|--------------------------|-------------------------------|
| Alderney, C.I. | Gosport, Hants |
| Alfreton, Derbyshire | Kidderminster, Worcestershire |
| Beer, Devon | Liverpool |
| Birmingham Lodge Hill | Manchester Southern |
| Burnley, Lancs | Plymouth, Devon |
| Camberwell, London | Reading, Berks |
| Crediton, Devon | Sunderland |
| Dunfirmline, Fifeshire | County Cork, Ireland |
| Dursley, Gloucestershire | Downpatrick, Northern Ireland |
| Falmouth, Cornwall | County Donegal, Ireland |

Full details can be found in the Members Area of our website

Daniel Benest has helped to reduce the UK list when recently visiting the Cotswolds, so many thanks go to him.

The Jersey Merchant Seaman's Memorial

Some help is required here! As many readers may know this Memorial is located at Jersey's Maritime Museum and is looked after under the watchful eye of Doug Ford of Jersey Heritage. We are in touch with him from time to time on matters maritime, most recently concerning the correction of CWGC records to rectify Walter George Mauger's surname to Mauger and not Manger! He has provide us with a document that is attached at pages 48 and 49, and which lists the names of the seamen he currently regards as meriting commemoration.

Having now undertaken a simple reconciliation exercise, comparing that list of names with the men that we currently record in our JRoH, Doug Ford has identified a further twenty two men that we had not known about. As can be seen, the differences are shown by a simple 'traffic light' coding that a man is listed:

- In the JRoH, and in the CWGC (Green)
- In the JRoH, but not in the CWGC (Yellow)
- Not in the JRoH, nor in the CWGC (Red)

So, a volunteer is being sought! Is there someone in Jersey who would like to look at the twenty two names, with Doug Ford probably, to gain further information into the circumstances that resulted in the men's deaths? Hopefully, this could lead to further submissions for commemoration for consideration by the CWGC.

Faces Remembered

Thanks to some very kind family descendants, I have recently received a fascinating collection of photographs and stories.

Augustin François Marie Vitel: As is well known, the outbreak of the Great War saw many of the French workers on Jersey's farms and elsewhere called back to their country for compulsory military Service. In Augustin's case, he had been working at the Ommaroo Hotel as the senior Pastry Chef. From Jersey he headed to Lannion, which was a minor French Naval Base while his Livre Militaire was numbered 6340.



Augustin (pictured left) was born in Plerin, Cotes du Nord on the 11th October, 1882, but a few years later, the Vitel family moved back to their home village of Ploubazlanec, near Paimpol. Beginning in 1905, Jersey Immigration Records list his arrival to work as a Chef, at various Jersey hotels during the summer months, returning to Ploubazlanec at the end of each September, and then coming back to Jersey each April, and always living in the same house, 2, Albany Villas, Great Union Road, St. Helier, a property that he may have owned. After the war, he returned to the Island to settle and would die on the 12th September, 1960.

As the accompanying picture of him in later years show, he had been awarded the following medals:

- Knight's Badge of the Ordre du Mèrite Social.*
- Croix de Guerre 1914-18,
- Croix du Combattant Voluntaire,
- Medaille Commemoratif de la Grande Guerre,
- Medaille Interallié de la Victoire, and a number of the
- French Republic's Ministry of The Interior's Silver Medals for 'Saving life at Sea'

*This Order has two Ranks. Knight with 5 years qualifying service and then promotion to Officier following a further 8 years service.



Unfortunately, his descendants are unaware of the background as to why the Croix de Guerre and the Silver Medals for 'Saving life at Sea' were awarded, and put this down

to either that the account was completely forgotten about or that the current generation were never told about it. But there is possibly a clue in that he was at Lannion which, according to Ouest-France's '*l'Ouest dans la Grande Guerre*', was part of the defensive chain around north west of France, and also home to four chasseurs (or submarine hunters) and two vedettes (or patrol boats), as well as being a command centre for aircraft operations, all of this for dealing with the U-boat threat.

Back in Jersey he would eventually become the President of the Jersey Branch of 'Les Ancien Combattants Francais de la Grande Guerre', and in this capacity would be introduced to another Great War veteran in 1947 (or 1949?) as can be seen below.



His Funeral Mass in 1960 was held at St. Thomas RC Church and was a notable affair, attended by the Bailiff, the Lieutenant-Governor, and the French Consul, while a Guard of Honour was provided by Les Ancien Combattants.

Donald Bruce Johnstone: Donald, pictured right, was born in Jersey on the 26th April 1893 to Andrew Johnstone, a Scots employee of the L&SWR Company and his wife Louisa White, a Jersey lady. When he later reached the ripe old age of fourteen years and a height of 4' 9" in 1907, he enlisted in the 1st Battalion, the East Surrey Regiment as a Boy with the aim of then becoming a Bandsman. Given the age, this was impossible without the parent's signature, and in this case, Andrew Johnstone gave his approval, and his note doing so survives in Donald's service file. The picture of him right, was probably taken during 1907 and in Jersey, for the Battalion was based in Fort Regent. For those who might confuse his hat with a cake stand, it is the much despised 'Broderick Cap' which was largely disposed of by the Army that year.



Looking at his record, in October, 1907 he was promoted Bandsman, and throughout his time in the Army until the outbreak of war, remained with the Battalion, and served at Devonport, Kinsale and Dublin. His first and only spell of foreign service would come when the Battalion headed off France and where Donald landed at Havre on the 16th August, 1914. Becoming a Bandsman also involved acting as a Stretcher Bearer, and he had attended courses for this task and also for Ambulance duties.



Unfortunately, Donald died of wounds on the 9th July, 1915, and probably received the wounds whilst undertaking routine stretcher bearer tasks in the trenches. At present it does not appear that any major battle involving the East Surreys was under way at the beginning of the month.

He had three older brothers, two of them living in Canada and serving with the Canadian Army to reach the rank of Regimental Sergeant Major. The third brother was with the Argyll and Sutherland Highlanders and was taken POW at some stage.

The service file does contain quite a bit of mail between the military and the Johnstone family in Jersey. The loss of Donald would undoubtedly be considerable. Yet, whether it was meant to be funny or not, a form required to list Donald's grandparents, parents, siblings, any wife and offspring notes that Donald's grandparents were dead, and gave their address as 'Heaven'!

Alfred Toms and William Tomes: It has to be said at the outset that Alfred and William were brothers, even though the surname differed by the 'E', and technically both should have been Tomes. Both were born in St John, Alfred on the 31st October, 1883, William the older on the 7th May, 1882. Alfred died 12th April, 1959, William 21st June, 1950. Both men served in 'C' Company, 1st Battalion, RMIJ and would be mobilised at the outbreak of the war to undertake guard and outpost duties. On completion of service, both men were serving with the King's Royal Rifle Corps (KRRC). Identical military paths on might say, but in fact, Alfred was first drafted to the Dorsetshire Regiment before then being sent to the KRRC.

| Regimental Nos. | RMIJ | Dorsets | KRRC |
|-----------------|------|---------|---------|
| Alfred | 906 | 31162 | 45072 |
| William | 418 | - | R/38291 |

With that in mind, we can consider the four pictures overleaf. We see Alfred in the first photograph while still in the RMIJ, clearly encouraging his son, Alfred William, to start young! In the second, Alfred is with his wife, Amelia (née Le Quesne), and their children, Amelia and Alfred once more. By now, Alfred is in the Dorsetshire Regiment.



1 Above, 2 Below



3 Above, 4 Below

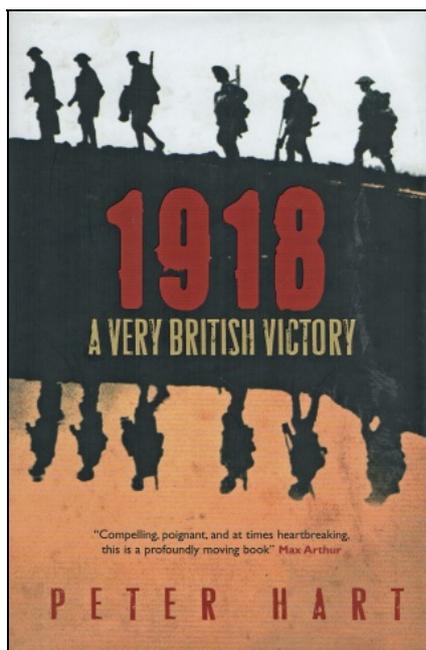


We come now to the third picture, and Alfred is there once more in the middle between two friends, possibly Jerseymen also? The three of them are in the KRRC, and, on the back, there is the photographers stamp that reads: 'Westendorp Hohn. Hartzenbusch Koln. Komodienst 7'. This indicates that Alfred's Battalion (still to be correctly identified, but either the 1st or the 2nd Battalion) were among the first units of the newly created British Army of the Rhine and it is most likely that the photograph was, like the scrap below, taken in 1919. Alfred is second row down and third from the right while his two friends are right behind him, and it is possible that one or two others are also from Jersey, given that about two dozen were transferred from the Dorsetshires to the KRRC at the same time, along with Alfred.



With photographs one to three, we've been able to follow Alfred through three units, the first time, I think, that we have been able to. But, we are just left with William who is also wearing the KRRC cap badge. Perhaps one of him in Militia uniform will turn up to complete the set?

Book Reviews



1918
A Very British Victory
By Peter Hart
(Weidenfeld & Nicolson - £20.00)
Review by Peter Tabb

This is not a new work having been published in 2008 but it has taken me this long to discover it.

At the time of writing Peter Hart was the oral historian at the Imperial War Museum (and he may still be) and in that role he had unprecedented access to material never before seen or heard. He uses that vast wealth of sources to describe the entire course of that momentous year, at all levels of command, from the terrifying German attacks in the spring to the victory parades after the Armistice was signed.

Peter Hart starts from the premise that in many ways 1918 was the most awful and tragic year of the Great War. The scale of the fighting on the Western Front exceeded anything that had gone before. It was continental warfare on an epic scale as the huge citizen armies of the Central Powers and the Allies faced each other head-on in the final battles that would decide the outcome of the war. It was a year when the Allies for a time appeared close to defeat, when they had their backs to the wall, when it seemed that despite the sacrifices of the previous three years, all might still be lost. But it was also the year that resulted in the ultimate *British* victory, greater than Waterloo or Trafalgar in both its overall scale and the end results. For the only time in world history the British Army could lay a realistic claim to being the dominant military force.

Yet the author claims that this amazing achievement has been almost forgotten. In the years since, the battered victors have been besmirched by a sustained campaign of vilification. Any legitimate acclaim is drowned out by a strange retrospective defeatism that at the time the majority of soldiers would surely have rejected out of hand. Despite being miserable, frightened and at times let down by the failures of their High Command, among the soldiers themselves there was undeniably a collective determination to 'see it through'. Even celebrated poets such as Siegfried Sassoon and Wilfred Owen abandoned their pacifism and returned to the fray as they saw the war boiling up to its final crescendo.

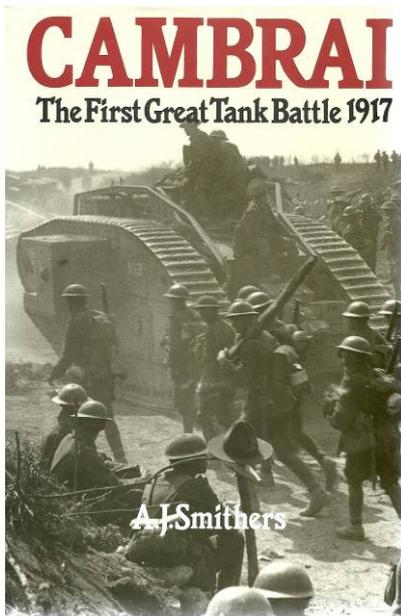
In every sense 1918 was the climactic year of the Great War on the Western Front. The battles fought during that spring dwarfed those at the Somme and at Passchendaele. The casualties on both sides were unprecedented and the weapons and the tactics used were the culmination of four years of bloody experience. For the ordinary British soldiers who were forced to face the greatest German onslaught of the war, this was the final test of their training, their tactics and, above all, their determination. That they were able to withstand the onslaught and begin the astonishing counterattack that would finally bring the war to a close is, in Peter Hart's view proof that by 1918 the British Army had become the very best in the world.

His book is an epic account of the events of 1918 and is the first major reappraisal of the end of the war for more than two decades and describes what has become, to many, an almost forgotten chapter of that terrible history. Many historians have subsequently attributed the Allies' victory to the entry into the conflict of the Americans, the Royal Navy's blockade, the 'enemies within' the German empire but that does not alter the fact that the soldiers who returned to Britain in November 1918 and after were not the martyrs or victims of popular memory – they were a victorious army and were greeted as heroes. Their generals too, often demonised by posterity, were at the time lionised for their efficient handling of the war's conclusion.

1918 – A Very British Victory seeks to put the record straight. It is a weighty tome – some 550 pages – and relies for much of its content on the participants' diaries, letters and recollections. Many may feel that the contemporary view of 'lions being led by donkeys' is a truer concept but it is unlikely that they would still hold to that view after reading this book. This is not a book about cannon-fodder, or lions being led by donkeys, it is truly an account of what ultimately became one of the best land armies and the men of all ranks who comprised it.

I am a devotee of *Blackadder goes forth* and even *Oh! What a Lovely War* but what this book illustrates is just how unreal they really are.

The comment on the front cover from reviewer Max Arthur states that this work is 'compelling, poignant, and at times heartbreaking, a profoundly moving book'. I think I would agree with that.



Cambrai
– The First Great Tank Battle 1917
By AJ Smithers
Pen & Sword Books - £18.50
(Leo Cooper)

A couple of months ago a friend advised that he was clearing out his attic of some 400 Great War books and asked if I was interested in acquiring a few before he put them out to second-hand booksellers. Not needing to be asked a second time, I was able to get ten in excellent condition for £22, most of them looking at the use of tanks from the Battle of Cambrai onwards. Smithers' 'Cambrai' is I suspect, long out of print and only available via Amazon and other such web sites, having been originally released (or did it escape?) in 1922.

The book provides a rather sweeping account of the events between the 20th November and the 4th December, 1917, and only rarely delves into detail about this particular action or that during the battle. With 180 pages devoted to the main body of the book, it is not until a third of the way in that we get to the planning stage for the battle, and even then, any debate as to justification for the battle is barely covered. Thereafter the book does not really provide a meaningful view of how the tanks were deployed, how the divisions progressed (or not as in the case of the 51st (Highland) Division). The few

maps that there are do not portray the front-lines at various stages. So, do not expect to gain a meaningful understanding of Cambrai if it is an unfamiliar battle.

What one does get is a lot of gossipy chit-chat and anecdotes about senior officers. We find that Haig's Chief of Intelligence, Charteris, was '...widely known among the cognoscenti as 'The Principal Boy'', Brigadier-General Higgins of the RFC was 'Bum and Eyeglass', while most kindest of all, Giffard Le Quesne Martel was known as 'Slosher' Martel because of his boxing prowess. While Charteris and Martel both frequently feature in the account and may merit such chit-chat, Higgins is not mentioned again, and is not even in the Index!

The 'usual suspects', such as Charteris and his optimistic forecasts of German collapses, draw criticism while the 51st Division GOC, Major-General George 'Uncle' Harper is slated for his unwillingness to include tanks into his assault plan. One is left feeling ambivalent about Harper. On one side, there is the fact that the tank was not a reliable 'beast', and the tactics proposed were, at that time, unproven, and of concern to Harper. On the other, he had held these concerns before the event and did little to expound his views, possibly constrained by deference to those above him. The consequence is that Walter Braithwaite, who was now having a 'good war', had to hold up his 62nd (2nd West Riding) Division because of an exposed flank with the Jocks stuck at Flesquières. Braithwaite is considered by Smithers as OK. But, as Smithers also reminds us, many of the higher command failings were swept under the carpet or subsequently forgotten about in the post-Battle enquiry which laid the blame for the failings of the junior officers and the men.

The author stands up for the other ranks, something the generals who were submitting their post-Battle reports did not. He is particularly appreciative of the RGLI, noting that, along with the Newfoundlanders, they were a 'fine addition' to de Lisle's 29th Division, one which was still very much an 'old army' division. The book also highlights the role of the one hundred Guernseymen who were reinforcements. Having only arrived the night previously at Les Rue Vertes, they were 'borrowed' by Staff Captain Robert Gee to stop the German counter-attack at Masnières and in so doing, supported Gee in his winning the VC, a fact not widely promulgated.

Some of the gossip is irritating, and the reader does not really gain much of an understanding about Cambrai, while the author occasionally uses grammar that needs several attempts to comprehend the meaning of and words that are long out of use in everyday conversation. 'Horripilant', 'Reboant' and 'Twelvemonth' are three such examples of the latter, so a dictionary close to hand is an essential! Though it is well illustrated, the cover picture is of 1918 vintage. Under normal circumstances, this would not have been a book that I would have bought, furthermore I would not recommend anyone borrowing it from a library other than to satisfy curiosity.

RHIP

RHIP or 'Rank Has Its Privileges' is a popular and well used expression in the British military, and one is reminded of that by the following anecdote:

Two figures collide into each other in a communication trench on a pitch black night. 'Who are you?' angrily asked one voice. 'And who might you be?' demanded the other. 'I am Major Sir Frank Swynnerton-Dyer of the Coldstream Guards' replied the first.

'Oh, you are indeed' said the second. 'Well, I am Lieutenant-Colonel Lord Henry Seymour, Grenadier Guards. I beat you on all three points. Now get out of my way!'

Around the Press (and Television)

How is the Great War covered by the media today? Hopefully this will be a regular item in future Journals to highlight items of news and interest that feature in the national (UK) press and on television. Some items may relate to the Channel Islands while some others might offer a light-hearted look at matters.

No longer missing: After their remains were discovered in a field in 2009, Lieutenant Jon Pritchard and Private Christopher Elphick were reburied at the HAC Cemetery at Écouste-St-Mien, along with two unidentified men, all being members of the Honourable Artillery Company. Two Jerseymen are in that Cemetery also.

Lottery Funding: Recent grants have seen £0.75M go to the London Transport Museum for the refurbishment of a Great War vintage B-Type bus and another £12M for restoration work on board the sole surviving Jutland ship HMS Caroline at Belfast. One presumes that the bus will be painted khaki-green.

Iraq: It appears that, due to a comparatively peaceful situation, the CWGC has at last been able to recommence work to replace headstones and to restore cemeteries and memorials at a number of locations in that country. Work at North Gate Cemetery in Baghdad is underway, where more than twenty Channel Islanders lie. It is probable that the Basra Memorial will be restored, and that looks like a 'dockyard' job. In due course a volunteer will be sought to take photographs for the website.

The Flying Archaeologist: In this age of frequent repeats, it may be worth looking out for this series on television, and particularly the episode that visits the Isle of Grain on the Kent side of the Thames estuary. An anti-aircraft position, worksheds and old hangar beams, and munition factories and stores from the Great War are among the buildings looked at.

Mapping the Great War Legacy at Home: A pilot study has been launched to identify those sites that were used in the UK during the Great War. One supposes that the Isle of Grain mentioned above would feature in the exercise in due course, but the pilot study has been limited to the Lower Lea Valley and to Staffordshire

Hair today, gone tomorrow: The sum of £11,500 changed hands at a Viennese auction recently when a lock of hair from the Austro-Hungarian Emperor Franz Joseph. Or, perhaps that should be Heir today..?

Forthcoming Programmes: It is short notice and a number of members will not be able to access the programme, but on the 20th May at 21.00 hours, BBC4 will be showing 'The Somme – Secret War Tunnels' featuring La Boiselle.

UK Great War Commemorations: Debate continues (or is it rages?) as to the nature of the commemoration events. There is the suggestion by those with a 'poetic' bent that the Great War had been a futile exercise, and that it only kept on going because the generals were bloody-thirsty and incompetent (Shades of 'Oh what a Lovely War?'). The word 'Victory' does no feature.

On the other side of the coin, the 'historic' camp takes the view that it was a just and necessary war to contain and defeat an aggressive Germany. Given that the Allies were successful, 'Victory' should not be regarded as a dirty word, and there should be some recognition that, although mistakes were made and the casualty lists were high, the outcome was the right one.

Finally, Digging Deep: 'Starting them young' was the nature of a brief item that appeared in the Times earlier this week. It recounted the tale of a 12 year old lad in Worthing, West Sussex, who had dug a four feet deep replica trench in his mother's vegetable garden as part of his school's project. His father, a former member of the GW Society has a collection of equipment so the lad dresses up and now re-enacts battle scenes with his 8 and 10 year old sisters being involved, as the enemy presumably?

The Sportsmen

Sportsmen of every kind,
God! We have paid the score
Who left green English fields behind
For the sweat and stink of war!
New to the soldier's trade,
Into the scrum we came,
But we didn't care much what game we played
So long as we played the game.

We learned in a hell-fire school
Ere many a month was gone,
But we knew beforehand the golden rule,
"Stick it, and carry on!"
And we were a cheery crew,
Wherever you find the rest,
Who did what an Englishman can do,
And did it as well as the best.

Aye, and the game was good,
A game for a man to play,
Though there's many that lie in Delville Wood
Waiting the Judgement Day.
But living and dead are made
One till the final call,
When we meet once more on the Last Parade,
Soldiers and Sportsmen all!

The Jersey Branch of 'Les Ancien Combattants Francais de la Grande Guerre'

The item on Augustin Vitel above has again highlighted the lack of information on the 2000 or so Frenchmen who headed off from Jersey to serve in France's military. Is there someone else willing to come forward and look to identify where the records for Les Ancien Combattants might be today? For, there must surely be some.

Out and About

Looking Back: Roger Frisby is back from his Grand Tour covered on pages 22 to 24. Elizabeth Morey has been over from New Zealand, visiting France and Flanders. I was at Kew on the 26th February and in Jersey from the 16th to the 25th March, when I had to curtail my trip due to a health issue. Fortunately my plan of work at Jersey Archive was achieved.

Looking Forward: Elizabeth Morey will again be visiting France and Flanders in June, and in particular will be at Ypres on the 23rd/24th, Peronne on the 28th and the Somme on the 29th.

As well as being busy with his next book, over the next few months, Ian Ronayne will be proceeding with the following:

- The CIGWSG stand at the CIFHS Weekend, St Helier Town Hall: 25th, 26th May
- Channel Islanders in the Great War Tour (Go Battlefield Tours): 20th to 24th June
- Verdun Tour (Go Battlefield Tours): 7th to 11th September

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. I have been notified of a few more changes recently, so thanks to those members who have submitted their information.

Jersey Archive: The Archive is again giving a series of free talks, about Jersey's streets this year and these are listed below:

18th May – St Mary's Village

15th June – Colomberie

20th July – Westmount

17th August – Green Island and Samarès

21st September – Noirmont and Portelet

19th October – St Peter's Valley

16th November – Clairvale, Clearview and Columbus Streets

21st December – Highlights of Jersey Film Archive

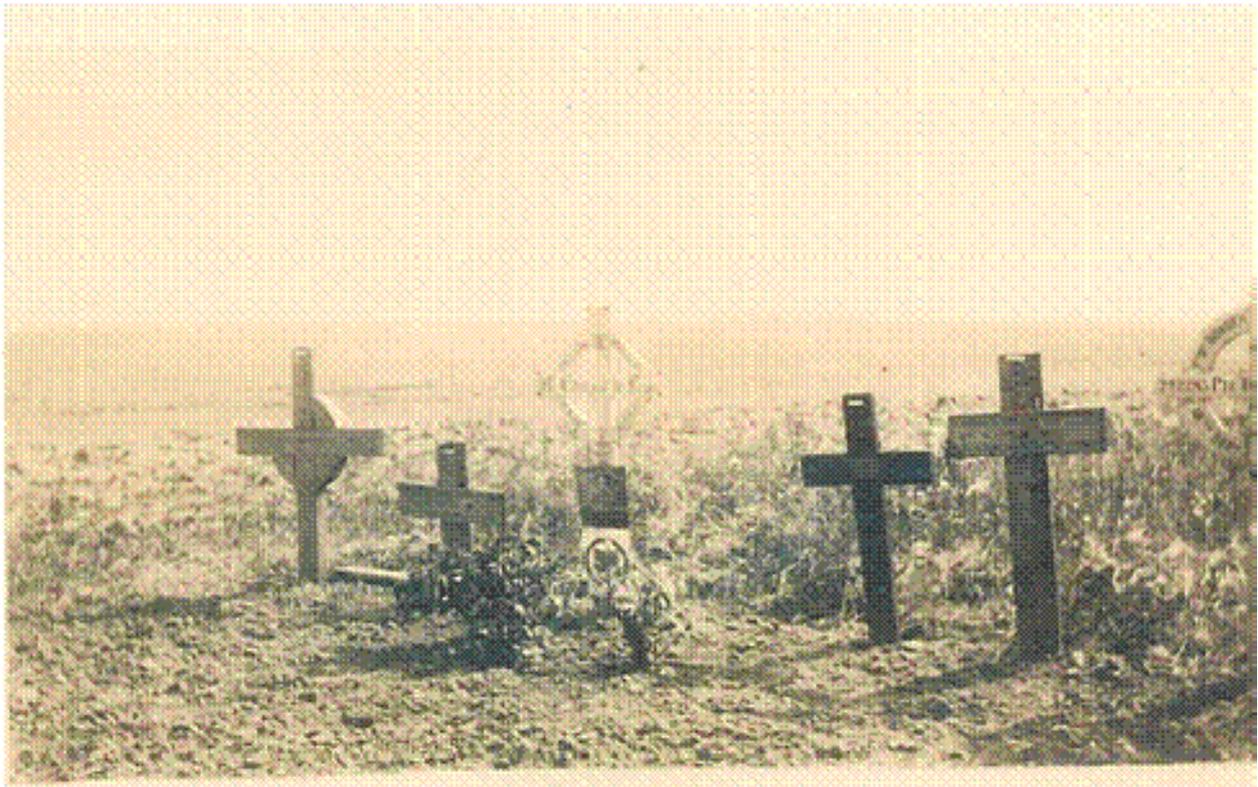
To avoid disappointment book your place by calling 833300 or email archives@jerseyheritage.org. Free entry. All talks start at 10 am.

Jersey's Militia Pay Lists, 1914-1917: Thanks to my Jersey Archive visit in March, I was able to photograph those files that I could not last year due to time constraints. With a lighter, more effective camera the details in the files are much clearer, although it can be difficult to distinguish some of the more florid capital letters! Some of this latest data is now being added.

Chester Cecil Church: The Fromelles Identification Board announcement was made about five weeks ago, and as many suspect, I has extremely disappointed that Chester was not identified as one of the five Australians who were named. After that initial

disappointment, I have been seeking informal clarification as to why he was not identified, having presumed that a donor's DNA had been supplied and analysed. A response has not been forthcoming. Similarly, that donor has not responded to any of my Emails since the announcement, so I am unclear as to the current situation. As they say, 'You can take a horse to water...!'

From Gauche Wood to Grouville (Journals 47 and 48): There has been progress of a sort since the last Journal in trying to determine the fate of Second Lieutenant Edward de Faye's remains. Probably the most important element of that has been the photograph below, of which the original source is unknown but it appears to have come from a magazine as yet unidentified.



Unfortunately it is not the clearest of detail, but the pale looking cross in the centre of the photograph carries Edward's name! The surrounding area does not look very 'woody', but one assumes that damaged trees were being cleared and new ones about to be planted. This could not have taken place before the war was over and the French were returning to their land. Confirmation that this might be the case first comes from the cross on the right hand edge. It marks the grave of 242283 Private Donald Tinkler, 7th Battalion, Border Regiment who was killed on the 18th September, 1918, more than nine months after Edward. The second piece of evidence appears to be the length of the shadows. Gauche Wood is at 50°N and taking into account the shadows' angles and the equinox dates (22nd September and 22nd March), it is nigh impossible for the photograph to have been taken until sometime between the 22nd March and the 22nd September (and not vice-versa) of 1919 or of later years. So, Edward's grave appeared to have survived the war and its location was known. How else given the photograph? Yet he is commemorated at Louverval while Donald is on the Vis-en-Artois Memorial.

The next element of possible use is that Jersey Archive holds ciné film of the de Faye family holidaying in the 1920s and 1930s. There is a small clip showing them at the Ulster Tower, the Tank Memorial at Pozières, and at the Cambrai Memorial at Louverval. It does suggest that they did not know, in 1930 when Louverval was unveiled, what had happened to Edward's remains, if anything. Yet, they would have received the temporary grave marker in 1924 or 1925 when the CWGC was giving them out to grieving families. So, on what basis did the de Fayes receive the marker which is now in Grouville? As yet, neither the family nor the CWGC can answer that question. The CWGC disposed of countless files at the outbreak of the Second World War, while the family probably saw no reason to hold on to letters.

I am now gaining the impression that the CWGC does not have much of detailed value in its archive other than the places from where bodies were recovered. As a result, I am considering whether a visit to Maidenhead would be of value given that no recovery records for Edward exist. However, there remain questions that still need asking of them. There is a separate line to follow, and that is by looking at Donald's Tinkler family. Perhaps one of his siblings (there was a brother and two sisters) and their descendants retained the CWGC paperwork. It is a remote possibility, but worth trying.

However, it does beg the question as to how men's remains in six or more graves, well marked, as well as being quite visible given the surrounds could vanish?

Liz Walton – Authoress: Liz is busy producing two books. The first is 'A Guernseyman Goes to War' (which is now the title for Latimer's diary) is now with Jason Monaghan of the Guernsey Museum Service who will be publishing it. The next stage is sorting illustrations and looking at design aspects. She will let us have dates as soon as she knows more. Liz is also about to embark on Ada's story. Material is collated but not written up.

Imperial War Museum: The IWM are to undertake the collection of material of 8M men and women who served during the Great War, over the four to five years. The following link will give members a better idea, but it sounds as if it is a much grander scale of what our website achieves:

<http://www.livesofthefirstworldwar.org/index.php>

Channel Islands Family History Society Event: As a reminder, the CIFHS will be holding a two-day event at St Helier's Town Hall on the 25th and 26th May, and they have very kindly offered Ian Ronayne/the Group a table. Ian will be manning it throughout, but any support from other Group members in Jersey would be helpful, particularly at rush hour!

Any further details will be provided in the next Journal but if you wish to lend a hand, do contact Ian directly

Jersey Great War Commemorations: Little, if any thing, has been heard of how the States will commemorate the anniversaries and events of the Great War. However, on a lower level, Doug Ford, Chriss Addy and Julia Coutanche from Jersey Heritage have

commenced a 'by parish' data collection service. It will no doubt complement our efforts with the website.

At present, Daniel Benest is trying to find a suitable publisher for the updated JRoH and is looking to identify likely publishing costs, hopefully attracting some States of Jersey money to support the project.

The JRoH is currently being looked through to address doubtful entries to confirm or to reject the individuals on the established basis of inclusion.

Enfin

As ever, my thanks to those who contributed to this Journal for their inputs, both large and small.

Regards
Barrie H Bertram
17th May, 2013

Journal Issue Dates For 2013

The next two Journals (50 and 51) for 2013 are planned to be published on the 15th of August and November, or very shortly after. As ever, I shall be looking for articles by the 10th of those months.

NAVAL GAZING PART 13

| Surname | Forenames | Number | Rank | Service | Ship | Born | Parish | Remarks | RoS | RoH |
|-------------|-------------------------|--------|------------------------------|---------|-------------------------------|-------------|--------|---|-----|-------|
| LUFKIN | Frederick George | 288174 | Leading Stoker | RN | HMS Queen Mary | 14 Jun 1877 | St H | Served 30 Mar 1898 to 31 May 1916 when killed at the Battle of Jutland. Former Merchant Navy service. | No | Add |
| MARQUAND | Clarence David | K21723 | Stoker, 1st Class | RN | HMS Topaze | 5 Nov 1895 | St H | Served 8 Jan 1914 to 4 May 1916 when invalided out due to Tuberculosis. Died 24 Jan 1920 and his three medals were issued to his widow. | No | Add |
| EDWARDS | Ernest William Blunt | 223195 | Leading Seaman | RN | HMS Adamant (HM Submarine H3) | 7 May 1887 | NA | Born in Exeter, Devon. Served 28 Oct 1902 to 15 Jul 1916 when H3 was lost. | No | Amend |
| HUMPHRYS | Charles Edward | 343709 | Chief Armourer | RN | HMS Princess Royal | 27 Aug 1882 | St H | Served 7 Sep 1900 to 31 May 1916 when killed at the Battle of Jutland. | No | Amend |
| LE VESCONTE | John Thomas | 302978 | Stoker, 1st Class | RN | HMS Good Hope | 19 Jan 1879 | St H | Served 22 Jan 1903 to 1 Nov 1914 when killed at the Battle of the Coronel | No | Amend |
| MARETT | Edward Clarence | 300450 | Stoker, 1st Class | RN | HMS Maidstone | 25 Dec 1884 | St H | Served 28 Apr 1902 to 27 Apr 1914 when colour service expired. Died on 17 Sep 1914 at HMS Fisgard II. | No | Amend |
| MILLER | Henry (Harry) | 183707 | Leading Seaman | RN | HMS Ettrick | 22 Jun 1879 | St H | Served 15 Apr 1895 to 21 Jun 1909 when discharged as colour service expired. Joined RFR on 24 Jun 1909. Mobilised 2 Aug 1914, killed 7 Jul 1917, either by HMS Ettrick being torpedoed by UC61 or by striking a mine. Service record does not note Ettrick. | No | Amend |
| OBLIN | Arthur John | 236035 | Leading Seaman | RN | HMS Orion | 5 Jul 1889 | St H | Served 1 Mar 1906 to 6 Nov 1915 when he died from peritonitis at the RN Hospital at South Queensferry | No | Amend |
| REED | Albert Winter | 220843 | Petty Officer | RN | HMS Invincible | 29 Sep 1886 | St H | Served 13 May 1902 to 31 May 1916 when killed at the Battle of Jutland. | No | Amend |
| RICKETT | Arthur Henry | 190277 | Able Seaman | RN | HMS Britannia | 8 Jul 1880 | St H | Served 27 Aug 1896 to 9 Nov 1918 when killed through HMS Britannia being torpedoed by UB50 of Cape Trafalgar. HMS Britannia was the final naval loss of the GW. | No | Amend |
| BATON | Stephen | L7774 | Officer's Steward, 2nd Class | RN | HMS Vivid I | 4 May 1897 | St H | Served 11 Nov 1915 to 25 Mar 1919 when demobilised. Prior RMIJ service noted. | Add | No |
| CHILARD | Ernest George Archibald | 223519 | Boy, 2nd Class | RN | HMS St Vincent | 7 Jun 1887 | St H | Served 8 Nov 1902 to 5 May 1903 when discharged SNLR. In 1917 he joined the Labour Corps (196217), but invalided out. Died 15 Mar 1929. | Add | No |

| | | | | | | | | | | |
|-----------|-----------------|--------|------------------------------|----|--------------------------------------|-------------|------|---|-----|----|
| GUILLIARD | Philip | 200512 | Leading Boatswain | RN | HMS President IV (St Ann's Head) | 9 Nov 1882 | St H | Served 18 Aug 1898 to 22 Nov 1922 when pensioned. From 5 Mar 1912 was serving with Coastguard Force. One spell in cells. On 23 Nov 1923 joined the New Force (CG?). On 28 Nov 1924 joined RFR. | Add | No |
| KEMISH | John William | 218871 | Able Seaman | RN | HMS Iron Duke | 9 Apr 1885 | St H | Served 7 Jan 1902 to 5 Mar 1919 when demobilised. Not to be confused with JW Kemish - Dorsetshire Regt! | Add | No |
| KNIGHT | Thomas Benjamin | 121029 | Chief Officer | RN | HMS President IV (N Irish Whitehead) | 8 Nov 1866 | St H | Served 12 Sep 1882 to 7 Nov 1921 when pensioned. In 1894 or 1895 he was assigned to the Coastguard Service. Placed on the retired list as a Lieutenant in 1921. | Add | No |
| LANLO | Albert | 293356 | Stoker, 1st Class | RN | HMS Columbine (HMS Ulster) | 12 Oct 1879 | St H | Served 27 Sep 1899 to 25 Oct 1921 when pensioned. Joined RFR. One spell of HL. | Add | No |
| LE CLERCQ | John | SS2737 | Able Seaman | RN | HMS Dolphin | 18 Mar 1889 | NA | Born in Farnham, Surrey to Jersey father. Served 4 Mar 1909 to 28 Feb 1914 when 'short service' expired. Joined RFR. Mobilised 2 Aug 1914 to 14 Feb 1919. Rejoined RFR. | Add | No |
| LE PUT | George William | L12212 | Officer's Steward, 3rd Class | RN | HMS Temeraire | 20-Mar-01 | NA | Served 27 Mar 1919 to 21 Apr 1921 when discharged due to alien nationality. According to 1911 Census born in France although he claimed St Helier originally. Added, enlisted before Versailles. | Add | No |
| LIRON | Jack Arthur | 220341 | Ordinary Seaman | RN | HMS Crescent | 17 Sep 1885 | St H | Served 8 Apr 1902 to 9 Feb 1906 when discharged SNLR. | No | No |
| MARRITTE | Charles | 301028 | Leading Stoker | RN | HMS Ambrose | 20 Jan 1884 | St H | Served 10 Jul 1902 to 9 Jul 1914 when discharged colour service expired. Joined the RFR. Mobilised 2 Aug 1914 to 6 Jun 1921. | Add | No |
| MAY | William Robert | 183537 | Leading Seaman | RN | HMS Furious | 23 Apr 1880 | St H | Served 30 Apr 1895 to 29 Jul 1920 when pensioned. Several spells in cells. | Add | No |
| NICOL | George William | K46455 | Stoker, 1st Class | RN | HMS Vivid II | 18 Sep 1899 | St H | Served 11 Oct 1917 to 18 Jun 1919 when invalided out due to Seq Rheumatic (???) Fever. Did he die in 1933? | Add | No |
| ROBERTS | Peter | 299689 | Stoker, 1st Class | RN | HMS Victory II | 13 Aug 1883 | St H | Served 8 Jan 1902 to 18 Dec 1918 when invalided out due to Chronic Nephritis. Several spells in cells. Further investigation required as to a date of death. Receive his three medals as opposed to a relative. | Add | No |
| ROWCLIFFE | Victor Keen | 227679 | Stoker, 1st Class | RN | HMS Courageous | 15 May 1887 | St H | Served 10 Aug 1903 to 17 Feb 1919 when demobilised. Joined RFR in Sep 1923. One spell in the cells. | Add | No |

| | | | | | | | | | | |
|----------|------------------------|--------|--|------|--------------------------------|-------------|------|---|-------|----|
| SCOTT | Walter Harris | F34893 | Air Mechanic, 1st Class (E) | RNAS | HMS Daedalus (Eastchurch) | 1 Aug 1884 | St H | Served 3 Aug 1917 to 31 Mar 1918 when he transferred to the RAF. Ex-RNVR Y5510. Died 1971. | Add | No |
| SHEAIL | Albert John | 366149 | Officer's Steward, 3rd Class | RN | HMS Monarch | 26 Jun 1891 | St H | Served 26 Aug 1907 to 29 Aug 1919 when demobilised. Some spells in cells. | Add | No |
| WOODNUTT | Albert Thomas | 197944 | Able Seaman | RN | HMS King George V | 21 May 1882 | St H | Served 30 Dec 1897 to 2 Jun 1922 when pensioned out. Later joined RFR. Nothing of note in record. | Add | No |
| BATTAM | Francis Philip Charles | F50363 | Boy Mechanic | RNAS | HMS President II (Tregantle) | 19-Jul-00 | St H | Served 18 Feb 1918 to 31 Mar 1918 when he transferred to the RAF. | Amend | No |
| GALLIE | Edwin Daniel Ames | 268727 | Chief Engine Room Artificer, 1st Class | RN | HMS Dolphin (HM Submarine G14) | 6 Jan 1873 | NK | Served 26 May 1896 to 14 Mar 1919 when demobilised. Was onboard the SS Stella when it hit rocks and sank off the Casquets on 30 Mar 1899. Edwin did sterling service and this resulted in an accelerated promotion. Died in Nov 1953. | Amend | No |
| GALLIE | Elias Amy | L5102 | Officer's Steward, 2nd Class | RN | HMS Vivid I | 24 May 1895 | NA | Born in Truro, although unclear as to Jersey parentage. Served 19 Jan 1914 to 13 Mar 1922. Late in 1922 enlisted in 4th/5th DCLI. Further investigation required. | Amend | No |
| GALLIE | Philip Hellyer | 130861 | Chief Petty Officer | RN | HMS Pembroke | 8 Aug 1869 | St H | Served 20 Feb 1885 to 5 Sep 1909 when pensioned. Then joined RFR. Mobilised 2 Aug 1914 to 14 Feb 1919. | Amend | No |
| GLENDWAR | Orlando John | 304982 | Stoker, 1st Class | RN | HMS Victory II | 1 Jan 1879 | St H | Served 1 Sep 1903 to 20 Jul 1906 when he went on the run. But, sentenced to 5y at Royal Court in Guernsey on 2 Oct 1906 for wounding. RN decided not to claim him back! Suggest that the two OJG entries in JROS are combined. | Amend | No |
| GOSLING | Walter Henry | 202027 | Petty Officer | RN | HMS Minerva | 30 Dec 1882 | St H | Served 15 Nov 1898 to 12 Jun 1922 when pensioned. Joined RFR | Amend | No |
| GOSLING | William Robert | J74410 | Able Seaman | RN | HMS Havelock | 20 Nov 1882 | St H | Served 23 Jul 1917 to 29 Apr 1919 when demobilised. | Amend | No |
| GOSSELIN | Arthur | 342902 | Chief Shipwright, 2nd Class | RN | HMS Pembroke II | 23 Nov 1883 | St H | Served 5 Jul 1899 to 22 Nov 1922 when pensioned. Nothing of note in record. | Amend | No |
| GOSSELIN | Maurice Lionel | J84487 | Ordinary Seaman | RN | HMS Thunderer | 02-May-00 | NK | Served 23 Jan 1918 to 19 Sep 1922 when invalided out due to Minor Epilepsy. | Amend | No |
| GRIFFIN | Denis | J26255 | Able Seaman | RN | HMS Kent | 24 Nov 1895 | St H | Served 20 Aug 1913 to 17 Aug 1922 when discharged due to reduction in naval personnel. | Amend | No |

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|-------------|--------------------|----------|--------------------------|------|---------------------------|-------------|------|--|-------|----|
| GROIZARD | William Clarence | J92565 | Boy, 2nd Class | RN | HMS Powerful | 16-Jul-01 | St H | Served 5 Sep 1918 to 1 Jan 1929 minimum. Nothing of note in record. | Amend | No |
| HARRIS | Henry George | J92657 | Ordinary Seaman | RN | HMS Powerful | 23-Oct-00 | St H | Served 5 Sep 1918 to 29 Nov 1921 when invalided out due to tubercule of lung. | Amend | No |
| HAVARD | Paul Georges Andre | J42023 | Able Seaman | RN | HMS King George V | 6 Feb 1899 | St H | Served 14 Jul 1915 to 19 Apr 1919 when transferred to be a Stoker (K57248) | Amend | No |
| HUELIN | Alfred Thomas | 301436 | Stoker, 1st Class | RN | HMS Assistance | 15 Oct 1883 | St H | Served 25 Aug 1902 to 6 Jun 1922 when discharged due to reduction in naval personnel. | Amend | No |
| JEUNE | George Sidney | 237882 | Able Seaman | RN | HMS Columbine (HMS Ursa) | 23 May 1889 | St H | Served 26 Nov 1906 to 23 Jul 1919 when demobilised. Several spells in cells. | Amend | No |
| LANDEL | John Auguste | 225215 | Stoker, 1st Class | RN | HMS Victory II | 4 Mar 1886 | St C | Served 3 Feb 1903 to 17 Oct 1920 when discharged free. Some spells in cells. | Amend | No |
| LAWRENCE | Ernest Raymond | J51569 | Signaller | RN | HMS Queen Elizabeth | 07-Jul-00 | St H | Served 9 Mar 1916 to 25 Jun 1919 as J51569. Then transferred to be a Stoker, 1st Class with number SS124008. | Amend | No |
| LE CLERCQ | Joseph Thomas | 208761 | Able Seaman | RN | HMS Royal Sovereign | 15 Nov 1884 | Gr | Served 13 Mar 1900 to 2 Nov 1904 when he went on the run! Same chap as JT Le Clercq - Merchant Navy? | Amend | No |
| LE CLERCQ | Philip George | K20865 | Stoker, 2nd Class | RN | HMS Victory II | 9 Jan 1895 | St H | Served 31 Oct 1913 to 11 Dec 1913 when discharged by purchase. Subsequent service in RAOC (O9666)? | Amend | No |
| LE HOUX | Philip Roberts | J49391 | Ordinary Seaman | RN | HMS Prince Eugene | 03-Jun-00 | St H | Served 1 Feb 1916 to 20 Aug 1919 having transferred to Stoker, 1st Class (SS125429) | Amend | No |
| LE LIEVRE | Walter James | SS120127 | Stoker, 1st Class | RN | HMS Victory II | 11 Nov 1896 | St H | Served 24 Apr 1919 to 12 May 1920 when discharged SNLR. In this time he went on the Run three times (total 87d) and 'enjoyed' at least 112d in cells. Former Army service with 6KRRC noted. Not to be confused with K24154 | Amend | No |
| LE PIEZ | Albert | K22359 | Stoker, 2nd Class | RN | HMS Fearless | 6 Oct 1894 | St H | Further investigation required. Had served with the Drake Battalion RND up to 3 Feb 1915. 1914 Star. NA files to be revisited. | Amend | No |
| LE SUEUR | Sydney Walter | F14182 | Leading Air Mechanic (E) | RNAS | HMS Daedalus (Cattewater) | 5 Mar 1898 | St H | Served 13 May 1916 to 31 Mar 1918 when he transferred to the RAF. | Amend | No |
| LE VESCONTE | Wilfred George | 224717 | Petty Officer | RN | HMS Queen Elizabeth | 4 May 1886 | St H | Served 3 Feb 1903 to 3 May 1926 when pensioned. Joined RFR subsequently. Solid career progression. | Amend | No |
| MARSHALL | Charles Edwin | 238450 | Petty Officer | RN | HMS Queen | 27 May 1891 | St H | Served 12 Mar 1907 to 1 Jan 1929 at least. Nothing of note in record. | Amend | No |

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|-------------|---------------|--------|------------------------------|------|------------------------------------|-------------|------|---|-------|----|
| MARSHALL | George Arthur | L7525 | Officer's Steward, 3rd Class | RN | HMS Victory I | 1 Oct 1897 | St H | Served 19 Oct 1915 to 6 Mar 1919 when invalided out due to Tubercular Glands. Formerly served in RMIJ and onboard HMS Warspite. | Amend | No |
| MILLOW | Sidney George | J45586 | Able Seaman | RN | HMS Malaya | 13 Feb 1892 | St H | Served 26 Oct 1915 to 4 Jul 1919 when demobilised. Previous service in the RMIJ noted. | Amend | No |
| MOYSE | George | J93661 | Boy, 2nd Class | RN | HMS Powerful | 20-Sep-01 | St H | Served 11 Nov 1918 to 16 Feb 1925 when transferred to Royal Australian Navy | Amend | No |
| NORMAN | Sidney James | SS4521 | Able Seaman | RN | HMS Victorious (HMS Dahlia) | 19 Dec 1894 | St H | Served 25 Nov 1913 to 4 Oct 1919 when demobilised. Joined RFR. Subsequent brief spell 14 Apr 1921 to 6 Jun 1921. | Amend | No |
| PICOT | Harold Samuel | 346862 | Carpenter | RN | HMS Europa II | 20 Jun 1888 | St H | Served 11 Jul 1904 to 22 Jul 1916 when transferred to Officers' Section. | Amend | No |
| PLYMEN | Cyril Alfred | 344709 | Chief Writer | RN | HMS Leviathan | 24 Jun 1883 | St S | Served 1 Nov 1901 to 31 Aug 1922 when pensioned. Was awarded the MBE but, it appears, after RN service. | Amend | No |
| POINGDESTRE | Albert Victor | 221737 | Able Seaman | RN | HMS Diligence (HMS Vivian) | 30 Oct 1885 | St H | Served from 29 Jul 1902 to 29 Oct 1925 when pensioned. Joined RFR 30 Oct 1925. Nothing of note in record. | Amend | No |
| QUENTRIC | Francis | J78744 | Boy, 2nd Class | RN | HMS Impregnable | 11-Mar-02 | St P | Served 21 Sep 1917 to 28 Nov 1917 when invalided out due to Otitis Medice (Fitting?). Rejoined RN as K55179 Stoker, 2nd Class on 2 Jan 1919 claiming YOB as 1900. Served until at least 1 Jan 1929. | Amend | No |
| RABET | Henry Yves | J86918 | Boy, 1st Class | RN | HMS Danae | 08-Mar-02 | Ty | Served 25 Mar 1918 to 9 Mar 1921 when invalided out with Otitis Media. | Amend | No |
| RATEL | Edward Moses | 210051 | Leading Stoker | RN | HMS Europa I | 12 Mar 1885 | St H | Served 6 Jun 1900 to 14 Nov 1919 when invalided out due to neuresthenia. Rejoined 12 Apr 1921 and served until 9 Sep 1922 when discharged due to reduction in naval personnel. May have served in WW2 | Amend | No |
| REBEDAINE | Peter | K21456 | Stoker, 1st Class | RN | HMS Coreopsis | 9 Feb 1893 | St H | Served 9 Dec 1913 to 1 Jan 1929 as a minimum. Former service on HMS Venerable. Involved (?) in sinking of UB85 on 30 Apr 1918. | Amend | No |
| REED | Clarence John | F37452 | Air Mechanic, 1st Class (E) | RNAS | HMS Icarus | 22 Apr 1886 | St H | Served 8 Sep 1917 to 31 Mar 1918 he transferred to the RAF. | Amend | No |
| ROBERT | Alec | F54011 | Air Mechanic, 2nd Class | RNAS | HMS President II (Blandford Forum) | 25-Feb-00 | St H | Served 30 Mar 1918 to 31 Mar 1918 when transferred to the RAF! | Amend | No |

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|-----------|-------------------|--------|-----------------------------|------|-------------------------------|-------------|------|---|-------|----|
| ROMERIL | Francis George | M27877 | Cook | RN | HMS Victory I | 29 Aug 1890 | St H | Served 5 Oct 1917 to 9 Sep 1919 when demobilised. Had transferred to the RAF at Killingholme 3 May 1918 but the transfer was annulled on 22 Jul 1918. | Amend | No |
| TARDIVEL | Ange Auguste Yves | J93717 | Boy, 2nd Class | RN | HMS Powerful | 01-Apr-01 | NK | Served 20 Nov 1918 to 19 Aug 1919 when transferred to be a Stoker, 1st Class (SS124307) | Amend | No |
| TASSEL | John Francis | M27269 | Blacksmith, 4th Class | RN | HMS Assistance | 4 Aug 1899 | St H | Served 24 Aug 1917 to 1 Jan 1929 minimum. Nothing of note in record. | Amend | No |
| TOCQUE | John | F34308 | Air Mechanic, 1st Class (E) | RNAS | HMS President II (Stonehenge) | 24 Mar 1891 | St H | Served 27 Jul 1917 to 31 Mar 1918 when he transferred to the RAF (234308). | Amend | No |
| TROY | John | F24434 | Air Mechanic, 2nd Class © | RNAS | HMS Daedalus (Dunkirk) | 14 May 1898 | St H | Served 30 Nov 1916 to 31 Mar 1918 when he transferred to the RAF. Had been based at Crystal Palace, Dartford and Dundee | Amend | No |
| TUCKER | Edwin William | 360244 | Domestic, 2nd Class | RN | HMS Research | 7 Dec 1879 | St H | Served 21 Apr 1902 to 8 Nov 1902 when discharged at own request. Later served in Merchant Navy. | Amend | No |
| TUCKER | Walter Noel | K20867 | Stoker, 2nd Class | RN | HMS Victory II | 3 May 1894 | St H | Served 31 Oct 1913 to 12 Dec 1913 when discharged by purchase. Served in Dorsets and RE during Great War. | Amend | No |
| WATERS | George William | K50712 | Stoker, 1st Class | RN | HMS Sandhurst (HMS Sable) | 5 Jan 1888 | St H | Served 28 Mar 1918 to 27 Aug 1919 when demobilised. Former service as SS102457. Ex-Merchant Navy? | Amend | No |
| JEANDRON | Amos Albert | 221893 | Ordinary Seaman | RN | HMS Jupiter | 26 Jun 1886 | St H | Served 29 Aug 1902 to 6 Sep 1907 when discharged SNLR. This resulted from indiscipline which saw HL. Joined RASC (EMT/53784) on 2 Sep 1919, discharged due to sickness 14 Nov 1919. SWB B345746. No GW service. | ? | No |
| CHANNING | Harold James | SS4373 | Ordinary Seaman | RN | HMS St Vincent | 14 Dec 1894 | St H | Served 2 Aug 1913 to 9 Apr 1914 when invalided out, cause not stated. | No | No |
| HOPPER | Samuel | 203194 | Leading Seaman | RN | HMS Vivid I | 2 Sep 1882 | St H | Served 6 Feb 1899 to 1 Sep 1912 when discharged colour service expired. Nothing of note in record. Should DOB be 4 Mar 1881? Emigrated to NZ? | No | No |
| LA MOTTEE | John Walter | 166069 | Ordinary Seaman | RN | HMS Blake | 4 Mar 1876 | St H | Served 22 Feb 1892 to 19 Oct 1894 when he went on the run! | No | No |
| LAFFOLEY | Percy Helier | 158639 | Ordinary Seaman | RN | HMS Vivid I | 4 Sep 1875 | St H | Served 8 Jan 1891 to 17 Jun 1896 when discharged SNLR. Had spells in cells plus HL, having gone on the run. No subsequent data. | No | No |
| LAMBERT | George Frederick | 218573 | Ordinary Seaman | RN | HMS Duke of Wellington I | 10 Nov 1882 | St H | Served 24 Jan 1902 to 5 Jun 1903 when invalided out, reason not stated. | No | No |

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|------------|----------------------|--------|----------------------|----|---------------------------|-------------|------|--|----|----|
| LE CLERCQ | John Buesnel | 156522 | Domestic, 3rd Class | RN | HMS Mistletoe | 5 May 1872 | NK | Served 29 Jul 1890 to 23 Oct 1890 when discharged SNLR. During that period was awarded 42d HL then a further 90d HL to follow. | No | No |
| LE HERON | Sidney William | 229455 | Ordinary Seaman | RN | HMS Powerful | 30 Oct 1887 | St H | Served 26 Dec 1903 to 27 Nov 1906 when dismissed the service 'suffering from syphilis contracted per anum'. | No | No |
| LE RICHE | Francis Philip | 351165 | Sick Berth Attendant | RN | HMS Blake | 29 Aug 1884 | St H | Served 18 Nov 1902 to 2 Apr 1907 when discharged by purchase. Nothing of note in record. | No | No |
| LE SUEUR | Arthur Charles | 166296 | Leading Seaman | RN | HMS Terpsichore | 3 Dec 1876 | St H | Served 5 Apr 1892 to 8 Dec 1906 when discharged as colour service expired. A few brief spells in cells | No | No |
| LEMPRIERE | Robert Peter | 364403 | Domestic, 2nd Class | RN | HMS Cambridge | 24 Dec 1886 | St H | Served 26 Jan 1906 to 29 Aug 1906 when discharged at own request. Died 1970. | No | No |
| LEMPRIERE | Arthur George Marett | 222612 | Boy, 2nd Class | RN | HMS Northampton | 19 May 1885 | St H | Served 30 Aug 1902 to 2 Oct 1902 when he was discharged by purchase | No | No |
| MAUGER | Philip Edward | 220363 | Boy, 2nd Class | RN | HMS St Vincent | 29 Jun 1886 | St H | Served 24 Apr 1902 to 5 Sep 1902 when invalided out, cause not stated. | No | No |
| McDONALD | Alfred Bruton | 224714 | Boy, 2nd Class | RN | HMS St Vincent | 28 Oct 1887 | St H | Served 3 Feb 1903 to 30 Mar 1903 when discharged by purchase. | No | No |
| NERAC | William Charles | 221745 | Able Seaman | RN | HMS Bellerophon | 18 Dec 1885 | St H | Served 6 Aug 1902 to 22 Apr 1909 when discharged SNLR. Several spells in cells. | No | No |
| NOEL | Thomas William | 341884 | Painter, 1st Class | RN | HMS Swiftsure | 9 Oct 1873 | St H | Served 5 Jan 1898 to st least 21 Jun 1904. Service record subsequently unclear. Appears not have served beyond 5 Jan 1910. | No | No |
| RENAULT | Louis | 303624 | Stoker, 2nd Class | RN | HMS Firequeen II | 6 Aug 1876 | St H | Served 21 Mar 1903 to 9 Feb 1905 when invalided out, cause not stated. | No | No |
| RENOUF | Percy James | 298906 | Stoker, 2nd Class | RN | HMS Duke of Wellington II | 12 Sep 1883 | St H | Served 14 Oct 1901 to 24 Jun 1903 at least. Service record subsequently unclear. Died Birmingham 1934. | No | No |
| SHORTS | Edward Francis | J95702 | Boy, 2nd Class | RN | HMS Impregnable | 04-Apr-04 | St H | Served 31 Jul 1919 to 14 Jan 1920 when invalided out due to Otitis Media Double. | No | No |
| SWEENEY | Joseph | 226632 | Boy, 2nd Class | RN | HMS Northampton | 6 Feb 1886 | St H | Served 16 Jun 1903 to 24 Aug 1903 when discharged by purchase. | No | No |
| TURBERVILL | Glenalvon Randolph | 188708 | Able Seaman | RN | HMS Mercury | 13 May 1880 | St H | Served 17 Apr 1896 to 12 May 1910 when colour service expired | No | No |
| WARNE | Bertie | 224356 | Boy, 2nd Class | RN | HMS St Vincent | 31 Jul 1887 | St L | Served 20 Jan 1903 to 5 Nov 1903 when invalided out, reason not stated. Elder brother to Albert E Warne (KIA) | No | No |

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|----------|------------------|--------|---------------------|----|----------------|-------------|------|--|-----|----|
| WEBB | Arthur Frederick | 294561 | Stoker, 1st Class | RN | HMS Victory II | 13 Mar 1881 | St H | Served 31 Jan 1900 to 28 Jan 1912 when discharged as colour service expired. Several spells in cells plus HL following being on the run. | No | No |
| WILLIAMS | James | 181910 | Petty Officer | RN | HMS Halcyon | 2 Nov 1879 | St H | Served 30 Oct 1894 until 13 May 1912 when sentenced to 6m HL and discharge following Court Martial for fraud and theft. | No | No |
| WYNNE | Sydney | 355958 | Domestic, 2nd Class | RN | HMS Renown | 5 Jun 1876 | St H | Served 31 Jul 1897 to 9 May 1898 when discharged Unfit. Had a 3d spell in the cells. | No | No |
| AUDRAIN | Pierre Marie | L11899 | Boy, 2nd Class | RN | HMS Vivid I | 18-Sep-01 | NA | Born Pontivey in France. Served 10 Oct 1918 to 27 Feb 1922 when discharged as an alien national. Required for French military service. Jersey connection, if any, unclear. | TBA | No |

The Jersey Merchant Seamen's Memorial

This memorial in the Maritime Museum commemorates the service and sacrifice of islanders who served in the Merchant Marine in all parts of the world during the First and Second World Wars. Although their work was vital to the success of the war effort, they were vulnerable to enemy attack because their ships were generally slow, poorly armed and often loaded with dangerous cargoes. Due to the lack of adequate records, we are unlikely to know the full number of merchant seamen from the island who died in the service of their country.

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| <p>1914 BLAMPIED, G (AB). GALLICHAN, W (Deck Hand). GOSLING, William (AB). HARMAN, C B (First Mate) LE MASURIER, John. (2nd Officer). MAUGER, Walter George (Donkeyman). PICOT, George Philip (AB).</p> | <p>SS <i>Port Philip</i> <i>Cygnus</i> (Steam Trawler) SS <i>Bellavale</i> SS <i>Abydos</i> SS <i>Vedra</i> SS <i>Therese Heymann</i> SS <i>Kharki</i></p> | <p>1917 AUBIN, John Richard. (Master). CAVE, Henry (First Engineer). CAWS, Wallace George (Third Engineer). COLIVET, John (Chief Officer). COONEY, Thomas (AB). COOPER, Sidney Philip (Steward). GOODE, William Bramwell. (AB) GRANDIN, A (Seaman). HARZO, Francois J (AB). HOULBECQ, Francis William. (1st mate) JASPER, Henry Charles (AB). LAMERTON, Thomas (AB). LE MASURIER, John (Master). LE LIEVRE, Clarence (AB). LINDSEY, Samuel (Boatswain). MARCUS, John Philip. (Steward). MARETT, Lionel Ernest. (3rd Officer). MARKS, Theodore (Quartermaster). MILLER, Phillip Harris (Donkeyman). MONTROSE, Henry (Fireman and Trimmer). NOEL, Philip George (AB). PERCHARD, Albert (Master). RAFFRAY, Herbert Leonard (1st Engineer) RUMSEY, Arthur Ernest (2nd Engineer). SIMON, Henry Francis, (2nd Officer) TROON, Edgar Robert Henry (Waiter). VAUTIER, Stanley (AB). VIBERT, Percy (Quartermaster). WEBB, Harry (AB).</p> | <p>SS <i>Grenadier.</i> SS <i>Ilston</i> SS <i>Peshawur</i> (Glasgow). SS <i>Aylevarroo</i> SS <i>Bristol City</i> SS <i>Eloby</i> SS <i>Azul.</i> SS <i>Garron Head</i> SS <i>Gower Coast</i> SS <i>Dauntless.</i> SS <i>Connaught</i> SS <i>Lydia</i> <i>Triumph</i> <i>Briton</i> <i>Matina</i> SS <i>Lucilene.</i> SS <i>Bristol City.</i> SS <i>Aylevarroo</i> SS <i>Adenwen</i> SS <i>Tandil</i> <i>Verona (armed Yacht)</i> <i>Princess of Thule</i> SS <i>Echunga</i> SS <i>Manchuria</i> SS <i>Braeside.</i> SS <i>Arcadian</i> SS <i>Ottokar</i> <i>Aragon</i> SS <i>Vera</i></p> |
| <p>1915 GODFRAY, Francis Bertram (2nd Mate). RENOUF, William George (Master). BISSON, John (Trimmer). ELMY, George (2nd Mate). LE LIEVRE, P (Cook & OS). DAVEY, William (Master). LE SAUX, John (OS). LEONARD, Ernest (Mate). SMITH, James (AB).</p> | <p>SS <i>London Trader</i> SS <i>Ross</i> SS <i>Guernsey</i> SS <i>Longbenton</i> <i>Rose</i> (schooner) <i>Rose</i> (schooner) <i>Rose</i> (schooner) <i>Rose</i> (schooner) SS <i>Calcutta</i></p> | <p>1916 BILLOT, Frederick (Master). COPP, Arthur (AB and Lamps). CRESPIN, Charles William Victor (Fireman). HAMON, Alfred De Gruchy (2nd Mate). HORMAN, William ((First Mate). JEANS, Francis James (Master). JOHNSON, James (AB) NOEL, Philip John (First mate) LE HUQUET, William (AB). WALDEN, Harold Eugene Montague (2nd Mate).</p> | <p>SS <i>Euterpe</i> SS <i>Cabotia</i> SS <i>Vanellus</i> SS <i>Sea Serpent</i> SS <i>Freshfield</i> <i>C.E.C.G. (Ketch)</i> <i>Atalanta</i> SS <i>Euterpe</i> SS <i>Alacritiy</i> SS <i>Rappahannock</i></p> |

| 1918 | | 1919 | |
|--|--------------------------------|--|----------------------|
| ABRAHAM, E (Steward). | <i>Shad Thomas</i> | DE STE. CROIX, Harold Philip (Purser). | <i>SS Egypt.</i> |
| BECQUET, J G (First mate). | <i>Silvia</i> | HOTTON, Henry Summers (2nd Officer). | <i>SS Ardgartan.</i> |
| BARETTE, Edward Joshua Le Brocq (Boy) | <i>Edgar</i> | TOUZEL, George James (AB). | <i>SS Huntsend.</i> |
| BATTRICK, Percy. (AB). | <i>SS Normandy.</i> | | |
| CHURCHILL, Walter Francis Henry (AB). | <i>SS Whorlton</i> | | |
| FIELDING, William Christopher. (AB). | <i>SS South-Western.</i> | | |
| HACKING, Charles Henry (Cook). | <i>HMS Otranto</i> | | |
| JEUNE, George John. | <i>Martin (Ketch).</i> | | |
| KADREWELL, Martin Alexander Walter (2nd Cook) | <i>HMHS Llandoverly Castle</i> | | |
| | <i>SS Glenfruin</i> | | |
| LE FEUVRE, Edward Thomas (2 nd Mate). | <i>SS South Western</i> | | |
| MILLER, Frederick Clifford (Chief Steward). | <i>SS Panayiotis</i> | | |
| MUSCOTT, John Godfrey (Third Officer). | <i>SS Norfolk Coast</i> | | |
| MUNSON, Edwin (Seaman). | <i>Patani</i> | | |
| RICHARD, C (Quartermaster) | <i>Neto</i> | | |
| SADLER, Arthur Rubin (AB). | <i>SS Galway Castle</i> | | |
| TIREL, George Albert Emile (OS). | <i>SS Cambrai</i> | | |
| VISDELOUP, Louis Felix (Matelot 3ieme Classe) | <i>SS Normandy</i> | | |
| WAUGH, Wallace Helier (Steward) | | | |

XXXX In JRoH, In CWGC

YYYY In JRoH, Not in CWGC

ZZZZ Not in JRoH, Not in CWGC