

Is that the CIGWSG Journal he is reading?

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Hello All

It is frequently said that the Great War was the first war of an industrial scale where civilian and soldier worked together to achieve victory, and that the introduction of new technologies was an important component of that. How have those technical innovations fared?

Aircraft have certainly done well, given that the first few which coughed and spluttered their way across the English Channel in August, 1914 were the forerunners of today's fast jets, even though the lineage between an aircraft constructed from wood, wires and linen cloth with one of duralumin or carbon composites does not immediately appear obvious. But, whatever the means of construction, both parted from the ground when made to do so. One can include gas, introduced to the battlefield in 1915, in the category of new technology, and unfortunately it remains available, in many forms, as a weapon of war and subjugation, as Iraq and Syria have shown. But it surely remains stockpiled in many military arsenals throughout the world, even though there are treaties forbidding its use. Nerve and poison gases are evidence, if such evidence is needed, that once invented, a weapon's existence cannot be reversed. However, whereas the evolution of aircraft has been visible, gas has not been, and one might wonder what new gases exist today?

There were also the tanks. Although there had been ideas for 'land ships' going back as far as Leonardo da Vinci's day, and that had been armoured trains in the South African War, it was not until the Great War that the technologies came together to help create a fighting vehicle that could travel unhindered, comparatively speaking, over battlefields, thereby bringing fire to bear on the enemy. It is interesting today however, to compare 'Little Willie' and the early tanks with the modern day monsters, to see how little has fundamentally altered in the basic form of the tank. The most obvious change has been the move of guns that were mounted on the sides in almost pre-Dreadnought battleship fashion, into 360⁰ rotating turrets. Of course technology has resulted in improvements in terms of armour plating, weapon stabilisation, reliability and performance to name a few, but the tank is today what it was in 1916.

Revisiting the Signal Museum at Blandford Forum, one soon realises that it is in the field of military communications where technology, coupled with new materials, has made the greatest strides, and where 'civvy street' has enjoyed benefits from the spin-offs. In his book '1914: Fight the good Fight' (See Book Reviews), Brigadier Allan Mallinson makes the valid point that it is a superior commander's responsibility to ensure that there is good two-communication between himself and his subordinate units. Thus, it is a top-down process, where the starting point had to be the War Office or the Admiralty. In the pre-electric telegraph days this was achieved by a chain of buildings, on prominent hills, at first equipped with black and white shutters, but later a form of semaphore. It is no surprise to find many of the hills now referred to as Beacon, Semaphore or Telegraph Hill.

Battlefield communication was also by visual means, with semaphore, coloured markers and heliograph to the fore until the Great War, but the limits to these were soon realised. Telephony, for example, brought improvements, but cable vulnerability increased the nearer that cables got to 'shot and shell'. One suspects that it was far easier for a General in his chateau to be communicated with by Whitehall, than for him to speak to his Battalion Commanders in Command Posts a few miles behind the lines. But, the field telephone that was broadly familiar to the trenches was still being used in the 1980s! Of course, technology had brought the telephone exchange into use during the Great War,

and this still had a role with the military well into the 1990s, albeit that, mounted in the back of armoured personnel carriers, it was now 'plugged into' satellite links with not a cable in sight! The radio has had a similar history in terms of evolution, and we are now at a stage where the authorities at the apex of the military hierarchy can witness the real-time imagery of what is happening at any point on a modern battlefield. In effect, it is now no different to using 'Face time' on an Apple Ipad. And of course, with progressive improvements in the digitisation and miniaturisation of radios, aircraft no longer have to drop messages to friendly troops, nor do tank commanders have to send out pigeons with messages attached to their legs!

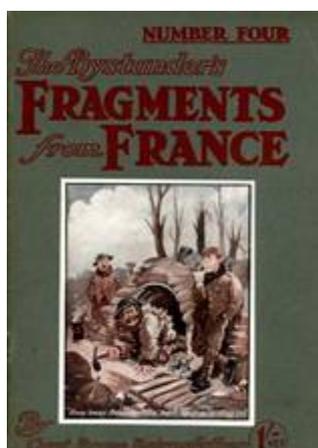
What of technologies that have apparently stood still? As Peter Tabb reminds us in his review of Thomas Fegan's book, 'The Baby Killers', the airships as a technology, and in particular the Zeppelins, had a chequered career during the Great War that was later brought to a halt with the R101, Akron and Hindenburg disasters in the 1930s. Or, so it would seem. In the last twenty or so years, thought has been given to new airships that now longer use early 20th Century technology in terms of the gas envelope and frames made from plywood or aluminium, and can carry loads up to 50 tons. Can 'son of Zeppelin' turn out to be a benefit to society? One version, the HAV Airlander, is certainly being promoted as capable of delivering humanitarian aid in remote areas.

The Great War tends to be very much regarded as a catalyst for political upheavals such as the Russian Revolution or the rise of Hitler, as well as in terms of social change, women now being given the vote. It tends to be the Second World War that, in a manner of speaking, gets the credit for the benefits derived from technological advances, but these advances were often used a Great War product as the starting point. So, it does seem that we have benefitted from many of the earlier, less refined technologies.

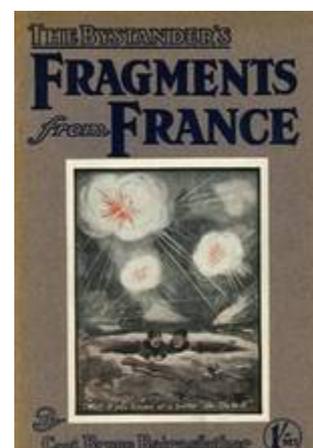
Chester Cecil Church

The Fromelles Identification Panel has recently sat, and as a result, the remains of twenty more men buried at Fromelles (Pheasant Wood) Cemetery have now been identified via DNA technology. Disappointingly, Chester has not been named amongst those men. As to reasons why, contact will be made with the Australian authorities to understand them.

The Front Cover



Thanks to Roger Frisby for the Journal's front page photograph, a copy of an 'Old Bill' cartoon, the work of Captain Bruce Bairnsfather, that appeared in The Bystander's 'Fragments from France'. Bairnsfather's work was part what he saw of the men while serving with the Royal Warwickshires and part autobiographical. With the many unit magazines such as the Ypres Times, they do reflect the fact that, whatever the conditions, the British could retain their sense of humour.



Jersey Vessels sunk by U-Boats 1914-1918

By Doug Ford

As part of my recent research as preparation for the upcoming Great War exhibition I came up with the following list of Jersey owned vessels sunk by U-boats.

Maud: Official Number 105242, Signal Letters: PKQS. A 99½-ton schooner (Master: D Noel) owned by JP Tocque. She left St Helier in ballast bound for Cadiz in Spain. On the 2nd May, 1916 she was stopped by the U-45 (*Kptlt.* Erich Sittenfeld) about 50 miles SW off Ushant and sunk by gunfire. All the crew took to the lifeboat.

Seeker: Official Number 78967, Signal Letters: SPJR. A 58½-ton schooner (Master: Charles King) owned by E Gill, she was on passage from St Malo in France to Plymouth, Devon in ballast, and in company with the **Mizpah** when she was stopped at 8:00 am on the 3rd December, 1916 by the UB-18 (*Lt.* Claus Lafrenz) 30 miles NW of Guernsey's Hanois Light. The crew were put into a boat and the schooner scuttled. Captain King and his men were adrift for 20 hours before they reached Guernsey.

Mizpah: Official Number 7260, Signal Letters: HPKR. A 51½-ton schooner (Master: Thomas King) owned by John C Renouf & Co, was on a cross channel passage from St Malo in France to Charleston, Cornwall in company with the Seeker, commanded by his brother. She was stopped at 10:00 am again on the 3rd December, 1916 by the UB-18 (*Lt.* Claus Lafrenz) 30 miles SSE of the Eddystone light and 35 miles NW of Guernsey. Again the crew were put into a boat and their vessel scuttled. Captain King and his men were adrift for 30 hours before they were picked up by a Danish steamer – the Laura of Esbjerg.

That same day Lafrenz also sank a 879-ton Danish steamer, the YRSA of Esbjerg, which was carrying a cargo of lead and fruit from La Garrucha, Spain to Newcastle 30 miles WNW of Guernsey.

Triumph: Official Number 68769, Signal Letters: MPSB. On the 18th February, 1917, the 46-ton ketch owned by John T Martin was on passage from St Brieuc in France to Plymouth when she was stopped by the UC-21 (*Oblt-z-s* Reinhold Saltzwedel). The crew were put in a boat and the ketch was sunk by gunfire 45 miles NNW of the Roches Douvres.

Mermaid: Official Number 52715, Signal Letters: RMJH. On the 29th April, 1917 the 57-ton schooner owned by Charles King was in ballast on passage from St Malo to Plymouth when she was stopped by the UB-32 (*Kptlt.* Max Viebeg) and scuttled 18 miles SSW off Anvil Point.

CECG: Official Number 62905. On the 18th May, 1917 the 47-ton ketch owned by CF Picot was stopped by the UC-70 (*Oblt-z-s* Werner Fürbringer) 30 miles SSE of Start Point and sunk by gunfire.

Gauntlet: Official Number 71850, Signal Letters: KCQF. A 58-ton ketch owned by John C Renouf of Cheapside, St Helier but registered in Guernsey was on passage, in ballast, from St Malo to Par in Cornwall when she was stopped on the 18th June, 1917 by the UC-65 (*Kptlt* Otto Steinbrink) 30 miles NW of Guernsey's Hanois Light. The crew were put into a boat and the vessel scuttled.

Charles (of Bridgewater): Official Number 10940, Signal Letters: KQNG. The 78-ton schooner owned by John G Renouf of 26 Commercial Buildings, St Helier was stopped and sunk by gunfire on the 24th January, 1918 by the U-90 (*Kptlt.* Walter Remy) 16 miles SW of the Casquets while on passage from Granville to Swansea carrying a cargo of iron ore.

There is the possibility of a ninth vessel, the **Rose** - a 77-ton schooner which disappeared after leaving the Spanish port of Santa Pola most likely laden with a cargo of salt bound for Newfoundland. I have found no record of her having been claimed by a U-boat or sunk by a mine simply that she was not heard of again once she left port on the 14th October, 1915.

Unlike the Second World War when the contribution of the Mercantile Marine was not rewarded with a medal, the merchant seamen who served in the Great War were. The medal is bronze with the King's head on one side and a merchant steamer ploughing through heavy seas with a sinking submarine to port and a sailing ship in the distance. It carried the inscription 'For War Service Mercantile Marine 1914-1918' and the name of the recipient was impressed into the edge of the medal. The associated ribbon was green and red separated by a central white stripe representing the ship's starboard, port and steaming lights. It was worn on the left breast with the King's head showing and the red stripe of the ribbon nearest the left arm.

In addition if they served more than six months at sea during the war they were also awarded the British War Medal 1914-1920. This was a silver medal whose ribbon had a central orange stripe flanked by white and black stripes with a blue border.

Editor's Note: Thanks goes to Doug Ford for an interest piece on the impact on Jersey's small merchant fleet. Carrying out some 'reverse engineering' on Doug's input, five of the U-Boats that he identifies were lost by the Germans in a three month period between September and December, 1917, one (UC-70) was lost in 1918, while U-90 survived. In this case, Walter Remy would pass command, on 1st August, 1918, to *Oblt-z-s* Helmut Patzig who had sunk HM Hospital Ship Llandoverly Castle some five weeks earlier.

East Yorkshire Roots A Correction and an Update

Somewhat fascinated by the question of Capt David Wilson's lineage referred to in the East Yorkshire Roots article (Journal 52), I and my Jersey contact, Rupert Hague Holmes, have been doing a little digging. By various means, we have developed a better understanding of the Wilson family, and, particularly, where David, his father the Reverend David, and Charles Henry Wilson fitted in.

We start off with Thomas Wilson (1792-1869), the founder of the 'Wilson Line of Hull', and his wife, Susannah West (1796-1879), who between them had 9 boys and 6 girls between 1815 and 1836, arriving in the following sequence:

- | | | | | | |
|-----------------|-----------|-------------------|-----------|-------------------|-----------|
| 1. David | 1815-1893 | 6. Elizabeth Gray | 1822-1903 | 11. Charles | 1830-1832 |
| 2. John West | 1816-1889 | 7. Hannah | 1823-1824 | 12. Rachel | 1831-1911 |
| 3. Edward Brown | 1818-1874 | 8. Harriet West | 1824-1879 | 13. Charles Henry | 1833-1907 |
| 4. Thomas | 1819-1901 | 9. William Burton | 1826-1864 | 14. Emily Howard | 1835-1921 |
| 5. Susanna | 1820-1902 | 10. Frederick | 1828-1908 | 15. Arthur MFH | 1836-1909 |

The first Lord Nunburnholme (1833-1907) would be the thirteenth child while Arthur (1836-1909) of Tranby Croft fame (?) would be the last of the children.

With regards to the Jersey-based Charles Henry Wilson (1864-1940), we discover that he was the son of the ninth child, William Burton Wilson (1826-1864) who had been a solicitor. Given that his own father had died in the year that Charles was born, and that he had no children of his own, it does seem that he felt duty-bound to have helped young David and Madeleine.



Turning to the Reverend David Wilson (1857-1893), his father was the fourth child (and son) of Thomas and Susannah, also called Thomas (1819-1901), a doctor by profession, while his mother was Thomas's second wife, Mary Paris Dawson (1831-1891). A widower when he remarried in 1850, Thomas had first married Sarah Elizabeth Collinson (1820-1848), and would later divorce Mary in 1880. There were two daughters by the first marriage, and three daughters and two sons by the second marriage, the younger being the future Reverend David,. Thus, we've been able to put flesh on the somewhat bald statements that had originally appeared in 'The War Illustrated' and the 'Flight' magazine regarding young David's connections to Lord Nunburnholme.

Captain David Wilson MC (pictured left)

During our research, we have been fortunate enough to contact a great-great-granddaughter of Rachel Wilson (1831-1911), Thomas and Susannah's twelfth child. She had not researched Reverend David's line, and so our input had been of use, however, she subsequently discovered the following item in 'The Cornishman' of 14th December, 1893:

The death of the Rev David Wilson at sea, near the Cape, on his way to New Zealand, was a sorrowful surprise to Cambornians generally. Mr Wilson, whilst a curate at the parish church, and at Crowan, won a host of friends, proof of which was shown on his leaving Camborne by the public presentations made to him. The deceased was on his way to the Antipodes, for the benefit of his health, being accompanied by his wife and child.

With that information, it was clear that my assumption that he had been lost in Cornish or Welsh waters was completely wrong, so apologies for that! But, it now gave me a new date range with which to consult 'The Times' where I found the 9th December, 1893 issue saying:

WILSON – On the 10th October of phthisis [TB] on his voyage to New Zealand, the Reverend David Wilson, MA, second son of Thomas Wilson, Esq, MD of Scarborough, aged 36.

It is interesting to note that he was being accompanied by 'his wife and child' as opposed to 'wife and children', and one might assume that Madeleine was left back in England, in the care of a family member while David was the 'child' referred to. Meanwhile, it does

appear that the time lag between date of death and the entries in the newspapers might suggest that David's widow and son had to continue onto New Zealand or Australia before they could return home.

Now a couple of interesting asides. The first is that my family contact recalls that her grandmother would never talk of the Royal Baccarat Scandal, because it was just too scandalous! Her knowledge of the affair came from a book by Sir Michael Havers, and then from another by Gertrude M Attwood titled 'The Wilsons of Tranby Croft'. Scandalous it may have been, but as we've seen, even in 1916, the press would keep referring to Arthur Wilson of Tranby Croft.

Meanwhile, an item in 'The Times' in early December, 1915, and titled, 'On the Way to Messina from Athens' reported:

'A telegram from Messina announces the capture by an Austrian submarine of Colonel Napier, the former British Military Attaché at Sofia and of Captain Wilson, MP, who were travelling from the Piræus to Messina in the Greek steamer 'Spetzai'.

The steamer left the Piræus on December 3 and sighted the submarine half-way between Patras and Cape Spartivento, about 80 miles from the island of Zante. The captain of the 'Spetzai' went full speed ahead, but the submarine fired two shots, and the ship was then stopped.

The commander of the submarine boarded the ship, examined the cargo, and interrogated the passengers. The two officers mentioned and a Red Cross officer [a Doctor Finlay no less!], who were all in uniform, were subjected to a long examination, which resulted in Colonel Napier and Captain Wilson being taken on board the submarine.'

'The Times' goes on to quote a Reuter's message from Rome, quoting a 'Giornale d'Italia' article that reported:

'Large bags of very important correspondence which the crew attempted to throw into the sea were seized.'

One is also advised by 'The Times' that Captain Wilson was Arthur Stanley Wilson, who had been MP for the Holderness Division since 1900, and that he was the eldest son of Mr Arthur Wilson of Tranby Croft! Following up this information, it appears that he had been a King's Messenger while the bags that were being thrown into the sea clearly contained diplomatic material. Released from an Austrian camp at Salzerbad in July, 1917, on his return to England he faced a Court of Enquiry as to his capture and the loss of the bags to the Austrians, but was exonerated. At this point, the Foreign Office decided that in future, all diplomatic bags would be perforated and no longer unsinkable!

As an aside, I have tried without success so far, to identify the Austrian U-boat captain in the hope that it might have been Baron Georg von Trapp (of Sound of Music infamy)!

In conclusion, the family connection that links young David to the Lords Nunburnholme and the Wilsons of Tranby Croft has been fully established, as well as others. Yet, nothing further can be added in terms of a reason for the presence, in Jersey, of Charles Henry and Minnie Wilson. Having been in touch with a Dr David Starkey in Hull University's

Maritime Studies Department, the suggestion is that Wilson Line steamers regularly sailed into St Helier's Harbour, both before and during the Great War, something that group members with a Mercantile Marine interest might want to follow up!

Fighting on the Home Front By Liz Walton

'Fighting on the Home Front' is the title of Kate Adie's latest book and also of the talk that she gave at Guernsey's Town Church on the 17th May, 2014. It was part of the local Literary Festival and was a sell-out. The church has recently been redecorated and new lighting installed and is a pleasant place to be on a very hot afternoon.



Ms Adie began by saying that war was not all about two armies fighting, and backed this with the modern example of the chaos caused to daily life by the fighting in Syria. She described how the term "Home Front" came into being after Hartlepool and Scarborough were shelled by German warships in December, 1914. 86 women and children were killed and over 1000 shells were fired. This meant that the war was no longer a remote event where men went off to fight overseas. It had invaded peoples' homes, and from then on everyone was involved.

She then moved on to talk about the changing role of women. Before 1914 most women were dependant upon male relatives for the roof over their heads, their position in society and everything apart from the domestic side of life. They had power within the

home but not outside. When the suffragettes started their campaign people objected to the fact that they were speaking in public as much as to what they actually said. She quoted several amusing examples of medical specialists of the day who gave dire warnings of what would happen should women begin making decisions, thinking for themselves and expressing opinions. It was down to the fact that their brains were smaller and would boil if overstressed. Men were actually protecting women's health by making decisions for them.

This attitude was forced to change almost as soon as war broke out. Men were joining up in large numbers. Many had small businesses such as shops or shoe repairers and the

idea was that the war would be over by Christmas so women could act as caretakers until then. But as time went by, and more and more men were needed at the Front women had to take over and run these businesses. They then moved into other areas where workers were needed to keep the country going. These included working in public transport and the Post Office. Initially they only did work that was felt to be suited to them, but gradually they became tram and train drivers rather than just “conductorettes”. Incidentally there were problems with them having to go upstairs on trams because they wore skirts and men might stand on the platform to watch them go up!

Many women worked in domestic service and some transferred to cleaning trains and trams. This eventually developed into cleaning out boilers and engines. However the clothing of the day prohibited ease of movement and actually caused some accidents with petticoats causing them to become stuck inside boilers and their long hair getting caught in the machinery. So women began to wear trousers, and have their hair cut or hide it under a cap. This caused them to be called indecent, unwomanly and worse.

However when the munitions scandal of 1916 broke it was realised that only by using women could the country find a large enough workforce to staff the new shell factories. Women flocked to them despite the work being hard and dangerous. They had money of their own, a good meal provided by their employer and regular hours. During their time off they had money of their own to spend, another thing that caused a great outcry in the newspapers as they were seen to fritter it away on fripperies such as lace collars or sweets! Some were even seen going into public houses for a drink.

Ms Adie then moved to looking at women who went overseas with reference first to the First Aid Nursing Yeomanry, very much an upper class institution as the advertisements stated “own horse needed”! She looked at the role of Dr Elsie Ingles and her Scottish Women’s’ Hospitals, and Mabel St Clair Stobart who set up ambulance trains to bring the wounded back to hospitals. She also described how Flora Sandes became a Sergeant Major with the Serbian Army. Women were taking on all sorts of roles but nobody’s brain boiled.

When the war ended and the men who had survived came home many went back into the jobs previously held by women. Women were not immediately given the vote and those who retained their jobs were paid less than men for the same work. During the war they had shown that they had skills, responsibility and determination. The problem was though they had shown that they could do all of these tasks should they continue do them? Ms Adie sees that as a problem that persists in our society to this day.

In terms of factual information I did not really learn anything new, though it was obvious that many people in the audience had no idea about the society of the day or about the role of women in the Great War. However she is a lively and entertaining speaker and her take on social change was very thought provoking. I was particularly taken by the “could they” vs. “should they” argument.

Editor’s Note: Clearly Liz did not view Kate Adie’s talk as frittering her money away on fripperies given that her comment which accompanied this article was: ‘Well worth a tenner - she is a most entertaining speaker!’ Incidentally, I recently noted from a brochure that Penrith in Cumbria has put out that Sir Max Hastings will be giving a talk there in September (details not yet finalised). It does seem that some quality speakers will be doing the rounds in the next few years. Do keep an eye out for them.

Ronayne Writes

Jersey's Great War – Book: My book on Jersey during the Great War is nearing completion. The final manuscript and the selected images are going into the design house, to be turned into a book format ready for printing. The Bailiff of Jersey, Sir Michael Birt, has a copy of the manuscript to read. Provided that he is satisfied with it, I am expecting him to provide the foreword, which will be an important endorsement.

The book examines the impact of the War on Jersey and how Islanders responded to the war. While it touches upon the experiences of Islanders serving overseas in the armed forces, it mainly focuses on the story of the Island, covering all aspects included the military defence of Jersey, the impact of wartime regulations, recruitment campaigns, the POW camp, enemy aliens, the imposition of military service, the role of the Island's women, the influenza epidemic, armistice and afterwards.

Jersey Heritage, who commissioned the book, is planning to launch it in July, 2014.

Amateur Gunners – Book: A second book is also nearing completion. 'Amateur Gunners' is fundamentally a reprint of a 1930s book by Alexander Douglas Thorburn, along with a selection of the letters that he sent to his family while serving in the Royal Artillery in France, Belgium, Salonika and Palestine.

Pen and Sword are publishing the book, with the intention of launching it in September.

Go Battlefield Tours: Channel Islanders and the Great War: As in the last two years, I am leading a Go Tours' battlefield tour visiting Great War locations in France and Belgium with the focus on Channel Island sites – Guillemont and Ginchy, Masnières, Le Doulieu, Messines Ridge, etc.

We visit these areas towards the end of June, and I understand that the tour is pretty much sold out, which is great to see. (**Editor:** Visit www.gotours.je for details).

Jersey Schools' Great War Workshop: I have been asked to support a Great War workshop being planned by the head of history at Hautlieu School along with colleagues from two other schools. Its focus will be on Jersey during the Great War, with students from all of the Island's secondary schools taking part. The intention is to present the war through a number of Islanders' eyes: a soldier, a woman, a farmer, an enemy alien, etc., and get the students to consider the options presented and the challenges faced.

It will take place at the beginning of July.

With the BBC on the trail of the Jersey Company: In March, I went with BBC Jersey reporter, Chris Stone, to France and Belgium and visited locations where the Jersey Company had served. They included Ypres, Messines Ridge, Vermelles, Guillemont and Ginchy. At each location, I provided commentary of what had happened there while Chris introduced and closed the proceedings. The plan is that these items will be broadcast later in the year as part of the BBC's Great War focus.

Apart from the heavy fog that delayed our departure from Jersey, the weather for the four days was fantastic – for March at least. This helped make it a really enjoyable trip. Chris

was so taken with the lack of a Jersey Company memorial that he is starting a campaign to get one erected, the favoured location being Guillemont.

While at Thiepval, I was very proud to discover that the visitor centre was selling my book, 'A Gunner's Great War'. Who would have thought it?



A pensive Chris Stone at Ovillers Cemetery, the location of Jimmy Scoones' grave



A delighted Ian Ronayne at the Thiepval Visitors' Centre Shop

A St Helier War Memorial: Having mentioned the fact to the Constable, Simon Crowcroft, that St Helier does not have a Great War parish memorial, he has now started a project to erect one. The principle has been agreed by the parish 'Roads Committee' with funding potentially linked to the provision of land for a substation required by Jersey Electricity.

I have been asked to compile a complete list of parish men who lost their lives while in military service during the Great War.

Talks and Presentations: Included amongst a number of talks that I have recently given on the Great War, there have been ones to the Women's Institute and the University of the Third Age. One given to the Société Jersiaise will apparently feature on YouTube in due course.

Walks: I recently led four walks for Jersey Tourism as part of their Spring Walking Week. One was on Jersey during the Great War and attracted around thirty participants.

From Grouville to Gauche Wood An update on research, February to May, 2014

What better place to start to give an update on the research into Edward de Faye's fate, than the contact made with the CWGC to ask the question as to exhumations that had taken place in the area of Gauche Wood which will be referred to in the 'Three Maps, Three Leopards' (Journal 52),

Map Square 57c.X.1.c: Following the enquiry, the CWGC responded about a month later with a table listing ten men. Of these nine had been identified, of which eight reinterred at Gouzeaucourt, and the other one at Villers Hill. Give or take a few yards, all had been found at positions within fifty yards either side of the single track rail line on the left hand

edge of the square. The conclusion was that the fate of these nine had no relevance to Edward's burial location.

But what of the tenth man? He had served in the Northamptonshire Regiment but was never identified, while his remains had been recovered from 57c.X.1.c.8.1, and then reinterred (in Grave II.CC.10) at Serre Road No. 1 Cemetery, some 25 miles away. Given that Edward and Albert Voice had been buried at 57c.X.1.c.8.2, one is talking of a gap of fifty yards. If the Northamptonshire man could be recovered, how was Edward missed? After all, the 'Six Grave Marker' photograph showed that the markers stood out. As a result, the CWGC were asked for more detail given that comparatively small gap.

It turned out that the man's recovery and re-interment did not take place until May, 1926, by which time, both the Gouzeaucourt, and Villers Hill Cemeteries had been 'closed' for new burials, in December, 1920 and June, 1922 respectively, so that they could be landscaped and the standard CWGC headstones replacing the temporary grave markers originally installed. The Cemetery at Serre Road was, undoubtedly, the most convenient one that was still 'open' those few years later. With this extra information, can anything be concluded?

The first is that the discovery of the Northamptonshire soldier's remains would most likely have been by local French workers, either clearing the Wood or in the fields nearby, the reason for this being that the Exhumation Companies had ceased their searches in France several years before 1926. The second is that, by May, 1926, Edward's and the other men's grave markers would very likely have been removed although, as yet, the date when Edward's marker appeared in Grouville Church is not known. One must assume that, if his and Albert's bodies had been recovered, it would have been before 1926 and certainly not at the same time as the Northamptonshire soldier, or even later.

As it stands, the CWGC have now been asked for a copy of the lists of the graves in Gouzeaucourt, and Villers Hill Cemeteries showing where remains had been recovered from in the hope that some odd patterns might emerge.



Measuring Up: Another visit was made to the Tank Museum at Bovington whilst holidaying at Portland in March/April, with the 'Tank Sponson' photograph very much in

mind. I had stuffed a tape measure into my pocket before heading off, the Museum's Mark IV Male example pictured on the previous page shortly to become the object of my undivided attention.



The sponsons, as can be seen in this and the previous photograph, clearly protrude, and the dimension from the outer face of the main body of the tank to the outboard face of the sponson is about 28 inches (or 71 cm). The fore and aft faces are sloped, as is the lower part of the outboard face. There are no obvious gripping points so manhandling would be difficult, if not impossible given that it was made of half-inch thick armour plate and weighed in, so I was informed, at about a ton.

But, in talking to the museum attendants and looking around further exhibits, I also discovered some other interesting facts, particularly in terms of a tank's transportability. As we know, when they were deployed into action such as at Cambrai, the tanks would not clank along half way across France, along roads or through muddy fields. Rather that they were loaded onto flatbed railway wagons at a railhead and taken to a convenient unloading point not too far behind a Start Line for the forthcoming battle. But, the width of tanks were such that the sponsons stuck out and were liable to hit French bridge structures, and so, these had to be detached and loaded on special trolleys before the tanks were themselves loaded on board the flat beds. This was certainly the case for the earlier Marks of tank up to the Mk III. The Mk IV was different in that when being readied for loading, the sponsons would be unfastened and slid into the tank. Examining the Mk IV there was indeed a ring of nuts and bolts (with a thread diameter of about an inch) around a sponson that would first require to be removed. However, the sponson had an "L-shaped" flange that would be inboard of the tank's outer hull, seemingly indicating the while the sponson would be able to slide in, it could not come out!



With the picture on the previous page (greatly improved since Journal 52) in mind, there does now appear to be a contradiction with the sponson lying on the ground. But perhaps there are two alternative reasons for that. The tank in the Museum had been at HMS Excellent (the RN Gunnery School at Portsmouth) for nearly sixty years up until the 1970s, and it is possible that 'dockyard mateys' had modified it during that time to keep it in a serviceable state. The other is the museum attendants' suggestion that earlier versions of the Mk IV were not fitted with 'sliding' sponsons. Meanwhile there is, on the right hand edge of the picture, another structure, but it is difficult to determine what it is with any certainty although it may be another sponson.

Salvage Work: As the picture proves, regardless of the flange arrangements, the sponson was detachable. However, its weight and shape suggests that it was far from being capable of easy and safe man-handling. But perhaps there was a way? An information board highlighted the fact that:

'In September, 1917 there were 99 tanks abandoned on the Western Front. All were in various stages of damage, some had merely broken down and some were left in No Mans Land riddled with battle damage. Each tank was a potential source of valuable supplies, apart from salvaging complete tanks, those that were past repair may still carry guns, ammunition, tools, tracks, gearing, transmission and engine parts. In all instances everything of any value was salvaged, and where possible the entire tank was towed back to Allied lines.'

This work was carried out by two Salvage Companies and was considerably dangerous. Casualties were often high as a great deal of the work was carried out in full view of the enemy. Men of the Salvage Companies were constantly under shell fire and the carrying to and from of parts required high levels of strength as the ground was a mass of shell holes and was regularly strafed by machine gun fire.'



The picture on the previous page shows a small section of men from a Salvage Company, it appears, removing part of the transmission to the rear geared wheels. Whether the tank was damaged elsewhere or not, it is difficult to say, but it may not have been capable of moving under tow, say, with its transmission jammed. A tank such as that on the right, fitted with the jib and block and tackle would have easily supported a sponson during its fitment or removal.

The Times: We turn to another aspect, that of entries in the Times' personal columns. Edward's death was reported on the 13th December, 1917, but every year on the anniversary of his death subsequently, into the mid-1950s, and even through the Occupation, there was an In Memoriam entry for him. Thus, it is interesting to note that the entries for 1918 and 1919 stated that Edward and his driver Albert Voice had been buried side by side, next to their disabled tank, yet subsequent entries make no mention of that fact. Having studied the 'sponson photograph' in some detail, the thought is that the tank had been salvaged, sometime before the 21st March, 1918, and possibly along what may be a track beyond the sponson and the shovel grave marker that has now been confirmed as Albert's.

But, in the Times of the 1st December, 1920 there was no reference to the two men being buried 'next to their disabled tank'. Was there a reason for this such as a wish to save money by reducing the word count? Most definitely not. It might have been no longer relevant, for there is solid photographic evidence to show that Edward's father, Francis visited Gauche Wood in 1920 along with other family members including Edward's younger brother Philip. Indeed, it is reasonable to suggest that, while he was there, Francis, or one of the family, took the following photograph of the grave markers. Again, there is no tank to be seen in the photograph, but, at the time of the family's visit there was still at least one abandoned tank in the area of Gauche Wood.



Something else had happened to Edward's grave marker. The shield that was on Albert Voice's upturned shovel was now affixed above the Jersey shield. Meanwhile in front of the marker there appeared to be flower bouquets, this affirming the family visit?

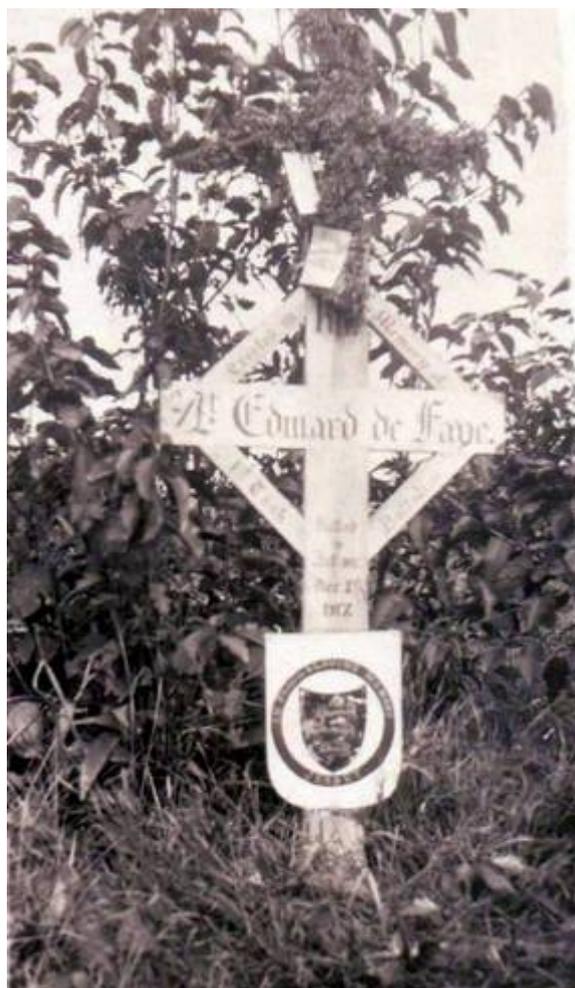
Different Horizons: At this point, one must compare the 'sponson photograph' with that of the grave markers. There are clearly no tanks, but allowing for different camera positions and angles, there are no sponsons with the grave markers. Making the same allowances for camera positions and angles, the horizon lines seem different, in one case

dropping from left to right, in the other from right to left. With a measure of improved resolution, it is now considered likely that the grave marker photograph was taken in the afternoon, and if that is so, the photographer was pointing the camera somewhere within an arc between south-west and west. If so, the unknown Northamptonshire soldier was just 50 yards to the south (just off-camera to the left), and given that the soil running from left to right beyond the markers looks to have been ploughed, one might think that he should have been discovered far sooner than 1926? But is this now pointing towards the theory that Edward's grave marker was moved away from the spot where he was buried?

Turning to the Times personal columns once more, there are a number of variations in the entries down the years, but the most relevant ones are those for 1929 to 1931. In remembering Edward and Albert Voice, the entries go on to state that:

'Their names are now recorded on Panel No. 13 [of] the Cambrai Memorial at Louverval Military Cemetery for those who fell in the Cambrai operations and have no known grave.'

Given that, it indicates that the de Faye family was made aware by the CWGC of how Edward was to be commemorated subsequent to the 1928 anniversary of his death. It is also consistent with the film of the family at Louverval in the late 1920s/early 1930s, while Edward's father would die on the 7th February, 1932. As has previously been mentioned, the Cambrai Memorial was dedicated on the 4th August, 1930 as were three other memorials, namely Loos, Pozières and Vis-en-Artois, on that same day.

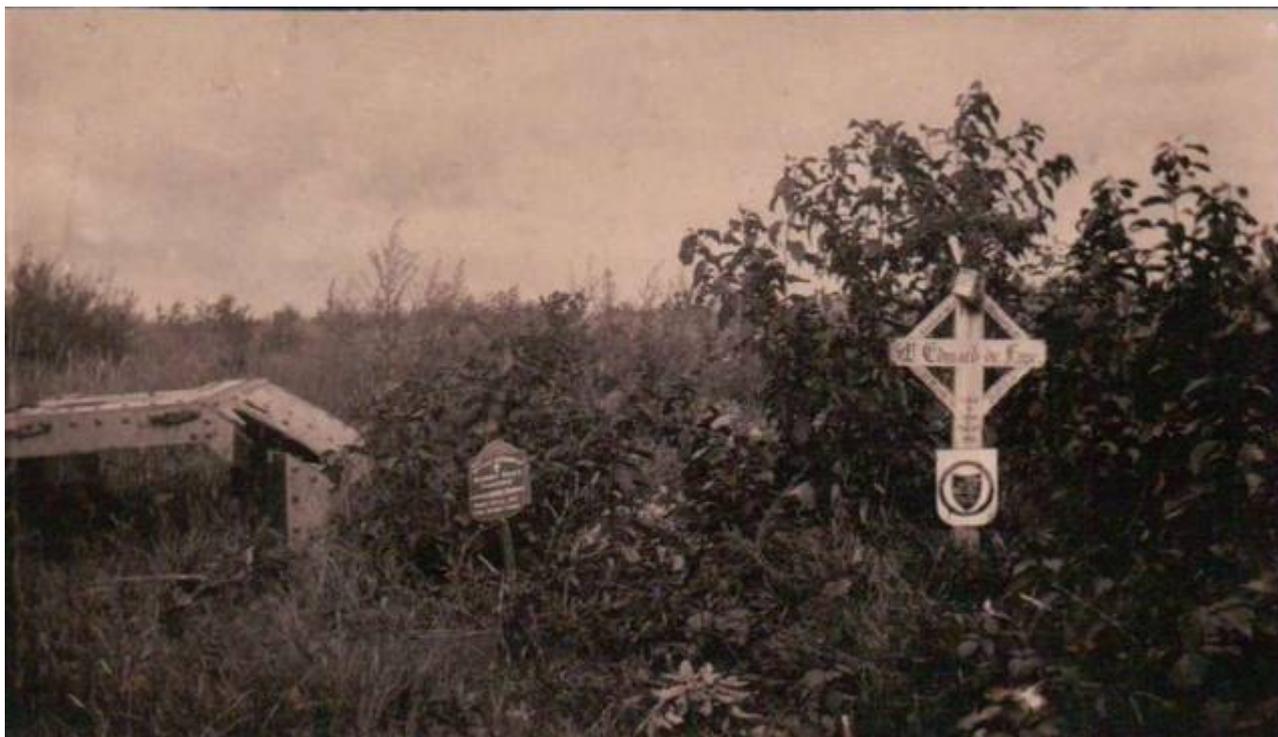


As with the two earlier photographs, the accompanying photograph is an improvement in terms of its resolution also. First, it appears that the inscription around the Jersey shield reads: *'In Jesus's Loving Memory'*.

But, one can now make out a cross that is attached to the top of Edward's grave marker and which appears to have been made from foliage or small branches tied to a wooden crucifix. Two labels are attached (sadly illegible) and it is likely that a message was written on both with an indelible pencil.

Looking at the photographs in their entirety, it seems that the vegetation surrounding the grave marker is not consistent with much of the other trees and bushes in Gauche Wood. Indeed, the vegetation looks contrived as if the area was being set out like a photographers' studio, camouflaging some less than savoury background for the beholder!

The photograph below, which has not previously been shown in earlier Journals, serves to emphasise the point.



Next Steps: At this stage, it does seem that the research is becoming bogged down in the peripheral investigations rather than in finding material that moves this project forward. Of course, the material being gathered is very fascinating, while I must sit down in an attempt to collate it into a single document. There is the outstanding request for CWGC data on the Cemeteries referred to earlier, while it might just be of some use to look at the file for Philip de Faye at Kew (WO 339/101825), especially if it places him in France or on leave at certain times. However, this is again peripheral work, and so, with the theory that Edward was not found by Exhumation Units gaining some substance, I have suggested in certain quarters that a non-intrusive investigation of a corner of Gauche Wood might be of use.

Postscript: Unfortunately although I have been asked not to publish them, I have recently received copies of two letters that Edward wrote to his family in 1917, the second dated between the 20th November and the 1st December. But the first is interesting in that he also was in action in the Ypres Salient during October, something that I had not previously noted in other material. Along with the letters, I received a copy of the telegram that was delivered to the family, notifying them of Edward's death. In a sense it is somewhat strange to have a copy of what the sender had written in Whitehall to go along with a copy of the one noted down in the Telegraph Office in Jersey. Transmitted at 5.25 on the 7th December, the sad news reached Jersey 55 minutes later.

Advancing with Vickers onto Victory
Machine Gunner Sergeant Ernest Thomas Baker 29th Battalion, MGC
By Mark Bougourd

Ernest Thomas Baker was born in Sark about 1890, and is recorded on the 1901 CI Census as living at 211 Crofts Lane, Vale, Guernsey, the son of Annie Baker. Ten years later, he is mentioned as living at Ruelle Braye, St Peter Port in the 1911 CI Census, his occupation being given as a Solicitor's Clerk age 21. He first enlisted at the age of 25 into the 1st (Service) Battalion, Royal Guernsey Light Infantry (1RGLI) as a Private with the service no. 1562. In 1917, he departed from Guernsey with the 1st Battalion destined for training in England, and from there, 1RGLI then left for overseas service in France and Flanders and formed part of 86th Brigade, 29th Division. He was to earn his place in history as a Sergeant with the newly formed Machine Gun Corps (MGC), which would rapidly acquire the infamous nickname of 'The Suicide Club'.

As an Infantry line battalion, 1RGLI would have supplied a detachment of men to their respective Brigade Machine Gun MG Companies, in this case the 86th Brigade MG Coy. Their detachment was known as an MG Section with a number of MG Teams. Each Team consisted of six men and each had a specific task with the No 1, a Lance Corporal, being in charge of the Team. He also carried the gun and its tripod. The No 2 fed the 250 round belts of ammunition into the gun and helped carry the gun. No. 3 supplied the ammunition to the gun; the three others in the team were observers and range finders and would carry additional ammunition and spares. They were still very much on the strength of the 1RGLI and still wore its regimental cap badge during this early period.

One of General Haig's strategies was to get the war out of the current stalemate contained within the trenches and to allow enhanced flexibility for the Divisions to deploying their MG units in far greater strength, with more fire power and punch where they were most needed, so it was considered necessary to form dedicated separate MG Battalions directly responsible to the Division, rather than have smaller detachments attached to the Brigades as was the case.

1RGLI had been responsible for providing soldiers for the MG Sections, trained to use the Lewis Gun. Once trained these men later were trained and became proficient in the use of the Vickers Machine Gun. The newly formed MGC training establishments were set up at the Belton Park and Harrowby Camps near Grantham in Lincolnshire, and in addition at the MGC base depot at Camiers, north of Le Havre in France. General Haig's plan to finally advance the British Troops out of the trenches with the newly formed shock troop Battalions of the MGC who were now trained to direct heavy fire power where it was really needed and advance to final victory.

An advanced party of machine gunners (see List 1 overleaf) transferred from 1RGLI to the 29th Bn MGC on the 29th March, 1918 under the authority of DAG, CR 14612/72A, this later being confirmed in 1RGLI's 3rd Echelon's Daily Orders Part II dated 5th April, 1918.

Within three weeks the main party of machine gunners (see List 2 overleaf) who were the final 1RGLI MG Section, that consisted of a Sgt As Section Leader and twelve Ptes (forming two MG Teams) transferred from 1RGLI to the 29th Bn MGC on the 18th April, 1918 under authority of DAG CE 14612/134A dated 12th April, 1918, this later being confirmed in 1RGLI's 3rd Echelon's Daily Orders Part II dated 20th April, 1918.



Issued with a new service number, from this point forward the Guernseymen would wear the coveted MGC cap badge (shown left above) consisting of two crossed Vickers Machine Guns surmounted with the Kings Crown. The 1st Class Machine Gunner proficiency badge (shown right above) was first awarded on the basis of fourteen per battalion of infantry and it was later also awarded to all proficient machine gunners in MG Companies equipped with Vickers Machine Guns. The MG two part brass badge was worn on their lower left sleeve.

147751 Private ET Baker was promoted to Sergeant and took command of the MG Section; he would have worn this same two part brass MG badge but above his Sergeant chevrons to indicate his skill as a Sergeant Instructor in the deployment and use of the Vickers.

Soldiers transferred from 1RGLI to the newly formed 29th Bn, MGC - List 1					
RGLI No.	Rank	Surname	Name & Initials	MGC No.	New Rank
1323	Pte	BOUGOURD	Edwin	143589	Pte
1749	Pte	FRANCIS (1)	William Isaac R	143590	Pte
1010	Pte	MANNING	Herbert J	143591	Pte
1554	Pte	ROBINSON	George	143592	Pte
1980	Pte	SAVAGE	Alfred JS	143593	Pte
487	Pte	WINTERFLOOD	Arthur	143594	Pte

Soldiers transferred from 1RGLI to the newly formed 29th Bn, MGC – List 2					
RGLI No.	Rank	Surname	Name & Initials	MGC No.	New Rank
1542	Pte	ALLEN	Edgar T.	147750	Pte
1562	Pte	BAKER	Ernest T.	147751	Sgt (Instructor)
1754	Pte	BROOKER	George E.	147752	Pte
1752	Pte	HARRIS (2)	Joseph G	147753	Pte
1867	Pte	JULIAN	John E	147754	Pte
665	Pte	LE CRAS	Clifford J	147755	Pte
1305	Pte	MAUGER (3)	Abel C	147756	Pte
1957	Pte	NELSON (4)	George	147757	Pte
1964	Pte	ORTON (5)	Reuben	147758	Pte
1702	Pte	PINCHEMAIN	Clifford	147759	Pte
962	Pte	ROBINS	Edward	147760	Pte
1652	Pte	SAUSSEY	Percy R	147761	Pte
1807	Pte	SNOAD	George	147762	Pte

Notes:

(1) On SWB List MGC/548, SWB No. B153737. He enlisted on the 6th June, 1916, and was discharged in the 28th November, 1918, as being no longer fit for military service.

(2) On SWB List MGC/595 SWB No. B158455. He enlisted on the 17th July, 1916, and was discharged on the 20th February, 1919, due to wounds.

(3) Previously served in the 2nd Draft of D Coy, 7/RIFus as 21864 Pte AC MANGER (sic), On SWB List MGC/768, SWB No. B276178. He enlisted on the 20th April, 1915, and was discharged on the 6th June, 1919, due to wounds.

(4) Was later transferred to the Corps of Dragoons No. D/36298. He deserted on the 16th March, 1920.

(5) On SWB List MGC/767, SWB No. B275182. He enlisted on the 16th February, 1917, and was discharged on the 15th March, 1919, due to wounds.

In February, 1918, the 29th Division comprised of the three Infantry Brigades shown in the Order of Battle (ORBAT) below and Divisional Troops predominantly from the Artillery, the Army Service Corps, the Engineers, and the Medical Corps. At this time, the 29th as with the other Divisions in France and Flanders, was undergoing change due to manpower shortages. This meant the reduction in the number of infantry battalions from four to three in each Brigade. There were a few changes among the Divisional Troops, but these are not relevant here.

Order of Battle for 29th Division – Between February and April 1918 (Excluding Divisional Troops)		
86th Infantry Brigade (The Fusilier Brigade)	87th Infantry Brigade	88th Infantry Brigade
2RFus 1LFus 16Middx (disbanded Feb 18) 1RGLI (left Apr 18) 1RDubFus (joined Apr 18) 86 TM Battery 86 MG Coy (left Feb 18)	2SWB 1KOSB 1Borders 2RInnisFus (left Feb 18) 87 TM Battery 87 MG Coy (left Feb 18)	4Worcs 2Hants 1RNewfoundland (left Apr 18) 1Essex (left Feb 18) 2Leinsters (joined Apr 18) 88 TM Battery 88 MG Coy (left Feb 18)

On the 15th February, 1918, the three Brigades would now lose their MG Companies which were amalgamated to create 29th Bn, MGC with A Coy (ex-86th MG Coy), B Coy (ex-87th MG Coy), and C Coy (ex-88th MG Coy) respectively. These three Companies were joined by D Coy, formerly the 227th MG Coy which had been part of the 29th Division's Divisional Troops since July, 1917.

29th Bn, MGC was to earn its first and only Victoria Cross on the 22nd October 1918 near Hoogemolen in Belgium, and which was one of seven VCs awarded to members of the MGC during its short existence in the Great War.

A 23 year old Scotsman, Lt David Stuart McGregor, pictured below (Image courtesy of Wikipedia), first enlisted in the 1st Lowland Brigade, RFA as a Gunner with the service number 369, which was later changed to 650089. He received the King's Commission on the 10th October, 1915 as a Lieutenant with the 6th Bn. (TF) Royal Scots (The Lothian Regiment), and was attached to the 29th Bn, MGC during the Great War when the following deed (cited in the London Gazette 31067 dated 13th December, 1918) took place for which he was posthumously awarded Britain's highest gallantry medal, the VC. (It is on display Royal Scots Museum, Edinburgh Castle).



'For most conspicuous bravery and devotion to duty near Hoogmolen on 22nd of October, 1918, when in command of a section of machine guns attached to the right flank platoon of the assaulting battalion. Immediately the troops advanced they were subjected to intense enfilade machine-gun fire from Hill 66 on the right flank. Lt McGregor fearlessly went forward and located the enemy guns, and realised that it was impossible to get his guns carried forward either by pack or by hand without great delay, as the ground was absolutely bare and fire swept. Ordering his men to follow by a more covered route, he mounted the limber and galloped forward under intense fire for about 600 yards to cover. The driver, horses and limber were all hit, but Lt. McGregor succeeded in getting the guns into action, effectively engaging the enemy, subduing their fire, and enabling the advance to be resumed.'

With the utmost gallantry he continued to expose himself in order to direct and control the fire of his guns, until, about an hour later, he was killed. His great gallantry and supreme devotion to duty were the admiration of all ranks.'

CWGC Reference for Lt McGregor:

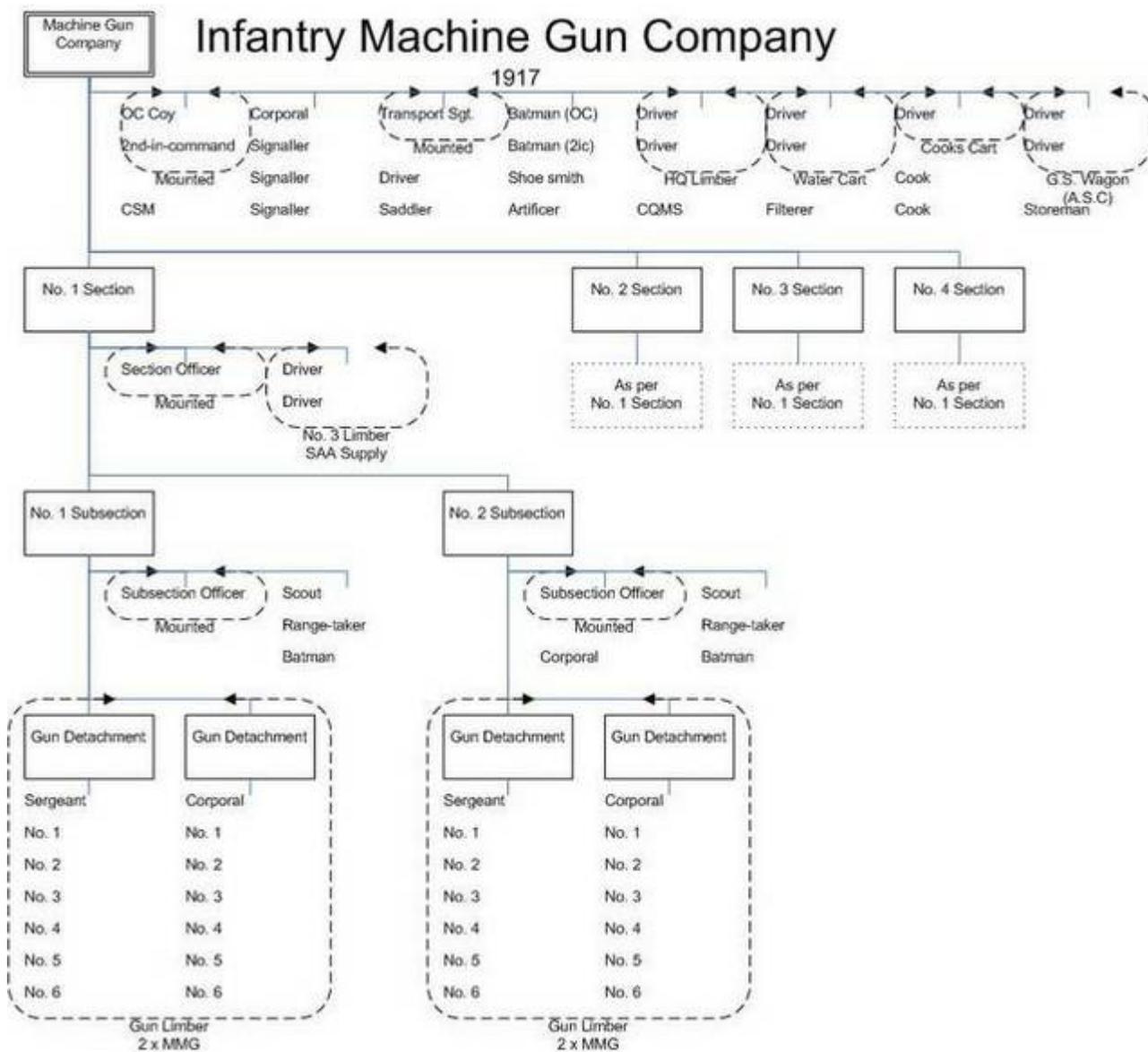
<http://www.cwgc.org/find-war-dead/casualty/486648/McGREGOR,%20DAVID%20STUART>

The earlier complexities of running an MG Company during 1917 can be seen in the chart overleaf. It is probable that the Transport and the Machine Gun Sections worked closely together to achieve the efficiencies required within a Light Infantry battalion such as 1RGLI.

The following website has excellent close up photos of the equipment used by the MGC during the Great War

<http://www.vickersmachinegun.org.uk/displays-mgc2008.htm>

Actions involving 29th Bn, MGC in 1918	
The Battles of the Lys	
10 th and 11 th April	Battle of Estaires (less 88 th Bde.) [XV Corps, First Army]
10 th and 11 th April	Battle of Messines (88 th Bde, with 25 th Divn on the 10 th , and with 34 th Divn on the 11 th) [IX Corps, Second Army]
12 th and 13 th April	Battle of Hazebrouck (less 88 th Bde) [XV Corps, Second Army]
13 th and 14 th April	Battle of Bailleul (88 th Bde with 34 th Div) [IX Corps, Second Army]
The Advance to Victory	
18 th August	Capture of Outtersteene Ridge (87 th Bde) [XV Corps, Second Army]
4 th September	Capture of Ploegsteert and Hill 63 (86 th and 88 th Bdes) [XV Corps, Second Army]
The final Advance in Flanders	
28 th September to 2 nd October	Battle of Ypres [II Corps, Second Army]
14 th to 19 th October	Battle of Courtrai [II Corps, Second Army]
<p>29th Division was withdrawn to rest on the 24th October, and on the 7th November it was transferred to the X Corps (via XV Corps) and moved south into the Tourcoing area.</p> <p>On the night 7th/8th November, 88th Bde took over part of the X Corps Front Line along the Schelde, east of St. Genois, and on the next night the Bde established a line of posts on the right bank.</p> <p>On the 11th November, 88th Bde was ordered to seize the Dendre crossings at Lessines. The Brigadier was at Flobecq at 9.30 am, and galloping forward from there with A Sqdn, 7th Dragoon Guards that had been detached from the 3rd Cavalry Division, the bridges at Lessines were captured and secured by 11.00 am, when the Armistice brought hostilities to an end.</p> <p>The Divn was ordered to the Rhine and it began its march on the 18th November. During this advance the Divn crossed the fields of Waterloo on the 23rd and Ramillies on the 27th. On the 4th December, the Divn entered Germany at Malmedy, and arrived on the 9th December at Cologne.</p> <p>On the 13th December, the Divn crossed the Rhine by the Hohenzollern Bridge, and it completed its occupation of the bridgehead on the 16th December.</p> <p>On the 15th March, 1919, the 29th Division ceased to exist.</p>	



Source: War Office 1917.

Note: Transport was provided by horse-drawn wagons, limbered, with Officers and soldiers being used as horse mounted troops.

Literary Efforts

Liz Walton's book, 'A Guernseyman Goes to War' will be released by the Guernsey Museum in August.

Ian Ronayne 'Jersey's Great War' book is out in July (see page 10)

No news from Heather Morton on her book on the POW Camp at Blanche Banques.

Ned Malet de Carteret is awaiting to hear from his prospective publisher.

Unfortunately Alasdair Crosby has had to abandon his title due to workload pressures in producing another book.

CWGC Non-Commemorations

For the third time this has proved to be a very quiet quarter, the result of a hectic research workload.

Information on Militia men Winter Tite and Edward Troy who died within a week of each other in November, 1914 would be appreciated from the Morning News or Evening Post of the time, as well as their grave locations.

Similarly some help is still required in the case of Amant (Victoire) Ferret. We know that he was born in France c.1899 and lived in Grouville in 1911, but cannot establish if he served and died with the French Army or not. If this can be confirmed, a submission to the CWGC for him would obviously no longer be required.

Accepted

Norcott, Gerald *
Dustan, John
Cudlipp, Herbert
Blanchet, Jean
Warne, Alfred
Bailey, Alwyn C
Leopold, Archibald
Cheney, Walter A
Le Morzédec, Henri
Mutton, Harold C *
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

Being Progressed

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

Pending

Owen, Guy
De Ste Croix, Harold P
Tite, Winter JS
Troy, Edward J

TBA

Anderson, Frank B
Touzel, Walter H
Ferrer, Amant

Not for Submission

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

With the CWGC

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

Rejected by CWGC

Adams, Frank H
Vibert, John E

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

Portland

One supposes that a stay on the Isle of Portland can be a somewhat funny way to spend a fortnight, especially if sailing is not on the agenda. Of course, there are some whose time being spent 'in-residence' there is determined by the legal process! However, thanks to road improvements that resulted from the 2012 Olympics, one can soon reach many places of interest in Dorset. But, Portland does have a number of military links, and no better place to start than with the Harbour.

Commenced in 1849, the Harbour afforded a measure of safety from bad weather within a 'basin' formed by land to the north, Chesil Beach to the west and the Isle to the south, while the Royal Navy would soon establish a strong presence there. One would find HMS Boscawen, at first a training ship, and later a shore establishment, lodged there, and this would be the first port of call, and sometimes the only one, for many young Channel Islanders entering the RN as Boys, 2nd Class.

While the RN organisation was broken down into three Divisions, Chatham, Devonport and Portsmouth, Portland Harbour was well used by the RN (even into the 1960s as those who caught the Islands' mailboats to or from Weymouth will no doubt recall). Over one weekend in March, 1914, for example, there would be moored up:

- 2 Battle Cruisers
- 6 Dreadnought Battleships
- 2 Pre-Dreadnought Battleships
- 4 Armoured Cruisers
- 6 Various other Cruisers
- 14 Oil Burning 'Acorn-Class' Destroyers
- 6 Coal Burning 'River-Class' Destroyers
- 2 Depot Ships
- Plus numerous Minesweepers, Trawlers and Submarines

A month later, the presence of the Submarine Depot Ships, HMS Adamant and Maidstone was also noted, along with HM Submarines D1 to D8 and E5 to E7.

With so many ships in Harbour, not surprisingly, there were plenty of sailors whose attention needed attracting, in fact some 21,500. However, Easter came, and the ships weighed anchor and headed off to their home stations from where the crews went on their deserved spots of leave, leaving the shopkeepers and certain ladies lately arrived from London somewhat disappointed at the loss of potential income!



In finding about Portland's involvement in the Great War, it was interesting to discover that, after the Grand Fleet had completed its manoeuvres in July, 1914 they anchored at Portland, before being despatched to its war station at Scapa Flow in readiness for a 'We are at war with Germany' signal. Later on that year, HMS Hood, a Pre-Dreadnought Battleship, would be scuttled in the southern entrance between the breakwaters to prevent submarines entering the harbour or for torpedoes to be fired from outside.

With so many sailors passing through Portland down the years, it is unsurprising that some would die and have to be buried there, and so there exists an RN Cemetery (pictured above). Given that some who are buried there died in the 19th Century, and indeed during the period outside of the World Wars, the Cemetery is not one that is solely the 'preserve' of the CWGC, although the Commission, of course, maintains both sets of World War graves, including those of German airmen buried there in the latter War,

including (I believe) a nephew of Hermann Goering. A Second World War VC winner, Leading Seaman Jack Mantle, is also buried at Portland. The headstones are thus of various shapes and sizes.

But, not all of the Cemetery's occupants were drawn from the RN, or even from the Lutwaffe, some came from the Army garrison, such as Trumpeter Arthur Rowantree from 28th Company, RGA, who drowned at Portland in March, 1913.

However, one of the more curious, if not surprising, headstones (pictured right) is that of Petty Officer A Harada who died on the 15th February, 1919. He is not listed on the CWGC's Register (although another Harada serving with the Canadians is), simply because he was a member of the Imperial Japanese Navy. It is unclear as to why he was buried there and that his ashes were never returned to Japan, but it was possibly because the IJN were paying a courtesy visit after the War. In 1917 they had had sent a destroyer flotilla to the Mediterranean Sea, and would later return home with several German submarines as spoils of War.



Given the Cemetery's location, burials must have been a laborious affair with the corteges having to negotiate a steep gradient. One could imagine one or two sailors hot under the collar and cursing their dearly departed shipmate, under their breath of course, for having had the temerity to die on their watch!

Turning to the Army garrison, it was based at what is the Citadel (or The Verne), on top of Portland, and it is accessible from Fortuneswell via a road that zig-zags its way up the steep north face to reach the main gate. There is also a gate on the south face. The Army had commenced building the Citadel at about the same time as work on the Harbour commenced, and would occupy it until the end of the Second World War, its commanding position important in terms of defending the Harbour. From March, 1914, it would be occupied by the 2nd Battalion, Royal Welch Fusiliers. They would leave for France in August, 1914, but first were temporarily billeted in Dorchester where they were joined by their reservists including Private Frank Richards, DCM, MM, of 'Old Soldiers Never Die' fame. There are other fortifications, and particularly a High Angle Battery sited to lob shells at any attacker approaching from the east. Manned by an RGA Company and initially equipped with six 9 inch Rifled Muzzle Loading Cannon, the Battery would remain in use well into the 20th Century.

The Citadel's use in the Great War was probably given over to a number of Garrison Battalions, but on their return from Mesopotamia in 1919, the 2nd Battalion, Dorsetshire Regiment would be stationed there. Unfortunately, the troops have long since left, and as was discovered, having negotiated the rather tight hairpins, the area had been given over

to the Home Office to be used as one of Her Majesty's Prisons (although it may now be being used as an Immigration Removal Centre).

One cannot mention Portland and the Great War without referring to the stone that is quarried there and which was used to construct the Cenotaph in London, as well as being used through out many CWGC Cemeteries in France and Flanders. Although the CWGC is looking to replace headstones with those cut from more durable stone, I suspect that Portland Stone will continue to be in place for some time to come. Certainly there are still plenty of quarries to meet the demand.

Lastly, Portland has its own war memorial which is located on what is probably the highest point of the Island and which is certainly visible from the north, accompanied as it is now by an Olympic Ring sculpture. A simple obelisk with names engraved on all four faces of the base, I was particularly surprised to note the names of four Jerseymen, Alfred Bechelet and the three Crespin brothers, Albert, Charles and Reginald. Alfred had married and was living in Fortuneswell although there is no indication of that in his CWGC entry, while it appears that the Crespins' father had moved to Portland before the War. At same stage I will have to go through all of the names listed to check for further Channel Islanders.



**The Founding of the Guernsey Sporting Club
A permanent memorial to the men of the First Guernsey Service Contingent
in the Great War
By Alan Cross**

The Grange, Guernsey, is the main thoroughfare bringing traffic into St Peter Port from the west of the island of Guernsey. Its best-known landmark is the magnificent crenellated structure of Elizabeth College, built between 1826 and 1829, which dominates the skyline when viewed from the harbour and its approaches. Hardly known at all, however, even to Islanders who pass it daily, there is an attractive, listed building, set back from the road, on the southern side of the street, directly opposite the College. This is Warwick House, although you would look in vain for the name. The more curious passers-by might speculate as to why a flag flies from a pole at first storey level, displaying an Irish harp amongst its insignia, and might even, if pedestrians, spot a small, anodised aluminium plate on its front railings bearing an emblem with regal lion, crown and Irish harp, which proclaims to the world the name 'The Guernsey Sporting Club'. If only walls could speak, the passer-by would be drawn into the now distant world of patriotism, loss, camaraderie, soldierly pride and the subsequent

rebuilding of civilian life, which epitomises the story of Guernsey's contribution to the Allied cause in the Great War. Regrettably, however, this Club's true story has been gradually more and more muted over the ninety-six years since the Armistice. My aim, as the Club's archivist, is to try to tell the story, as we mark the centenary of the War, to make sure that the story is recorded and not lost to future generations. This brief report, perforce, serves only as an introduction, which I hope may be added to in future months. Any inaccuracies are entirely my responsibility.

On the evening of 31st March, 1919, in response to earlier public advertisements, a group of some 90 men gathered at the Imperial Club premises in Fountain Street, St Peter Port. They were combat survivors of the Great War, Officers, NCO's and men of D Company, the 6th Battalion, Royal Irish Regiment (RI Regt), to which the First Guernsey Service Contingent (selected from the first volunteers from the Royal Guernsey Militia) had been assigned for training at Fermoy in County Cork, in March 1915, and subsequently at Blackdown Camp, near Aldershot, before being transferred to France, where they landed on the 19th December, 1915. They then moved to the front at Philosophe, in the Pas de Calais, on 14th January, 1916. The first of them to be killed by enemy fire was, on 26th January, 1916, their Officer Commanding (OC), Major George W Le Page, whose photographic portrait surmounts the Club fireplace, surrounded by the battle honours of D (Guernsey Service) Company, 6RI Regt and the RGLI (the later conscript force, reaching the front in September, 1917, into which many of the survivors from D Company were eventually transferred.).

The first 'Minutes' book states that 'those present included [a list of 81 names]'. Minuted also are Lt Col T Hutchesson, and Capt J Luscombe, involved but not present, LCpl C Briand, 'who had called the meeting', Capt H Le Bas, Lt D Bisset, Lt W Le Gallez, Lt M Slaytor, Lt F Willis, 'CQMS' (CSgt) J Le Pavoux, Sgt W Budden, LCpl G Lainé, Pte W Elliott, Pte E Parry, and Pte W Snell, amounting to a further 14 names, either present in person or having written with expressions of intent to support.

Sgt W Bird, elected as Chairman, and opening the meeting, said that it had been called 'to consider the advisability of forming an association of the 'Old Boys' of D Coy, 6RI Regt'. LCpl C Briand, speaking first, said that his object in doing so was, '...to get the chaps of the 'Old Coy' together, make arrangements for an annual dinner, and form an association in order that when the Island of Guernsey gave its 'Welcome Home' to those who had served we might attend in a body. We had left as a Guernsey unit and we wished to remain so now'. A letter, lent by a certain Mrs Bainbrige was read out, written by Capt Phillips on 30th October, 1916, in which he said that, '... he had the remains of D Coy, 6RI Regt under his command and they were a "top hole crowd"'. It was decided to form a 'Royal Irish Regiment Association', and Lt Col T Hutchesson was unanimously elected President. The meeting ended with the singing of the National Anthem at 9.30 pm.

A second meeting was called shortly afterwards, 'for the purpose of fixing a date for the annual dinner'. Lt Slaytor was in the chair, and 'about sixty members were present'. A date of 26th June, 1919 was fixed on for the dinner. Capt BC Jones (Barry Jones, the well-known stage and film actor) and CSM A Bird were present, representing the Second Guernsey Service Contingent, D Coy the 7th Battalion, Royal Irish Fusiliers. It was arranged that a football match between the 'Regiment' and the 'Fusiliers' should take place on the afternoon of the dinner. Some concern was expressed in the minutes when, '...several members asked if we would take part in the 'Welcome Home' march. The feeling of the meeting was that we should take part providing our place in the column was as it ought to be'.

Lt-Col Thomas Hutchesson, the new Association's President, had, in March, 1915, been the Officer in charge of the Machine Gun (MG) Section, initially, with D Coy, 6RI Regt, and also at times on general Brigade duties, but on 8th December, 1916 was promoted Major and second in command of the 6RI Regt, and subsequently Lt-Colonel, in overall command of the Battalion in 1917. In April, 1917, he was recommended for the Military Cross, for '...organising the battalion and successfully raiding the trenches and effecting the capture of 21 German prisoners', the award being gazetted on the 1st January, 1918. The 'Minutes' book records that he, '...felt pleasure at the fact that the Association had been formed, wished to convey an expression of thanks for the honour they had conferred on him by electing [him] President, and was trying to arrange a club for the members'. On 9th February, 1918, 6RI Regt had been disbanded, and at the time of these first two meetings in Guernsey in 1919, Lt-Col Hutchesson was Commanding Officer (CO) of the 15th Battalion, the West Riding Regiment in the Rhine Army, before, being transferred to Dublin in July, 1919 to command the 52nd Welsh Regiment. In January 1920, however, he was clearly back in the island.

The 'Minutes' book reports that 'a general meeting of former members of 'D' Coy, 6RI Regt, was held in a loft at the rear of Warwick House, Grange at 8 pm on Tuesday, 13th January, 1920, to decide upon a scheme to perpetuate the memory of the First Guernsey Service Contingent.'

Col T Hutchesson, MC, presided, and other officials of the Royal Irish Association present were, [a list of 6 names]. Col Hutchesson then detailed an elaborate scheme, set out in detail in booklets that had been previously distributed. He explained that his scheme was, '...the founding of a club as a memorial to the First Contingent – an institution where amusements and sports of various kinds could be held, and which would become the property of the members of the contingent, and that any profits which might accrue from the working would go towards an Aid Fund for the benefit of their dependants'. He proposed that, '...the club would be open to an unlimited membership drawn from outside the contingent...but the founders and proprietors would be members of the First Contingent only'. He noted that, '...support had been promised from high and influential quarters' (later revealed to be the Lt-Governor and Bailiff of the day). Of great interest is his subsequent mention of Mrs G Le Page, who, '...had already done a lot towards the club'. He suggested that, '...if the scheme was adopted it would be well to call one of the rooms the 'Le Page' room, and the billiard room could be styled the 'Blight' room.' Furthermore Mrs GW Le Page, Mrs E Blight and Mrs JH Falla, were appointed to a working committee along with three of the men, to carry out the furnishing of the rooms. There now seems little doubt that this Mrs Le Page was not the widow of the first D Company OC, but his mother, (carrying his father's initials, also GW), as the widow (a Jersey girl, Lilian Le Feuvre), had returned to her family in Jersey sometime in 1915, taking with her their daughter, Margaret, aged 7. She is not listed in 'The Guernsey Weekly Press' as having attended her husband's memorial service in the Castel Church. Whatever the truth, it is significant that women were to play such a part in the formation of what would inevitably become a male stronghold. The 'Blight' referred to, whose widow served on the committee is undoubtedly Ernest James Blight, Sergeant in the 6 RI Regt, MG detachment, commissioned 2Lt, March 1916, transferred to the 27th (Tyneside Irish) Bn, Northumberland Fusiliers, and killed in action on the 11th March, 1917. The 'Minutes' book records that the President's proposals were accepted, '...on a show of hands...without a dissentient'.

At this point Warwick House was still rented. The story of how the Club engineered its purchase, the formal opening of the Club and the island's memorial service for 'D' Coy's fallen remains to be told.

Faces Remembered



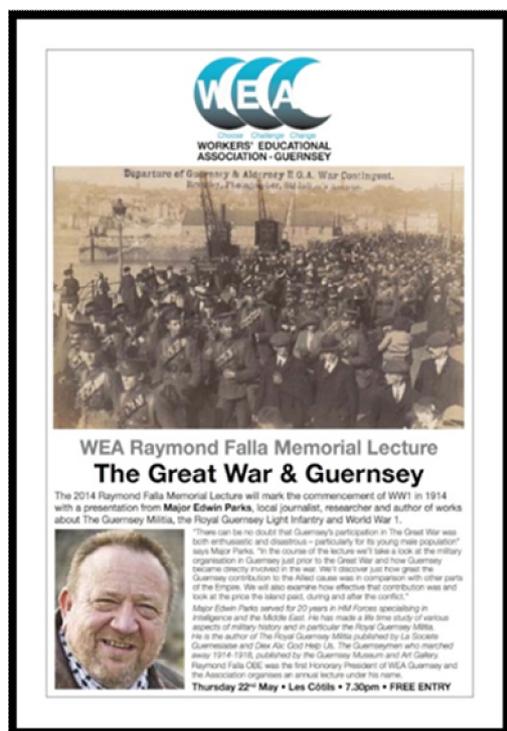
We recently received this photograph from a lady in Jersey called Jane Gilmour whose two grandfathers were Jersey Contingent men, and who both survived, albeit that they were both wounded. Her paternal GF was George Mourant (4249), and he would receive a GSW in his back to accompany a bayonet wound in the leg, probably receiving both at Frezenberg. Unfortunately no photograph of George appears to exist. However, there is better luck with her other GF, John Baptiste Ronxin (4362), and he is shown seated. John had been in 1RMIJ, and assigned the number 1144. Somehow that number was carried forward, and is inscribed on his medals, even though he had an RIR number. His received a GSW to his right leg and his records show that this was on the 11th September, 1916, two days after the taking of Ginchy. This does seem odd, but I suspect that that the entry was the result of an Orderly Room *faux-pas* so soon after the battle. In any case, the GSW was a 'blighty' one and he headed off to Britain for treatment before returning to the BEF in May, 1917, and 7RIR.

In December of that year, he was given the fitness category of B, having been considered as no longer fit for service in a frontline infantry Battalion. In due course he would return to Jersey, where he would join the RJGB and be assigned the number 1034.

Who was the other chap in the photograph above? The only clue to date is a message on the reverse of the postcard saying, '*Had this taken at Woolwich when I went to see Bob*' and it was probably taken after the Jersey Contingent had left Ireland for England in September, 1915 and before it headed off to France in December of that year. Bob is wearing an RASC cap badge, and going through the Rolls, the most likely candidate is Robert Mayne who served with No. 2 Labour Company, RASC in the supply depots at Rouen in August, 1914 and who was assigned the number SS/3494. Furthermore, at some stage he would return to Jersey during the War, where he would also join the RJGB and be assigned the number 1035! A coincidence perhaps? Surely not!

It does appear that Robert Mayne had a somewhat chequered military career prior to the Great War, apparently deserting faster than you can say Jack Flash! I exaggerate, but... If the analysis is correct, we find him serving as a Drummer with the Lancashire Fusiliers at Bury in 1891 from where he was invalided out. In 1895 he joined the South Wales Borderers at Brecon, deserting a year later, only to join the RGA under an assumed name in March, 1896, again deserting in July, 1900. Clearly missing service life, he re-enlisted into the RGA six months later, but now using his own name, but once more deserting after a year in Jersey, where he would later marry Florence Channing.

A Talk on Guernsey at War 1914-1919 By 'Our Roving Reporter' Liz Walton



Well over 200 people including the Bailiff and several local politicians attended Major Eddie Parks's talk about Guernsey and the Great War. It was held on the 22nd May in the Harry Bound Room at Les Côtés in Guernsey. Extra chairs had to be brought in until eventually there was standing room only, despite it being an evening of torrential rain, storms and gales. Eddie had been invited to give the 20th Raymond Falla Memorial Lecture for the Workers' Educational Association. Raymond Falla was an eminent Guernseyman who had been involved with founding the Association and an annual free public lecture is given in his name.

Eddie started with a general overview of the pre-war situation in Guernsey, briefly covering the roles of the Militia and Garrison troops. He then looked at the background to the war itself-how Imperialism and Nationalism set up conflict in the Balkans which came to boiling point and then

spread because of all the European alliances of the period. He next explained some of the factors that made this war different from previous wars, besides its scale. Factors such as the invention and use of barbed wire, artillery that did not rely on the line of sight and more accurate rifles were important. But new technologies were needed because trench warfare created new problems. As the trench system grew so more men were needed to fight along the line and that is how Guernsey got involved, first with the volunteers to the Irish regiments in 1915 then after the Battle of the Somme with conscription and the formation of the RGLI.

With the help of his own hand drawn maps plus photographs from the period he described the actions the RGLI were involved in at Cambrai, Passchendaele and finally the Lys. Casualty numbers by then were so enormous - there were only 55 Other Ranks



left after the retirement from Hazebrouck - that the RGLI was completely finished as a fighting force. There were simply not enough men left despite several hundred English men being drafted in after Cambrai so the RGLI ended their days forming the guard at Haig's HQ at Montreuil. However the unit was in the process of being built up again ready for the line when the Armistice was signed.

He then looked briefly at other local units – the Guernsey contingents of the Royal Artillery and Royal Engineers, 245 Army Troops Company and the local Quarrying Companies. There was also the local 'Home Guard', the Guernsey Volunteer Training Corps who provided their own uniform and paid 6d per



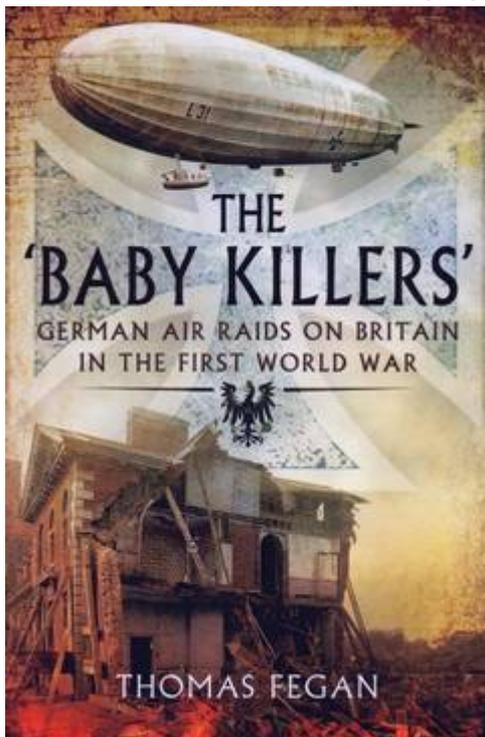
week to train in case they were ever needed to serve their island. He finished by giving the audience the main statistics that show clearly how the war affected the Island for many years afterwards.

Overall it was a comprehensive outline of what Guernsey's own units did in the war. It did not, and could not have covered other branches of the Armed Forces, nor the role of women, and could only touch briefly on the Home Front. However it was

well pitched to give a non-specialist audience an introduction to what had happened in Guernsey, and to provide a framework into which they could set their own family history. The talk was well received, concluding with a lively question and answer session.

Book Reviews

The 'Baby Killers'
German Air Raids on Britain in the First World War
By Thomas Fegan
(Pen & Sword – Paperback) - £12.99
Review by Peter Tabb



It had all begun with the shelling of towns on the East coast, such as Scarborough, Whitby and Hartlepool, not themselves military targets by any means, by units of the High Seas Fleet's battlecruiser force, when SMS *Seydlitz* and *Derfflinger* emerged from the morning mist of the 16th December, 1914 to commence a bombardment that would leave death and destruction in its wake. The attacks were a ploy to lure Vice-Admiral David Beatty's battlecruisers to sea and into an ambush by units of the High Seas Fleet itself (which did not succeed) but the hurt inflicted on these undefended seaside targets was no less for that.

However it was the Zeppelins, flying high at night that earned themselves the sobriquet of 'baby killers' when early in 1915, both the German Army and the Imperial German Navy began deliberate attacks on what they perceived to be military targets in the south of England and further afield. Until then it had been unthinkable that civilian populations and property hundreds of miles from the battlefield could be at risk from sudden death and destruction.

During the Great War, it was the Imperial German Navy that declared war on British civilians. Although civilians had, inevitably, always been victims of conflicts, this war saw, for the first time, civilians become, in the eyes of the attacker, a legitimate target.

The defence of London was in the hands of the Admiralty (directed by First Lord Winston Churchill) and the rest of Britain by the Army. Both were extremely ineffective initially and, indeed, a formal system of air-raid warning was not introduced until 1917 which involved, amongst such devices as klaxons horns and police whistles, as well as trusty Boy Scout buglers!

Initially airships had been used by the Germans for reconnaissance over the Western Front but in this role they were extremely vulnerable. The German Army preferred the 'ships' made by Schütte-Lanz which had plywood frames whereas the Navy opted for the 'ships' made by the Zeppelin company which made use of aluminium frames which were much stronger and it was the Navy that fulfilled the 19th century prophesy of HG Wells of a war in the air.

London had been subjected to Zeppelin raids from early in 1915 and although the bombs were relatively lightweight they did cause both death and destruction with, initially, nothing to stop them. Their ability to fly well above the ceiling of the current crop of second-rate fighters sent out against them (the first-rate fighters were jealously retained for service on the Western Front) and although their crews often suffered from frostbite and oxygen deprivation, the bombs they dropped, high explosive and incendiary, certainly caused terror amongst the population of London and the coastal towns of Kent and Essex.

However by 1916 fighter aircraft armed with explosive bullets (made by firework manufacturers Brock and Pomeroy) were able to close the Zeppelins, which, despite being well armed with defensive machine guns, were slow and ungainly and their hydrogen-filled gasbags were extremely vulnerable. Zeppelins crashing in flames rarely yielded any survivors and the book rightly emphasises the suicidal courage of the crews.

In that same year the fight was taken up by Gotha bombers. In less than four years the England Squadron of the *Luftstreitkräfte* (Combat Air Force) had progressed from crude canvas and wire light aircraft to four-engined Giants, as big as anything that flew in World War II, and over the course of 1917 this force threatened to engulf London in firestorms – a portent of the London Blitz and the Battle of Britain a little over 20 years later. The first true *blitz* took place over eight nights in 1917 but a second wave in the summer of 1918, following the development of the Elektron incendiary bomb, came close to obliterating London.

Thomas Fegan's work charts the precise chronology of the air raids on Britain and is lavishly illustrated. From the starting point of the doom-laden prophesies of HG Wells, he describes the development of the German threat and the desperate search for answers to it. Later chapters feature a gazetteer to the locations that were bombed. The extent of the list, which includes Edinburgh, Hull and Greater Manchester, will surprise many readers. Helpfully there are also comprehensive lists of memorials and relevant museums.

The 'Baby Killers' provides a chilling insight into an aspect of the Great War which is all too often overlooked. Yet, at the same time, these raids, while modest compared with those of the World War II Blitz, shook national morale and instilled great fear and outrage.

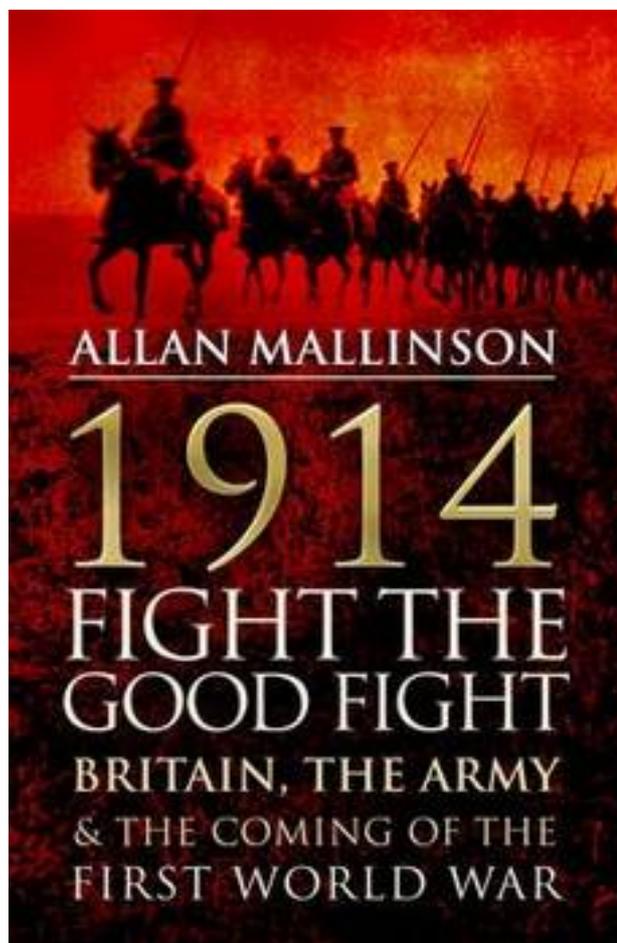
In the 1930s it was the German air force that conceived both the tactics and weapons to lay waste whole cities by firestorm that would, less than a decade later, find itself unable to prevent those same firestorms laying waste its own cities.

I was tempted to compare this work with one I reviewed almost four years ago – *First Blitz* by Neil Hanson whose writing style was that of a thriller while *The 'Baby Killers'*, despite the much more evocative title, is very much more a work of diligent research and scholarship. Yet both are compulsive reading.

On a shelf in my study I have a bell made of aluminium from a Zeppelin downed in 1915, a memorial to an era of air warfare and travel that ended in the fiery destruction of Britain's *R101* and Nazi Germany's *Hindenburg*.

1914: Fight the Good Fight
By Allan Mallinson
Bantam Press (RRP £25.00)

Let me say at the outset, that I had looked forward to getting the book, as well as reading and learning from it. There was a lot that I did learn, as the author brought a number of new perspectives to bear, based upon his undoubted experience as a serving officer, in regimental roles, and also having been a Staff Officer within the MoD's Directorate of Military Operations in Whitehall. In simple terms, he knows the business, and this lends credence to his observations and anecdotes, even if on occasion they might be slightly catty! While I readily recommend the book, I do so with a couple of reservations, the first being that the book's content is very strong, well argued and presented at the outset, but towards the end, it starts to lose a bit of fizz. Is it a case of the book's deadlines looming ever closer with writer's fatigue setting in? I think that this is possible. He is probably equally, if not more recognised as a novelist and occasional journalist as opposed to a military historian, so the other area of concern is that, with the possible onset of fatigue, his writing style, although quite readable, drifts towards that of a novel, while certain mannerisms begin to irritate. But let us focus on the areas where he shines, that of strategy and planning. We soon read that coming to the aid of 'poor little Belgium' was not a last minute gesture. Such an action was part of a wider scheme to place the BEF on French soil in the event that Germany attacked France was being laid out as early as 1906, following the election of a Liberal government.



There was little if anything put down on paper, no minutes, no cabinet discussions, simply a 'nudge and a wink' conversation between the new Foreign Secretary, Sir Edward Grey and General Grierson, the DMO of the time.

From there the ball started rolling, and over the next eight years, discussions would continue between the French and the British, with limited involvement of the British government. Thus, the author points out that French strategy for a war with Germany would become that of the British by default.

This meant that the 1906 conversation was the only real strategic input of note by members of the cabinet, and then, only a select few. Brigadier Mallinson points out that, as the security of a state's citizens is the responsibility of a government, then the government must set out the strategy (the Defence Policy in today's language) with the priorities to be considered by the military. It does so today (one hopes!) and it should have done so then – but not quite! As the years passed, the military took on more of the strategy setting for a European based war, and because the French discussions were held secretly, and as Grey was not going to change the status quo, the cabinet would remain blithely ignorant of Britain's commitment on the continent.

The military meanwhile sat down to plan the 'technical' aspects of deployment such as train schedules, mobilisation, reserves call-up, shipping, loading, the force structure along with the many other items needed for a BEF to be sent to France. But, this was all set against a French strategy that would begat their military's Plan XVII, the latter being regarded by the DMO, by this time the Francophile Henry Wilson, as *de facto* British strategy. Other options to this were not considered, and the French keen to reclaim Alsace-Lorraine and to focus on crossing the Franco-German border were comparatively less interested in risks of a German advance through Belgium. Thus the proposed six Divisions of the BEF would be intended to enter the line on the French left flank.

With the outbreak of War, Kitchener now War Secretary and Sir John French who was to command the BEF took the view that the BEF should first concentrate in the Amiens area, to increase in size in the first months of War, and to be a strategic asset in support of the French whose Army's size would have covered the area not filled by a subordinate BEF. Sir John French had many faults as C-in-C, but one might suggest that in this he was correct, and who knows, a more effective BEF might have resulted in the War being all over by Christmas, and fewer men would have been killed or injured?

Sir John French, to his credit, appears to have had a solid grasp in terms of acquiring and using intelligence through aerial reconnaissance and cavalry's advance to contact, but his staff less so. Henry Wilson, by this time the BEF's Chief of Staff, was dismissive of information on German force sizes, its lines of march and its dispositions because it did not fit in with his pre-conceptions. It certainly did not fit in with Joffre's thoughts and those of the *Grand Quartier Général* for no other reason than that the German Army was not conforming to Plan XVII! But, in due course the Allies succeeded in stemming the German tide on the Marne, but this was probably more due to luck and the French General Gallieni, than any great plan.

Brigadier Mallinson's book is useful in that it sets out the Headquarter staff mindset as it should be. As an example, he informs us that *Field Service Regulations, Part I: Operations* of 1909 states that:

'The first requisite is information. The air service and the cavalry must discover the direction of march and strength of hostile columns, and until the former is known, the force should not be deployed, even when the enemy's line of advance may be foreseen.'

Even though Sir John French was not staff trained, he intuitively knew this whereas Henry Wilson, who had gone through Staff College, appeared not to have. But, each man is worthy of far more detailed study than can be afforded to them here.

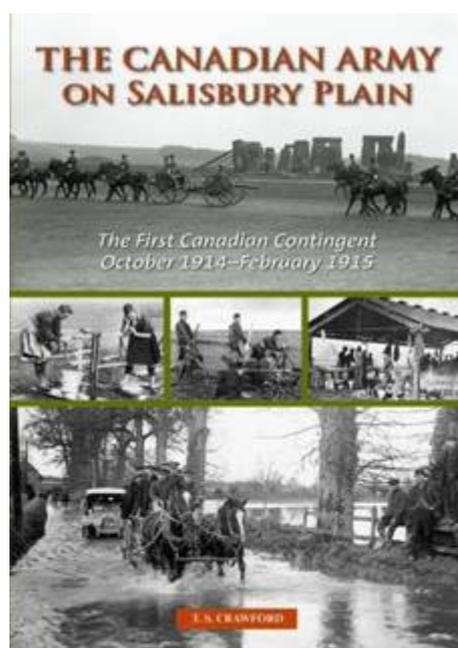
The author makes much use of the asterisk and the dagger to provide a more detailed explanation of a phrase, a term, or other comment that may be of passing interest to a reader. When the accompanying text is brief, it can be useful, but in some cases, the use can be over-powering. Yet, it is generally good background information.

He goes on to talk of the various battles, the disagreements during and after the period covered, Lanzerac's opinion of the BEF, Sir John French's belated view of Sir Horace Smith-Dorrien, Haig's panic on the retreat from Mons and then his good work at Ypres. There is little that has not been covered elsewhere. There are heroes and villains aplenty. The heroes are the men of the BEF, although he is critical of the lack of leadership from Elkington and Mainwaring at St Quentin, along with their men's disinterest at continuing. But, in this book, the villains of the piece are the successive governments who had shown little interest in the strategic commitment implied through an alliance with France, and the War Office in choosing to work the plans in what might be termed a vacuum of strategy. When War broke out, the plan became the strategy!

One is struck by the thought that Brigadier Mallinson's book, certainly its 'front half', is a parable for today's democratic governments and Ministries of Defence. Indeed, one could go further and suggest that, setting military terminology to one side, it is equally applicable to commercial enterprises, both large and small. After all, a SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis is relevant to both environments! In conclusion, do try to put the book on your shelf, it is worth reading

**The Canadian Army on Salisbury Plain
The First Canadian Contingent
October 1914 – February 1915
By TS Crawford
Halsgrove (RRP £19.99)**

This book is, as they say, what you see on the label is what you get in the bottle! It is a look at the First Contingent's life on a rather wild and windy Salisbury Plain in the winter of 1914/1915. I spotted it at the Signals Museum at Blandford Forum and Um'd and Ah'd as to whether I should buy it. Eventually after I had returned home, I did, via Amazon, and am pleased that I did so. It is not a heavyweight tome rather a collection of snippets and photographs, some 100 it is estimated, that covers the formation of the Contingent at Valcartier in Canada until it was deployed to France.



The snippets are a combination of either letter segments or contemporary newspaper articles interwoven to present a story. Generally of about 15-20 lines, the snippets have been edited to a degree to ensure readability. Overall, while the book tends to a journalistic style rather than masquerading as an academic volume, it is both readable and informative.

The author takes a look at Sam Hughes, who was the Canadian Minister of Militia and Defence, a character who did not believe in working with his fellow MPs in Canada's government, and also by-passing the existing arrangements for mobilising the Militia force. Similarly, it is suggested that the Contingent's equipment was procured on the

basis of whether the supplier was or would be a political ally. Much of it proved unsatisfactory, not least 25,000 shovels of an inadequate and heavy design said to have been selected by Hughes' secretary, Ena MacAdam who, it was alleged, doubled up as Hughes' mistress! Horse drawn and motor vehicles of various were obtained with little regard to standardisation and interchangeability.

Valcartier was open land when the men turned up, but they soon constructed huts, and established other facilities such as rifle ranges, water mains, rail lines and sidings. The skills that they acquired in the tasks would be applied again when they eventually arrived on Salisbury Plain! However, the majority would find themselves in bell tents lined up at the various campsites along with marquees provided for messing and recreational purposes. The only permanent structures were the field kitchens.

While there had been brief periods of rain since their arrival in October, 1914, the end of that year and the beginning of 1915 saw the weather worsen, one might even suggest as a rehearsal for Passchendaele. But, the huts that had been built so far, could only house about a third of the men. The rest would be scattered around the Plain in various billets over Christmas. Movement proved difficult with roads flooded, and the River Avon overflowing, with towns and villages such as Tilshead, Elston and Shrewton and the roads between being affected.

Surprisingly, given the time spent under canvas, the proportion of men whose health suffered was low, and sickness rates increased when all the men were 'huted'. The horses suffered more with their soaked blankets giving them 'rug pneumonia' and ringworm.

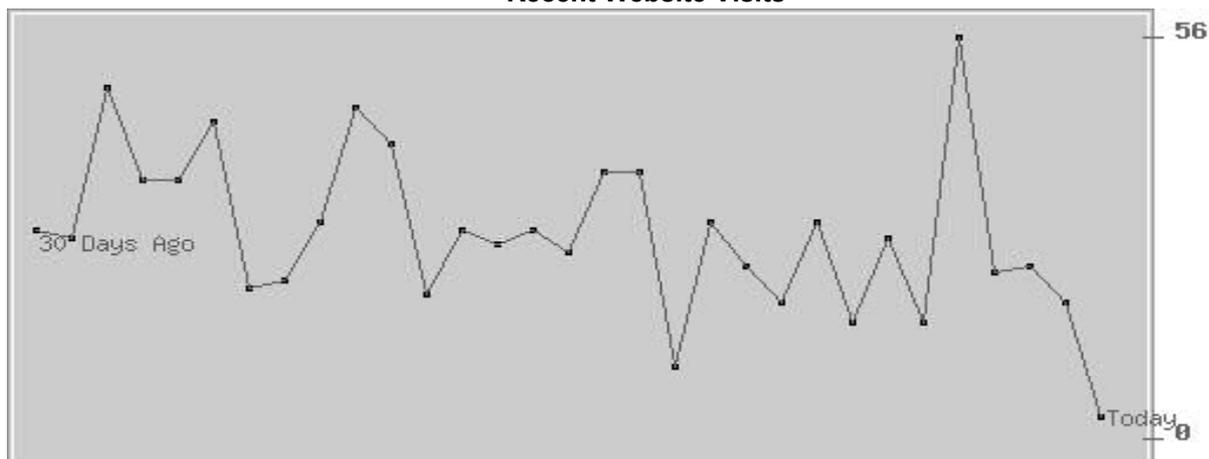
With such a large number of men under training, some 30,000-35,000, in poor weather conditions, there were deaths, 68, of which 28 were said to be from meningitis although this figure may be slightly inaccurate. But not all the deaths can be attributed to life on the Plain, as with the example of a Canadian Pay Corps officer's suicide at Kew or a man falling off the London to Salisbury train! There were invariably disciplinary issues, but given the nature of the men, and with so many there enjoying better rates of pay than their British counterparts, these were not to be unexpected.

Of course, the Contingent would shortly depart Salisbury Plain for France to undertake the work that it had trained for, but not before King George V had reviewed them in February. There is one photograph that is impressive with the Contingent formed up in two columns turned to the flank. The frontage of each is over a mile, and on average fifteen men deep. Whatever the quality of their equipment and whatever the weather, the First Canadian Contingent set the standard in France and Flanders for their fellow countrymen to follow, and this book is a fitting insight into their time on the Plain. The book is definitely worth getting if researching the Canadians, and borrowing from the Library if not!

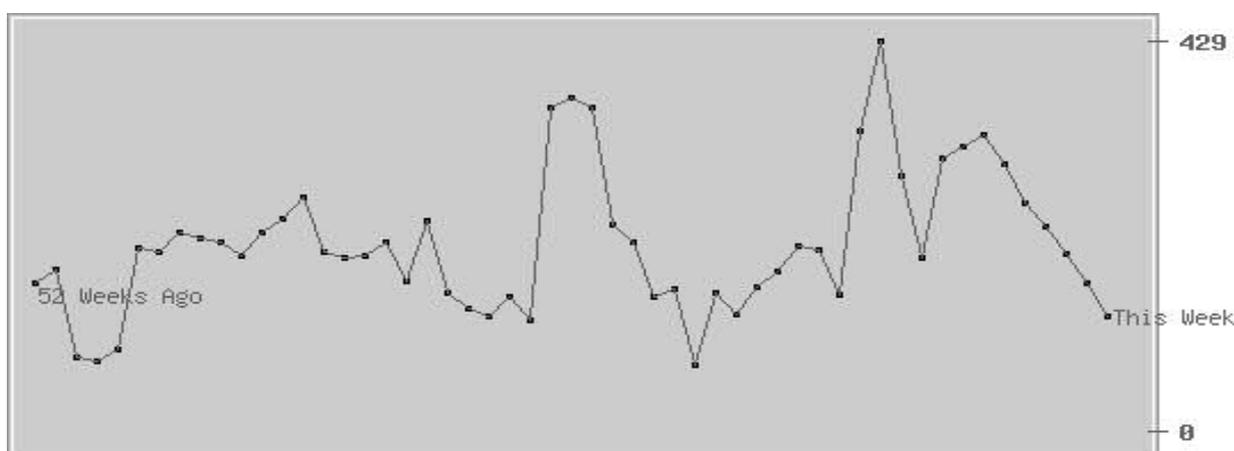
Website Workings By Roger Frisby

The total number of website visits has now reached around 42350 an additional 3480 visits since the last Journal was published in February.

Recent Website Visits



The Past Month



The Past Year

With regards to the respective Rolls of Honour and Service, the statistics for changes to our numbers since mid-February are as follows:

- Guernsey Roll of Honour – 1470 names (up by 1)
- Guernsey Roll of Service – 5816 names (up by 273)
- Jersey Roll of Honour – 1640 names
- Jersey Roll of Service* – 7463 names (up by 17)

* Jersey RoS is updated in batches.

Most of the additions to the Guernsey RoS are men who served in the Navy as I have spent several sessions at the National Archives at Kew trawling through naval records for Guernsey/Alderney/Sark born men. Yet, there are still more to do!

Photograph Requirements for the Rolls of Honour

Most of the UK graves have now been photographed. A recent trip to Derbyshire allowed me to visit Lt Henry Martin at Alfreton and I have now entered photo requests to Find-a-Grave for most of the remainder. One each in Guernsey and Jersey and three in Ireland remain.

We have now recorded most of the British casualties but a substantial number of French servicemen remain. Published French records are far less comprehensive compared to

those of the CWGC and many of the resting places of Channel Island Frenchmen are still to be discovered by us. Help with this is needed so if you are able to devote some time to searching online French records, I am sure that we will be able to visit them in due course. Details are shown in the Rolls of Honour or you will find a Guernsey and Jersey RoH photographic aid in the Members section of our web site.



Nellie Rault By Roger Frisby

I happened to be near Bedford recently and decided to revisit the grave of Nellie Rault, the Jersey woman who was murdered in 1919 whilst serving with Queen Mary's Army Auxiliary Corps.

Haynes (St Mary) Churchyard is a peaceful and pretty place but Nellie's grave is starting to look very neglected. A distinct lean and weathering to the inscription make me think that it will soon be time to remind the CWGC that remedial work is necessary.

As a reminder, Nellie's story can be found in Journal 19 and in the 'Women at War' section of our web site. She is also remembered on the Five Sisters Memorial Screen in York Minster.

Philatelic Matters

To commemorate the anniversary of the start of the Great War, Jersey Post issued a set of six stamps and a £3 Miniature Sheet in early May. A novel feature of two stamps is that they are biodegradable and contain poppy seeds, so that (I assume) when a letter bearing one of these stamps is received, the stamp can be planted and, with due horticultural skills applied, poppies will emerge in due course. An interesting concept, but if it was an issue that was supposedly meant to commemorate Jersey's involvement in the Great War, one might regard the stamp issue as both disappointing and confusing! One manager has said it is all about remembering all wars and those who died during and since the War, while another had specified the start of the Great War.



Sticking with the 'Remembrance' theme, such a stamp issue in early 2014 is like putting the cart before the horse. Effectively 'Remembrance' as it is widely known and accepted came about during the post-war period with religious services, the construction of cenotaphs and memorials, the adoption of the poppy as the British symbol of 'Remembrance' of course, and the creation of CWGC cemeteries, although one would struggle to find poppies in them. So, taking a chronological view of the Great War as I do, I feel that the issue might have been more appropriate for release in 2019 or later.

Turning to the 'Anniversary of the start of the Great War' concept, some of the designs are wrong for the year in question. The 46p stamp depicts silhouettes of men 'lifted' from John Singer Sargent's 'Gassed'. Even discounting the fact that Sargent's work dates from 1918/1919, gas was first used in 1915, and not 1914. The 70p stamp (not shown) is the same in that the Brodie pattern steel helmet was first issued in 1915. As to the 91p stamp, it is difficult to suggest that the silhouetted figures are from anything other than images of the recent Afghanistan and Iraq conflicts. The £3 Miniature Sheet is no better, setting poppies against 'crosses row on row', but unfortunately the crosses are of the American pattern, and 'dates' the issue in 1917 or 1918.

Apologies if this all sounds 'anorak-ish', but fundamentally one would have expected that Jersey Post came up with a far better issue that reflected the Island's contribution at the start of the Great War.

Now, Jersey Post approached the Group back in November, where it was said that the stamp issue programme would cover five years (i.e. 1914-1918), and would look at a number of themes, Recruiting, Camouflage, Technology and so forth. In response to their proposal, the advice was that a further year (1919) should be included due to Versailles, the creation of war memorials and cemeteries, and the returning servicemen, but more importantly, it was stressed that, overall, the themes were inappropriate to Jersey, and that any issue should reflect key events in the Island as well as more widely. It is understood that they will be undertaking a 'per annum' issue, but one wonders whether the poppies issue will act as an intellectual constraint upon Jersey's Great War stamp designs in future years? As to the design choice of fields of poppies, one wonders if it was simply driven by a wish to provide poppy seeds as a stamp selling gimmick?

Meanwhile, as if to reinforce the point that Jersey should have Great War stamp issues that are relevant to the Island, Liz Walton advises that, *'There will be a set of commemorative stamps issued by the Guernsey Philatelic Bureau in November. These will feature local individuals who typify local experiences in the Great War'*.

In the Media - Around the Press and Television

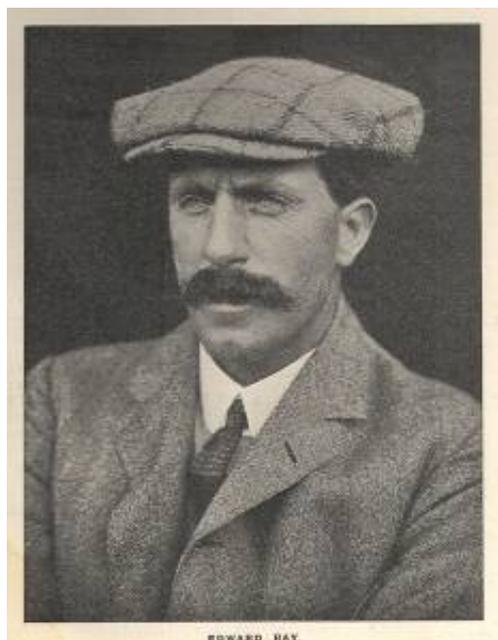
It is noticeable in the UK press, the Times, Daily Telegraph and the Daily Mail particularly, that Great War related articles are increasingly being featured. There are human interest stories of wallets stopping bullets, accounts of the efforts made to prevent women heading down to the pub while the menfolk were in France, and a particular favourite, an account of how the 19 year old 'Kaiser to be' came off second best in a dust-up with a younger Devonian beach attendant in Ilfracombe, having been throwing stones at the beach huts that the lad was looking after.

One particular headline caught the attention, and that was 'Mule Wrestling at the Front'. At first thinking that it was a typo and should have been 'Mud' and not 'Mule', it does seem that many hours out of the trenches did indeed lead to strange pastimes, even down to wrestling mules!

The National Portrait Gallery has begun to display a 16-17 foot long painting by Sir Arthur Stockdale Cope of Great War naval officers, such as Jellicoe, Beatty, Burney *et al*. It is in a similar vein to John Singer Sargent's 'Generals' which is very unkindly referred to by some as 'Still Life in Boots'.

The BBC have recently featured a drama series called 'The Crimson Field', looking at the lives of nurses and VADs in a Stationary Hospital, somewhere well to the rear of the front lines. Costume dramas with a military theme can attract criticism in terms of the correct outfits, dress or medal ribbons being worn, and 'The Crimson Field' certainly did so from certain quarters. There were, undoubtedly, a few flaws, but overall, it was regarded as a solid drama.

Edward (Ted) Ray



It is somewhat surprising that Grouville in Jersey, even with its links course, could turn out two major championship winning golfers in the early 20th Century. Harry Vardon (1870-1937), the more noted of the two, went on to win six Open Championships and one US Open Championship, and gave his name to the grip used by most golfers today. Meanwhile, Ted Ray (1877-1943) managed to win one Open Championship and one US Open Championship.

So, it was interesting to spot the photograph above right in Volume 6 of HW Wilson's thirteen part 'The Great War'. Ted Ray is second from the left with a cigarette in his mouth. The occasion was a charity golf match that was played at Rochford in May, 1916 to collect funds for three Red Cross Hospitals in Southend. The match made £100 while an auction for clubs realised a further £35. In all, at today's prices, the £135 equates to around £9,000-10,000.

Out and About

Looking Back: Nothing to note.

Looking Forward: Alan Bertram has already booked to go to Ypres over the 4th/5th August.

I am staying near Hesdin for a fortnight in June/July, and will again be heading to Verdun for another fortnight in September/October.

Great War Commemorative Events



Steve Foote reminds us that the Guernsey Society is organising a talk entitled 'WW1 and the role of the RGLI' as part of the island's commemoration of the start of the Great War. It will cover the background to the war in general, as well as a more detailed look at the contribution of the RGLI.

The talk will take place at the Frossard Theatre at the Guernsey Museum, Candie, St Peter Port on 15th July, 2014, starting at 8.00 pm.

Rory Stephens, the speaker, is a WW1 military historian and experienced battlefield guide, who led the successful RGLI Battlefield Tour to France and Belgium in September, 2013. Tickets are £7 (or £5 for Guernsey Society members), and are available from the Museum, www.guernseytickets.gg or Michael Paul (Telephone 01481 253858).

On the wider front, there has been little in the way of new information emanating from the Committees who have deliberated on what to do in terms of Great War commemorative events. Some members know that I've frequently banged on in the JEP about a lack of visibility and coordination in Jersey, where a complete absence of leadership is evident. But, this applies equally to both Bailiwicks, as far as I can see, there has been no display of a programme of events around the Islands. I occasionally venture north up the M6 to hear talks at Shap Wells or Penrith, and recently picked up a brochure produced by a Great War commemoration committee in Penrith (population c.16,000-17,000). Coloured and two sides of an A3 sheet, it brings together the events that will be taking place around the town for 2014 at least. The committee is not running or laying on those events *per se*, rather that it coordinates and publishes information from the various organisations and interested parties who are engaged. One wonders why Jersey and Guernsey cannot do likewise given the larger populations and higher 'per capita' earnings that can be found in a remote market town?

Around the UK

Museums around the UK are gearing up for Great War exhibitions. As is well known, there has been work going on at the IWM in London which will see the opening of a new set of galleries at the end of June. Regimental Museums are also following suit. In the Dorsetshire Museum in Dorchester they appear to be constructing a trench scene (and I expect the duty rat will be there!) while the Border Regiment Museum is moving to a new area in Carlisle Castle as part of a £1.4M overhaul, thanks to the National Lottery. It is currently closed and will reopen in the Alma Block in September.

The Tank Museum at Bovington has recently opened a 'War Horse to Horsepower' exhibition. It does appear to be designed for children of all ages combining a range of military vehicles, talking horses sculpted from metal and plywood, and displays intended to encourage participation or simply climbing aboard. There are numerous information panels in support.



War Horse



Bessie and Charlie

The tableau above left features the replica tank that appeared in the film 'War Horse' while Bessie and Charlie appear to have Australian accents!

Not to be outdone, the RAF Museum will be opening a new, permanent exhibition 'The First World War in the Air' in December at Hendon, while another related exhibition will be opened at Cosford.

Numerous talks are being organised throughout the UK, too many to try and list here. It is suggested that members visit the Western Front Association's website (via our website's Links page) for a detailed programme.

CIHS Spring Conference

One set of talks that I recently attended were those given at a CIHS Spring Conference at Shap Wells. In this case, the CIHS stands for Cumbria Industrial History Society while the day's theme was 'Cumbria goes to War'. The morning session featured two speakers, the first being Stuart Eastwood, Curator of the Border Regiment Museum who looked at the county's role (the county formed from the old counties of Cumberland and Westmorland, and the Furness district of Lancashire). By far the most accomplished speaker of the day (very much in the mould of the late Richard Holmes), he talked of the military role of the Cumbria units.

Bill Myers looked in detail at Barrow in Furness' contribution to the munitions industry. The talk did not flow as well as the previous one, but was full of interesting facts and figures in terms of the production of shells, ships and submarines. The town's population would increase as 35,000 workers would be employed by Vickers in 1917, some being Belgian refugees, such that there were accommodation difficulties with the influx having to be housed in newly constructed buildings. Vickers role in airship production at Barrow is less well-known albeit with few airships produced, but it did employ Barnes Wallis.

After a very good lunch, a Peter Robinson talked of the Railways, both what is now known as the West Coast Mainline and also the local railways that linked Carlisle and Carnforth with Barrow, Whitehaven and Maryport. Struggling with a sore throat, he highlighted the existence of the 1871 Regulation of Forces Act that would allow the requisitioning of trains during wartime. With mobilisation, the rolling stock was in great demand, and would continue to be. Sadly, there was the Quintinshill train disaster in 1915, the biggest in Britain that saw over 200 Royal Scots killed and a similar number injured just north of Gretna.

The logistics of keeping the Grand Fleet at readiness in Scapa Flow was covered, with up to 100 trains, the 'Jellicoe Specials' per week, moving coal up the mainline. Sailors being moved up to Scapa could catch a train at Euston at 6.00 pm and reach Thurso the following afternoon at 3.30 pm following a 7 minute change of trains at Carlisle. The other aspect of train usage was the need to move iron ore around the west of the county from its mines so that Vickers could produce the munitions.

Finally, Ian Gee looked at the Waterbird as the main topic of his account on Windermere and Naval Aviation. It is claimed the Waterbird, constructed to an AV Roe/Curtiss design, but modified with stepped floats at Windermere, was the first British seaplane to take off and alight without mishap in 1911. There is pictorial evidence of this in Flight magazine of the 27th January, 1912. Later a School of Flying would be set up, much to Beatrix Potter's chagrin, and this was taken over during the Great War for the RNAS.

All in all an interesting set of talks that I would certainly like to hear again, particularly the ones looking at Barrow and the trains. It is a shame that time, distance and costs can prevent these, and many other speakers from reaching wider audiences, not least on the Channel Islands. They can bring a different dimension to the Great War's history and improve our understanding of it.

Odds and Ends

Administrative Matters: As ever, it would be of help if changes to Members' E-mail 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.

JerseyMail: This E-Mail is to be discontinued from the 18th August by Jersey Post. If you use this facility, please look to change to another provider and also to advise me of your new E-Mail address.

Jersey's Militia Pay Lists, 1914-1917: This remains a stop-go activity with the emphasis very much on stop at the moment with other work taking greater priority.

Jersey Archive: The Archive's remaining 2014 talks on Jersey's streets are as follows:

- | | |
|----------------------------|---|
| 21 st June | - Beaumont and Sandybrook |
| 19 th July | - La Route de la Hougue Bie |
| 16 th August | - Corbière and Petit Port |
| 20 th September | - Bouley Bay |
| 18 th October | - Plémont and Portinfer |
| 15 th November | - Broad Street, Charing Cross and Sand Street |
| 20 th December | - Talk on Researching Your House History |

Call 833300 or email archives@jerseyheritage.org to book your place. Free entry. All talks start at 10 am.

Help Wanted: We're still trying to piece together an idea of the British Army's organisation in the Channel Islands during the Great War. We know, for example that after the respective Military Service Acts that home defence fell on the 2nd (Reserve)

Battalion, RGLI and the RJGB, while 109 and 110 Companies, RGA were formed. But any data as to the command under the two Lieutenant-Governors would be of interest. If you can help, please contact Mark Bougourd.

Correction to Journal 52 - CWGC Visit: Vic Geary **met** the present CWGC Vice-Chairman, Air Chief Marshal Sir Joe French in Jersey in November during the latter's somewhat rain-sodden visit.

Journal to Website Transfers: There are a lot of articles appearing in past Journals that could also feature on the website with a limited amount of editing. Can authors give thought to see what might feature on our site and supply fresh copy?

Imperial War Museum Initiatives: Further to Steve Foote's item on this subject in J52, the Lives of First World War project (www.livesofthefirstworldwar.org), went active two weeks ago with, I presume, some initial data. It would be good if a few willing souls tried the website out and provided user feedback. I note that the website involves the company behind 'Find My Past'.

Without having yet tried it, there are concerns that the workload needed to populate upwards of 15,000 records might be considerable, and the need to configuration manage the data once loaded would be essential. Clearly someone might be able to add data and then it is later changed without his or her knowledge. Or more importantly, access is later denied or changed.

With 'Find My Past' involvement, is there a risk that there may some data harvesting at the public's expense? I would stress that I am airing concerns and not objections, and I would reiterate Steve's view that 'our group takes the lead' should we consider going this route.

Feedback from members is essential on this matter.

Enfin

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

Regards
Barrie H Bertram
25th May, 2014

Journal Issue Dates For 2014

Journals 54 and 55 are currently planned to be published on the 15th of August and November, or very shortly after those dates. As ever, I shall be looking for articles by the 10th of each of those months.