

CHANNEL ISLAND GREAT WAR STUDY GROUP



HMS Marlborough in action at Jutland – 31st May 1916
(A painting by Irwin Bacon (1852-1940))

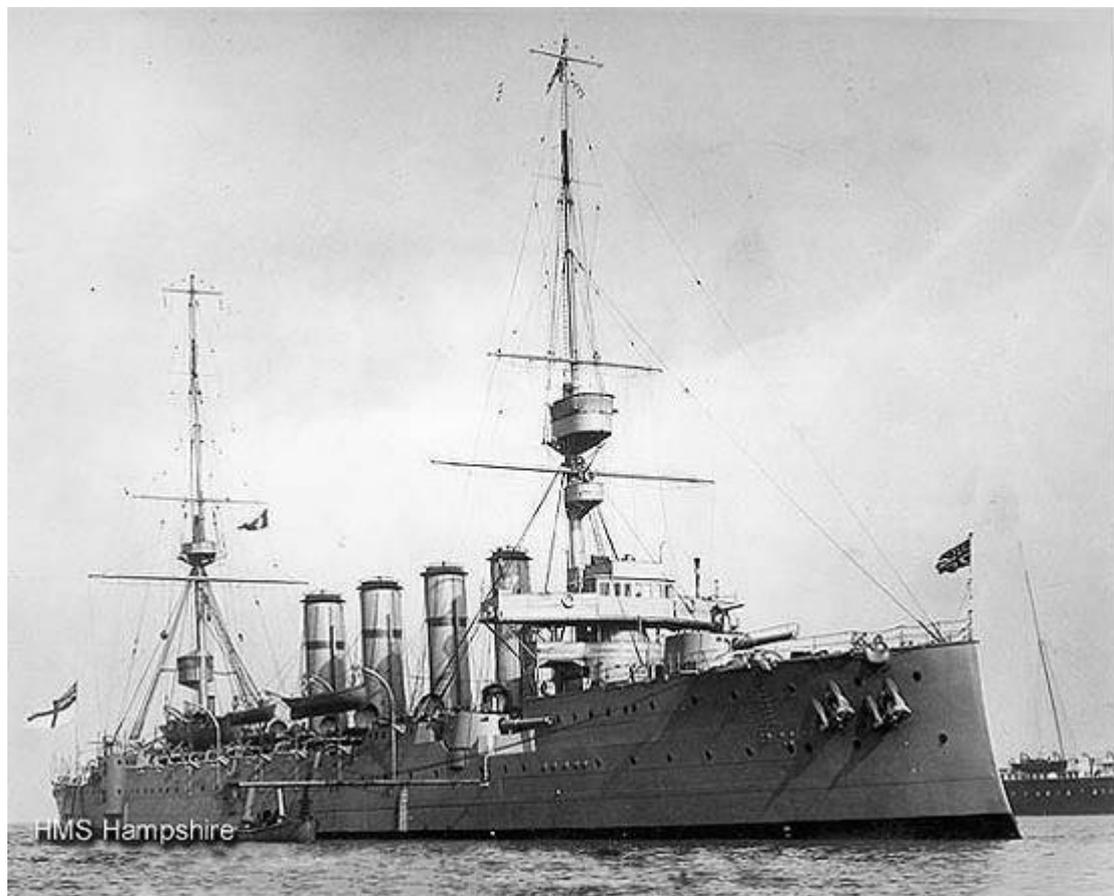
NEWSLETTER 8 JUNE 2006

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Hello All

It seems that about now we begin to reflect on the Great War with so many 90th Anniversaries, particularly as we approach the 1st July with our thoughts of the start of the Somme battle and the 19,000+ dead soldiers on the first day alone. However, Ned Malet de Carteret in his article reminds us that the Royal Navy experienced almost 7000 deaths a month earlier at the Battle of Jutland. Then, barely a week after Jutland they endured another 640+ with the sinking of HMS Hampshire (pictured below) off the Orkneys and the loss of Lord Kitchener and other government dignitaries who were off to Russia.

Those three events cost some 30 Jerseymen their lives and undoubtedly those of a number of Guernsey-men also.



I would just like to point out one forthcoming anniversary event that is of relevance to all Channel Islanders where Jersey- and Guernsey-men fought alongside each other. On 9th September at Guillemont and Ginchy there are to be Combined Irish Regiments' Remembrance Services and Ceremonies In the morning, at roughly 6 am, the village community in Guillemont will begin reading aloud the names of the 2,600 or so Irish soldiers who fell during the Liberation of Guillemont and Ginchy in September 1916. The first ceremony will begin in Guillemont at 11am and there will be a service in the church. The parade will then proceed to Ginchy where a similar ceremony will take place.

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Following Ned's "Jutland" article, Ian Ronayne reminds us that he and brother Paul have ventured forth once more to visit areas where the Jersey contingent had served, and in the case of Frezenberg, still largely have recognised.

A small miscellany of articles discusses HMS Otranto and RGLI photographs and memorabilia

Meanwhile, Liz has produced another excellent article regarding memorials in Guernsey and highlights, in some cases, their deteriorating condition. Is there something we can initiate in Guernsey (and in Jersey also even though the CWGC recently visited?) to see that such memorials are maintained in the future?

I wrote last time of contacting the CI newspapers about a CI Great War Memorial in France or Flanders and I understand that my letter was published. Unfortunately it has generated little interest, although it fits in very comfortably (in Jersey anyway) with the administration's wish to see the CI having a more independent status with less UK and EU interference. As a consequence I've written to Jersey's Chief Minister, Mr Frank Walker, making the suggestion that some leadership from the islands' administrations could be applied to "make it happen". To date I've had a very polite holding response from Mr Walker, but if anyone knows of "levers to pull" please do so if you feel it is worth support.

Membership News

I am pleased to add another two names to the fold this issue, namely Russell Doherty and Mark Bougourd, both from Guernsey, having been introduced via Liz. I included their contact details on the updated list which I sent out by E-Mail or post on 21st May or thereabouts. Mark has been able to provide some interesting photos and other material on the RGLI (see later on) and is a collector of related medals and militaria. While, Russell as his home and E-Mail addresses suggest is clearly interested in the battles at Ypres and as I pen this, has probably just returned from carrying Guernsey's Royal British Legion standard at the 75th Anniversary ceremony of the Ploegsteert Memorial dedication.

Hopefully by the time I have completed editing I shall have another new name to add. If so, I'll tag it on in the Odds and Ends as I want to get the first article sorted with photographs.

On the minus side, as most are aware, Evan Ozanne after briefly joining has decided to opt out, largely because he sadly felt that he could not give enough of his time in our direction.

As a reminder, you can contribute as little or as much as you want, and there is no compulsion to provide articles. However, the newsletter does provide a good avenue to practice writing. It may be that you would like to provide a brief pen picture of yourselves and particular relevant interests for inclusion. Feel free to include a photograph.

Postscripts

This is just a brief section to tie up some loose ends from earlier Newsletters and add some photographs in support.

Victoria Cross Stamps

For those with a philatelic bent, the British Post Office has just released pictures of their forthcoming VC issue. A six-stamp set coming out on 21st Sep, it features three Great War winners – Noel Chavasse, Albert Ball and Jack Cornwell. I am disappointed to say that the set is a far more attractive and visible solution than is Jersey's and Guernsey's, where one is only a solitary £2.00 stamp that doesn't enjoy everyday use while the other set can be likened to an extract from a comic!

A Voyage to Another Jersey

A full three months after my trip to Jersey I am still working through the data that I gathered from the militia records and the newspapers of the time. Now that much of it is in a collection of spreadsheets, I have started to analyse and link names at various points in time with a degree of success, seeing an individual's progress from the 1913 militia to service in one or more British regiments and then to the RJGB in a few cases. With so many inter-regiment moves, it has made me fully appreciate the volatility of the drafting and reinforcement processes of the time that must have required a considerable administrative "tail". I have often been critical of the efforts that went in to record names in the JRoH&S, but it is clear that people were leaving the islands to join the Dorsets for example and then being transferred to the SLI, and then the KRRC and after the Labour Corps.

Meanwhile a closer examination of the 28th February 1917 list I referred to in edition 7 showed that a number of names appear to have joined the Jersey-based 110 Company RGA when the militia was closed down. This has been done in conjunction with the Medal Roll Index that would indicate that they were assigned regimental numbers in the range 1489xx-1490yy.

On a lighter note, I recall I discovered that the abbreviation RATA that I had seen in the RJGB Armistice nominal roll (a copy is in the SJ library in the museum) stands for Royal Army Temperance Association!

Noting the names of the miscreants involved in the Le Gallais robberies, in addition to Brown in the RJGB, it appears that at least three, L Ferchal, JAC Mathew (sic) and EJ Vardon, are also listed in the JRoH&S and probably joined the army on completion of their sentences. I certainly could not see Le Gallais speaking up for them at a tribunal as their (now) ex-employer!

Lastly, while in Jersey I believe that I had discovered a name left off the Victoria College Sir Galahad monument (and out of the VCBR) – an Emerson Currah. The College is currently checking this out and there is a (faint) possibility that a brother, William, was also killed.

Jerseymen at Jutland – Wednesday, 31st May 1916
Commemorating the 90th Anniversary of the Battle
By Ned Malet de Carteret

My thoughts on this anniversary day always turn to the men who fought at the largest modern naval sea battle of the 20th century and for those brave sailors on both sides who did not return. In particular I think about my great uncle Midshipman Philip Reginald Malet de Carteret who was the 18 year old heir to St Ouen's Manor in Jersey and the apple of his parents Reginald and Amy's eye. He was serving in 'A' turret on the battle-cruiser HMS Queen Mary (Captain Cecil I Prowse). Philip went down with his ship along with 1,266 fellow crew-members. It was largest loss of life of any of the British ships sunk during the battle.

I have always thought about Philip, but it was not until making a recent study of the Jersey Roll of Honour, that I have come to discover that **21 Jerseymen** in total perished during it.

At 12.00 hours on Tuesday 30th May, Room 40 at the Admiralty (the Naval Intelligence decoding room) received the message that the German High Seas fleet under the command of Admiral Reinhard von Scheer (pictured right) would be putting to sea the next day. By 18.00 hours the Operations room at the Admiralty had ordered the British Grand Fleet, under the command of Admiral Sir John Jellicoe (pictured below) to sail to meet the threat.



The main part of Jellicoe's fleet, including the Dreadnought battleships, were based at Scapa Flow in the Orkneys, whilst the Battle-cruiser Squadrons and the Fifth Battle Squadron equipped with Dreadnoughts were stationed at Rosyth, on the Firth of Forth, under Vice Admiral Sir David Beatty.

Philip had only recently transferred to HMS Queen Mary from HMS Canopus after having spent almost a year at Gallipoli, and his last letter home to his father Reginald on 27th May from Rosyth tells us a little of his new ship.

HMS Queen Mary was the most modern of all the battle-cruisers of Beatty's First Battle-cruiser Squadron. She also had the reputation of having the best gunnery capabilities of the Squadron. Philip swapped ships with Midshipman Jan Kent who went on to become a Commander in WW2 and who later retired to Jersey, where he knew my grand parents and parents well.

"My Dear Dad

The Queen Mary is the most up to date ship. Among the many luxuries are a bath-room with hot water constantly laid on and two long baths. Also a cinema show to which I went last Thursday and it was quite decent. The Gunroom is well above the waterline (in the Canopus you could scarcely have the scuttles open at sea for fear of the water coming in) and contains a gramophone and a pianola.

There are 23 of us in the Gunroom including 2 subs, an engineering sub and 2 clerks.

All the rest of us are snotties, some junior and some senior to us.

My chest and trunk arrived quite happily on the same day as I did. Are you able to get plenty of tennis? How are the gooseberries and the other fruit getting on? I suppose Jack has left to join his ship again.

*Hoping you are all quit well,
With much love from your affectionate son
Philip."*



By 15.45 hours on 31st May, the two opposing Battle-cruiser squadrons were finally preparing to engage each other – Beatty's 6 ships - Lion (his flagship under the command of Captain E M Chatfield, later Admiral Lord Chatfield, First Sea Lord), Tiger, Princess Royal, Indefatigable, Queen Mary and New Zealand against Vice Admiral Franz von Hipper's First Scouting Group of 5 ships - Lutzow (Hipper's flagship), Seydlitz, Moltke, Derfflinger and Von der Tann

Although the British Battle-cruiser Squadron had the greater range of their German counterparts it was the German who opened fire at 15.48 hours at about 18,000 yards – they had quicker range finding capabilities amongst other qualities as the British were shortly to find out.

Whilst the Germans swiftly corrected their over-estimate of their enemy's range, the British took far longer, partly due to their equipment, which though superior took more time to handle, and partly due to their targets' obscurity from their own smoke. They also commenced by blundering in their distribution of whom they were firing at – which ship each battle-cruiser was to fire at - because they left the Derfflinger totally unopposed. This was a case of *déjà vu* because precisely the same thing happened at the Dogger Bank action in January, 1915.

In the opening minutes of the battle only HMS Queen Mary of the British ships was able to hit her target – two shells landing on the Seydlitz at 15.55 hours and 15.57 hours. The second 13.5-inch shell knocked out the 'C' turret and killed 20 men. At the battle of Dogger Bank 'C' and 'D' turrets had been knocked out on the Seydlitz, though not by HMS Queen Mary as she was being refitted at the time. The Germans lost 190 men killed – but because of this they had learned their lesson well from the cause – a flash fire then had ignited 13,000 pounds of cordite – this time around only one charge caught fire and the resulting flames did not reach the magazine. HMS Queen Mary fired a total of 150 shells during the battle, four of which hit the Seydlitz.

By 15.55 hours both squadrons had turned away and opened up the range between them.



At 16.00 hours the Lutzow struck 'Q' turret on HMS Lion and it was only the quick thinking of the turret commander Major Francis John William Harvey, RMLI, (pictured left) aged 43, whose dying command to flood the magazine probably saved the ship. He was awarded a posthumous Victoria Cross. The ship veered out of line and was badly damaged. HMS Lion had suffered similarly at Dogger Bank where both engines failed and she had to be towed home. She had also been hit by shells 16 times.

At 16.02 hours, HMS Indefatigable (Captain Charles F Sowerby) was hit by two salvos from the von der Tann, the second producing a huge explosion – the column of smoke from which was up to 1,500 feet high. 'X' turret had been hit. Of the 1,019 crew, only two survived – Signaller C Falmer and Able Seaman Elliott, who had both been right at the top of the main mast of the ship, clearing the flags. Both men became Prisoners of War.

On board the ship were the first **4 Jerseymen** of the battle to be killed.

- Engineer Lt. Stanley Nelson de Quetteville (Royal Canadian Navy)
- 1st PO John Alexander de Caen (Aged 37)
- CER Alfred Wakeley (Aged 41)
- Stoker Percy N Kendall (Aged 26)

With both the Seydlitz and the Derfflinger firing hard at HMS Queen Mary, the barrage of accurate shells soon began to take their toll.

“There was a heavy blow, struck, I should imagine in the after 4-inch Battery and a lot of dust and pieces flying around on top of ‘X’ turret. My attention was called by the turret trainer, AB Long, who reported the front glass of his periscope blocked up. This was not very important because we were in director training, but someone in the rear heard him report his glass foul and without orders dashed on top and cleared it, for he fell in front of the periscope, groaning and then apparently fell off the turret. I wish I knew his name, poor chap, but it’s no use guessing.” (PO Gunner’s Mate Ernest Benjamin Francis – HMS Queen Mary)

Another crunching blow landed on the mid-ship turret of HMS Queen Mary

“Everything went beautifully until 16.21 hours, when ‘Q’ turret was hit by a heavy shell and put the right gun out of action. We continued firing with the left gun for two or three minutes and then a most awful explosion took place which broke the ship in half by the foremast. Our left gun broke off outside the turret and the rear end fell into the working chamber, the right gun also slid down. The turret was filled with flying metal and several men were killed. A lot of cordite caught fire below me and blazed up and several people were gassed.” (Midshipman Jocelyn L Storey – who had served on HMS Canopus with Philip and was one of the 20 survivors from HMS Queen Mary).

One shell detonated a forward magazine of either ‘A’ or ‘B’ turret.

“Then came the big explosion, which shook us a bit, and on looking at the pressure gauge I saw the pressure had failed. Immediately after that came what I term the ‘big smash’ and I was dangling in the air on a bowline, which saved me from being thrown down onto the floor of the turret. These bowlines were an idea I brought into my turret and each man in the gun-house was supplied with one. As far as I noticed the men who had them on were not injured in the ‘big smash’. No 2 and 3 gun crew of the left gun slipped down under the gun and the gun appeared to me to have fallen through its trunnions and smashed up these two numbers.” (PO Gunner’s Mate Ernest Benjamin Francis)

“Everything in the ship went as quiet as a church, the floor of the turret was bulged up and the guns were absolutely useless. I must mention here that there was not a sign of excitement. One man turned to me and said, “What do you think has happened” I said, “Steady everyone, I will speak to Mr Ewart.” I went back to the cabinet and said, “What do you think has happened, Sir?” He said, “God only knows!” “Well Sir”, I said “it’s no use keeping them all down here, why not send them up round the 4-inch guns and give them a chance to fight it out” (PO Gunner’s Mate Ernest Benjamin Francis)

Francis was ordered to check the state of the 4-inch battery but he did not get far before he realized that the game was up.



"I put my head up through the hole in the roof of the turret and I nearly fell through again. The after 4-inch battery was smashed right out of all recognition, and then I noticed that the ship had an awful list to port. I dropped back inside the turret and told Lieutenant Ewart the state of affairs. He said, "Francis, we can do no more than give them a chance, clear the turret." "Clear the turret!" I called out, and out they went." (PO Gunner's Mate Ernest Benjamin Francis)



It is thought that there were four shells that had hit HMS Queen Mary up until 16.21 hours and that these were all 11-inch ones fired by the Seydlitz. Subsequently three 12-inch shells hit, one at 16.21 hours and two at 16.26 hours, all fired by the Derfflinger making a total of seven shells that hit her in all. The two hits at 16.26 hours were hits on 'A' or 'B' turret or barrette, and perhaps on the left gun of 'Q' turret. The explosion somewhere in 'A' or 'B' shook the ship and hydraulic pressure failed in the turrets. Immediately 'A' or 'B' magazines exploded. The forepart of the ship broke off near the foremast and was in all probability destroyed. 'Q' and 'X' turrets were wrecked, with a cordite fire in 'Q' working chamber. The after part of the ship was listing heavily, the stern in the air and propellers still revolving. As the heel increased, an explosion blew up the remainder of the ship.

“There was a terrific explosion forward and I was sent up to the top of our after turret to see what was happening. I had to put on lung respirators owing to clouds of smoke and fire. I could see nothing for about a minute and then all cleared away as the foremost part of the ship went under water. I then told the officer of the turret that the ship was sinking rapidly and so as many as possible were got up out of the turret.” (Midshipman Peregrine Dearden)

Meanwhile, Midshipman John Lloyd Owen (later Commander) was still inside ‘X’ turret.

“There was a terrific explosion in the fore part of the vessel. I asked the working chamber if they had anything to report. They answered all pressure had failed, both guns being out of action. I reported this to the officer of the turret, Lieutenant Ewart. He told me that the ship was going down and would probably sink in a few minutes. I asked him for orders and he told me to send up the gun-house crew on deck which I did.”

“After all the men had gone out of the turret I went up myself and found the ship lying on her side. She was broken amidships, her bows were sticking up in the air and the stern was also sticking out at an angle of about 45 degrees from the water. I was standing on the back of the turret which was practically level, the turret still being trained to port fore most bearing, the vessel lying on her port side. I looked towards the stern and saw that it was red hot and that all the plates had been blown away, nothing but the framework remained. All around us men were falling off into the water. A few moments afterwards a tremendous explosion occurred in the fore part of the vessel, which must have blown the bows to atoms. The stern part gave a tremendous lurch, throwing me off into the water. Just before entering the water another explosion occurred, apparently just above my head.” (Midshipman John Lloyd Owen)

“PO Stares was the last I saw coming up from the working chamber and he told me it was no use as the water was right up the trunk leading from the shell room, so the bottom of the ship must have been out of her. Then I said, “Why didn’t you come up?” He simply said “There was no order to leave the turret” I went through the cabinet and out through the top and Lt Ewart was following me; suddenly he stopped and went back into the turret. I believe he went back because he thought there was someone left inside.” (PO Gunner’s Mate Ernest Benjamin Francis)

Lt Victor Alexander Ewart, aged 25, went down with the ship.

The ship was by now in its death throes

“The ship had an awful list to port by this time, so much so that the men getting off the ladder went sliding down to port. I got on to the bottom rung of the ladder and could not by my own efforts reach the stanchions lying on the deck from the ship’s starboard side. I knew if I let go that I should go sliding down to port like some of the others must have done – and probably got smashed up sliding down. Two of my turret’s crew seeing my difficulty, came to my assistance, they were AB Long, turret trainer and AB Lane, left gun No

4. Lane held Long at full stretch from the ship's side and I dropped from the ladder, caught Long's legs and so gained the starboard side. These two men had no thought for their own safety. They saw I wanted assistance and that was good enough for them, they were both worth a VC twice over." (PO Gunner's Mate Ernest Benjamin Francis)

"The men left and myself got to the ladder leading out of the turret and climbed quickly out. There was no panic or shouting at all, the men were splendid heroes. Just as I got out of the turret and climbed over the funnels and masts which were lying beside the turret, and had got off my coat and one shoe, another awful explosion occurred blowing me into the water. The remaining part of the ship, the after part, blew up, the 'X' turret magazine going off." (Midshipman Jocelyn Storey)

"The surface of the water was simply covered with oil fuel which tasted and smelt horrible. I smothered myself all over with it, which I think really saved my life as the water was frightfully cold. I should say that about 50 hands went over the side, but about half of these were killed during the second explosion. Most of the remainder of us held out on two or three spars and other wreckage on the surface. Shortly afterwards several of our destroyers came up but only one stopped." (Midshipman Peregrine Dearden)

The destroyer was HMS Laurel.

"We picked up 11 survivors, all except one were in a very bad state. As we steamed away we noticed about half a dozen survivors on a raft. The only uninjured Queen Mary survivor we picked up was the left gunlayer of 'X' turret. He was a PO and though shocked, he stood with some of us at the break of the foc'sle, drinking a basin of soup." (AB Albert Hickson, HMS Laurel 9/10th Flotilla).

Midshipman Storey and Lloyd Owen were both picked up by HMS Laurel. As HMS Laurel steamed off:

"It nearly drove me frantic when she steamed off when I was only about 25 or 30 yards from her. She would not even leave her whaler behind to pick up the 15 or 20 of us in the water, although I shouted at them to do so. Afterwards it was terrible seeing everyone else collapse and drown and I had not the strength to help any of them." (Midshipman Peregrine Dearden)

"Since 16.24 hours, every one of our salvos had straddled the enemy. When the salvo fired at 16.26 hours and 10 seconds fell, heavy explosions had already begun in the Queen Mary. First of all a vivid red flame shot up from her forepart. Then came an explosion forward which was followed by a much heavier explosion amidships, black debris of the ship flew into the air, and immediately afterwards the whole ship blew up with a terrific explosion. A gigantic cloud of smoke rose, the masts collapsed inwards the smoke cloud hid everything and rose higher and higher. Finally nothing but a thick black cloud of smoke remained where the ship had been. At its base the smoke column only covered a small area, but it widened towards the summit and

looked like a monstrous black pine." (Commander Georg von Hase, SMS Derfflinger, First Scouting Group, High Seas Fleet)

"The Queen Mary was obliterated by an 800 feet high mushroom of fiery smoke, in this case I remember seeing bits of her flying up. As I watched this fiery gravestone, it seemed to waver slightly at the base and I caught a momentary but clear glimpse of the hull of the Queen Mary sticking out of the water from the stern to the after funnel." (Lt Stephen King-Hall, HMS Southampton, Second Light Cruiser Squadron).

"The spectacle was overwhelming, there was a moment of complete silence, then the calm voice of a gunnery observer announced "Queen Mary blowing up", at once followed by the order "Shift target to the right" given by the gunnery officer in the same matter-of-fact tone as at normal gunnery practice." (Kapitan zur See Moritz von Egidy, SMS Seydlitz, First Scouting Group, High Seas Fleet)

As Beatty and Chatfield stood on the bridge of the Lion, Beatty summed it all up in one pithy phrase that has since passed into the annals of popular history.

"I was standing beside Sir David Beatty, and we both turned round in time to see the unpleasant spectacle. The thought of my friends in her flashed through my mind: I thought also how lucky we had evidently been in the Lion. Beatty turned to me and said, "There seems to be something wrong with our bloody ships today!" A remark which need neither comment nor answer. There was something wrong." (Flag Captain Alfred Chatfield, HMS Lion, First Battle-cruiser Squadron)

HMS Laurel actually picked up 17 survivors, HMS Petard 1 and the German Destroyer G8 2.

5 Jerseymen lost their lives on HMS Queen Mary, they were:

- Midshipman Philip Malet de Carteret (aged 18)
- Midshipman Dennis Gerald Ambrose Goddard (aged 18)
- PO Stoker Alfred James Vigot
- Stoker Philip Poingdestre (aged 21)
- AB Victor Alexander Augustine Johnson

Philip mentions Goddard once in one of his letters home. They were both in the same dormitory at RNC Osborne.

Midshipman Jocelyn L Storey wrote this letter of condolence on 5th June 1916 to my great grandfather, Reginald, the original is missing, we unfortunately only have a transcription of it.

"Poor Malet de Carteret who was with me in the Canopus all this time is also gone. I feel it dreadfully. We had been together 6 years all told.

....The actual fight was something like this. We left Rosyth on Tuesday evening and steamed towards the Danish coast. At about 15.50 hours we sounded off "Exercise action", and all went to our turrets and tested through everything. We were then told that 'A' and 'Q' turret crews could go and get their tea. 'Q' was my turret, the one amidships in the waist between the funnels. At 16.24 hours "Action" was sounded and we all went to our stations, and at 16.40 hours the order was given "Load all Guns" we all then realised that the real thing had come at last. At 16.53 hours we opened fire at 8 ¾ miles range at the third ship in the enemy's line, and everything went beautifully until 17.21 hours when 'Q' turret was hit by a big shell, and the right gun put out of action. We continued firing with the left gun for two or three minutes, and then a most awful explosion took place which broke the ship in two by the foremast, it was I believe a torpedo into one of the fore-turret magazines. When the explosion took place, our left gun broke off outside the turret at the rear and fell into the working chamber: the right gun also slid down. The turret was filled with flying metal, and several men were killed. A lot of cordite caught fire below me and blazed up, and several people were gassed. The men left and myself got to the ladder leading out of the turret and climbed quickly out. There was no panic or shouting at all, the men were splendid heroes. Just as I got out of the turret and climbed over the funnels and masts which were lying behind the turret, and had got off my coat and our shoes, another awful explosion occurred, blowing me into the water, - and the remaining part of the ship, - the after-part blew up. 'X' turret magazine going off. However eventually we got to Rosyth at 20.00 hours on Thursday."

(His watch must have been an hour out-EMdeC)

A letter of 26th June, 1916 from 9 Clarence Parade, Southsea to Philip's father Reginald from ? Stanley Falle tells of his visiting Jocelyn Storey: The handwriting is extremely difficult to read!

"My dear de Carteret,

I have today talked with young Midshipman Storey – a nice boy – who was saved from the Queen Mary – He had known your Philip for 6 years and of course speaks feelingly and affectionately of him – he says your boy was in 'A' turret – the first to go – and that it was all over in seconds – there could have been no suffering, indeed there could have been no knowledge of what was happening.

He thinks a shell entered the turret magazine and turret 'B' (?) followed and he thinks a torpedo broke the ship in half, and as his half sank he was thrown into the sea. He found some wreckage off which one of our TGd's(?), passing at speed, soaked him and the same thing happened a second time after which a third TGd's(?) rescued him.

His clothes had to cut off him – the explosion of the magazines had generated some gasses which made stiff board of his clothes. He's a brave lad ???- and his parents – that his nerve has not suffered but we think he shows some of the effects.

He had a month's holiday or something of the kind.

I feel you will like to have these facts – it's something to know there was no suffering. He tells me too of the end of the Black Prince commanded by a real friend of ours – also a question of?

The Storey's live here – 14 Clarence Parade.

Yours sincerely

? Stanley Falle”

The third and last battle-cruiser to be sunk happened after the main battle-cruiser action at 18.34 hours, just after the Grand Fleet's dreadnoughts had come into action for the first time. The mists cleared and the Germans saw the Third Battle-cruiser Squadron right in front of them. HMS Invincible (Rear Admiral the Hon Horace L A Hood, CB, MVO, DSO), an out date ship, designed for speed, came up against the might of the Lutzow and the Derfflinger



“Suddenly a dark smudge seemed to pass along the leading ship's side, the Invincible. Then she disappeared into a huge cloud of smoke and flame. The upper bridge awning was blown sky high above the smoke and looked like a huge parachute with the iron stanchions that supported it dangling below. As soon as the force of the explosion was over the whole thing plunged into the sea. It was awful, that a ship could go in seconds like that, not so much the ship, but those living souls with her.”

1,026 crew perished on HMS Invincible, while there were only six survivors including Commander Hughbert Dannreuther who is pictured above, the Gunnery Officer and who died in 1977, and also Gunner Bryan Gasson who died in 1980.

In this action, **2 Jerseymen** went down with HMS Invincible:

- Lieutenant John T Le Seilleur
- PO Albert Winter Reed, aged 30

Previous to this at 18.20 hours as the Grand Fleet were deploying, HMS Black Prince (Captain Thomas P Bonham) an old armoured cruiser had been separated from the rest of the First Cruiser Squadron, and she blundered into the High Seas Fleet. The might of it - Thuringen, Ostfriesland, Friedrich der Grosse, and Nassau - fired at her. In a matter of seconds she was on fire and sank with a terrible explosion minutes after firing had started.

857 men lost their lives on HMS Black Prince including **6 Jerseymen**:

- Blacksmith Otto Drube
- PO Stoker Francis Gregory
- Leading Seaman William Philip Moyse, aged 35
- Leading Stoker Arthur Charles Pralle, aged 33
- Able Seaman George Palmer, aged 32
- 1st Stoker Henry Louis Cotillard, aged 23

Finally **4 Jerseymen** lost their lives on other ships:

- Armourer Charles Edward Humphries, HMS Princess Royal, a battle-cruiser
- Armourer Philip Renouf Le Cornu on HMS Malaya a Battleship.
- 1st Stoker Henry Thomas Wakley, HMS Fortune, destroyer
- AB Alfred Peter Tisson, HMS Fortune

The outcome of the Battle was hotly contested on both sides and the reputations of Jellicoe and Beatty have been tarnished over the years – indeed they are still being argued about. Both men became First Sea Lord in succession and both men engaged in a bitter war of recrimination for years after the Battle. But it is indisputable that the British were still masters of the sea in terms of their having greater numbers of battleships. The German Fleet never took on the British again and during the rest of the war they turned their attention to U-boat warfare.



Prince Albert

I am adding three interesting asides:

Firstly, the future King George VI (Albert Windsor) was a Sub-Lieutenant on board HMS Collingwood, a dreadnought, which fired 84 heavy calibre shells during the battle.

Secondly, amongst the snotties (Midshipmen) on HMS Queen Mary was Archibald W Dickson, aged 16, the younger brother of Midshipman Robert Kirk Dickson, aged 18, whom Philip had known for 5 years at RNC Osborne (they were in the same dormitory – Grenville). They had served together on HMS Canopus (he was present at the burial of the famous poet Rupert Brooke on Skyros). Robert transferred to the dreadnought HMS Benbow which survived the battle. He became a Rear Admiral in WW2 and I believe would have played a part of the planning team for D-Day in June 1944. Archie had also been at Osborne and had served throughout the war on HMS Queen Mary, so Philip would have been very much in the loop regarding what the ship had done to date and as to Archie's life in it. There is no Jersey connection as such – except that Archie's niece, had he lived, Robert's only daughter, Elizabeth (now 70) met my father in Jersey in 1953 aged 17. She was recovering from the shock of her father having been tragically killed in a

gardening accident at his home in the New Forest in her presence. Robert had been axed from the RN in 1952 (4 of 17 Rear Admirals were pensioned off), he was 55 years old. His second wife, Joyce, the daughter of Admiral AG Curzon Howe was devastated, particularly as she had lost her first husband on D-Day. Every Jutland anniversary date Archie's parents would go to Rosyth from Edinburgh to the spot opposite where they saw HMS Queen Mary depart for the last time on 30th May, 1916.

Finally for those who may be in the area, there will be an exhibition entitled Ghosts of Jutland commencing 1st June on board HMS Belfast on the River Thames in London (Editor's Note: This was featured by the BBC news and broadsheet newspapers on 31st May where sole Jutland survivor 109 year old Henry Allingham attended the opening).

Sources:

Jutland, 1916 (Death in the Grey Wastes) – Nigel Steel & Peter Hart - 2003

Jutland – An analysis of the Fighting – John Campbell - 1986

With the Battle-cruisers – Lt (RNVR) Filson Young - 1921

The Grand Fleet 1914-1818 – Admiral Viscount Jellicoe of Scapa - 1919

The Life & Letters of David Beatty – Rear-Admiral W.S. Chalmers - 1951

Editor's Comments: The Stanley Falle letter uses the abbreviation “*TGd's*”. Would it stand for Torpedo Gunboat Destroyer? Anyone any thoughts?

As a postscript to Ned's article, I added a number of pictures 'borrowed' from HW Wilson's The Great War. The “joined up” picture of the battle scene was taken by a British officer and is of Beatty's Battle-cruiser Squadron engaging the Germans whilst being shelled.



Second in Command at Jutland

The photograph on the left is that of Admiral Sir Cecil Burney who, at Jutland, was second in command to Jellicoe. His flagship was HMS Marlborough (pictured in action on the front page) though he transferred his flag before the battle to HMS Revenge because of its better speed. For whatever Jersey link that I have not yet established, Burney is listed in the JRoH&S.

Meanwhile full size prints of HMS Marlborough on the front and many other very good naval paintings can be bought from:

www.maritimeprints.com

2006 France and Flanders Visit By Ian Ronayne

In early May this year, Paul and I embarked on our annual trip to France and Flanders. The principle "theme" of the visit was to again follow in the footsteps of the men of the Jersey Contingent during the Great War. The Contingent had been formed from volunteers in December 1914. It was attached to the 7th Battalion, the Royal Irish Rifles, from March 1915 to September 1917, and served with that unit in France and Belgium. Our visit was planned as a continuation of last year's trip which had also focused on the Contingent. This time we planned to spend a bit more time "on the ground" at some of the key locations where at these three hundred Jerseymen lived - and died. Of course, and as always, the other "theme" for the trip was to thoroughly enjoy the local fare and hospitality. I am pleased to be able to report that we managed to do justice to both!

Visiting a long-lost relative for the first time can be an emotional experience. It certainly was for us – although the relative we were visiting on this trip was a great-uncle who had died over ninety years before. Private James Docherty, our mother's uncle, was serving in the 10th (Service) Battalion of the Argyll and Sutherland Highlanders when he was killed in action, aged 19, on the 30th of August 1915. We didn't know how he died, or exactly where it occurred, but we did manage to find his grave in Vermelles British Cemetery, not far from the town of Bethune. By coincidence, Vermelles is also where Captain George Mitchell Johnston, second-in-command of the Jersey Contingent until his death on 1st April 1916, is buried. Also, this cemetery would have been well known to the men of the Contingent, who marched past it regularly on their way to the trenches a mile or so up the road towards Hulluch. They would have passed James Docherty's grave on each occasion, given that he is buried next to the road; I wonder if any stopped to pay their respects to the young man from Glasgow?

The visit to Vermelles Cemetery was made on the afternoon of our second day. The previous day we had motored up from St Malo to Belgium, a journey of six hours at a fairly leisurely pace. A sensible suggestion had been made that this year we start by heading for the furthest location we intended to visit first, and end up closer to home on the last day. So accordingly, the city of Ypres was the venue for the first night. Fortunately an early start to the day meant that we arrived in good time for the Menin Gate Ceremony, an excellent meal (Hotel Regina), and a few beers in the square before bed.

The second day had started remarkably early (and in a remarkably bright condition!). The opening visit had been to the battlefield at Frenzenberg, which lay on the road from Ypres to Zonnebeke. The 7th Royal Irish Rifles (7RIR), with their attached Jerseymen, had attacked here in the early hours of the 16th August 1917, on the opening day of the Battle of Langemark. A day of bitter fighting had followed, with eight men from the Contingent being killed during the assault which ended up failing wretchedly on account of well-positioned German machine guns secure in their concrete shelters. It was also the day on which an unprecedented eight men from Jersey would win the

Military Medal: the losses and gains being testament to both the ferocity of the fighting and the courage of our soldiers.

Visited today, it is pleasing to find that that battlefield at Frenzenberg has changed remarkably little since the war. The fields over which the men of the 7RIR advanced are still open and flat, the farms in which the Germans constructed their strong-points have been rebuilt, and the roads and track-



The view from the 7RIR jumping-off trenches at Frenzenberg looking towards their objectives on 16th August 1917

ways follow more or less the same layout. There is one key change however - and it is one which threw us when we briefly visited this spot last year. In 1917, an embankment on which the Ypres to Roulers railway line ran cut through the battlefield - today it is nowhere to be seen. This had raised suspicions last year that we were in the wrong place. However, by comparing the 1917 map with some modern aerial photos, it was revealed that the embankment, and its railway track, no longer

exists. A modern road now runs in their place; fortunately, the change has left the remainder of the battlefield untouched.

From Frenzenberg, with some time to spare, quick visits were made to Essex Farm Shelters, Boesinge, and Hooze Front-Line and Chapel War Museum. Then it was on to the second major site-visit of the day: Wytschaete. The Jersey Contingent had been stationed in and out of the trenches below this village from September 1916 to June 1917, facing the German lines on Messines Ridge. Again, last year we had made a quick visit to this spot; this time we were planning to get out of the car and walk the site. Unfortunately by now the Flanders weather, so fickle in 1917, had turned against us and it was teeming rain by the time we parked-up near the massive Maedelstede Farm Crater. This was the site of one of the mines blown at the start of the Battle of Messines in June 1917, and a key strong-point in the German front-line. The British trenches were a hundred yards or so further down the slope, and, with the aid of a trench-map, and more aerial photos, we were able to quickly arrive at the locations in which 7RIR had spent so much time when they were in this sector. As with Frenzenberg, the roads here had been largely reinstated to the same pattern as before the war, and so it was relatively easy to get our bearings. The woods too had been restored within their original boundaries, and so across the open fields from the trench positions we could make out Petit Bois Wood, another German strongpoint during their time here. In 1917, it had been the location of a number of heavy trench mortars, weapons despised by the men in the trenches because their projectiles

tended to land with any warning, and cause massive devastation. Petit Bois Wood was also the location from which a violent German trench-raid had been launched on the night of 8th/9th March 1917. The Jerseymen were manning the front line trenches at the time and as a result a number of men from the Contingent were killed, and eight of them captured. In some ways these eight were the fortunate ones. All would return safely to Jersey at the end of the war.

The dismal weather curtailed our enthusiasm for too long a walk, and so we headed for a restaurant up on Mount Kemmel. From there, we started down towards Vermelles, and Private Docherty. On the way we visited Locre, the Belgium village in which the Jerseymen had spent their rest time, calling in on two Contingent member's graves at Bailleul Cemetery Extension, and meandered through the 1915 battlefields. It was not till about four o'clock that Vermelles was reached, leaving us time to pay our respects to both our great-uncle and Captain Johnston before moving on to nearby Arras for the night.

We had planned to spend the final day on the battlefields of the Somme. An excellent night had been spent in Arras, a city that seems to have really come to life since we first stayed there some

eight years ago. So it was a bit less early, (and a bit less brightly!) that we set off on the third day, by taking a slow road from Arras that ran roughly parallel to the Hindenburg Line in 1917. 7RIR had been briefly located near the village of Fontaine Les Croisilles after the fighting at Frenzenberg, but lacking any real details on locations, we didn't stop. A quick visit to grave of Rifleman Jimmy Scoones at Grevillers British Cemetery followed; he had been wounded in the fighting at Cambrai in November 1917, and brought to the site of a casualty clearing station at Grevillers. He died there on the 23rd November. From his granddaughter I received copies of a number of letters he wrote home just before he died; their simplicity and cheerfulness make poignant reading.

The main visit of the day was again to the villages of Guillemont and Ginchy, the locations in September 1916 of the battles fought by the 7RIR, and the places where the Jersey Contingent would suffer their heaviest casualties during the war. In contrast to yesterday's rain, the weather was much kinder today, and so we set-off on a three-hour walk, starting and ending at Delville Wood, and taking in much of the battlefield.



Looking towards the village of Ginchy from the 20th (Light) Division's memorial. On the afternoon of 9th September 1916, 47 Infantry Brigade had attacking from this vicinity towards Ginchy (Delville Wood on the left horizon)

The afternoon was getting on when we got back in the car. We had time for one last visit before leaving the Somme, and had decided to visit Danzig Alley Cemetery. This Cemetery is located in the heart of the successful British attack on the first day of the battle, when the villages of Fricourt and Montauban had been taken. This success led more or less to the later fighting at Guillemont/Ginchy, so was linked to the theme of our visit. The cemetery is in a particular good position; offering excellent views over the old front-line region, Mametz Wood, and the approaches to Montauban. Regrettably, this is an area we are not really familiar with, so some more preparation is needed to get the most out of a visit here. Some other time perhaps....

With that we headed off down the motorway to our final night's destination. We had decided to stay somewhere closer to St Malo, and the town of Honfleur on the Seine estuary seemed to be the ideal location. It turned out to be a great choice: a picturesque harbour and town dripping with charm, and surrounded by a multitude of restaurants and bars. It was an excellent place, over a Calvados or two, to close, and to reflect on another very enjoyable and fulfilling visit.

The RGLI – Something going on behind the Front Line!

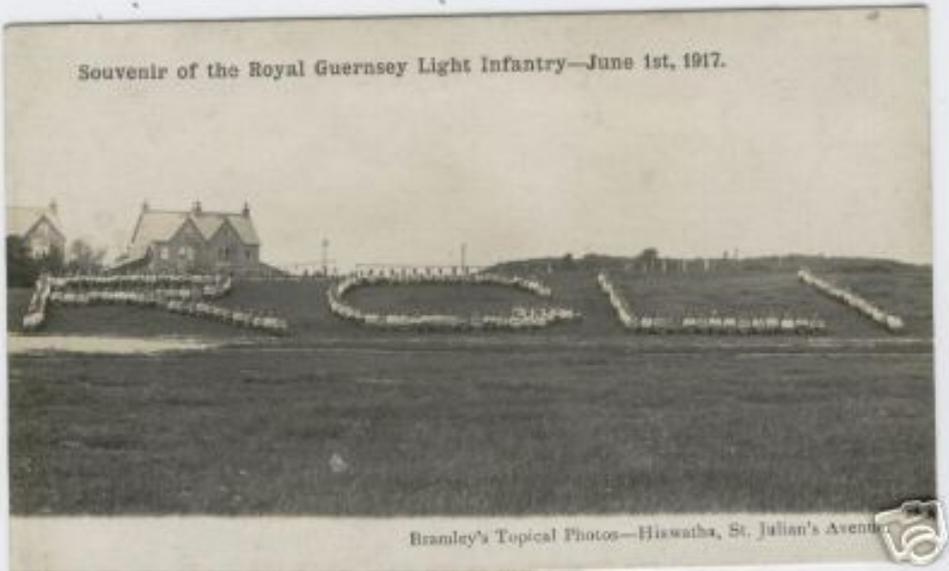
Not everybody has been in receipt of recent E-Mail traffic on the subject of the RGLI, but there is some good news to report in terms of the Eddie Parks "bible" on the RGLI, Diex Aix, being revisited regarding the currency of Appendices A to G. Liz Walton and Mark Bougourd will shortly be sitting down with Eddie to discuss how this can be undertaken. There is undoubtedly new data that, with internet access now available when compared to those distant days of 1992, can supplement the excellent work that Eddie originally put together over some 10 years.

Meanwhile on the following page two postcards that were being sold caught my attention on E-Bay a few months back and I apologise that they are a little "off-vertical". Knowing the source you'll understand why (and right now, feeling technically challenged, I'm struggling to find a way to get them rotated a few degrees!).

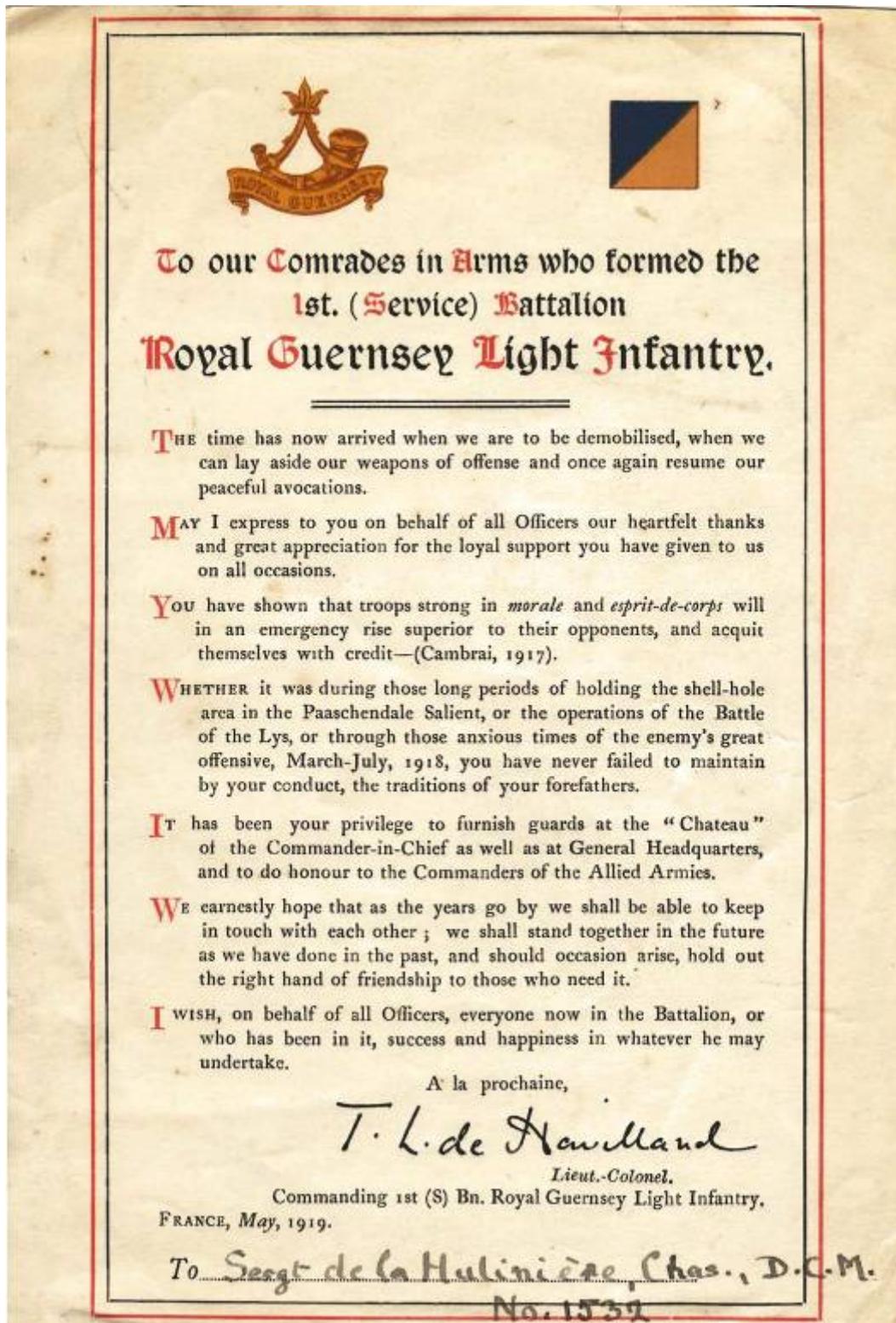
Both remind us of the RGLI's departure in June of 1917, and with luck, it might serve as a prompt for Guernsey's Museum Service to organise an exhibition on the 90th anniversary next year?

Not to be outdone Liz found a further postcard of the Regimental football team at the Priaulx. Names on the back of the card are: Back Row, 1. Capt Jones (GHQ Sports Officer with unknown dog!), 2. CSM Le Cheminant, 5. CSM Heaume. Middle Row, 1. 2/Lt Ingrouille, 2. Lt Langlois. Front Row, 1. Lcpl or Pte Windsor (there were four Windsors in the RGLI).

With the GHQ Sports Officer in attendance, it is probably safe to assume that the picture was taken sometime after April 1918 when the RGLI had been taken out of the line after so many casualties to become the guard unit at Haig's HQ.



Finally, a picture below from Mark Bougourd, who is the proud owner of the original, of the demobilisation certificate issued to Charles de la Hulinière.

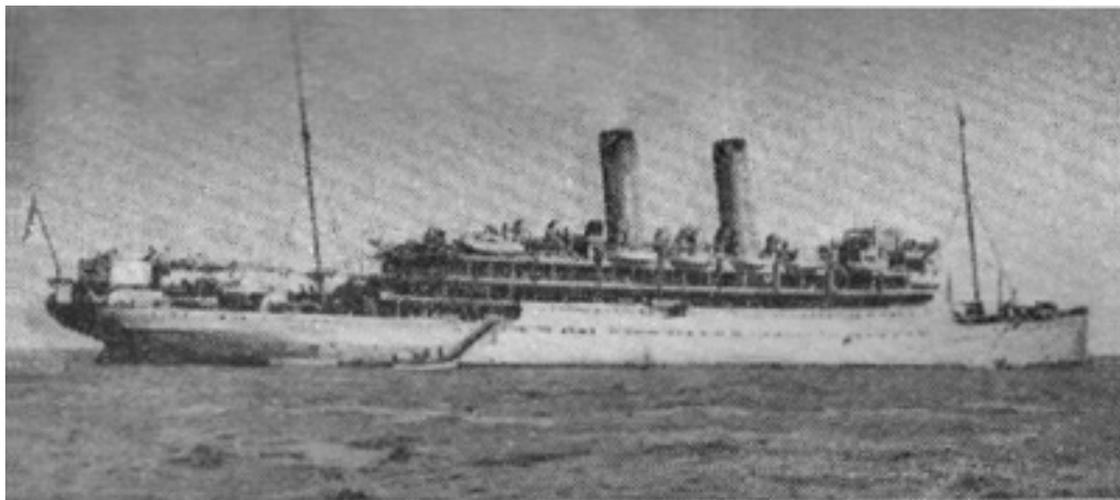


To my mind it is a memento that is well worth cherishing and is of great historic value, and I personally find the sentiments expressed by Colonel de Havilland very succinct, excellent and reflecting the comradeship in the RGLI.

Two further comments on the certificate, first, does anybody know what the blue and yellow bisected square is for? Mark and I believe that it may be a GHQ formation sign but we're not sure. Secondly, some may be unaware but the Colonel was from the well-known Guernsey de Havilland family from which Geoffrey de Havilland (the aircraft designer and manufacturer) descended as did the actresses Olivia de Havilland and Joan Fontaine (now I am showing my age!)

HMS Otranto

Attending my WFA branch's most recent monthly meeting a chap stood up and spoke for five or so minutes on a cycling holiday he had had on the Isle of Islay off the west coast of Scotland, how he had chanced to discover the existence of Kilchoman Military Cemetery, and then went on to describe the loss of HMS Otranto. My interest was stimulated in that I thought that a Jerseyman had been lost on the ship and so it proved on getting home to check to find that Jersey-born 39 year old Ship's Cook Charles Henry Hacking had indeed been on board and had been lost (and not on the HMS Moldvia as cited in the JRoH&S).



Abrahams, Devonport

The British merchant cruiser Otranto which collided with the Kashmir off the Irish coast and sank, October 6, 1918. Both vessels were carrying American troops. The Otranto took part in the battle of Coronel, October 6 1914.

HMS Otranto

(The caption is incorrect regarding the date of the battle of Coronel)

Doing a bit of follow-up research, I found a bit more on the Otranto's loss, and have tailored the following account from a website dealing with Islay.

"Towards the end of the Great War the Isle of Islay witnessed two disasters with troop-ships in 1918. On 5th February HMS Tuscania was torpedoed by a German submarine and sank seven miles off the Mull of Oa. On 6th October HMS Otranto was involved in a collision with the HMS Kashmir and sank in

Machir Bay on the west coast of Islay. Two places on Islay remember the dead, the Military Cemetery near Kilchoman overlooking Machir Bay and the American Monument on the Mull of Oa. The Otranto was originally built as a passenger liner in 1909 but was requisitioned as an auxiliary cruiser and troop ship during the war. In October it was part of a convoy transporting US soldiers to Glasgow and Liverpool. On the 6th the Otranto was involved in a collision with the HMS Kashmir, another passenger liner converted to a troop ship during a heavy storm. The Otranto was badly damaged and once the engines stopped unable to navigate. With over 1,000 soldiers on board it was drifting towards the cliffs of Machir Bay while SOS signals were given on order of Captain Davidson. They were picked up by the destroyer HMS Mounsey whose commander Lieutenant Craven decided to go for a daring rescue. Due to the weather conditions the only possible option to save anyone was to go alongside the bigger ship and transfer the crew and soldiers to the destroyer. Through skilful handling the Mounsey managed to take off several hundred soldiers and crewman in several attempts while using the lifeboats of the Otranto as fenders. Still 431 people died in the disaster and only 16 managed to swim to the shore once the Otranto sank after the Mounsey had to leave for Belfast. 75 of the victims are buried in the cemetery at Kilchoman, of which 43 are unidentified. They include the cook (Charles Hacking – Ed) and the Captain, who has his own much larger gravestone.”

An account of the events recounted by a US soldier who was rescued from Otranto can be found at <http://www.geocities.com/josephehewell/index.htm> for anyone interested. For my part it is good to discover more detail about the events that caused a man's name to be placed in Jersey's Roll of Honour.

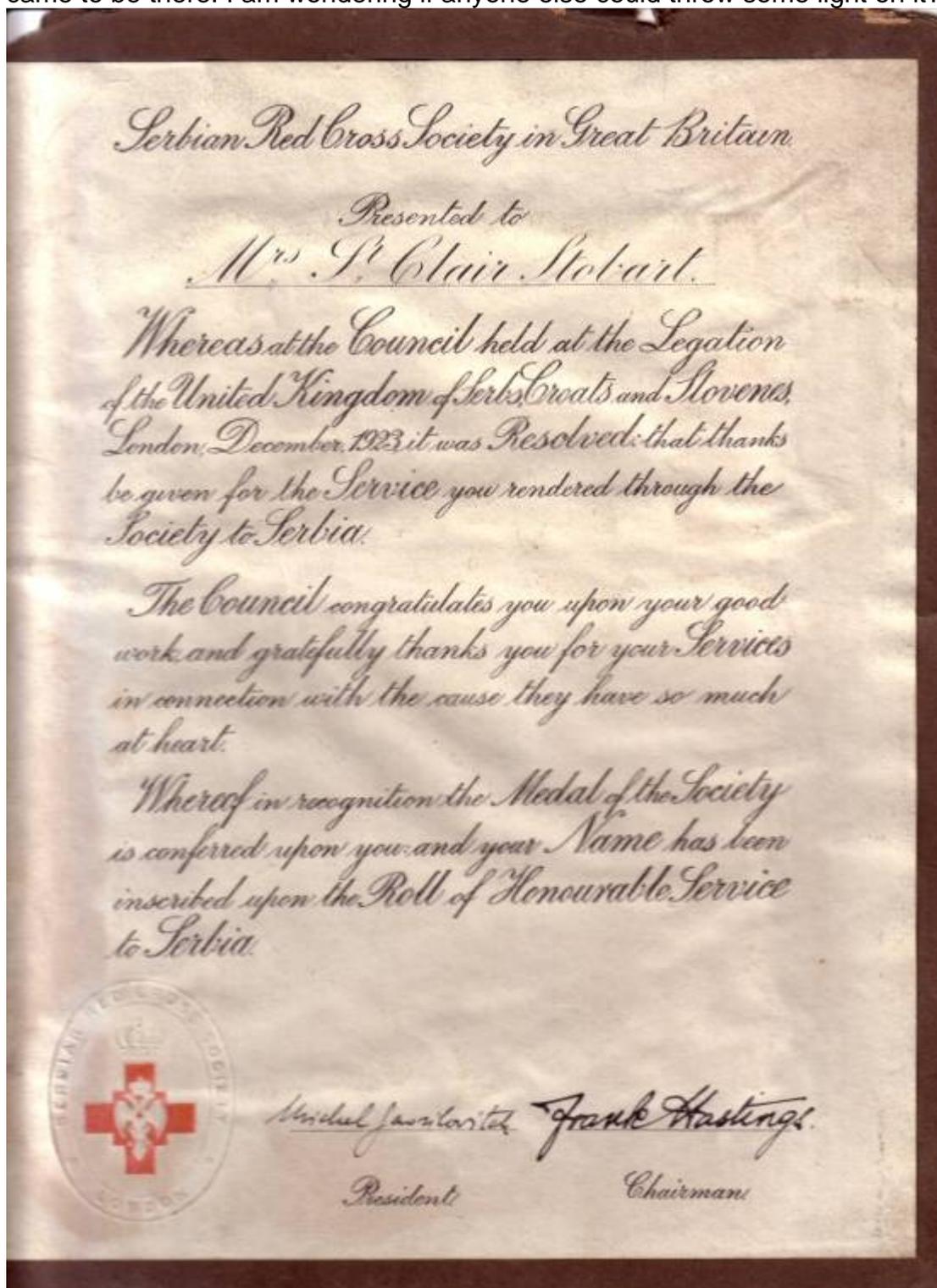
A Few Jottings From Liz Walton

I visited Ypres again recently, as you know, and have some pictures and information which hopefully I will write up for the next newsletter, but two things struck me. The first was that I was very impressed by St George's Church. I saw the RGLI kneelers (the front cover picture in the last newsletter – Ed), and noted the names of the people who stitched them and will try to find out the story behind them.

Secondly, I went to the In Flanders Field Museum again, wanting to see the exhibits on how things can still be seen in the modern landscape. I was horrified by the lack of respect and generally rowdy and inconsiderate behaviour of parties of schoolchildren, not British for once, I hasten to add, who were visiting. There were groups of teenage girls posing against the gas columns taking each other's pictures and totally ignoring what the exhibition was about. Their behaviour was totally inappropriate. Large groups of teenagers also crowded in front of exhibits and computer screens, chatting, not looking at anything but stopping other visitors from seeing things. Not all school parties were the same, but it spoilt the visit and I don't know if anyone else has experienced this. What was upsetting was that neither the teachers nor museum staff attempted to do anything about it. Am I just a complaining old woman? The young need to know about the war and its effect, but they wouldn't have learnt anything from a visit conducted in this way. (Liz's

comment on school visits is well made while Alan Marquis expressed a similar view to me some time ago. My view is that it results from poor teacher leadership. Any other views on this from anyone? – Ed)

Meanwhile here is an interesting item I found in a local "antiques" shop, on the Bridge, and paid 50p for. There isn't a CI link that I have been able to trace. I have contacted the IWM, as they have the medals related to the certificate and they are interested in having it. The shop had no idea how it came to be there. I am wondering if anyone else could throw some light on it?



Editor's Input

Having received Liz's input I went off surfing again and found the following:

"Mabel Annie Stobart made a major contribution to the treatment of Allied wounded during the First World War and later became a leading spiritualist. Born in 1862, she was Cornish tennis champion three years running and had lived in South Africa and Canada. Returning to Britain in 1907 in the middle of a German invasion scare, Stobart decided that the best way for women to gain political advancement was to prove they could contribute to the defence of the country. She founded the Women's Sick and Wounded Convoy Corps to ease the movement of wounded from the battlefield. She first served with the Bulgarian Army during the 1912-13 Balkan War and then in Belgium, France and Serbia during the First World War. She established military hospitals and dispensaries for civilians. During the German advance in 1914 she was captured and narrowly escaped being shot as a spy. In 1917 and 1918 she lectured for the Ministry of Information in America, Canada and Ireland."

She was certainly an important player as part of the efforts by women in providing medical care and Liz has found an extremely important piece of history which the IWM will welcome having.

Book Reviews

Jutland 1916: Death in the Grey Wastes Nigel Steel & Peter Hart (Cassell 2003)

The authors utilise the Lyn Macdonald format of narrating the story through the eyes of those that were there during the battle – and it certainly comes to life because of their first hand accounts. Most of the primary documents are at the IWM or in the Liddle Collection at Leeds University (both of which I have consulted). This book is easy to read, and not too technical, but for someone like myself with a vested interest in the battle a compulsive one nonetheless.

The battle-cruiser action is very well documented with accounts from many of the survivors, and the book follows the Fleets' actions from inception to finish in 370 pages.

The final two chapters deal with "After the Battle", the ships returning home and "Who Won" a brief account of the conclusion. The authors do not go into a protracted argument regarding the bitter in-fighting between Beatty and Jellicoe that ensued, but merely state that it has been their fate to be "locked together in a kind of historical purgatory, endlessly analysed by naval historians"

The authors do however provide insights into the conduct of both Beatty and Jellicoe and my interpretation is that Beatty doesn't really come out of it with such flying colours. Jellicoe did not know where the main German Fleet was (Beatty failed to tell him their position as he led them to Jellicoe in the Run to

the North!) and yet he managed to have the British Grand Fleet cross the German 'T' twice during the battle and inflict considerable damage on their battle-cruisers in particular. However the British were very poor at night fighting and were convinced that they would be able to finish the Germans off in the morning of 1st June at first light. This was not to be as the German slipped through the British net.

After the battle, Jellicoe stepped up to First Sea Lord and Beatty to Commander in Chief, and subsequently First Sea Lord, as did Chatfield later (Beatty's Flag Captain on HMS Lion).

There are two excellent indexes with the human losses in ships sunk and those that returned home. The figures are well known with the British losing 6,945 men as opposed to the Germans, 3,058, with over 3,200 on the three battle-cruisers HMS Indefatigable, HMS Queen Mary and HMS Invincible.

The upshot of the battle is summarised that it was a tactical victory for the British, the Germans never returned to the North Sea to confront the British Grand Fleet which maintained its overwhelming superiority in numbers of Battleships. Instead the Germans turned their attentions towards U Boat warfare.

An excellent read and I recommend it highly – Ned Malet de Carteret.

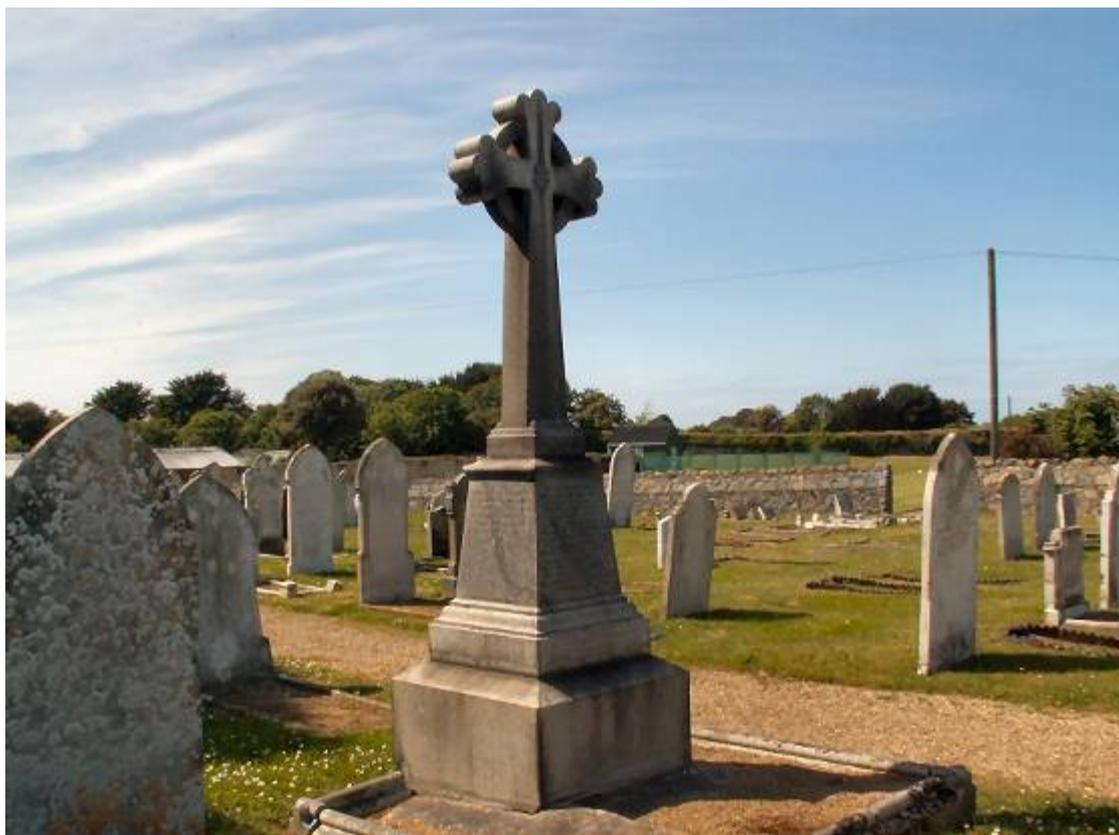
More Guernsey Memorials By Liz Walton

Whilst photographing Guernsey memorials to victims of the Great War, from a list compiled by Bernard Mann, I came across some interesting private ones. They are not listed by the CWGC, unless someone who died as a result of war is actually buried there. Nor are they official memorials, like the brass plaque in memory of Captain George Le Page, which was erected in the Castel Parish church, by the men of his Company of the Guernsey contingent, Royal Irish Regiment. The ones dealt with in this article are private, family memorials. It would appear that they came into being as a result of the the IWGC policy, which was based on equality of treatment of victims of war. Its Commissioners stated from the outset that "A higher ideal than that of private burial at home is embodied in these war cemeteries in foreign lands, where those who fought and fell together, officers and men, lie together in their last resting place, facing the line they gave their lives to maintain"¹. However, some families felt the need to erect another memorial, close enough to visit regularly, for the son, brother or husband who never returned from the war.

One such memorial tells the tragic story of the three Stranger brothers, who all died within two months in 1918. It is situated in the Vale Independent Cemetery, by the junction of the paths just below the church, and is in the form of a tall, granite Celtic cross. The inscription on its base states: "In proud and loving memory of the three sons of William and Ellen Stranger,

¹ Longworth, P. (2003), *The Unending Vigil*, Barnsley, Leo Cooper.

Easterbrook, St Sampson, who gave their lives for Britain's cause in the Great War, and passed on to the fuller life". The memorial then lists them, starting with Private Frank Stranger, AIF, who died on wounds on 22nd March 1918.² He had joined the Australian Imperial Force in Melbourne in April 1916, as a single man aged 32. After training at Larkhill Camp on Salisbury Plain, he went to France on the last day of 1916. On 16th March 1918, shortly after returning from leave in Guernsey he was wounded in action, and died of gunshot wounds in a Casualty Clearing Station six days later. He is buried at Outtersteene Communal Cemetery Extension, Bailleul.



The Stranger Memorial in Vale, Guernsey

Next is Second Lieutenant George Stranger, 1st Bn, RGLI, who was killed in action, age 23, less than a month later, on 11th April 1918. He has no known grave, and is commemorated on the Ploegsteert Memorial in Belgium³. The last name is that of Captain Harry Easterbrook Stranger, MC, also of the RGLI, who was wounded on the day that his younger brother was killed in action. He survived him by a month, only to die in hospital on 11th May 1918.⁴ He was 27 years old and married, and is buried in Les Baraques Military Cemetery, Sangatte, near Calais. Captain Stranger is described by Private LT Le Poidevin⁵ as "the first Officer of the First RGLI to receive a military

² http://www.cwgc.org/search/casualty_details.aspx?casualty=42652

³ http://www.cwgc.org/search/casualty_details.aspx?casualty=868922

⁴ http://www.cwgc.org/search/casualty_details.aspx?casualty=86432

⁵ Unpublished reminiscences of Private L.T. Le Poidevin, R.G.L.I., written on his return to Guernsey (by kind permission of the Le Poidevin family).

distinction". His citation⁶ reads, "For conspicuous gallantry and devotion to duty. He held an important bridgehead during a period of strenuous fighting at close quarters. He collected and organised men of several units, and held the bridge successfully against all the enemy's efforts to break through. He set a splendid example of courage and determination".



However, this could have brought little comfort to his parents who had already lost two sons so recently, or to his young widow. She had crossed to France from England to visit him in early May 1918, when he was reported to be improving⁷. It is scarcely surprising that the family felt that they had to mark their tragic loss in their own way, rather than just accepting the standard method of recognition.

The Parish Church of St Sampson and its churchyard also contain personal memorials to victims of the Great War. Dr Josiah Leale of Elmfield, Church Road, St Sampson, was a well known family doctor in Guernsey for almost 50 years⁸. He had been Senior Medical Officer of the North Regiment of the Guernsey Militia, and in 1896, he took over as Commander, during a brief period of unrest before the reorganisation of the militia in 1901⁹.

His son, Lance Corporal Frederick Reginald Leale of the 26th Bn, Royal Fusiliers was killed in action on the Somme on 10th October 1916¹⁰, at the age of 26. He has no known grave, and is commemorated on the Thiepval memorial. In memory of this, Dr and Mrs Leale donated an imposing brass eagle lectern to the Parish church, which is very close to where the family lived. The lectern is engraved "To the glory of God. For use in the Parish Church of St Sampson. In loving remembrance of one who gave his life for his country in the Great War. Frederick Reginald Leale, October 7 1916". (The CWGC gives his date of death as 10th October). On a nearby pillar is an ornate brass memorial plaque, which says "In loving memory of Jack (George Dobrée Bell Leale). Died September 29th 1922, aged 34 years. From life to life immortal". It is not immediately obvious that this is a war memorial, but in a

⁶ Supplement to *The London Gazette*, 5th July, 1918.

⁷ *Guernsey Weekly Press*, May 4th, 1918 (Priaux Library Collection).

⁸ *Guernsey Weekly Press*, January 15th, 1921 (Priaux Library Collection).

⁹ Parks, E. (1992), *The Royal Guernsey Militia*, Guernsey, La Societé Guernesiasse.

¹⁰ http://www.cwgc.org/search/casualty_details.aspx?casualty=799842

quiet corner of the churchyard, near the garden of rest, is the Leale family grave. Leaning on it is a shield shaped stone, which says "In grateful remembrance of Reginald F Leale, (his Christian names appear to have been reversed here) killed in action on the Somme, 7th October 1916. And George DB Leale died 29th Sept 1922 from the effects of the war. George Leale's death was too late to be commemorated by the CWGC, but here, in the eyes of their family, he and his brother get equal recognition.



The "Leale" Lectern, St Sampson, Guernsey

There are personal war memorials in most of the island's cemeteries. Near the back wall of St John's churchyard, for example, is a headstone bearing the names of James W Mitchell, who died in 1929, aged 68, and his widow, Annie M Steer, who died in 1958 aged 93. Between their names is that of their

son, Wilfred J Mitchell, killed in France 3rd September 1916, and “Thy will be done”. Lance Corporal Wilfred Mitchell of 6th Bn, Royal Irish Regiment was killed on the Somme and has no known grave¹¹. Like Lance Corporal Leale, he is commemorated on the Thiepval memorial as well as in his local cemetery. Private George Thomas Domaille of the 29th Bn, Canadian Infantry¹² was killed in action on 19th October 1918, only days before the Armistice. He is commemorated on a family headstone in the Vale Independent cemetery, though his grave is at Mill Switch British Cemetery, Tilloy-les-Cambrai. Private John Croucher of the 2nd Bn, King’s Own Royal Lancaster Regiment is commemorated on a headstone in the Foulon cemetery, as well as on the Menin Gate in Ieper.¹³ He was killed in action on 8th May 1915 and has no known burial place.



A marble cross set in the ground above the chapel at the same cemetery commemorates the death of Captain EG Ozanne, 3rd Bn, Royal Fusiliers, who was killed in action on 14th February 1915. Captain Ozanne, the son of the Bailiff of the time, is buried in the Ramparts Cemetery, Lille Gate, Ieper. Captain Francis Mockler, MC, Royal Irish Regiment, son of Major Mockler of the Indian Army, also has an imposing memorial in the Foulon cemetery. He was seconded to the MGC in 1915, and was killed in action on the Somme on 1st July, 1916 aged 26.¹⁴ He has no known grave but again is commemorated on the Thiepval memorial.

Others private memorials found so far include those of Francois Marie Jégou, of the French Infantry, who died of wounds at Dunkirk on 28th April 1915, and Corporal Louis Drouet, RGLI who was killed in action at Cambrai on 27th

¹¹ http://www.cwgc.org/search/casualty_details.aspx?casualty=1545107

¹² http://www.cwgc.org/search/casualty_details.aspx?casualty=566952

¹³ http://www.cwgc.org/search/casualty_details.aspx?casualty=1608634

¹⁴ http://www.cwgc.org/search/casualty_details.aspx?casualty=1545150

November 1917, and buried at Bois Guillaume Communal Cemetery Extension¹⁵ (both have memorials in the Vale Independent Cemetery). St Martin's New Cemetery contains a memorial to Driver Cecil J Falla, RFA, who died at Southmead Hospital, Bristol on 25th March 1918, and is buried in the city's Arnos Vale Cemetery.¹⁶ In the same cemetery is a stone commemorating Private Edward J Frampton, RGLI, who died on 27th April 1918 and is buried at Condé-sur-L'Escaut Communal Cemetery, near Valenciennes in France.¹⁷ There are probably many more in other cemeteries which have not yet been checked.

These private memorials are interesting not only because they illustrate the need felt by families to commemorate their dead in a place that they could visit, but also because of the wealth of information that they contain. In some cases, the details available elsewhere are sketchy. This may mean, in the case of common names that it is difficult to know which, say, R Taylor of the 303 listed on of the CWGC website, is the one listed on the main Bailiwick memorial. However, a headstone in the Foulon Cemetery makes it clear that it is "Robert E. Taylor, Lewis Gun Section, HAC (who) died for his country at Bullecourt, France on 15th May 1917". Private Robert Easdale Taylor has no known grave, but is commemorated on the Arras Memorial in France.¹⁸ However, his memorial, like many of the others found so far, is deteriorating as a result of weathering, and as there is no official body to care for them, unless family members or volunteers continue with the task, they will fade, taking with them not only memorials to men who died for their country, but also valuable historical information.

Out and About

Ned Malet de Carteret will be in London attending the VC remembrance service at Westminster Abbey on the 26th June followed by a dinner attended by the PoW and Duchess of Cornwall at the Naval and Military Club afterwards. He would welcome someone videoing the service.

For my part, I'm holidaying in France in the latter half of June in the Seine Maritime department. With a newly-acquired laptop, I hope to have completed digitising the 1913 Jersey Militia nominal rolls along with the VCBR list of names. That will be followed later by a week's Summer School at Lancaster University the prospectus of which is included at the end.

Major-Generals

Why is it that Major-Generals are junior to Lieutenant-Generals whereas Majors are senior to Lieutenants in the army rank structure? Apparently this dates back to Cromwell's New Model Army when Sergeant-Major-Generals were created. Over time, usage was such that the "Sergeant-" was dropped

¹⁵ http://www.cwgc.org/search/casualty_details.aspx?casualty=121628

¹⁶ <http://www.cwgc.org/search/certificate.aspx?casualty=357601>

¹⁷ http://www.cwgc.org/search/casualty_details.aspx?casualty=578082

¹⁸ http://www.cwgc.org/search/casualty_details.aspx?casualty=1672083

and the title was contracted. Incidentally, the Royal Marines still have the title Captain-General today and this is applied to the Duke of Edinburgh.

The Reason
By an unknown Jersey officer on the Western Front 1917

In a number of respects the Great War was notable for the generation of poets who fought and, of which, the number who died, Rupert Brooke, Isaac Rosenberg, Wilfred Owen and Siegfried Sassoon to name but a noteworthy quartet, and who can forget John McCrae for "In Flanders Fields". Ian Ronayne has found the following poem in a Jersey Evening Post back in 1917, and though it does not have the rasping, gasping quality of "Dulce et Decorum Est" nor does it reflect the stoicism of everyday (or -night) trench life as can be found in "The Redeemer" it is nevertheless a bit sad that we may never know the author's name, nor that of "the little starling"!

The Isle of Jersey is my home,
And of it I am proud,
And often think, from o'er the foam
Of beauties there endowed.
But why it holds my heart so well – the reason's here confessed,
'Tis where my little starling has her dainty little nest!

Its bays, tho' small, are full of charm
And vastly please the eye,
The mem'ries of that peaceful calm
Arouse a longing sigh.
By why the shores my soul entice – the reason I'll unfurl,
Those shores contain the oyster shell which holds my glowing pearl.

This Isle contains most matchless scenes
Of ocean, cliff and dell,
And every lovely landscape means
Far more than tongue can tell.
But why I love that little spot – the reason I'll make known,
It is the kingdom of my queen – my heart her loyal throne.

This Isle so fair will hold my thought,
As long as life shall last,
Its peaceful shores be swiftly sought,
When separation's past.
But why I love this precious spot – the Reason I'll unfold,
It is the claim where I unearthed my little bit of gold.

Oh! hasten on that glorious day
When wars' alarm shall cease,
And I can journey on my way
To happiness and peace.
By now you've guessed what I so love – more than my very life,
It is my precious darling, my wee and bonnie wife!

Who are we? – The Jersey Family History Forum **By Heather Morton - Jersey Library**

The **Jersey Family History Forum** brings together several organisations in Jersey, who help with local family history enquiries. At our recent meeting I talked about the CI Great War Study Group, and there was considerable interest in the areas of overlap between the research of the Group, and the resources available through Forum members.

The **Channel Islands Family History Society** has built up a lot of expertise over the last 25 years or more. Members have indexed various resources, including census returns, church registers and other material. There are volunteers available to help visitors to the Jersey Archive each day they are open. Volunteers undertake research for postal enquiries, for an hourly fee.

www.channelislandshistory.com

The **Jersey Archive** is the official record office for the Island, and holds original records of all kinds, many of which can be useful for family research. Archive staff can research for enquirers, at an hourly rate. Opening hours: Tuesday, Wednesday and Thursday, from 9 -1 and 2 – 5.

www.jerseyheritagetrust.org

Jersey Library has a specialist Local Studies section, holding copies of most published works about Jersey, and many about the Islands in general, and the other islands in particular. The collections also include newspapers, and microfilms of census records. There are no staff available to undertake family history research, but staff are on hand to explain the resources available and to help with their use.

www.gov.je/library

The **Société Jersiaise** is the learned society for the Island. The library (known as the Lord Coutanche Library) has been built up by knowledgeable members and librarians over many years. Their range of resources is wide, and staff and volunteers are available to help. Opening hours: Monday to Friday, 9 – 5.

www.societe-jersiaise.org

The **Superintendent Registrar** has copies of the official records of births, marriages and deaths in all island parishes from August 1842 onwards. Copies can be supplied for a fee; the Société library and the Archive hold copies of the indexes to the records. Opening hours: Monday to Friday, 9 – 12.30, subject to weddings.

www.gov.je/HomeAffairs/Registrar

As there are various areas where the interests of the Family History Forum and the CI GW group overlap, we hope to explore this later in the year. We are investigating the possibility of holding a meeting of the Forum with Barrie Bertram on a future visit to Jersey. Other members of the group interested in such a meeting may want to keep in touch with Barrie as this idea develops. (Unfortunately, I have no idea when I can next visit Jersey – Ed)

Odds and Ends

Ian is still progressing with his book on the Jersey Contingent. Hopefully he will be getting another chapter ready out for review in the next few weeks. I think that he deserves a great deal of our appreciation in writing the book alongside work and family life. He also advises that a trip out to Elizabeth Castle would be of interest in that there is a section in the Militia Museum there that addresses the Great War.

In connection with Liz and Roger's efforts to photograph Guernsey memorials and headstones in the CI and elsewhere they are effectively creating a 'new' Roll of Honour for Guernsey. I say new in that it now appears that there may have been one in existence following the Great War. Unfortunately, enquiries as to any copies held have not resulted in success. Notwithstanding, their collection of names currently stands at 1081 and rising. Meanwhile, I am coming towards the end of reviewing the existing JRoH&S names (more slowly than I would have liked) and the number of those who gave their lives stands at 1032 of the 6533 or so who are listed as having served. These figures include the French who died while over 180 entries have been discounted as either corrections to existing entries or a judgement call has been made that the name has been duplicated. On completion, the next stage will be to add missing names from the VCBR, memorials, the JEP and other sources and I believe that a figure of around 1300 'Jerseymen' will be realised.

Following on from the earlier comment in Membership News, I am glad to report that we are welcoming Tony Coleman to the fold. Tony lives on the outskirts of London. Tony writes:

"My locally related interest has principally been in the RGLI and to a lesser extent the RGM itself. I have been collecting medals awarded to the Service Battalion for the last sixteen years and know Eddie Parks because of our mutual acquaintanceship with the last surviving member of the Guernsey's who died a few years ago in his 105th year. Because I have the Guernsey Weekly Press from 1914 to 1919 on microfilm I have been able to find a reference to most of the soldiers' medals that I hold or have held. Over the last few years though, I have reduced the RGLI collection to enable me to improve my wider collection of cavalry (17/21st Lancers) and 'modern' GSMs/CSMs. I will look out for CI names whether they are WW1 or later.

However, I gave up on my Jersey interests a few years ago because (in the collecting field) the competition is far too well established. I was attempting to build a collection together with relevant research to WW1 Old Victorians and as an OV myself (family still in Jersey) I thought it might be a possibility but I seemed to find more to Elizabeth College! This is why Guernsey is the more attractive area. The medals of the RGLI are actually named to them (unlike the RMIJ who scattered into the Devon's, Duke of Cornwall's, Hampshires etc) and with Eddie's great piece of work you can often trace other Guernseymen to the Quarry Battalion etc. I would like to research into the Victoria College OTC in the Great War as they (so it is said) were the only

cadet force 'called up' for duty with the local Garrison Battalion in the British Isles. You will know this of course but I like the idea of them being summoned on duty early evening to keep watch around the coast for German U-Boats - and where they actually issued with .303 ammunition I wonder? If they were anything like I remember us to be in the CCF then it would have been a great temptation to sound off at the odd passing seagull. I have written a few items for the OV Newsletter so it might be possible to draw up a 'roll' of those in the OTC who 'served'.

I am adding Tony's details to the Contact List which I'll circulate separately.

Mark reported on a very good meeting with Eddie Parks last week and the immediate aim is to locate, if at all possible, a soft copy of Appendix A-G.

With regards to a possible "The Channel Islands and the Great War" web-site, I'll circulate a separate note once I have completed processing this newsletter. It will probably mean that most get that note first.

Roger has flagged up that the Australian National Archive is releasing soldiers' service records on the web. Having visited it, I can say that it is 'warts and all' data, and in the case of one Jerseyman, I found that even his treatment for syphilis has been released!

Enfin

In closing, just two points for consideration.

Paul Ronayne put it to me sometime ago how people might keep involved. One thought I have is obviously via association and our E-Mail exchanges contribute to that. However, perhaps it is an idea that there is an occasional get together on each island over a coffee (or dare I say a calvados?) to discuss various aspects of the Great War, research, recent trips or artefacts that are in an individual's possession. My local WFA branch does this monthly, and people show from over 30 to 40 miles away.

Articles are always welcome and are the lifeblood of this newsletter. Fresh contributors are most welcome, though I appreciate that everyone leads busy lives. I am happy to help with any article if you need it and can generally flesh it out with photographs and odd tit-bits that I locate. As regards editing, I try to limit it to correcting typos and standardising abbreviations, times, ranks etc., and only occasionally do change words to fit in with the page layout.

Looking ahead, I currently plan to send out the next newsletter around the 16th/17th August so any articles and other material should reach me around the 9th at the latest. Many thanks in anticipation while I hope that this newsletter at a record 39 pages is well-received!

Regards
Barrie H Bertram
13th June 2006

Web-sites

At the risk of teaching granny to suck eggs, following on from Heather's article concerning the Jersey Family History Forum that included a number of websites, and Ian's input last time, I thought that I would assemble a list that would include Great War data sources. Over time it can be added to with any other recommendations that people have. A number have link pages.

www.channelislandshistory.com

www.jerseyheritagetrust.org

www.gov.je/library

www.societe-jersiaise.org

www.gov.je/HomeAffairs/Registrar

<http://www.memoiredeshommes.sga.defense.gouv.fr/>

<http://www.nationalarchives.gov.uk/documentsonline/>

<http://www.cwgc.org/>

<http://www.nationalarchives.gov.uk/documentsonline/victoriacross.asp>

http://www.collectionscanada.ca/02/020106_e.html

<http://www.adaswar.net/> (Liz Walton's web-site)

<http://www.awm.gov.au/>

<http://www.westernfrontassociation.com/>

http://www.naa.gov.au/the_collection/family_history/armed_services.html

<http://www.regiments.org/>

<http://www.gazettes-online.co.uk/Splash.asp>

<http://www.iwm.org.uk/>

<http://www.1914-1918.net/>

<http://www.jersey-medals.net/> (Stuart Elliott's web-site)

PARTIE À REMPLIR PAR LE CORPS.

Nom **COURCOLIX**
Prénoms *Louis Jean*
Grade *Sergent*
Corps *au 361^e Régiment d'Infanterie*
N° { *9122* au Corps. — Cl. *1915*
Matricule. { *1494* au Recrutement *St Brune*
Mort pour la France le *29 octobre 1918*
à *L'Hôpital Camp n° 35 à Saint-Flour*
Genre de mort *Licé par les suites de ses*
Blancs de Guerre
Né le *7 Décembre 1895*
à *St Laurent* Département *Côte d'Or*
Arr^e municipal (p^r Paris et Lyon). }
à défaut rue et N°.

Jugement rendu le *DC*
par le Tribunal de
acte ou jugement transcrit *extrait du registre*
des décès adressé au maire de
St Laurent le 29 octobre 1918
N° du registre d'état civil

Cette partie
n'est pas à remplir
par le Corps.

A sample record from the French Ministry of Defence web-site.

Portsmouth SS196

Date of Birth *12th October 1885.*
 Place of Birth *St Heliers Jersey.*
 1. Occupation and *1. Farm Labourer.*
 2. Whether formerly *2. F.S.*
 R.M. or R.N.)

Name in full } *William Courcoux*

Ships, &c., served in.	List and No.	Rating	Sub-Ratings and Badges.	Ceased.	Period of Service.		Character.	If Discharged: whether, and for what cause.	Date and Period of S.S. Engagement.												
					From	To															
<i>Jugueson</i>	<i>15th 61</i>	<i>Ord.</i>	<i>Am</i>	<i>13.1.05</i>	<i>30.9.07</i>	<i>22 Nov 03</i>	<i>21 Dec 03</i>	<i>1931 12-08</i>	<i>25th November 1903 - 5+7 yrs</i>												
<i>Glory</i>	<i>5th 44</i>	<i>AB</i>	<i>Fl</i>	<i>22.11.06</i>		<i>22 Dec 03</i>	<i>16.31.12.04</i>														
<i>Victory I</i>	<i>15th 45</i>	<i>AB</i>				<i>13 Jan 05</i>	<i>3 Feb 05</i>	<i>16.31.12.05</i>	<table border="1"> <tr> <td>Height and Chest.</td> <td>Hair.</td> <td>Eyes.</td> <td>Complexion.</td> </tr> <tr> <td><i>5' 11 1/2</i></td> <td><i>10/10</i></td> <td><i>10/10</i></td> <td><i>10/10</i></td> </tr> <tr> <td colspan="4">Wounds, Scars, Marks, &c.</td> </tr> </table>	Height and Chest.	Hair.	Eyes.	Complexion.	<i>5' 11 1/2</i>	<i>10/10</i>	<i>10/10</i>	<i>10/10</i>	Wounds, Scars, Marks, &c.			
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<i>Victory I</i>	<i>15th 45</i>					<i>20 Aug 05</i>	<i>23 Nov 05</i>	<i>Good</i>													
<i>Transferred to R.N.R. Portsmouth 23 November 08</i>																					
<i>Good Hope</i>	<i>11th 122</i>	<i>AB</i>				<i>19 July 10</i>	<i>24 July 10</i>		<i>B.D.</i>												
<i>Victory I</i>	<i>16th 251</i>					<i>28 July 10</i>	<i>30 July 10</i>														
<i>Good Hope</i>	<i>11th 122</i>					<i>31 July 10</i>	<i>1 Nov 14</i>														
CLOTHING AND BEDDING. <i>Fl 76</i>																					
CLASS FOR CONDUCT. <i>OK 27/11/14</i> <i>AB. Prod 14.</i> <i>Lost when HMS Good Hope was sunk in action off Belgian Coast.</i>																					
TRAGED WAR GRATUITY BY No. 44 PAID WAR GRATUITY. <i>NR 7983</i>																					

A sample record from RN Seamen's records at the UK National Archive.

3rd Annual Summer School at Lancaster University
31 July - 4 August 2006
"Ardent for Some Desperate Glory"
The Experience of the First World War:

These poignant lines of Wilfred Owen epitomise the spirit of those who flocked to war in 1914 in the belief that it would be both quick and glorious. Their optimism gave way to bitter disillusionment - among the soldiers suffering at the front, their military leaders and those who waited anxiously at home. We will examine how quickly this disillusionment occurred and how true are our perceptions of the soldiers' experience. We will focus on the Battle of Passchendaele in 1917 which cost over 400,000 British and German casualties. Could the battle have been avoided or fought differently? How were conditions such as shell-shock treated and perceived? How was the execution of soldiers for desertion viewed then, and now? Through the work of the writers such as Edmund Blunden and Ivor Gurney and the artist Paul Nash we examine how the battle is represented in contemporary literature and art. The emotion and reality of this terrible conflict will be experienced by handling original artefacts, with photographs, archive film and oral testimony, and a visit to the Imperial War Museum North. We will also investigate sources for researching the service history of relatives. Whether you have taken a similar course previously or are new to the subject, you will find the course equally thought-provoking.

Tutor: Simon Jones (Simon frequently conducts tours for Holt's Battlefield Tours - Editor)