



# DOVER

## Book of Remembrance

Dover  
Kent

### The Second World War 1939 – 1945

The Dover Book of Remembrance lists the casualties of Dover, Kent, both armed service personnel and civilians who lost their lives during the Second World War. The book is currently held at the Dover Museum, Market Square, Dover, Kent, CT16 1PB. Throughout the years of the Second World War, Dover was of strategic importance, and a particular target for the long range German guns on the French coast. Between September 1939 and May 1945 there were no less than 742 attacks by air raid and shelling inflicted on the town which resulted in the deaths of 216 civilians, including men, women and children. 10,056 premises within the town were damaged, many to such an extent that they had to be demolished. On the following list of brief tributes, where it has unfortunately not been possible to obtain an exact match for casualties just their names have been entered. As always, and like with the other entire Kent war memorials and forms of remembrance being transcribed, regrettably for now, time has precluded more intensive and detailed research being undertaken.

**ABBOTT, ALFRED.**

Died 3 April 1942. Aged 55.

Husband of Martha Annie Abbott (née Meyers) who is also commemorated below.

Alfred died at his home 8, Priory Gate Road, Dover, Kent.

**ABBOTT, HORACE HAROLD.** Private, 6296389.

5th Battalion, The Buffs (Royal East Kent Regiment).

Died 6 October 1943. Aged 31.

Born and resided Kent.

Son of William John and Bertha Ann Abbott of Dover, Kent.

Buried Sangro River War Cemetery, Italy. Grave II. C. 33.

Following on from the eventual successful outcome of the amphibious landings at Salerno and the Italian armistice, on 1 October 1943 General Mark Clark's Fifth Army entered the city of Naples. At the same time due to the events taking place in Italy, including the surrender of the ships of the Regina Marina (Italian Royal Navy), several important Italian ports became more easily accessed by the Allies. To capitalize on the changing fortunes of war, General Eisenhower had taken the decision to try and capture the Foggia airfields, preceded by an amphibious landing at Taranto. When the landing at Taranto took place, the enemy resistance was initially weak, however more allied reinforcements were quickly needed to support the British 1st Airborne Division following its successful actions. As part of a predetermined expectation for the need for the reinforcements the 5th Battalion, The Buffs (Royal East Kent Regiment), as part of the British 78th Infantry Division, (which was also known as the Battleaxe Division) was moved from Sicily, and by 25 September Horace's battalion arrived in the divisional concentration area to the south of Taranto. Due primarily to the actions of 4 Armoured Brigade and the airborne troops, the Germans were forced to fall back, resulting in the capture of the strategically important Foggia airfields. As part of the ongoing operations, the 78th Infantry Division took part in a landing to the north of the River Biferno which was being held by the Germans, and which had at the mouth of the river the small but nonetheless significant port of Termoli. On the night of 2/3 October, a surprise landing was carried out by Commandoes who quickly established a bridgehead which allowed access to the 11th Infantry Brigade in the early hours of 4 October, followed by 36th Infantry Brigade, including Horace's battalion, arriving from Barletta by sea in landing craft. Although initially a very successful operation with a comparatively low casualty rate amongst the British, all changed for the worse mid-morning of 5 October and arrival of half a dozen German tanks, which suddenly appeared in the forward positions of the 6th Battalion, Queen's Own (Royal West Kent Regiment), forcing the battalion to withdraw in the direction of the Termoli-Larino road. A couple of the tanks then wheeled into the exposed flank of 'Y' Company of Horace's battalion, the other four overrunning 'C' Company forward positions before a warning could be sent regarding their presence. Although successful the attack by the tanks supported by the 79th Panzer Grenadier Regiment was in fact a diversionary action. To the north of the town the main attack was launched by the 64th Panzer Grenadier Regiment, with the other battalion of the 36th Infantry Brigade, the 8th Battalion, Argyle and Sutherland Highlanders bearing the brunt of the enemy attack. Late in the afternoon of 5 October saw the welcome arrival of a force of thirty Sherman tanks of the 4 Armoured Brigade to the area, that quickly dealt with the enemy troops on the ridge, during which time the Royal Air Force also supported the ground troops, Horace's battalion then moved into occupy the area which was virtually what had been the battalions original positions. To further consolidate the area, at 0330 hours on the morning of 6 October, 'D' Company, 5th Battalion, The Buffs (Royal East Kent Regiment) led the way as the battalion moved off in unison with a squadron of tanks of the County of London Yeomanry, the remaining companies in their wake. Little opposition was encountered by the force during the advance, or whilst occupying the fresh positions. It would seem when reading accounts of the action or when talking to veterans of same, that the Germans had initially been biding their time and were probably well aware that those opposing them were new to the vagaries of the fighting in Italy. When all appeared to be going well, and probably it was thought that

they would be of more beneficial use elsewhere, the British armored vehicles departed. Scarcely had the armour moved off and Horace's battalion reoccupied the former positions that his battalion was subjected to heavy and notably accurate enemy mortar fire, with three armoured cars appearing out of the rain and mist, enfilading the battalion with their machine guns. Adding to the confusion and casualty numbers was the intervention by an enemy tank on the left flank of 'Y' Company, and a number of German snipers who had tried to work their way round from the same general direction as the tank. The Buffs rifle fire, both deterred and drove off the unwanted attention of the snipers, and artillery support took care of the tank and armoured cars, forcing them to retreat. In the afternoon the tanks of the County of London Yeomanry made a most welcome return which clearly raised the spirits of the hard pressed infantrymen, and which gave them support during a further advance which was made later the same day. It has not been possible to date (February 1998) to ascertain at what stage of the action, or how Horace lost his life near Termoli on 6 October 1943. Horace is at rest in the adjacent grave to Lieutenant Charles L. Mackness who also fell on the same day as Horace, and was the only officer of his battalion killed during the actions fought at or in the area of the bridgehead. Although for the most part experienced soldiers, the action above was the first fought by the battalion on mainland Italy and had been costly. Almost a hundred other ranks had been casualties, either killed, wounded and missing, and in addition to the loss of Charles Mackness, three other officers were wounded.

**ABBOTT, MARTHA ANNIE.**

Died 3 April 1942. Aged 56.

Daughter of Mrs. Meyers of 170, Lewisham Road. Dover, Kent.

Wife of Alfred Abbott who is also commemorated above.

Martha was injured at her home 8, Priory Gate Road, Dover, Kent, and died later the same day at The Casualty Hospital, Union Road, Dover, Kent.

**ABBOTT, RONALD CHARLES.** Leading Stoker, C/KX 115226.

Royal Navy, H.M.S. Curacoa.

Died 2 October 1942. Aged 22.

Son of Alfred Henry and Ellen Mary Abbott, of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 61. Column 1.

Ronald was amongst the 338 lost when the liner Queen Mary sliced through the 4,200 ton 'Ceres' class light cruiser amidships, when the Queen Mary was carrying 10,000 American 29th Division troops off Donegal, Ireland heading for the Clyde, to train in the United Kingdom in preparation for D-Day. While both ships were zigzagging, H.M.S. Curacoa commanded by Captain J. W. Boutwood, D.S.O., R.N, crossed the Queen Mary's bow with insufficient clearance. The Queen Mary sliced into her at a speed of 28 knots, cutting the light cruiser in two. Separated by about 100 yards, she sank instantly. Despite the impact of the collision, the Queen Mary did not falter or slow down for fear of German submarines, despite the fact that she had a 40 foot gash in her bow. Captain Cyril of the Queen Mary was under strict orders to not stop for any reason, but his crew and the American soldiers threw lifebelts to the men in the water, which undoubtedly saved many lives, as 102 were picked up by several other vessels which were escorting the Queen Mary. Amongst those who survived the tragedy was the commander of H.M.S.

Curacoa. The ship was launched on 5 May 1917, and commissioned on 18 February 1918, she was rearmed as an Anti-Aircraft cruiser from August 1939 until April 1940.

**ABBOTT, VICTOR GORDON.** First Aid Post Member

Died 25 October 1940. Aged 28.

Resided at 3, Council House Street, Dover, Kent.

Son of W. S. and S. Abbott of 2, Old Folkestone Road, Dover, Kent.

Husband of Violet L. L. Abbott.

Victor died at Limekiln Street, Dover, Kent.

**ADLEY, RONALD CHARLES.** Aircraftman 1st Class, 633816.

Royal Air Force.

Died 1 August 1943. Aged 21.

Son of Charles and Minnie Gertrude Adley of Dover, Kent.

Husband of Phyllis Eileen Adley of Dover, Kent.

Buried Chungkai War Cemetery, Kanchanaburi, Thailand. Grave Ref: 8. H. 5.

Ronald is one of only the few Second World War Dover, Kent casualties who are commemorated on the Dover, Kent civic war memorial, and he is also numbered amongst the 2,119 Royal Air Force personnel which are commemorated in the Book of Remembrance, at the Far East Prisoner of War Church, of (Our Lady & St Thomas of Canterbury), at Wymondham, Norfolk. The church was constructed in 1952 to be a permanent memorial to those who suffered as prisoners of war and internees of the Japanese during the years of the Second World War.

**ALLEN, C.A.** No clear trace.

**ALLEN, WILLIAM.** Corporal, 14527495.

7th Battalion, Somerset Light Infantry.

Died 20 November 1944. Aged 20.

Born and resided Kent.

Son of William Valentine Allen, and of Emeline Allen of Dover, Kent.

Buried Leopoldsborg War Cemetery, Leopoldsborg, Limburg, Belgium.

Grave Ref: VI. B. 13.

William's General Service Corps army number is indicative of having enlisted in the army post September 1943.

**ALLEN, WILLIAM.**

Died 24 March 1943. Aged 65.

Resided at 61 Beaver Lane, South Ashford, Kent.

Son of William Exton Allen and Emma Allen of 209 Folkestone Road, Dover, Kent.

William died at Godinton Road, Ashford, Kent, and he is also commemorated on the Ashford, Kent civic war memorial, and on a memorial plaque in Ashford, Kent (Bybrook) Cemetery. William was amongst the victims of a German 'hit-and-run' attack on the town of Ashford, Kent which was particularly heavy, on 24 of May 1943. Although German documentation accessed shows that the 'prime target' on that date was in fact clearly the railway works and goods yards adjacent to the road where William

died, but numerous other bombs fell at other locations in the town and surrounding area. Stanhays Agricultural Engineers Works in Godington Road, Haywards Garage in New Street and Snashalls Bakery were all hit with resulting loss of life. In addition to these premises numerous private dwellings and the 'prime target' were also bombed, but arguably what could easily have been a tragedy of even more magnitude was when the Victoria Road County Junior School, next to the railway station received a direct hit and was virtually totally demolished, despite which thanks to the well practiced evacuation plan having been implemented, not a single death amongst the staff and pupils occurred. The transcriber recalls his former Head Master, Mr Thomas (Tom) Gilbert recalling the above raid about ten years after the event at a morning assembly at his Ashford Secondary School. Cleverly, Mr Gilbert had managed to draw parallels about the devastation the raid had caused there, and the tragedy of the casualty roll from the raid, and compared it to a biblical story, but the memory which lingers most is when he told of the exasperation on the part of some of his charges when they asked him about what make and type of aircraft the enemy were strafing the area with in addition to the bombs.

**AMOS, LENA ELLEN.**

Died 11 September 1940. Aged 20.

Daughter of Mr. F. C. Terry, of 96, Maid Street, Maidstone, Kent.

Wife of A. A. Amos.

Lena died at 1, Townwall Passage, Dover, Kent.

**ANDERSON, W.G.** No clear trace. The best match appears to be the following casualty.

**ANDERSON, WILLIAM GORDON.** Lance Bombadier, 1146380.

180 Field Regiment, Royal Artillery.

Died 27 July 19143. Aged 38.

Born Kent. Resided Lancashire.

Son of Magnus and Wilhemina Anderson.

Husband of Gwendoline Anderson of Kempsey, Worcestershire.

Buried Tewkesbury Cemetery, Gloucestershire.

Grave Ref: Old cemetery portion. Grave 2416.

**ARBUCKLE, GEORGE.** Leading Seaman, C/SSX 26900

Royal Navy H.M.S. Hurst Castle. (K416).

Died 1 September 1944. Aged 23 years.

Son of George and Esther Arbuckle of Eythorne, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 74. Column 3, and Eythorne, Dover, Kent civic war memorial.

George died when his ship, a 1,010 ton Castle class corvette built the same year by the Caledon Shipbuilding & Engineering Co Ltd, Dundee, was attacked at 0822 hours on 1 September 1944; she was hit by a Gnat torpedo fired from the type VIIIIC German submarine U-482, and sank north of Troy Island, Donegal, Ireland. The corvette served in the British B1 Escort Group, and was escorting the convoy CU-36 at the time of her loss. The survivors from the ship were picked up by the Royal Navy destroyer H.M.S. Ambuscade (D 38). At the time of the sinking of H.M.S. Hurst Castle, the U-482 was commanded by 29 year old Kapitänleutnant, Graf von Hartmut Matuschka, Freiherr von

Toppolczan und Spaetgen, who died with the rest of the other 47 crew members of the U-482 when it was sunk on 25 November 1944 in the North Atlantic to the west of the Shetland Islands, by depth charges fired from the Royal Navy frigate H.M.S. Ascension.

**ARCHER, ALBERT EDWARD.** Sapper, 1897506.

Royal Engineers.

Died 15 November 1942. Aged 39.

Born Hertfordshire. Resided Kent.

Son of Albert Edward and Emily Archer.

Husband of Edith Maria Archer of Tower Hamlets, Dover, Kent.

Buried Charlton Cemetery, Dover, Kent. Grave Ref: Section 2.U. Grave 2.

**ARCHIBALD, CHARLES RONALD.** Flying Officer (Pilot), 89072.

Royal Air Force Volunteer Reserve. 48 Squadron, Royal Air Force.

Died of exposure at sea Wednesday 25 February 1942. Aged 23.

Son of John and Barbara Archibald.

Husband of Elaine Archibald of Maida Vale, London.

Buried Trondheim (Stavne) Cemetery, Norway. Grave Ref: A IV British. F. 7.

Archibald was a pupil at the Dover, Kent Grammar School for Boys from 1934 to 1939, where he is commemorated in the Second World War Book of Remembrance.

There are no Commonwealth war cemeteries in Norway, resulting in all those Commonwealth casualties who died in the country being buried in civil cemeteries and churchyards. Trondheim (Stavne) Cemetery where Charles is at rest contains the largest Commonwealth war graves plot in Norway. Among those buried here are the first casualties of the Norwegian campaign. In September 1938 48 Squadron, Royal Air Force moved to Eastchurch, Isle of Sheppy, Kent to become a general reconnaissance unit but moved to Thorney Island, Hampshire a few days before the outbreak of the Second World War. The Squadron began flying anti-submarine patrols and maintained important anti E-Boat patrols during the evacuation of Dunkirk. In July 1940, the Squadron moved to Merseyside to carry on with anti-submarine patrols and in July 1941 it was moved to the Shetland Islands where conversion to Lockheed Hudson's took place. The Squadron undertook shipping patrols and strikes on enemy craft off the Norwegian coast, during which time Charles lost his life. In December 1942 the Squadron was again moved, this time to Gibraltar for patrols over the approaches to the Mediterranean. In February 1944 the Squadron was moved back to the United Kingdom and was re-equipped with Dakotas to become a transport unit. No. 48 Squadron, R.A.F. was then sent to India in August 1945, but the Japanese surrender resulted in its disbandment on 16 January 1946.

**ASHBEE, ALBERT VICTOR.**

Died 20 October 1940. Aged 57.

Resided 11, Stenbrook, Dover, Kent.

Son of the late George Ashbee.

Husband of Martha Ann Ashbee.

Albert died at St. James Street, Dover, Kent

**ASHDOWN, WILLIAM RICHARD.**

Died 8 October 1940. Aged 48.

Resided 10, George Street. Dover, Kent.

Husband of Edith Ashdown.

William was injured on 6 October 1940 at St. James Street, Dover, Kent, and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent, two days later.

**ASHMAN, FREDERICK EDWARD.** Sergeant (Navigator), 1337269.

Royal Air Force Volunteer Reserve. 49 Squadron, Royal Air Force.

Died Thursday 26 November 1943. Aged 19.

Son of Herbert and Edith Eliza Ashman of Lenham, Maidstone, Kent.

Buried Berlin 1939-45 War Cemetery, Germany. Grave Ref: Joint grave 9. F. 12-13.

Also commemorated on Lenham, Maidstone, Kent civic war memorial, and on Second World War memorial plaque located in the parish church of St Mary at Lenham. Frederick was a pupil from 1934 to 1939 at the Dover, Kent Grammar School for Boys, and where he is also commemorated in the Second World War Book of Remembrance.

49 Squadron, Royal Air Force was based at R.A.F Fiskerton, Lincolnshire, from 2 January 1943 to 16 October 1944. Fiskerton parish church of St. Clement's contains a memorial plaque in the Lady Chapel, to commemorate the personnel of R.A.F. Fiskerton from 1943 to 1945. St Clement's also holds the 49 Squadron Roll of Honour. At the airfield site a memorial stands at the side of the old runway, located to the east of the minor road, it was dedicated in May 1995 to R.A.F. Fiskerton, 49 Squadron and 576 Squadron and takes the form of a memorial stone with two smaller stones carrying a dedication and poem which were dedicated in June 1997. Frederick was in the crew of Lancaster bomber JB362 EA-D which was flown by 21 year old Warrant Officer (Pilot), Ronald Brunt from Chadderton, Lancashire. The Lancaster took off from R.A.F Fiskerton, Lincolnshire at 1731 hours on 26 November 1943, but crashed at Gransee, Germany to the south of Lake Gehronsee. Sergeant J.G. Burrows was the only survivor of the seven crew members, and became a prisoner of war. On the night of 26/27 November 1943, 443 Lancasters and 7 Mosquitos flew to Berlin and Stuttgart, the latter being a diversion for the much larger bomber force. Both forces flew a common route over Northern France and on nearly to Frankfurt before diverging. The German controllers thought that Frankfurt was the main target until a late stage and several bombers were shot down as they flew past Frankfurt. Only a few fighters appeared over Berlin, where flak was the main danger, but the scattered condition of the bomber stream at Berlin meant that bombers were caught by fighters off track on the return flight and the casualties mounted. 28 Lancasters were lost, and 14 more Lancasters crashed in England. The weather was clear over Berlin but, after their long approach flight from the south, the aircraft in the Pathfinder Force marked an area six to seven miles north-west of the city centre and most aircraft bombed there. Because of Berlin's size, however, most of the bombing still fell within the city boundaries and particularly on the semi-industrial suburb of Reinickendorf; smaller amounts of bombs fell in the centre of the city and others in the Tegel districts, and in the Siemensstadt where there was many electrical factories. The Berlin Zoo was heavily bombed on this night. Many of the animals had by then already been evacuated to zoos in other parts of Germany, but the bombing killed most of the remaining animals. Several large and dangerous animals, such as Leopards,

Panthers, Jaguars and Apes, escaped and had to be hunted down and shot in the streets. The diversionary raid on Stuttgart was carried out by 157 Halifax's and 21 Lancaster's. 6 Halifax's bombers were lost. The bombing was very scattered and caused little damage but part of the night-fighter force was drawn off from the Berlin operation as intended.

**ASPINALL, WILLIAM LEWIS.**

Died 23 September 1944. Aged 45.

Resided at 14, Philip Street, Stockport, Cheshire.

William died at the Salvation Army Canteen, Snargate Street, Dover, Kent.

**ATHERDEN, OLIVE LUCY.**

Died 4 October 1940. Aged 66.

Daughter of George Henry and Emma Atherden of 42 Heathfield Avenue, Dover, Kent.

Olive died at 47 Westhurst Drive, Chislehurst, Kent.

At the Christening of probably a sister of Olive's, Emma Elizabeth Atherden at St. James parish church Dover, Kent on 26 January 1879, it was noted that at that time George Henry Atherden was recorded as being a Marine Stoker.

**ATKINS, REGINALD ARTHUR.** Able Seaman, C/JX 151928.

Royal Navy. H.M.S. Gallant. (H 59).

Died 10 January 1941. Aged 20.

Son of Joseph and Mary Hannah Atkins of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 42. Column 1.

H.M.S. Gallant was built by A. Stephen & Sons Ltd., of Glasgow, Scotland, and commissioned into the Royal Navy on 25 February 1936. Arthur almost certainly lost his life when his ship was damaged by a mine at 0834 hours on 10 January 1941 when it was some 25 miles south-west of the Sicilian island of Pantellaria. Resulting from the explosion she lost her bow and was taken in tow to Malta by H.M.S. Mohawk. At Malta she was beached in the Grand Harbour below Floriana. She was later virtually destroyed there during an enemy air raid which took place on 5 April 1942, and was subsequently declared a constructive total loss. H.M.S. Gallant which was a 1,350 ton G class destroyer was finally sunk and used as a block ship at St. Paul's Bay, Malta in September 1943. In view of the date of Reginald's death it would seem likely that he had been part of the crew of H.M.S. Gallant when she played a part in the sinking of the Italian Regia Marina submarine Lafolè, when it was sunk north off Melilla by three Royal Navy destroyers, the other two being H.M.S. Hotspur and H.M.S. Griffin.



**AUSTEN, WILLIAM ERNEST.** Sergeant.

Police War Reserve.

Died 23 March 1942. Aged 57.

Husband of A. E. Austen of 25, Pencester Road, Dover, Kent.

William was one of the four people who died at the Conservative Club, Dover, Kent, during an air raid by four Junkers JU-88 bombers just before 2100 hours on the evening of 23 March 1942; at which time he was in the company of Police Constable Percy William Sneller, who like William is commemorated in the Dover, Kent, Second World War Book of Remembrance. William was a Dover Borough Councillor and a former Deputy Mayor.

**AUSTIN, ALBERT JOSEPH.** Lance Sergeant, 5389397.

7th Battalion, Oxfordshire and Buckinghamshire Light Infantry.

Died 16 September 1944. Aged 31.

Born and resided Dover, Kent.

Son of William John Charles and Emily Austin of Dover, Kent.

Husband of Marie Elizabeth Austin of Dover, Kent.

Buried Coriano Ridge War Cemetery, Italy. Grave Ref: XVIII, K, 10.

**AUSTIN, JOHN.** Civilian War Dead.

Died 8 October 1940. Aged 63.

Resided at 6, St. John's Road, Dover, Kent.

John died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**AUSTIN, LAURA EMILY.**

Died 5 September 1942. Aged 40.

Wife of Lawrence Henry Austin of 2, Albert Road, Dover, Kent.

Laura died at her home 2, Albert Road, Dover, Kent.

**AUSTIN, WILLIAM JAMES.**

Died 13 November 1940. Aged 51.

Resided at 31, Monins Road, Dover, Kent.

Husband of Jane Austin.

William was injured at the High Street, Dover, Kent, and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**AXFORD, NORMAN FRANK.** Sergeant (Wireless Operator/Air Gunner), 1181575.

Royal Air Force Volunteer Reserve. 420 (Royal Canadian Air Force) Squadron.

Died Sunday 27 July 1941. Aged 20.

Son of Frank William George and Hilda Frances Axford of River, Dover, Kent.

Buried Kiel War Cemetery, Kiel, Schleswig-Holstein, Germany. 4. D. 1.

Also commemorated on River, Dover, Kent civic war memorial, and in the Dover Grammar School for Boys Second World War Book of Remembrance where Norman was a pupil from 1933 to 1938.

As a member of the four men crew, Norman was on Hamden bomber AE202 PT-X which was flown by Pilot Officer R.N. Rayne that took off from R.A.F. Waddington,

Lincolnshire on the night of 26/27 July 1941. The Hamden being in a mixed bomber force of 403 aircraft which was comprised of 181 Wellington's, 77 Lancaster's, 73 Halifax's, 39 Stirlings and 33 Hampden's that were dispatched in what was probably a full 'maximum effort' for the regular Bomber Command squadrons. Norman's aircraft crashed near Tönning, Schleswig-Holstein, Germany where three of the bomber's crew was laid to rest, the pilot survived and became a prisoner of war. Following the cessation of hostilities, Norman and his comrades were reinterred in the Kiel War Cemetery. 29 aircraft were lost on the raid, they being 15 Wellingtons, 8 Halifax's, 2 Hampden's, 2 Lancasters, 2 Stirlings, both of the Hamden's lost were from Norman's squadron, the other aircraft was lost without trace and its crew are commemorated on the Runnymede Memorial. Crews encountered a mixture of cloud and icing at some places on the route, but clear weather at the target. Good bombing results were claimed. Hamburg reports show that severe and widespread damage was caused, mostly in housing and semi-commercial districts rather than in the docks and industrial areas. At least 800 fires were dealt with, 523 being classed as large. 823 houses were destroyed and more than 5,000 damaged. More than 14,000 people were bombed out. 337 people were killed and 1,027 injured. 12 Boston's and 10 Blenheim's carried out Intruder flights to airfields. 1 Boston of 226 Squadron was lost while attacking Jever; this being the first Boston Intruder casualty.

**AYLMER, WILLIAM.**

Died 12 November 1940. Aged 66.

Resided at Rushams, Wingham, Canterbury, Kent.

William was injured 11 November 1940 at St. Margaret's Bay, Dover Kent, and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**BACK, LESLIE JOSEPH RONALD.** Pilot Officer (Wireless Op/Air Gunner), 121432.

Royal Air Force Volunteer Reserve. 223 Squadron, Royal Air Force

Died 23 May 1942. Aged 26.

Son of William James Back and Ethel Back of Dover, Kent.

Buried Tobruk War Cemetery, Libya. Grave Ref: 1. B. 11.

Surplus to post Great War requirements, No 223 Squadron, R.A.F. was disbanded at Leros, Greece in May 1919, but was re-formed in 1936 in Kenya as a light bomber unit. During the Second World War flew in many campaigns. Equipped with Vickers Wellesley's, it took part in the East African campaign before going to Egypt to re-equip with Martin Maryland's which were later supplemented by Douglas Boston's and Martin Baltimore's, and spend several months as an Operational Training Unit, training crews for other squadrons. In May 1942, after having trained its own crews, it became an operational Baltimore equipped bomber squadron, and subsequently took an active part in the North African, Sicilian and Italian campaigns. During this period it flew more than 5,000 operational sorties and, dropped more than 2,000 tons of bombs. Shortly after it had become an operational Baltimore A-30 equipped bomber squadron, four of its aircraft were intercepted at midday near Râs el Tîn, Alexandria, Egypt on 23 May 1942, by three enemy Messerschmitt Bf 109F fighters of 3/JG 27, which of significance had a top speed of seventy five miles per hours more than that of the Baltimore A-30 bombers of 223 Squadron. Based at R.A.F. Bir el Baheira No.2, Libya. The Baltimore's had taken off

from the airstrip at 1032 hours engaged on a mission to attack the enemies Main Landing Ground at Derna. Of the four aircraft attacked by the Messerschmitt Bf 109F fighters only one returned to Bir el Baheira, another one crashed injuring two of the aircrafts four crew, but the other two crews were lost, including aircraft AG 708 flown by 24 year old Flying Officer (Pilot) Leslie W. Bangley of which Leslie Back was a crew member. It was particularly unfortunate that the three enemy aircraft encountered had amongst their pilots 22 year old Oberleutnant Hans-Joachim Marseille, who was a fighter pilot, generally accepted world-wide as being one of the greatest flying 'aces' of the Second World War. Nicknamed the "Star of Africa," Marseille scored all but 7 of his 158 victories against the Commonwealth's Desert Air Force over North Africa, with all of his victories for the Axis Powers being scored flying Messerschmitt Bf 109 fighters. Hans-Joachim Marseille was amongst only 27 people during the Second World War to be awarded the Knight's Cross with Oak Leaves, Swords and Diamonds, it being Nazi Germany's highest military honour. Although the Luftwaffe's total air strength had been seriously diluted by their involvement in too many operational fronts at the same time, it did not help the Allied situation in North Africa when Marshal Herman Goering took the risk of withdrawing much needed aircraft from the Russian Front to approximately double his airforce fighting strength in the Mediterranean theatre of operations. As well as an increase in enemy shipping activity which had been suffering heavy losses from both air and sea attack, it also heralded Erwin Rommel's new major attack, soon to become known as the Battle of Gazala. Of significance regarding Leslie's death was that the German fresh offensive commenced on the night of 25 May 1942, with intensive night bombing and strafing of the Allied forward landing grounds. Erwin Rommel's objective was to take Tobruk, consolidate at the Egyptian frontier while Malta was invaded, over-run Egypt, reach Cairo, and then move eastward to capture the Suez Canal. Rommel had likened desert warfare to sea battles, where there were no trenches, no front line but just a sea of worthless desert, upon which both, constantly mobile sides sought to destroy the troops and equipment of the other, and only the capture of a worthwhile strategic target decided a winner. No 223 Squadron, R.A.F. was re-designated 30 (S.A.A.F.) Squadron in Italy in August 1944, but almost immediately afterwards it re-formed in England as a bomber support squadron in No 100 Group Bomber Command, and during the remainder of the European war flew specially modified Liberators and Fortresses and helped fight the "Battle of the Ether." Hauptmann, Hans-Joachim Marseille who was probably the pilot who shot down Leslie's aircraft was killed on 30 September 1942 whilst leading his Staffel on a Stuka escort mission, during which no contact with enemy fighters was made. While returning to base, the cockpit began to fill with smoke in his new Messerschmitt Bf 109 G-2; blinded and half asphyxiated by the smoke, he was guided by his wingmen Jost Schlang and Pottgen back to the German lines. By the time they reached their own lines, his aircraft 'Yellow 14' had lost power and was drifting lower and lower. Pottgen called out after about ten minutes that they had reached the White Mosque of Sidi Abdel Rahman, Egypt, and in so doing had reached friendly lines. At this point Marseille deemed his aircraft no longer flyable and decided to bail out, his last words to his comrades being "I've got to get out now; I cannot stand it any longer," after which he fell from the crashing Messerschmitt without having the opportunity to deploy his parachute. Hans-Joachim Marseille's funeral took place on 1 October 1942 at the Heroes Cemetery, Derna where no lesser personage than

Generalfeldmarshall, Albrecht "Smiling Albert" Kesselring and another member of the Staffel, Eduard Neuman delivered an emotional eulogy. A war-time pyramid was constructed by Italian engineers at the site of his fall but over time it decayed. In 1989 Eduard Neuman and other JG 27 survivors with the co-operation with the Egyptian Government erected a replacement pyramid that stands there to this day. It is understood that after the cessation of hostilities, Hans-Joachim Marseille's remains were brought from Derna and reinterred in the memorial gardens at Tobruk, and it was there that his mother visited his grave in 1954. His grave bears a one-word epitaph, 'Undeclared.' Of the four crew of Leslie's Baltimore A-30, he is the only one with a grave at Tobruk, as the other three crew are all commemorated in the same cemetery on Special Memorials.

**BAILEY, LESLIE JOSEPH KNOTT.** Stoker 2nd Class, R/KX 117355.

Royal Navy, H.M.S. Tonbridge.

Died 22 August 1941.

Commemorated on the Portsmouth Naval Memorial. Panel 56, Column 1.

Leslie's 683 ton ship was built in 1924 by Henderson & Company, shipbuilders, and was probably owned by the Southern Railway Company, before the vessel was requisitioned by the Admiralty and used as a Netlayer. On the day that Leslie lost his life H.M.S. Tonbridge was sunk by enemy aircraft off the coast of Great Yarmouth, Norfolk.

**BAILEY, RICHARD.** A.R.P. Ambulance Driver.

Died 12 February 1941. Aged 45.

Son of the late Mr. and Mrs. Stephen Bailey.

Husband of Ada Beatrice Bailey, of 55 Church Road, Dover, Kent.

Richard was injured on 8 February 1941 at Dover, and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent on 12 February 1941.

**BAKER, GORDON JOHN EDWARD.** Stoker 1st Class, C/KX 134339.

Royal Navy, H.M.S. Curacoa.

Died 2 October 1942. Aged 19.

Son of George Edgar and Edith Agnes Baker of Lydden, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 61, Column 3.

Gordon's 4190 ton 'Ceres' class light cruiser was launched on 5 May 1917 and commissioned on 18 February 1918, she was rearmed as an Anti-Aircraft cruiser from August 1939 until April 1940. H.M.S. Curacoa was engaged in convoy escort duties with the liner Queen Mary which was in use as a troopship and carrying over 10,000 American troops across the Atlantic. While both ships were zigzagging, H.M.S. Curacoa commanded by Captain J. W. Boutwood, D.S.O., R.N, crossed the Queen Mary's bow with insufficient clearance. The Queen Mary sliced into her at a speed of 28 knots, cutting the light cruiser in two. Separated by about 100 yards, she sank instantly with 338 casualties. Despite the impact of the collision the Queen Mary did not falter or slow down, despite the fact of a 40 foot gash in her bow, for fear of German submarines. The convoy behind picked up 26 survivors from Rowland's ship. Amongst those who survived the tragedy was the commander of H.M.S. Curacoa.

**BAKER, STANLEY MARK.** No clear trace. The best match appears to be the following casualty, but anybody carrying out 'Dover' research at some point in the future (post May 2004) should treat the following with caution, as it is not an exact irrefutable match.

**BAKER, STANLEY.** Steward's Boy.

Merchant Navy, S.S. Maid of Kent (London).

Died 21 May 1940. Aged 18.

Commemorated on the Tower Hill Memorial, London. Panel 66.

Built in 1925 the 2386 ton 'Maid of Kent' was converted to a hospital ship at the start of the Second World War, after operating as a Southern Railway cross Channel ferry between Folkestone and Boulogne. She was bombed and sank at Dieppe Harbour on 21 May 1940 with the loss of her 28 merchant crew and medical staff. At the time of her loss the 'Maid of Kent' she was clearly marked as a hospital ship, and Dieppe was designated a hospital port. Compounding the tragedy of the sinking and loss of life on the ship, was that other people died onboard a train that was loaded with casualties alongside the hospital ship, when the resultant fire from the 'Maid of Kent' spread to the train carriages. Another of the Southern Railway cross Channel ferry ships the 2391 ton ship 'Brighton,' which in peacetime sailed between Newhaven and Dieppe, was also bombed and sunk in the English Channel, on the same day as the 'Maid of Kent' while in use as a hospital ship during a trip to Dieppe.

**BALDWIN, FREDERICK SIDNEY BERTIE.** B.E.M. Seaman.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 47.

Born 12 June 1897. Merchant Navy Discharge number: 1120123.

Son of William and Elizabeth Baldwin.

Husband of Julia Edith Baldwin of Dover, Kent.

Commemorated on the Tower Hill Memorial. Panel 4.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Frederick served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16

February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**BALFOUR, RAYMONDE DEREK.** Sergeant (Bomb Aimer), 1396828.

Royal Air Force Volunteer Reserve, 101 Squadron, Royal Air Force.

Died 28 April 1943. Aged 19.

Son of V. Balfour and Edith M. Balfour of Ashford, Kent.

Nephew of Mrs. A. W. Pike of Dover, Kent.

Buried Biarritz (Du Sabaou) Communal Cemetery, Pyrenees-Atlantiques, France.

Grave Ref: Division 9. Collective grave 6730.

Of the 160 aircraft which took part in a minelaying operation on the night of 27/28 April 1943, the Lancaster bomber with Raymonde amongst the seven crew, was the only one of the aircraft lost. The formation was comprised of 58 Halifaxes, 46 Lancasters, 31 Wellingtons, and 25 Stirlings, engaged on what was at that time the biggest minelaying operation so far mounted. 123 aircraft carried out their flights successfully, laying 458 mines off the Biscay and Brittany ports and in the Frisian Islands. Raymonde's Lancaster ED728 SR-Y flown by 21 year old Sergeant (Pilot) Charles A. Margerum from Erith, Kent, took off from R.A.F Holme-on-Spalding Moor, Lincolnshire at 2145 hours for their designated area of operations, it being in the Elderberry region, (Bayonne), France. It is presumed that the aircraft crashed in the target area, killing all the crew, who were laid to rest together, alongside Sergeant (Flight Engineer) Richard Brown R.A.F. (V.R.) of 207 Squadron R.A.F. who was killed only the month before during a similar undertaking.

**BALL, LILY ELIZABETH.**

Died 13 November 1940. Aged 16.

Daughter of Mrs. Ball, of 2, Victoria Cottages, Dover, Kent.

Lily died at the Salvation Army Citadel, High Street, Dover, Kent.

**BALSOM, SARAH JANE.**

Died 4 May 1942. Aged 54.

Resided at the Red Lion Inn, 117 Sidwell Street, Exeter, Devon.

Wife of John Balsom who was the licensee of the Red Lion Inn.

Sarah died at her home the Red Lion Inn, Sidwell Street, Exeter, Devon during an enemy bombing raid. German air raid attacks on the city of Exeter commenced in August of 1940 and peaked with heavy raids which were carried out on the three consecutive nights of 3, 4 and 5 May 1942. The damage inflicted on the whole of the city was severe, which

resulted in widespread structural devastation throughout Exeter, and high totals of minor and serious injuries and deaths. Listing and commemorating 265 people who died resultant on the raids on Exeter during the Second World War, the local newspaper the 'Express & Echo,' published same in the Saturday 4 May 2002 edition, marking the 60th anniversary of the May 4 1942 enemy air raid on the city during which Sarah had died.

**BANKS, CHARLES WILLIAM.**

Died 23 March 1942. Aged 54.

Son of William and Esther Banks of 1, Avenue Road, Dover, Kent.

Husband of the late Ethel Rose Banks.

Charles was one of the four people who died at the Conservative Club, Dover, Kent, during an air raid by four Junkers JU-88 bombers just before 2100 hours on the evening of 23 March 1942. As part of his contribution to the war effort, Charles was employed locally by the Royal Engineers.

**BARKER, HELEN JANE.** First Aid Post Member.

St. John's Ambulance Brigade.

Died 12 August 1940. Aged 38.

Resided at 9, Oswald Road, Dover, Kent.

Daughter of the late Mr. and Mrs. W. Barnes of "Bryn Maur," Highland Road, Chichester, Sussex.

Wife of B. Barker.

Helen died at St. Radigunds Road, Dover, Kent.

**BARRON, ALFRED VICTOR MARTIN.** Sergeant, 1813827.

Royal Air Force Volunteer Reserve, 158 Squadron, Royal Air Force.

Died 17 September 1943. Aged 19.

Son of John Thomas Barron and Elizabeth Barron of Dover, Kent.

Buried Lyon (La Doua) French National Cemetery, Rhone, France.

Grave Ref: Row K. Grave 4.

On the night of 16/17 September 1943, a mixed bomber force of 340 aircraft of No. 3, 4, 6 and 8 Groups, Bomber Command, which was comprised 170 Halifaxes, 127 Stirlings and 43 Lancasters took part in a mission to attack the important railway yards at Modane on the main railway route where the Mont Cern tunnel runs from France to Italy. In addition to the above aircraft, 5 American B-17s also took part on the mission. The marking of the target, situated in a steep valley, was not successful and the bombing was not accurate. 2 Halifaxes and 1 Stirling bomber were lost, including Alfred's aircraft, it being Halifax JN904 NP-K which was flown by 22 year old Sergeant (Pilot) Eric Le Huray from Forest, Guernsey, Channel Islands. The bomber took off from R.A.F. Lissett, Yorkshire at 1933 hours on 16 September 1943, it crashed into a wooded area know as le Bois due Rivoireau at St-Georges d'Esperanche, Isère, Rhône-Alpes, about ten miles to the west of Vienne, France. What caused the loss of Alfred's aircraft is not known, all seven crew were killed in the crash and are all buried in the same cemetery. In the churchyard of St James's parish church at Lissett, Yorkshire, is the 158 Squadron, R.A.F. Memorial, which commemorates those of Alfred's squadron during the Second World War. Of military history interest is that the location which was the designated target for

the bombers attack on the night of 16/17 September 1943, was the same also the same location where an estimated 800 French soldiers lost their lives on 12 December 1917. Approximately 1000 troops were returning home on leave from the fighting in north east Italy, and were being conveyed in two trains from Turin to Lyon. Due to the prevailing conditions regarding rolling stock, there was a shortage of locomotives which resulted in only one engine being available, the decision was made to operate both the trains as one, with the terrain which was then encountered, and the train could not cope and simply ran away out of control.

**BARTON, CHRISTOPHER WILLIAM. M.M.**

Died 24 September 1944. Aged 50.

Resided 1 Approach Road, Dover, Kent.

Christopher had been injured on 12 September 1944, at Dover, Kent and died whilst a patient at the Hurstwood Park, War Emergency Hospital, Haywards Heath, Sussex on 24 September 1944. It is possible that Christopher had served in The Buffs (East Kent Regiment) in the Great War, during which time he was awarded the Military Medal whilst a Private, and was later promoted to a Sergeant. The hospital where Christopher died was a Convent which was put to use as an War Emergency Hospital, the Sisters of the Convent remained and slept on bunks in the cellars. After the Second World War the Sisters adopted the Rule of St Benedict, and changed from being an active to an enclosed religious Community.

**BASTON, RONALD GEORGE. Lance Bombardier, 943422.**

118 (8th London) Field Regiment, Royal Artillery.

Died 12 September 1944. Aged 25.

Born and resided Kent.

Son of Sidney Lewis Baston and Daisy Marion Baston of Dover, Kent.

Commemorated on the Singapore Memorial. Column 9.

The 118 (8th London) Field Regiment, Royal Artillery was captured at the fall of Singapore to the Japanese on 15 February 1942. The fighting in Singapore lasted from 7 February, and resulted in the largest surrender of British led military personnel in history.

**BATES, HARRY. Chief Steward.**

Merchant Navy. Cable Ship Alert.

Died 24 February 1945. Aged 47.

Son of James and Elisabeth Bates.

Husband of Alice Bates of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 4.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Harry served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface



in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**BEAL, JOHN.** No clear trace.

**BEESTON, WILLIAM RALPH HUMPHREY.** Lieutenant, 307780.

Royal Armoured Corps, attached to the Army Air Corps.

Died 19 November 1944. Aged 19.

Born Egypt. Resided Kent.

Son of Humphrey Albert Beeston and of Audrey Muriel Beeston (nee Swannell) of Temple Ewell, Dover, Kent.

Buried Shaftesbury Borough Cemetery, Dorset. Grave Ref: Grave 820.

**BELL, FREDERICK.** Stoker 1st Class, C/KX 599223.

Royal Navy, H.M.S. Bullen. (K 469).

Died 6 December 1944. Aged 22.

Husband of Josephine E. Bell of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 77. Column 3.

Frederick's ship was a 1140 ton Captain Class frigate which was built by the Bethlehem Shipyard Inc., of Hingham, Massachusetts, U.S.A. in 1943 for service with the United States Navy but she was never commissioned into U.S. Navy, but transferred to Great Britain as a lend lease vessel upon her completion. On 6 December 1944 H.M.S. Bullen commanded by 32 year old Lieutenant Commander Anthony. H. Parish, R.N., from Gerrards Cross, Buckinghamshire, was torpedoed and sunk by the German uboat U-775 commanded by Oberleutnant zur See, Erich Taschenmacher, west of Strathy Point, off the north east coast of Sutherland, Scotland. At the time of her loss H.M.S. Bullen had a

ships compliment of 168 officers and ratings, and Frederick was sadly numbered amongst 71 who went down with the ship as did her commander.

**BENBOW, C.A.** No trace.

**BENBOW, CHARLES TYTLER.**

Died 1 September 1944. Aged 53.

Resided 11 Lancaster Place, Dover, Kent.

Son of the late Lieutenant Colonel J. E and Mabel Christina Benbow of 27 East Cliff, Dover, Kent.

Charles died at the Lagoon Cave, High Street, Dover, Kent.

**BERRY, LEONARD EDWARD WILLIAM.** Able Seaman, C/SSX 28738.

Royal Navy, H.M. Submarine Unbeaten.

Died 11 November 1942. Aged 21.

Son of Leonard William Charles and Caroline Nellie Berry of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 53. Column 1.

HM/S Unbeaten was an Umpire class submarine which was commanded by Lieutenant Donald E. Ogilvy Watson, D.S.C., R.N., after being refitted in the United Kingdom slipped out of the submarine base at Holy Loch near Dunoon, Scotland on Friday 23 October 1942 to undertake a 'Special Operations Executive'(S.O.E.) mission to land a party just north of Vigo in Spain, on the night of Monday 2 November she sent a brief but important message stating that it was "mission successful," her commander was then ordered to patrol the Bay of Biscay for German u-boats, Kriegsmarine and enemy merchant supply vessels on passage to and from operations in the Atlantic, following these patrols to then make a pre arranged rendezvous off the Bishop Rock Lighthouse 4 miles west of the Scilly Isles, but she never completed her patrol or made the rendezvous because the submarine was wrongly identified as a u-boat by the crew of a Royal Air Force bomber crew, she was then attacked and sunk by a North Front Gibraltar based Wellington XIV of Number 172 Squadron, Royal Air Force Coastal Command (Gibraltar Group) in the Bay of Biscay in position 47.00N, 07.00W, H.M. Submarine Unbeaten was lost with all 27 hands. Before she was so tragically lost the submarine had several notable successes, as on Saturday 30 August 1941 Lieutenant E.A. Woodward D.S.O., torpedoed and sunk the 373 ton Italian sailing vessel V 51/Alfa approximately 23 miles south of Capo Dell'Armi, Italy in position 37.57N, 15.70E. On Monday 12 January 1942 Lieutenant Woodward torpedoed and sank the German u-boat U-374 commanded by Oberleutnant zur See (Lieutenant) Unno von Fischel, east of Cape Spartivento in position 37.50N, 16.00E, having sighted the conning tower of the approaching u-boat in an attack lasting only 12 minutes, closed to 1,300 yards and fired four torpedoes, two of which hit and sank the U-374, for this feat Lieutenant Woodward was awarded a Bar to his D.S.O., 42 were lost when the u-boat went down, despite the sinking of the u-boat being only four miles off the enemy coast, HM/S Unbeaten surfaced to try to pick up survivors, but found only one man who was officially on sick leave. East of Mehedia, Tunisia, on Sunday 1 March 1942 Lieutenant Woodward torpedoed and sank the 5417 ton Vichy-French merchant ship PLM 20, and on Monday 16 March 1942 he torpedoed and damaged the 6339 ton Italian merchant vessel Vettor Pisani off Cape Buzzano, Calabria,

Italy, the next day he torpedoed and sank the Italian Regia Marina submarine "Guglielmotti" near Cape Spartivento, Italy, four months later on Friday 24 July Lieutenant Woodward torpedoed and damaged the 6339 ton Italian merchant ship Vettor Pisani off Argostoli, Greece in position 38.05N, 20.12E, the damaged was sunk later the same day by British aircraft. Although the submarine was quite successful whilst in the Malta based 10th Flotilla, sinking 2 submarines, 2 supply ships, 2 schooners 1 tanker and a collier, totaling 30,616 tons, and brave though the war time submariners undoubtedly were, and purely speculation, but it does seem odd that before the submarine's tragic loss in addition to George Forbes who is one of the former P.W.S.T.S. boys commemorated in Dover, Kent holding the D.S.M., and his then commander the D.S.C., at least another 4 members of the crew who perished with them had been awarded the D.S.M., and 3 others had been Mentioned in Despatches, his former commander the D.S.O., twice, and also that Lieutenant Aston Dalzell "Peter" Piper, later Captain D.S.O., D.S.C., & two Bars, R.D, R.N., had been awarded the second of his Distinguished Service Crosses "for 12 war patrols in the Mediterranean since April 1941" whilst serving aboard the submarine, as such perhaps the submarine was in fairly regular use with the S.O.E, and their departure from Holy Loch on Friday 23 October 1942 was not the first such clandestine undertaking?

**BERRY, RUTH.** Mobile Canteen Driver.

Died 23 September 1944. Aged 23.

Resided 22, Windsor Road, Ellacombe Torquay, Devon.

Daughter of the late William and Annie Berry of Chapel Cottage, Bridford, Devon.

Ruth died on 23 September 1944 at the Salvation Army Canteen, Snargate Street, Dover, Kent.

**BEXHILL, FREDERICK.**

Died 1 October 1941 Aged 62.

Resided at 8 Beaufoy Terrace, Dover, Kent.

Frederick died at Military Road, Dover, Kent.

**BINGHAM, LESLIE CHARLES.** No trace.

**BLISS, HARRY.** Warrant Officer, 650927.

Royal Air Force, 218 Squadron.

Died 30 March 1945. Aged 25.

Son of Mr. and Mrs. H. Bliss of Dover, Kent.

Buried Becklingen War Cemetery, Soltau, Niedersachsen, Germany.

Grave Ref: 16. D. 11.

As it would appear that bomber command loses for 30 March 1945 did not include any of Harry's squadron, and bearing in mind which cemetery he is at rest in, **probably** he died whilst a prisoner of war. The site of Becklingen War Cemetery was chosen for the position on a hillside overlooking Lunenburg Heath, where Field-Marshal, Bernard Montgomery accepted the German surrender from Grossadmiral Karl Dönitz on 4 May 1945. Burials were brought into the cemetery from isolated sites in the countryside, primarily small German cemeteries and prisoner of war camps cemeteries, and included

the Fallingbostal Cemetery, which doubtless had burials from Stalag XI-B in Fallingbostal, which is where possibly Harry died. Most of those buried in the Becklingen War Cemetery died during the last two months of the war.

**BOCUTT, ALEXANDER HERBERT.** Leading Fireman.

National Fire Service.

Died 14 December 1943. Aged 37.

Son of Alfred Arthur Bocutt of 30 Longfield Road, Dover, Kent, and of the late Jessie Bocutt.

Husband of Ivy Mary Bocutt, of 30 Longfield Road, Dover, Kent.

Alexander is also commemorated as one of the 1,192 casualties on the impressive "Blitz" Memorial Statue, National Memorial, to the men and women of the United Kingdom Fire Service, who had made the ultimate sacrifice in the defence of the realm in the Second World War, which is located near (somewhat aptly) St. Paul's Cathedral, London. It is at the top of the new City Walkway, which is also approachable from the south bank of the Thames via the new Millennium Pedestrian Bridge.

Alexander died at the Horton Emergency Hospital, Epsom, Surrey, as the result of illness contracted while on duty during air raids at Dover, Kent.

**BOCUTT, ALFRED ARTHUR.** Marine, PO/21632.

Royal Marines, H.M.S. Hood.

Died 24 May 1941. Aged 38.

Son of Alfred Arthur and Jessie Bocutt.

Husband of Dorothy Ada Emily Bocutt of Southsea, Hampshire.

Commemorated on the Portsmouth Naval Memorial. Panel 58, Column 3.

Alfred was a brother of the next casualty commemorated.

For information appertaining to Alfred's ship, please see [www.hmshood.com](http://www.hmshood.com) it being the website of the H.M.S. Hood Association, and is one of the best sites of its type on the net.

In view of the magnitude of the information on H.M.S. Hood on the above website, it is not necessary to add additional information at this brief commemoration to Alfred.

**BONES, JOHN FREDERICK HARRY.** Lance Bombardier, 934810.

24 Field Regiment, Royal Artillery.

Died 8 May 1943. Aged 23.

Born and resided Kent.

Son of John Richard and Elizabeth Bones.

Husband of Elsie Margaret Bones of Dover, Kent.

Buried Baghdad (North Gate) War Cemetery, Iraq. Grave Ref: 23. H. 14.

Also commemorated on Dover, Kent civic war memorial.

**BOOKER, FREDERICK JOSEPH.** Leading Stoker, C/KX 90859.

Royal Navy, H.M.S. Lynx.

Died 28 July 1941. Aged 24.

Son of Alfred Edwin and Millicent Florence Booker of Dover, Kent.

Buried (St. Mary's) New Cemetery, Dover, Kent. Grave Ref: Sec. J.K.X. Grave 8.

Frederick was a brother of the next casualty commemorated. From 16 December 1940 until June 1944 H.M.S. Lynx was a Dover, Kent shore establishment which was commanded by Captain F.A.H. Russell, R.N., from reading various literature it would appear that its personnel played a significant part in minesweeping undertakings in the English Channel throughout the years of its time at Dover, Kent, and suffered several casualties.

**BOOKER, ROBERT ERNEST.** Stoker.

Merchant Navy. Cable Ship Alert.

Died 24 February 1945. Aged 29.

Born 18 April 1915. Discharge number: S14932.

Son of Alfred Edwin and Millicent Florence Booker of Dover, Kent.

Husband of Joyce Booker of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 4.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Robert served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**BOOTH, FRANK ROBERT.** Driver, T/1024189.

2 Division Petrol Company, Royal Army Service Corps.

Died 25 May 1940. Aged 40.

Born and resided Kent.

Son of John Luke and Margaret Booth.

Husband of Mary A. R. Booth, of Dover, Kent.

Commemorated on the Dunkirk Memorial, Nord, France. Column 135.

Pre war member of the Royal Artillery.

**BORTHWICK, GRAHAM.**

Died 1 December 1941. Aged 56.

Husband of Helen Borthwick of 99 Buckland Avenue, Dover, Kent.

Graham died at Lansdowne Road, (opposite the Hydro Hotel), Falmouth, Cornwall.

**BOTTEN, BENJAMIN MAYNARD.**

Died 7 October 1940. Aged 61.

Husband of Alice Louise Botten of 150 Heathfield Avenue, Dover, Kent.

Benjamin was injured at St. James Street, Dover, Kent, and died later the same day at the Casualty Hospital, Union Road, Dover, Kent.

**BOURNER, ALBERT EDWARD JAMES.** Flying Officer, 89074.

Royal Air Force Volunteer Reserve. 48 Squadron, Royal Air Force.

Died 7 January 1942.

Commemorated on the Runnymede Memorial. Panel 66, and on the Dover, Kent civic war memorial, and on River, Dover, Kent civic war memorial. Prior to enlisting in the R.A.F. he was an employee of the East Kent Road Car Co Ltd., and is commemorated on the company Second World War memorial plaque which was originally erected in the Employees' Social Club, Dover, Kent Depot of the East Kent Road Car Co Ltd. The plaque is now in the safe keeping of the Dover, Kent Transport Museum.

Albert's Coastal Command squadron had been temporarily stationed at R.A.F. Skitten, Caithness prior to his death, moving to R.A.F. Wick early in January. The squadron had previously operated Avro Anson aircraft whilst stationed in the Hebrides, but upon arrival at Wick was re-equipped with Lockheed Hudson aircraft. In addition to carrying out anti shipping patrols, a significant number of bombing missions over enemy occupied Norway were undertaken, with fish oil factories and the like being targets, in addition to German vessels. It was on a mission to Norway that was carried out on the night of 6/7 January 1942 that Albert lost his life. Last Year (2003) marked the sixtieth anniversary of the peak of the Battle of The Atlantic when Great Britain at last gained the upper hand over the German U-boats operating against Allied shipping. The part played by Coastal Command airmen, to whom more than half the U-boat sinkings were credited, is relatively unknown, as is the finding of the German battleship Bismarck, when she so nearly escaped into the Atlantic Ocean. During the Second World War, aircrew of Coastal Command won four Victoria Crosses, three of which were awarded posthumously. But Coastal Command's wartime record came at the grievous cost of 10,875 lives, with Albert being amongst their number. Although often referred to as the 'Cinderella Service' because by its nature, it did not gain the recognition it deserved and

was overshadowed by Fighter and Bomber Commands and considering that it was not given priority in terms of aircraft and equipment, its wartime record was second to none.

**BRADBURY, H.I.** No trace.

**BRADING, CHARLES FREDERICK.** Private 6286740.

4th Battalion, The Buffs (Royal East Kent Regiment).

Died 23/24 October 1943. Aged 24.

Born Eire. Resided Kent.

Son of Bert and Catherine Brading of Dover, Kent.

Commemorated on the Cassino Memorial, Italy. Panel 4.

Charles had been a pre war (T.A.) member of The Buffs (Royal East Kent Regiment).

On 23 October 1943, Charles's battalion was rushed to the docks at Alexandria, Egypt and boarded two destroyers, one of which was the 1405 ton Royal Navy destroyer H.M.S. Eclipse, commanded by Commander E. Mack, D.S.O, D.S.C, R.N. After taking the soldiers and their equipment aboard, both of the destroyers departed at speed heading for the beleaguered island of Leros, Greece, and were in fact the last infantry battalion to be sent to bolster the island's defences, with the neighbouring island of Kos having already fallen to the Germans. At around midnight when she was off the island of Kalymnos, Greece, H.M.S. Eclipse carrying the battalion mortar platoon, 'A' company and part of the H.Q. Company, detonated a mine under her forward boiler room, instantaneously setting the ships fuel tanks ablaze. Following the explosion destroyer immediately took on a heavy list and broke in two, spilling burning fuel into the sea, and within three minutes she sank. There was sadly a heavy loss of life resultant from her sinking, of the 200 Buffs on board 135 perished along with an equal number of naval personnel. Despite being engaged in numerous actions, the sinking of H.M.S. Eclipse resulted in the largest loss of life amongst the 4th Battalion, The Buffs (Royal East Kent Regiment) on any given date throughout the duration of the Second World War, most of whom unlike Charles are commemorated on the Athens Memorial, Greece. Face 4. Checking through past 'scribblings' revealed Charles to have been one of his regiments Dunkirk survivors and that he had also served on the island of Malta during the period of the famous siege.

**BRADISH, BARRINGTON.** Greaser.

Merchant Navy, S.S. Maid of Kent (London).

Died 21 May 1940. Aged 57?

Born 29 September 1916? Discharge number: R250208.

Son of Stephen and Caroline Bradish.

Husband of Matilda Bradish, of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 66.

As can be seen above there is a discrepancy regarding year of Barrington's birth and his age at death. As no birth and/or death certificates have been sighted, the above as accessed have both been entered at this brief commemoration. Built in 1925 the 2386 ton 'Maid of Kent' was converted to a hospital ship at the start of the Second World War, after operating as a Southern Railway cross Channel ferry between Folkestone and Boulogne. She was bombed and sank at Dieppe Harbour on 21 May 1940 with the loss of her 28 merchant crew and medical staff. At the time of her loss the 'Maid of Kent' she

was clearly marked as a hospital ship, and Dieppe was designated a hospital port. Compounding the tragedy of the sinking and loss of life on the ship, was that other people died onboard a train that was loaded with casualties alongside the hospital ship, when the resultant fire from the 'Maid of Kent' spread to the train carriages. Another of the Southern Railway cross Channel ferry ships the 2391 ton ship 'Brighton,' which in peacetime sailed between Newhaven and Dieppe, was also bombed and sunk in the English Channel, on the same day as the 'Maid of Kent' while in use as a hospital ship during a trip to Dieppe.

**BRANN, JOSEPH WILLIAM**, Sergeant, S/147628.

Royal Army Service Corps.

Died 18 February 1945.

Born and resided Kent.

Son of Richard and Nellie Brann.

Buried Berlin 1939-45 War Cemetery, Germany. Grave Ref: 10. K. 6.

**BRETT, RAYMOND WILLIAM**. Sergeant (Air Gunner), 1807476.

Royal Air Force Volunteer Reserve. 44 Squadron, Royal Air Force.

Died 22 June 1944.

Buried Lanklaar Communal Cemetery, Dilsen-Stokkem, Limburg, Belgium.

Grave Ref: Collective grave 1-7.

Also commemorated in the Dover Grammar School for Boys, Second World War Book of Remembrance where he was a pupil from 1936 to 1940.

Raymond was amongst the seven man crew of Lancaster bomber ND552 KM-X which took off from R.A.F Dunholme Lodge, Lincolnshire at 2258 hours on the night of 21 June 1944, in a force comprised of 133 Lancasters and 6 Mosquitos to attack the synthetic-oil plant at Wesseling; all the aircraft in this force were from No 5 Group except for 5 Lancasters provided by No 1 Group. The weather forecast for the target area and for the attack on Scholven/Buer which took place at the same time, predicted clear conditions but the bombing force encountered 10/10ths low cloud. The planned No 5 Group low-level marking method could not be used and the reserve method, in which the Lancasters bombed on H2S, was used instead. (Airborne radar, H2S equipment enabled bomber crews to see through cloud and darkness for bombing, target-marking, and navigation). German night fighters made contact with the bomber force and 37 Lancasters were lost, with numbers 44, 49 and 619 Squadrons each losing 6 aircraft. The casualty rate represented almost twenty eight per cent of the Lancaster force. Post-raid reconnaissance showed that only slight damage was caused to the oil plant, but a secret German report quoted in the British Official History records a 40 per cent production loss at Wesseling after this raid. It is possible however that the loss was only of short duration. Raymond's aircraft which was flown by 22 year old Flying Officer Neil. J. Smith, Royal Australian Air Force, crashed into the grounds of a coalmine between the villages of Eisdan and Dilsen-Stokkem, Limburg, Belgium, all the Lancaster's crew were killed and are buried together in the village cemetery.



**BREWSTER, IVOR JOHN.** Craftsman, 7590648.

1 Airborne Division Workshop, Royal Electrical and Mechanical Engineers.

Died Tuesday 16 January 1945. Aged 20.

Born Leicestershire. Resided Kent.

Son of Walter Lennox Brewster and Matilda Caroline Brewster of Dover, Kent.

Buried Arnhem Oosterbeek War Cemetery, Gelderland, Netherlands.

Grave Ref: 18. C. 12.

Formerly Private, Royal Army Ordnance Corps, as Ivor had an army number applicable to that corps, it is probably indicative that he had enlisted prior to 1 October 1942 when the Royal Electrical and Mechanical Engineers was raised, primarily from personnel (all ranks) of the Royal Army Ordnance Corps.

Also commemorated in the Dover Grammar School for Boys, Second World War Book of Remembrance where he was a pupil from 1935 to 1938.

Ivor's Commanding Officer was Major William Jack Carrick R.E.M.E. who commanded the 1 Airborne Division Workshop, Royal Electrical and Mechanical Engineers during the airborne 'Operation Market Garden' at Arnhem, Holland in September 1944, and during the course of which he lost five of his other rank personnel members of the unit. A Corporal and three Craftsmen were killed during the actual Arnhem battle, and several others were wounded, one of whom was Ivor, who succumbed to his wounds on 16 January 1945 whilst a patient at Apeldoorn Hospital. Major 'Bill' Carrick survived the Second World War, and on 19 March 1948 was awarded the King Haakon VII Freedom Cross, for his part in the liberation of Norway. He died at York, Yorkshire in April 1988.

**BUDDLE, DORIS ELIZABETH.**

Died 25 September 1944. Aged 26.

Resided at 23 George Street, Dover, Kent.

Wife of Corporal Frederick Arthur Buddle, Royal Engineers.

Doris died at London Road, Dover, Kent.

**BURDETT, EDGAR ERNEST HENRY.** Able Seaman, C/JX 150678.

Royal Navy, H.M.S. Arethusa.

Died 18 November 1942. Aged 22.

Son of William and Beatrice Burdett.

Husband of Gertrude Patricia Burdett of Enfield, Middlesex.

Commemorated on the Chatham Naval Memorial. Panel 53, Column 1.

Between 17 November 1942 and 20 November 1942; 'Operation Stone Age' was conducted which consisted of a convoy (MW-13) of four merchant ships escorted by the Royal Navy light cruisers H.M.S. Arethusa, H.M.S. Euryalus, H.M.S. Dido and 10 destroyers. Convoy MW-13 left Alexandria, Egypt heading for the beleaguered island of Malta, when the convoy was north of Derna, on 18 November H.M.S. Arethusa commanded by Captain A.C. Chapman, R.N, was hit by a aerial torpedo which resulted in her being heavily damaged, and she had to be towed back to Alexandria. 156 men including Edgar lost their lives during the attack. The convoy arrived safe at Malta on 20 November and effectively brought to a close the end of the heroic Malta siege. H.M.S. Arethusa was patched up and later went to the Charleston Navy Yard in the U.S.A. for full repairs, which were eventually completed in December 1943. Edgar's ship which was

a 5220 ton Arethusa class light cruiser survived the Second World War and was later sold to J. Cashmore in 1950, and arrived at Newport on 9 May 1950 for scrapping.

**BURNS, DENNIS PATRICK.** Home Guard.

Died 10 December 1942. Aged 33.

Husband of Daisy Evelyn Burns of Priory, Sandwich Road, Eythorne, Dover, Kent.

Dennis died at Folkestone Road, Dover, Kent.

**BURVIL, EDITH MARY.** N.A.A.F.I.

Died 10 February 1943. Aged 39.

Daughter of Ernest Scamp of 53, Bridge Street, Folkestone, Kent.

Widow of Roland Burvil.

Edith died at the N.A.A.F.I., Canteen Dover, Kent.

**BUSHELL, BETTY CHARLOTTE.** First Aid Post Member.

Died 23 September 1944. Aged 20.

Daughter of Mrs. E. D. Bushell, of 4 Beaconsfield Road, Dover, Kent.

Betty died at the Salvation Army Canteen, Snargate Street, Dover, Kent.

**BUSSEY, ALBERT GEORGE.**

Died 13 September 1944. Aged 68.

Resided at 133, Folkestone Road, Dover, Kent.

Albert was injured at the Church Entrance, and died later the same day at the County Hospital.

**BUSWELL, ADALINE.**

Died 25 September 1944. Aged 64.

Wife of Herbert N. Buswell of 16, Eaton Road, Dover, Kent.

Adaline died at Folkestone Road, Dover, Kent.

**BUZAN, CHARLES WALTER.** Bombardier, 6292559.

331 Battery, 100 Light Anti Aircraft Regiment, Royal Artillery. (T.A.).

Died 25 February 1944. Aged 28.

Born and resided Kent.

Son of Charles Edward and Emily Elsie Buzan.

Husband of Frances M. Buzan of Epsom, Surrey.

Buried Beach Head War Cemetery, Anzio, Italy. Grave Ref: V. G. 9.

Originally enlisted in The Buffs (Royal East Kent Regiment). The 100 Light Anti Aircraft Regiment, Royal Artillery (Territorial Army) was formed in November 1941 from the 18th Battalion, Royal Fusiliers (City of London Regiment).

**CADMAN, RONALD WILLIAM.** Sergeant (Flight Engineer), 1165794.

Royal Air Force Volunteer Reserve. 61 Squadron, Royal Air Force.

Died 1 October 1941. Aged 26.

Son of Henry William and Edith Harriet Cadman.

Husband of Winifred Cadman of South Street, Faversham, Kent.

Buried Berlin 1939-45 War Cemetery, Germany. Grave Ref: 8. B. 34.

Prior to enlisting in the Royal Air Force, Ronald was an employee of the East Kent Road Car Co Ltd., and is commemorated on the company Second World War memorial plaque which was originally erected in the Employees' Social Club, Dover, Kent Depot of the East Kent Road Car Co Ltd. The plaque is now in the safe keeping of the Dover, Kent Transport Museum. In view of the date of Ronald's death and place of burial, it is probably fair to assume that he died whilst a prisoner of war, as no operational losses to his squadron were recorded for 1 October 1941. The site of Berlin 1939-45 War Cemetery where he is at rest was selected by the British Occupation Authorities and Commission officials jointly in 1945, soon after hostilities ceased. Graves were brought to the cemetery from the Berlin area and from eastern Germany. The great majority of those buried here, approximately eighty per cent of the total, were airmen who were lost in the air raids over Berlin, and the towns in eastern Germany. The remainder of the burials were men who died as prisoners of war.

**CAIRNS, JOHN DESMOND.** Sergeant (Air Gunner), 1894992.

Royal Air Force Volunteer Reserve. 15 Squadron, Royal Air Force.

Died 12 May 1944. Aged 20.

Son of Edward and Helen Cairns of Dover, Kent.

Buried Leuven Communal Cemetery, Leuven, Vlaams-Brabant, Belgium.

Grave Ref: Row B. Grave 4.

John was amongst the eight crew of Lancaster bomber LL752 LS-A which was flown by 21 year old Flight Lieutenant (Pilot) Alan Amies from Robertsbridge, Sussex. At 2236 hours on 11 May 1944 the aircraft took off from R.A.F. Mildenhall on a mission to bomb the railway yards at Leuven, Vlaams-Brabant, Belgium. All the crew were killed when the Lancaster was shot down by a German night-fighter 'ace,' Oberleutnant, Hans-Heinz Augenstein at 0030 hours on 12 May 1944, the bomber crashed onto the Brouwerstraat, just to the north west of Leuven. In addition to the British airman in the Lancasters crew were two members of the R.C.A.F., one belonging to the R.A.A.F., and a South African, all were laid to rest in the Leuven Communal Cemetery, Leuven, Vlaams-Brabant, Belgium. Hans-Heinz Augenstein had claimed his first victory on the night of 31 July/1 August 1942, when he shot down a R.A.F. Wellington bomber near Ahlhorn, Germany. He was appointed Staffelkapitän of 12./NJG 1 on 1 March 1944, and awarded the Ritterkreuz (Knights Cross) on 9 June 1944. The loss of John's Lancaster was one of 42 to fall foul of Hans-Heinz Augenstein during 1944, he was credited with a total of 46 victories before he and one of his crew of their Bf 110 G-4 were killed on the night of 6/7 December 1944, when they were shot down approximately 7 miles northwest of Münster-Handorf, Westphalia, Germany by an R.A.F. night-fighter.

**CAMERON, EDITH EMILY.**

Died 26 September 1940. Aged 62.

Resided at 10, Church Road, Dover, Kent..

Widow of Mr G. Cameron.

Edith died at her home 10 Church Road, Dover, Kent.

**CANT, PERCY AUGUSTUS.** Assistant Steward.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 62.

Commemorated on the Tower Hill Memorial, London. Panel 4.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Percy served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**CARBERRY, ERNEST WILLIAM.** Fireman.

National Fire Service.

Died Dover, Kent 23 December 1941. Aged 43.

Husband of Alice Elizabeth Carberry.

Ernest was injured on 19 December 1941, at the Sub Fire Station, Dover, Kent.

**CARBERRY, PATRICK JOSEPH.**

Died 3 October 1941. Aged 83.

Resided 6, Dour Street, Dover, Kent.

Husband of A. E. Carberry.

Patrick died at the Casualty Hospital, Union Road, Dover, Kent.

**CARSWELL, PERCY WILLIAM.**

Died 20 October 1940. Aged 57.

Resided at 6, Stanhope Road, Dover, Kent.

Son of Mrs. M. A. Carswell of 78, Shorncliffe Road, Folkestone, Kent.

Percy died at the Casualty Hospital, Union Road, Dover, Kent.

**CARTARET, HARVEY GEORGE** De. Lieutenant, 200235.

71 (West Riding) Field Regiment, Royal Artillery. (Territorial Army).

Died Monday 8 January 1945. Aged 27.

Born and resided Kent.

Son of Harvey Forbes de Carteret and Nellie de Carteret of Guston, Dover, Kent.

Buried Hotton War Cemetery, Hotton, Luxembourg, Belgium. Grave Ref: I. D. 6.

Also commemorated in the Dover, Kent Grammar School for Boys Second World War Book of Remembrance, where he is recorded as being Lieutenant, **HARVEY GEORGE De CARTARET**. Harvey was a pupil at the school from 1930 to 1934, and where on the school tribute to the Second World War fallen, Harvey is recorded as having died of wounds in the Western Desert which in view of where he is buried is clearly an unfortunate error, but might be indicative of him having been wounded earlier in that theatre of war. Harvey was probably attached to a different unit at the time of his demise; please see additional comments at end of this brief commemoration. Hotton War Cemetery contains 666 Commonwealth burials of the Second World War, 21 of them sadly unidentified. A number of those buried in the cemetery date from the withdrawal of the British Expeditionary Force, one of whom was Major John R.H. Cartland R.A. who died on 30 May 1940, whose brother Captain James A.H. Cartland of the Lincolnshire Regiment fell the previous day, the brothers father had lost his life in the Great War, there sister was the novalist Dame Barbara Cartland. Between 1940 and 1945 aircrew personnel were laid to rest in the cemetery, but by far and away the largest number of the casualties date from the time when the village of Hotton was on the western limit of the great German counter offensive in the Ardennes during January 1945 when and where it would appear that Harvey lost his life. Harvey de Carteret Senior may have served in the Great War as a Warrant Officer Class 1 in the Royal Engineers, prior to being commissioned as a Lieutenant and Quarter Master in the corps. Reference was made above appertaining to the fact that it appeared that Harvey was probably attached to another unit at the time of death. From 30 July 1940 until the cessation of hostilities, the 71 (West Riding) Field Regiment, Royal Artillery, was a 'Divisional Troops' unit of the 46th Infantry Division, and was in Italy from 3 July 1944 until 13 January 1945 when a move to Greece was made. Where reference is made in the school Book of Remembrance to Harvey having died of wounds in the Western Desert, it might be of relevance to add that from 22 March 1944 until 31 March 1944, and 18 June 1944 until 28 June 1944, Harvey's Field Regiment was in Egypt.

**CARVER, MARIE EVELYN.**

Died 8 November 1940. Aged 33.

Resided at 71 Falkland Park Avenue, South Norwood, London.

Daughter of Mr. and Mrs. West of 92 Oswald Road, Dover, Kent.

Wife of Walter Ernest Carver.

Marie was injured on 7 November 1940, at her home 71 Falkland Park Avenue, South Norwood, London, and died the following day whilst a patient at the Mayday Hospital, Croydon, Surrey.

**CASHMAN, DONALD FRANK.**

Died 22 November 1940. Aged 18.

Resided at 5, Johnson's Terrace, Nonington, Dover, Kent.

Son of Mr. and Mrs. F. Cashman.

Donald died at his home, 5, Johnson's Terrace, Nonington, Dover, Kent.

**CASSINGHAM, JACK.** Third Engineer Officer.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 39.

Son of John Odion Cassingham and Kate Cassingham.

Husband of Violet Cassingham, of Folkestone, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 4.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Percy served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision

to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**CASTLE, RONALD VICTOR.** Fourth Engineer Officer.

Merchant Navy, S.S. Empire Crossbill (London).

Died Thursday 11 September 1941. Aged 22.

Son of Mr. and Mrs. S. E. Castle of River, Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 39 and in the Dover, Kent Grammar School for Boys, Second World War Book of Remembrance where he was a pupil from 1928 to 1935.

Ronald's ship, a 5463 ton steam freighter was torpedoed and sunk by the Lorient, Brittany, France based u-boat U-82 commanded by Oberleutnant zur See (Lieutenant) Siegfried Rollmann at 0705 hours on Thursday 11 September 1941 at position 63.14N 37.12W whilst in convoy SC-42 traveling from Philadelphia to Hull, with a cargo of 6686 tons of steel and 4 tons relief supplies, all 49 onboard being made up of passengers and crew perished in the sinking of the S.S. Empire Crossbill, her Master Eric Robinson Townend aged 38 came from Fenham, Newcastle-upon-Tyne, another member of the crew and a former Prince of Wales Sea Training School boy was George Liddle, who is commemorated on the Memorial Plaque and has a brief tribute below. S.S. Empire Crossbill was originally an American vessel built in 1919 by the Los Angeles Shipbuilding & Drydock Corp, San Pedro California, for the U.S. Shipping Board, Los Angeles and named the "West Amargosa;" in 1937 the ship had been transferred to the U.S. Maritime Commission and laid up as part of the Reserve fleet, she was renamed in 1940 when she was given to Great Britain and became a M.O.W.T. ship, managed by Sir W. Reardon Smith & Sons but at the time of her loss she was managed by John Morrison & Son, Newcastle-upon-Tyne. The then Kapitänleutnant (Lieutenant Commander) Siegfried Rollmann died along with the other 44 crew members onboard the submarine U-82 on Friday 6 February 1942 north of the Azores, when the submarine was sunk in position 44.10N, 23.52W, by depth charges fired from two Royal Navy ships, they being the sloop H.M.S. Rochester (L50) and the corvette H.M.S. Tamarisk (K216). A type VIIC submarine the U-82 was built by Bremer Vulkan, Bremen-Vegesack, Germany, the U-82 was laid down on Wednesday 15 May 1940 and commissioned on Wednesday 14 May 1941, being amongst 74 of different types of submarines that were commissioned into the Kriegsmarine, from their Bremen-Vegesack shipyard between Saturday 27 July 1940 and Saturday 15 April 1944.

**CASTLE, THOMAS ALFRED.** Private, 10547175.

Royal Army Ordnance Corps.

Died 3 April 1943. Aged 22.

Born and resided Kent.

Son of John W. Castle and Ellen M. Castle of Dover, Kent.

Buried Tripoli War Cemetery, Libya. Grave Ref: 6. C. 10.

**CHAMPION, WILLIAM.**

Died 13 September 1944. Aged 55.

Resided at 30, Balfour Road, Dover, Kent.

Husband of Amelia Louisa Edith Champion.

William was injured at Chittys Mills, Dover, Kent and died later the same day at the County Hospital.

**CHAPMAN, CHARLES WILLIAM.**

Died 22 May 1943. Aged 54.

Resided at 126, Mayfield Avenue, Dover, Kent.

Husband of Louisa Chapman who is commemorated below, as is their daughter Doris.

Charles died at his home 126, Mayfield Avenue, Dover, Kent.

Also commemorated on the Dover Harbour Board, Second World War, Roll of Honour.

**CHAPMAN, DORIS.**

Died 22 May 1943. Aged 17.

Died at 126, Mayfield Avenue, Dover, Kent.

Daughter of Charles William and Louisa Chapman.

Doris died at her home 126, Mayfield Avenue, Dover, Kent.

**CHAPMAN, LOUISA.**

Died 22 May 1943. Aged 53.

Resided at 126, Mayfield Avenue, Dover, Kent.

Wife of Charles William Chapman and mother of Dora both commemorated above.

Louisa died at her home 126, Mayfield Avenue, Dover, Kent.

**CHAPMAN, RONALD WALTER JOHN.**

Died 26 September 1944. Aged 17.

Son of Walter John and Esther Margaret Chapman, of 60, Tower Street, Tower Hamlets, Dover, Kent.

Ronal was injured on 25 September 1944, at London Road, Buckland, Dover, Kent, and died the following day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**CHARLWOOD, HAROLD SYDNEY.** Serjeant, T/17104.

308 Reserve, Motor Transport Company, Royal Army Service Corps.

Died at sea 26/27 April 1941. Aged 39.

Born and resided Kent.

Son of Cecil Oliver and Laura Charlwood.



Husband of Kitty Charlwood of Denver.

Commemorated on the Athens Memorial, Greece. Face 8.

Pre war member of the Royal Army Service Corps.

Mrs Kitty Charlwood's place of residence (Denver), is as shown at her late husband's CWGC commemoration details, which might of course be correct, but is possibly a spelling error, that should be Dover. Unfortunately this needs more in-depth research when time permits, to find out if the above is an unfortunate error.

**CHEESEMAN, HAROLD MONTAGUE.** Lance Corporal, 6285910.

1st Battalion, The Buffs (Royal East Kent Regiment).

Died 15 August 1941.

Born and resided Kent.

Son of George and Elizabeth Cheeseman of Reading, Berkshire.

Buried El Alamein War Cemetery, Egypt. Grave Ref: XXX. F. 24.

Harold was a pre war member of The Buffs (Royal East Kent Regiment).

**CHELL, ALFRED CHARLES.** Guardsman, 2617566.

5th Battalion, Grenadier Guards.

Died 26 January 1944. Aged 27.

Born South East London. Resided Kent.

Husband of Emma Foster Chell of Glasgow, Scotland.

Buried Anzio War Cemetery, Italy. Grave Ref: IV, F, 8.

Also commemorated in the Dover, Kent Grammar School for Boys, Second World War Book of Remembrance where he was a pupil from 1929 to 1932.

The rank of Guardsman replaced that of Private in all Foot Guards Regiments in 1919, an honour awarded by H.M. the King in recognition of their great effort during the Great War. In 1939 the 1st, 2nd and 3rd Battalions formed part of the British Expeditionary Force under Lord Gort, who was a former officer of the Grenadier Guards. In 1941 the 5th and 6th, Battalions, Grenadier Guards were raised, and the 3rd and 5th Battalions later took part in the invasion of North Africa. The 3rd, 5th and 6th Battalions of the regiment were engaged in North Africa and the invasion of Italy, and the Italian campaign, with Alfred's battalion being amongst the force that landed at Anzio. Six battalions of Alfred's regiment were raised during the Second World War. The 1st, 2nd and 4th Battalion's took part in the Normandy landings and the subsequent actions in North West Europe. The 1st and 2nd Battalions served with the Guards Armoured Division, and the 4th Battalion with 6th Guards Tank Brigade.

**CLARKE, ALFRED THOMAS.** Pilot Officer (Flight Engineer), 175596.

Royal Air Force Volunteer Reserve. 76 Squadron, Royal Air Force.

Died 23 June 1944. Aged 20.

Son of Henry and Evelene Matilda Clarke of Dover, Kent.

Buried Dover, Kent (Charlton) Cemetery. Grave Ref: Section 3.T. Grave 14.

Prior to enlisting in the Royal Air Force, Alfred had been an employee of the East Kent Road Car Co Ltd., and is commemorated on the company Second World War memorial plaque which was originally erected in the Employees' Social Club, Dover, Kent Depot of the East Kent Road Car Co Ltd. The plaque is now in the safe keeping of the Dover,

Kent Transport Museum. Flown by 25 year old Squadron Leader (Pilot), Robert G. West R.C.A.F. from Moose Jaw, Saskatchewan, Canada, his Halifax bomber LW620 MP-G of which Alfred was amongst the seven crew, took off from R.A.F. Holme-on-Spalding Moor, Lincolnshire at 2307 hours on 22 June 1944 as part of a mixed bomber formation of 221 aircraft, which was comprised of 111 Lancasters, 100 Halifaxes and 10 Mosquitos, the aircraft having been drawn from Nos. 1, 4 and 8 Groups Bomber Command. The bombers attacked railway yards which were situated at Laon and Rheims. A total of 8 aircraft were lost during the duration of the raids, 4 Halifaxes including Alfred's were lost from the Laon raid, and 4 Lancasters from the Rheims raid. The bombing at both targets was reported as having been successful. It is thought that during the raid Alfred's aircraft had been intercepted and engaged by an enemy night-fighter, during the course of which the Halifax had sustained serious damage, and that it would seem that Squadron Leader West had done well to fly the return leg of the raid, but while preparing to land it is thought that he had unfeathered the damaged port inner engine, but in doing so the propeller flew off and hit the cockpit, killing him instantly. With the bomber out of control it crashed at 0321 hours on 23 June 1944 at Hotham, North Cave, Beverly, Yorkshire killing the remainder of the crew. Squadron Leader West and fellow Canadian Flight Lieutenant (Navigator) Peter S. Milliken from Sinclair, Manitoba, Canada were laid to rest in adjacent graves in Harrogate (Stonefall) Cemetery, Yorkshire, the British crew members were buried in their home towns, Alfred in Dover, Kent.

**CLAYSON, JAMES (Jim) THOMAS EDWARD.**

Died 15 October 1940. Aged 16.

Resided at Rambler Cottage, St. Margarets-at-Cliffe, Dover, Kent.

Son of Thomas and A. Clayson.

James died at Rhethe, Wrotham Heath Place, Platt, Kent.

**CLEAK, ALBERT JOHN.**

Died 1 November 1940. Aged 71.

Resided at 16, Trevanion Street, Dover, Kent.

Albert died at the Trevanion Street Cave, Dover, Kent.

**COCK, CHARLES EDWARD.** Serjeant, 6191167.

4th Battalion, The Buffs (Royal East Kent Regiment).

Died at sea 23/24 October 1943. Aged 43.

Born and resided Kent.

Husband of Clara Sophia Cock of Dover, Kent.

Commemorated on the Athens Memorial, Greece. Face 4.

Pre war member of The Buffs (Royal East Kent Regiment).

On 23 October 1943, Charles's battalion was rushed to the docks at Alexandria, Egypt and boarded two destroyers, one of which was the 1405 ton Royal Navy destroyer H.M.S. Eclipse, commanded by Commander E. Mack, D.S.O, D.S.C, R.N. After taking the soldiers and their equipment aboard, both of the destroyers departed at speed heading for the beleaguered island of Leros, Greece, and were in fact the last infantry battalion to be sent to bolster the island's defences, with the neighbouring island of Kos having already fallen to the Germans. At around midnight when she was off the island of Kalymnos,

Greece, H.M.S. Eclipse carrying the battalion mortar platoon, 'A' company and part of the H.Q. Company, detonated a mine under her forward boiler room, instantaneously setting the ships fuel tanks ablaze. Following the explosion destroyer immediately took on a heavy list and broke in two, spilling burning fuel into the sea, and within three minutes she sank. There was sadly a heavy loss of life resultant from her sinking, of the 200 Buffs on board 135 perished along with an equal number of naval personnel. Despite being engaged in numerous actions, the sinking of H.M.S. Eclipse resulted in the largest loss of life amongst the 4th Battalion, The Buffs (Royal East Kent Regiment) on any given date throughout the duration of the Second World War, most of whom like Charles are commemorated on the Athens Memorial, Greece. Face 4. Checking through past 'scribblings' revealed Charles to have been one of his regiments Dunkirk survivors. Charles had also served on the island of Malta, where he was largely instrumental (no pun intended) in forming a very efficient corps of drums along with the Regimental Sergeant Major Percy MacDonnell who also came from Dover, Kent.

**COCK, FLORENCE ETHEL.**

Died 12 June 1941. Aged 57.

Resided at 8, Randolph Road, Buckland. Dover, Kent.

Daughter of Mrs. Adams of 12, Coleman Road, Belvedere, Kent.

Wife of Frederick Ethelbert Cock who is commemorated below.

Florence died at her home 8, Randolph Road, Dover, Kent.

**COCK, FREDERICK ETHELBERT. A.R.P. Rescue Service.**

Died 12 June 1941. Aged 53.

Husband of Florence Ethel Cock who is commemorated above.

Frederick died at his home 8, Randolph Road, Dover, Kent.

**COCKCROFT, ETHEL.**

Died 26 September 1944. Aged 72.

Daughter of the late Rear-Admiral Cockcroft.

Ethel died at 19, De Burgh Hill, Dover, Kent.

**COE, CYRIL RUPERT. Sergeant (Air Gunner), 1409939.**

Royal Air Force Volunteer Reserve.

Died 17 May 1944. Aged 21.

Son of John and Adelaide Caroline Agnes Coe of Pontnewydd, Monmouthshire, Wales.

Buried St. James's Cemetery, Dover, Kent. Grave Ref: Section F.R. Grave 22.

Also commemorated on Dover, Kent civic war memorial.

Flown by Pilot Officer Frederick G. Murray R.C.A.F., Stirling bomber EE956 of the 1661 Heavy Conversion Unit R.A.F. took off from its base at R.A.F. Winthorpe, Newark, Nottinghamshire, at 2334 hours engaged on a night navigation exercise. During the flight the aircraft having headed south, encountered a high icing index to such severity that control of the Stirling was lost by the pilot which resulted in it spiraling out of control. As the bomber spiraled down it broke up and caught fire, with most of the resulting debris falling into an ironstone quarry which was situated a mile north east of the village of Rothwell, Kettering, Northamptonshire, at 2353 hours, killing all of the aircrafts nine

crew members. Frederick Murray and three other Canadians were laid to rest in Brookwood Military Cemetery, Surrey. Sergeant (Flight Engineer) Kenneth Foster aged 20 from Leeds, Yorkshire was laid to rest in Oxford (Botley) Cemetery which was designated a Royal Air Force regional cemetery during the Second World War, the remaining casualties were buried in their home locations. In addition to Cyril, Flight Sergeant (Flight Engineer) Arthur Percy Hebbes, aged 22 also came from Kent and was buried at Faversham, Kent, he is commemorated in the Faversham, Kent Second World War, Book of Remembrance which is held at the parish church of St. Mary of Charity, Faversham, Kent (kindly note concerns for the book at Faversham war memorials section on this website), sadly Arthur had only recently married his wife Edith before he was killed when the Stirling crashed. At the subsequent R.A.F. Board of Inquiry into the crash considered that the pilot had not been given sufficient training on instrument flying in view of previous reports indicating a weakness in this respect, and that the pilot was assessed as being weak on instrument flying, which may have been a contributory factor. It was also recorded that the aircraft broke up in cumulus cloud and caught fire following loss of control, and that the icing index was high. It was thought that the excessive loads imposed by the loss of control caused a structural failure of the aircraft's tail. In view of the high proportion of 'incidents' involving same (Sterling's tail), it would appear that the latter comment was added by the board in an almost matter of fact way, no doubt due to wartime necessities coupled with the overall outstanding contribution made by the aircraft and their brave crews, that apparent 'weakness' was put on hold for later attention. 1661 Heavy Conversion Unit R.A.F. was originally formed on 8 August 1942 as the No. 9 Conversion Flight, based at R.A.F. Waddington, Lincolnshire from the time of its inception until 7 October 1942. Several moves and changes of title etcetera were made to the unit until the move to RAF Winthorpe in January 1943 until 24 August 1945, from January 1943 to February 1945 the main aircraft flown was the Mark III Stirling bomber.

**COLE, THOMAS CHARLES.** Guardsman, 2612948.

2nd Battalion, Grenadier Guards.

Died 20 September 1944. Aged 27.

Born Dorset. Resided Kent.

Buried Jonkerbos War Cemetery, Gelderland, Netherlands. Grave Ref: 22. B. 3.

Pre war member of the Grenadier Guards.

**COLES, PETER ERNEST.** Leading Aircraftman (Observer Under Training), 1389953.

Royal Air Force Volunteer Reserve.

Died Friday 31 October 1941. Aged 24.

Son of Ernest James Coles and Alice Maud Coles.

Buried Killead (St. Catherine) Church of Ireland Churchyard, County Antrim, Northern Ireland. Grave Ref: Sec. 23. Grave 4.

Also commemorated in the Dover, Kent Grammar School for Boys Second World War Book of Remembrance where he was a pupil from 1925 to 1936.

**COLLOR, DELZA ELLA.** No trace.

**COOK, DOUGLAS HENRY.** Gunner, 6297406.

4 Battery, 2 Maritime Regiment, Royal Artillery.

Died 22 May 1945. Aged 40.

Born and resided Kent.

Son of Henry and Rose Edith Cook of Dover, Kent.

Buried Jakarta War Cemetery, Indonesia. Grave Ref: 4. A. 10.

Originally enlisted in The Buffs (Royal East Kent Regiment).

The Maritime Regiment, Royal Artillery had its beginnings in the early part of the war when the Admiralty requested the Regiment to provide 500, 2 man Light Machine Gun teams for embarking on merchant coasters. Taking with them either Lewis or Bren guns, they were to provide Anti Aircraft defence for the vessels. In March 1943 numbers were increased and the regiment organised into 6 regiments and 24 port detachments in the United Kingdom. There were also 4 overseas Batteries at New York, U.S.A., Port Said, Egypt, Bombay, India and South Africa, in addition to 4 independent Troops at Freetown, Sydney, Algiers and Haifa. A 5th Troop was added later at Naples. Most of the principal ports throughout the world that were visited by allied shipping also had small detachments. Sometimes these could be as small as a single Non Commissioned Officer. At this time the strength of the regiment was 170 officers and in excess of 14,000 other ranks. Operationally the regiment came under the Royal Navy, and they worked in close cooperation with the DEMS Branch (Defensively Equipped Merchant Ships). In August 1945 the regiment was reorganised into 1, 4 & 5 Regiments each with a R.H.Q, Training Battery and Holding Battery. There was also Douglas's 2 Regiment in India, but this had not been fully formed when the Second World War ended.

**COOK, ERNEST JAMES.**

Died 11 September 1940. Aged 28.

Resided at the Dover Patrol Hostel, Dover, Kent.

Son of Florence B. Cook and of William Ernest Cook.

Ernest died at the Dover Patrol Hostel, Dover, Kent, as did his father commemorated below.

**COOK, WILLIAM ERNEST.**

Died 11 September 1940. Aged 59.

Resided at the Dover Patrol Hostel, Dover, Kent.

Husband of Florence B. Cook.

William died at the Dover Patrol Hostel, Dover, Kent.

**COOK, WILLIAM HENRY.**

Died 1 September 1944. Aged 67.

William died at 5 Military Hill, Dover, Kent.

**COOPER, ALFRED REGINALD.**

Died 13 November 1940. Aged 16.

Son of Mr. A. L. Cooper of 28, Farthingloe Road, Dover, Kent.

Alfred died at the High Street, Dover, Kent.

**CORNWELL, WILLIAM FREDERICK.** Seaman.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 30.

Born 29 September 1914. Discharge number: R125243.

Son of William John and Ellen Susan Cornwell, of Dover, Kent.

Husband of Olive Cornwell, of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 4, and in the Dover, Kent Grammar School for Boys, Second World War Book of Remembrance, where William was a pupil from 1925 to 1930.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which William served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**COURT, ALAN FRANCIS.**

Died 22 November 1940. Aged 5.

Resided at of 6, Johnson's Terrace, Nonington, Dover, Kent.

Son of Francis Harold George and Lilian Alice Court.

Alan died at his home 6, Johnson's Terrace, Nonington, Dover, Kent.

**COURT, ALFRED JAMES.**

Died 2 October 1941. Aged 5.

Resided at 122, Limekiln Street, Dover, Kent.

Alfred died at his home 122, Limekiln Street, Dover, Kent.

**COX, CECIL CHARLES.** Lance Corporal, 7594509.

1 Base Ordnance Depot, Royal Army Ordnance Corps.

Died 17 June 1940. Aged 24.

Born and resided Kent.

Commemorated on the Dunkirk Memorial, Nord, France. Column 145, and in the Dover, Kent Grammar School for Boys, Second World War Book of Remembrance, where Cecil was a pupil from 1926 to 1935. In his former school's tribute he is commemorated as being a member of the Royal Army Service Corps, but it is doubtful if in fact Cecil had ever served in that corps, as he has a Royal Army Ordnance Corps regimental number. Cyril died during the loss of the H.M.T. Lancastria off St. Nazaire, France, at which time the following units of the Royal Army Ordnance Corps were onboard the ship: - No. 1 Base Ordnance Depot, No. 2 Base Ordnance Depot, No. 1 Base Workshops and Advanced Ordnance Workshops, No. 7 Company. The evacuation of the British and French troops from France in 1940 did not end with Dunkirk. British and French forces were still being rescued two weeks later when Britain's worst maritime disaster of the Second World War took place. On the 17 June 1940 the 16,000 ton Cunard liner (in use as a troopship) H.M.T. Lancastria lay 5 miles off St Nazaire, in the estuary of the River Loire, and was embarking troops, Royal Air Force personnel, and also civilian refugees, including women and children, who were being evacuated from France, when the country was on the verge of collapse. The exact numbers onboard the ship will almost certainly never be known, but almost certainly exceeded 6000; some estimates have put the casualty number as high as 9000. The H.M.T. Lancastria was attacked and hit by bombs from German Junkers Ju 88 aircraft.

**COX, FRANK HERBERT.** Petty Officer Stoker, C/KX 84647.

Royal Navy, H.M.S. Suffolk. 55.

Died 3 June 1942. Aged 26.

Son of Alfred James Thomas Cox and Alice Elizabeth Cox of Worth, Deal, Kent.

Husband of Marjorie Cox of St. Margaret-at-Cliffe, Dover, Kent.

Buried Tynemouth (Preston) Cemetery, Northumberland.

Grave Ref: Section K. Grave 14480.

H.M.S. Suffolk built at Portsmouth Dockyard in 1924, and she was one of seven 9750 ton Kent Class heavy cruisers. They being the first Royal Navy Cruisers to be constructed post the Great War, within the confines of the Washington Naval Treaty of 1922, that limiting the standard displacement for heavy 8" gun cruisers to 10,000 tons. One notable drawback was that when compared to other naval powers, the 10,000 ton Kents were somewhat inferior in both firepower and armour, but had an unrivalled radius of action of 10,400 miles at economy speed. They were primarily designed for overseas service in peacetime, and for hunting down commerce raiders in times of war on the long trade routes of the world's oceans. They were built to be lived in as well as fought, and had sea keeping qualities and living standards unequalled before or since, in any class of warship

anywhere in the world. Although their high freeboard allowed for spacious decks, another drawback was that they were inclined to roll. Frank's ship survived the Second World War and was scrapped as being surplus to post war requirements on 25 March 1948.

**CRAVEN, ALFRED.** Sergeant (Air Gunner) 1896929.

Royal Air Force Volunteer Reserve. 44 Squadron, Royal Air Force.

Died 27 July 1944. Aged 33.

Husband of Elsie J. Craven of Dover, Kent.

Buried La Boissiere-Sur-Evre Communal Cemetery, Maine-et-Loire, France.

Grave Ref: Collective Grave.

Alfred is numbered amongst the very few Armed Service casualties of the Second World War who are commemorated on the Dover, Kent civic war memorial.

178 Lancasters and 9 Mosquitos of No 5 Group, Bomber Command carried out an accurate attack on the railway yards at Givors, Rhône, France. When the bombers got near and over the target area, a large thunderstorm took place which resulted in violent turbulence and lightning, with blue sparks lighting up all the aircraft aerals, wing edges and propellers as they were thrown about. As Alfred and his fellow crewmen having only recently completed their training, and engaged on their first mission, the prevailing weather over the target area must have been particularly daunting. Having dropped their bomb-load the Lancaster was on its homeward leg when it was shot down, it being amongst 4 Lancasters from Alfred's squadron, and 2 'Pathfinder' Mosquitos of No.139 (Jamaica) Squadron that were lost on the raid. After the war a permanent, and quite impressive memorial was erect where the Lancaster crashed, in memory of Alfred and the crew who all died together, to this day members of the local populace (and others) visit the memorial and also lay floral tributes beside it. During the Great War one of the Commanding Officers of No. 44 Squadron had been Major Arthur Harris, who subsequently became Marshal of the Royal Air Force Sir Arthur (Bomber) Harris. No. 44 Squadron reverted to operational status on 1 June 1939 and following the outbreak of war by which time it was commanded by Wing Commander John N. Boothman, (later Air Marshal) carried out sweeps over the North Sea and leaflet dropping raids. It started bombing raids in April 1940 but by the end of 1941 it was declared non-operational and tasked with working up a new type - the Lancaster. Operations began in March and on 17 April a daring low level daylight was attempted on the M.A.N. engine works in Augsburg. This resulted in the award of the Victoria Cross to the leader of the raid, Squadron Leader J Nettleton, a flight commander on No. 44. The squadron continued to operate in Bomber Command's Main Force until the end of the Second World War.

**CREPIN, FREDERICK THOMAS GEORGE.** Trooper, 6291133.

Yorkshire Hussars (Alexandra, Princess of Wales's Own), Royal Armoured Corps.

Died 14 March 1944. Aged 29.

Born and resided Kent.

Buried Cassino War Cemetery, Italy. Grave Ref: VII. E. 14.

Originally enlisted in The Buffs (Royal East Kent Regiment).

On 2 July 1920, the Yorkshire Hussars (Alexandra, Princess of Wales's Own), was reconstituted as a Territorial Army formation with its headquarters based at York, Yorkshire. It became part of the Royal Armoured Corps on 4 December 1941.



**CRONIN, HENRY TREVERTON.** Purser.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 35.

29 September 1909. Merchant Navy Discharge number: S14915.

Son of David Treverton Cronin and Priscilla Cronin.

Husband of Doris Jean Cronin of Abbey Wood, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Henry served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**CURRAN, PATRICK.** Gunner, 2034993.  
468 Battery, 29 (Kent) Searchlight Regiment, Royal Artillery.  
Died 19 August 1940. Aged 21.  
Born and resided Kent.

Son of Hetty Curran of Maxton, Dover, Kent.

Buried Dover, Kent (St. James's) Cemetery. Grave Ref: Row E. Joint grave 2.

Patrick's unit and regimental number are indicative of him having been a pre war Territorial Army member, who had originally enlisted in the Royal Engineers. The 29 (Kent) Searchlight Regiment, Royal Artillery was formed in 1940 from the 29 Anti Aircraft Battalion, Royal Engineers at Chatham, Kent, at which time those serving in the unit became members of the Royal Artillery. Patrick's Searchlight Regiment then became part of the 56 Anti Aircraft Brigade, which was a Kent based formation for the bulk of the remainder of the Second World War. In January 1945 the 29 (Kent) Searchlight Regiment, Royal Artillery, which was comprised of 313, 314 and 468 Batteries formed the 631 (Kent) Regiment, Royal Artillery (T.A.), as part of the 307 Infantry Brigade, and served in the North West Europe campaign from January until April 1945, when it was attached to the Head Quarters of S.H.A.E.F. early in May 1945.

**CURTIS, GILBERT ALFRED JOHN.** Pilot Officer (Air Gunner), 178241.

Royal Air Force. 431 (Royal Canadian Air Force) (Iroquois) Squadron.

Died Thursday 8 June 1944. Aged 21.

Son of Alfred Ernest and Amy Afra Curtis.

Husband of Margaret Ellen Curtis of Dagenham, Essex.

Buried Blevy Communal Cemetery, Eure-et-Loir, France. Grave Ref: Collective grave.

Gilbert is also commemorated in the Dover, Kent Grammar School for Boys, Second World War Book of Remembrance where he was a pupil from 1935 to 1940.

About 17 yards south of the crucifix in the centre of the cemetery at Blevy is the collective grave of the eight man crew of Gilbert's aircraft, three of them belonged to the Royal Air Force and five to the Royal Canadian Air Force. Gilbert's Halifax bomber MZ602 SE-U, which was flown by 23 year old Pilot Officer (Pilot) John P. Artyinuk from Onoway, Alberu, Canada had taken off from R.A.F. Croft, County Durham at 2354 hours on Wednesday 7 June 1944 on an operation to Versailles, Yvelines, France. The Lancaster crashed at Blevy, Eure-et-Loir, France which is about 14 miles south west of Dreux. Gilbert and his fellow crew members were in a mixed bomber force which consisted of 483 aircraft, made up of 286 Lancaster's, 169 Halifax's and 28 Mosquitos, which attacked railways at Alençon, Fougères, Mayenne, Pontabault and Rennes as part of the preventive measures undertaken to prevent or at least delay German reinforcements from the south reaching Normandy. All of the raids appear to have been successful, but during which 4 aircraft were lost, 2 Lancasters from the Pontabault raid and 1 Lancaster and 1 Mosquito from the Rennes raid. The first 12,000lb Tallboy bombs developed by Barnes Wallis were used on this night by No 617 Squadron in a raid on a railway tunnel near Saumur, 125 miles south of the battle area. The raid was prepared in great haste because a German Panzer unit was expected to move by train through the tunnel. The target area was illuminated with flares by 4 Lancasters of No 83 Squadron and marked at low level by 3 Mosquitos. 25 Lancasters of No 617 Squadron then dropped their Tallboys with great accuracy. The huge bombs exploded under the ground to create miniature

'earthquakes,' one actually pierced the roof of the tunnel and brought down a huge quantity of rock and soil. The tunnel was blocked for a considerable period and the Panzer unit was badly delayed, fortunately no aircraft were lost from this raid.

**DANIELS, ARTHUR.** No clear trace.

**DAVIS, ANTHONY DAVID.** Sergeant, CH/X 107012.

No. 48 Royal Marine Commando, Royal Marines.

Died 1 November 1944. Aged 21.

Son of John and Elizabeth Jane Davis of Watford, Hertfordshire.

Buried Bergen-op-Zoom War Cemetery, Noord-Brabant, Netherlands.

Grave Ref: 6. A. 9.

On 7 September 1997, Captain T.G. Linnell R.M., of "S" Troop, 48 Commando, Royal Marines unveiled a memorial situated in the Memorial Garden, Portsmouth, upon which is inscribed "IN EVERLASTING MEMORY OF THOSE SERVING IN 48 ROYAL MARINE COMMANDO WHO GAVE THEIR LIVES IN THE LIBERATION OF NORTH WEST EUROPE 6 JUNE 1944 to 8 MAY 1945." Unlike many similar unit forms of commemorations, it shows the names and ages of the fallen, including Anthony.

No. 48 Royal Marine Commando, Royal Marines landed on D-Day 6 June 1944, and after taking part in numerous actions in France, took part in the Walcheren Landings 1-8 November 1944, and served in the Netherlands from January to April 1945. Probably started in 2001 when the transcriber of these brief commemorations first accessed it is a superb website which is constantly updated, and has a staggering amount of well researched information about the Walcheren Landings where it would seem fairly likely that Anthony lost his life, the website being [www.combinedops.com/Walcheren](http://www.combinedops.com/Walcheren). brilliant.

**DAVIS, ELSIE LOUISA.**

Died 21 October 1941. Aged 58.

Wife of Sidney Davis who is commemorated below.

Elsie died at 38, Stanhope Road, Dover, Kent.

**DAVIS, SIDNEY.**

Died 21 October 1941. Aged 60.

Husband of Elsie Louisa Davis who is commemorated above.

Sidney died at 38, Stanhope Road, Dover, Kent.

**DECENT, GEORGE HENRY.**

Died 25 October 1940. Aged 52.

Son of Maria Decent of 62, Balfour Road, Dover, Kent.

Husband of Emily Maria Decent of 4, Lowther Road, Tower Hamlets, Dover, Kent.

George died at Tower Hill, Dover, Kent.

**DERMOTT, JOHN.** Fourth Engineer Officer.

Merchant Navy, S.S. Biela (Liverpool).

Died Saturday 14 February 1942. Aged 22.

Born 22 June 1919. Merchant Navy Discharge number: R116519.

Son of Mr. and Mrs. W. H. Dermott of Radipole, Weymouth, Dorsetshire.

Commemorated on the Tower Hill Memorial, London. Panel 17, and in the Dover, Kent Grammar School for Boys, Second World War Book of Remembrance where John was a pupil from 1932 to 1935. John's ship was torpedoed and sunk by the German submarine U-98 which was commanded by the 'u-boat' ace Kapitänleutnant Robert Gysae, when she was approximately 400 miles South West of Cape Race, at 0026 hours on 15 February 1942 (Continental time). At the time of her loss the S.S. Biela was sailing independently from Liverpool to Buenos Aires with a general cargo, having left the River Mersey 1 February 1942. When she was sunk the 5,298 ton steam freighter was dispersed from convoy ON 62. The vessels Master, 53 year old Captain David Anderson, from Johnshaven, Kincardineshire, 43 crew members and 5 D.E.M.S. gunners were lost. Owned by Lamport & Holt Ltd, Liverpool, John's ship was built in 1918 by Short Brothers of Pallion, Sunderland as the War Mastiff and renamed the Biela the following year. The most successful German Third Reich U-boat commanders are most often rated based on how much tonnage they each sank, excluding warships, Robert Gysae was rated fifteenth having sunk 25 ships and damaged another. Born on 14 January 1911 at Berlin-Charlottenburg, Germany, Robert Gysae enlisted in the navy on 1 April 1931, he survived the Second World War, and after spending a short time as a prisoner of the allies he then enlisted in the Bundesmarine (post-war German Navy), and served for two years in the German minesweeping service (Deutscher Minenräumdienst). He later served for four years as a Naval attaché in the United States of America, and then spent three years as Flottillenadmiral and Commander of the 'Marinedivision Nordsee' before retiring in March 1970. Robert Gysae died on 26 April 1989.

**DEVERSON, LEONARD DOUGLAS.** Air Raid Warden.

Died 13 November 1940. Aged 38.

Husband of Doris Gertrude Deverson, of 23, High Street. Dover, Kent.

Leonard was injured at the High Street, Dover, Kent and died later the same day at the Casualty Hospital, Union Road, Dover, Kent.

**DEWELL, GEORGE WILLIAM.**

Died 8 October 1940. Aged 37.

Resided at 5, Maison Dieu Place, Dover, Kent.

Son of Mr. and Mrs. Dewell of "Gardners Cottage," Sandwich Road, Eythorne, Dover, Kent.

Husband of Sylvia Dewell.

George died on H.M. Trawler, Dover Harbour.

**DISBURY, JOHN CHURTON.** Petty Officer Motor Mechanic, C/MX 620637.

Royal Navy, H.M.S. Frobisher.

Died 18 July 1944. Aged 26.

Son of William Harold and Josephine Disbury.

Husband of Kathleen Disbury of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 78. Column 1.

Built at the Devonport Dockyard, Plymouth, H.M.S. Frobisher was a 9800 ton Hawkins class, heavy cruiser with a ships compliment of 712, and was commissioned on 20 September 1924. In March 1944, John's ship returned to the United Kingdom and on D-Day, 6 June 1944 it was a member of Gunfire Bombardment Support Force D, under Rear-Admiral Patterson. This force was allocated to "Sword" in the D-Day landings. Later during the month she was deployed as a depot ship for the motor torpedo boats participating in the D-Day Armada. August saw H.M.S. Frobisher along with the repair ship H.M.S. Albatross were damaged by a long range German torpedo fired from E-boats (Schnellboots) in Seine Bay. The heavy cruiser was then partly disarmed and spent her remaining years once more as a Cadet Training Ship. She was sold for scrap on 26 March 1949, and on 11 May 1949 H.M.S. Frobisher arrived at Newport, Monmouthshire, Wales, to be broken up for scrap by John Cashmore & Son.

**DIVE, EDWARD HENRY.**

Died 17 September 1941. Aged 58.

Husband of A. L. Dive and the father of the next casualty commemorated.

Edward died at 25, Bartholomew Street, Dover, Kent.

**DIVE, FREDERICK STEPHEN.**

Died 17 September 1941. Aged 14.

Son of A. L. Dive, and of Edward Henry Dive.

Frederick died at 25, Bartholomew Street, Dover, Kent.

**DIXON, ELLA.**

Died 23 March 1942.

Daughter of Mrs. F. Dixon of Clements Cottage, East Langdon, Dover, Kent, and of the late Frederick William Dixon.

Ella died at Market Square, Dover, Kent, as did Jack Graves. They were amongst at least fourteen civilians that were killed in Dover, Kent during a bombing raid by four German Junkers JU 88 bombers at shortly before 2100 hours on the evening of 23 March 1942.

**DOHERTY, THOMAS.**

Died 13 September 1944. Aged 52.

Resided at 1, Enfield Road, Gravesend, Kent.

Husband of A. M. Doherty.

Thomas died at Granville Street, Dover, Kent.

**DOWDELL, HERBERT.** Fireman.

National Fire Service.

Died 12 September 1944. Aged 30.

Son of Dora Phillipa Dowdell, of 53, Kenilworth Road, Cadoxton, Barry, Glamorgan, Wales, and of the late Robert Dowdell.

Husband of Jessie Catherine Dowdell of 8, Kenilworth Road, Cadoxton, Barry, Glamorgan, Wales.

Herbert who died at Folkestone Road, Dover, Kent, is also commemorated as one of the 1,192 casualties on the impressive “Blitz” Memorial Statue, National Memorial, to the men and women of the United Kingdom Fire Service, who had made the ultimate sacrifice in the defence of the realm in the Second World War, which is located near (somewhat aptly) St. Paul’s Cathedral, London. It is at the top of the new City Walkway, which is also approachable from the south bank of the Thames via the new Millennium Pedestrian Bridge.

**DOWLE, CHARLES JOHN.** Storekeeper.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 65.

Born 17 April 1879. Merchant Navy Discharge number: S14939.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Charles served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert’s most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews’ expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped

successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**DRAYNER, JACK WILLIAMS.** Steward, C/LX 26693.

Royal Navy, H.M.S. Marigold. (K87).

Died 9 December 1942. Aged 26.

Son of Walter George and Lily Ann Drayner of Dover, Kent.

Husband of Yvonne Drayner.

Commemorated on the Chatham Naval Memorial. Panel 64. Column 3.

H.M.S. Marigold was a 925 ton Flower Class corvette which was commanded by 35 year old Lieutenant, James. A.S. Halcrow R.D., R.N.R. from Orpington, Kent. Great Britain's early wartime shipbuilding program of 1939 and 1940 required a convoy escort vessel which was capable of being built quickly, of mounting the then available anti-submarine equipment, of surviving the heavy seas around the British Isles, and of matching U-boat speeds. The design adopted was based upon a whale-catcher built in Middlesbrough. 145 of these Flower-class corvettes were eventually built in the United Kingdom and they, led by a few non-fleet destroyers, formed the bulk of the escorting warships which fought the battle of the Atlantic. H.M.S. Marigold was built by Hall, Russell & Co. Ltd. of Aberdeen, Scotland, being commissioned on 28 February 1941. As in the case with Jack's ship, most of the ratings in the crews on the Flower Class corvette were reservists with only a few key positions, such as Coxswain, Chief Mate, Gunlayer and Chief Engineer etcetera, being filled by regular or recalled personnel; the officers like Lieutenant, James Halcrow, were reservists almost without exception, with the Captain usually being ex-merchant navy. On a number of occasions before she was torpedoed and sunk by Italian aircraft off the coast of Algiers, Algeria on December 1942, H.M.S. Marigold had taken part in the successful rescues of sailors from several stricken ships.

**DRURY, FRANK ARTHUR.** Quartermaster.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 40.

Born 13 July 1904. Merchant Navy Discharge number: R91262.

Son of Walter and Emily Helen Drury.

Husband of Florence Lily Olivia Drury of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Frank served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built

which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**DUNCAN, ALEC EDWARD.** Sergeant (Air Gunner), 1398735.

Royal Air Force Volunteer Reserve.

Died 24 August 1943. Aged 20.

Son of Helen Mary Duncan, and stepson of Edward Robert Pascall of Kearsney, Dover, Kent.

Buried Heliopolis War Cemetery, Egypt. Grave Ref: 5. J. 6.

**DURMAN, JESSE. E.** Police Constable.

Police War Reserve.

Died 23 May 1942.

Husband of J. M. S. Durman.

Died at Dover, Kent.

**DURTNALL, REX RONALD BOYCE.** D.F.M.

Flight Sergeant (Wireless Operator/Air Gunner), 650617.

61 Squadron, Royal Air Force.

Died 31 July 1941. Aged 21.

Son of Charles James Durtnall and of Ettie Mary Durtnall of Maidstone, Kent.

Buried (St. James) Cemetery, Dover, Kent. Grave Ref: Section Y.G.X. Grave 24.

All deaths in war are of course tragic, but when researching the loss of Rex his seemed particularly so, as at the time of his death he was approaching the end of his tour of operations, having already survived an serious crash earlier the same year. At 0312 hours on 2 January 1941, a 61 Squadron Royal Air Force Hamden bomber X3126 QR-? which was flown by Flight Lieutenant Powdrell took from R.A.F. Hemswell, Lincolnshire, which is located between Lincoln and Scunthorpe on a bombing mission to Bremen,



Germany, but the pilot was forced to turn back when only approximately 70 miles short of the target area due to having an overheating port engine. On returning to R.A.F. Hemswell, the Hamden crashed at 0736 hours some 500 yards away from the Officers Mess, when both engines cut-out through lack of fuel. Two of the aircrafts four man crew were injured, they being the pilot Flight Lieutenant Powdrell, and Sergeant Horn, but the then Sergeant Rex Durntall and Sergeant Clelland both escaped being injured. On 31 July 1941 only Flight Sergeant Scott survived the crash which cost Rex his life, the aircrafts pilot 23 year old Pilot Officer Patrick J.N. Adshead from Churt, Surrey, and Sergeant (Air Gunner) Kenneth M. Fillimore from Felixstowe, Suffolk were also killed, the latter being laid to rest in Sudbury, Suffolk Cemetery. Sadly Kenneth's brother 23 year old Flight Lieutenant (Pilot) Eric G. Fillimore D.F.C., R.A.F (V.R.) was killed on active service 18 February 1946 and was laid to rest in his brothers' grave. Having taken off from R.A.F. North Luffenham, Rutland at 2318 hours on 30 July 1941 to take part in a raid on Köln (Cologne), Germany, the Hamden bomber AE266 QR-? had survived the time spent over enemy territory and the actual target area, but undershot the runway and crashed at 0450 hours on 31 July 1941 whilst trying to land at R.A..F Upwood, Cambridgeshire. 144 Squadron, Royal Air Force had arrived on 9 February 1937 and 61 Squadron Royal Air Force on 8 March 1937, equipped with Avro Anson and Hawker Audax aircraft. By January 1938 Bristol Blenheim's had replaced them and both squadrons were completely re-equipped with Handley Page Hampden's by 20 March 1939. Both of the above squadrons took part in the very earliest bomber operations of the Second World War, and Hemswell based Hampden bombers are credited with being the very first Bomber Command aircraft to drop bombs on German soil. The 'R.A.F. Hemswell Memorial' was erected in 1995 to commemorate all those who served there during its thirty-year life as an R.A.F. Bomber Command Station.

**DUTNALL, WILLIAM.**

Died 30 September 1940. Aged 66.

Husband of Florence Rose Duttall of Malmain's Cottage, Church Alkham, Dover, Kent.

William died at Barwick's Yard, Dover, Kent.

**DYER, JAMES ALFRED CHARLES.** Leading Air Mechanic, FX/94816.

Royal Navy, H.M.S. Khedive. (D62).

Died 9 April 1945. Aged 21.

Buried Kirkee War Cemetery, India. Grave Ref: 10. AA. 7.

H.M.S. Khedive was a 16,620 ton Escort Carrier of the Ameer Class with a ships compliment of 646 officers and ratings, she fortunately survived the Second World War. James's ship was commissioned into the Royal Navy on 25 August 1943, and had been built by the Seattle-Tacoma Shipbuilding Corporation of Seattle, Washington, U.S.A. as the U.S.S. Cordova (CVE 39), but was never commissioned into the United States Navy. Transferred to the Royal Navy under the terms of the lend-lease scheme, the aircraft carrier was subsequently returned to the United States Navy on 26 January 1946. Surplus to the post war requirements of the United States Navy, on 19 July 1946 she was sold into mercantile service being renamed the 'Rempang,' and renamed the 'Daphne' in 1968. She was eventually scrapped in Spain in January 1975.

**DYER, MARY FRANCES.**

Died 4 October 1941. Aged 60.

Resided at 37, Military Road, Dover, Kent.

Wife of George Dyer.

Mary was injured on 2 October 1941 at her home 37, Military Road, Dover, Kent and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent on 4 October 1941.

**DYER, SYDNEY JAMES.**

Died 12 June 1941. Aged 58.

Resided at 18, Randolph Road, Dover, Kent.

Sydney died at his home 18, Randolph Road, Dover, Kent.

**DYER, WILLIAM ALBERT.** Able Seaman, C/JX 258486.

Royal Navy, H.M.S. Kingston. (F64).

Died 22 March 1942. Aged 22.

Son of Edmund James and Caroline Elston Dyer of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 53. Column 3.

On the day that William lost his life H.M.S. Kingston, a destroyer of the K Class had engaged Italian naval forces at the 'Second Battle of the Syrte,' During the battle she sustained severe damage from a 203 mm (8") shell hit, scored by the Italian Regia Marina heavy cruiser Trento. The direct hit caused a large fire in a boiler room and the flooding of an engine room. Although she went dead in the water, later her crew was able to bring the fire under control and she got underway for Malta on only one boiler, arriving next day and entering dock for repairs. On 11 April 1942 while still undergoing extensive repairs, whilst in dry dock H.M.S. Kingston was heavily damaged by aircraft in La Valletta harbour, Malta during an Axis air raid. She rolled over and became a constructive total loss, deemed impossible to salvage she was subsequently scrapped where she lay.

**EALDEN, FREDERICK WILLIAM.** Sergeant (Air Gunner), 1397129.

Royal Air Force Volunteer Reserve. 90 Squadron, Royal Air Force.

Died 26 June 1943. Aged 21.

Son of William and Selina Ealden.

Husband of Jean Marion Ealden of Kearsney, Dover, Kent.

Buried Reichswald Forest War Cemetery, Kleve, Nordrhein-Westfalen, Germany.

Grave Ref: Collective grave 23. E. 6-8.

Delivered to 90 Squadron, Royal Air Force on 9 June 1943 by her constructor, Austin Motors Ltd, Stirling bomber EH900 WP-Y was virtually a brand new aircraft when it crashed killing all seven crew members at Legden about 6 miles to the south east of Ahaus, Nordrhein-Westfalen, Germany, whilst engaged on a raid on the important coal mining town of Gelsenkirchen, Nordrhein-Westfalen, Germany. In the early part of the twentieth century, Gelsenkirchen was the most important coalmining town in all of Europe, and due to its smoking stacks it was called the "city of a thousand fires." During the time when the Nazis held sway in Germany, Gelsenkirchen, owing to its location in the heart of the Ruhr industrial area, was a centre of wartime industry. In no other time

had Gelsenkirchen's industry been so highly productive. This brought about, on the one hand, following the massive job cuts during throughout the 1920s, a short-term boost in mining and heavy-industry jobs. On the other hand, the city naturally became an obvious and important designated target of many heavy Allied bombing raids which were carried out during the Second World War, and which destroyed about three quarters of Gelsenkirchen. Flown by 27 year old Flight Lieutenant, Frederick C. McKenzie R.A.A.F. from Three Springs, Western Australia, the bomber had taken off from R.A.F. West Wickham, Cambridgeshire at 2329 hours on 25 June 1943. All the crew were initially buried by the German authorities at Legden, but since the cessation of hostilities and the creation of the Reichswald Forest War Cemetery, all were moved to the cemetery which is the largest in Germany. R.A.F. West Wickham was opened in May 1943 when 90 Squadron, Royal Air Force moved there from R.A.F. Ridgewell, Essex to fly Stirlings. In June their targets were Krefeld, Mulheim and Wuppertal, with raids on Hamburg in July and 15 planes went on the Peenemunde raid. In August they attacked Turin twice but the No. 31 Base, R.A.F. station's name had caused some confusion so it was renamed R.A.F. Wrattling Common on 21 August 1943. In October, 1943 90 Squadron, Royal Air Force moved to R.A.F. Tuddenham so that in November of that year Number 1651 Conversion Unit could vacate R.A.F. Waterbeach, Cambridgeshire to train new Stirling pilots at R.A.F. Wrattling Common, which continued until November 1944.

**EALDEN, WALTER JAMES SIDNEY.** Lance Serjeant, 6286257.

44th (7th Battalion, The Queen's Own Royal West Kent Regiment) Regiment, Reconnaissance Corps.

Died 14 September 1943. Aged 25.

Born and resided Kent.

Son of William and Helen Ealden.

Husband of Madge Grace Ealden of Cranbrook, Kent.

Buried Salerno War Cemetery, Italy. Grave Ref: II. D. 10.

Pre war member of The Buffs (Royal East Kent Regiment).

Walter is also numbered amongst only very few of the Dover, Kent. Second World War armed service casualties who are commemorated on the Dover, Kent civic war memorial.

**EDMOND, LEONARD WILLIAM.**

Died 26 September 1944. Aged 35.

Son of Mrs. E. Edmond of 1, Yew Tree Cottages, Military Road, Dover, Kent, and of the late Mr E. Edmond.

Husband of L. Edmond of 15, Churchill Road, Maxton, Dover, Kent.

Leonard died at Military Hill, Dover, Kent.

Also commemorated on the Dover Harbour Board, Second World War, Roll of Honour.

**EDSON, NORAH CHRISTINE.**

Died 6 November 1940. Aged 14.

Daughter of Mr. and Mrs. John E. Edson of 15 Heathfield Avenue, Dover, Kent.

Died at Civic Centre Shelter, Southampton, Hampshire.

On 24 September 1940, the Woolston factory at Southampton which was producing Spitfires was bombed, killing 100 workers, though not damaging the factory. Two days

later, the factory was heavily damaged by bombing, and another thirty more workers died. Although the first heavy raid by enemy bombers on Southampton, did not take place until 23 November 1940, and which was a prelude to what is still remembered as the "Blitz week-end" of 31 November and 1 December 1940, many other less intensive, but devastating raids were carried out prior to these, although primarily aimed at the naval installations and docks area, but many bombs missed the target area which resulted in a lot of structural damage within the city and sadly loss of life. But of the 57 air raids on the city, arguably the one which still evokes the saddest memories is the incident when Norah had been amongst those young girls killed when a bomb landing on the Arts Block in the Civic Centre where children were having a lesson. At 1445 hours on 6 November 1940, twelve bombs fell on Southampton. One of them, carrying 500lbs of explosives dropped directly on the Art School. Not all the children had gone to the air raid shelter, but in the end this made very little difference. The bomb tore right through the roof and floors and exploded inside the basement where children were hiding. Fourteen children including Norah died inside the shelter, unable to get out or raise help. Only one of the children hiding in the shelter survived to tell the horrific tale of what had happened. In excess of thirty people died resultant of the bomb which killed Norah and her school friends, numbered amongst the six staff who lost their lives was 38 year old Miss Daisey Mercer daughter of F.M. Mercer of The Knoll, Kennington, Ashford, Kent, and the late Arthur Mercer, and is commemorated on Kennington, Ashford, Kent civic war memorial.

**EELEY, JOSEPH.**

Died 7 May 1941. Aged 54.

Husband of A. Eeley of 8, Chapel Lane, Dover, Kent.

Joseph died at the Market Square, Dover, Kent.

**ELLIS, PERCY WILLIAM.** Seaman.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 38.

Born 6 December 1907. Merchant Navy Discharge number: S14930.

Husband of Ruby Dorothy Ellis of Buckland, Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Percy served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330,

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**ELWORTHY, BERNARD PATRICK.** Lieutenant, EC/7103.

14th Prince of Wales's Own Cavalry (Scinde Horse), Indian Armoured Corps.

Died Monday 22 June 1944. Aged 22.

Son of Henry Albert and Hilda Mary Elworthy of Dover, Kent.

Buried Sidon War Cemetery, Lebanese Republic. Grave Ref: 3. G. 12.

Bernard was a pupil at the Dover Grammar School for Boys from 1931 to 1938, where he had gained the Royal Life Saving Society swimming examinations, Bronze Medal and bar in 1936, and where he is commemorated in the Second World War, Book of Remembrance. Bernard's regiment was the first of the Indian Cavalry regiments to be mechanized during the late 1930's. From June to December 1944, the 252nd Indian Armoured Brigade, 31st Indian Armoured Division, to which the 14th Prince of Wales's Own Cavalry (Scinde Horse) belonged, was located at Insariya on the south coast of Beirut, Lebanon. Those formations of the brigade whilst located there provided a squadron at a time to the Middle East School of Infantry for demonstration purposes; both the Scinde Horse and Hodson's took turns in providing squadrons for the demonstrations. In addition to the demonstrations Bernard's regiment was involved in security operations in Lebanon under the command of the Ninth Army. Unfortunately it has not thus far been possible to ascertain the cause of Bernard's death, but it was probably whilst involved in the security operations as opposed to the Middle East School of Infantry demonstrations, although probably like at most similar war time training establishments, 'realism' led to accidents.

**EMERY, FRANCIS PATRICK.** Corporal, 2325293.

Royal Corps of Signals.

Died at sea Saturday 12 February 1944. Aged 22.

Born and resided Kent.

Commemorated on the East Africa Memorial, Nairobi, Kenya, Africa. Column 5.

Francis was a pre war member of the Royal Corps of Signals.

It would appear that Francis was almost certainly numbered amongst the many servicemen and women who were lost in the sinking of the troopship 7513 ton troopship SS Khedive Ismail. The vessel broke in two after she was torpedoed and sunk by the Japanese submarine I-27 in the Indian Ocean and was in Convoy KR8 en route from Mombasa to Colombo Ceylon on 12 February 1944. Those who are commemorated on the East Africa Memorial; which also includes a great number of members of the 301st Field Regiment, East African Artillery, also sadly include seventy-seven women, as not only was the loss of the SS Khedive Ismail Britain's third worst Allied shipping disaster of the Second World War, it is also remembered as being the single worst loss of female service personnel in the history of the British Commonwealth. No less than 1,297 people lost their lives in the space of the two minutes it took to sink the ship, which was transporting 1,511 personnel from the Army and both the Royal and Merchant Navies. Only 208 men and 6 women survived the ordeal, several of those lost were as the result of the attack by depth-charges from the destroyers H.M.S. Paladin and H.M.S. Petard, whose commanders had to make the difficult decision to attempt to sink the I-27 despite many survivors in the water. As the result of the depth charges eventually the submarine was forced to the surface, and her gun crews tried to man the deck gun, but to no avail and they were eliminated by the destroyers' guns. Although about only 1000 yards away from the target, seven torpedoes were fired before one actually hit the targeted submarine, thereby ending the activities of the submarines commander Captain Toshiaki Fukumura, and the Imperial Japanese Navy submarine I-27, which went down with 99 hands sixty miles to the north west of Addu Atoll, only one of the crew survived who was rescued by the British. After his death Toshiaki Fukumura was posthumously promoted by two ranks to a Rear Admiral. Most of the relevant Admiralty papers, relating to the loss of the SS Khedive Ismail and subsequent sinking of the Imperial Japanese Navy submarine I-27, were not released for forty years due to the sensitivity of same.

**EVERALL, FREEMAN JAMES.** Seaman.

Merchant Navy, Cable Ship Alert.

Died 24 February 1945. Aged 52.

Born 24 February 1893. Merchant Navy Discharge number: S14926.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Freeman served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines

which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**FIELD, FRANK.**

Died 2 October 1941. Aged 69.

Husband of Ellen Elizabeth Field of 49, Dour Street, Dover, Kent.

Frank died at 49, Dour Street, Dover, Kent.

**FINNIS, ANNIE ELIZABETH.**

Died 3 April 1942. Aged 65.

Resided at 9, Pencester Road, Dover Kent.

Daughter of Mary Ann Finnis of 9, Norman Street, Dover, Kent, and of the late George Willard Finnis.

Annie died at her home 9, Pencester Road, Dover, Kent.

**FISHER, HERBERT CHARLES.** Chief Engineer Officer.

Merchant Navy, H.M. Telegraph Cable Ship Alert.

Died 24 February 1945. Aged 46.

Born 13 August 1898. Merchant Navy Discharge number: 1022700.

Buried Oye Plage Communal Cemetery, Pas de Calais, France.

Grave Ref: Row 5. Grave 18.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Herbert served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**FITTALL, RONALD ERNEST.** Sergeant (Air Gunner), 1897158.

Royal Air Force Volunteer Reserve. 463 Royal Australian Air Force Squadron.

Died 22 June 1944. Aged 21.

Son of Edwin James Fittall and Kate Fittall of Martin, Dover, Kent.

Buried Uden War Cemetery, Noord-Brabant, Netherlands. Grave Ref: 5. B. 10.

By the time that Ronald's aircraft was lost over Belgium it had completed a total of 237 flying hours since going into service on 29 January 1944, and had taken part in several important bombing raids including those to Berlin on 15/16 February 1944; Leipzig on 19/20 February 1944; Schweinfurt on 24/25 February 1944; Stuttgart on 15/16 March 1944; Nuremburg on 30/31 March 1944; Schweinfurt on 26/27 April 1944; Mailly-le-Camp on 3/4 May 1944 and Scholven-Buer (Gelsenkirchen) on 21/22 June 1944. At 2305 hours on 21 June 1944 Lancaster bomber DV280 JO-S, which was flown by 22 year old



Flight Lieutenant Eric A.L. Smith R.A.A.F., from Mount Lawley, Western Australia took off from R.A.F. Waddington, Lincolnshire, to take part in a mission to Scholven-Buer, Germany to bomb the oil refineries and associated installations located there. The aircraft was shot down by a night-fighter, and crashed in the Polder De Meer between Bergham, Noord-Brabant, and Macheren, Belgium approximately four miles north-north-east of Oss. Seven of the eight crew were killed and are all buried in the Uden War Cemetery. Only Pilot Officer K. Forth survived the crash but was taken prisoner and admitted to hospital with a broken pelvis, following his hospitalisation he was interned in Camps 9C/L3, and became Prisoner of War No.52460. Another member of the crew came from Kent, he was 23 year old Flight Sergeant (Wireless Operator/Air Gunner) Percival H.M. Jones D.F.M., and his Distinguished Flying Medal was Gazetted on 25 January 1946. Percival was the son of Humphrey and Hilda Alice Jones of Welling. Kent

**FLISHER, LEONARD CHARLES.** Sergeant (Observer), 564186.

Royal Air Force. 218 Squadron.

Died Sunday 12 May 1940. Aged 26.

Son of Harry William Flisher and Rose Hannah Flisher of Guildford, Surrey.

Buried Sensenruth Communal Cemetery, Bouillon, Luxembourg, Belgium.

Grave Ref: Collective grave 3-4.

Leonard was a pupil at the Dover, Kent Grammar School for Boys from 1928 to 1937 where he is also commemorated in the Second World War Book of Remembrance.

As part of the Advanced Air Striking Force (A.A.S.F.), 15 Fairey Battles carried out an operation during the afternoon of Sunday 12 May 1940, when the aircraft attacked German troops near Bouillon, Belgium. Six aircraft failed to return from the operation and the 'Battles' suffered a staggering and unsustainable loss rate of sixty two per cent. Leonard was part of the three man crew of Fairey Battle K9353 HA-J which was flown by 24 year old Flight Sergeant (Pilot) John B. Horner from Bicester, Oxfordshire, took off from Aubérive-sur-Suippes, Marne, France to take part in the operation, it was shot down at Sensenruth (Luxembourg), 3 kilometres north of Bouillon, Belgium. Leonard's aircraft was one of 311 Fairey Battle 1's that were delivered to the Royal Air Force by Fairey Aviation between May 1938 and February 1939, within the Serial Range K9176 to K9486, and was one of two of his squadrons 'Battles' lost on the operation. It was somewhat apt that being an ex Dover Grammar School boy, Leonard had served in the Royal Air Force as a member of 218 Squadron, as its origins can be traced back to the town when it was formed there on 24 April 1918. About a month later the squadron went to France as a day-bomber squadron equipped with DH9 aircraft. It joined the 5th Group, working under the Dover-Dunkirk Naval Command, and during five months of operations made 117 raids on enemy targets in Belgium and France, and dropped 94 tons of bombs, also claiming the destruction of 38 enemy aircraft in air combat, Disbanded in 1919, the squadron was re-formed in 1936 and became one of the comparatively few bomber squadrons to serve continuously through the Second World War years against Nazi Germany. No. 218 Squadron flew to France on 2 September 1939, and made valuable reconnaissance flights and leaflet raids in Fairey Battle aircraft in the early days of the war. In June 1940, after having hindered the German advance into France by bombing the enemy's lines of communications and troop concentrations, but having suffered heavy casualties in the process, it was evacuated to England to be re-equipped

with Bristol Blenheim medium-range bombers. Five months later, when it was equipped with Wellington long-range aircraft, it became a heavy-bomber squadron. Its targets were of the widest variety, ranging from industrial centres, railways, V-weapon flying bomb construction and subsequent launch sites and assorted gun batteries, to the Channel ports, oil and petrol installations, and concentrations of troops and armour. The squadron was re-equipped with Stirling four engined bombers (the first of the real “heavies”) beginning in December 1941. Three months after His Excellency the Governor of the Gold Coast and the peoples of the Gold Coast territories officially adopted the squadron. The Stirlings were, in turn, replaced by Lancasters in the summer of 1944. Immediately before the German capitulation in May 1945, when the heavy bombers’ offensive ceased, the 218 (Gold Coast) Squadron dropped food supplies to the starving Dutch people, and subsequently its aircraft were busily employed ferrying liberated prisoners of war to England from the Continent. Amongst the mass of gallantry awards to No. 218 Squadron was included a Victoria Cross, which was awarded (posthumously) to Flight Sergeant A.L. Aaron for his “most conspicuous bravery” during a raid on 12/13 August 1943.

**FLYNN, MARY ELIZABETH.**

Died 3 April 1942.

Resided at 11, Pencester Road, Dover, Kent.

Daughter of the late Mr. M. Flynn.

Mary died at her home 11, Pencester Road, Dover, Kent.

Sister of the following casualty.

**FLYNN, MARGARET FRANCES.**

Died 3 April 1942.

Resided at 11, Pencester Road, Dover, Kent.

Daughter of the late Mr. M. Flynn.

Margaret died at her home 11, Pencester Road, Dover, Kent.

**FORD, WILLIAM GEORGE.**

Died 23 March 1942. Aged 29.

Resided at 82, Longfield Road, Dover, Kent.

Son of William and Elizabeth Ford of 2, Kitchener Road, Dover, Kent.

Husband of Catherine Violet Ford.

William died at the East Kent Garage, Dover, Kent.

**FOSTER, EMILY.**

Died 4 December 1940. Aged 54.

Resided at 111, Snargate Street, Dover, Kent.

Emily died at Scott’s Cave, Snargate Street, Dover, Kent.

**FOX, JOHN HENRY EDWARD.** Leading Seaman, C/JX 149694.

Royal Navy, H.M.S. Cornwall. (56).

Died 5 April 1942. Aged 31.

Son of John Edward and Lilian Clara Rose Fox.

Husband of Freda Lilian Fox of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 52. Column 1.

H.M.S. Cornwall was built at Devonport Dockyard, Plymouth, Devon and completed on 23 January 1928 and was one of seven 9750 ton Kent Class heavy cruisers. They being the first Royal Navy Cruisers to be constructed post the Great War, within the confines of the Washington Naval Treaty of 1922, that limiting the standard displacement for heavy 8" gun cruisers to 10,000 tons. One notable drawback was that when compared to other naval powers, the 10,000 ton Kents were somewhat inferior in both firepower and armour, but had an unrivalled radius of action of 10,400 miles at economy speed. They were primarily designed for overseas service in peacetime, and for hunting down commerce raiders in times of war on the long trade routes of the world's oceans. They were built to be lived in as well as fought, and had sea keeping qualities and living standards unequalled before or since, in any class of warship anywhere in the world. Although their high freeboard allowed for spacious decks, another drawback was that they were inclined to roll. In September 1939, shortly after the start of the Second World War, H.M.S. Cornwall was transferred to the Indian Ocean as a ship in the newly created Force I based at Ceylon. On 5 October she was involved in the search for the German pocket battleship Admiral Graf Spee. From 8 to 14 February 1940 H.M.S. Cornwall was docked in the Selborne dry dock at Simonstown, South Africa. In August she was summoned from the South Atlantic to proceed on convoy duties from Freetown. On the 25th convoy WS-2 arrived in South Africa with troop reinforcements including at least three Armoured Regiments for the 7th Armoured Division in the Middle East. Also embarked was the 2nd West African Brigade which was en-route to Mombassa for the Abyssinian Campaign. The convoy split into WS-2A for Cape Town, and WS-2B for Simonstown, it included 14 ships. In September in the central Atlantic area, a French naval expedition force consisting of the light cruisers Georges Leygues, Montcalm, Gloire and the large destroyers Le Fantasque, Le Malin and L'Audacieux were sent to re-establish the authority of the Vichy government. The light cruiser Primaguet with the tanker Tarn had been sent ahead of the French force to Libreville to provide fuel supplies, but they were intercepted by H.M.S. Cornwall and H.M.S. Delhi and escorted to Casablanca. January 1941 was spent in Selborne dry dock again, where H.M.S. Cornwall had her rudder removed and refitted. In May she was in the Indian Ocean, and whilst on patrol the German commerce raider Pinguin was sighted near the Seychelles and was engaged. Unfortunately 200 prisoners along with 332 Germans were lost with the ship, but H.M.S. Cornwall managed to rescue 60 crew members and 22 prisoners who were originally the crew of the 32 merchant ships the raider had either sunk or captured. January 1942 found John's ship at the Dutch East Indies Station participating in convoy duties between Ceylon and the Sunda Straits. During February and March the cruiser was still deployed in escorting convoys. Admiral Sir James Fownes Somerville, G.C.B., G.B.E., D.S.O, Commander in Chief Eastern Fleet, received reports on 29 March of the impending attack by the Japanese on Ceylon, H.M.S. Cornwall commanded by Captain P.C.W. Manwaring, R.N., together with her sister ship H.M.S. Dorsetshire made up Force A, and were then detached to Colombo. On 4 April the Japanese carrier fleet was spotted, and the two British cruisers left the Harbour, and after a hurried refueling at sea, set out for Addu Atoll shortly after midnight. At midday the following day, a spotter plane from the Japanese cruiser Tone sighted the two British cruisers in the Bay of Bengal. Bombers were immediately flown off the Japanese carriers to attack the two vessels. H.M.S.

Cornwall was sunk in 12 minutes by nine 250 to 550 pound bombs, and also had six near misses. All of her boiler and engine rooms were put out of action within minutes, thereby resulting in a lack of power to the pumps and fire fighting equipment. H.M.S. Dorsetshire was also lost in this engagement. In all 1,120 men from the crews of both ships were rescued by the British light cruiser H.M.S. Enterprise and the British destroyers H.M.S. Paladin and H.M.S. Panther, but it would seem the John Fox was not one of those saved.

**FUSSELL, IVY HANNAH.**

Died 22 May 1943. Aged 49.

Resided at 118, Mayfield Avenue, Dover, Kent.

Daughter of the late Norman and Henrietta Sarah Fogg of 104, Mayfield Avenue, Dover, Kent.

Widow of William Bellingham Fussell.

Ivy died at her home 118, Mayfield Avenue, Dover, Kent.

**GARLINGE, FRANK LEONARD.** Trooper, 7908187.

44th Royal Tank Regiment, Royal Armoured Corps.

Died at sea Friday 5 December 1941.

Born and resided Kent.

Commemorated on the Alamein Memorial, Egypt. Column 22.

Frank was a pupil at the Dover, Kent Grammar School for Boys from 1927 to 1933, where he is also commemorated in the Second World War Book of Remembrance.

The 44th Royal Tank Regiment, Royal Armoured Corps, was formed on 1 January 1938 by converting the 6th Battalion, Gloucestershire Regiment, which was Territorial Army infantry battalion, into an armoured unit of the Royal Armoured Corps.

**GARDINER, EDWARD ARTHUR.** Sergeant (Flight Engineer), 625967.

Royal Air Force, 9 Squadron.

Died 20 December 1942. Aged 23.

Son of Harry and Alice E. Gardiner of Dover, Kent.

Buried St. James Cemetery, Dover, Kent. Grave Ref: Sec. E.R. Grave 3.

**GARDINER, SIDNEY ALBERT.** Flight Sergeant (Air Gunner), 1377053.

Royal Air Force Volunteer Reserve

Died 20 February 1942. Aged 29.

Son of William and Lydia Ann Gardiner of Dover, Kent.

Husband of Ellen Gardiner of Market Drayton, Shropshire.

Buried Buckland Cemetery, Dover, Kent. Grave Ref: Sec. C.11. Grave 17.

**GARRETT, WALTER.**

Died 28 June 1943. Aged 34.

Resided at 169, St. Radigunds Road, Dover, Kent.

Husband of Mary Garrett.

Walter died at the General Post Office, Dover, Kent.

**GATEHOUSE, HENRY.**

Died 5 October 1942. Aged 71.

Resided at 22, Adrian Street,. Dover, Kent.

Son of Richard Gatehouse of Charlton Green, Dover, Kent.

Henry died at his home 22 Adrian Street, Dover, Kent,

**GAVIN, ALLAN GORDON.** Rifleman, 14258557.

2nd Battalion, King's Royal Rifle Corps.

Died 19 October 1944. Aged 23.

Born and resided Kent.

Son of Gordon Bedford Gavin and Euphemia Paulina Gavin of Alkham, Dover, Kent.

Buried Leopoldsbury War Cemetery, Leopoldsbury, Limburg, Belgium.

Grave Ref: III. B. 4.

Also commemorated on Alkham, Dover, Kent civic war memorial.

**GERRARD, ERIC NICHOLAS.** Leading Cook (O), D/LX 21121.

Royal Navy, H.M.S. Dorsetshire. (40).

Died 5 April 1942. Aged 30.

Son of George Edward and Marion Clara Gerrard of Dover, Kent.

Husband of Linda May Gerrard of Dover, Kent.

Commemorated on the Plymouth Naval Memorial. Panel 72, Column 1.

Eric's ship was a 9925 ton Dorsetshire class heavy cruiser which had a ships compliment of 650. She was built by Cammell Laird Shipbuilders of Birkenhead, and was commissioned on 30 September 1930. In March 1942, H.M.S. Dorsetshire was a unit of the Eastern Fleet, based at Ceylon, and whilst undergoing a refit there it was halted on the approach of a Japanese carrier force. In April, Japanese carrier based aircraft attacked Ceylon, and H.M.S. Dorsetshire in company with the Royal Navy cruiser H.M.S. Cornwall sailed with the intention of joining the Eastern Fleet off the Maldives Islands. On 5 April, a spotter plane from one of the Japanese aircraft carriers sighted the two cruisers in the Bay of Bengal. A total of 53 bombers from the carriers sunk the two ships, 1,122 men from a total of 1,546 were later rescued by the cruiser H.M.S. Enterprise and the Royal Navy destroyers H.M.S. Paladin and H.M.S. Panther. Eric's ship, commanded by Captain A.W.S. Agar, V.C., D.S.O., R.N., sunk in only approximately eight minutes after ten direct hits by 250 to 550 pound bombs, and several near misses. H.M.S. Dorsetshire's HA magazine exploded, which doubtless played a major part in her rapid sinking.

**GILBERT, WILLIAM RICHARD.** Reverend.

Died 8 December 1940. Aged 33.

Resided at 61, Cawley Road, Hackney, London, E9.

Son of the late Mr. W. R. Gilbert of 14 Mitchell Avenue, Chatham, Kent.

Husband of Kathleen E. Gilbert.

William died at his home 61, Cawley Road, Hackney, London, E9.

Serendipity or call it what you will, led to the transcriber of these brief commemorations making a chance remark to an elderly married couple following a funeral in South Wales in July 2003, about this then embryonic website, including of course Dover, Kent, and

that chance remark resulted in the following instantaneous response. "Reverend Bill Gilbert in Hackney came from Kent, either Dover or Folkestone, he was killed in the bombing." The following details are as scribbled down following the funeral and subsequent follow up, which obviously are as recalled, but are not 'archive researched.' At the time of his death, William was a Minister based at St. George's Church, Cable Street, in the East End Mission, London; the Manse for same was situated at 61, Cawley Road, London, E9 where he resided, it being just a short road along the north side of Victoria Park and near Well Street Common. In peacetime William's wife and four children also lived at the Manse, but with the increased risk of air raids, he had fortunately and sensibly insisted on them being evacuated from the area. Amongst the things that were clearly recalled about William by my informants, was the Reverend Bill's total contempt for the enemy bombers, and that he carried on with his increased workload tirelessly, and appeared on the face of it to ignore the fact that there was a war going on at all. It would seem that William was for a short time prior to his untimely death, something of an inspiration to his parishioners and the people of Hackney in general during the early part of the war. Obviously there is no way quickly of checking the following information for total accuracy, regarding the actual dimensions of the former Manse at 61, Cawley Road, Hackney, but 'instinct' dictates that it probably was as recalled by the two former residents of Hackney. Both with commendable instant powers of recall, made mention of the comments passed about at the time regarding the sleeping arrangements in the house at the time that it was hit by the bomb, and that the house had a substantial cellar which could have been put to use as sleeping quarters, but was not. Probably in much the same way as William had carried on as normal as possible and conducted himself outside the house, he did the same indoors, which had included going upstairs to sleep in his bedroom. Although his immediate family had been evacuated, other people were residing at the house, who sadly also lost their lives when the bomb struck, included amongst them was 28 year old Sister Evelyn Palmer, from Mildenhall, Suffolk, 59 year old Sister Evelyn Harrison, and her 60 year old sister Edith Harrison, together with the Matron of the East End Mission, 58 year old Maud Alexander, all had been forced to reside at the Manse following the bombing, and subsequent loss of rooms, including sleeping accommodation at the East End Mission in Commercial Road. All the ladies slept downstairs on the sitting room floor; sadly they too could doubtless have slept in the cellar of the manse, and having done so might have survived the bombing. As a post-script to when recalling the events surrounding William and his demise, the good lady informant who is a native of Stratford, East London, with understandable and totally justifiable pride made a point of telling of, and recalling the stoic fortitude with which the Cockney's endured the Blitz in the Second World War, and that the Reverend "Bill" Gilbert was a typical example. When it was politely and tactfully pointed out that William had not come from the East End of London, but from Dover, Kent, and where the people also had to endure in no small measure bombs, shelling and flying bombs, she replied with a typical cockney good natured reply "You know what I mean, same thing really." It should be pointed out that all of this brief commemoration to the "Reverend Bill" was checked and approved by both informants, who do not wish their identities to be revealed here, which must obviously be respected and complied with. A huge thanks to both of you nonetheless for your kindness and patience with the 'inquisitions.'

**GILCHRIST, FRANCIS ALEXANDER.** Seaman.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 47.

Born 17 November 1897. Merchant Navy Discharge number: S14941.

Son of Francis Alexander Gilchrist and Harriet Gilchrist.

Husband of Emma Elizabeth Gilchrist of Deal, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

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**GILL, HARRY WILLIAM FRANK.** Lance Corporal, T/6012484.  
737 Artillery Company, Royal Army Service Corps.  
Died 30 October 1944. Aged 24.  
Born Kent. Resided Southend-on-Sea, Essex.  
Buried Uden War Cemetery, Noord-Brabant, Belgium. Grave Ref: 6. H. 3.  
Pre war member of the Royal Army Service Corps.

**GILLMAN, ERNEST EDWARD.** Fireman.  
Merchant Navy. S.S. Maid of Orleans (London).  
Died 28 June 1944. Aged 41.  
Merchant Navy Discharge number 1132109.  
Husband of Beatrice Mary Gillman, of Harwich, Essex.  
Commemorated on the Tower Hill Memorial, London. Panel 66, and is numbered amongst the very few Second World War casualties who are commemorated on the Dover, Kent civic war memorial.  
Ernest was one of five crewmen who perished when his 2,385 ton ship was sunk southeast of St.Catherine's Point, Isle of Wight at 2130 hours by the German submarine U-988 commanded by 24 year old Oberleutnant zur See Erich Dobberstein. Built in 1918 by W. Denny & Bros Ltd, of Dumbarton, Scotland, at the time of her loss the S.S. Maid of Orleans was owned and operated by the Southern Railway Company and was in convoy FXP-18. The ship had brought troops to the Normandy beachheads and was on her return trip at the time of her loss. The ships Master, Herbert L. Payne, 72 crew members, 18 DEMS gunners and two passengers who were Observer Corps personnel were picked up by the Royal Navy frigate H.M.S. Hotham (K583) commanded by Lieutenant Commander S. Ayles, the Royal Navy destroyer H.M.S. Eglinton commanded by Lieutenant Commander F.M. Graves and a British tug 'Empire Roger' and safely landed at Portsmouth. Oberleutnant zur See Erich Dobberstein was numbered amongst the 50 submariners who perished in the English Channel west of Guernsey on 29 June 1944, when the U-988 was sunk by depth charges from the British frigates H.M.S. Essington, H.M.S. Duckworth, H.M.S. Domett and H.M.S. Cooke, and a Liberator aircraft of 244 Squadron, Royal Air Force Coastal Command.

**GILLMAN, JOHN WILLIAM THOMAS.** Private, 6288917.  
2nd Battalion, The Buffs (Royal East Kent Regiment).  
Died 6 November 1942. Aged 23.  
Born and resided Kent.  
Son of John R. and Edith F. Gillman of Dover, Kent.  
Buried El Alamein War Cemetery, Egypt. Grave Ref: XIX. E. 14.  
John is numbered amongst the very few Second World War casualties who are commemorated on the Dover, Kent civic war memorial.



**GILLMAN, KEITH REGINALD.** Pilot Officer, 42053.

Royal Air Force. 32 Squadron.

Died Sunday 25 August 1940. Aged 19.

Son of Richard Gordon Gillman and Gladys Annie Gillman of River, Dover, Kent.

Commemorated on the Runnymede Memorial. Panel 8, and is numbered amongst the very few Second World War casualties who are commemorated on the Dover, Kent civic war memorial. Also commemorated on River, Dover, Kent civic war memorial, and on the Battle of Britain Memorial at Capel-le-Ferne, Kent. Keith was a pupil at the Dover, Kent Grammar School for Boys from 1934 to 1939, where he is commemorated in the Second World War Book of Remembrance.

As one of "The Few," Keith lost his life during the Battle of Britain. At 1835 hours on Sunday 25 August 1940, Hurricane N2433 of 32 Squadron, Royal Air Force, based at Biggin Hill, Kent which was flown by Keith, was reported as missing in aerial combat over the English Channel off Dover, Kent. 32 Squadron, had taken off to intercept twelve German Dornier Do17 bombers, which were being escorted by thirty six fighter aircraft. Keith's was one of two 32 Squadron Hurricane's that failed to return from the engagement with the Luftwaffe fighter escort, the other aircraft was flown by Pilot Officer J. Rose who parachuted into the English Channel. Consisting of just eight aircraft following the loss of two aircraft, both of which were shot down by Messerschmitt Bf 109's, the tattered remnants of Keith's squadron was withdrawn from the battle and the Commanding Officer John Worrell was placed in command of the Biggin Hill Sector.

**GODDEN, ALBERT VICTOR.** Seaman.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 29.

Born 15 July 1915. Merchant Navy Discharge number: S14944.

Son of Fred and Jane Godden of Dover, Kent.

Husband of Lilian G. Godden of Efford, Devon.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Albert served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent

coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**GODSMARK, THOMAS.** Air Raid Warden.

Died 22 January 1944. Aged 64.

Resided at 8, Stanhope Road, Dover, Kent.

Husband of Caroline S. Godsmark.

Thomas died at his home 8, Stanhope Road, Dover, Kent.

**GOLDFINCH, WILLIAM LACEY.** Serjeant, 954859.

76 (Highland) Field Regiment, Royal Artillery.

Died 26 July 1944. Aged 26.

Born and resided Kent.

Son of William Lacey Goldfinch and Ellen Charlotte Goldfinch of Whitfield, Dover, Kent.

Husband of Gladys Eileen Goldfinch of Dover, Kent.

Buried La Delivrande War Cemetery, Douvres, Calvados, France. Grave Ref: IV. E. 7.

William is numbered amongst the very few Second World War casualties who are commemorated on the Dover, Kent civic war memorial, he was a pupil at the Dover, Kent Grammar School for Boys from 1929 to 1933, where he is also commemorated in the Second World War Book of Remembrance.

As a 'Divisional Troops' unit of the 3rd Infantry Division, the 76 (Highland) Field Regiment, Royal Artillery had been in the D-Day landings in Normandy on 6 June 1944. Following the amphibious landing and various 'minor' engagements with the enemy, the regiment took part in the fighting in and around Caen from 4 July 1944 to 18 July 1944, and from the latter date until 23 July 1944 took part in the Battle of Bourguebus Ridge. Following William's death, his regiment later fought in the Mount Pincon battle during Operation Bluecoat stage of the Normandy battles. Latter the regiment was engaged in battles in Holland and Germany, primarily around the river Rhine. William's Field Regiment served with the 3rd Infantry Division from 5 March 1940 until 17 August 1945. In Normandy and throughout the North West Europe Campaign the regiment was

equipped with M7 Priest, Sherman based self-propelled guns. With a seven man crew, the M7 Priest was armed with a 105mm main gun and a 12.7mm heavy machine gun in addition to which was the crews' personal weapons. Included amongst the unit were vehicles designated M7 Priest, Sherman OP, the OP standing for Observation Post, these machines were stripped of their main gun. Although British artillery units which were armed with M7 Priest's, as they were American and not a standard British Army type, the 69 rounds ammunition carried on each vehicle was not a British standard calibre, and had to be supplied separately for the M7 batteries, which made for a considerable logistic complication.

**GOLDING, WILLIAM ALFRED.** A.R.P. Ambulance Driver.

Died 28 June 1943. Aged 62.

Husband of Grace Annie Golding of 81, Elms Vale Road, Dover, Kent.

William died at the General Post Office, Dover, Kent.

**GOLDUP, MURIEL ALICE.**

Died 23 September 1944. Aged 44.

Resided at 63, Liverpool Street, Dover, Kent.

Muriel died at the Salvation Army Canteen, Snargate Street, Dover, Kent.

**GOODBOURN, CHARLES PERCY.**

Died 9 September 1940. Aged 47.

Resided at 28, Chevalier Road, Dover, Kent.

Husband of M. L. Goodbourn.

Charles died at Elms Vale Road, Dover, Kent.

**GOODFELLOW, FREDERICK JOHN.** Mess Room Boy.

Merchant Navy, S.S. Shakespear (London).

Died 5 January 1941. Aged 17.

Son of William and Agnes Florence Goodfellow.

Commemorated on the Tower Hill Memorial, London. Panel 95.

SS Shakespear was part of a convoy bound from Liverpool to North America when off the coast of Senegal, West African Frederick's 5029 ton ship was spotted by the Italian Regia Marina submarine Comandante Cappellini, which commenced firing on the ship from a considerable distance, unfortunately with remarkable accuracy. S.S. Shakespear then commenced returning fire, with the first of her shots landing close to the submarine. After a surprisingly long and heroic period of approximately two hours of fighting on the part of all protagonists, the submarine fired a shell that scored a direct hit on the ships gun, killing three who were apparently two D.E.M.S gunners and one crewman, who was probably Boy, Stanley Anderson aged 18, on his very first voyage who was wounded, but refused to leave his post at the gun station, and was recorded as being killed when the gun was hit. For his bravery in continuing to man his post although wounded, Stanley was awarded the Lloyd's Bravery at Sea War Medal. 3rd Officer Jones, who was subsequently awarded the George Medal for this action, commanded the gun position and received wounds to his head and chest, but kept fighting until the gun was damaged. The shelling resulted in a number of fires including the bridge-house and the holds of the ship.

Although both Frederick Goodfellow and Stanley Anderson were numbered amongst the 18 crew and 2 D.E.M.S gunners onboard the ship that died, to his credit Lieutenant Commander Salvatore Todaro, the commander of the Comandante Cappellini allowed the 22 survivors from the S.S. Shakespear time to clear her before firing a coupe de grace shot to sink the burning ship. Following the sinking of the vessel, the submarine then towed the boats until they were safely within sight of land before releasing the tow. At the subsequent enquiry into the loss of the S.S. Shakespear (London), it was noted by the board members, that the survivors had all made similar comments appertaining to the humane treatment of them by Lieutenant Commander Salvatore Todaro, and of note regarding his care, and apparent genuine concern for the ships crew members who had been wounded during the action. In addition to his obvious chivalrous attitude and example regarding the British sailors, it should perhaps be mentioned that during the action, 2 of his own men were killed a several wounded. The sinking of the S.S. Shakespear was the second success for Lieutenant Commander Todaro and the Comandante Cappellini, as on 15 October 1940 the 5186 ton Belgian vessel Kabalo had been sunk.

**GOODWIN, BEATRICE ALICE.**

Died 3 April 1942. Aged 54.

Resided at 11, Pencester Road, Dover, Kent.

Daughter of the late H. H. Goodwin.

Beatrice died at the Casualty Hospital, Union Road, Dover, Kent.

**GOODWIN, FREDERICK ALBERT.** Sergeant (Wireless Op. Air Gunner), 1336800.

Royal Air Force Volunteer Reserve. 156 Squadron, Royal Air Force.

Died 25 February 1944. Aged 21.

Son of William Frederick and Laura Lillian Goodwin of Dover, Kent.

Buried Dürnbach War Cemetery, Bad Tolz, Bayern, Germany. Grave Ref: 4. K. 1.

A mixed bomber force comprised of 734 aircraft - 554 Lancasters, 169 Halifaxes, 11 Mosquitos, carried out the first R.A.F. Bomber Command raid on Schweinfurt, home of Nazi Germany's main ball-bearing factories on the night of 24/25 February 1944. 266 American B-17s had raided the factories the previous day. Bomber Command introduced a novel tactic on this night. The Schweinfurt force was split into two parts - 392 aircraft and 342 aircraft, separated by an interval of two hours. Part of the German fighter force was drawn up by earlier diversions. The first wave of the Schweinfurt bombers lost 22 aircraft, the second wave lost only 11 aircraft, and it is believed that only 4 bombers from the second wave were shot down by night fighters. Amongst the Lancasters lost on the raid was JB479 GT-K that was flown by 35 year old Wing Commander, Eric F. Porter R.A.F., which had taken off from R.A.F. Warboys, Cambridgeshire at 1835 hours on 24 February, being amongst the aircraft which took off in the first wave. Frederick was one of the Lancasters seven crew members who were all killed when the bomber was lost. All are at rest together at the Dürnbach War Cemetery, Bad Tolz, Bayern, Germany. Frederick's Lancaster, a former 32 Maintenance Unit aircraft was delivered to his squadron in October 1943 and took part in several important raids, primarily those on Berlin. At the time that it was lost the aircraft had completed a total of 83 hours, and was one of three 156 Squadron, R.A.F. Lancasters lost on this operation. Frederick's pilot was

an experienced regular officer, who had enlisted in the R.A.F. in the late 1920's, and posted to Frederick's squadron in November 1943, and when posted missing had flown a total of 16 sorties. The aircraft's tail gunner, Sergeant (Air Gunner) James W. Gilbert from Market Harborough, Leicestershire was aged 38, and well over the average age of operational R.A.F. Bomber Command aircrew. John Halke serving with 460 Royal Australian Air Force Squadron, who is also commemorated in the Dover, Kent, Second World War Book of Remembrance, also lost his life on the same raid, and he too is buried in the Dürnbach War Cemetery.

**GRANT, JOHN AUSTIN.** Sub-Lieutenant (A).

Royal Naval Volunteer Reserve. Fleet Air Arm 830 Squadron, H.M.S. Furious. (47).

Died Saturday 6 May 1944. Aged 23.

Son of Captain John Francis Grant, Indian Army, and Grace Henrietta Olga Grant of Paddington, London.

Husband of Junior Commander Joan Olive Grant, Auxiliary Territorial Service.

Buried Trondheim (Stavne) Cemetery, Norway. Grave Ref: A IV British. C. 13.

John was a pupil at the Dover, Kent Grammar School for Boys from 1930 to 1938, where he is also commemorated in the Second World War Book of Remembrance.

Built at Wallsend by Armstrong (Newcastle-on-Tyne), and commissioned on 14 October 1917, the 22400 ton aircraft carrier on which John was serving at the time of his death survived the Second World War, during which H.M.S. Furious was stationed in the North Sea and North Atlantic from September 1939 till April 1940. She took part in the Norwegian campaign between April-June 1940, and subsequently was stationed on northern patrols between June 1940 and October 1941. H.M.S. Furious underwent a refit in the U.S.A. between October 1941 and April 1942, subsequently operating in the Mediterranean between April 1942 and January 1943, which included ferrying Spitfires to the island of Malta between August and October 1942, and taking part in the North African landings in November 1942. H.M.S. Furious returned to operate as part of the Home Fleet, taking part in operations against Norway between January and September 1944. Notable operations at this time included her participation on all air strikes against the German Battleship Tirpitz in Northern Norway between April-June 1944 (including Operations Tungsten, Mascot and Goodwood). She was decommissioned on 15 September 1944. She spent the last year of the war as an accommodation ship, and post-war she was used as an explosives target and trials ship from May 1945 till 1948. Sold for scrapping January 1948 and stripped at Dalmuir, Scotland in March 1948, she was broken up at Troon from June 1948. Scrapping was only completed in 1954.

**GRAVES, JACK.**

Died 23 March 1942. Aged 49.

Resided at 10, Shipmans Way, Dover, Kent.

Jack died at the Market Square, Dover, Kent. He was an employee of the East Kent Road Car Co Ltd., and is commemorated on the company Second World War memorial plaque which was originally erected in the Employees' Social Club, Dover, Kent Depot of the East Kent Road Car Co Ltd. The plaque is now in the safe keeping of the Dover, Kent Transport Museum.

**GREEN, JULLE ANNETTE.**

Died 13 September 1944. Aged 61.

Wife of Charles Henry Green of 45, Markland Road, Maxton, Dover, Kent.

Julle died at the Priory Station, Dover, Kent.

**GREER, JOHN.**

Died 2 October 1941. Aged 69.

Resided at 3A, Snargate Street, Dover, Kent.

John died at Snargate Street, Dover, Kent.

**GREGORY, ALBERT REGINALD. Quartermaster.**

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 40.

Son of William Ernest and Florence C. Gregory of Faversham, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Albert served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next

month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**GREGORY, DOROTHY EMILY.**

Died 24 August 1943. Aged 50.

Wife of Arthur Ernest Gregory.

Dorothy died at 11, East Street, Dover, Kent.

**GREY, REGINALD WILLIAM.** Sapper, 2059828

579 Field Company, Royal Engineers.

Died 10 October 1944. Aged 22.

Born and resided Kent.

Son of Reginald and Winifred Grey of Dover, Kent.

Husband of Emily Grey of Buckland, Dover, Kent.

Buried Phaleron War Cemetery, Greece. Grave Ref: 18. F. 1.

Reginald was a pre war member of the Royal Engineers, and is numbered amongst the very few Second World War armed service casualties who are commemorated on the Dover, Kent civic war memorial.

**GREY, WILLIAM HENRY.**

Died 30 September 1940. Aged 75.

Resided at 17, Erith Street, Dover, Kent.

William died at Park Avenue, Dover, Kent.

**GROVER, EDMUND FRANK.** D.F.C. Flight Lieutenant, 173831.

Royal Air Force Volunteer Reserve.

Died 23 June 1947. Aged 23.

Son of Frank Keniston Grover and Ada Mary Grover of Dover, Kent.

Buried Charlton Cemetery, Dover, Kent. Grave Ref: Section Q.L. Grave 12.

**HADLEY, GEORGE ROBERT.** Petty Officer, C/JX 127338.

Royal Navy, H.M.S. Dido. (37).

Died 29 May 1941. Aged 31.

Son of Henry William and Ellen Mary Hadley.

Commemorated on the Chatham Naval Memorial. Panel 41. Column 2.

Built by Cammell Laird Shipyard at Birkenhead, H.M.S. Dido was a 5450 ton 'Dido' class light cruiser, one of eleven of her class constructed. She was commissioned on 30 September 1940, and after working up was completed early November 1940, H.M.S. Dido became a member of the 15th Cruiser Squadron, deployed in blockading the approaches to the Bay of Biscay. In April 1941, George's ship was transferred to the Mediterranean, to reinforce the Royal Navy fleet based at Alexandria, Egypt. During May she was involved in the escorting of convoys from Alexandria to Malta, and on 29 May, H.M.S Dido in company with the cruiser H.M.S. Orion were both badly damaged after being bombed by enemy aircraft after embarking troops from Sphakia and Heraklian in Crete. As George's death occurred on the same day that his ship was attacked, it is probably safe to assume that his death was as the result of the German bomber attacks.

**HALFORD, LEONARD HENDLEY.** Chief Petty Officer, C/J 21502.

Royal Navy, H.M.S. Beaver.

Died 20 November 1943. Aged 46.

Son of John George and Louise Halford.

Husband of Harriett Halford of Eltham, London.

Commemorated on the Chatham Naval Memorial. Panel 67. Column 3.

H.M.S. Beaver was a Royal Navy shore based establishment at Hull.

**HALKE, DONALD JOHN.** Sergeant (Flight Engineer), 1802238.

Royal Air Force Volunteer Reserve. 460 Royal Australian Air Force Squadron.

Died 25 February 1944.

Buried Dürnbach War Cemetery, Bad Tolz, Bayern, Germany. Grave Ref: 7. A. 4.

Lancaster bomber LM315 AR-K2 it being the aircraft of which Donald was a crew member, had been delivered to 460 Royal Australian Air Force Squadron on 15 April 1943. It is also recorded wearing the I D codes AR-Y-? AR-A AR-A-? and took part in major bombing operations with its various I D codes. Flown by 21 year old Robert Yates from Leeds, Yorkshire, the Lancaster took off from R.A.F. Binbrook, Lincolnshire at 2024 hours on 24 February 1944. The raid on which Donald and the other six crew of his aircraft were lost was very significant as it was the first R.A.F. Bomber Command raid on Schweinfurt, home of Germany's main ball-bearing factories. It was not the actual first raid on Schweinfurt, as 266 American Boeing B17 Flying Fortress's had raided the factories only the previous day. 734 aircraft comprised of 554 Lancasters, 169 Halifaxes and 11 Mosquitos took part in the R.A.F. Bomber Command raid on Schweinfurt, during which it introduced a novel tactic. The Schweinfurt force was split into two parts, made up of 392 aircraft and 342 aircraft which were separated by a two hour interval, with part of the German fighter force being drawn up by earlier diversions. When Donald's aircraft was lost it had completed a total of 383 hours, despite which, the entire crew of the Lancaster were in the early stages of their operational tour of duty, commentators have made remarks along the lines that the absence of R.A.A.F. personnel from a 460 (R.A.A.F.) Squadron crew was, by this stage of the war was unusual, and possibly even unique. All of the crew are buried in the Dürnbach War Cemetery at Bad Tolz, Bayern, Germany. Frederick Goodwin serving with 156 Squadron, R.A.F. who is also commemorated in the Dover, Kent, Second World War Book of Remembrance, also lost his life on the same raid, and he too is buried in the Dürnbach War Cemetery.

**HAMMOND, HENRY WILLIAM.** No Trace.

**HARE, SHEILA MAY.**

Died 1 September 1944. Aged 6.

Resided at 17, Lowther Road, Tower Hamlets, Dover, Kent.

Daughter of Charles William Hare (H.M. Forces).

Sheila died at her home 17, Lowther Road, Tower Hamlets, Dover, Kent.



**HARPER, CYRIL ALFRED PERCY.** Serjeant, 7883306.  
42nd (23rd Battalion, The London Regiment).Royal Tank Regiment.  
Royal Armoured Corps.  
Died 26 November 1941. Aged 26.  
Born Hampshire. Resided London.  
Son of Alfred Harry and Flora Catherine Harper of Dover, Kent.  
Buried Halfaya Sollum War Cemetery, Egypt. Grave Ref: 5. C. 8.  
Pre war member of Royal Tank Regiment, Royal Armoured Corps.

**HARRIS, JAMES RICHARD.** Private, 1475736.  
Army Catering Corps.  
Died 26 December 1941. Aged 20.  
Born and resided Kent.  
Son of John and Emily Elizabeth Harris of Buckland, Dover.  
Buried Buckland Cemetery, Dover, Kent. Grave Ref: Section C. 10. Grave 9.  
Pre war member of the Royal Artillery.

**HARRISON, J. R.**

A pupil at the Dover Grammar School for Boys from 1923 to 1928, is recorded in the Second World War Book of Remembrance as RICHARD HARRISON, where he is commemorated as serving as a Flying Officer in the Royal Air Force, Coastal Command at the time of his death. Despite all of the school information, it has not been possible to extract any CWGC commemoration for him. Checking the General Registry Office, Second World War Overseas Deaths (Royal Air Force), also showed no entry for Richard. It is probably of significance that the Dover, Kent Second World War Book of Remembrance which is in the safekeeping of the Dover, Museum, records a J.R Harrison of whom no clear 'Dover' match has been possible. But checking through other data revealed a Coastal Command Royal Air Force casualty J.R Harrison, he being:-

**HARRISON, JAMES RICHARDS.** Pilot Officer, 89822.

Royal Air Force, 217 Squadron.

Died 26 September 1941. Aged 24.

Buried Farnborough, Kent (St. Giles the Abbot) Churchyard. Grave Ref: Grave 619.

Whilst engaged on a anti-shipping patrol, at 1022 hours on 26 September 1941, a Hudson spotter plane of Coastal Command sighted a merchant vessel, approximately 35 nautical miles south-west of Belle Isle in the Bay of Biscay. Following the information regarding the vessel being received by Coastal Command Head Quarters, three Beaufort bombers of 217 Squadron, Royal Air Force Coastal Command were dispatched from R.A.F. St Eval, Cornwall at 1150 hours to try and locate, and if necessary carry out an attack on what the Hudson's crew had believed to have been an enemy vessel. Two of the bombers were unable to find the vessel, the third bomber did locate it, but probably due to (as with the Hudson) being unable to positively identify the ship, it did not launch an attack. Returning to base the Beaufort's broke formation, one aircraft landed at R.A.F. Chivenor, Devon, and another landed back at R.A.F. St Eval. The third plane flown by James Beaufort W6483 MW-A failed to return from the mission, it had crashed on the edge of the County Quarry on Tregonning Hill, which is some 3 miles to the north west of

Helston, Cornwall whilst flying in bad visibility at 1705 hours. A memorial has been erected on the hill where the bomber crashed which gives the names of the crew of the aircraft. Pilot Officer J.R. Harrison 89822, Pilot Officer P.F. Opperman 100561, Sgt H.L. Carter 11622321 and Sgt D.A. Ryder 1255613. Their squadron reformed prior to the Second World War, on 15 March 1937 at Boscombe Down, Salisbury, Wiltshire in a General Reconnaissance role. It was equipped with Avro Anson aircraft which was the Royal Air Forces first monoplane with retractable undercarriage. It moved between R.A.F. Tangmere, R.A.F. Warmwell and R.A.F. Bicester until October 1939 when it arrived at its war station at R.A.F. St Eval, Cornwall, from where it carried anti-submarine patrols over the Western Approaches. The Anson's began to be replaced by Beauforts in May 1940, but conversion was slow due to problems with the aircrafts Taurus engines, as a result it was September before operations began and the end of the year before the Anson's were retired. Anti-shiping operations were now the order of the day and these continued from R.A.F. St Eval until February 1942, when the squadron moved to Scotland. However, few operations were carried out from R.A.F. Skitten and later R.A.F. Leuchars as the squadron was earmarked for service in Ceylon with the ground echelon leaving on 7 May and the aircraft flying out on 7 June 1942. On arrival in Malta, the squadron was retained for attacks against enemy shipping in the Mediterranean. When the ground crews arrived in August, they had no aircraft and it was October before Hudson's arrived for the squadron to begin anti-submarine patrols. New Beauforts arrived in April 1943 to supplement the Hudson's until June when the Hudson's left and the squadron reverted to the anti-shiping strike role. In July 1944, Beaufighters replaced the Beauforts, but the lack of suitable targets meant that the squadron operated in a defensive role until May 1945. With the invasion of Malaya in the planning stage, the squadron was due to move to the Cocos Islands in preparation, but the dropping of the atomic bombs negated this action and it remained in Ceylon, where it disbanded on 30 September 1945.

**HARROW, JOHN EDWARD.** No trace.

**HART, AGNES FLORA.**

Died 11 September 1944. Aged 73.

Resided at 2, Dodds Place, Buckland, Dover, Kent.

Widow of Frederick Richard Mansell Hart.

Agnes died at her home 2, Dodds Place, Buckland, Dover, Kent.

**HARVEY, ROBERT CHARLES.** Petty Officer Stoker, C/KX 75712

Royal Navy, H.M.S. Penzance. (L28).

Died 24 August 1940. Aged 36.

Son of Isaac and Emily Harvey.

Husband of Lilian Beatrice Harvey of Gillingham, Kent.

Commemorated on the Chatham Naval Memorial. Panel 37. Column 3.

Built at the Devonport Dockyard, Plymouth in 1931, H.M.S. Penzance on which Robert served was a 1,025 ton Folkestone class sloop. On the day that Robert died only 7 of the 97 crew of his ship survived, when at 2038 hours H.M.S. Penzance commanded by 43 year old Commander Allan J. Wavish R.N., escorting the convoy SC-1, was hit by one

torpedo from German submarine U-37 and sank in a few minutes southwest of Iceland. When the depth charges of the sinking sloop exploded the U-boat was slightly damaged by the detonations. The seven survivors were picked up by a merchant vessel from the convoy, the Blairmore, but she too was also sunk by U-37 during the night. The survivors were rescued by the Swedish merchant Eknaren commanded by Master Erik Kallstrom, and landed at Baltimore, U.S.A. Commanding the U-37 at the time of the above sinkings was 33 year old Kapitänleutnant (later Fregattenkapitän) Victor Oehr who survived the Second World War. The submarine was scuttled on 8 May 1945 in Sonderburg Bay, Denmark and was later broken up. Victor Oehr had relinquished command of the U-37 on 26 October 1940.

**HARVEY, ROBERT SYDNEY GEORGE.**

Died 11 September 1940. Aged 19.

Son of George Robert Harvey of 101, Hillside Road, Buckland, Dover, Kent.

Robert died at the Grand Hotel, Dover, Kent.

**HATTON, JOHN.** Civilian War Dead.

Died 17 September 1941. Aged 69.

Resided at 26, Granville Street, Dover, Kent.

Husband of L. Hatton.

John died at his home 26, Granville Street, Dover, Kent.

**HAWKINS, FRANCIS ALBERT.** Flight Sergeant, 1336493.

Royal Air Force Volunteer Reserve. 282 Squadron, Royal Air Force.

Died 21 December 1944. Aged 22.

Son of David and Elsie Constance Hawkins.

Husband of Jean Robertson Smith Hawkins of Glasgow.

Commemorated on the Runnymede Memorial. Panel 218.

282 Squadron, Royal Air Force was formed at R.A.F. Castletown, Caithness, Scotland on 1 January 1943 to provide Air Sea Rescue cover around the coasts of Northern Scotland as an air-sea rescue squadron. The squadron was equipped with the Supermarine Walrus and the Avro Anson aircraft. The squadron was disbanded on 12 January 1944 when it was absorbed by 278 Squadron, Royal Air Force. The squadron was reformed at R.A.F. Davidstow Moor, Boscastle, Cornwall on 1 February 1944 to provide air-sea rescue cover of the Western Approaches. The squadron kept the Walrus aircraft and additionally operated the Vickers Warwick and Supermarine Sea Otters were also taken on strength in March 1945. From 19 September 1944 until the squadron disbanded on 19 July 1945 it was based at R.A.F. St. Eval, Cornwall.

**HAWKINS, MINNIE GLADYS.**

Died 23 March 1942. Aged 27.

Resided at 68, Oswald Road, Dover, Kent.

Daughter of Sarah Hawkins, and of the late William Hawkins.

Minnie died at the East Kent Garage, Dover, Kent.

**HAYWARD, FREDERICK WILLIAM JACKSON.** Home Guard.

Died 11 September 1940. Aged 63.

Resided at 52, Tower Hill, Dover, Kent.

Husband of Harriette E. Hayward.

Frederick died at Folkestone Road, Dover, Kent.

**HEMMINGS, VALERIE ANN.**

Died 21 January 1944. Aged 9 months.

Daughter of Petty Officer John Hemmings, R.N. and Mrs. Hemmings of 18, Stanhope Road, Dover, Kent.

Valerie died at the Casualty Hospital, Union Road, Dover, Kent.

**HEMPSALL, FRANK ABDY.** Carpenter.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 47.

Born 1 August 1897. Merchant Navy Discharge number: R63858.

Husband of Gertrude Hempsall of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Frank served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision

to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**HEWISH, WILFRED.** Sergeant (Wireless Operator), 538041.

Royal Air Force.

Died 23 March 1941. Aged 23.

Son of William and Ellen Hewish.

Husband of Lydia Evelyn Hewish of Pontyclun, Glamorganshire, Wales.

Buried Llantrisant (Cefn-Y-Parc) Cemetery, Glamorganshire, Wales.

Grave Ref: Sec. B. Grave 636.

**HILL, GEORGE.**

Died 25 October 1943. Aged 49.

Resided at 69, Buckland Avenue, Dover, Kent.

Husband of N. A. Hill.

Died at the Prince Regent Cinema, Dover, Kent.

**HIMSWORTH, RICHARD HENRY.** Ordinary Seaman, C/JX 189339.

Royal Navy, H.M.S Southampton.

Died 11 January 1941. Aged 23 years.

Son of Richard and Beatrice Himsworth.

Husband of Brenda Mary Himsworth of Eythorne, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 44. Column 3, and on the Eythorne, Dover, Kent civic war memorial.

Built by the John Brown Shipbuilding & Engineering Company Ltd., of Clydebank, Scotland, H.M.S Southampton was a 9100 ton Southampton class light cruiser which was commissioned on 6 March 1937, and was one of five of her type constructed for the Royal Navy. Richard's ship with a compliment of 700 was commanded by Captain B.C.B. Brooke, R.N., and was heavily damaged in the Central Mediterranean, approximately 195 nautical miles east-south-east of the island of Malta, by German Ju-87 dive-bombers on 11 January 1941, which resulted in 81 men onboard the ship being killed. The crippled light cruiser was subsequently sunk by torpedoes fired from two Royal Navy ships, the H.M.S. Orion and H.M.S. Gloucester.

**HOBBS, HENRY JOHN.**

Died 28 October 1940. Aged 70.

Husband of F. Hobbs of 2 Guildford Cottages, East Langdon, Dover, Kent.

Henry (Harry) was injured on 24 October 1940 at Martin, Dover, Kent, and died whilst a patient at the Royal Victoria Hospital, Waldershare, Tilmanstone, Kent.

**HODGSON, CYRIL.** No clear trace.

**HOGBEN, CHARLES OWEN.** Stoker 1st Class, C/KX 97610.

Royal Navy, H.M.S. Hereward.

Died 29 May 1941.

Son of George James and Ethel Hogben of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 47. Column 3.

Commissioned on 9 December 1936 and built by Vickers Armstrong of Newcastle-on-Tyne, Charles's ship was a 1340 ton 'H' class destroyer, and was one of ten of her class constructed for the Royal Navy, and had a ships compliment of 145. Commanded by Lieutenant William James Munn, R.N., she was bombed and sunk by German Ju-87 (Stuka) dive-bombers north-north-east of Plaka, Crete on 29 May 1941.

**HOGBEN, FREDERICK JAMES.**

Died 23 March 1942. Aged 55.

Husband of Annie Barbara Hogben of 25, Buckland Avenue, Dover, Kent.

Frederick died at East Kent Garage, Dover, Kent.

**HOGBEN, HAROLD SINCLAIR.**

Died 12 September 1944. Aged 16.

Resided at 42, Dickson Road, Dover, Kent.

Son of Harold Alfred Sylvester Hogben, and of Kathleen Lucy Cassandra Hogben.

Died at his home 42, Dickson Road, Dover, Kent.

**HOGBEN, JOHN HENRY THOMAS.** Stoker 1st Class, C/KX 93531.

Royal Navy, H.M.S. Imogen. (D44).

Died 16 July 1940. Aged 20.

Son of John William and Alice Louisa Hogben of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 38. Column 2.

On the day that John lost his life, H.M.S. Imogen commanded by Commander Charles L. Firth, R.N. was rammed and sunk by the Royal Navy light cruiser H.M.S. Glasgow. John's ship caught fire and was abandoned approximately 5 nautical miles south-east of Duncasby Head, off the Pentland Firth, Scotland and sank. H.M.S. Imogen, a 1360 ton 'I' class destroyer was amongst the seven of her class lost during the Second World War of the eleven that were built. Commissioned on 2 June 1937 H.M.S. Imogen was built by Hawthorn Leslie & Co. of Hebburn-on-Tyne.

**HOGBEN, KATHLEEN LUCY CASSANDRA.**

Died 12 September 1944. Aged 36.

Resided at 42, Dickson Road, Dover, Kent.

Daughter of Mrs. K. Rouse of 56, Maison Dieu Road, Dover, Kent, and of the late E. Rouse.

Wife of Harold Alfred Sylvester Hogben, and the mother of Harold Sinclair Hogben who also died with her, and is briefly commemorated above.

Died at her home 42, Dickson Road, Dover, Kent.

**HOGG, GEORGE MALLISON.** Stoker, LT/KX 104959.

Royal Naval Patrol Service, H.M. Trawler Gairsay.

Died 2/3 August 1944. Aged 25. (T290).

Son of Alexander and Agnes Hogg.

Husband of Lilian Hogg, of Dover, Kent.

Commemorated on the Lowestoft Naval Memorial. Panel 15, Column 3.

H.M. Trawler Gairsay, an Admiralty Isles class requisitioned naval trawler, was commissioned on 30 April 1943, and built at the Ardrossan Dockyard, Ardrossan, Scotland. She had a ships compliment of 4 officers and 36 ratings, and shortly before her loss she had been used to supply troops in Normandy following the D-Day landings in June 1944. The 560 ton vessel was lost off the coast of Normandy on 3 August 1944, and went down in just 30 seconds, and most of the crew, including George, were drowned. H.M. Trawler Gairsay was among the ships blockading Le Havre during the ongoing invasion operations of France in the summer of 1944. On the night of 2/3 August George's vessel fell victim to a German remote controlled motor boat which had an explosive charge fixed in its bow. These boats were sent out in large numbers on the calculation that at least some of their number would find a target of some description. On the night in question, which was actually the first occasion on which they were used in anger, the destroyer H.M.S. Quorn, two small transports and a landing craft were sunk in addition to H.M. Trawler Gairsay. In the ensuing attacks the enemy remote controlled (explosive) motor boats failed to establish themselves as reliable weapons of war, and 58 of them were successfully destroyed.

**HOLMAN, JAMES ROBERT.**

Died 26 September 1940. Aged 20.

Son of Mr. C. Holman, of 12, Dodds Lane, Dover, Kent.

Husband of Annie Alice Holman of 21, Manor Road, Maxton, Dover, Kent.

James died at 12, Church Street, Dover, Kent.

**HOPE, FRANK.** Engine Driver (Cable).

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 47.

Born 11 May 1897. Merchant Navy Discharge number: S14943.

Husband of Florence H. Hope of Perivale, Greenford, Middlesex.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Frank served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface

in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**HOPKINS, WILLIAM HENRY.** Pilot.

Lighthouse and Pilotage Authorities. Trinity House Service, M.V. Arinia (London).

Died 19 December 1940. Aged 67.

Son of Thomas Hopkins and of Jane Hopkins (née Payton).

Husband of Fanny Edith Hopkins of Whitfield, Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 122.

Off the pier of Southend-on-Sea, Essex, the 8,024 ton tanker M.V. Arinia (London), which was owned by the Anglo Saxon Petroleum Co, and commanded by 48 year old Benjamin B. Bannister from Southsea, Hampshire, was sunk by a mine. Having travelled from the island of Aruba in the Caribbean to the Isle of Grain, Kent, the tanker had dropped anchor and were waiting for the gates to open. The 1st Officer instructed the engines to be shut off, which resulted in fatal consequences. With the engines off the vessels anti-magnetic system was simultaneously also turned off. This system allowed ships to avoid mines that had been placed in the water. Unfortunately the tanker had dropped anchor directly adjacent to a mine, which was amongst 186 acoustic mines which had been dropped by a force of 93 enemy bombers in the Thames Estuary on the night of 12/13 December 1940. When the tankers engines were turned off, the mine exploded. In addition to William, 54 merchant seaman, and 5 D.E.M.S. Gunners were lost. Eyewitness accounts of the tragedy state that following the initial explosion, the tanker was quickly ablaze from stem to stern. The M.V. Arinia was amongst sixteen vessels that were lost as the direct result of the 186 acoustic mines which were dropped.



**HOPPER, DENNIS ALBERT.** Sergeant, 1890043.

Royal Air Force Volunteer Reserve. 419 Royal Canadian Air Force Squadron.

Died 15 February 1944. Aged 19.

Son of Henry William and Edith Alice Hopper of Dover, Kent.

Commemorated on the Runnymede Memorial. Panel 231.

Pilot Officer (Air Bomber) James L. Donald, aged 25 from Manitoba, Canada, and Pilot Officer (Air Gunner) Marc A.G. Fournier aged 21 from Québec, Canada are buried in adjacent graves at Magleby Churchyard, Langeland, Denmark. Sergeant (Flight Engineer) Raine, aged 26 of Vancouver, British Columbia, Canada is at rest in Aabenraa Cemetery, Denmark. The remaining four crew members of Halifax bomber JD456 VR-B, including Dennis are commemorated on the Runnymede Memorial. On the night of 15/16 15 February 1944, following a rest of more than two weeks for the regular bomber squadrons, 891 aircraft comprised of 561 Lancasters, 314 Halifaxes, 16 Mosquitos - were dispatched to Berlin. This was the largest force sent to Berlin and the largest non-1,000 bomber force sent to any target, exceeding the previous record of 826 aircraft (which included Stirlings and Wellingtons) sent to Dortmund on the night of 23/24 May 1943. It was also the first time that more than 500 Lancasters and more than 300 Halifaxes were dispatched. The German controllers were able to plot the bomber stream soon after it left the English coast, but the swing north over Denmark for the approach flight proved too far distant for many of the German fighters. The German controller ordered the fighters not to fly over Berlin, leaving the target area free for the flak, but many of the Luftwaffe fighter pilots ignored the non-fly zone order and attacked the bomber force actually over the city. Unfortunately a diversion to Frankfurt-on-Oder failed to draw any fighters away from the Berlin operation. 43 aircraft, they being 26 Lancasters and 17 Halifaxes were lost on the raid. Berlin was covered by cloud for most of the raid. Heavy bombing fell on the centre and south-western districts and some of Berlin's most important war industries were hit, including the large Siemensstadt area. This was really the end of the true 'Battle of Berlin' as only one more raid took place on the city in this period and that was not for more than a month. Dennis's aircraft flown by Pilot Officer John A. Parker, aged 23 from Minnedosa, Manitoba, Canada, took off from R.A.F. Middleton St. George, (Goosepool), County Durham at 1704 hours to take part in the above raid. Although the actual cause of the aircrafts loss is not known, it is known that it crashed into the Baltic Sea. No. 419 Squadron formed at Mildenhall on 15 December 1941 as a Vickers Wellington squadron in No. 3 Group, Bomber Command. It started operations in January 1942, converting almost immediately to Wellington bombers with which it fought on, moving north to Leeming as part of the new No. 6 Group in August 1942. Here in November it re-equipped with Halifax bombers which it flew for the next 18 months on the night offensive against Germany. After three quick moves it settled at Middleton St George in November and stayed there for the rest of its service in Bomber Command. In April 1944 the squadron began to convert to Avro Lancasters, using the Mk X which was produced in Canada and flown across the Atlantic. It was with one of these that Pilot Officer A. C. Mynarski won the squadron's Victoria Cross in June 1944. The squadron remained continuously on the offensive until 25 April 1945, when it flew its last sortie. It flew back to Canada in June 1945, and was disbanded at Yarmouth, Nova Scotia, on 5 September 1945.

**HOPPER, WALTER JOHN.** Chief Engineer Officer.

Merchant Navy, S.S. Maid of Kent (London).

Died 21 May 1940. Aged 54.

Husband of Elizabeth Amelia Hopper of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 66.

Built in 1925 the 2386 ton 'Maid of Kent' was converted to a hospital ship at the start of the Second World War, after operating as a Southern Railway cross Channel ferry between Folkestone and Boulogne. She was bombed and sank at Dieppe Harbour on 21 May 1940 with the loss of her 28 merchant crew and medical staff. At the time of her loss the 'Maid of Kent' she was clearly marked as a hospital ship, and Dieppe was designated a hospital port. Compounding the tragedy of the sinking and loss of life on the ship, was that other people died onboard a train that was loaded with casualties alongside the hospital ship, when the resultant fire from the 'Maid of Kent' spread to the train carriages. Another of the Southern Railway cross Channel ferry ships the 2391 ton ship 'Brighton,' which in peacetime sailed between Newhaven and Dieppe, was also bombed and sunk in the English Channel, on the same day as the 'Maid of Kent' while in use as a hospital ship during a trip to Dieppe.

**HORN, WILLIAM THOMAS BOURNE.** Sergeant.

Police War Reserve.

Died 7 September 1941. Aged 61.

Resided at 48, Burlington Mansions, Dover, Kent.

Husband of Mary E. Horn.

William died at Burlington Mansions, Dover, Kent.

**HUBBARD, MABEL EDITH.**

Died 1 September 1944. Aged 54.

Wife of Stephen John Hubbard of The Globe Inn, Peter Street, Dover, Kent.

Mabel died at the Lagoon Cave, High Street, Dover, Kent.

**HUDSON, ALBERT ERLYS.** Petty Officer, C/JX 149695.

Royal Navy, H.M.S. Boadicea.

Died 13 June 1944.

Commemorated on the Chatham Naval Memorial. Panel 74. Column 3.

Built by Hawthorn Leslie & Co. of Hebburn-on-Tyne, Albert's ship was a 1360 ton 'B' class destroyer, with a ships compliment of 138, and was commissioned on 7 April 1931. On 13 June 1944 H.M.S. Boadicea commanded by 34 year old Lieutenant Commander Frederick W. Hawkins, R.N. from Freston, Suffolk, was sunk by German aircraft approximately twelve miles south-west of Portland Bill while supporting the Normandy landings.

**HUGHES, JOHN ALFRED.** Private, 6287893.

4th Battalion, The Buffs (Royal East Kent Regiment).

Attached to the Royal Army Ordnance Corps.

Died 7 September 1940. Aged 21.

Born and resided Kent.

Son of Alfred Hughes and of Alice May Hughes of Tilmanstone, Kent.

Buried Tilmanstone, Kent (St. Andrew) Churchyard. Grave Ref: Row 3. Grave 18.

Pre war member of The Buffs (Royal East Kent Regiment).

**HULSE, JOHN LEONARD JAMES.** Sergeant, 634691.

Royal Air Force, 358 Squadron.

Died 25 March 1945. Aged 21.

Son of John and Kate Hulse of Buckland, Dover, Kent.

Buried Chittagong War Cemetery, Dampara, Bangladesh. Grave Ref: 3. G. 10.

John's Squadron has a fairly small number of Second World War related deaths primarily due to the fact that it was in existence for a comparatively short time. 358 Squadron, R.A.F. was formed at R.A.F. Kolar, India on 8 November 1944 as part of 231 Group, and was comprised primarily of personnel from the No.1673 Heavy Conversion Unit, R.A.F. South East Asia Command which had recently been disbanded. B-24 Liberator bombers arrived later the same month, and following their arrival both aircrew and ground crew training began on them. From R.A.F. Kolar a move was made to the jungle airfield at R.A.F Digri, India on 2 January 1945, and from where 358 Squadron, R.A.F. flew its first and only bombing mission on 13 January 1945, when eight of the B-24 Liberator aircraft bombed Mandalay. The reason why the 'Mandalay Raid' was the only bombing operation flown by the squadron was that it was from then on allotted to (S.D.) Special Duties. The (S.D.) mainly consisted of dropping agents and supplies into enemy occupied territory, during the course of which long flights were undertaken, with the flights continuing until the end of the war. Probably as a direct result of the change of the role played by the squadron was the reason for the move from R.A.F Digri to R.A.F Jessore on 10 February 1945, where it remained until 18 November 1945. Nine of the crew of the B-24 Liberator bomber KH397, which hit trees on take off and crashed on 25 March 1945, are buried at Chittagong War Cemetery, Dampara, Bangladesh, including John Hulse and are at rest in Row G, mostly in adjacent graves, including the pilot Warrant Officer (Pilot) Walter R. Mills R.A.F. (V.R.). On 19 November 1945 the squadron moved to R.A.F. Bishnupur where it was disbanded on 21 November 1945. Although sadly not involving the late John Hulse, it should be added that following the Japanese surrender, supplies of all types including food and medical requisites were dropped to the prisoner-of-war camps in Malaya, Sumatra and Java by the squadron, until an airlift could be arranged to bring the former prisoners of war out to the safety of the various Allied bases.

**HUMPHREYS, REGINALD JAMES.** Trooper, 6286030.

3rd County of London Yeomanry (Sharpshooters), Royal Armoured Corps.

Died 27 September 1943. Aged 23.

Born and resided Kent.

Buried Sangro River War Cemetery, Italy. Grave Ref: IX. A. 23.

Pre war member of The Buffs (Royal East Kent Regiment).

Also commemorated on the 3rd County of London Yeomanry (Sharpshooters), Second World War memorial plaque in Hever Castle, Edenbridge, Kent, and is numbered amongst the very few Second World War casualties who are commemorated on the Dover, Kent civic war memorial. Reginald lost his life in the area around Foggia, Italy which fell on the same day that he died, it being the 3rd County of London Yeomanry (Sharpshooters) first battle in the country having arrived at Taranto from North Africa only four days before.

**HUNTER, WILLIAM THOMAS CALEB.** Seaman.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 26.

Born 12 June 1918. Merchant Navy Discharge number: S32.

Son of Albert Thomas Hunter and Catherine Hunter of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which William served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the

General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**HUNTLEY, WILLIAM JAMES.** Sergeant (Air Gunner), 1890773.

Royal Air Force Volunteer Reserve. 77 Squadron, Royal Air Force.

Died 21 January 1944. Aged 19.

Son of Ernest Alfred Henry and Mary Alice Huntley of Dover, Kent.

Buried Berlin 1939-45 War Cemetery, Germany. Grave Ref: 2. M. 1.

Sergeant E.W. Gumm was the only member of the crew that survived, when William's Halifax bomber crashed in flames at Zeitz, which is a small village between Schönebeck and Barby, Saxony-Anhalt on the south bank of the river Elbe, near Magdeburg, Germany. Having survived the crash, Sergeant Gumm was taken prisoner by the Germans. The remaining six crewmen of the Halifax are all at rest in the Berlin 1939-45 War Cemetery, their aircraft was flown by Flight Sergeant (Pilot), Aubrey K. L. Lyon R.A.F. (V.R.), which took off from R.A.F. Elvington, Yorkshire 2010 hours and was on a mission to Magdeburg, Germany. A total of 648 aircraft comprised of 421 Lancasters, 224 Halifaxes, 3 Mosquitos were at the time engaged on the first major raid to Magdeburg. The German controller followed the progress of the bomber stream across the North Sea, and many Luftwaffe night-fighters were in the bomber stream before it crossed the German coast. The controller was however very slow to identify Magdeburg as the actual target, but this did not matter to much because most of the night fighters were able to stay in the bomber stream, a good example of the way the 'Tame Boar' tactics were developing. 57 aircraft engaged on the raid were lost, they being 35 Halifaxes and 22 Lancasters, and it is probable that about three quarters of the losses of aircraft and crews were caused by the Luftwaffe night-fighters. The heavy bomber casualties were not rewarded with a successful attack, some of the Main Force aircraft now had H2S, and winds which were stronger than forecast brought some of these into the target area before the Pathfinders Zero Hour. The crews of 27 Main Force aircraft were anxious to bomb and did so before Zero Hour. The Pathfinders blamed the fires started by this early bombing, together with some very effective German decoy markers, for their failure to concentrate the marking.

**HUTCHINGS, WILLIAM.**

Died 5 September 1944. Aged 56.

Husband of B. A. Hutchings of 83, Ravenspurn Street, West Marsh, Grimsby, Lincolnshire.

William died at Dover Harbour, Dover, Kent.

Commemorated in the Dover, Kent Second World War Book of Remembrance as being TONY JAMES of whom no trace has been accessed, is probably the following casualty:-

**JAMES, ANTHONY LANGFORD.** Flight Sergeant (Air Bomber), 1801848.

Royal Air Force Volunteer Reserve. 189 Squadron, Royal Air Force.

Died Friday 2 February 1945. Aged 21.

Son of William Edgar Robert and Doris Gertrude James of Dover, Kent.

Buried Durnbach War Cemetery, Bad Tölz, Bayern, Germany. Grave Ref: 1. F. 20.

Also commemorated on Eythorne, Dover, Kent civic war memorial.

Anthony was a pupil at the Dover, Kent Grammar School for Boys from 1934 to 1940, where he is also commemorated in the Second World War Book of Remembrance.

Lancaster bomber PB840 CA-K took off from R.A.F. Fulbeck, Lincolnshire at 2018 hours on Friday 2 February 1945, with Anthony as one of the aircrafts seven crew, which was flown by 21 year old Flying Officer William D. Kelly R.A.A.F. from Brisbane, Queensland, Australia. The Lancaster was at the start of a mission to Karlsruhe, Baden-Württemberg, Germany, and was amongst 250 Lancasters and 11 Mosquitos of No. 5 Group involved. Cloud cover over the target caused this raid to be a complete failure with reports from Karlsruhe stating that no casualties had occurred and only a few bombs had been dropped on the target area. The report mentions 'dive bombers' which presumably was referring to the Mosquito marker aircraft trying to establish their position. The raid was the last major R.A.F. raid of the Second World War on Karlsruhe, during which a total of 14 Lancasters were lost, including 4 of the 19 aircraft from Anthony's squadron which took part on the raid. Anthony's aircraft crashed at Unteröwisheim which is approximately 6 kilometres North East of Bruchsal, Baden-Württemberg, Germany. Six of the crew were killed in the crash and are now buried in the Durnbach War Cemetery. Anthony was taken to the cemetery to lie with his comrades, having been initially buried by the German authorities on 9 February 1945 at Ulstadtfriedhof which is located about 2 kilometres West of Unteröwisheim. Only Sergeant R.F. Dyson G.M. survived the crash, and is reported to have been found by a German civilian who delivered him up to an Oberleutnant Workaensfer at Dientssteele, who in turn had him admitted to a hospital in Karlsruhe. Sergeant Dyson who was a pre-war regular member of the R.A.F. was later interned in Camp 7A. Despite being wounded, he fortunately also survived the war and was repatriated on 11 May 1945. He had gained his George Medal for his brave actions despite his own injuries, when Lancaster PB745 CA-Q of 189 Squadron, Royal Air Force crashed at Saltby, Leicestershire on the night of 26/27 November 1944, at which time three of the crew were killed and others died later of their injuries.

**JENKINS, ALFRED.**

Died 3 November 1943. Aged 67.

Resided at 4, Anselm Road, Dover, Kent.

Alfred died at 67, Glenfield Road, Dover, Kent.

**JENKINS, NORMAN WILLIAM ERIC.** Warrant Officer Class II (Q.M.S.), 1871032.

Royal Engineers.

Died at sea 28/29 May 1941. Aged 24.

Born Rutland. Resided Kent.

Son of George Henry Jenkins and of Florence Norah Jenkins of Rusthall, Royal Tunbridge Wells, Kent.

Commemorated on the Athens Memorial, Greece. Face 4. Norman was a pupil at the Dover, Kent Grammar School for Boys from 1927 to 1933, where he is also commemorated in the Second World War Book of Remembrance, and was a pre war member of the Royal Engineers.

**JENKINS, STEPHEN.**

Died 7 June 1944. Aged 72.

Stephen died at 25, Clarendon Place, Dover, Kent.

**JOHNCOCK, VERDUN JAMES.** Private, 6290542.

Queen's Own (Royal West Kent Regiment).

Died 22 January 1944. Aged 27.

Born and resided Kent.

Son of William James Johncock and Frances Louisa Johncock of Buckland, Dover, Kent.

Buried Anzio War Cemetery, Italy. Grave Ref: I, M, 1.

Verdun had originally enlisted in The Buffs (Royal East Kent Regiment).

**JONES, CHARLIE.** Is possibly the following casualty, but for anybody conducting more in depth researches into the soldier or the Book of Remembrance, caution is advised:-

**JONES, CHARLES REDFERN.** Private, 6290544. B.A. (Cantab.).

The Buffs (Royal East Kent Regiment).

Died 11 August 1940. Aged 23.

Born Manchester, Lancashire. Resided Kent.

Son of Thomas and Gertrude Jones of East Didsbury, Manchester, Lancashire.

Buried Manchester Southern Cemetery, Lancashire.

Grave Ref: Section B. Nonconformist. Grave 88A.

**JONES, GEORGE HENRY.** Seaman.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 30.

Son of George and Rose Jones.

Husband of E. R. Jones of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking. Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which George served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**JONES, JEFFERY RUSSELL.** No trace.

**KEELER, HENRY FREDERICK.** Private, 6296444.

1/6th Battalion, The Queen's Royal Regiment (West Surrey).

Died 24 October 1942. Aged 22.

Born and resided Kent.

Son of Charles Keeler and Louisa Keeler of Ewell Minnis, Dover, Kent.

Commemorated on the Alamein Memorial, Egypt. Column 54, and on Alkham, Dover, Kent civic war memorial

Henry had originally enlisted in The Buffs (Royal East Kent Regiment).



**KEMBER, EDWARD STEPHEN.** Gunner, 1514227.  
80 (Berkshire) Heavy Anti Aircraft Regiment, Royal Artillery.  
Died 7 January 1943. Aged 24.  
Born and resided Kent.  
Son of Stephen Henry and Alice Eliza Kember of River, Dover, Kent.  
Commemorated on the Medjez-el-Bab Memorial, Tunisia. Face 7.

**KENNEDY, ERIC.** No clear match.

**KENNEDY, LEWIS ROBERT EDWARD.** Lieutenant (E).  
Royal Navy, H.M.S. Galatea.  
Died Monday 15 December 1941. Aged 25.  
Son of Mr. and Mrs. R. C. W. Kennedy.  
Husband of Doreen Betty Kennedy of Wye, Ashford, Kent.  
Commemorated on the Plymouth Naval Memorial. Panel 44, Column 3.  
Lewis was a pupil at the Dover, Kent Grammar School for Boys from 1924 to 1931, where he is also commemorated in the Second World War Book of Remembrance.  
H.M.S. Galatea was a 5220 ton Arethusa class cruiser built by Scotts of Greenock, Scotland; she was laid down on 2 June 1933, launched on 9 August 1934 and completed on 14 August 1935. On 9 December 1941 the German submarine U-557 commanded by Korvettenkapitän Ottokar Arnold Paulshen left Messina, Sicily for what was destined to be her last patrol. Six days after starting the patrol she sank H.M.S. Galatea which was commanded by 42 year old Captain Edward W.B. Sim R.N. about 35 nautical miles off the west coast of Alexandria, Egypt. Captain Sim, 22 officers and 447 ratings were killed, but 144 survivors were picked up by the Royal Navy destroyers H.M.S. Griffin and H.M.S. Hotspur. U-557 was sunk the next day due to an accidental ramming by the Italian Regina Marina torpedo boat Orione, with the loss of all hands.

**KERRY, GEORGE EDGAR.**  
Died 28 June 1943. Aged 49.  
Husband of L. A. Kerry, of 52, Maxton Road, Dover, Kent.  
George died at the General Post Office, Dover, Kent.

**KERRY, WILLIAM CHARLES EDWARD.** Able Seaman, C/J 40293.  
Royal Navy, H.M.S. Antenor. (F 21)  
Died 7 February 1941. Aged 42.  
Buried Kirkee War Cemetery, India. Grave Ref: 9. AA. 12.  
Built by Palmers Shipbuilding & Iron Co Ltd of Jarrow-on-Tyne, and launched on 1 January 1925. On 13 September 1939 the 11,174 ton passenger ship Antenor of the Alfred Holt & Co, Line of Liverpool was requisitioned by the Admiralty and converted to an armed merchant cruiser and given the pennant F 21. On 31 October 1941 William's ship was commissioned as H.M.S. Antenor, she served in her role as an armed merchant cruiser between January 1940 and April 10 1940 as part of the Mediterranean Fleet. Between May 1940 and October 1941 she served in the East Indies Station, and returned 31 October 1941 and was then used as troopship by the Ministry of War Transport (MOWT). She was involved in the invasion of Normandy in 1944, and fortunately

survived her time at war, being returned to commercial service with the Ocean Steam Ship Company in February 1946. Back in her peacetime role she continued in service until 1953 when she was sold to the ship breakers, Hughes Bolckow for demolition. She arrived at the breakers yard at Blyth, Northumberland on 19 July 1953.

**KERSLEY, JAMES WILLIAM.** Greaser.

Merchant Navy, S.S. Maid of Kent (London).

Died 21 May 1940. Aged 39.

Commemorated on the Tower Hill Memorial, London. Panel 66.

Built in 1925 the 2386 ton 'Maid of Kent' was converted to a hospital ship at the start of the Second World War, after operating as a Southern Railway cross Channel ferry between Folkestone and Boulogne. She was bombed and sank at Dieppe Harbour on 21 May 1940 with the loss of her 28 merchant crew and medical staff. At the time of her loss the 'Maid of Kent' she was clearly marked as a hospital ship, and Dieppe was designated a hospital port. Compounding the tragedy of the sinking and loss of life on the ship, was that other people died onboard a train that was loaded with casualties alongside the hospital ship, when the resultant fire from the 'Maid of Kent' spread to the train carriages. Another of the Southern Railway cross Channel ferry ships the 2391 ton ship 'Brighton,' which in peacetime sailed between Newhaven and Dieppe, was also bombed and sunk in the English Channel, on the same day as the 'Maid of Kent' while in use as a hospital ship during a trip to Dieppe.

**KEYTON, ALBERT WALTER.**

Died 17 November 1941. Aged 80.

Resided at 3, King Lear's Way, Old Folkestone Road, Rope Walk, Shakespeare Cliff, Dover, Kent.

Son of the late Frederick Ferdinand and Sarah Coleman Keyton.

Albert had been injured on 8 November 1941 at his home 3, King Lear's Way, Dover, Kent, and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**KILLICK, ROBERT.** Private, 7607542.

Royal Army Ordnance Corps.

Died at sea Tuesday 28 May 1940. Aged 25.

Born and resided Kent.

Son of Alfred Wheeler Killick and Sarah Pritchard Killick.

Commemorated on the Dunkirk Memorial, Nord, France. Column 146.

Robert was a pupil at the Dover, Kent Grammar School for Boys from 1926 to 1934, where he is commemorated in the Second World War Book of Remembrance.

**KILYON, JOSEPH WILLIAM.** Sergeant (Flight Engineer), 617334.

Royal Air Force. 102 Squadron.

Died 14 February 1943. Aged 22.

Son of Joseph and Rose Minnie Kilyon of Luton, Bedfordshire.

Buried Jonkerbos War Cemetery, Gelderland, Netherlands.

Grave Ref: Collective grave 8. I. 6-9.

At 1825 hours on 14 February 1943, Halifax bomber W7880 DY-J took off from R.A.F. Pocklington, Yorkshire, and was flown by 22 year old Flight Sergeant (Pilot) James L. Hartshorn from Stalham, Norfolk, with Joseph as the aircraft's Flight Engineer. The Halifax was amongst 243 aircraft, comprised of 90 Halifaxes, 85 Wellingtons, 68 Stirlings that were taking part in a bombing raid on the city of Köln (Cologne), Germany. A total of 9 aircraft, (3 of each type) were lost on the raid, the Pathfinder marking was again based on skymarkers dropped by H<sub>2</sub>S, but it was only of limited success. At the subsequent debriefings, crews of 218 aircraft claimed to have bombed Cologne, but local German records suggest that less than 50 aircraft actually hit the actual intended target, mostly in the western districts. Two industrial, two agricultural and ninety-seven domestic premises were destroyed. During the raid 51 civilians were killed and 135 injured, in addition to which 25 French workers died when their barracks at an old fort on the western outskirts of Cologne were bombed. At 2030 hours, Halifax bomber W7880 DY-J was shot down by a Luftwaffe night-fighter over Veulen, Limburg, Holland, and crashed on land belonging to a Mr Groetlaar, killing all seven crew. The bodies of the crew were removed from the aircraft to the temporary military cemetery at nearby Venlo. Six of the crew have since been reinterred at the Jonkerbos War Cemetery, Gelderland, and Warrant Officer (Air Gunner), George Farah R.C.A.F. was reinterred at the Groesbeek Canadian War Cemetery, Gelderland, Netherlands.

**KIME**, BERNARD OATES. Captain, (Q.M).118098. (Mentioned in Despatches).  
1st Battalion, Lincolnshire Regiment.  
Died 25 April 1945. Aged 45.  
Born Leeds (possibly Yorkshire, and not Kent). Resided Kent.  
Husband of Ethel Kime of Dover, Kent.  
Buried Becklingen War Cemetery, Soltau, Niedersachsen, Germany.  
Grave Ref: 4. B. 1A.  
Pre war member of the Lincolnshire Regiment.

**KING**, DOUGLAS JOHN. Sapper, 1883613.  
224 Field Company, Royal Engineers.  
Died 30 August 1944. Aged 23.  
Born Surrey. Resided Canterbury, Kent.  
Son of Mr. and Mrs. T. G. King of Dover, Kent.  
Buried Liskeard (Lanchard) Cemetery, Cornwall.  
Grave Ref: Extension Section C. Grave 99.  
Also commemorated on the city of Canterbury, Kent civic war memorial.

**KING**, EDWARD GEORGE. Sergeant (Air Gunner), 634371.  
Royal Air Force. 149 Squadron.  
Died 4 April 1943. Aged 26.  
Son of Mr. and Mrs. B. King of Dover, Kent.  
Buried Esbjerg (Fourfelt) Cemetery, Denmark. Grave Ref: AIII. 7. 9.  
Flown by Sergeant (Pilot) Kenneth A. Way R.A.F. (V.R.), of British Guiana, Stirling bomber R9327 OJ-M, took off from R.A.F. Lakenheath, Suffolk at 2039 hours on 4 April 1943 to take part in a bombing raid on Kiel, Germany. At the time of the raid by

577 aircraft, comprised of 203 Lancasters, 168 Wellingtons, 116 Halifaxes, and 90 Stirlings, it was at the time the largest raid thus far undertaken by R.A.F. Bomber Command on the city of Kiel, with more than twice as many aircraft as on any of the previous raids taking part. This was also the largest 'non-1,000' bombing force of the war so far. 12 aircraft, they being 5 Lancasters, 4 Halifaxes, 2 Stirlings, and a Wellington were lost during the mission. The Pathfinder Force encountered thick cloud and strong winds over the target, so that accurate target marking became very difficult, and it was reported that decoy fire sites may also have drawn off some of the bombing. One of the two Stirling bombers lost was R9327 OJ-M, with Edward amongst the seven crew, which crashed at 2257 hours at Obbeker, Ribe, Syddanmark, Denmark, killing all onboard the aircraft. All seven are at rest at Esbjerg (Fourfelt) Cemetery.

**KINGSMILL, STANLEY GEORGE.** Sergeant (Air Bomber), 1394618.

Royal Air Force Volunteer Reserve.

Died Friday 28 April 1944. Aged 20.

Son of George Albert and Maud Mary Kingsmill of Dover, Kent.

Buried St. Mary's New Cemetery, Dover, Kent. Grave Ref: Sec. Y.G.X. Grave 16.

Stanley was a pupil at the Dover, Kent Grammar School for Boys from 1935 to 1940, where he had gained the Royal Life Saving Society swimming examinations, Bronze Medal in 1936, and also where he is commemorated in the Second World War Book of Remembrance.

**KIRBY, SIDNEY (or SYDNEY) THOMAS.**

Dover Auxiliary Fire Service.

Died 25 October 1940. Aged 40.

Son of Mr. and Mrs. T. Kirby of Waterworks Road, Martin, Dover, Kent.

Sidney was injured on 24 October 1940, at Martin Farm, Martin, Dover, Kent, and died the following day whilst a patient at the Royal Victoria Hospital, Waldershare, Tilmanstone, Kent.

**KIRTON, DAVID IAN.** Sergeant (Pilot), 550500.

Royal Air Force. 65 Squadron.

Died Thursday 8 August 1940. Aged 21.

Son of James Hughes Kirton and of Violet Kathleen Kirton of West Hampstead, London.

Buried St. James's Cemetery, Dover, Kent. Grave Ref: Sec. K.V. Grave 22.

David was a pupil at the Dover, Kent Grammar School for Boys from 1929 to 1935, where he is commemorated in the Second World War Book of Remembrance, and was a brother of the following Royal Air Force casualty.

David had joined 65 Squadron R.A.F. in July 1940, and at the time of his death was based at R.A.F. Manston, Isle of Thanet, Kent, David was killed when he was shot down over the Dover, Kent area whilst flying a Spitfire I, No. K9911, by a Messerschmitt Bf 109, from 9 Gruppe of JG 26 at 1140 hours on 8 August 1940. On 1 August 1934, 65 Squadron was reformed at Hornchurch, Essex, at which time it was equipped with Hawker Demons, but in September 1935 the squadron began losing its personnel to drafts being sent to the Middle East during the Abyssinian crisis and was reduced to just a cadre, being brought up to strength from July 1936, at the same time as Gloster Gauntlets

were received to replace the remaining Hawker Demons. In June 1937 the squadron was re-equipped with Gloster Gladiators, before converting to Spitfires in March 1939. In June 1940, offensive patrols began to be flown over France and the Low Countries to cover the evacuation from Dunkirk, the squadron being moved to Lincolnshire to refit at the end of May. It returned south a week later and took part in the Battle of Britain until the end of August, when it moved to Scotland. In November 1940 the Squadron moved south again and began offensive sweeps over northern France in January 1941 before moving to Lincolnshire in February 1941. In October 1941, No. 65 received Spitfire Vs which it used for low-level attacks on enemy transport and shipping reconnaissance until October 1942, when it moved back to Scotland. No. 65 moved down to Cornwall in March 1943 for fighter patrols and bomber escort missions. In December the Squadron converted to Mustangs which were used in the fighter-bomber role and in June 1944 No. 65 had moved to Normandy where it supported the army until September 1944. The Squadron was then moved to East Anglia to act as fighter escorts for Bomber Command's daylight raids over Germany until January 1945 when it moved back to Scotland to provide similar services to Coastal Command attacking shipping off Norway and Denmark. In May 1945, the Squadron moved to East Anglia again where it replaced its Mustangs with Spitfires until June 1946 when it began to receive Hornets, moving during the following months to Yorkshire. In December 1950 the Squadron began to replace its Hornets with Meteors and in August 1951 it moved to Duxford. In December 1956, Hawker Hunters began to arrive until No. 65 disbanded on 31 March 1961.

**KIRTON, JAMES HUGHES.** Squadron Leader (Pilot), 41771.

Royal Air Force. 84 Operational Training Unit.

Died Thursday 27 January 1944. Aged 27.

Son of James Hughes Kirton and Violet Kathleen Kirton.

Husband of Frances Kirton of Barnet Green, Worcestershire.

Buried Desborough Cemetery, Northamptonshire.

James was a pupil at the Dover, Kent Grammar School for Boys from 1924 to 1934, where he is commemorated in the Second World War Book of Remembrance, and was a brother of the previous Royal Air Force casualty. James had previously been stationed at Nakuru, Kenya, and also in Egypt. He was the pilot of Wellington bomber serial HZ484 which took off from R.A.F. Desborough, Northamptonshire at 1855 hours on 27 January 1944, to undertake an evening cross country exercise. All six crew lost their lives when the Wellington mysteriously nose-dived and crashed at 2245 hours near the "Manor House," at Arthingworth, Northamptonshire, only about two miles away from the airfield. Three days after the tragedy, an R.A.F. Court of Inquiry was convened under the Presidency of Squadron Leader Albert W.T. Hills D.F.M., also appointed to serve on the Board of the R.A.F. Court of Inquiry was Warrant Officer R. Black. As if to compound the loss of James and his crew, another of his squadrons Wellingtons (X3392), which was engaged on the same type of training exercise, and which was being flown by 20 year old Flight Sergeant (Pilot) Michael Hogan R.A.A.F., from Richmond, Victoria, Australia, caught fire and crashed at 2004 hours killing all the six crew onboard the aircraft.

**KISBEE, WILLIAM JAMES EDWARD.** Seaman, C/X 20616A.

Royal Naval Reserve. H.M.S. Rosabelle.

Died 11 December 1941. Aged 28.

Son of Edward and Clara Elizabeth Kisbee of St. Radigunds, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 49. Column 3.

Built in 1901 by Ramage & Ferguson Ltd, of Leith, Scotland, in 1940, the steam yacht 'Rosabelle' was requisitioned by the Admiralty and converted to a patrol yacht. As the 515 ton Royal Navy patrol yacht H.M.S. Rosabelle, she was serving in the 31st A/S Group at Gibraltar, when she was sunk by the type VIII German submarine U-374, at 0442 hours on 11 December 1941 with the loss of all hands. Commanded by 26 year old Oberleutnant zur See, Unno von Fischel, the U-374 had fired a single torpedo at H.M.S. Lady Shirley at 0421 hours which exploded and sank the 477 ton Admiralty trawler with the loss of 22 hands and 11 survivors. Following the loss of H.M.S. Lady Shirley, the crew of William's vessel made efforts to locate and destroy the U-boat, but was herself also torpedoed by the and sank. Unno von Fischel and virtually all of his crew perished when the U-374 was sunk on 12 January 1942 in the western Mediterranean east of Cape Spartivento, Italy, by torpedoes from the Royal Navy submarine H.M.S. Unbeaten, there was only 1 survivor from the submarines crew of 43.

**KNIGHTS, CYRIL.**

Died 9 May 1943. Aged 34.

Husband of Jessie Grace Knights.

Cyril died at 13, Maison Dieu Road, Dover, Kent.

**LAKER, JOHN WILLIAM.** Chief Petty Officer, C/J 103942.

Royal Navy, H.M. Submarine Snapper. (N 39).

Died 12 February 1941. Aged 34.

Son of William Charles and Anne Ellen Laker of River, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 41. Column 2.

Like numerous wartime deaths at sea, John's is an estimated date due to lack of evidence to support a definite time and place, of the loss of the 'S' class submarine on which he was serving when he died, which was H.M. Submarine Snapper that was built at Chatham Dockyard, Kent, and commissioned on 14 June 1935. Commanded by 28 year old Lieutenant Geoffrey V. Prowse, R.N., of Edgmond, Shropshire, H.M. Submarine Snapper sailed from the Clyde on 29 January 1941, to undertake a patrol in the Bay of Biscay, having left her escort off Land's End, Cornwall should have arrived in her designated patrol area on 1 February. On the 7 February the submarine was ordered, by signal, to remain on billet until 10 February, and then to return home with her escort. H.M.S/M. Snapper unfortunately failed to make the rendezvous with the escort and was not heard from again. It is believed that she met her end in a German minefield, or that she was mortally damaged by a German minesweeper, which attacked a submarine in H.M.S/M. Snapper's area on 11 February, although John's submarine should have been out of the area by then. However it is also possible that she was sunk by a number of German warships, since an allied submarine attacked the German minesweepers M-2, M-13 and M-25 on the night of the 10/11 February 1941, in the area where H.M.S/M.

Snapper might have been. The submarine concerned was subjected to a counter-attack in which no fewer than 56 depth charges were dropped.

**LAMKIN, GEORGE VICTOR.**

Died 8 October 1940. Aged 18.

Resided at 28, York Street, Dover, Kent.

Son of William Alfred and Sarah Lilian Blanche Lamkin.

Died at Dover on H.M. Trawler.

**LANGHAM, LOUIS JOHN.** Sergeant (Navigator/Bomb Aimer), 1337179.

Royal Air Force Volunteer Reserve. 102 Squadron, Royal Air Force.

Died Friday 26 February 1943. Aged 23.

Son of Harry Louis and Emma Langham.

Husband of Bettina Jewel Langham (née Coppins) of Dover, Kent.

Buried Rheinberg War Cemetery, Kamp Lintfort, Nordrhein-Westfal, Germany.

Grave Ref: Collective grave 4. C. 2-20.

Louis was a pupil at the Dover, Kent Grammar School for Boys from 1931 to 1938 where he is also commemorated in the Second World War Book of Remembrance.

Whilst taking part on two separate operations, 102 Squadron, Royal Air Force lost three of its Halifax bombers on the night of 26/27 February 1943. One of those lost was HR691 DY-E which was flown by 24 year old Sergeant (Pilot) Michael J. Gibbons, from Whitehaven, Cumberland, took off from R.A.F. Pocklington, Yorkshire at 1853 hours on Friday 26 February, with Louis as a member of its crew. The Halifax was amongst a mixed bomber force on a raid on Köln (Cologne), Nordrhein-Westfalen, Germany, which was comprised of a total of 427 aircraft that was made up of 145 Lancasters, 126 Wellingtons, 106 Halifax's, 46 Stirlings, 4 Mosquitos. Most of the bombs from this large raid fell to the south-west of the city of Köln, and 10 aircraft, they being 4 Wellingtons, 3 Lancasters, 2 Halifax's, and 1 Stirling were lost. Both of the Halifax aircraft belonged to Louis's squadron, his aircraft was shot down over the target area resulting in the deaths of all eight crewmembers. All of the crew were initially laid to rest in the Ehrenfriedhof at Köln-Süd, Nordrhein-Westfalen, by the German authorities on Wednesday 3 March 1943. Following the cessation of hostilities the site of Rheinberg War Cemetery was chosen in April 1946 by the Army Graves Service, for the assembly of Commonwealth graves recovered from numerous German cemeteries in the area. The majority of those now buried in the cemetery were airmen, whose graves were brought in from Düsseldorf, Krefeld, Mönchen-Gladbach, Essen, Aachen and Dortmund; of their number 450 graves were from Cologne alone, seven of whom were from the crew of Louis's aircraft. Sergeant John L. Wilson aged 24 from Leicester, Leicestershire has no known grave and is commemorated on the Runnymede Memorial. Panel 170.

**LANGLEY, ALFRED.** City of London Special Constable.

Died 13 September 1944. Aged 49.

Resided at 113, Cheriton Road, Folkestone, Kent.

Died at the Priory Station, Dover, Kent.

**LAW, REGINALD THOMAS FELTON.** Petty Officer Stoker, C/K 17057.

Royal Navy, H.M.S. Veteran. (D72).

Died 26 September 1942. Aged 48.

Husband of Amy Louisa Rolfe Law of Deal, Kent.

Commemorated on the Chatham Naval Memorial. Panel 61. Column 1.

Built in 1919 by John Brown & Co Ltd, of Clydebank, H.M.S. Veteran was a 1,120 ton V&W class destroyer. In the Second World War she was converted into a Short Range Escort as due to her forward double boiler-room she was unsuitable for conversion to a Long Range Escort. She was then lent to the Royal Canadian Navy. She was at Halifax, Nova Scotia early in September 1942, and was detailed with H.M.S. Vanoc to escort a special convoy of river steamers (Convoy RB-1) from Newfoundland to the United Kingdom, the convoy left St. John's Newfoundland on 21 September. On 25 September the convoy was attacked by a number of German U-Boats and two of the steamers, the 'Boston' and 'New York' were sunk, and in a further attack that took place the next day, the steamer 'Yorktown' was torpedoed and sunk. HMS Veteran was torpedoed on the same morning, after picking up about 48 survivors from the 'Boston' and about 30 from the 'New York,' as she was steaming to rejoin the convoy at about 16 knots. H.M.S. Vanoc reported that she was last in contact with H.M.S. Veteran at 0038 hours on the 26 September, after which no more was heard of her. The survivors she had rescued, together with 8 officers and 151 ratings, they being the entire ship's company, were posted missing presumed killed. At 1036 hours on 26 September 1942, the German submarine U-404 commanded by Korvettenkapitän Otto von Bülow, fired a spread of three torpedoes at a destroyer near convoy RB-1 and heard two detonations on the vessel and a third a short time later, and thought that they had hit another ship in the convoy. However, H.M.S. Veteran (D72) commanded by Lieutenant Commander T.H. Garwood, R.N., was apparently hit by two torpedoes and sank immediately, to the south of Iceland. After the war, when various German documents came into the possession of the Allies, it was discovered that the German submarine U-404 had been responsible for the sinking. She had fired two torpedoes at the destroyer and immediately dived to a depth of 12 metres, whilst moving away from the attacking position as fast as possible, and had remained submerged for some time, and consequently was unable to witness and record the actual end of Reginald's ship. Wilhelmshaven native, Otto von Bülow survived the Second World War and lives in retirement in Germany. In last weeks of war he commanded the Marinesturmabteilung I (Naval Assault Battalion I). After the war he spent three months in British captivity. In July 1956 he enlisted in the newly formed German Navy (Bundesmarine). In 1960 at Charleston, South Carolina he commissioned the destroyer Z-6, the former U.S. destroyer U.S.S. Charles Ausburne. In March 1963 he became commander of the 3. Zerstörer-geschwader (3rd Destroyer Squadron). Before he retired in 1970, he spent his last five years as a Kapitän zur See, and in command of the Hamburg Garrison. Oberleutnant Adolf Schönberg was in command of the U-404 when it was sunk on 28 July 1943 in the Bay of Biscay north-west of Cape Ortegal, Spain, by depth charges from a couple of American Liberator aircraft, of the U.S.A.A.F., and from a British Liberator aircraft of 224 Squadron, R.A.F., with the loss of all 51 hands.

N.B. Since transcribing the above in 2003, it has since been learned prior to posting on this website, that the former German Second World war U-boat 'ace' Otto von Bülow, died at Wohltorf, Hamburg, Schleswig-Holstein, Germany, on 5 January 2006, aged 94.



**LAWRENCE, LEONARD ALBERT.** Flight Sergeant, 1395618.

Royal Air Force Volunteer Reserve. 179 Squadron, Royal Air Force.

Died Saturday 14 October 1944. Aged 21.

Son of Albert and Edith Florence Victoria Lawrence of Dover, Kent.

Commemorated on the Runnymede Memorial. Panel 219.

Leonard was a pupil at the Dover, Kent Grammar School for Boys from 1933 to 1939, where he is also commemorated in the Second World War Book of Remembrance.

No.179 squadron (Coastal Command) was formed in September 1942 from a detached flight of No.172 Squadron. Equipped with Wellingtons fitted with Leigh lights, it moved to Gibraltar for patrols over the approaches to the Mediterranean. The squadron returned to England in April 1944 to fly anti-submarine patrols over the Bay of Biscay and the Western approaches until the end of the war. Conversion to Warwick's took place in November 1944 and in February 1946 Lancasters began to arrive. While conversion was under way the squadron divided into two parts; No.179X converted to Lancasters while No.179Y remained operational with Warwick's. In May, the remaining Warwick's were disposed of and on 1 June, No.179Y was renumbered 210 squadron and No.179X became simply 179 squadron. It was disbanded on 30 September 1946, and its aircraft and crews were transferred to No.210 Squadron.

**LEGGATT, GEORGE.**

Died 13 November 1940. Aged 62.

Resided at 36, High Street, Dover, Kent.

Son of William and Mary Leggatt of 40, Park Place, Brighton, Sussex.

Husband of Paulina Leggatt.

George died at his home 36, High Street. Dover, Kent.

**LEWIS, ALAN WILLIAM GEORGE.** Assistant Steward, 179221.

Naval Auxiliary Personnel (Merchant Navy). H.M.S. Dasher.

Died 27 March 1943. Aged 21.

Son of Lilian Lewis of Robertsbridge, Sussex.

Commemorated on the Liverpool Naval Memorial. Panel 10, Column 2.

Alan's ship was built at Sun Shipbuilding, Chester. Pennsylvania., U.S.A., and laid down as the U.S. mercantile vessel 'Rio de Janeiro.' She was converted to an escort carrier on 12 April 1941 and named BAVG-5, after which she was transferred to the Royal Navy on completion 1 July 1942 and commissioned 1 July 1942. She was basically similar to the 'Archer' Class, but differed sufficiently to be regarded as a separate class. All in her class were converted in the U.S.A. from mercantile hulls. When Avenger and Biter first arrived in the United Kingdom they went immediately into dockyard hands to have their flight-decks lengthened by 42 feet to allow Swordfish aircraft to take off with a full load of weapons and fuel. H.M.S. Dasher supported the North African landings in November 1942. This was the last time the Sea Hurricane was used during 'Operation Torch,' the amphibious assault on North Africa. Sea Hurricanes of 800 and 801 squadron flew off of H.M.S. Biter, while H.M.S. Dasher carried Sea Hurricanes of 835 squadron. The Sea Hurricanes were very successful in protecting the beachheads against the French, with five Dewoitine D.520s being shot down and a further 47 aircraft destroyed on the ground.

Once the invasion had taken hold, the carriers withdrew, leaving the job of air cover to the R.A.F. and the U.S.A.A.F. Subsequently H.M.S. Dasher was destroyed by an accidental aviation fuel explosion in the river Clyde, off the Isle of Arran, Scotland on 27 March. 1943, resulting in the deaths of 379 sailors including Alan. The wreck of H.M.S. Dasher is located in the Firth of Clyde, to the south of Little Cumbrae Island, Scotland.

**LICENCE, MARGARET.**

Died 3 November 1943. Aged 72.

Resided at 8, Northampton Street, Dover, Kent.

Widow of Joseph George Licence.

Margaret died at her home 8, Northampton Street, Dover, Kent.

**LILLEY, WILLIAM.** No clear match.

**LITTLEHALES, REGINALD.** Sergeant (Air Gunner), 1268196.

Royal Air Force Volunteer Reserve. 625 Squadron, Royal Air Force.

Died 3 November 1943. Aged 33.

Son of Joseph and Annie Littlehales.

Husband of Kathleen Littlehales of Lydden, Dover, Kent.

Buried Reichswald Forest War Cemetery, Kleve, Nordrhein-Westfalen, Germany.

Grave Ref: 6. G. 6.

Lancaster bomber ED321 CF-V, flown by Flight Sergeant (Pilot), John G. Blackwood R.A.F. (V.R.) of Glasgow crashed over the target area at Düsseldorf, Germany, killing all the aircrafts seven crew including Reginald. At 1723 hours on 3 November 1943 the bomber took off from R.A.F. Kelstern, Lincolnshire, as part of a mixed bomber force of 589 aircraft, comprised of 344 Lancasters, 233 Halifaxes, and 12 Mosquitos. A total of 18 aircraft failed to return from the raid on Düsseldorf, they being 11 Lancasters and 7 Halifaxes. The main weight of the raid fell in the centre and south of the city with extensive damage both to housing and to industrial premises. 38 Lancaster II's of Nos. 3 and 5 Groups made the first large-scale test of the G-H blind-bombing device and attempted to bomb the Mannesmann tubular-steel works on the northern outskirts of Düsseldorf while the main raid was taking place. Five had to return early and two others were lost; the equipment in 16 other aircraft failed to function leaving only 15 aircraft to actually bomb the factory on G-H. The device later became a most useful blind-bombing device when it was produced in sufficient numbers for a major part of Bomber Command to be fitted with it. Resulting from this raid Flight Lieutenant William Reid, R.A.F. (V.R.) of 61 Squadron, R.A.F. was awarded the Victoria Cross, it being amongst the 23 that were awarded to airmen of Bomber Command during the Second World War, many of which were posthumous awards. Badly wounded and with his Lancaster was badly damaged on the way to Düsseldorf, by a Focke-Wulf F.W-190, with dead and injured crew, he pressed on rather than taking the normal course of turning back, William Reid then bombed the target accurately, and then in a display of incredible flying managed to get his shattered bullet riddled aircraft back to Norfolk.

**LOCKE, GEORGE CLIFFORD.**

Died 10 September 1944. Aged 18.  
Resided at 76, Pembury Road, Tonbridge, Kent.  
Son of the late Mr. and Mrs. A. Locke.  
George died whilst a patient at the County Hospital.

**LOHAN, GERARD HARRIS.** Captain, 94156.

South Staffordshire Regiment.  
Attached to the 8th Battalion, Durham Light Infantry.  
Died 17 July 1943. Aged 32.  
Born Eire. Resided Sheffield, Yorkshire.  
Son of Matthew Gordon Lohan and Queenie Lohan.  
Husband of Margaret Mary Lohan of Pittville, Cheltenham, Gloucestershire.  
Buried Catania War Cemetery, Sicily. Grave Ref: II. D. 28.  
Pre war member of the South Staffordshire Regiment.

**LOW, JAMES.** Corporal, 2751603.

1st Battalion, Black Watch (Royal Highlanders).  
Died 12 June 1940. Aged 36.  
Born Dundee. Resided Perth.  
Son of James and Jean Low.  
Husband of Louisa Low of Dover, Kent.  
Buried Veules-les-Roses Communal Cemetery, Seine-Maritime, France.  
Grave Ref: Row 1, Grave 3.  
Pre war member of the Black Watch (Royal Highlanders).

**LOWN, NORMAN EDMUND.** Petty Officer, C/JX 140413.

Royal Navy, H.M.S. Bullen.  
Died 6 December 1944. Aged 27.  
Son of Edmund Lown, and of Maud Lown (née Coleman).  
Husband of Lilian Rose Lown, of Dover, Kent.  
Buried Hillswick (St. Magnus) Cemetery, Zetland (Shetland). Grave Ref: Grave 205.  
Built at the Bethlehem Shipyard Inc. of Hingham, Massachusetts, U.S.A. for the American Navy in 1943, Norman's ship was never actually commissioned into the U.S. Navy, but was transferred to Great Britain as lend lease upon her completion, and was commissioned on 25 October 1943, as a Royal Navy 1140 ton Captain class frigate. On 6 December 1944 H.M.S. Bullen commanded by 32 year old Lieutenant Commander Anthony H. Parish, R.N. of Gerrards Cross, Buckinghamshire, was torpedoed and sunk by the German submarine U-775 west off Strathy Point, Scotland. Of the 168 crewmembers onboard Norman's ship, 71 went down with her. At the time of the sinking, the U-775 was commanded by 25 year old Oberleutnant zur See, Erich Taschenmacher.

**LUSH, CYRIL EDWARD.** Sapper, 1869296.

35 Fortress Company, Royal Engineers.

Died 28 April 1944. Aged 28.

Born Portsmouth, Hampshire. Resided Kent.

Son of Allen Lush, and of Mary Jane Lush of Dover, Kent.

Buried Chungkai War Cemetery, Kanchanaburi, Thailand. Grave Ref: 2. B. 6.

Pre war member of the Royal Engineers.

In view of the fact that Cyril was a member of the 35 Fortress Company, Royal Engineers, and a pre war soldier it would seem likely that he had been amongst the small number from his unit who had been captured by the Japanese as the bulk of officers and other ranks were lost at sea trying to escape to Java following the fall of Singapore, at which time his unit was based at Pulau Brani which is an island located off the southern coast of Singapore, near Keppel Harbour. Chungkai War Cemetery is located just outside the town of Kanchanaburi, which is 129 kilometres north-west of Bangkok, at the point where the river Kwai divides into two separate rivers; the Mae Khlong River and Kwai Noi River. The notorious Burma-Siam railway, built by Commonwealth, Dutch and American prisoners of war, was a Japanese project driven by the need for improved communications to support the large Japanese army in Burma. During its construction, approximately 13,000 prisoners of war died and were buried along the railway. An estimated 80,000 to 100,000 civilians also died in the course of the project, chiefly forced labour brought from Malaya and the Dutch East Indies or conscripted in Siam (Thailand) and Burma (Myanmar). The graves of those who died during the construction and maintenance of the Burma-Siam railway (except for the Americans, whose remains were repatriated) were transferred from camp burial grounds and isolated sites along the railway into three cemeteries at Chungkai and Kanchanaburi in Thailand and Thanbyuzayat in Myanmar. Chungkai was one of the base camps on the railway and contained a hospital and church built by Allied prisoners of war. The war cemetery is the original burial ground started by the prisoners themselves, and the burials are mostly of men who died at the hospital.

**LYNCH, ROBERT MAGNUS.**

C.D. Transport Service.

Died 23 March 1942. Aged 37.

Resided at 43, Elms Vale Road, Dover, Kent.

Son of John and Louisa Lynch of 7, Martells Terrace, Sandgate, Folkestone, Kent.

Husband of Violet Maud Lynch.

Robert died at the East Kent Garage, Dover, Kent.

**LYUS, ARTHUR EDWARD.**

Died 25 October 1940. Aged 29.

Husband of Doris Ellen Lyus of 79, Limekiln Street Flats, Dover, Kent.

Arthur was injured at the Priory Station, Dover, Kent and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**MACKEY, VICTOR WILLIAM.**

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 27.

Son of Albert and Mary Mackey.

Husband of Dorothy E. B. Mackey of Efford, Devon.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Victor served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**MANDERSON, HENRY (ROBERTSON).** Serjeant, 3241201.

7th Battalion, Seaforth Highlanders.

Died 12 May 1942. Aged 32.

Born and resided Edinburgh.

Son of William Hutchinson Manderson and Martha Manderson.

Husband of Ena Elizabeth Manderson.

Buried Ardersier Parish Churchyard, Inverness-shire, Scotland.

Of military interest is that within the parish of Ardersier, Fort George is located which houses the Regimental Museum of the Queen's Own Highlanders. When Fort George was finally completed in 1769, well behind time and budget, it was at that time arguably the strongest fortification ever built within the United Kingdom.

**MANTON, ERNEST PERCY.** Cook (S), C/MX 58162.

Royal Navy. H.M.S. Hood.

Died 24 May 1941. Aged 28.

Son of Thomas James and Elizabeth Jane Manton.

Commemorated on the Chatham Naval Memorial. Panel 49. Column 1, and in the Hood Chapel, Church of St John the Baptist, Boldre, Hampshire.

To learn more about the loss of Ernest's ship etcetera, please see [www.hmshood.com](http://www.hmshood.com) as it is one of the best off its kind for any British vessel, it includes a photograph of Ernest.

**MAPLE, WILLIAM JOHN.** Donkeyman.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 62.

Born 10 March 1882.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which William served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine

that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**MARJORAM, ALICE VIOLET.**

Died 29 August 1944. Aged 61.  
Widow of David John Marjoram.  
Alice died at 19 St. Andrews Terrace, Dover, Kent.

**MARKLEW, HENRY.**

Died 14 November 1940. Aged 59.  
Husband of Mrs. Marklew of 134, Folkestone Road, Dover, Kent.  
Henry died in the Sick Bay of H.M.S. Lynx.  
Also commemorated on the Dover Harbour Board, Second World War, Roll of Honour.

**MARSH, DOROTHY GEORGINA.**

Died 3 April 1942. Aged 13.  
Daughter of Sidney George and Rosina Elizabeth Marsh of 84, Union Road, Dover, Kent.  
Dorothy died at the Union Road Trenches, Dover, Kent.

**MARSH, EMMA.**

Died 3 April 1942. Aged 71.  
Resided at 96, Union Road. Dover Kent.  
Daughter of Henry and Ann Hopper of West Langdon, Dover, Kent.  
Widow of George Marsh.  
Emma died at the Union Road Trenches, Dover, Kent.

**MARSH, FLORENCE JANE.**

Died 26 September 1944. Aged 67.  
Resided at 41, Salisbury Road, Dover, Kent.  
Florence died at her home 41, Salisbury Road, Dover, Kent.

**MARSH, RONALD VICTOR.** No trace, but might be the following casualty, who appears to be the closest match obtained when accessing the CWGC commemorations:-

**MARSH, RONALD Y.** Steward's Boy.

Merchant Navy, S.S. Maid of Kent (London).

Died 21 May 1940. Aged 19.

Commemorated on the Tower Hill Memorial, London. Panel 66.

S.S. Maid of Kent was converted to a Hospital Ship at the start of the Second World War, after operating as a 2693 ton Cross-Channel Ferry vessel between the ports of Folkestone, Kent and Boulogne-sur-Mer, Pas de Calais. She was bombed and sank in the Paris basin at Dieppe Harbour, France on 21 May 1940, with the loss of twenty eight of her crew and nine medical staff, at which time she was clearly marked as a Hospital Ship, which could be ascertained from both sides of the ship and from the air, at the time of her loss Dieppe was designated a Hospital Port. Adding to the casualty roll associated with the bombing of the Hospital Ship, were people on board a Hospital Train loaded with casualties that was located adjacent to the S.S. Maid of Kent, many of whom also died when the fire spread to the trains carriages. Another of the Southern Railway cross Channel ferry ships the 2391 ton ship 'Brighton,' which in peacetime sailed between Newhaven and Dieppe, was also bombed and sunk in the English Channel, on the same day as the 'Maid of Kent' while in use as a Hospital Ship during a trip to Dieppe.

**MARSH, WILLIAM GEORGE.**

Died 5 October 1942. Aged 36.

Resided at 28, Adrian Street, Dover, Kent.

Son of Mr. W. H. Marsh.

William died at his home 28, Adrian Street, Dover, Kent.

**MARTIN, VICTOR DOUGLAS.** Lance Serjeant, 6343610.

162nd (9th Battalion, Queen's Own Royal West Kent Regiment) Regiment, Royal Armoured Corps.

Died 6 April 1943. Aged 25.

Born and resided Kent.

Son of Victor and Ellen Mary Martin.

Husband of Olive Daphne Martin of Chelsea, London.

Buried Brompton Cemetery, London. Grave Ref: Plot O. Grave 192036.

Pre war member of the Berkshire Regiment, but as Victor had an army number applicable to the Queen's Own (Royal West Kent Regiment), it would have been his initial regiment.

**MAXTED, RICHARD L.** Leading Telegraphist, C/JX140591.

Royal Navy, H.M.S. Tamar.

Died 31 October 1942. Aged 24.

Son of Leonard and Amelia Maxted of Great Missenden, Buckinghamshire.

Buried Yokohama War Cemetery, Japan. Grave Ref: British Section K.B. 13.

Richard's ship was scuttled in Kowloon Harbour on 12 December by the British, in order to prevent her from falling into the hands of the Japanese. H.M.S. Tamar was originally a



4650 ton troopship that was launched in 1863, that had been hulked as a base ship at Hong Kong in 1897. In memory of the vessel, the British named the Royal Naval Station in Hong Kong "HMS Tamar."

**MAY, ETHEL NELLIE.**

Died 7 May 1941. Aged 21.

Daughter of T. C. and E. M. May of Hougham Lodge Farm, Church Hougham, Dover, Kent.

Ethel died at the Market Square, Dover, Kent.

**MAY, JACK RAYMOND.** Flying Officer, 48875.

Royal Air Force.

Died 8 April 1943. Aged 23.

Son of Lieutenant Colonel William George May, O.B.E., and Louise May of Honor Oak, London.

Commemorated on the Ottawa Memorial, Ontario, Canada. Panel 2. Column 2.

Prior to enlisting in the Royal Air Force, Jack had served in the British army as a member of the Royal Sussex Regiment.

**MAYCOCK, MARY ALICE.**

Died 24 August 1940. Aged 29.

Resided at 15, Chevalier Road, Elms Vale, Dover, Kent.

Daughter of the late William and Mary Coughlin of Folkestone, Kent.

Wife of William Charles Maycock who is the next casualty briefly commemorated.

Mary died at her home 15, Chevalier Road, Elms Vale, Dover, Kent.

**MAYCOCK, WILLIAM CHARLES.** Police Constable.

Dover Borough Police.

Died 24 August 1940. Aged 31.

Resided at 15, Chevalier Road, Elms Vale, Dover, Kent.

Son of Louisa Maycock of 20, Chilham Road, Folkestone, Kent, and of the late W. C. Maycock.

Husband of Mary Alice Maycock.

William died at his home 15, Chevalier Road, Elms Vale, Dover, Kent.

**McCARTHY, DANIEL JEREMIAH (Mick).** Able Seaman, C/SSX 28234.

Royal Navy, H.M.S. Barham.

Died 25 November 1941.

Son of Patrick and May McCarthy of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 43. Column 1.

'Mick' is also commemorated in the H.M.S. Barham Book of Remembrance, which is held in Westminster Abbey close to the entrance of the West Door. It contains the names of the men who lost their lives. It is kept in a locked cabinet and opened once a year for the service of Remembrance. Relatives can apply to have the case opened and to turn the pages of the book upon application to one of the Abbey staff. To learn more about the

loss of H.M.S. Barham, and masses of other data appertaining to the ship, please see [www.hmsbarham.com](http://www.hmsbarham.com) it being the excellent website of the H.M.S. Barham Association.

**McCRACKEN, JOHN WILLIAM.** Gunner.

Royal Navy, H.M.S. Wryneck.

Died 27 April 1941. Aged 33.

Son of William and Agnes Maud Mabel McCracken.

Husband of Margaret Amelia McCracken of Rotherham, Yorkshire.

Commemorated on the Chatham Naval Memorial. Panel 41. Column 2.

Built by Palmers Shipbuilding & Iron Co Ltd of Jarrow-on-Tyne, H.M.S. Wryneck was commissioned on 11 November 1918 (Armistice Day). Like the majority of her type of V&W class destroyers, John's 1188 ton ship had been reduced to the reserve before the Second World War. During the early part of the war these ships served on fleet duties as well as convoy escort. As the war progressed their fleet duties were taken over by new, more modern destroyers and they were then only used as convoy escorts, to that end H.M.S. Wryneck was reconstructed to a Fast Escort which was completed on 29 August 1940. Commanded by 45 year old Commander Robert Henry D. Lane, R.N., of Westward Ho!, Devon, John's ship was sunk by bombs dropped by German Ju-87 (Stuka) aircraft, when she was about twenty nautical miles east off Cape Maleas, Greece.

**McDONALD, WILLIAM.**

Died 9 September 1940. Aged 54.

Resided at 5 Clarence Lawn, Dover, Kent.

Husband of Cicely Sophie McDonald.

William died at his home 5 Clarence Lawn, Dover, Kent.

**McGUIRE, ERNEST LIONEL.**

Died 12 September 1944. Aged 15.

Son of John Joseph McGuire of 27 Clarendon Road, Dover, Kent.

Ernest died at Folkestone Road, Dover, Kent.

**McKENZIE, DONALD.**

Died 23 March 1942. Aged 53.

Resided at 69 Barton Road, Dover, Kent.

Husband of Thirza Ada McKenzie.

Donald was one of four people who died at the Conservative Club, Dover, Kent, during an air raid by four Junkers JU 88 bombers just before 2100 hours on the evening of 23 March 1942. He was employed by the local Co-op as the Bakery Manager.

**McTOLDRIDGE, FRANK WILFRED.** Signaller, 2337392. B.A. (Lond.).

7th Armoured Division Signals, Royal Corps of Signals.

Died Saturday 29 November 1941. Aged 25.

Born Kent. Resided Ayr, Scotland.

Son of Arthur Charles and Edith Annie McToldridge of Whitfield, Dover, Kent.

Buried Halfaya Sollum War Cemetery, Egypt. Grave Ref: 20. B. 5.

Frank was a pupil at the Dover, Kent Grammar School for Boys from 1926 to 1935 where he is also commemorated in the Second World War Book of Remembrance.

**MEAD, FRED WILSHAW.**

Died 10 September 1944. Aged 53.

Son of the late Mr. and Mrs. Mead of Hull.

Husband of Dorothy Adelaide Mead of 7, De Burgh Street, Dover, Kent.

Fred died at London Road, Dover, Kent.

**MERRICKS, LESLIE FRANK.** Pilot Officer (Navigator), 156005.

Royal Air Force Volunteer Reserve. 51 Squadron, Royal Air Force.

Died Saturday 28 August 1943.

Buried Durnbach War Cemetery, Bad Tolz, Bayern, Germany.

Grave Ref: Collective grave 1. J. 12-18.

Leslie was a pupil at the Dover, Kent Grammar School for Boys from 1933 to 1939, where he is also commemorated in the Second World War Book of Remembrance.

At 2054 hours on 27 August 1943 Halifax bomber HR869 MH-Z flown by 29 year old Flight Lieutenant (Pilot) Thomas R. Dobson from Selby, Yorkshire, took off from R.A.F. Snaith, Yorkshire on a mission to Nuremburg, Nürnberg, Germany. Leslie was amongst the bombers seven man crew who were all killed when their aircraft crashed at the village of Hellmitzheim, 13 kilometres south east of Kitzingen, Bavaria, Germany, the reason for the bombers loss not established. All the crew were initially buried at Hellmitzheim, but their graves are now located in the Durnbach War Cemetery. The site for Durnbach War Cemetery was chosen, shortly after hostilities had ceased, by officers of the British Army and Air Force, in conjunction with officers of the American Occupation Forces in whose zone Durnbach lay. The great majority of those buried here are airmen shot down over Bavaria, Wurtemberg, Austria, Hessen and Thuringia, brought from their scattered graves by the Army Graves Service. The remainder of the casualties are men who were killed while escaping from prisoner of war camps in the same areas, or who died towards the end of the War on forced marches from the camps to more remote areas. Halifax bomber HR869 MH-Z was amongst a mixed bomber force of 674 aircraft, that was comprised of 349 Lancasters, 221 Halifax's and 104 Stirlings taking part in the raid to Nuremburg. 33 aircraft, they being 11 of each type on the raid failed to return from it. The marking for this raid was based mainly on H2S, 47 of the Pathfinder H2S aircraft were ordered to check their equipment by dropping a 1,000-lb bomb on Heilbronn, Baden-Württemberg while flying to Nuremburg, and 28 Pathfinder aircraft were able to carry out this order. Nuremburg was found to be free of cloud but it was very dark. The initial Pathfinder markers were accurate but a creepback quickly developed which could not be stopped because so many Pathfinder aircraft had difficulties with their H2S sets. The Master Bomber could do little to persuade the Main Force to move their bombing forward; mainly due to the fact that only a quarter of the crews could actually hear his broadcasts.

**MILES, ARTHUR GEORGE.** Bombardier, 1032404.

148 (The Bedfordshire Yeomanry) Field Regiment, Royal Artillery.

Died 21 September 1943. Aged 41.

Born and resided Kent.

Son of Henry William and Sarah Jane Miles of Ramsgate, Isle of Thanet, Kent.

Husband of Eliza Winifred Miles of Ramsgate, Isle of Thanet, Kent.

Buried Chungkai War Cemetery, Kanchanaburi, Thailand. Grave Ref: 1. N. 7.

Pre war member of the Royal Artillery.

On 15 February 1942, the 148 (The Bedfordshire Yeomanry) Field Regiment, Royal Artillery, which was a Territorial Army formation was captured at the Fall of Singapore, having arrived there in the 18th British Infantry Division only the month previously.

**MILLS, ELLEN KATE.**

Died 1 September 1944. Aged 39.

Resided at 9, Peter Street. Dover Kent.

Wife of Private Bert Thomas Mills, Corps of Military Police, and mother of Yvonne Mary Mills who died with her and is briefly commemorated below.

Ellen died at the Lagoon Cave, High Street, Dover, Kent.

**MILLS, HILDA MAY.**

Died 12 June 1941. Aged 22.

Resided at 14 Randolph Road, Dover, Kent.

Wife of Private Ronald Edward George Mills, The South Lancashire Regiment.

Hilda died at her home 14, Randolph Road, Dover, Kent.

**MILLS, YVONNE MARY.**

Died 1 September 1944. Aged 4.

Resided at 9, Peter Street. Dover Kent.

Daughter of Private. Bert Thomas Mills, Corps of Military Police, and of Ellen Kate Mills.

Yvonne died with her mother at the Lagoon Cave, High Street, Dover, Kent.

**MILSTEAD, WILLIAM HENRY.** It would seem likely that this casualty is (possibly) recorded in the Dover, Kent, Second World War Book of Remembrance with his surname spelt incorrectly. Probably the following casualty, who is also commemorated on the Shepherdswell, Dover, Kent, civic war memorial, is the correct man. As this is clearly not a 'perfect match,' caution is advised should anybody at some future date be carrying out more detailed research on this casualty and/or Dover, Kent area fallen:-

**MILSTED, WILLIAM HENRY.** Ordinary Seaman, C/JX 331451.

Royal Navy, H.M.S. Dasher.

Died 27 March 1943. Aged 21.

Son of Albert and Emily Bessie Milsted of Shepherdswell, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 70. Column 2.

'Mystery' still surrounds what caused the loss of 379 lives aboard the aircraft carrier on the day that William died. For years the explosion was attributed to the ship being struck

by a torpedo, but of late, different causes have been put forward. All those lost are recorded in the "Dasher Memorial Book" kept in the North Ayrshire Museum. A new memorial has now been erected near Androssan close to where the tragedy occurred.

**MIRIAMS, JACK LEONARD.** Flight Sergeant (Navigator), 658855.

Royal Air Force Volunteer Reserve. 76 Squadron, Royal Air Force.

Died Thursday 20 January 1944.

Buried Berlin 1939-45 War Cemetery, Germany. Grave Ref: 4. L. 13.

Jack was a pupil at the Dover, Kent Grammar School for Boys from 1934 to 1938, where he is also commemorated in the Second World War Book of Remembrance.

More in depth searching is necessary to confirm same, but Jack possibly had served in the army as a member of the Royal Fusiliers (City of London Regiment), prior to joining the Royal Air Force Volunteer Reserve. At 1634 hours on 20 January 1944, Halifax bomber LK921 MP-R flown by 26 year old Pilot Officer (Pilot) Victor Parrott R.C.A.F. from Redlake, Ontario, Canada took off from Holme-on-Spalding Moor, Yorkshire on a mission to Berlin, Germany. Jack was amongst the seven man crew of the Halifax who were killed when their aircraft crashed in open countryside some 15 kilometres north west of Burgkernitz, Saxonia-Anhalt which is a village between Dessau and Leipzig, north of the Muldestausee, (man made lake) and 9 kilometres east north east of Wolfen. All the crew are buried in the Berlin, Germany 1939-45 War Cemetery. The site of Berlin 1939-45 War Cemetery was selected by the British Occupation Authorities and Commission officials jointly in 1945, soon after hostilities ceased. Graves were brought to the cemetery from the Berlin area and from eastern Germany. The great majority of those buried here, approximately 80 per cent of the total, were airmen who were lost in the air raids over Berlin and the towns in eastern Germany. 769 aircraft, comprised of 495 Lancasters, 264 Halifax's and 10 Mosquitos took part in the mission to Berlin. 35 aircraft, they being 22 Halifax's, 13 Lancasters were lost, including No 102 Squadron, from Pocklington, which lost 5 of its 16 Halifax's on this raid, 2 more crashed in England and the squadron would lose 4 more aircraft in the next night's raid. Whilst not of the same magnitude as No 102 Squadron, Jack's squadron lost a total of 3 of its Halifax's on the raid, his aircraft being the sole one with a total loss of crew. The bomber approach route during the raid took a wide swing to the north but, once again, the German controller managed to feed his fighters into the bomber stream early and the fighters scored steadily until the force was well on the way home, and the diversions were not large enough to deceive the Germans. The Berlin area was, as so often, completely cloud-covered and what happened to the bombing something of a mystery. The Pathfinder skymarking appeared to go according to plan and crews who were scanning the ground with their H2S sets believed that the attack fell on eastern districts of Berlin. No major navigational problems were experienced, but no photographic reconnaissance was possible until after a further four raids on Berlin were carried out, but the various sources from which the Berlin reports are normally drawn all show a complete blank for the night that Jack lost his life.

**MISCHE, FREDERICK CHARLES.** Home Guard and A.R.P. Ambulance Driver.  
Died 23 March 1942. Aged 45.  
Resided at 11, Winchelsea Street, Dover, Kent.  
Husband of R. Mische.  
Frederick died at the East Kent Garage, Dover, Kent.

**MOORE, DORIS WINIFRED AGNES.**  
Died 12 December 1942. Aged 16.  
Resided at 31, Victoria Street, Dover, Kent.  
Daughter of Rose Doris Lillian Potter (formerly Moore).  
Doris had been injured on 11 December 1942, at her home 31, Victoria Street, Dover, Kent, and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**MOORE, FREDERICK RONALD.**  
Died 12 June 1941. Aged 10 Weeks.  
Resided at 20, Randolph Road, Dover, Kent.  
Son of Frederick Walter and Ivy Victoria Moore, and brother of Minyon Moore who also lost their lives in the same incident, and who are all briefly commemorated below.  
Frederick died at his home 20, Randolph Road, Dover, Kent.

**MOORE, FREDERICK WALTER.**  
Died 12 June 1941. Aged 33.  
Resided at 20, Randolph Road, Dover, Kent.  
Husband of Ivy Victoria Moore.  
Frederick died at his home 20, Randolph Road, Dover, Kent.

**MOORE, IVY VICTORIA.**  
Died 12 June 1941. Aged 26.  
Resided at 20, Randolph Road, Dover, Kent.  
Daughter of Mrs. A. E. Chatwin (formerly Wilson) of 201, London Road, Dover, Kent, and of the late H. J. Wilson.  
Wife of Frederick Walter Moore.  
Ivy died at her home 20, Randolph Road, Dover, Kent.

**MOORE, MINYON ELSIE.**  
Died 12 June 1941. Aged 4.  
Resided at 20, Randolph Road, Dover, Kent.  
Daughter of Frederick Walter and Ivy Victoria Moore.  
Minyon died at her home 20, Randolph Road, Dover, Kent.

**MORLAND-HUGHES, RICHARD WETHERED.** M.B.E., M.C. Major, IA/199.  
1st Battalion, 5th Royal Gurkha Rifles (Frontier Force). Indian Army.  
Died 19 June 1944. Aged 33.  
Son of Charles Morland Cunynghame Hughes, and of Elsie Louise Morland-Hughes, of Dover, Kent.  
Buried Assisi War Cemetery, Italy. Grave Ref: VIII, G, 3.

To the east of Perugia, Umbria, Italy, dominating the Tiber Valley is an escarpment which marks the beginning of the rough country, and is a ridge rising to a height of about a thousand feet, extending for approximately five miles between the rivers Tiber and Chiascio. The villages of Ripa and Civitella stood upon its crest, the former giving the ridge its name, and at Civitella a prominent tower afforded observation for many miles around. During the afternoon of 18 June 1944, the 1st Battalion, 5th Royal Gurkha Rifles, commanded by Richard, and supported by two troops of the North Irish Horse, attacked the escarpment opposite Civitella. German infantry located in the village cemetery, armed with Panzerfaust hand-held anti tank weapons destroyed two of the tanks of the North Irish Horse. At 0400 hours the following morning the village was reported as captured and consolidated, and after daybreak the Richard's battalion attempted to work along the ridge towards the village of Ripa. Quite literally as soon as the advance began, heavy artillery shelling, and mortaring revealed the presence of substantial German forces, and enemy guns knocked out three tanks which had reconnoitered to hastily. The enemy artillery shoot on Civitella increased with mounting intensity, and at 1030 hours a counter attack of approximately company strength developed from across the river Tiber. Fortunately the German concentrations had been observed, and the assault broke down under accurate and sustained defensive fire. At 1100 hours with Civitella secure, 'D' Company of the Gurkhas supported by tanks and artillery, worked their way towards the village of Ripa. Unfortunately well prepared positions blocked all approaches, but as Richard and his Gurkhas made their way around them, the rearguards hastily evacuated their positions. Simultaneously soldiers of the Royal Fusiliers (City of London Regiment), advanced against the ridge position above the Chiascio river. At 1530 hours the leading company ran into concentrated machine-gun fire, one thousand yards south-east of its objective, and the Company Commander was killed, and to compound matters, all of the other officers also became casualties. With commendable courage and endurance the Royal Fusiliers worked up on the right of the Gurkhas, and took over Ripa village, and reorganized the sector. Regretably it was during this consolidation that Richard, who led his battalion in the bitter Mozzagrogna fighting, was mortally wounded. Various commentators have described his death as being not only a great loss to his men, but also to the whole division. Richard was the author of the book "My Dear Walter: Observations of a Gurkha Officer, 1937-43," which was published by the Quiller Press Ltd, (London) in 1987, with the Foreword by General Sir John Hackett, and was published in aid of the Gurkha Welfare Trust. The book is primarily comprised of letters written by Richard, to his then teenage, and probably impressionable brother Walter. Richard's brother, 24 year old Captain, Walter Robert James Morland-Hughes of the 3rd Queen Alexandra's Own Gurkha Rifles died on 7 November 1947, but possibly due to the date of his demise, he is not also commemorated in the same Book of Remembrance.

**MORECRAFT, ALBERT FREDERICK.** Able Seaman, C/J 108309.

Royal Navy, H.M.S. Duchess.

Died 12 December 1939. Aged 33.

Son of Charles and Mabel Clara Morecraft.

Commemorated on the Chatham Naval Memorial. Panel 33. Column 2.

Built by Palmers Shipbuilding & Iron Co Ltd of Jarrow-on-Tyne, Albert's ship was a 1375 ton 'D' class destroyer that was commissioned on 24 January 1933. Unlike most of the 'Dover' service and civilians war deaths that are directly attributable to enemy action, Albert's sad demise was not due to same. Commanded by 34 year old Lieutenant Commander Robert C.M. White, R.N., a son of Sir Robert Eaton White, Bt., and Lady White, of Woodbridge, Suffolk, H.M.S. Duchess was on China Station at the outbreak of the Second World War. At the start of the hostilities Albert's destroyer was ordered by the Admiralty to return to the United Kingdom forthwith with her Flotilla, after which she then proceeded so to do, via Singapore, Colombo, Aden, Suez and Malta. At Malta, H.M.S. Duchess, H.M.S. Dainty commanded by Commander F.M. Walton, R.N., and H.M.S. Delight commanded by Commander M. Fogg-Elliot, R.N., were detached to escort the battleship H.M.S. Barham commanded by Captain H.T.C. Walker, R.N., to the river Clyde. As H.M.S. Duchess was arriving in the Clyde on 12 December 1939 whilst escorting H.M.S. Barham, at 0400 hours in the North Channel, 9 nautical miles off the Mull of Kintyre, possibly due to fog in the area, the zigzagging pattern of the battleship and destroyer crossed. The combination resulted in the tragic loss of Albert's ship as H.M.S. Barham impacted H.M.S. Duchess, cutting her in half. Sadly, there were only 23 survivors of the 160 crew.

**MORLEY, ALBERT JOHN.** Private, 6291176.

5th Battalion, The Buffs (Royal East Kent Regiment).

Died 8 April 1943. Aged 30.

Born and resided Hastings, Sussex.

Son of Albert and Caroline F. Morley of Dover, Kent.

Husband of Catherine Morley of Welling, Kent.

Buried Oued Zarga War Cemetery, Tunisia. Grave Ref: 1. J. 5.

Prior to enlisting in the army, Albert was an employee of the East Kent Road Car Co Ltd., and is commemorated on the company Second World War memorial plaque which was originally erected in the Employees' Social Club, Dover, Kent Depot of the East Kent Road Car Co Ltd. The plaque is now in the safe keeping of the Dover, Kent Transport Museum.

**MORRIS, HENRY.** Sub-Lieutenant (A).

Royal Navy, H.M.S. Ark Royal.

Died Wednesday 11 June 1941. Aged 21.

Son of Robert Henry and Elsie May Morris of Dover, Kent.

Commemorated on the Lee-on-Solent, Memorial, Hampshire. Bay 1. Panel 7.

Henry was a pupil at the Dover, Kent Grammar School for Boys from 1933 to 1938, where he is also commemorated in the Second World War Book of Remembrance.

Henry's ship which was the third H.M.S Ark Royal was commissioned in 1938 as a 23,000 ton Fleet Carrier, and was the second Royal Navy ship conceived and designed as



a 'flat top' aircraft carrier. At the outbreak of the Second World War, the ship was attached to the Home Fleet and during late 1939 and early 1940 she took part in many operations in the Mediterranean. On 26 May 1941 H.M.S. Ark Royal was directly involved in the sinking of the Bismarck, with her torpedo aircraft scoring two crippling hits. Commanded by 26 year old Kapitänleutnant, Friedrich Guggenberger, the German submarine U-81 torpedoed Henry's old ship on 13 November 1941, when the aircraft carrier was approximately 30 miles from Gibraltar, sinking 14 hours later. It would seem likely that Henry was amongst the ships Hurricane pilots, and died during the 'Operation Dunlop' undertakings, but when time permits, hopefully more detailed researches into his demise will be carried out.

**MOSELING, ALFRED HARRY HAWKINS.** Lance Serjeant, 2094058.

579 Army Field Company, Royal Engineers.

Died 7 May 1943. Aged 23.

Born and resided Kent.

Son of Francis and Rose Moseling of Buckland, Dover, Kent.

Buried Medjez-El-Bab War Cemetery, Tunisia. Grave Ref: 11. E. 17.

Alfred was a pre war member of the Royal Engineers, and is numbered amongst the very few Second World War Dover casualties who are commemorated on the Dover, Kent civic war memorial.

**MULLANE, JOHN.**

Died 7 June 1944. Aged 64.

Husband of Daisy Mullane.

John died at 41, Albany Place, Dover, Kent.

**MULLER, HERBERT GAGE.** Flying Officer (Pilot), 39558.

Royal Air Force. 99 Squadron.

Died 1 May 1940. Aged 28.

Son of William Herbert and Phyllis May Muller of Chalfont St. Giles, Buckinghamshire.

Buried Richmond Cemetery, Surrey. Grave Ref: Block B.B. Grave 21.

Herbert was amongst the six crew of Wellington bomber P9276 LN-, which was flown by 35 year old Flight Sergeant (Pilot), John W.L.G. Brent. The aircraft took off at 1800 hours on 30 April 1940, from R.A.F. Newmarket, Cambridgeshire, engaged on a bombing mission to Stavanger, Norway. Herbert's aircraft was lost over the North Sea and is thought to have crashed in or near the Wash, but the cause of the crash was not established. There were no survivors, but all the crews bodies were eventually recovered from the water. At the time of the operation, Bomber Command paid particular attention to the enemy held airfields in its reach, notably those at Stavanger, Trondheim and Oslo in an effort to deny their use by the Luftwaffe. These appear to have had little success as by the end of the April 1940, photos showed in excess of 150 German aircraft located at Stavanger alone, in addition to substantial numbers at other locations in German hands.

**MURPHY, FREDERICK HENRY.** Chief Cook.

Merchant Navy, S.S. Maid of Kent (London).

Died 21 May 1940. Aged 36.

Commemorated on the Tower Hill Memorial, London. Panel 66.

Built in 1925 the 2386 ton 'Maid of Kent' was converted to a Hospital Ship at the start of the Second World War, after operating as a Southern Railway cross Channel ferry between the ports of Folkestone, Kent and Boulogne-sur-Mer, Pas de Calais. She was bombed and sank in the Paris basin at Dieppe Harbour, France on 21 May 1940, with the loss of twenty eight of her crew and nine medical staff, at which time she was clearly marked as a Hospital Ship, which could be ascertained from both sides of the ship and from the air, at the time of her loss Dieppe was designated a Hospital Port. Adding to the casualty roll associated with the bombing of the Hospital Ship, were people on board a Hospital Train loaded with casualties that was located adjacent to the S.S. Maid of Kent, many of whom also died when the fire spread to the trains carriages. Another of the Southern Railway cross Channel ferry ships the 2391 ton ship 'Brighton,' which in peacetime sailed between Newhaven and Dieppe, was also bombed and sunk in the English Channel, on the same day as the 'Maid of Kent' while in use as a Hospital Ship during a trip to Dieppe.

**MYERS, JACK JACOB.** No clear match, the best match appears to be the following:-

**MYERS, JOHN JACOB.** Sergeant (Observer), 580910.

10 Squadron, Royal Air Force.

Died 11 June 1940.

Buried Abbeville Communal Cemetery Extension, Somme, France.

Grave Ref: Plot 5. Row H. Grave 15.

John was amongst the five crew of Whitley bomber P4954 ZA-T, which was flown by 25 year old Sergeant (Pilot), Leslie A. Keast of North End, Portsmouth, Hampshire. The aircraft took off from R.A.F. Dishforth, North Yorkshire at 2047 hours on 10 June 1940 flying to France, during the Battle of France 1940. John's bomber was lost in the Abbeville area, of the Department of the Somme where all the crew are at rest.

**NASH, FREDERICK.** Leading Aircraftman, 1387959.

Royal Air Force Volunteer Reserve.

Died 10 April 1942. Aged 24.

Son of Mrs. H. Nash of Dover, Kent.

Buried Montgomery (Oakwood) Cemetery Annex, Alabama, United States of America.

Grave Ref: Section N. Lot 111. Grave 2.

Although Frederick is shown at his CWGC commemoration as a Leading Aircraftman, it does not show U/T i.e. Under Training, which of course might be correct, but Montgomery (Oakwood) Cemetery Annex where he is buried contains 78 Commonwealth burials of the Second World War, all airmen who died while training in Alabama under the British Commonwealth Air Training Plan. There are also 20 French war graves in the cemetery and two non-war burials. Although more research is needed to confirm same, but Frederick was probably a Pilot U/T at the Gunter Basic Flying Training School, which was in use for same from 27 August 1940. This school was among the first established under the Second World War, U.S. Air Corps expansion

program. BT-13s were the principal aircraft used in the ten week training course until 1944, when they were replaced by AT-6s. Once, nearly 400 aircraft were involved in the training program, and with good reason the skies over the airfield were hailed as the "densest air traffic in the world." The school was closed during September 1945, by which time in excess of 12,000 trainees, American, British, and French earning their "wings," and for obvious reasons, with British trainee pilots dominating the early classes.

**NEILL, WILLIAM STANLEY.** Guardsman, 2665325.

4th Battalion, Coldstream Guards.

Died Tuesday 31 October 1944. Aged 20.

Born South East London. Resided Kent.

Mierlo War Cemetery, Noord-Brabant, Netherlands. Grave Ref: VII. F. 9.

William was a pupil at the Dover, Kent Grammar School for Boys from 1935 to 1942, where he is also commemorated in the Second World War Book of Remembrance.

**NICHOLLS, ROSA.**

Died 31 March 1941. Aged 77.

Resided at 22, Bartholomew Street, Dover, Kent.

Rosa was injured at her home 22, Bartholomew Street, Dover, Kent and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**NIX, ROLAND PERCY.** Private, 5393346.

9th Battalion, Royal Sussex Regiment.

Died 29 September 1944. Aged 21.

Born Kent. Resided Buckinghamshire.

Son of Roland Percy and Florence Nix of Dover, Kent.

Buried Kirkee War Cemetery, India. Grave Ref: 1. K. 11.

**NORLEY, RONALD WILLIAM.D.F.M.** Sergeant (Wireless Op./Air Gunner), 1386374.

Royal Air Force Volunteer Reserve. 49 Squadron, Royal Air Force.

Died 26 November 1943. Aged 23.

Son of William John and Alice Maud Norley of Dover, Kent.

Buried Berlin 1939-45 War Cemetery, Germany. Grave Ref: Joint grave 9. F. 14-15.

Although Ronald's father is not shown as being the late William John Norley, on his CWGC commemoration, it would appear that he had pre-deceased his son, and is **probably** the next casualty briefly commemorated below.

Ronald's award of the Distinguished Flying Medal was not Gazetted until 8 May 1945, but he was the holder of same prior to his death which occurred at Gransee, Brandenburg, Germany. Flown by 21 year old Warrant Officer (Pilot) Ronald Brunt, R.A.F.(V.R.) of Chadderton, Lancashire, Lancaster bomber JB632 EA-D took off from R.A.F Fiskerton, Lincolnshire at 1731 hours in a mixed bomber force taking part in a raid on Berlin, which was comprised of 443 Lancasters and 7 Mosquitos to Berlin and Stuttgart (diversion). Both forces flew a common route over Northern France and on nearly to Frankfurt before diverging. The German controllers thought that Frankfurt was the main target until a late stage and several bombers were shot down as they flew past Frankfurt. Resulting from the Frankfurt diversion only a few fighters appeared over Berlin, where flak was the main

danger, but the scattered condition of the bomber stream at Berlin meant that bombers were caught by fighters off track on the return flight and the casualties mounted. 28 Lancasters, and 14 more Lancasters crashed in England. The weather was clear over Berlin but, after their long approach flight from the south, the Pathfinders marked an area 6-7 miles north-west of the city centre and most aircraft bombed there. Because of Berlin's size, however, most of the bombing still fell within the city boundaries and particularly on the semi-industrial suburb of Reinickendorf; smaller amounts of bombing fell in the centre and in the Siemensstadt (with many electrical factories) and Tegel districts. The Berlin Zoo was heavily bombed on this night, and although many of the animals had been evacuated to Zoos in other parts of Germany, but the bombing killed most of the remainder. Several large and dangerous animals such as Leopards, Panthers, Jaguars, and Apes, escaped and had to be hunted and shot in the streets. Only Sergeant J.G. Burrows survived the Lancasters crash at Gransee, Brandenburg, Germany, south of Gransee Lake, and was taken prisoner. The remaining six who lost their lives including Ronald Norley are at rest in the Berlin 1939-45 War Cemetery, Germany.

**NORLEY, WILLIAM JOHN.**

Died 1 November 1941. Aged 52.

Husband of A. M. Norley of 4, Northbourne Avenue, Dover, Kent.

William died at Astor Avenue, Dover, Kent.

(Please also note comments at the brief commemoration to the last casualty above).

**NORTON, LESLIE GEORGE.** Gunner 1469218.

233 (Kent) Battery, 75 (Cinque Ports) (Home Counties) Heavy Anti-Aircraft Regiment, Royal Artillery, (Territorial Army).

Died Middle East 5 June 1943. Aged 23.

Born and resided Kent.

Son of Harold Nowill Norton and Louisa Margaret Norton of Ashford, Kent.

Buried Habbaniya War Cemetery, Iraq. Grave 2. A. 4.

Pre war member of the Royal Artillery.

At the time of Leslie's demise, his regiment had been deployed in Iraq as part of Paiforce since October 1942.

**OATES, JOHN GERALD BEVERIDGE.** D.S.C. Master.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 37.

Born 13 December 1907. Merchant Navy Discharge number: R35838.

Commemorated on the Tower Hill Memorial, London. Panel 4, and on the Kingswood College Memorial Roll 1939-1945 plaque, (in the chapel), Grahamstown, South Africa.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which John served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with

the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**O'CONNOR, ROBERT WILLIAM ALBERT.** Corporal, T/2063261.

Royal Army Service Corps.

Died 28 September 1940. Aged 25.

Born and resided Kent.

Son of Robert William and Eliza Emily O'Connor.

Husband of Sarah E. O'Connor of Sandwich, Kent.

Buried Charlton Cemetery, Dover, Kent. Grave Ref: Sec. V.S. Grave 32.

Pre war member of the Royal Army Service Corps.

**ODELL, EMMA.**

Died 5 October 1942. Aged 86.

Daughter of Richard Gatehouse of Charlton Green, Dover, Kent.

Wife of Frederick Odell of 95, Balfour Road, Dover. Kent.

Emma died at 22, Adrian Street, Dover, Kent.

**O'KEEFE, JAMES HENRY.** Corporal, 2756230.  
5th Battalion, Black Watch (Royal Highlanders).  
Died 28 August 1944. Aged 22.  
Born Kent. Resided New Zealand.  
Son of Florence Beatrice O'Keefe of Buckland, Dover, Kent.  
Buried St Desir War Cemetery, Calvados, France. Grave Ref: I. C. 10.  
Pre war member of the Black Watch (Royal Highlanders).

**ONSLOW, GEOFFREY HAROLD.** Captain, 67120.  
2nd Battalion, The Hertfordshire Regiment, Bedfordshire and Hertfordshire Regiment.  
Died 1 June 1940. Aged 28.  
Born Surrey. Resided Berkshire.  
Son of Brigadier-General Cranley Charlton Onslow, C.M.G., C.B.E., D.S.O., The Bedfordshire and Hertfordshire Regt., and of Sydney Alice Onslow (nee Franklin), of Windsor, Berkshire.  
Buried De Panne Communal Cemetery, De Panne, West-Vlaanderen, Belgium.  
Grave Ref: Plot 2. Row C. Grave 23.  
Pre war member of the Bedfordshire and Hertfordshire Regiment.

**PADDOCK, ALAN GEORGE.** Captain, 204311.  
2nd Battalion, Bedfordshire and Hertfordshire Regiment. Attached to the Indian Army.  
Died Thursday 27 January 1944.  
Born and resided Kent.  
Buried Taukkyan War Cemetery, Myanmar. Grave Ref: 4. K. 16.  
Alan was a pupil at the Dover, Kent Grammar School for Boys from 1930 to 1940, where he is commemorated in the Second World War Book of Remembrance.

**PAGE, CHARLES PERCY.** Leading Seaman, C/J 114039.  
Royal Navy, H.M.S. Registan.  
Died 27 May 1941. Aged 32.  
Son of John Samuel and Kate Page of Dover, Kent.  
Commemorated on the Chatham Naval Memorial. Panel 43. Column 1.  
Built in 1930 by J. Readhead & Sons Ltd, of South Shields, the 5886 ton steam merchant ship was owned by F.C. Strick & Co Ltd, (London). On 13 September 1940, the ship was requisitioned by the Admiralty for war service with the Royal Navy and converted to the ocean boarding vessel (OBV), and became H.M.S. Registan (F 106). On 27 May 1941, Charles's ship was bombed by German aircraft off Cape Cornwall. The ship caught fire and Charles was sadly amongst the sixty three crew members of his ship who were lost during the attack on H.M.S. Registan. The survivors were rescued by H.M.S. Vansittart (D 64), H.M.S. Wivern (D 66), and H.M.S. Wild Swan (D 62) and safely landed at Milford Haven. The badly damaged ship was towed to Falmouth by the British tug 'Goliath,' where she was rebuilt as a merchant vessel and was returned to her owners in November 1941. At 0112 hours on 29 September 1942, the unescorted Registan (Master Charles Spencer Bartlett) was torpedoed and sunk by the German submarine U-332 commanded by Kapitänleutnant Johannes Liebe about 140 miles east of Barbados. Eleven crew members and five gunners were lost. The master, thirty four crew members

and three D.E.M.S. gunners were picked up on 30 September by the Argentinean merchant ship SS Rio Neuquen and landed at Pernambuco, Brazil, on 11 October 1942.

**PARFITT, JOHN THOMAS.** Corporal, Home Guard.

Died 28 June 1943. Aged 54.

Husband of Frances Winnie Parfitt of 5, Halisfred Terrace, Lower Road, River, Dover, Kent.

John died at the General Post Office, Dover, Kent.

**PASCALL, JOHN EDWARD LACEY.** Sergeant, 6291180.

1st Battalion, The Buffs (Royal East Kent Regiment).

Died 13 April 1945. Aged 30.

Born and resided Kent.

Son of Edward Lacey Pascall and Ellen Elizabeth Pascall of Dover, Kent.

Buried Argenta Gap War Cemetery, Italy. Grave Ref: III, F, 7.

**PASCALL-RICKETS, L.** No trace.

**PASCOE, W.J.C.** No trace, or CWGC commemoration, but is almost certainly the same casualty who was pupil at the Dover, Kent Grammar School for Boys from 1931 to 1935. His school commemoration shows “Died of wounds, January 1946,” and the “Recce” as shown in the Second World War Book of Remembrance was probably indicative of him having been a member of the Reconnaissance Corps, which was disbanded after the war on 1 August 1946. In the Grammar School, Second World War Book of Remembrance he is commemorated as **PASCOE, W.T.C.**, but have **assumed** him to be the same man.

**PAY, WILLIAM JOHN.** Private, 5503178.

1/4th Battalion, Hampshire Regiment.

Died 2 March 1943. Aged 26.

Born and resided Dorset.

Son of William and Ethel M. M. Pay of Dover, Kent.

Commemorated on the Medjez-el-Bab Memorial, Tunisia. Face 23.

Prior to enlisting in the army, William was an employee of the East Kent Road Car Co Ltd., and is commemorated on the company Second World War memorial plaque which was originally erected in the Employees’ Social Club, Dover, Kent Depot of the East Kent Road Car Co Ltd. The plaque is now in the safe keeping of the Dover, Kent Transport Museum.

**PAYNE, FRANCIS WILLIAM.** Baker.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 38.

Born 3 July 1906. Merchant Navy Discharge number: S14935.

Husband of E. E. Payne, of Buckland, Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking. Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Francis served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**PAYNE, PHOEBE SARAH.**

Died 25 October 1943. Aged 58.

Resided at 20, Glenfield Road, Dover, Kent.

Daughter of Mr. Mockett, of Whitstable, Kent.

Wife of Edmund John Payne.

Phoebe died at her home 20, Glenfield Road, Dover, Kent.



**PEARCE, WILLIAM JOHN.** Lieutenant.

Royal Naval Reserve.

Died 7 February 1941. Aged 59.

Husband of Ada Pearce of Dover, Kent.

Buried St. James's Cemetery, Dover, Kent. Grave Ref: Section G.W. Grave 11.

Also commemorated on the Dover Harbour Board, Second World War, Roll of Honour.

**PEARSON, WILLIAM.**

Died 23 March 1942. Aged 56.

Husband of Mrs. Pearson of 140, Mayfield Avenue, Dover, Kent.

William died at the East Kent Garage, Dover, Kent.

**PEGDEN, DEREK JOHN.**

Died 25 September 1943. Aged 22 months.

Resided at 4 The Durlocks, Folkestone, Kent.

Daughter of Mr. and Mrs. John Arthur Charles Pegden, and brother of the next casualty.

Derek died at his home 4 The Durlocks, Folkestone, Kent.

**PEGDEN, JEANNE SYLVIA.**

Died 25 September 1943. Aged 10.

Resided at 4 The Durlocks, Folkestone, Kent.

Daughter of Mr. and Mrs. John Arthur Charles Pegden.

Jeanne died at her home 4 The Durlocks, Folkestone, Kent.

**PELHAM, WILFRED JOHN.** Sergeant (Navigator), 1397020.

Royal Air Force Volunteer Reserve.

Died Saturday 1 May 1943. Aged 21.

Son of Frederick Charles and Mary Selina Pelham of Wyboston, Bedfordshire.

Buried Bayeux War Cemetery, Calvados, France. Grave Ref: VIII. C. 5.

Wilfred was a pupil at the Dover, Kent Grammar School for Boys from 1933 to 1939, where he is commemorated in the Second World War Book of Remembrance.

**PENN, LESLIE NORMAN.** Sergeant, 1895663.

Royal Air Force Volunteer Reserve.

Died 18 January 1945. Aged 19.

Son of Frederick C. A. and Mabel Dora Penn of Dover, Kent.

Commemorated on the Alamein Memorial, Egypt. Column 284.

**PERKINS, PATRICIA MAY ANN.**

Died 25 September 1944. Aged 7.

Resided at 3, Erith Street, Dover, Kent.

Daughter of Mr. and Mrs. Frederick Perkins.

Patricia died at London Road, Dover, Kent.

**PERREN, HENRY ROBERT.** Leading Cook (S), C/MX 56502.

Royal Navy, H.M.S. Welshman.

Died 2 February 1943.

Commemorated on the Chatham Naval Memorial. Panel 73. Column 1.

H.M.S. Welshman, a Minelayer of the Abdiel class was built by Hawthorn Leslie & Co. of Hebburn-on-Tyne, and commissioned on 25 August 1941. Henry's ship had supported the island of Malta during the long siege in the Second World War. The island population resisted strongly and was collectively awarded the George Cross, the highest decoration for civilian bravery. H.M.S. Welshman brought food and essential supplies to the beleaguered many times; her role was featured in the British film 'The Malta Story.' When unloading in the Grand Harbour at Valetta, she was attacked and suffered a near miss which damaged her propeller shafts, putting one of the ships three engines out of service. As H.M.S. Welshman's principal fighting strength was her extreme speed this damage affected her ability to perform drastically. She was also torpedoed subsequently, but made it home to the United Kingdom and was repaired at Devonport Dockyard. She returned to the Mediterranean to serve on the same relief duty, steaming under disguise and simulating French warships. H.M.S. Welshman commanded by Captain William H.D. Friedberger, D.S.O., R.N., was returning from Malta to Alexandria, Egypt, when she was sunk approximately thirty five nautical miles east-northeast off the coast of Tobruk, Libya, by a single torpedo from the German submarine U-617 with the loss of 151 sailors lives, plus a number of soldiers and airmen who were also onboard the ship. Captain Friedberger survived the loss of H.M.S. Welshman, and was promoted to Commodore in September 1945. From 10 July 1948 to 8 January 1949, Commodore Friedberger was Naval Aide de Camp to His Majesty King George VI, and died in Northampton on 5 January 1963. Kapitänleutnant (later Fregattenkapitän), Albrecht Brandi, who commanded the U-617 when H.M.S. Welshman was sunk, also survived the Second World War and died on 6 January 1966, at Dortmund, Germany, aged 51. With Kapitänleutnant Albrecht Brandi, still in command of the U-617 it ran aground whilst under aerial attack by Hudson's of 48 and 233 Squadrons R.A.F., and two Swordfish aircraft of 833 and 886 Fleet Air Arm Squadrons of the Royal Navy on 12 September 1943 in the Mediterranean near Melilla, Morocco. The wreck of the submarine was subsequently destroyed by gunfire from the Royal Navy corvette H.M.S. Hyacinth and the Royal Australian Navy minesweeper H.M.A.S. Wollongong, all 49 of the crew of the U-617 survived the attacks.

**PEVERLEY, KENNETH WILLIAM.** Sergeant (Navigator), 1334693.

Royal Air Force Volunteer Reserve.

1652 Heavy Conversion Unit, Royal Air Force, Bomber Command.

Died Wednesday 24 March 1943. Aged 19.

Son of Watson Evans Peverley and Dora Peverley of Dover, Kent.

Cremated at Harrogate Crematorium, Yorkshire.

Kenneth was a pupil at the Dover, Kent Grammar School for Boys from 1931 to 1940, where he is commemorated in the Second World War Book of Remembrance, and was a son of the next casualty commemorated below.

Flown by 21 year old Sergeant (Pilot), Frank H. Thomas of Weston Favell, Northamptonshire, Halifax bomber BB218 GV-F took off from R.A.F. Marston Moor, Tockwith, York, Yorkshire, at 1450 hours on a general training flight. As the aircraft climbed away from the runway, flames were seen coming from its outer port engine, and although the pilot managed to turn off the fuel supply to the engine, he had not feathered the propeller when the Halifax crashed on the south side of the circuit, near the village of Bickerton. In addition to Kenneth and Frank's deaths at the time of the crash, Rino G.A. Platoni, a 21 year old Sergeant Flight Engineer, the son of Angelo and Emma Platoni, of Finchley was also killed. Although seriously injured, the bombers other three crew member not only survived the crash, but all made good progress. One of those injured, Sergeant James A. Phillips, sadly lost his life whilst serving as a Flight Sergeant (Wireless Operator/Air Gunner) in 178 Squadron, Royal Air Force, on 8 May 1944, and is at rest in the Bucharest War Cemetery, Rumania.

**PEVERLEY, WATSON EVANS.** Pilot.

Lighthouse and Pilotage Authorities. Trinity House Service, S.S. Storaa (London).

Died Wednesday 3 November 1943. Aged 51.

Born 11 June 1892.

Husband of Dora Peverley of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 122.

Watson was a pupil at the Dover, Kent Grammar School for Boys from 1908 to 1913, where he is commemorated in the Second World War Book of Remembrance, and was the father of the last casualty commemorated above.

On 2 November 1943, the S.S. Storaa left Southend, Essex as part of Convoy CW 221, the convoy proceeding along the Channel Westwards, transporting 2500 tons of tank parts from to a weapons factory in Cardiff, Wales. H.M.S. Whitshead was the escort to the convoy which consisted of 19 Merchant ships including the S.S. Storaa. The bills of lading show that it had a cargo of 376 tons of steel slabs, 250 tons of steel billets and 608 tons of pig iron (a total of 1234 tons). However, a contemporary account by a survivor, the 3rd officer, Mr H.B. Knudsen, describes the cargo as "tank parts and aircraft." Just after midnight on 3 November 1943, a number of German E-boats (Schnellboots) were sighted. H.M.S. Whitshead and the S.S. Storaa opened fire and the E-boats were driven off, but approximately a quarter of an hour later a torpedo struck the S.S. Storaa amidships. She was heavily laden and sank quickly. Of the total of 36 people onboard, 22 were lost, they being her Master, the 1st and 2nd Officers, 2nd and 3rd Engineers, Steward, Cook, 1 Naval and 2 Army D.E.M.S. Gunners, and 12 of her crew. Seven survivors from the vessel were picked up by an English coaster which was also part of the convoy, the rest being rescued by a motor launch and taken to Newhaven, Sussex.

**Addendum.** In view of the long term importance regarding maritime war graves, it seemed right to add the following information to the above, although both the Dover Grammar School commemorations and the Dover, Kent Second World War Book of Remembrance transcriptions were *completed?* in 2004:-

Petty Officer, P/J 34814. James Varndell, aged 44 was amongst the twenty one men who were lost when the S.S. Storaa, was sunk. At the High Court in late 2005, sisters Rosemary Fogg and Valerie Ledgard, who are the daughters of James, argued quite rightly that their late father was on "active military service" when his ship was sunk by

the Germans in November 1943. Presiding judge Mr Justice Newman heard that because the S.S. Storaasli was armed and being protected by H.M.S. Whitshead and Petty Officer Varndell was a member of the Royal Navy, the wreck should be preserved under the Protection of Military Remains Act 1986. The sisters' judicial review challenge was fought by the Ministry of Defence (MOD) and John Short, who was sold the diving rights to the S.S. Storaasli in 1985, and is a member of the Hastings Sub Aqua Association. Mr Justice Newman, who found in favour of the sisters, said: "The Storaasli was obliged to travel into one of the most dangerous sea passages off the coast of England to face the known risk of being attacked by the enemy. If threatened with attack, by reason of being armed, it was required to engage in combat with the enemy for its own protection and for the benefit of the convoy." Following the ruling by Mr Justice Newman, the M.O.D. had to declare the wreck of the S.S. Storaasli a war grave. Rosemary Fogg and Valerie Ledgard said they were delighted with the ruling.

**PHELAN, THOMAS.** Signalman, 2339636.

Royal Corps of Signals.

Died 15 March 1947. Aged 66?

Son of Joseph and Mary Phelan.

Husband of Annie Louisa Phelan of Dover, Kent.

Buried St. James's Cemetery, Dover, Kent. Grave Ref: Row E. Grave 19.

**PHILLIPS, DAVID COLENSO.** Quartermaster.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 44.

Born 7 March 1900. Merchant Navy Discharge number: S14950.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which David served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been

mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**PHILLIPS, RONALD FRANK JOHN.** Able Seaman, C/JX 559435.

Royal Navy, H.M. Tug Roode Zee. (W 162).

Died 24 April 1944. Aged 18.

Son of John Charles and Olive Phillips of Ulcombe, Maidstone, Kent.

Commemorated on the Chatham Naval Memorial. Panel 76. Column 1, and on Ulcombe, Maidstone, Kent civic war memorial.

Ronald was number amongst the fifteen who died when the former 468 ton Dutch tug on which he was serving was torpedoed on 24 April 1944 by the German E-Boat, (Schnellboot) S100, off the coast of Dungeness, Kent. Built by L. Smit & Zoon Kinderdijk, Netherlands, and launched on 25 April 1938, the tug was completed for N.V. L. Smit & Company, Sleepdienst, Rotterdam, Netherlands in July 1938. At the time of her loss, H.M. Tug Roode Zee was in use by the Royal Navy as a rescue tug with the pennant W 162. Built by Lürssen Vegesack, Germany, and commissioned on 5 May 1943, the S100 was sunk during an allied air attack on Le Havre, France on 15 June 1944.

**PHILPOTT, RAYMOND.** Aircraftman 1st Class, 1235295.

Royal Air Force Volunteer Reserve.

Died 24 June 1944. Aged 23.

Son of John and Dorothy Philpott of Buckland, Dover, Kent.

Commemorated on the Singapore Memorial. Column 440.

**PILCHER, VICTOR WILLIAM.**

Died 27 March 1942. Aged 43.

Husband of G. E. L. Pilcher of 2, Knights Way, Buckland, Dover, Kent.

Victor was injured on 23 March 1942, at the East Kent Garage, Dover, Kent and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**PLAYFORD, CYRIL THOMAS.**

Died 8 October 1940. Aged 20.

Son of Mr. and Mrs. R. S. Playford of 2, Pilgrims Way Dover, Kent.

Cyril died at the Crosswell Lockgates, Dover Harbour, Dover, Kent.

**PLEASANCE, ARTHUR EDWARD.** Sergeant, 2316733.  
15 Army Group Signals, Royal Corps of Signals.  
Died 26 February 1944. Aged 33.  
Born Eire. Resided Canterbury, Kent.  
Son of Arthur Edward and Florence Hilda Pleasance of Dover, Kent.  
Husband of Amy Pleasance.  
Buried Caserta War Cemetery, Italy. Grave Ref: V, E, 18.  
Pre war member of the Royal Corps of Signals.  
A brother of the next casualty who lost his life only two months prior to Arthur.

**PLEASANCE, GEORGE ERNEST.** Flying Officer, 152231.  
Royal Air Force Volunteer Reserve. 235 Squadron, Royal Air Force.  
Died Tuesday 28 December 1943. Aged 21.  
Son of Arthur Edward and Florence Hilda Pleasance of Dover, Kent.  
Commemorated on the Runnymede Memorial. Panel 128.  
George was a pupil at the Dover, Kent Grammar School for Boys from 1933 to 1938, where he is also commemorated in the Second World War Book of Remembrance.  
At 1445 hours Beaufighter TF.X LZ186 flown by 24 year old Flying Officer Aylwin G. Metcalf D.F.M., R.N.Z.A.F. from Hawera, Taranaki, New Zealand, took off R.A.F. Portreath, Cornwall to Patrol over the Bay of Biscay in a search for enemy destroyers. With George as the other member of the aircrafts crew, the pair of Flying Officers were last heard from when flying above cloud approximately 15 miles to the north of St. Ives, Cornwall. The Beaufighter is presumed to have ditched in the St George's Channel. Both of the aircrafts crew are commemorated on the Runnymede Memorial. Alwyn Metcalf was an experienced pilot and had already completed a tour of operations flying Wellington bombers in the Middle East theatre of the war whilst serving in 38 Squadron, Royal Air Force, prior returning to Britain, where he converted to the Beaufighter, as such although the reason for Beaufighter TF.X LZ186 is unknown, it probably was not resultant of pilot error, nor was any enemy aircraft thought to have played a part in its disappearance, the obvious other cause was due to mechanical failure. 235 Squadron, Royal Air Force was reformed as a fighter squadron at Manston, Kent on 30 October 1939, and was initially equipped with Fairey Battles, but in February 1940 these were replaced by Blenheim's and the unit was transferred to Coastal Command. Its duties then included convoy protection and reconnaissance of enemy coastal areas and in 1941, anti-shipping operations, which continued when the squadron moved to Dyce, Aberdeenshire, Scotland in June. In December 1941 it began to receive Beaufighter's and the following May it moved south to Docking, Norfolk from where it carried out anti-shipping strikes along the Dutch coast. In July 1942 it moved to Chivenor, Devon for operations over the Bay of Biscay before moving back to Scotland in January 1943. August 1943 brought the squadron back to the south west for further operations over the Bay of Biscay, during the build up of forces in preparation for the Operation Overlord. With the invasion over the squadron returned to Scotland in September 1944, joining the Banff Strike Wing. Just before moving to Banff, the squadron had converted to Mosquitos, which remained its equipment until disbanding on 10 July 1945.

**PRATT, WILLIAM ASHWORTH.**

Died 13 November 1940. Aged 50.

Resided at 24, Charlton Avenue, Dover, Kent.

Husband of N. S. Pratt.

William died at the Salvation Army Citadel, High Street, Dover, Kent.

**PRICE, CHARLES LUKE.** Petty Officer, C/JX 135088.

Royal Navy, H.M.S. Tarantula. (T62).

Died 19 December 1941. Aged 27.

Son of Charles Price, and of Edith Kathleen Price of Tower Hamlets, Dover, Kent.

Buried Stanley Military Cemetery, Hong Kong, China. Grave Ref: 6. C. 4.

Charles's ship was a Alphis class gunboat that was built in 1916 by Wood-Skinner, her class was laid down in the Great War to engage the Austro-Hungarian monitors on the river Danube. In company with other vessels, H.M.S. Tarantula served as a 'China Station' gunboat, the Alphis class that survived the Japanese attacks whilst on 'China Station' were moved to the Mediterranean, and were modified with captured Italian guns. Hulked in 1941, Charles's ship was later expended as a target vessel on 1 May 1946, by H.M.S. Carron and H.M.S. Carysfort off Ceylon.

**PRICE, JOHN ARTHUR.** Home Guard.

Died 13 September 1944. Aged 40.

Son of Mr. and Mrs. J. Price of 26, Windsor Avenue, Margate, Isle of Thanet, Kent.

Husband of Ruth E. Price of Elstow, Laleham Road, Margate. Isle of Thanet, Kent.

John died at Kearsney Avenue, Dover, Kent.

**PRICE, STANLEY WILFRED.** Leading Aircraftman (Pilot Under Training), 1392661.

Royal Air Force Volunteer Reserve.

Died Wednesday 25 November 1942. Aged 19.

Son of Wilfred C. H. Price and Ellen Margaret Price of St. Margaret-at-Cliffe, Dover, Kent.

Buried Vereeniging. The Old Town Cemetery, Gauteng, South Africa.

Grave Ref: Church of England Plot. Grave 1282.

Also commemorated in St. Margaret-at-Cliffe, (St. Margaret of Antioch) parish church, Kent, and in the Dover, Kent Second World War Book of Remembrance.

Stanley was a pupil at the Dover, Kent Grammar School for Boys from 1933 to 1939, where he is also commemorated in the Second World War Book of Remembrance.

Probably Stanley died resultant of a flying accident while undergoing flying training at No. 22 Air Training School, which was based at Vereeniging during the Second World War, and had old biplanes such as Hawker Harts and Nimrods to train the potential pilots. The Old Town Cemetery contains 48 Commonwealth burials of the Second World War and where a Military Hospital was also located.

**PRINCE, ERIC. M.B.E. Third Engineer Officer.**

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945.

Born 1889. Merchant Navy Discharge number: S14919.

Commemorated on the Tower Hill Memorial, London. Panel 5.

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Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Eric served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.



**PRITCHARD, GEORGE JAMES.** Leading Aircraftman, 1335090.

Royal Air Force Volunteer Reserve.

Died 30 October 1941. Aged 20.

Son of Alfred A. and Olive Pritchard of Dover, Kent.

Buried Camden (Quaker) Cemetery, 713 Meeting Street, Camden, South Carolina, United States of America. Grave Ref: Memorial Plot.

In much the same way as Frederick Nash who is also recorded in the Dover, Kent, Second World War, Book of Remembrance is not commemorated by the CWGC as being a pilot U/T (Under Training), it would appear that the same probably also applies to George. During the Second World War one of the American locations where R.A.F. pilots were trained was at the Southern Aviation School, Woodward Field, Camden, South Carolina. In view of the airfields close proximity to Camden (Quaker) Cemetery which seems too much of a coincidence if George was not U/T at the time of his demise.

Buried in the cemetery are Richard Kirkland, who gained fame in the 'Battle of Marye's Hill' during the Chancellorsville Campaign 1863, by risking death to take water to dying Union troops; two of the three residents of the county who were awarded the Congressional Medal of Honor prior to the Second World War, and Dr. George Todd, (Surgeon), Confederate States of America, a brother of Marry Todd Lincoln, who was the wife of President Abraham Lincoln.

**PRITCHARD, LOUIE ELIZABETH.** Firewatcher.

Died 7 May 1941. Aged 18.

Daughter of Ernest James Pritchard of 142, Clarendon Place, Dover, Kent.

Louie was injured at Igglesden and Graves, Bakers & Restaurant, Igglesden and Graves Corner, Market Square, Dover, Kent, and died later the same day whilst a patient at the Royal Victoria Hospital, High Street, Dover, Kent.

**PULHAM, JOHN DANIEL.** Sergeant (Wireless Operator/Air Gunner), 1896217.

Royal Air Force Volunteer Reserve.

Died 20 April 1945. Aged 19.

Son of Edward Stanley and Sarah Louisa Pulham of Dover, Kent.

Buried St. James's Cemetery, Dover, Kent. Grave Ref: Section F.R. Grave 32.

John is numbered amongst the very few Second World War Dover casualties who are also commemorated on the Dover, Kent civic war memorial.

**RANDALL, ALFRED DOUGLAS.** Ordinary Seaman, C/JX 162572.

Royal Navy, H.M.S. Jaguar. (F 34).

Died 26 March 1943. Aged 18. (Please see below, re year of death).

Son of Henry James and Clara Maria Randall of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 58. Column 1.

It would seem likely that the above date as accessed from Alfred's CWGC commemoration is an error. Built by William Denny & Brothers of Dumbarton, Scotland, H.M.S. Jaguar was commissioned on 12 September 1939, she was a 1,690 ton 'J' class destroyer. Commanded by 39 year old Lieutenant Commander Lionel Rupert Knyvet Tyrwhitt, D.S.O., D.S.C., R.N. of Twynning, Gloucestershire, was hit by two torpedoes from the German submarine U-652 on 26 March 1942. The ship caught fire and sank in a

short time north-east of Sidi Barrani, Egypt. Three officers and one hundred and ninety ratings were lost. Eight officers and forty five ratings were picked up by the armed whaler H.M.S. Klo and taken to Tobruk, Libya. At the time of the sinking of H.M.S. Jaguar, Oberleutnant Georg-Werner Fraatz had been in command of the U-652, he lost his life aged 25 while serving as a Korvettenkapitän, commanding the U-529 in the Atlantic. The U-652 was badly damaged by depth charges from a British Swordfish aircraft, and was scuttled on 2 June 1942 in the Mediterranean in the Gulf of Sollum, by torpedoes fire from the U-81, with no casualties amongst the submarines 46 crew. Although Alfred might have died post the loss of his ship, it seems to be a remarkable coincidence that if the CWGC date of death is correct, that it occurred exactly a year to the day after the loss of his ship.

**RANSLEY, PATIENCE.**

Died 26 September 1944. Aged 63.

Resided at 6, Union Row, Dover, Kent.

Widow of James Ransley.

Patience died at Barwick's Cave, Dover, Kent.

**RANSOM, BASIL DENNE.** Pilot Officer, 144157.

Royal Air Force Volunteer Reserve.

Died 13 December 1943. Aged 38.

Son of Percy Kemp Ransom and Fanny Mary Ransom.

Husband of Winifred Beatrice Patricia Ransom of Finchley, Middlesex.

Buried Chittagong War Cemetery, Dampara, Bangladesh. Grave Ref: 6. G. 12.

**RAYSBROOK, SIDNEY ERNEST FREDERICK.** Stoker 2nd Class, C/KX 128707.

Royal Navy, H.M.S. Repulse.

Died 10 December 1944. Aged 30.

Son of Sidney Raysbrook of Buckland, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 48. Column 2.

Built by John Brown, of Clydebank, Scotland, the 26,500 ton Repulse class battlecruiser H.M.S. Repulse was commissioned on 18 August 1916. Sidney's ship arrived at Singapore along with H.M.S. Prince of Wales on 2 December 1941. While returning to Singapore on 10 December 1941, both ships were attacked by Japanese high-level bombers and torpedo planes. H.M.S. Repulse was moderately damaged by bombs early in the action, and was later hit by several torpedoes. After receiving this heavy underwater damage, she sank rapidly, followed less than an hour later by H.M.S. Prince of Wales when they were approximately 50 miles off the coast of Kuantan, Malaya, with the tragic loss of over 840 officers and ratings. This battle was both very significant and a ground breaking achievement for the Imperial Japanese forces, being the very first time that Royal Navy capital ships had been sunk by aircraft whilst having the freedom of the open sea to maneuver in.

**REEDER, ROBERT CHARLES.** Sub-Lieutenant (A).

Royal Naval Volunteer Reserve. H.M.S. Godwit.

Died Sunday 2 January 1944. Aged 22.

Born 4 November 1922.

Son of Charles Edward and Clara Reeder of Banstead, Surrey.

Buried (All Saints Churchyard) Banstead, Surrey.

Robert was a pupil at the Dover, Kent Grammar School for Boys from 1934 to 1937, where he is also commemorated in the Second World War Book of Remembrance. Also commemorated on Banstead, Surrey civic war memorial.

Robert's grave is shared by his parents, and his headstone shows that he was killed; as such his death might have been resultant of an accident during training at H.M.S. Godwit which during the Second World War was a training school for the Fleet Air Arm. It being one of more than eighty scattered around the country, mainly in inland areas and often next to or attached to R.A.F. airfields, which in the case of Robert's posting it was also known as R.A.F. Hinstock. It was commissioned as H.M.S. Godwit on 14 June 1943, and from October 1941 to April 1946 H.M.S. Godwit was in use as a naval instrument flying training base.

**REID, ALFRED GEORGE.**

Died 12 August 1940. Aged 38.

Resided at 1, Oswald Road, Buckland, Dover, Kent.

Husband of Grace M. Reid.

Alfred was injured at St. Radigunds Road, Dover, Kent, and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**REVELL, ERNEST EDWIN.**

A.R.P. Rescue Service.

Died 3 April 1942. Aged 50.

Son of Edwin George and Eliza Jane Revell of 71, Union Road, Dover, Kent.

Husband of Queenie Elizabeth Revell who died in the same incident and is also briefly commemorated below, as are their two young daughters.

Ernest died at the Union Road Trenches, Dover, Kent.

**REVELL, GLADYS.**

Died 3 April 1942. Aged 16.

Resided at 71, Union Road, Dover, Kent.

Daughter of Ernest Edwin and Queenie Elizabeth Revell.

Gladys died at the Union Road Trenches, Dover, Kent.

**REVELL, JOYCE.**

Died 3 April 1942. Aged 13.

Resided at 71, Union Road, Dover, Kent.

Daughter of Ernest Edwin and Queenie Elizabeth Revell.

Joyce died at the Union Road Trenches, Dover, Kent.

**REVELL, QUEENIE ELIZABETH.**

Died 3 April 1942. Aged 42.

Resided at 71, Union Road, Dover, Kent.

Daughter of Mr. and Mrs. Cranville of London.

Wife of Ernest Edwin Revell.

Queenie died at the Union Road Trenches, Dover, Kent.

**RICHARDS, ELMA ELISA.**

Died 28 November 1940. Aged 42.

Resided at 10, Castle Hotel Flats, Clarence Place, Dover, Kent.

Daughter of Madame Guilbert of Souchez, Pas de Calais, France.

Husband of Percival Cyril Richards.

Elma died at her home 10, Castle Hotel Flats, Clarence Place, Dover, Kent.

**RICHARDSON, ANNIE PENDLETON.**

Died 11 September 1940. Aged 69.

Resided at the Sussex Arms, Townwall Street, Dover, Kent.

Annie died at her home the Sussex Arms, Townwall Street, Dover, Kent.

**RICHARDSON, GRACE MARY LUNA.**

Died 11 September 1940. Aged 42.

Resided at the Sussex Arms, Townwall Street, Dover, Kent.

Daughter of Mary Browne of 11, Priory Road, Dover, Kent.

Wife of Francis Richardson and mother of Joan Richardson who is the next casualty briefly commemorate below.

Grace died at her home the Sussex Arms, Townwall Street, Dover, Kent.

**RICHARDSON, JOAN MARY.**

Died 11 September 1940. Aged 17.

Daughter of Francis Richardson, and of Grace Mary Luna Richardson.

Joan died at her home the Sussex Arms, Townwall Street, Dover, Kent.

**RICKETTS, LYDIA ELLEN.**

Died 1 September 1944. Aged 43.

Resided at 18, Wyndham Road, Tower Hamlets, Dover, Kent.

Daughter of Mr. and Mrs. L. Gardiner of 57, Tower Hamlets Street, Dover, Kent.

Wife of Leonard James Ricketts.

Lydia died at her home 18, Wyndham Road, Tower Hamlets, Dover, Kent.

**ROBERTS, JOHN CHARLES. Private, 14559803.**

1/6th Battalion, East Surrey Regiment.

Died 13 May 1944. Aged 19.

Born and resided Kent.

Son of Mr. and Mrs. C. T. Roberts, of Dover, Kent.

Buried Cassino War Cemetery, Italy. Grave Ref: XII. F. 4.

**ROBINSON, RONALD AMBROSE.** Fourth Engineer Officer.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 30.

Son of Frank and Anne Kathleen Robinson.

Husband of Gwendoline Mabel Robinson of Littlehampton, Sussex.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Ronald served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**ROBSON, ELSIE AGNES.**

Civil Defence Service and Women's Voluntary Service.

Died 3 April 1942. Aged 58.

Resided at 9, Pencester Road, Dover, Kent.

Daughter of the late John James Robson.

Elsie died at her home 9, Pencester Road, Dover, Kent.

**ROGERS, CHARLES.** Signal Boatswain.

Royal Navy, H.M.S. Glorious.

Died 8 June 1940.

Son of Mr. and Mrs. Frank Rogers of the 'Admiral Harvey', Bridge Street, Dover, Kent.

Commemorated on the Plymouth Naval Memorial. Panel 36, Column 2.

For comprehensive information appertaining to Charles's ship, including her loss, please see [www.warship.org/no11994.htm](http://www.warship.org/no11994.htm) by Captain Vernon W. Howland R.C.N (Retd), it being a superb dedicated website.

**ROGERS, FRANK.**

Died 10 September 1940.

Husband of Mrs Rogers.

Frank was injured at the Admiral Harvey, Bridge Street, Dover, Kent, where he was the Licensee, and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**ROGERS, LESLIE VICTOR.** Marine, CH/X104204.

11th Battalion, Royal Marines.

Died 14 September 1942. Aged 19.

Son of Thomas Fredrick James Rogers, and of Bertha Florence Rogers, of Tower Hamlets, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 84.

In view of his battalion and date of his death, it would appear that Leslie was a participant in 'Operation Daffodil' which was an amphibious landing at Tobruk, Libya, that was carried out a month after the disastrous raid on Dieppe. Unfortunately during 'Operation Daffodil' most of the 11th Battalion Royal Marines personnel were killed or captured.

**ROLFE, WILLIAM.** Sapper, 1893987.

706 General Construction Company, Royal Engineers.

Died at sea 7 August 1940. Aged 41.

Born and resided Kent.

Son of Stephen and Mary Rolfe.

Husband of Edith Rolfe of Dover, Kent

Commemorated on the Dunkirk Memorial, Nord, France. Column 27.

William had also served in the Great War.

**ROSS, JAMES GODFREY.** Gunner, 1621236.

95 Battery, 48 Light Anti Aircraft Regiment, Royal Artillery. (Territorial Army).

Died 20 February 1945. Aged 32.

Born and resided Kent.

Commemorated on the Singapore Memorial. Column 29.

The 48 Light Anti Aircraft Regiment, Royal Artillery (T.A.) was comprised on the 49, 95, and 242 Batteries, and was captured in March 1942.

**RUSSELL, MAURICE LLOYD.** Able Seaman, C/JX 126020.

Royal Navy, H.M.S. Picotee.

Died 12 August 1941.

Commemorated on the Chatham Naval Memorial. Panel 43. Column 3.

The 925 ton Flower class corvette on which Maurice served, regrettably only had a short life after being built by Harland & Wolff Ltd. of Belfast, and commissioned on 5 September 1940. Commanded by 43 year old Lieutenant Thomas H. Williams, R.N.R, of Poole, Dorsetshire, H.M.S. Picotee was torpedoed and sunk south off the coast of Iceland by the German submarine U-568 during the night of 11/12 August 1941 while escorting convoy ONS-4. She was hit by one torpedo and sank almost immediately, and sadly there were no survivors. At the time of the sinking of H.M.S. Picotee, the U-568 was commanded by 27 year old Kapitänleutnant Joachim Preuss. All 47 crew members of the U-568 survived when it was sunk on 29 May 1942 in the Mediterranean north-east of Tobruk, Libya, by depth charges from the Royal Navy ships, H.M.S. Eridge, H.M.S. Hero and H.M.S. Hurworth. Bremen native survived the Second World War, and died on 11 May 1985, aged 70.

**RUSSELL, ROBERT LESLIE.** Sergeant, E/22946.

'C' Force, 1st Battalion, Royal Rifles of Canada, R.C.I.C.

Died 15 June 1945. Aged 30.

Son of Charles Henery Russell, and of Martha Russell (née Hills).

Husband of Florence M. Russell (née Simms) of Sillery, Province of Quebec, Canada.

Buried Yokohama War Cemetery, Japan. Grave Ref: Canadian Section B. A. 13.

Robert is also commemorated on page 561, of the Canadian Second World War Book of Remembrance. The E prefix on Robert's regimental number is indicative of the Military District of Eastern Quebec. Robert died of Pulmonary Tuberculosis whilst a prisoner of war in Japan, having been captured during the heroic defence of Hong Kong in 1941.

**SADLER, MARKETA.**

Died 5 September 1942. Aged 46.

Resided at 1, Albert Road, Dover, Kent.

Wife of Robert John Sadler.

Marketa died at her home 1, Albert Road, Dover, Kent.

**SANDERS, GLYN ALEXANDER.** Aircraftman 2nd Class, 1385970

Royal Air Force.

Died 12 May 1941.

Buried River, (St Peter) Churchyard, Dover, Kent.

Also commemorated on River, Dover, Kent civic war memorial.

**SANTER, REGINALD WILLIAM.** Lance Serjeant, 6290374.

5th Battalion, The Buffs (Royal East Kent Regiment).

Died 8 October 1943. Aged 26.

Born and resided Kent.

Son of Mr. and Mrs. William Iden Santer.

Husband of Joyce Ina Santer of Whitfield, Dover, Kent.

Buried Moro River Canadian War Cemetery, Italy. Grave Ref: XII. G. 4.

**SAUNDERS, LEONARD WALTER CHARLES.** Leading Seaman, C/JX 150543.

Royal Navy, H.M.S. Warspite.

Died 2 August 1943. Aged 22.

Son of Walter Frank and Rose Lilian Saunders of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 68. Column 2.

Built at the Devonport Dockyard, Plymouth, and commissioned on 8 March 1916, the 30,600 ton Queen Elizabeth class battleship H.M.S. Warspite survived both world wars including taking part in the 'Battle of Jutland.' She was rebuilt twice during the inter-war years, and was finally decommissioned on 1 February 1945. Leonard's old ship was sold on 12 July 1946 to Metal Industries, and wrecked in Mounts Bay and broken up.

**SAVAGE, THOMAS.** Sergeant, 3309991.

1st Battalion, Highland Light Infantry (City of Glasgow Regiment).

Died 22 September 1944. Aged 36.

Born Lanarkshire, Scotland. Resided Glasgow.

Son of Robert and Grace Muir Savage.

Husband of Mary Beatrice Savage of Buckland, Dover, Kent.

Buried Bergen-op-Zoom War Cemetery, Noord-Brabant, Netherlands.

Grave Ref: 11. A. 2.

**SAVERY, HENRY JAMES.** Trooper, 7910248.

1st Royal Tank Regiment, Royal Armoured Corps.

Died Wednesday 19 July 1944. Aged 24.

Born and resided Kent.

Son of Henry Ernest and Harriott Maud Savery of Dover, Kent.

Buried Banneville-la-Campagne, Calvados, France. Grave Ref: IV. B. 10.

Henry was a pupil at the Dover, Kent Grammar School for Boys from 1934 to 1935, where he is erroneously commemorated in the Second World War Book of Remembrance as Henry J. Sabery. The book records Henry's death as occurring on 6 June 1944 (D-Day), but five other different sets of data checked all show the date of his death having occurred on 19 July 1944.

**SEATH, ANN STANNER.**

Died 3 April 1942. Aged 64.

Resided at 102, Union Road, Dover, Kent.

Widow of Edward William Seath.

Ann died at the Union Road Trenches, Dover, Kent.

**SHARP, ERIC CHARLES.** Major, 100895.

"A" Squadron, 4th Regiment, Reconnaissance Corps, Royal Armoured Corps.

Died Sunday 9 April 1944. Aged 44.

Born and resided Kent.

Son of Charles and Nellie Sharp.

Husband of Dorothy Freda Sharp of Etchinghill, Folkestone, Kent.



Buried Cassino War Cemetery, Italy. Grave Ref: XVIII. D. 12.

Eric was a pupil at the Dover, Kent Grammar School for Boys from 1925 to 1933, and was later a B.Sc., Hons. He is also commemorated in the Grammar School Second World War Book of Remembrance.

**SHARP, FREDERICK STEVEN GEORGE.** Seaman.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 39.

Born 26 July 1905. Merchant Navy Discharge number: S14925.

Son of Chief Petty Officer Steven Richard Sharp, Royal Navy, and Mary Ann Sharp.

Husband of G. Sharp of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Frederick served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**SHARP, SYDNEY GEORGE.** Private, S/10686487.

Royal Army Service Corps.

Died Saturday 1 May 1943. Aged 35.

Born and resided Kent.

Son of Sydney and Ellen E. Sharp of Dover, Kent.

Buried El Alia Cemetery, Algeria. Grave Ref: 12. H. 22.

Sidney was a pupil at the Dover, Kent Grammar School for Boys from 1919 to 1924, where he is commemorated in the Grammar School Second World War Book of Remembrance with his Christian name spelt Sydney, but all other data checked shows it spelt Sidney. He died in a military hospital of Pneumonia.

**SHEARN, ALICE ELLEN.**

Died 25 October 1943. Aged 38.

Resided at 13, Edred Road, Dover, Kent.

Daughter of Edmund John Payne, and of Phoebe Sarah Payne.

Wife of Gunner George H. Shearn, Royal Artillery.

Alice died at 20, Glenfield Road, Dover, Kent.

The following three casualties are all the daughters of George H, and Alice Shearn.

**SHEARN, ALICE GEORGINA.**

Died 25 October 1943. Aged 15.

Resided at 13, Edred Road, Dover, Kent.

Daughter of. Gunner George H. Shearn, Royal Artillery, and of Alice Ellen Shearn.

Alice died at 20, Glenfield Road, Dover, Kent.

**SHEARN, BRENDA ANN.**

Died 25 October 1943. Aged 3.

Resided at 13, Edred Road, Dover, Kent.

Daughter of. Gunner George H. Shearn, Royal Artillery, and of Alice Ellen Shearn.

Brenda died at 20, Glenfield Road, Dover, Kent.

**SHEARN, JOAN ELLEN.**

Died 25 October 1943. Aged 13.

Resided at 13, Edred Road, Dover, Kent.

Daughter of. Gunner George H. Shearn, Royal Artillery, and of Alice Ellen Shearn.

Joan died at 20, Glenfield Road, Dover, Kent.

**SHEPHARD, HARRY BERNARD.** Petty Officer Telegraphist, C/JX 141759.

Royal Navy, H.M.S. Penelope.

Died 18 February 1944. Aged 24.

Son of William and Lily Shephard.

Husband of Edith Shephard of Swansea, Glamorganshire, Wales.

Commemorated on the Chatham Naval Memorial. Panel 76. Column 3.

Built by Harland & Wolff of Belfast, H.M.S. Penelope a 5,220 ton Arethusa class light cruiser was commissioned on 13 November 1936. Commanded by 46 year old Captain George D. Belben, D.S.O., D.S.C., A.M., R.N., of Verwood, Dorsetshire, Harry's ship

was leaving the Anzio, Italy area to return to Naples when she was torpedoed by the German submarine U-410. The torpedo struck her in the after engine room and was followed shortly afterwards by a second one which hit in the ships after boiler room, causing her immediate sinking.. The remarkable point of the attack carried out by the submarine is that H.M.S. Penelope was making 26 knots when she was hit. As far as can be ascertained, this is a unique case in the history of submarine attacks in all of the Second World War, no other ship of any nation running at such a high speed was ever successfully attacked. 415 of the crew, including the Captain went down with the ship, but there were 206 survivors. At the time of the sinking of H.M.S. Penelope, the U-410 was commanded by 25 year old Oberleutnant zur See, Horst-Arno Fenski. Regarded as a U-boat 'ace' Horst-Arno Fenski greatest success was the sinking of Harry's ship. At midday on 11 March, 1944, the U-410 was sunk off Toulon, France, by American bombs. Horst-Arno Fenski then took command of the U-371, but on his first patrol with the submarine he had to scuttle her after heavy depth charge attacks and was captured, he then spent two years in US captivity. A native of Königsberg, East Prussia, Horst-Arno Fenski died on 10 February 1965 in Hamburg, Germany, aged 46.

**SHEPHERD, WILLIAM ERNEST SYDNEY.** Boatswain.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 34.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which William served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with

her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**SHERWOOD, WALTER SIDNEY.**

Died 23 March 1942. Aged 31.

Resided at 7, Underdown Road, Dover, Kent.

Husband of Ethel May Sherwood.

Walter died at the East Kent Garage, Dover, Kent.

**SILK, ALBERT ALFRED, Stoker 1st Class, C/KX 93532.**

Royal Navy, H.M.S. Lightning. (G55).

Died 12 March 1943. Aged 23.

Son of Albert Arthur and Alice Kate Silk of Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 72. Column 2.

Built by Hawthorn Leslie & Co. of Hebburn-on-Tyne, and commissioned on 28 May 1941, H.M.S. Lightning was a 1,935 ton 'L' class destroyer. Commanded by Commander Hugh Greaves Walters, D.S.C., R.N., she was torpedoed and sunk approximately 35 nautical miles north off Bizerte, Tunisia by the German Motor Torpedo Boat (Schnellboot) S-55. For more incredibly in-depth details appertaining to Albert's ship, please see the excellent website <http://freespace.virgin.net/e.gilroy/index.htm> which is obviously a time consuming and true labour of love that is well researched, clear and very easy to navigate.

**SILK, ERNEST VICTOR.**

Died 25 October 1940. Aged 53.

Husband of Mary Elizabeth Silk of 12, Devonshire Road, Tower Hamlets, Dover, Kent.

Ernest was injured at Tower Hill, Dover, Kent, and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**SIMPSON, ISABELLA BONOR.**

Civil Defence, Canteen Worker.

Died 23 September 1944. Aged 47.

Daughter of Mrs. Rutherford of Glencaple, Dumfriesshire.

Wife of H. A. Simpson of 32, Brookfield Avenue, Dover, Kent.

Isabella died at the Salvation Army Canteen, Snargate Street, Dover, Kent.

**SISLEY, ROBERT EDWARD JAMES.** Sergeant (Air Gunner), 1895505.

Royal Air Force Volunteer Reserve.

Died 4 April 1944. Aged 19.

Son of Henry and Edith Marion Sisley of Dover, Kent.

Buried Charlton Cemetery, Dover, Kent. Grave Ref: Section 2.W. Grave 3.

**SKELTON, ARTHUR EDWARD GEORGE.**

Died 8 November 1941. Aged 39.

Son of William E. Skelton of 15, Old Folkestone Road, Rope Walk, Dover, Kent.

Husband of Amelia Maud Skelton of 1, Gloster Way, Rope Walk, Dover, Kent.

Arthur died at 1, King Lear's Way, Dover, Kent.

**SKELTON, WALTER GEORGE.** Quartermaster.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 36

Born 29 August 1908. Merchant Navy Discharge number: R909.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson in 1918, the 941 ton vessel on which Freeman served was sunk while repairing the Dumpton Gap - La Panne undersea cable in the Straits of Dover on 24 February 1945. All 59 crew members were lost in the sinking.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Walter served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped

successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**SKIPWORTH, WALTER FREDERICK MONS.** Pilot Officer, 195479.

Royal Air Force Volunteer Reserve. 356 Squadron, Royal Air Force.

Died 18 August 1945. Aged 30.

Son of Frederick Harrison Skipworth and Amelia Bessie Skipworth of Dover, Kent.

Commemorated on the Singapore Memorial. Column 448.

Walter's squadron was in existence for only a short time during the Second World War, and was formed on 15 January 1944 at Salbani, India as a long range bomber unit and was equipped with the Consolidated B24 Liberator aircraft, and was part of 205 Group, South East Asia Command. The first bombing attacks were flown on 27 July 1944, and during the time of its existence the squadron attacked Japanese bases in South East Asia, and also planted mines outside enemy held harbours. In July 1945 Walter's squadron moved to the Cocos Islands to prepare for the invasion of Malaya. Walter was amongst the crew of the Consolidated B24 Liberator, KH218 that was taking part in a (S.D.) Supply Drop mission, when it crashed into the Andaman Sea on 18 August 1945. Originally a U.S.A.A.F. aircraft with the serial No. 44079, Walter's bomber was a Lend Lease aircraft in service with the R.A.F. Fortunately the end of the war in the Far East came before the invasion of Malaya was carried out, but 356 Squadron, R.A.F. continued performing supply dropping and transport duties including medical aid and food, until it was disbanded on 15 November 1945.

**SMILLIE, DONALD DRUMMOND.**

Died 20 March 1944. Aged 7.

Resided at 13, Prioress Walk, Dover, Kent.

Son of Aircraftman 1st Class, John Drummond Smillie, Royal Air Force.

Donald died at his home 13, Prioress Walk, Dover, Kent, and was the elder brother of the next casualty commemorated below.

**SMILLIE, MAUREEN DRUMMOND.**

Died 20 March 1944. Aged 5.

Resided at 13, Prioress Walk, Dover, Kent.

Son of Aircraftman 1st Class, John Drummond Smillie, Royal Air Force.

Maureen died at her home 13, Prioress Walk, Dover, Kent.

**SMISSEN, FREDERICK M.** As commemorated in the Dover, Kent, Second World War, Book of Remembrance has not been traced. William Smissen, the next casualty briefly commemorated below is the sole Commonwealth, Second World War casualty recorded with the surname, and in view of same has been entered here. His death is recorded in the Second World War, Overseas (Army) Deaths books of the General Register Office, 1940 Volume 15, page 17. Frederick is also the sole Smissen, Second World War, British Army casualty recorded at the National Archives. For obvious reasons, anybody carrying

out more detailed research into this casualty, or on Dover at some point in the future is advised to treat this commemoration with caution regarding it being the correct person.

**SMISSEN, WILLIAM ARTHUR.** Gunner, 1034889.

67 (South Midland) Field Regiment, Royal Artillery. (Territorial Army).

Died 31 May 1940. Aged 40.

Born and resided Kent.

Son of Richard and Kate Smissen.

Husband of Florence Mabel Smissen.

Buried Les Moeres Communal Cemetery, Nord, France. Grave Ref: Row B. Grave 25.

Pre war member of the Royal Artillery.

Les Moeres is a village about 13 kilometres east of Dunkerque, (Dunkirk) and approximately 10 kilometres north-east of the small town of Bergues, which is on the Dunkerque-Amiens road, and was the northern point of a line held by British units on 31 May 1940. It was the scene of heavy fighting during the withdrawal of the British Expeditionary force to Dunkirk. The British casualties buried here were all killed in the defence of the village at this time. William is one of four casualties to his Field Regiment who died on the same day, at which time it was armed with 18 pounder field guns, which normally had a crew of six, possibly William and the other three gunners were of the same crew? The village and cemetery were twice flooded during the Second World War; in 1940 accidentally through the bursting of a dam, and in 1944 by the Germans.

**SMITH, ALAN STUART.** Air Mechanic 1st Class, FX.98537.

Royal Navy, H.M.S. Unicorn.

Died 23 March 1945.

Son of John William and Florence Ann Smith of Dover, Kent.

Buried Sydney War Cemetery, New South Wales, Australia. Grave Ref: 2W. A. 6.

Built by Harland & Wolff of Belfast, H.M.S. Unicorn was commissioned on 12 March 1943 as a light fleet aircraft carrier. H.M.S. Unicorn was initially operational from March till October 1943, with aircraft from various Fleet Air Arm unit and saw service in the Atlantic, Norway and the Mediterranean theatres of operations. Later she participated in both the Salerno and Anzio landings in Italy. Alan's ship then reverted to supply and repair duties, for aircraft repair and transport, and fleet backup and support. By early 1944, H.M.S. Unicorn was in the Far East, still doubling as operational carrier pending the delayed arrival of H.M.S. Victorious. During this time she maintained a squadron of Fairey Barracuda aircraft from November 1944 till January 1945, with 817 squadron. During December 1944, H.M.S. Unicorn was busy in establishing the MONAB's in Australia. An advance party of MONAB II was landed from H.M.S. Unicorn that month, arriving at R.A.A.F. Bankstown, Sydney, New South Wales, Australia. Unloaded from the carrier were 16 crated aircraft, in the form of 8 Corsair IIs & 8 Martinet TT.IIs from the Royal Navy Aircraft Depot at Cochin, Southern India, these were to be assembled by the advance party from H.M.S. Unicorn with R.A.A.F. personnel assistance. In view of the date of Alan's death and place of burial it would appear that he was amongst the H.M.S. Unicorn personnel who were based at R.A.A.F. Bankstown, Sydney, New South Wales. Laid up for several years after the Second World War, H.M.S. Unicorn was reactivated for the Korean War. Between June 1950 and October 1953, H.M.S. Unicorn filled a vital support role to the Royal Navy and Commonwealth Aircraft carriers in

Korean waters and on several occasions accompanied the operational carrier to the forward area, flying her own aircraft and acting as a spare deck. On one occasion she engaged enemy positions in North Korea with her own 4inch guns, thereby becoming more closely engaged than any of the other carriers. H.M.S. Unicorn was eventually sold for scrap in June 1959, and was stripped at Dalmuir, Scotland and her hull broken up at Troon, Scotland from March 1960.

**SMITH, DORIS MAY.**

Died 12 June 1941. Aged 3.

Resided at 10, Randolph Road, Buckland, Dover, Kent.

Daughter of Mr. and Mrs. Percival Smith.

Doris died at her home 10, Randolph Road, Buckland, Dover, Kent.

**SMITH, ELLEN IRENE.**

Died 25 November 1944. Aged 19.

Daughter of Mr. and Mrs. Basil Cyril Smith of 65 Alfred Road, Dover, Kent.

Ellen died at New Cross Road, Deptford, London, and is commemorated on the Woolworth's Memorial Plaque.

Although most London boroughs were hit by V2 Flying Bombs, they killed more people in Deptford than anywhere else. The borough suffered nine V2 strikes, which resulted in the deaths of almost 300 people and injured a substantial number of others. The rockets also destroyed literally hundreds of houses in the borough. The worst of the V2 attacks occurred on 25 November 1944 on New Cross Road in Deptford, when at least 168 people are known to have been killed when a V2 destroyed the Woolworth's store. Not only was this incident the single mostly costly in the borough, it was also responsible for the largest loss of a single flying bomb in the United Kingdom, a fact that is recorded on the Woolworth's Memorial Plaque. Where Woolworth's once stood prior to 1944 and so many people lost their lives was later rebuilt, and is now an 'Iceland' frozen food store.

**SMITH, ERNEST JAMES.** Assistant Steward.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 18.

Son of Mr. and Mrs. E. T. Smith of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Ernest served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines



were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**SMITH, SYDNEY GEORGE.** Ordinary Seaman, C/SSX31164.

Royal Navy, H.M.S. Sussex. (96).

Died 9 August 1940. Aged 18.

Son of Henry John and Mildred Elsie Louisa Smith of Martin, Dover, Kent.

Buried Glasgow (Cardonald) Cemetery, Grave Ref: Sec. E. Joint grave 1.

Unfortunately it has not thus far been possible at this point in time to find out Sydney's cause of death, when his ship, a 9850 ton London class heavy cruiser was in dry dock at Glasgow. On 21 September 1940 there was an air enemy raid which commenced at about 0200 hours, during the raid H.M.S. Sussex, which was still in the dry dock sustained one bomb hit: the bomb penetrated the decks and detonated 2-3 level below the main deck. The ship caught fire and was severely gutted at the stern, suffering additional heavy damage when the dock was flooded and she capsized to port. Her repairs took virtually two years, and she did not re-commission until August 1942 for service in the Atlantic. H.M.S. Sussex had been built by Hawthorn Leslie & Co. of Hebburn-on-Tyne, and was commissioned into the Royal Navy on 19 March 1929, and was decommissioned on 2 February 1949, on 3 January 1950 H.M.S. Sussex was sold for scrapping, and she was subsequently broken up by Arnott Young at Dalmuir on the river Clyde, arriving there on 23 February 1950.

**SNELLER, PERCY WILLIAM.** Police Constable.

Police War Reserve.

Died 23 March 1942. Aged 60.

Husband of A. K. Sneller of 5, Millais Road, Dover, Kent.

Percy died at the Conservative Club, Dover, Kent, during an enemy air raid by four Junkers JU-88 bombers just before 2100 hours on the evening of 23 March 1942; he was in the company of Police Sergeant William Austen, who is also commemorated in the Dover, Kent, Second World War Book of Remembrance. Having jointly inherited his

late father Frank's haulage business with his brother Arthur in 1900, and then called it Sneller Brothers, Arthur died in 1906, after which Percy became 'sole proprietor' and the company name changed to P.W. Sneller. Over many years the company expanded and it's lorries very often seen, primarily four wheeled tippers in the Dover and East Kent area, until the company ceased trading in 1979, after having been in existence since the 1860's, during which time employing local labour.

**SPINNER, FREDERICK ERNEST GEORGE.**

Died 13 September 1944. Aged 9.

Son of Mrs. W. Amos (formerly Spinner) of 22, Paul's Place, Dover, Kent. and of the late Frederick Thomas Spinner.

Frederick 'Freddy' died at the Priory Station, Dover, Kent having spent a few days on holiday and getting away from the shelling. He was standing, beside his sister, on one of the platforms at the Station having just stepped off the train. At 1603 hours a shell landed on the station and he was killed, but his sister who was with him not only survived but apparently totally unmarked.

**STACEY, WILLIAM EDWARD.**

Died 2 October 1941. Aged 66.

Husband of E. J. Stacey of 10, Rope Walk Road, Dover, Kent.

William died at Limekiln Street, Dover, Kent.

**STANDRING, GIBBARD SELKIRK.** Sergeant, 927496.

Royal Air Force Volunteer Reserve. 57 Squadron, Royal Air Force.

Died 23 June 1942. Aged 30.

Son of Robert Selkirk Standring and Ellen Isabel Standring of Potters Bar, Middlesex.

Commemorated on the Runnymede Memorial. Panel 94.

At 2330 hours on 22 June 1942, Wellington bomber X3758 DX-? took off from R.A.F. Feltwell, Norfolk, flown by 20 year old Sergeant James B. Larkins R.N.Z.A.F. of Dunedin, Otago, New Zealand, with Gibbard amongst the aircrafts five crew. The Wellington was amongst a mixed bomber force engaged on a raid to Emden, Germany, which was carried out by 227 aircraft, comprised of 144 Wellingtons, 38 Stirlings, 26 Halifaxes, 11 Lancasters, and 8 Hampdens. 6 aircraft were lost on the raid, they being 4 Wellingtons, 1 Lancaster, and 1 Stirling. Although 196 crews claimed good bombing results at the debriefings, but decoy fires are believed to have drawn off many bombs. Emden reports showed 50 houses destroyed, 100 damaged, damage in the harbour, but with no details available appertaining to same available, 6 people killed and 40 injured. Gibbard's aircraft was presumed to have been lost over the sea. Gibbard and his pilot, James Larkins, are both commemorated on the Runnymede Memorial, and the rest of the crew are at rest in the Sage War Cemetery, Oldenburg, Niedersachsen, Germany.

**STANFORD, FREDERICK JOHN CHARLES.**

Died 8 October 1940. Aged 18.

Son of Mr. and Mrs. C. H. Stanford of 143, Clarendon Place, Dover, Kent.

Frederick was injured at Dover Harbour and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**STAVELEY, JESSE JAMES CARROLL.** Driver, 2025966.

287 Field Company, Royal Engineers.

Died 26 February 1942.

Born Kent. Resided Surrey.

Commemorated on the Singapore Memorial. Column 42.

**STAVELEY, ROSALYN ELIZABETH.**

Civil Defence Service.

Died 12 September 1944. Aged 60.

Resided at 44, Dickson Road, Dover, Kent.

Wife of Charles Robert Staveley.

Rosalyn died at her home 44, Dickson Road, Dover, Kent.

**STEVENS, CHARLES.** No clear trace.

**STOKES, ERNEST EDWARD.** Gunner, 974011.

1st Regiment, Royal Horse Artillery.

Died 1 September 1942. Aged 22.

Born and resided Kent.

Son of Ernest Ford Stokes and Elizabeth Stokes of St. James, Exeter, Devon.

Buried El Alamein War Cemetery, Egypt. Grave Ref: XXV. D. 16.

Although the individual batteries had existed for some 145 years beforehand and Artillery Brigades had been formed in 1859, it was not until 1 May 1938 that 1st Regiment, Royal Horse Artillery was formed in 1939, and was mobilized in Bulford, Salisbury, Wiltshire with two eight gun batteries. Although part of 1st Armoured Division, it deployed as an Army regiment because the armoured division was not ready. As such the Regiment, less A/E, joined 51st Highland Division, on the Saar Front in the French Sector in April 1940. In June 1940, the Regiment was captured with that Division at St Valery after severe fighting, and was also heavily engaged with the enemy during the withdrawal to and subsequent evacuation from the port of Dunkirk. The Regiment reformed in North Wales around an index HTME Battery, and many others who had successfully managed to escape capture in France, and went to Egypt in late 1940. The Regiment arrived with the Mediterranean Expeditionary Force in October 1940, and played a significant part in Sir Archibald Wavell's campaign which commenced on 9 December 1940. The most notable actions were those during the 'Siege of Tobruk,' Battle at El Tamar by all three batteries during the fierce fighting just before the 'Battle of El Alamein' and then the actual battle itself. After the 'Battle of Alamein' Ernest's regiment was withdrawn to refit, and took no further part in the war in North Africa. The 1st Regiment, Royal Horse Artillery then joined the 10th Armoured Division in Aleppo, and spent the next year training all over Syria, Palestine and the Canal Zone. The Regiment then landed in Italy from Palestine in

May 1944 at Taranto, and was in action south of Rome on 15 May 1944, and thereafter played a full part in the remainder of the Italian Campaign and finished the war in Italy.

**STREETER, RUBINA GEORGINA.**

Died 28 June 1943. Aged 11.

Daughter of Edward Thomas Streeter of 14, Chapel Place, Dover, Kent.

Rubina was injured on 27 June 1943, at Cannon Street, Dover, Kent and died the following day whilst a patient at the County Hospital, Dover, Kent.

**STUBBINGTON, CHARLES.**

Died 14 November 1940. Aged 40.

Son of Mrs. Stubbington of 1 Castle Cottages, Charlton Green, Dover, Kent, and of the late Charles Stubbington.

Husband of Ivy Selina Stubbington of 53 Devonshire Road, Dover, Kent.

Charles died at the Royal George Hotel, Beach Street, Folkestone, Kent.

**SUMNER, DAVID HENRY.** Corporal, 528883.

Royal Air Force.

Died 16 February 1942. Aged 30.

Son of David Charles and Rose Emma Sumner.

Husband of May Beatrice Sumner of Castle Fields, Shrewsbury, Shropshire.

Commemorated on the Singapore Memorial. Column 416.

**SUTTON, DONALD JACK.** Stoker 1st Class, C/KX 97603.

Royal Navy, H.M.S. Calcutta. (D 82).

Died 1 June 1941. Aged 22.

Son of Sidney and Elsie Sutton of Nonington, Dover, Kent.

Commemorated on the Chatham Naval Memorial. Panel 48. Column 1.

Built by Vickers of Barrow-in-Furness, and commissioned on 21 August 1919, H.M.S. Calcutta was a 4,290 ton Royal Navy 'Cairo' class light cruiser. Commanded by 41 year old Captain Dennis M. Lees, D.S.O., R.N., Donald's ship was sunk in the Eastern Mediterranean, about 100 nautical miles west-north-west of Alexandria, Egypt, by two bombs dropped from German Ju-88 bombers on 1 June 1941. From the ship's complement there were 255 survivors of the sinking, including her commander who later became Rear-Admiral Dennis Marescaux Lees, C.B., D.S.O., R.N., in addition to his British decorations and being thrice Mentioned in Despatches, he held four foreign decorations, having been honoured by France (twice), Greece, and the United States of America. Aged 72, Rear-Admiral Lees, a native of Chesterton, Cambridgeshire, died at Southsea, Hampshire on 4 August 1973.

**SUTTON, HENRY GEORGE.** Sergeant, 1359710.

Royal Air Force Volunteer Reserve. 179 Squadron, Royal Air Force.

Died 21 March 1943. Aged 29.

Son of Duncan McBride Sutton and Annie Sutton of Dover, Kent.

Commemorated on the Runnymede Memorial. Panel 166.

Henry's Coastal Command squadron was formed in September 1942 from a detached flight of 172 Squadron, R.A.F. Equipped with Wellingtons fitted with Leigh lights, it moved to Gibraltar for patrols over the approaches to the Mediterranean. 179 Squadron, Royal Air Force returned to England in April 1944 to fly anti-submarine patrols over the Bay of Biscay and the Western approaches until the end of the Second World War.

**SUTTON, ROY JOHN.** Sergeant (Pilot), 1269173.

Royal Air Force Volunteer Reserve.

Died Saturday 7 November 1942. Aged 20.

Son of Norman and Daisy Sutton of Dover, Kent.

Commemorated on the Runnymede Memorial. Panel 94, and in the Dover, Kent Grammar School for Boys, Second World War Book of Remembrance, where Roy was a pupil from 1933 to 1939.

On completion of his pilot training in South Africa, Roy was promoted to Sergeant (Pilot), and posted to R.A.F. Turnberry, Ayrshire, Scotland as a staff pilot flying Avro Anson's with No. 5 (Coastal) OTU (Coastal Command Operational Training Unit). Following his time spent at Turnberry flying Anson's, Roy then flew Bristol Beaufort, torpedo bombers, and died on the night of 7 November 1942 when his aircraft crashed into the sea off the coast off Ayrshire, Scotland during a night exercise. Roy's good friend, 28 year old Sergeant, (Wireless Operator/Air Gunner) Robert A.N. St. John Farnon, R.A.F. (V.R.) was also killed in the crash, his body was recovered and he is buried at Brookwood Military Cemetery, Surrey. In his sphere prior to the war, Robert was both well known and much in demand as the singer Robert (Bob) Ashley. Regularly performing with such popular bands as George Elrick, Jack Payne and many others, including Louis Levy in his 'Music from the Movies' programme. Due to his popularity and 'star status,' Robert was cajoled by his superior officers into becoming an R.A.F. Drill Instructor which would have secured him a safer posting and left him freer to 'entertain the troops' and to a lesser extent to carry on with his pre service career, but he stuck to his guns (no pun intended), and pointed out that he had enlisted to serve with an operational unit. Whilst this is a brief tribute to his friend Roy Sutton, it seemed right to also draw attention to his crewman, not for his fame and star status, but for his determination to really do his bit at the sharp end of the Royal Air Force in the war. Shortly after Roy's death his unit moved on 29 December 1942, to R.A.F. Long Kesh, Lisburn, Northern Ireland, using Maghaberry as a satellite from February to September 1943. During 1943 a number of changes took place, In February, No. 3 (Anson) Preliminary Training Flight was transferred to No 10 Radio School, by November, Beaufort training was being cut back due to successes in the Mediterranean and Hampden's were replaced by Ventura's and Hudson's were transferred from No 1 (C) OTU. Early in February 1944 the unit moved back to R.A.F. Turnberry, and in April it took over No 1 Torpedo Training Unit and Beaufighters began to replace Beauforts. In May 1944 the ASR Training Unit was absorbed from Thornaby and the unit was now

operating Beaufighters, Ventura's, Hudson's, Warwick's, Oxford's and Martinet's. By the time that the unit was disbanded on 1 August 1945, it had also added Wellington's and a Spitfire. When it closed the Warwick commitment was transferred to No 6 (Coastal) Operational Training Unit.

**SWINERD, PHILIP GEORGE.** Private, 6289205.  
2nd Battalion, The Buffs (Royal East Kent Regiment).  
Died 1 February 1945. Aged 25.  
Born and resided Kent.  
Son of John and Louisa Swinerd of Dover, Kent.  
Commemorated on the Rangoon Memorial, Myanmar. Face 4.

**SYDENHAM, ELLEN MIRIAM.**  
Died 25 September 1944. Aged 30.  
Daughter of Mr. and Mrs. J. W. Castle of 21, Pilgrims Way, Dover, Kent.  
Wife of Private R.J. Sydenham, The Devonshire Regiment.  
Ellen died at London Road, Dover, Kent.

**TALBOT, CHARLES JOSEPH.**  
Died 12 June 1941. Aged 56.  
Resided at 12, Randolph Road, Dover, Kent.  
Husband of Minnie Jane Talbot, who is the next casualty briefly commemorated below.  
Charles died at his home 12, Randolph Road, Dover, Kent.

**TALBOT, MINNIE JANE.**  
Died 1 July 1941. Aged 57.  
Resided at 12, Randolph Road, Dover, Kent.  
Widow of Charles Joseph Talbot.  
Minnie was injured on 12 June 1941, at her home 12, Randolph Road, Dover, Kent, in the same incident in which her husband lost his life, and she died at the Preston Hall Emergency Hospital, Aylesford, Maidstone, Kent on 1 July 1941.

**TALLENT, RUBY WINIFRED LOUISE.**  
Died 24 August 1940. Aged 19.  
Wife of Edward Tallent.  
Ruby died at 31, Avenue Road, Dover, Kent.

**TAPSELL, ANNIE MARY.**  
Died 2 October 1941. Aged 68.  
Resided at 7, Dour Street, Dover, Kent.  
Daughter of the late Mr. and Mrs. M. Beaker of 154, Snargate Street, Dover, Kent.  
Wife of James Tapsell who is the next casualty briefly commemorated below.  
Annie died at her home 7, Dour Street, Dover, Kent.

**TAPSELL, JAMES.**

Died 2 October 1941. Aged 68.

Son of the late Mr. and Mrs. Tapsell of the Albion Inn, East Cliffe, Dover, Kent.

Husband of Annie Mary Tapsell.

James died at his home 7, Dour Street, Dover, Kent.

**TAYLOR, BRIAN.** Lieutenant.

Home Guard.

Died 23 March 1942. Aged 32.

Resided at Court Cottage, Kearsney, Dover, Kent.

Son of Alfred Harold and Jane Taylor of Broom Hill, Wingham, Canterbury, Kent.

Brian died at the East Kent Garage, Dover, Kent.

**TEASDALE, CECIL WALKER.** Captain, 138982.

152 (The Ayrshire Yeomanry) Field Regiment, Royal Artillery.

Died Friday 26 February 1943. Aged 24.

Born Warwickshire. Resided South East London.

Son of Lieutenant Colonel H. W. Teasdale, R.A., and Edith Teasdale of Rugby, Warwickshire.

Buried Medjez-el-Bab War Cemetery, Tunisia. Grave Ref: 5. C. 16.

Cecil was a pupil at the Dover, Kent Grammar School for Boys from 1926 to 1935, where he is commemorated in the Second World War Book of Remembrance.

Cecil had been a pre war member of the London Rifle Brigade. At the start of the Second World War, the Ayrshire Yeomanry were asked to fill a gap in the Army's Artillery organisation and duly formed two Regiments of Field Artillery; they being the 151 and 152 Field Regiments, Royal Artillery. When Cecil's regiment had converted to artillery it was sent to Orkney to help defend Scapa Flow, and whilst there the officers and other ranks trained on 75mm guns, 18 pounders, 4.5 in Howitzers, and 25 pounders, the latter being the weapon with which they were finally equipped. Following a spell of duty spent in Essex, the regiment was then attached to 6th Armoured Division and in November 1942 sailed to Tunisia. From January to May 1943 Cecil's regiment was virtually continually in action, supporting the Irish Brigade at Two Tree Hill and Kasserine. With the transfer of the Irish Brigade to the 78th Division, the regiments' responsibility for artillery support was switched to the 3rd Battalion, Grenadier Guards, which was an association that was to continue until; jointly both finally reached the Adriatic. After participating in the capture of Tunis, and the final Axis surrender, with 238,000 men, in May 1943, the regiment moved to Constantine, and in February 1944 sailed to Naples. A month later, again supporting the Grenadier Guards the regiment was present at the third attack on Monte Cassino, and in June took part in the fighting for Arezzo. Following the battle of Monte Battaglia, and the crossing of the river Po, the regiment ended the war north of Venice. Both Regiments fought with great courage throughout the North African, Middle Eastern and European Theatre of Operations. Between them the two (Ayrshire Yeomanry) Field Regiments, Royal Artillery won four Distinguished Service Orders, twenty one Military Crosses and twenty four Military Medals.

**TERRY, AGNES ANNIE.**

Died 5 October 1942. Aged 35.

Wife of George James Terry.

Agnes died at 34, Adrian Street, Dover, Kent.

**TERRY, DORIS IRENE.**

Died 11 September 1940. Aged 15.

Daughter of F. C. Terry of 96, Maid Street, Maidstone, Kent.

Doris died at 1, Townwall Passage, Dover, Kent.

**TICKNER, WILLIAM JOHN.** Chief Cook.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 51.

Born 25 February 1893. Merchant Navy Discharge number: 587007.

Son of Thomas Charles and Elizabeth Tickner.

Husband of Rosetta Tickner of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Ernest served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beaufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16 February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next



month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**TOZER, CYRIL JOSEPH.** First Aid Post Member.

Died 8 September 1940. Aged 62.

Resided at 80, Limekiln Street, Dover, Kent.

Husband of Muriel Tozer.

Cyril died at the Aycliffe Allotments, Old Folkestone Road, Dover, Kent.

**TREADWELL, ALFRED HENRY ARTHUR.** Flying Officer (Observer), 124245.

Royal Air Force Volunteer Reserve. 236 Squadron, Royal Air Force.

Died Thursday 4 February 1943.

Buried Bergen (Mollendal) Church Cemetery, Norway. Grave Ref: C. 6.

Alfred was a pupil at the Dover, Kent Grammar School for Boys from 1931 to 1937, where he is commemorated in the Second World War Book of Remembrance.

On 31 October 1939, No.236 Squadron reformed at R.A.F. Stradishall, Suffolk in Fighter Command and received Blenheim fighters in December. It moved to North Coates, Lincolnshire at the end of February 1940 to join Coastal Command, but reverted to Fighter Command in April on arrival at R.A.F. Speke, Cheshire. During May and June the squadron flew defensive patrols over shipping in the English Channel and on 4 July rejoined Coastal Command for fighter and reconnaissance duties. A detachment was based in Northern Ireland from 18 September, which became No.272 Squadron on 19 November, but the bulk of the squadron's operations were flown from Cornwall and Pembrokeshire until 9 February 1942, when it moved to East Anglia and became a cadre unit, its Beaufighter's having been withdrawn from service with other squadrons. It became operational again on 15 March with Beaufighter's, which it used for escort and shipping reconnaissance missions. In July 1942 it began taking part in attacks on enemy shipping off the Dutch coast, while detachments flew patrols over the Bay of Biscay to protect Coastal Command anti-submarine aircraft from enemy fighters. In April 1943, a strike wing was formed at R.A.F. North Coates. No.236 joined it and remained an anti-shiping unit until the end of the war disbanding on 25 May 1945.

**TRINDER, HERBERT CHARLES.**

Died 18 October 1940. Aged 36.

Resided at 37, Mayers Road, Walmer, Deal, Kent.

Husband of Kathleen Ellen Trinder.

Herbert died at the Admiralty Pier, Dover, Kent.

**TROW, SIDNEY CLEVELAND.**

Died 8 October 1940. Aged 32.

Resided at 18, Palmerston Boulevard, Trighton, Leicestershire.

Sidney died at Dover, Kent on H.M. Trawler.

**TRUMPER, DOUGLAS.** The only Second World War Commonwealth casualty commemorated by the CWGC as Douglas Trumper is the following Canadian non commissioned officer, who of course might be the same casualty that is commemorated in the Dover, Kent Second World War Book of Remembrance. Caution is advised however for anybody undertaking more detailed research on either the book or this casualty as it seems something of a coincidence regarding his parents' place of residence.

**TRUMPER, DOUGLAS G.** Bombadier, A/58856.

23 Field Regiment, Royal Canadian Artillery.

Died 2 March 1945. Aged 26.

Son of Charles William Trumper, and of Caroline E. Trumper (nee Mead) of Port Dover, Ontario, Canada.

Buried Groesbeek Canadian War Cemetery, Gelderland, Netherlands. XIV. F. 13.

**TURMAINE, ERNEST EDWARD.** Greaser.

Merchant Navy, S.S. Maid of Kent (London).

Died 21 May 1940. Aged 56.

Husband of Eliza Ethel Turmaine, of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 66.

Built in 1925 the 2386 ton 'Maid of Kent' was converted to a hospital ship at the start of the Second World War, after operating as a Southern Railway cross Channel ferry between Folkestone and Boulogne. She was bombed and sank at Dieppe Harbour on 21 May 1940 with the loss of her 28 merchant crew and medical staff. At the time of her loss the 'Maid of Kent' she was clearly marked as a hospital ship, and Dieppe was designated a hospital port. Compounding the tragedy of the sinking and loss of life on the ship, was that other people died onboard a train that was loaded with casualties alongside the hospital ship, when the resultant fire from the 'Maid of Kent' spread to the train carriages. Another of the Southern Railway cross Channel ferry ships the 2391 ton ship 'Brighton,' which in peacetime sailed between Newhaven and Dieppe, was also bombed and sunk in the English Channel, on the same day as the 'Maid of Kent' while in use as a hospital ship during a trip to Dieppe.

**TURNER, JOSEPH THOMAS.**

Died 7 September 1941. Aged 62.

Resided at Burlington Mansions, Dover, Kent.

Husband of Rosa Turner, who is the next casualty briefly commemorated.

Joseph died at Burlington Mansions, Dover, Kent.

**TURNER, ROSA.**

Died 7 September 1941. Aged 65.

Resided at Burlington Mansions, Dover, Kent.

Daughter of Samuel Jones.

Wife of Joseph Thomas Turner.

Rosa died at Burlington Mansions, Dover, Kent.

**VOSPER, JACK.** Sergeant, 1360578.

Royal Air Force Volunteer Reserve. 144 Squadron, Royal Air Force.

Died Sunday 13 December 1942. Aged 27.

Son of William Henry and Florence Mary Vosper.

Husband of Sylvia Maud Vosper of Snowdown, Dover, Kent.

Commemorated on the Runnymede Memorial. Panel 95.

Jack was a pupil at the Dover, Kent Grammar School for Boys from 1926 to 1933, where he is commemorated in the Second World War Book of Remembrance.

No 144 Squadron, Royal Air Force was flying Handley Page Hampden's from R.A.F. Hemswell, Lincolnshire, at the outbreak of the Second World War but did not get an opportunity to do any operational work until the war was nearly three weeks old. Then, on 26 September 1939, its chance finally came when it was ordered to dispatch 12 Hampden bombers to search for and attack enemy naval vessels which had been reported in the North Sea. Flying in two formations of six, the Hampden's approached to within about 12 miles of the German coast but the only naval vessels sighted were two submarines which were presumably of unknown nationality and the aircraft returned to base with their bomb loads intact. The squadron's next mission, another armed reconnaissance over the North Sea on 29 September, was a very different story indeed. Eleven Hampden's, split into two sections - a section of five led by Wing Commander J.C. Cunningham, the Commanding Officer, and a section of six led by Squadron Leader W.J.H. Lindley, were detailed to search part of the Heligoland Bight to within sight of the German coast. Cunningham's section left Hemswell at 1650 hours and was not heard from again. Lindley's section found two enemy destroyers in the search area steaming east in line astern at 20 knots but, owing to the destroyers' maneuvers and flak umbrella, only three Hampden's were able to attack; the results were not observed. All six Hampden's returned safely to base. In the ensuing months the squadron stood to for shipping searches on several occasions but only once - on 14 December, was it required to operate; the mission was uneventful. The first occasion on which No 144 Squadron flew over the German mainland was the night of 24/25 February 1940, when propaganda leaflets or Nickels were dropped on Hamburg. On 6 March, by which time it had Nickelled several other German towns and by which time also it had flown a number of security patrols, the squadron took part in Bomber Command's first attack on a German land objective - the minelaying-seaplane base at Hornum. Just over two months later (by which time minelaying had been added to its duties) No 144 shared in another notable "first" - the first big bombing attack on the German mainland (the exits of München-Gladbach). The Squadron continued to operate with Bomber Command until 1942, and during this period, in addition to its normal night-bombing attacks and minelaying expeditions, it occasionally undertook certain other tasks such as daylight bombing against German warships at Brest and night-intruder operations against enemy searchlight installations. One night in November 1941, one of the squadron's Hampden's bombed from a very low level and set on fire a 10,000 ton merchant ship the largest of several vessels in an enemy convoy off the Frisian Islands. It was learned afterwards that Major-General Felix Varda, the commander of the Western anti-aircraft defences, was on board this ship and was among those killed as a result of the Hampden's attack. On 21 April 1942, the squadron's association with Bomber Command ended when it was transferred to Coastal Command. In September 1942 the Squadron moved to North Russia to help protect the Arctic

convoys until it handed over its aircraft to the Russians at the end of October. The Squadron then moved to Scotland to take up anti-submarine patrols and shipping strikes from Leuchars. In January 1943 conversion to Beaufighters began and in June these were flown to North Africa for attacks on enemy shipping in the Mediterranean. The Squadron returned to the United Kingdom in August and resumed operations at the end of October 1943. In May 1944, the Squadron moved to south west England to cover the west flank of the Normandy landings and after helping to destroy the German naval forces in Western France, the Squadron joined a strike wing in Lincolnshire for attacks on enemy convoys off the Dutch coast. In September it returned to Scotland for similar missions off Norway. In January 1945, No. 144 Squadron became an anti-flak unit, remaining as such until the end of the war and disbanding on 25 May 1945.

**WADE, CHRISTOPHER.**

Died 12 September 1944. Aged 78.

Resided at 6, St. John's Road, Dover, Kent.

Christopher died at Folkestone Road, Dover, Kent.

**WAKEFIELD, MABEL AGNES.**

Died 25 September 1944. Aged 59.

Wife of Thomas William Wakefield of 1, Erith Street, Buckland, Dover, Kent.

Mabel died at London Road, Dover, Kent.

**WAKEFIELD, RICHARD CHARLES STEPHEN.** Steward.

Merchant Navy, H.M. Cable Ship Alert.

Died 24 February 1945. Aged 43.

Born 12 April 1901. Merchant Navy Discharge number: S.14942.

Husband of Doris Wakefield of Plumstead, London.

Commemorated on the Tower Hill Memorial, London. Panel 5.

Built by Swan, Hunter and Wigham Richardson of Wallsend on the Tyne in 1918, the 941 ton vessel on which Richard served was working off the North Goodwin Sands in the Straits of Dover, undertaking repairs to the Dumpton Gap, Kent to La Panne, Belgium undersea telegraph cable, when she was torpedoed by a German submarine and sunk with the loss of all of her 59 hands. It was not one of the large ocean going type of submarines which sank the Alert, but a Seehund (Seal) type. These submarines had a displacement of 17 tons when submerged, a crew of 2 and carried two underslung torpedoes of type G7e. The Seehund had the range of 300 kilometres at 7 knots, and could attack on the surface in weather up to 4 on the Beufort scale, but had to be almost literally stationary for undertaking submerged torpedo attacks. About fifty Seehund submarines were built which had an additional fuel storage that gave them a range of 300 miles at 7 knots surfaced and 63 miles at 3 knots submerged. These types of midget German submarines were involved in a number of limited actions off Dungeness Point on the south Kent coast. On the morning of 24 February 1945 the two man crew of the U-5330, Oberleutnant zur See, Klaus Sparbrodt and Masch Mt. Günter Jahnke claimed to have sunk a corvette northeast of the South Falls. Initially it was assumed by the Kriegsmarine that they had sunk the 1,050 ton French destroyer La Combattante, but this ship had been mined off the Humber estuary on the night of 23/24 February, by a mine laid on 16

February 1945 by German Motor Torpedo Boats (Schnellboots or E-boats), and the real victim of U-5330 was in fact the British G.P.O. cable layer Alert. Arguably one of the Post Office cable laying ship Alert's most important contributions to the Allied war effort took place surrounded in secrecy in Kent during May 1942. It had been realised that with her shallow draft and the crews' expertise gained over many years cable laying for the General Post Office, that the vessel would be an ideal choice to take part in the embryonic Pipeline Under the Ocean (PLUTO) experiments. Resulting from the decision to use the Alert, she laid a fuel pipe across the river Medway, Kent, and fuel was pumped successfully at a pressure of 600 lbs. per square inch. From observations and data collected the programme of experimentation and modification continued and by the next month the system was ready for deep water trials which were conducted by another larger vessel in the Clyde estuary, and of course in June 1944 PLUTO proved to be invaluable.

**WAKERELL, LESLIE JAMES.** Sergeant (Air Gunner), 1319771.

Royal Air Force Volunteer Reserve. 166 Squadron, Royal Air Force.

Died 31 August 1943. Aged 20.

Son of Samuel and Maud Ellen Wakerell of East Grinstead, Sussex.

Buried Heverlee War Cemetery, Leuven, Vlaams-Brabant, Belgium. Grave Ref: 4. D. 15.

In the parish church of (St. Helen's) Kirmington, Lincolnshire, is a memorial plaque to all those members of Leslie's squadron who lost their lives whilst serving with 166 Squadron, Royal Air Force, whilst based at the village between January 1943 and 1945. At 0044 hours on 31 August 1943, Wellington bomber HE988 AS-U took off from R.A.F. Kirmington, Ulceby, Lincolnshire, and was flown by 25 year old Pilot Officer (Pilot) Henry W. Heron of Ayr, Ayrshire, Scotland, and with Leslie Wakerell amongst the aircrafts five crew. The Wellington was amongst a mixed bomber force of 660 aircraft which took off late on the night of 30 August or early in the morning of 31 August 1943, tasked to carry out a double attack on Mönchengladbach and Rheydt, Germany. Taking part in the raid were 297 Lancasters, 185 Halifaxes, 107 Stirlings, 57 Wellingtons, and 14 Mosquitos. A total success, the visibility was good and the Oboe-assisted marking of both targets was described in Bomber Command's records as being 'a model' of good Pathfinder marking, and with the bombing very concentrated with little creepback. HE988 AS-U was one of two 166 Squadron R.A.F. Wellingtons lost on the above operation, the other being LN397 AS-? Which had taken off from R.A.F. Kirmington only two minutes before Leslie's aircraft. These were the last Wellington bomber casualties reported from 166 Squadron, R.A.F. in less than nine months of operations, the squadron had written off forty-six Wellingtons, thus returning the highest losses of this type from a front-line Bomber Command Unit in 1943. The two Wellingtons, referred to above, had flown 120.15 and 28.50 hours respectively. Leslie's bomber is believed crashed at Loozen, Limburg, about three miles from Bree, Belgium. All five of the bombers crew were buried on 2 September 1943 at St-Truiden, Limburg, Belgium, they have been subsequently re-interred in the Heverlee War Cemetery, which was started in 1946, and was used for burials brought in from a wide area round about.

**WALKER, JOHN GEORGE.**

Died 11 September 1940. Aged 54.

Husband of Sarah Ann Walker of 8, Princes Street, Dover, Kent.

John died on the beach opposite Granville Gardens, Dover, Kent.

**WALL, THOMAS WILLIAM.** Donkeyman.

Merchant Navy, S.S. Dynamo (Hull).

Died 17 April 1943. Aged 21.

Born 29 August 1921. Merchant Navy Discharge number: R255956.

Son of Thomas Cecil and Harriet Wall.

Husband of Evelyn Lillian Elizabeth Wall of Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 36, and on River, Dover, Kent civic war memorial.

Built in 1920 and owned by the Ellerman's Wilson Line Ltd, Thomas's 809 ton cargo ship was sunk by a mine in the Thames Estuary, whilst traveling from London to Hull.

**WALSH, JOHN JAMES.** Flying Officer, 154262.

Royal Air Force Volunteer Reserve. 267 Squadron, Royal Air Force.

Died Tuesday 22 August 1944. Aged 21.

Son of Michael John Walsh and of Bridget Walsh of Dover, Kent.

Commemorated on the Malta Memorial. Panel 13, Column 2.

John was a pupil at the Dover, Kent Grammar School for Boys from 1935 to 1939, where he is commemorated in the Second World War Book of Remembrance.

No. 267 Squadron, Royal Air Force was formed at Calafrana, Malta on 27 September 1918, from Nos.360, 361, 362 and 363 Flights based at the seaplane station there. It flew anti-submarine patrols until the signing of the Armistice and remained in being as an operational squadron and aircraft holding unit until renumbered 481 Flight on 1 August 1923. On 19 August 1940, No.267 reformed from the Communications Unit, Heliopolis, for local transport duties in Egypt. It used a variety of types for transporting passengers, mail and freight between Egypt and outlying bases. Larger aircraft were acquired by the end of 1941 and by August 1942, operations extended throughout the Mediterranean area and its role included the movement of personnel and equipment, casualty evacuation and occasional supply-dropping missions to guerilla bands in Italy and the Balkans. In November 1943, the squadron moved to Italy and in February 1945 was transferred to India, where it carried supplies during the 14th Army's final offensive that cleared Burma of the Japanese. After a period of general transport duties, the squadron officially disbanded on 30 June 1946, though it actually continued operations until 21 July.

**WALSH, PATRICK JOHN.** Sergeant, 1248137.

Royal Air Force Volunteer Reserve.

Died 16 July 1944. Aged 23.

Son of Patrick John and Emily Walsh of Dover, Kent.

Buried Delhi War Cemetery, India. Grave Ref: 2. H. 3.

**WALTERS, EDWARD.** No clear trace.

**WALTERS, JOHN.** No clear trace as commemorated in the Dover, Kent, Second World War Book of Remembrance, but it seemed prudent to record that a James Walters is buried in one of the Dover, Kent cemeteries, the army casualty being the following man:-

**WALTERS, JAMES.** Private, 7599995.

1 Army Tank Brigade Workshop, Royal Army Ordnance Corps.

Died 27 May 1940. Aged 21.

Born and resided Liverpool, Lancashire.

Son of James and Elizabeth Bell Walters of Liverpool, Lancashire.

Buried St. James's Cemetery, Dover, Kent. Grave Ref: Row H. Grave 25.

**WARMAN, ETHEL ANN.**

Died 3 April 1942. Aged 53.

Resided at 86, Union Road, Dover, Kent.

Daughter of Thomas and Ann Cassons.

Wife of William Elgar Warman who is the next casualty commemorated below.

Ethel died at the Union Road Trenches, Dover, Kent.

**WARMAN, WILLIAM ELGAR.**

Died 3 April 1942. Age 58.

Resided at 86, Union Road, Dover, Kent.

Husband of Ethel Ann Warman.

William died at the Union Road Trenches, Dover, Kent.

**WATSON, COLIN IAN MACKENZIE.** Major, IA/1128.

2nd Battalion, 8th Punjab Regiment.

Died Sunday 21 January 1945. Aged 26.

Son of Colin Campbell Watson and Winifred Rosina Sarah Watson of Dover, Kent.

Buried Taukkyan War Cemetery, Myanmar. Grave Ref: 27. G. 2.

Colin was a pupil at the Dover, Kent Grammar School for Boys from 1929 to 1937, where he is commemorated in the Second World War Book of Remembrance.

Colin's battalion spent the duration of the Second World War in India and Burma, during which time, on 6 January 1943 at Donbaik, Mayu Peninsula, Burma, 29 year old Havildar 14696 (later Major) Parkash Singh (31 March 1913-23 March 1991) drove his own carrier forward and rescued the crews of two disabled carriers under very heavy fire. Again on 19 January 1943 in the same area he rescued two more carriers which had been put out of action by an enemy anti-tank gun. He then went out yet again and brought to safety another disabled carrier containing two wounded men. For his valour Parkash Singh was awarded the Victoria Cross.

**WATSON, JACK.** Cook.

Merchant Navy, S.S. Orford (Barrow).

Died 1 June 1940. Aged 23.

Son of Herbert and Maud Lilian Watson of Maxton, Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 76.

S.S. Orford was built in 1928 and belonged to the Orient Line; she sailed regularly between the United Kingdom and Australia, and had on occasions been used to transport the Australian Cricket Team and the Davis Cup tennis team players. Captain Norman Savage was in command at the time that the ship was bombed outside Marseilles, France in 1940, having been loaned to the French as a troop transporter. In 1947 the once proud 20,000 ton liner was refloated and subsequently scrapped. Captain Savage fortunately survived the attack on his ship, and in 1942 was in command of the R.M.S. Oronsay when it was sunk off the West African coast by an Italian Regia Marina submarine, and was awarded subsequently awarded the C.B.E. for his crucial part played in the saving of all but six of the passengers and ships crew.

**WEIR, IAN ROBERT.** Serjeant, 914393.

Died at sea Saturday 14 November 1942. Aged 23.

Born South West London. Resided Kent.

97 (The Kent Yeomanry) Field Regiment, Royal Artillery.

Commemorated on the Alamein Memorial, Egypt. Column 39.

Ian was a pupil at the Dover, Kent Grammar School for Boys from 1928 to 1937, where he is commemorated in the Second World War Book of Remembrance.

Ian was a pre war member of the Royal Artillery, doubtless a member of the 97 (The Kent Yeomanry) Field Regiment, R.A.

The day on which Ian died was that with the most recorded deaths to the 97 (The Kent Yeomanry) Field Regiment, Royal Artillery during the Second World War. All were lost whilst they were prisoners of war aboard the 1,579 ton Italian cargo/passenger ship S.S. Scillin whilst en route from Tripoli to Sicily with 814 Commonwealth prisoners of war on board. With a naval gun crew and 30 Italian guards on board, the ship was torpedoed by the British submarine H.M.S. Sahib (P212), commanded by Lieutenant John Bromage when she was approximately 10 miles north of Cape Milazzo in the Tyrrhenian Sea. H.M.S. Sahib rescued 27 of the prisoners from the water, 26 British and one South African, plus the Scillin's captain and 45 Italian crew members. Only then, when Lieutenant John Bromage heard the survivors speaking English, did he realize that he had sunk a ship carrying Commonwealth prisoners of war. At a subsequent inquiry into this 'friendly fire' tragedy, Lieutenant Bromage was cleared of all blame and/or negligence as the ship was unmarked and at the time of the sinking, and he had thought that the S.S. Scillin was being used as a troopship carrying Italian troops. Immediately following the sinking of the S.S. Scillin, H.M.S. Sahib was attacked by bombs from escorting German Junkers Ju-88 bombers, and depth charges from the Italian corvette Gabbiano, badly damaged; H.M.S. Sahib was later abandoned and scuttled. Due to the war time restrictions which were of necessity in place at the time of the sinking of the S.S. Scillin, and the obvious 'propaganda gift' to the enemy, the truth was withheld from the British public, which is obviously understandable. What is not understandable however is that



the Ministry of Defence kept the tragic incident a closely guarded secret until **1996**, repeatedly telling relatives of those lost in the tragedy that they had died while prisoners of war in Italian POW camps, or simply "Lost at sea." After repeated requests for information, mainly of course from the families of the 783 allied prisoners who were drowned, that the truth finally was revealed, by which time it can safely be assumed that most, indeed probably all of the parents of those lost had themselves also died, never knowing what had really happened to their loved ones or where they had really lost their lives whilst serving their country. A lot of information (and the truth) came to light following detailed and comprehensive research undertaken by the noted Italian Naval Historian, Professor Alberto Santoni. It should be noted that Professor Santoni's findings appertaining to the sinking of the S.S. Scillin, have been published in both the Italian and German languages, but unfortunately not as far as I am aware also in English.

**WELLS, BASIL JOHN.**

Died 10 September 1940. Aged 17.

Son of Mr. and Mrs. E. W. Wells of 121, Snargate Street, Dover, Kent.

Basil was injured on 9 September 1940, at Taylor's Garage, Elms Vale Road, Dover, Kent, and died the following day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**WELLS, EDWARD JOHN.** Mechanician 1st Class, C/KX 82754.

Royal Navy, H.M.S. Curacoa.

Died 2 October 1942. Aged 27.

Son of Robert W. and Frances J. Wells.

Husband of Doris Maud Wells of Dover, Kent, Kent.

Commemorated on the Chatham Naval Memorial. Panel 60. Column 3.

Edward's 4190 ton 'Ceres' class light cruiser was launched on 5 May 1917 and commissioned on 18 February 1918, she was rearmed as an Anti-Aircraft cruiser from August 1939 until April 1940. H.M.S. Curacoa was engaged in convoy escort duties with the liner Queen Mary which was in use as a troopship and carrying over 10,000 American troops across the Atlantic. While both ships were zigzagging, H.M.S. Curacoa commanded by Captain J. W. Boutwood, D.S.O., R.N, crossed the Queen Mary's bow with insufficient clearance. The Queen Mary sliced into her at a speed of 28 knots, cutting the light cruiser in two. Separated by about 100 yards, she sank instantly with 338 casualties. Despite the impact of the collision the Queen Mary did not falter or slow down, despite the fact of a 40 foot gash in her bow, for fear of German submarines. The convoy behind picked up 26 survivors from Edward's ship. Amongst those who survived the tragedy was the commander of H.M.S. Curacoa.

**WEST, STANLEY MORNINGTON.** Pilot Officer (Pilot), 42778.

Royal Air Force.

Died Saturday 13 January 1940.

Buried Grantham Cemetery, New Somerby, Lincolnshire.

Grave Ref: Section 17. Row J. Grave 10.

Stanley was a pupil at the Dover, Kent Grammar School for Boys from 1930 to 1934, where he is commemorated in the Second World War Book of Remembrance.

It would seem likely that Stanley was based at the original R.A.F. Grantham, Lincolnshire, which was the home to the 12 Flying Training School from September 1939 to 1 April 1942, when it was renamed again to become the 12 (Pilots) A.F.U., and this name remained up to its disbandment on 8 February 1945. The actual station was renamed to R.A.F. Spitalgate in 1944 to avoid confusion with R.A.F. Grantham (St Vincent's), H.Q. No. 5 Group. Stanley's station continued as a training base throughout most of the Second World War until 8 February 1945, and continued in Royal Air Force use until 1975 after having been in use as the Women's Royal Air Force (WRAF) Depot, responsible for the recruit training of all non-commissioned females in the R.A.F. until this moved to R.A.F. Swinderby when the airfield at Grantham was closed. Today (2004) the site is still in use by the military and is currently the Prince William of Gloucester Army Barracks and the home to the 5 Training Regiment, Royal Logistics Corps, Territorial Army Centre, Grantham. The cemetery where Stanley is buried at New Somerby, on the eastern edge of Grantham contains 55 Commonwealth burials of the Great War and 58 from the Second World War. Like Stanley, the other Royal Air Force casualties are buried in Section 17.

**WHALEY, GEORGE ALEXANDER.** Lance Corporal, 2024001.

1st Battalion, Worcestershire Regiment.

Died 31 December 1942.

Born Kent. Resided Canterbury, Kent.

Buried Milan War Cemetery, Italy. Grave Ref: III. A. 2.

Pre war member of the Worcestershire Regiment.

Most of the graves in Milan War Cemetery were those of prisoners-of-war or airmen and were brought in from the surrounding towns and villages - places such as Bergamo, Boves, Carpi, Cicagna, Modena, Parma, Piacenza, Turin and Val d'Isere following the cessation of hostilities. On 3 September 1943 the Allies invaded the Italian mainland, the invasion coinciding with an armistice made with the Italians who then re-entered the war on the Allied side, and in view of the date of George's demise, it being several months prior to the events in Italy on 3 September 1943, probably George died whilst a prisoner of war.

**WHEELER, ROBERT.** Special Constable

Died 1 September 1944. Aged 55.

Resided at the Pavilion Bungalow, Lower Road, Kearsney, Dover, Kent.

Son of Mr. and Mrs. Wheeler of 107, Charles Street, Tredegar, Monmouthshire, Wales.

Husband of the late Kathleen Wheeler.

Robert was injured at his home the Pavilion Bungalow, Lower Road, Kearsney, Dover, Kent, and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**WHITE, GEORGE EDWARD.** Private, 14616160.  
5th Battalion, Black Watch (Royal Highlanders).  
Died 11 June 1944. Aged 19.  
Born Kent. Resided South West London.  
Son of Robert W. and Mary E. White of Tower Hamlets, Dover, Kent.  
Buried Hermanville War Cemetery, Calvados, France. Grave Ref: 4. E. 14.  
George is numbered amongst the very few Second World War Dover, Kent casualties who are commemorated on the Dover, Kent civic war memorial.

**WHITE, LEONARD WILFRED PEARMAN.** Lance Corporal.  
Home Guard.  
Died 7 September 1942. Aged 37.  
Resided at 21, Pioneer Road, Dover, Kent.  
Son of the late Mr. and Mrs. L. W. P. White.  
Husband of Doris Maud White.  
Leonard was injured on 6 September 1942, at his home 21, Pioneer Road, Dover, Kent, and died the next day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**WHITE, WILLIAM PETER.** Gunner, 954862.  
102 (The Northumberland Hussars) Light Anti Aircraft/Anti-Tank Regiment, Royal Artillery. (Territorial Army).  
Died 22 March 1943. Aged 25.  
Born and resided Kent.  
Son of James Alfred and Edith Ella White of Dover, Kent.  
Buried Alexandria (Hadra) War memorial Cemetery, Egypt. Grave Ref: 4. J. 15.

**WHITEWOOD, HENRY JOHN.**  
Died 16 June 1944. Aged 60.  
Resided at 36, Markland Road, Dover, Kent.  
Husband of Alice Lottie Whitewood.  
Henry had been injured on 7 June 1944, at the Marine Station, Dover, Kent, and died whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**WILLIS, FRANCIS.** Lance Corporal, 2321824.  
Hong Kong Signal Company, Royal Corps of Signals.  
Died 1/2 October 1942. Aged 25.  
Born Hong Kong. Resided Kent.  
Son of George Willis, and of Mary Bridget Willis of Dover, Kent.  
Commemorated on the Sai Wan Memorial, Hong Kong, China. Column 9.  
Pre war member of the Royal Corps of Signals.

**WILLIS, JAMES OWEN.** D.F.C. Wing Commander (Pilot), 32059.

45 Squadron, Royal Air Force.

Died Saturday 22 November 1941.

Buried Knightsbridge War Cemetery, Acroma, Libya. Grave Ref: 2. B. 9.

James CWGC commemoration shows him to have been a resident of Southern Rhodesia. He was a pupil at the Dover, Kent Grammar School for Boys where he is commemorated in the Second World War Book of Remembrance as A. J. WILLIS; it does however of real significance, show his death as "Killed in action over Sidi Omar, November 1941."

At the commencement of the Second World War, James's squadron and its newly arrived Blenheim aircraft was assigned to the Western Desert where it operated against the Italians and then the Germans until 1942, flying border patrol sorties, it took up bombing raids when the Italians joined the conflict on June 1940. From 1942, 45 Squadron, R.A.F. was based in Burma and India. A dismal stretch of desert fifty miles east of the Libyan frontier, known as Landing Ground 75, is where Blenheim bomber Z6439 Y, flown by James took off at 1230 hours on Saturday 22 November 1941, in company with five other of his squadrons Blenheim's, along with an escort of Tomahawk fighters. The small formation was detailed to carry out a bombing raid on the enemy held, El Adem airfield, near Tobruk, Libya. Unfortunately the Blenheim's, and Tomahawk's were intercepted by approximately twenty Messerschmitt Bf 109 fighter aircraft of 1/JG27, which claimed to have shot down two of the 45 Squadron Blenheim's near Gazala, one near Bir Hacheim, and another near Bir el Gobi. The Luftwaffe pilots of 1/JG27 claims regarding the Blenheim's, match those of 45 Squadron, Royal Air Force records, which also show four of the Blenheim's lost including James's. Despite having a number of notable pilots in the 1/JG27 formation, not all went the Messerschmitt Bf 109 pilots way during the aerial battle fought in the skies above the dessert. Amongst the escorting Tomahawk fighter pilots was Tonbridge, Kent, native Neville Duke who shot down Oberfahurichm, Waskott who was then taken prisoner. Although Neville was the most successful Royal Air Force Second World War fighter pilot of the Mediterranean War Theatre, and the eighth ranking R.A.F. combat pilot of the war with 28 victories to his credit, it is probably as a famous Test Pilot, and world air speed records holder that Squadron Leader Neville Duke, D.S.O., O.B.E., D.F.C. & two bars, A.F.C., is instantly remembered or recalled.

**WILLS, BRIAN JOHN.**

Died 12 June 1941. Aged 4.

Resided at 14, Randolph Road, Dover, Kent.

Son of James and Hilda May Wills, who are also both briefly commemorated below, as are his brother and sister.

Brian died at his home 14, Randolph Road, Dover, Kent.

**WILLS, HORACE ALFRED.**

Died 12 June 1941. Aged 25.

Resided at 14, Randolph Road, Dover, Kent.

Son of James and Hilda May Wills.

Horace was injured at his home 14, Randolph Road, Dover, Kent, and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**WILLS, HILDA MAY.**

Died 12 June 1941. Aged 50.

Resided at 14, Randolph Road, Dover, Kent.

Wife of James Wills.

Hilda died at her home 14, Randolph Road, Dover, Kent.

**WILLS, JAMES.**

Died 12 June 1941. Aged 53.

Resided at 14, Randolph Road, Dover, Kent.

Husband of Hilda May Wills.

James died at his home 14, Randolph Road, Dover, Kent.

**WILLS, VERA.**

Died 12 June 1941. Aged 16.

Resided at 14, Randolph Road, Dover, Kent.

Daughter of James and Hilda May Wills.

Vera was injured at her home 14, Randolph Road, Dover, Kent, and died later the same day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**WILLSON, ELIZABETH ANN.**

Died 25 September 1944. Aged 50.

Wife of William Charles Willson of 37, Edred Road, Tower Hamlets, Dover, Kent.

Elizabeth died at her home 37, Edred Road, Dover, Kent.

**WILSHIRE, ERNEST EDGAR.**

Died 9 September 1940. Aged 47.

Resided at 5, Monins Road, Dover, Kent.

Husband of Ethel Wilshire.

Ernest died at his home 5, Monins Road, Dover, Kent.

**WILSON, CLAUDE ROBERT. D.F.C. Flight Lieutenant (Pilot), 144288.**

Royal Air Force Volunteer Reserve. 158 Squadron, Royal Air Force.

Died Monday 12 November 1945.

Buried Tripoli Military Cemetery, Libya. Grave Ref: 12. H. 27.

Claude was a pupil at the Dover, Kent Grammar School for Boys from 1935 to 1939, where he is commemorated in the Second World War Book of Remembrance. In the churchyard of St. James, Lissett, Driffield, Yorkshire, is a memorial to 158 Squadron, Royal Air Force, No. 4 Group, Bomber Command, in the Second World War.

Claude's squadron was reformed on 14 February 1942 at R.A.F. Driffield, Yorkshire from a nucleus provided by No. 104 Squadron, R.A.F. and equipped with Wellington bombers until June when Halifaxes arrived. At the same time the squadron moved to a new home at R.A.F. East Moor, Sutton-on-the-Forest, Yorkshire, and then in November to R.A.F. Rufforth, York, Yorkshire. In February 1943, the squadron moved to what would be its main wartime home of R.A.F. Lissett, Driffield, Yorkshire, from it operated as part of Bomber Command's Main Force for the remainder of the war. Halifax III aircraft arrived in January 1944 and at the same time 'C' Flight was used to provide the

basis of No 640 Squadron, which immediately moved to R.A.F. Leconfield, Beverley, Yorkshire. After the war, the squadron together with the rest of No 4 Group, was transferred to Transport Command and began receiving Stirling IV aircraft in June. These were taken to Stradishall in August, from where it conducted trooping flights to the Middle East and India until disbanding on 31 December 1945.

**WILSON, ERNEST ROBERT.** No trace.

**WILSON, JOHN ERNEST.** Flying Officer, 124641.

Royal Air Force Volunteer Reserve. 205 Squadron, Royal Air Force.

Died 11 June 1943. Aged 22.

Son of Ernest and Emily Wilson of Dover, Kent.

Commemorated on the Singapore Memorial. Column 424.

At the time of the Japanese attack in December 1941, No.205 Squadron, R.A.F. was still at R.A.F. Seletar, Singapore, having been re-equipped with Catalina aircraft in April the same year. Operations against enemy shipping were undertaken during December 1941 and January 1942 with severe losses, and in addition to anti-submarine patrols, bombing attacks were flown against several enemy held airfields in Malaya. Special attention was also paid to the area where H.M.S. Prince of Wales and H.M.S. Repulse were sunk, to prevent the Japanese sending divers down to the wrecks and conducting searches for technical data etcetera. By the end of January 1941, air raids made the position at Seletar untenable and on the last day of the month, the John's squadron with the remaining aircraft moved to Batavia (Djakarta). Just two days later the squadron made another move, on that occasion going to Oosthaven, Sumatra, Indonesia. Following the fall of Palembang, the squadron with four remaining aircraft moved to Tjilatap, Java where daily patrols were maintained. One of the squadrons aircraft flew to Colombo, Ceylon, carrying important service passengers, another was sent to Emmhaven-Padang on a special mission, whilst a third was damaged beyond repair when depth charges exploded when it was being unloaded. When emergency evacuation was ordered, the squadrons one remaining Catalina, which was only partly serviceable flew to Broome, Western Australia. The remaining personnel of John's squadron were evacuated by sea, and eventually one hundred and twelve reached Melbourne, Victoria, Australia. 205 Squadron, Royal Air Force was disbanded at the end of March 1942, the last action being undertaken was on 3 March 1942 when long range Japanese Zero fighter aircraft attacked the Catalina which had just arrived from Emmhaven-Padang, which resulted in the loss of most of the aircrafts crew, and also destroying all aircraft on the water and landing ground. No. 205 Squadron, R.A.F. was reformed at Koggala, Ceylon in July 1942 and continued the operational task of anti-submarine patrols, shipping escorts, weather reconnaissance and search and rescue duties until the final Japanese surrender on 16 September 1945. During the latter period of operational undertakings the squadron was re-armed with Sunderland flying boats. Although at this point in time (September 2003) an in-depth check to ascertain same has not been carried out, it would seem likely that John's death probably occurred whilst held as a prisoner of the Imperial Japanese forces.

**WINTON, JAMES WILLIAM.** Sapper, 2040014.  
225 Field Company, Royal Engineers.  
Died 25 April 1943. Aged 24.  
Born and resided Kent.  
Son of James and Alice Winton.  
Husband of B. M. Winton of Longmoor Camp, Liss, Hampshire.  
Commemorated on the Medjez-el-Bab War Memorial. Face 10.  
Pre war member of the Royal Engineers.

**WISE, JOSEPH FRANCIS LOFTUS.** Pilot Officer, 151301.  
Royal Air Force Volunteer Reserve.  
Died Sunday 18 April 1943.  
Commemorated on the Ottawa Memorial, Ontario, Canada. Panel 2. Column 2.  
Joseph was a pupil at the Dover, Kent Grammar School for Boys from 1926 to 1932, where he is commemorated in the Second World War Book of Remembrance.

**WISE, WILLIAM HENRY.** Private, 6289216.  
5th Battalion, The Buffs (Royal East Kent Regiment).  
Died 8 August 1944. Aged 24.  
Born and resided Kent.  
Son of Frank and Edith Annie Wise of Buckland, Dover, Kent.  
Buried Sangro River War Cemetery, Italy. Grave Ref: V. C. 44.

**WOOD, J.G.** No clear trace.

**WOOD, MAX GODDEN.** Leading Aircraftman, 526264.  
Royal Air Force. 30 Squadron.  
Died 31 May 1941. Aged 23.  
Son of Matthew Wood, and of Winnifred Eliza Wood of Dover, Kent.  
Commemorated on the Alamein Memorial, Egypt. Column 244.

**YOUNG, ARTHUR.**  
Died 9 October 1940. Aged 34.  
Resided at 2, Endeavour Place, Dover, Kent.  
Son of Mrs. I. Young of 15, Winchelsea Terrace, Dover, Kent.  
Husband of R. A. Young.  
Arthur was injured on 8 October 1940 at the Shipyard, and died the following day whilst a patient at the Casualty Hospital, Union Road, Dover, Kent.

**YOUNG, HAROLD GEORGE.** Private, 5385921.  
2nd (Airborne) Battalion, Oxfordshire and Buckinghamshire Light Infantry.  
Died 13 June 1944. Aged 30.  
Born and resided Kent.  
Son of Charles Edward and Florence Young.  
Husband of Margaret Young of Hengoed, Glamorganshire, Wales.

Buried Ranville War Cemetery, Calvados, France. Grave Ref: IA. E. 19.

The Allied offensive in north-western Europe began with the Normandy landings of 6 June 1944 (D-Day); Ranville being the first village to be liberated in France when the bridge over the Caen Canal was captured intact, in the early hours of 6 June by troops of the 6th Airborne Division, who were landed nearby by parachute and glider. Many of the division's casualties are buried in Ranville War Cemetery and the adjoining churchyard.

In 1941 the 2nd Battalion re-rolled as an airborne, specifically an Air Landing unit, joining the 1st Airborne Division and later the 6th Airlanding Brigade, 6th Air Division. As part of Operation Tonga just before the landings on D-Day, 6 June 1944, 'D' Company, 2nd (Airborne) Battalion, Oxfordshire and Buckinghamshire Light Infantry, commanded by Major John Howard, along-side Royal Engineers and the Glider Pilot Regiment, a combined force of 181 men, were to land via half a dozen Horsa Gliders to capture the vital Caen Canal Bridge, now called Pegasus Bridge, and also the bridge over the river Orne which is now known as Horsa Bridge. This was intended to secure the eastern flank to prevent German armour from reaching the 6th Airborne Division that was landing behind Sword Beach. Harold's battalion landed very close to their objectives, at sixteen minutes past midnight the first Allied troops to land in France, and poured out of their battered Horsa Gliders, completely surprising the German defenders, and taking the bridges within 10 minutes, and only losing an officer, 29 year old Lieutenant Herbert D. Brotheridge, of Smethwick. and 29 year old Lance Corporal Fred Greenhalgh of Bury, Lancashire, in the process. Behind the headstone of Lieutenant 'Den' Brotheridge in Ranville Churchyard, is a commemorative plaque which was erected by the Gondrée family, (the proprietors of the now famous Gondrée Café), to honour him as the first Allied soldier to lose his life on D-Day. One Horsa Glider assigned to the capture of Horsa Bridge was landed at the bridge over the River Dives, it being some 7 miles from where it was intended to land. Despite that setback the bridge was captured over the River Dives, and the battalion advanced through German lines towards the village of Ranville where they eventually rejoined the British forces. John's battalion was reinforced half an hour after the landings by the 7th Battalion, Parachute Regiment, with further units arriving shortly afterwards. The Germans launched many attempts to re-capture the bridges, but all were successfully repulsed. Down a lane near the village church at Hérouvillette, Calvados, France, on the Caen-Cabourg road is the Communal Cemetery, which contains 27 Commonwealth burials from the early stages of the Normandy Campaign 1944, 14 of whom are of Harold's battalion. On 6 June 1987 an impressive memorial stone was dedicated in the cemetery, to the soldiers of the 2nd (Airborne) Battalion, Oxfordshire and Buckinghamshire Light Infantry. Inscribed on the memorial in both English and French is the following:- "In memory to those who fought at Pegasus Bridge, Escoville, Hérouvillette, Bréville-les-Monts, and to the Seine and to the many brave French who helped us."

N.B. Bréville-les-Monts was originally called Bréville, and was only officially renamed Bréville-les-Monts earlier this year, on 26 August 2004.