

Faringdon World War Two Memorial

The following pages commemorate the men from Faringdon who died in the Second World War.

In addition to the 34 listed on the Faringdon War Memorial, these pages include those who are buried in All Saints' Churchyard (Habgood, Harrison, Morbey and Tarr) and in the Nonconformist Cemetery on Canada Lane (Heron) who are not named on the Faringdon War Memorial.

There is also a tribute to Anthony Pepall, Jack Bryan's friend, who was killed on the retreat to Dunkirk.

The information has been compiled from data obtained from the Commonwealth War Graves Commission web site and other records.

If you can add any further details, please contact me or Faringdon Town Council.

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**In Memory of
Able Seaman ROYCE LEONARD BAILEY
P/JX 519294, H.M.S. Isis, Royal Navy
who died, age 19, on 20 July 1944
Son of Leonard and Lilian Bailey, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
PORTSMOUTH NAVAL MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Standing on Southsea Common overlooking the promenade in Portsmouth, Hampshire, is the Portsmouth Naval Memorial. It commemorates nearly 10,000 naval personnel of the First World War and almost 15,000 of the Second World War who were lost or buried at sea.

(See next page for the history of HMS Isis.)



HMS Isis (D87), named for the Egyptian goddess, was an I-class destroyer laid down by the Yarrow and Company, at Scotstoun in Glasgow on 6 February 1936, launched on 12 November 1936 and commissioned on 2 June 1937. *Isis* took part in the evacuation of Greece in April 1941. On 19 February 1943 she and the escort destroyer HMS *Hursley* and a Vickers Wellington medium bomber attacked and sank the German submarine *U-562* in the Mediterranean Sea north-east of Benghazi. *Isis* was hit in 1941 off Beirut, Lebanon after the Battle of Crete. She pursued two Vichy French destroyers which escaped. A Junkers Ju 88 aircraft then attacked and severely damaged her. *Hero* tried to tow her to Haifa, Palestine. The tow rope snapped, but the engines were started and she successfully reached Haifa.

Isis struck a mine and sank off the Normandy landing beaches on 20 July 1944. 155 officers and men were lost. She was later discovered during an expedition to locate the wreck of RMS *Carpathia*.

Portsmouth Naval Memorial is situated on Southsea Common overlooking the promenade, and is accessible at all times. After the First World War, an appropriate way had to be found of commemorating those members of the Royal Navy who had no known grave, the majority of deaths having occurred at sea where no permanent memorial could be provided. An Admiralty committee recommended that the three manning ports in Great Britain - Chatham, Plymouth and Portsmouth - should each have an identical memorial of unmistakable naval form, an obelisk, which would serve as a leading mark for shipping. The memorials were designed by Sir Robert Lorimer, who had already carried out a considerable amount of work for the Commission, with sculpture by Henry Poole. After the Second World War it was decided that the naval memorials should be extended to provide space for commemorating the naval dead without graves of that war, but since the three sites were dissimilar, a different architectural treatment was required for each. The architect for the Second World War extension at Portsmouth was Sir Edward Maufe (who also designed the Air Forces memorial at Runnymede) and the additional sculpture was by Charles Wheeler, William McMillan, and Esmond Burton. Portsmouth Naval Memorial commemorates around 10,000 sailors of the First World War and almost 15,000 of the Second World War.

**In Memory of
PETER WARREN BERRY
174490, Royal Air Force Volunteer Reserve, No 4 Coastal
Operational Training Unit
who died, age 24, on 14 March 1945
Son of William George and Gertrude Berry
of 2 London House Ferndale St. Faringdon; husband of
Nancy Mona Berry, of Goodwick, Pembrokeshire.
Remembered with honour
Faringdon and Faringdon Baptist Church War Memorials
and RUNNYMEDE MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

The memorial commemorates those airmen and women who died in western Europe and have no known grave. They came from all parts of the Commonwealth and served in Bomber, Fighter, Coastal, Transport, Flying Training and Maintenance Commands. He is also commemorated on the Goodwick War Memorial

F/O Peter W Berry was lost on 15/03/1945 while flying Sunderland DP178 with his Canadian companions: F/L J M J Powell, F/L AG Rawland, F/O McElroy, W/O S G Cambell, W/O E W McCready, W/O W Gill, F/S E Dwyer, F/S W M Richmond and F/S E W Sivell.

‘On 14 March a Sunderland, DP178:B-A, on a training sortie from Alness, went missing. The next day WO Palmer was first away to commence a search in D/279 at 0711 hours from Fraserburgh, followed by F/O Coppock in Hurricane G/279, covering the area of the Moray Firth out to Tarbet Ness. Neither aircraft had any success. Warwicks E/279 and F/279 were next away, flown by F/Lt Carmichael and F/Sgt Wood. At 1440 hours Carmichael's crew sighted the wreckage of a partially submerged aircraft, but unfortunately it was lost during a turn and could not be located. The rear gunner of F/279 also caught a fleeting glimpse of the wreckage in position 5945N 0020W.’

Peter, like his father, was a driver of heavy lorries. He married Nancy Lanham in Haverfordwest in 1942; she remarried in 1952 and was still alive, age 95, in 2016. His brother, John Frederick Walter Berry, emigrated to Nelson, New Zealand in 1950 followed by his parents, both of whom died there in 1996.

**In Memory of
Sergeant DAVID BETTERTON
926074, 44 Sqdn., Royal Air Force Volunteer Reserve
who died, age 22, on 22 June 1944
Son of Joseph and Eva Maud Betterton, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
JONKERBOS WAR CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Near Nijmegen, south of Arnhem in the east of the Netherlands.

The Netherlands fell to the Germans in May 1940 and was not re-entered by Allied forces until September 1944. Nijmegen was a front line town from 17 September 1944 until February 1945. The cemetery, which was created by No. 3 Casualty Clearing station, is in a wooded area known as Jonkers Bosch, from which it took its name. Jonkerbos War Cemetery contains 1,629 Commonwealth burials of the Second World War, 99 of them unidentified, and 13 war graves of other nationalities.

Sergeant Betterton's Avro Lancaster Mk III KM-A ND973 crashed at Herkenbosch (Limburg) on a bombing mission to Wesseling.

**In Memory of
Private JOSEPH WILLIAM CARTER
5436113, 4th Bn., Duke of Cornwall's Light Infantry
who died, age 27, on 1 July 1940
Son of Emily Carter, and stepson of Joseph Burden, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
FARINGDON (ALL SAINTS') CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

**In Memory of
Driver RAYMOND CHAPMAN
T/70104, 4 div. Supply Coy., Royal Army Service Corps
who died, age 32, on 27 May 1940
Son of Manoah and Ellen Chapman, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
HONDSCHOOTE COMMUNAL CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Hondscoote (or Hondschoote) is a town in the Department of the Nord, approximately 15 kilometres south-east of Dunkerque.

There was heavy fighting in the area of Hondschoote during the retreat to Dunkirk, and casualties in the battle were all buried in the communal cemetery. There are now over 50, 1939-45 war casualties commemorated in this site. Of these, over a quarter are unidentified and one grave which could not be precisely located, is commemorated by a special memorial inscribed "Buried near this spot".

**In Memory of
Stoker Petty Officer ARTHUR JAMES DAVIS
P/KX 79741, H.M.S. Iron Duke, Royal Navy
who died, age 29 on 17 October 1939
Son of Arthur John and Eliza Davis,
of Faringdon, Berkshire
Husband of Elizabeth Mary Davis of Hayes, Kent
Remembered with honour
Faringdon War Memorial and
PORTSMOUTH NAVAL MEMORIAL**



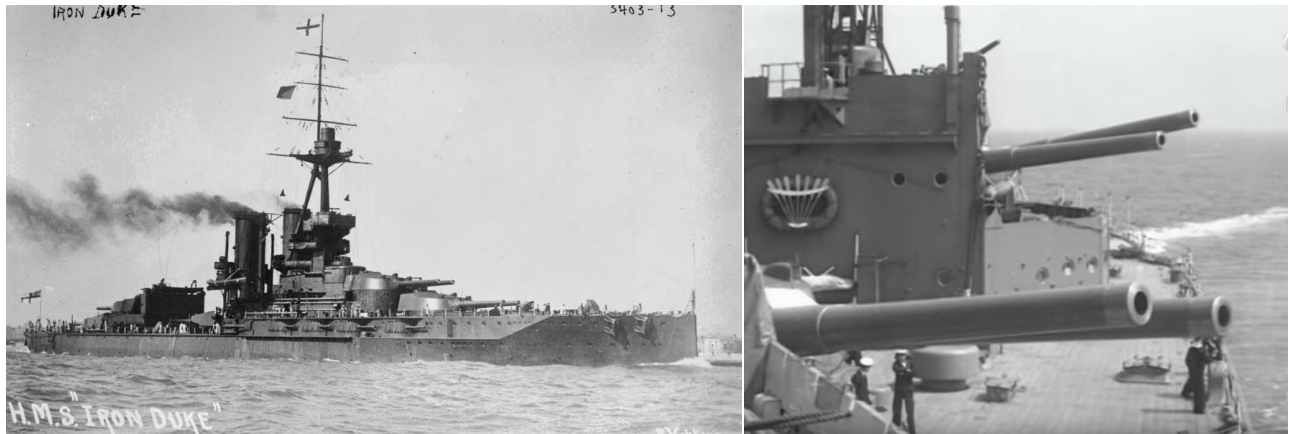
Commemorated in perpetuity by the Commonwealth War Graves Commission

Standing on Southsea Common overlooking the promenade in Portsmouth, Hampshire, is the Portsmouth Naval Memorial. It commemorates nearly 10,000 naval personnel of the First World War and almost 15,000 of the Second World War who were lost or buried at sea.

HMS *Iron Duke* was a dreadnought battleship of the Royal Navy, the lead ship of her class, named in honour of Arthur Wellesley, 1st Duke of Wellington. She was built by Portsmouth Dockyard, and her keel laid in January 1912. Launched ten months later, she was commissioned into the Home Fleet in March 1914 as the fleet flagship. She was armed with a main battery of ten 13.5-inch (340 mm) guns and was capable of a top speed of 21.25 knots (39.36 km/h; 24.45 mph).

Iron Duke served as the flagship of the Grand Fleet during the First World War, including at the Battle of Jutland. There, she inflicted significant damage on the German battleship SMS *König* early in the main fleet action. In January 1917, she was relieved as fleet flagship. After the war, *Iron Duke* operated in the Mediterranean as the flagship of the Mediterranean Fleet. She participated in both the Allied intervention in the Russian Civil War in the Black

Sea and the Greco-Turkish War. She also assisted in the evacuation of refugees from Smyrna.



In 1926, she was assigned to the Atlantic Fleet, where she served as a training ship.

Iron Duke remained on active duty for only a few more years; in 1930, the London Naval Treaty specified that the four *Iron Duke*-class battleships be scrapped or otherwise demilitarised. *Iron Duke* was therefore converted into a gunnery training ship; her armour and much of her armament was removed to render her unfit for combat. She served in this capacity until the outbreak of the Second World War in September 1939, when she was moored in Scapa Flow as a harbour defence ship and a floating anti-aircraft platform at Scapa Flow. Her secondary guns were removed and used for coastal defence around the base.

On 17 October, four Junkers Ju 88 medium bombers attacked Scapa Flow, and damaged *Iron Duke* with several near misses; presumably Arthur was killed in this attack. To prevent her from sinking, her crew had to run the ship aground. She continued to serve as an anti-aircraft platform for the duration of the war, and was eventually refloated and broken up for scrap in the late 1940s.

Arthur's father, Arthur John Davis, a carpenter, married Eliza Rossiter in Axbridge, Somerset, in 1902 and Arthur was born there in 1910. By the 1930s the family had moved to Faringdon. On February 16 1934 Eliza was called back to Axbridge to give evidence at the inquest on her brother, James Rossiter, 67, who had died in a house fire the previous Friday at the Barrows, Cheddar. It seems James may have been smoking in bed and died in his sleep of asphyxia. A verdict of accidental death was recorded.

**In Memory of
Rifleman GEORGE CHRISTOPHER DOWELL
5339225, 2nd Bn., King's Royal Rifle Corps
who died, age 24, on 1 September 1944
Son of Christopher George and Gladys Maude Dowell, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
AIRAINES COMMUNAL CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

(See next page)

George was the eldest of seven children. He joined the Royal Berkshire Regiment Territorials in 1937 and was mobilised before war was declared. After Dunkirk he was transferred to the King's Royal Rifle Corps where he trained as a Despatch Rider. He landed on D-Day, 6 June 1944 with the 2nd Bn. King's Royal rifles. He was killed along with six others in an action at Airaines, a town 20 kilometres south-east of Abbeville on the D901 road to Beauvais. The Mayor of Airaines insisted that they should all be buried in the local cemetery.
(Gordon Dowell)

**In Memory of
Flight Sergeant RONALD GODDARD
1315463, 635 Sqdn., Royal Air Force Volunteer Reserve
who died, age 21, on 30 March 1945
Son of Herbert Dick Goddard and Dorothy May Goddard,
of Faringdon; husband of Betty Gladys Goddard, of
Faringdon War Memorial and
FARINGDON (ALL SAINTS') CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Born: Faringdon 16th November 1924

Educated: Faringdon C of E Boys' School and Faringdon Secondary Modern School

Employment: S.E.B. London Street, Faringdon

Enlisted in the RAF; sent to Canada for aircrew training and qualified as a bomb aimer

Posted to 51 Squadron, RAF Snaith, on Handley Page Halifax bombers; took part in 16 bombing raids over Germany

Posted to 635 Squadron, Downham Market, on Avro Lancaster bombers; took part in five bombing raids over Germany

30th March 1945: during an exercise to practise usage of the 'Fishpond Warning Set', the aircraft dived into the ground at Manor Farm, Swayfield, nine miles SE of Grantham killing all the crew.

F/Sgt Goddard is buried in the churchyard of All Saints', Faringdon. K14 1 E

**In Memory of
Able Seaman WILLIAM ALFRED GOODBODY
C/J 78851, H.M.S. Martin, Royal Navy
who died, age 42, on 10 November 1942
Son of James and Julia Goodbody; husband of
Winifred B. Goodbody of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
CHATHAM NAVAL MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

After the First World War, an appropriate way had to be found of commemorating those members of the Royal Navy who had no known grave, the majority of deaths having occurred at sea where no permanent memorial could be provided. An Admiralty committee recommended that the three manning ports in Great Britain - Chatham, Plymouth and Portsmouth - should each have an identical memorial of unmistakable naval form, an obelisk, which would serve as a leading mark for shipping. The memorials were designed by Sir Robert Lorimer, who had already carried out a considerable amount of work for the Commission, with sculpture by Henry Poole. It was unveiled on 26 April 1924. After the Second World War it was decided that the naval memorials should be extended to provide space for commemorating the naval dead without graves of that war, but since the three sites were dissimilar, a different architectural treatment was required for each. The architect for the Second World War extension at Chatham was Sir Edward Maufe (who also designed the Air Forces memorial at Runnymede) and the additional sculpture was by Charles Wheeler and William McMillan. Chatham Naval Memorial commemorates 8,517 sailors of the First World War and 10,098 of the Second World War.

(See next page for history of AB Goodbody and HMS Martin.)

Able Seaman Goodbody was a Torpedo Man in the Royal Navy Reserve and served towards the end of WW1. He was an electrician for the West Ham Electrical Co. and lived in Stratford, London E15. He was called up two weeks before the outbreak of WW2 and spent the first year of the war abroad in the armed merchant cruiser HMS Cathay, a converted P&O passenger ship. When he returned home he found his wife and children had been evacuated to avoid the blitz and came to Faringdon to where his daughter's school, West Ham High, had been evacuated. The following months were spent at Gravesend on minesweeping duties including disarming mines. In April 1942, he was transferred to HMS Martin, an M Class Destroyer.

Convoy PQ17

HMS Martin was an escort for the Home Fleet during the ill-fated Convoy PQ 17, sailing from Scapa on 30 June 1942 and cruising off Bear Island, arriving back at Scapa Flow on 11 July. HMS Martin left Scapa Flow on 15 July for Seidisfjord and left there on 20 July in company with Marne, Middleton and Blankney for Archangel loaded with replenishments for the escorts and merchant ships. They arrived at Kola Inlet on 24 July and Archangel some days later. Martin sailed from Archangel on 14 August and joined the US cruiser USS Tuscaloosa. After calling at Kola Inlet, whence she sailed on 24 August in company with Marne and Onslaught, Martin sank the German minelayer Ulm and took 54 prisoners-of-war. She arrived at Scapa Flow on 30 August, having survived a minor collision with Vidette on that day.

Convoy PQ18

HMS Martin sailed from Scapa Flow on 4 September to join the escorts of convoy PQ 18. In the convoy she was part of Force "B", and joined the convoy with the cruiser Scylla, and the escort aircraft carrier Avenger southwest of Jan Meyen Island on 9 September. PQ 18 was heavily attacked by aircraft and lost ten ships, which were sunk, by torpedo bomber attacks and two others by U-boat, out of an original convoy of 40 ships. On 16 September, Martin with Scylla and the rest of the destroyers transferred to the westbound convoy, PQ 14. This convoy escaped air attack, but lost three ships out of fifteen to U-boats, which in addition sank two of the escort and a fleet oiler. Martin arrived back at Scapa Flow on 27 September with survivors from four merchant ships.

Loss

HMS Martin was allocated to the escort group for Force "H" in Operation "Torch", the landings in North Africa. She sailed from Scapa Flow on 30 October as part of the escort for Force "H", and after fuelling at Gibraltar on 5 November re-joined Force "H" - the covering force to the landings at Algiers and Oran, on 8 November. The task of Force "H" was to guard against action by the Italian fleet, during the landings. Martin was torpedoed by U-431 under command of Wilhelm Dommes on the morning of 10 November as a result of which she blew up and sank in position 37°53'N 003°57'E. The only survivors were four officers and 59 ratings picked up by the destroyer Quentin.

**In Memory of
Private HAROLD HENRY FRANK GRAY
5339342, 6th Bn., Royal Berkshire Regiment
who died, age 19, on 26 November 1940
Son of Christopher and Maud Gray, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
FARINGDON (ALL SAINTS') CHURCHYARD**



Grave 654 K15 3 E

The 6th Battalion was raised in 1939 as a 2nd Line duplicate of the 4th Battalion, and served in the 184th Infantry Brigade, 61st Infantry Division. However, despite being raised for service in war, the brigade never saw active service overseas (apart from briefly serving in Northern Ireland) and remained in the United Kingdom throughout the war, acting in a training role.

**In Memory of
Pilot Officer GEORGE JOHN HABGOOD
41402, 15 Sqdn., Royal Air Force
who died, age 20, on 30 September 1939
Son of Henry George and Gwendoline Habgood.
Remembered with honour
FARINGDON (ALL SAINTS') CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

George was enrolled as Acting Pilot Office on 14 December 1938. No. 15 Squadron began the war as part of the Advanced Air Striking Force, making it one of the first squadrons to be sent to France. 2-12 September 1939: Betheniville (France) 12 September-20 December 1939: Conde-Vraux. From June 1938-December 1939 15 Sqdn were flying the Fairey Battle (below), one of the most notorious aircraft of WW2, but saw little action in France and were withdrawn in December 1939 to RAF Wyton and re-equipped with the Bristol Blenheim IV.



**In Memory of
Corporal LAWRENCE ERNEST HARRISON
1866263, 17 Field Coy., Royal Engineers
who died, age 29, on 4 December 1940
Son of William and Jessie Harrison; husband of
Gwenyth Margaret Harrison, of
Faringdon, Berkshire.
Remembered with honour
FARINGDON (ALL SAINTS') CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

In Memory of
Stoker 2nd Class GEORGE WILLIAM CAMERON HERON R.N.
P/KX 781950, H.M.S. Victory
who died, age 25, on 27 April 1946
Son of George Edward and Mary Evens Heron; husband
of Dorothy May Heron, of Faringdon, Berkshire.
Remembered with honour
FARINGDON NONCONFORMIST CEMETERY



Commemorated in perpetuity by the Commonwealth War Graves Commission

HMS *Victory* was a Royal Navy shore base in Portsmouth since renamed HMS *Nelson*.

**In Memory of
Warrant Officer Class III (Platoon Sergeant Major)
RAYMOND JOHN HICKS
2610868, 3rd Battalion Grenadier Guards
who died, age 34, on 21 May 1940
Son of John Evan and Eliza Hicks,
of Great Coxwell, Berkshire; husband of Olive Dora Hicks
of Faringdon Berkshire.
Remembered with honour
Faringdon and Great Coxwell War Memorials and
ESQUELMES WAR CEMETERY**



**DEATH OF
SGT.-MAJ. RAYMOND HICKS**

An official notification from the War Office was received on Monday by Mrs. R. Hicks, of Bromsgrove Place, Faringdon, that her husband, Platoon Sgt. Major Raymond Hicks, of the Grenadier Guards, was killed in action on May 21st.

Sgt. Major Hicks was the second son of Mr. and Mrs. John Hicks, of Great Coxwell, and had served in the army for 12 years, two of which had been spent in Egypt. He was married in 1935 at Great Coxwell Parish Church to Miss Dora Belcher, of Great Coxwell. He leaves a widow and a daughter 18 months old.

Commemorated in perpetuity by the Commonwealth War Graves Commission

The British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk. Those buried in Esquelles War Cemetery died in defending the line of the River Scheldt; the Germans attempted to cross the river near Esquelles during the morning of 21 May, but were repulsed after heavy fighting. They eventually crossed on 23 May, when the British Expeditionary Force withdrew to the Gort Line. Casualties buried in various places in the neighbourhood were brought to Esquelles by the Belgian authorities in September 1940. The cemetery contains 233 Commonwealth burials of the Second World War, 32 of them unidentified. Ten soldiers of the 3rd Battalion Grenadier Guards, all killed on 21 May, are buried here including Lt. Henry George Alan, 9th Duke of Northumberland.

The inscription on Raymond's headstone reads: *In proud, everloving memory of dear Ray, devoted son, daddy and husband. R.I.P*

His widow, Olive Dora, known as Dora, married Cyril Edward Hill in 1941 and they had a son, Geoffrey; but there was more tragedy to follow. (See next entry for Hill)

His daughter, Judith *has written about her father and her family on the Great Coxwell website:*

<http://www.greatcoxwell.com/raymond-hicks.html>

From Judy Hughes:

My grandparents lived in Greens Farm (Frank and Gertrude Belcher) from the 1920's until the 1960's. My mother (Dora) and my brother (Geoff) and I spent a lot of time with them. My father (Raymond Hicks - a local village boy) was killed in World War II and there is a plaque in the church and the monument in the village honoring him. Both my grandparents, Frank and Gertrude Belcher and John and Eliza Hicks are buried in the village church yard. We also spread my mother's ashes on her parents' grave and had a church service in the church. I think Great Coxwell is such a lovely village and I have fond memories of growing up there. We moved to Oregon in 1947 after my mother married an American who was stationed in the American University in Shrivenham.

My husband, Paul, and I visited my father's grave in Esquelmes in 1970. It was quite an experience. The cemetery is very well kept up by the Belgian people. My father was killed just before Dunkirk and there were two soldiers who survived the battle. My mother wanted to know just what happened and one of the gentlemen, P. Nash (who was later a prisoner of war) wrote her a letter explaining about what happened - I have that letter.

Hicks Close in Fernhill Gardens, Coxwell Road is named in memory of Raymond Hicks.

**In Memory of
Gunner CYRIL EDWARD HILL
1113495,74 Field Regt. Royal Artillery
who died, age 32, on 10 May 1942
Son of William Thomas Hill and Ellen Hill; husband of
Olive Dora Hill of 'The Limes' Bromsgrove, Faringdon,
Berkshire
Remembered with honour
Faringdon and Cirencester War Memorials and
ALAMEIN MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

The Land Forces panels commemorate more than 8,500 soldiers of the Commonwealth who died in the campaigns in Egypt and Libya, and in the operations of the Eighth Army in Tunisia up to 19 February 1943, who have no known grave. The memorial was unveiled on 24 October 1954, by Field Marshal Bernard Montgomery.

The 74th Field Regiment was the permanent Royal Artillery battery for the 6th, 8th and 9th, Battalions of the Durham Light Infantry, the 151st Infantry Brigade, who served in the Western Desert in North Africa from January 1942 to July 1943.

Cyril's father, William Thomas Hill was born on 18 September 1871 in North Cerney, the second of five children of William Hill, a farm labourer, and Ann Mary Hill, all of whom were living in North Cerney in 1881. In the 1891 census William was recorded as being: 19, a porter, lodging at 17 Gloucester Street, Cirencester, the house of Thomas and Rosetta Edwards.

On 23 August 1898 William, 26, *bachelor and grocer's porter*, married Ellen Simmons, *spinster living at home*, at St Mary's church in Cowley, Gloucestershire (near Birdlip); they were both 26.

In the 1901 census, William (grocer's porter) and Ellen, was living at 188 Gloucester Street, Cirencester with a son Percival, 6, (born in Cowley, so Ellen's son), and daughters Rosa, 1, and Lucy, under one month.

In the 1911 census, William and Ellen were living at 187 Gloucester Street with six children all of whom were born in Cirencester: Rosa, 11; 'Lucy' had been baptised Lilian, 10; and the new additions: William, 8; Margaret, 5; George, 3; and Cyril, born 1910, just 11 months old; but there is no mention of Percival.

In 1939, William, 71, was still working as a grocer's warehouseman, and he and Ellen, 72, were back at 17 Gloucester Street, Cirencester.

In April 1941 Cyril married Dora Hicks, the widow of Raymond Hicks (see previous pages), in Clitheroe, Lancashire, just prior to the regiment's deployment on 21 April to Cyprus, Iraq and Syria. It's likely that he never saw his son, Geoffrey, born at the end of the year.

In January 1942, Cyril's regiment moved to Egypt to reinforce the Allied effort against the German and Italian Axis forces contesting North Africa, and they entered Libya in February. On 10 May Cyril was killed in action at Tobruk, the Allied base and supply port in Libya captured from the Italians in 1941, but subject to constant German and Italian counterattacks. Rommel's major offensive in late May 1942 culminated in the capture of Tobruk in June 1942 at which 30,000 Allied soldiers were taken prisoner. Tobruk was recaptured in November 1942 after Montgomery's victory at the Second Battle of Alamein, which began the retreat of the Axis Powers in North Africa and their ultimate capitulation in May 1943.

Cyril's death notice, below, states that he lived in Worcester Park, Surrey: the 1945 electoral roll shows that Dora had moved back to Faringdon and was living with the Hill family at 'The Limes' in Bromsgrove. Whether the Faringdon Hill family were related to the Cirencester Hills has not been established, but there is evidence of a Thomas Joseph Hill, born to Robert and Emma Hill in Thrupp, also in 1871, living with his aunt, Elizabeth Greenaway (Emma's sister) and her husband George in Kempsford in 1871. Emma's absence from the 1871 census in Thrupp suggests that she may have died in childbirth.

In 1947 Dora married Samuel L Proffitt, an American stationed at the Military College at Shrivenham, and with Judith and Geoffrey moved to Oregon.

DEATHS 1939 - 46 (ENTRY FORM)								FORM RH
REG'T OR CORPS TO WHICH THE PERSON BELONGED AT TIME OF DEATH								R.A. (74 th F.I.D.)
Part I	Army No (1)	Rank (2)	Name in full (Surname first) (3)	Age (4)	Country of birth (5)	Date of death (6)	Place of death (7)	Cause of death (8)
	1113495 GNR		HILL CYRIL EDWARD	32	ENGLAND	10/5/42	TOBRUK	KILLED IN ACTION
Part II	1 DECORATIONS - ENTER one in each space							
	2 PARENT CORPS						For War Office use	
	i) at time of death						R.A.	
	OR REGT ii) on 1 Sep 1939						3000	
	3 RANK held at time of death						52	
	4 PLACE OF BIRTH						33 350	
	5 PLACE OF DOMICILE						090	
	6 DATE OF DEATH (in figures, e.g. 11/12/44) Enter in boxes						DAY MONTH YEAR 10 05 42	
	7 THEATRE OR COUNTRY WHERE FATAL WOUND SUSTAINED OR DEATH OCCURRED						For War Office use 80	
Record Office Stamp NB - FOR INSTRUCTIONS FOR COMPLETION & DISPOSAL OF FORM RH SEE WOM 19/CEN/1252/1G 1(Records) DATED 5 SEP 46.								

**In Memory of
Able Seaman ALFRED HOBBS
P/J 90516, H.M.S. President III, Royal Navy
who died, age 39, on 23 February 1941
Son of Alfred and Isabella Hobbs; husband of Marjorie
Lavinia Hobbs, of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
PORTSMOUTH NAVAL MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

The Memorial is situated on Southsea Common overlooking the promenade, and is accessible at all times. After the First World War, an appropriate way had to be found of commemorating those members of the Royal Navy who had no known grave, the majority of deaths having occurred at sea where no permanent memorial could be provided. An Admiralty committee recommended that the three manning ports in Great Britain - Chatham, Plymouth and Portsmouth - should each have an identical memorial of unmistakable naval form, an obelisk, which would serve as a leading mark for shipping. The memorials were designed by Sir Robert Lorimer, who had already carried out a considerable amount of work for the Commission, with sculpture by Henry Poole. After the Second World War it was decided that the naval memorials should be extended to provide space for commemorating the naval dead without graves of that war, but since the three sites were dissimilar, a different architectural treatment was required for each. The architect for the Second World War extension at Portsmouth was Sir Edward Maufe (who also designed the Air Forces memorial at Runnymede) and the additional sculpture was by Charles Wheeler, William McMillan, and Esmond Burton. Portsmouth Naval Memorial commemorates around 10,000 sailors of the First World War and almost 15,000 of the Second World War.

(See next page for history of AB Hobbs and SS Anglo Peruvian.)

Alfred Hobbs was born in Faringdon in 1901 and lived with his parents in Ferndale St. He was the youngest of four: Henry (Harry) b 1892, James (Jimmy) b 1898 and Florence b 1896; she emigrated to Canada with her husband George Prior and daughter, Pamela. Alfred joined the Royal Navy and was trained as a Gunner at HMS President III in London.

On 23 February 1941 he was serving on the British registered merchant vessel *SS Anglo Peruvian*, carrying 3015 tons of coal, sailing from Tyne – Loch Ewe – Boston with Convoy OB 288. The convoy was attacked and dispersed by U-Boats. At 23.27 hours on 23 Feb 1941 the *Anglo-Peruvian* (Master Cyril Mervyn Quick) was hit by two torpedoes from U-96 (Captain Heinrich Lehmann-Willenbrock), broke in two and sank within three minutes southwest of Iceland. The master, 26 crew members and two gunners were lost. 17 crew members were picked up by the British merchant *SS Harberton* and landed at Halifax on 4 March.

Report by 1st Mate - SS Anglo Peruvian

On February 23rd, 1941, (Sunday) at 07:00 Destroyer left convoy in approx. 59 20N 18 30W. Convoy steamed on to dispersal point. Signal to disperse was made at 9 a.m. from the Commodore.

At dispersal point on Sunday night, Captain Quick of the above steamer carried out instructions as per Naval Control. At 9:00 p.m. GMT in about 59 36N 21 00W submarine attack began with the above ship first, which received two torpedoes; one in engine room, putting out all lights; the second one striking about 30 ft. abaft the first, within a few seconds. Vessel broke in two and sank in about three minutes.

Twenty seven members, including captain feared lost. Total crew 44.

Report by Captain - SS Harberton

In company with Convoy OB 288, at 21:00 BST 23rd February, I received orders from Commodore to disperse and proceed independently to destination.

At 23:00 BST 23rd February, we sighted a raft carrying men, so decided to ease down and attempt a rescue. Rescue was effected successfully, and seventeen men taken aboard. They were survivors from *SS Anglo Peruvian*. We then proceeded towards destination at maximum speed.

At 00:00 BST 24th February, sighted two lifeboats carrying men, so again decided to attempt rescue. At 01:00 rescue was successfully carried out and thirty-three men, survivors from *SS Cape Nelson* were taken aboard.

I wish to report the following:

- a) During the rescue of the survivors of *SS Anglo Peruvian*, which was effected with our own lifeboats, one lifeboat capsized, and one man from *Anglo Peruvian* lost his life.
- b) During the rescue of the survivors of *SS Cape Nelson* one man was killed, falling between the *Harberton* and the lifeboat of *SS Cape Nelson*.
- c) The lifeboats of both *SS Cape Nelson* and *Harberton* were abandoned.

Having due regard to the extra men now numbering 50, in addition to my own crew of 41, I decided to make for the nearest British Port (Halifax) with consideration to the safest navigation, and in view of the fact that *SS Harberton* did not have sufficient lifeboat accommodation for the 25% of the lives now aboard. Further, I held provisions for 10 days only.

I arrived at Halifax, noon March 4th, 1941, to land survivors of above named ships and report to the British Ministry of Shipping.

I suggest, for consideration, that as this attack occurred only twelve hours after the local escort left the convoy, in Longitude 18° West, it would be in the interest of British Shipping, that the Local Escort should not disperse from the convoy before Longitude 28°W.

Signed Captain A. Patterson.

**In Memory of
Private CHARLES FREDERICK JACKSON
5336505, 4th Bn. Royal Berkshire Regiment
who died, age 35, on 25 May 1940
Husband of Edith Ellen Jackson,
Remembered with honour
Faringdon War Memorial and
DUNKIRK TOWN CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Dunkirk Town Cemetery contains 793 Second World War burials, 213 are unidentified and special memorials are erected to 58 soldiers known to be buried among them. These graves are in Plots 1 and 2 of the section by the Dunkirk Memorial. There are also Czech, Norwegian and Polish war graves within the Commonwealth section, and war graves of other nationalities will be found elsewhere within the cemetery.

The Dunkirk Memorial stands at the entrance to the Commonwealth War Graves section of Dunkirk Town Cemetery. It commemorates more than 4,500 casualties of the British Expeditionary Force who died in the campaign of 1939-40 and who have no known grave.

The memorial was designed by Philip Hepworth. The engraved glass panel depicting the evacuation was by John Hutton.

24 May 1940 BIEULIEU, Belgium

Morning and afternoon spent in blocking roads and strengthening posns. Demolitions carried out by R.E.'s 1900 Bn attacked with rest of Bde the object being to wipe out enemy posts as far as railway line - a distance of 1000 yds. The operation was successful but five carriers had to be abandoned by us. Having reached objective we withdrew to present posns as arranged. Casualties suffered - 4 killed, 29 wounded including 2/Lt. G.R. Flood, and 4 missing. We obtained valuable identification.

**In Memory of
Able Seaman GEORGE FRANCIS KEBBLE
P/JX 261908, HMS Hydra
who died, age 30, on 10 November 1944
Son of Arthur and Fanny Kebble; husband of Emily
Gladys Kebble, of Coventry.
Remembered with honour
Faringdon War Memorial and
OOSTENDE NEW COMMUNAL CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission
(See next page for history of HMS Hydra.)



HMS *Hydra* was a reciprocating engine-powered *Algerine*-class minesweeper built for the Royal Navy during the Second World War. *Hydra* was laid down at the yard of Lobnitz, Renfrew and launched on 29 September 1942. As a result of savings raised during "Warship Week", she was adopted by Wellingborough Urban District Council in Northamptonshire on 14 March 1942. *Hydra* joined the 18th Minesweeping Flotilla in the Rosyth Command on 20 February 1943 and was transferred in May 1943 to the Nore Command. She was variously employed on minesweeping in the North Sea in 1943 and on escort duty with Arctic convoys from 1943-1944, including the convoys JW 55B and JW 57 to Kola in 1943-44. *Hydra* was part of Operation Neptune, the naval part of the D-Day landings at Normandy on 6 June 1944. She was mined in the approaches to Ostend on 10 November 1944. She was towed to Sheerness but declared a constructive total loss and not repaired. She was sold for scrap and arrived at the yard of Thos W Ward in Grays, Essex on 28 October 1944 to be broken up in 1947.

Oostende New Communal Cemetery is located in the town of Oostende on the Stuijverstraat, a road leading from the R31 Elisabethlaan. From the 13th to the 22nd August, 1914 Oostende (also known as Ostende) was a British seaplane base, and for four days at the end of the month it was protected by the British Marine Brigade. From the 7th to the 12th October it was the seat of the Belgian Government. On the 8th October the 3rd Cavalry Division landed at Oostende; but the port was closed on the 14th and entered by the Germans next day. Thereafter, Oostende was periodically bombarded by ships of the Royal Navy and bombed by Allied airmen. On 23 April and 10 May 1918, it was raided by the Dover patrol in an attempt to block the port as an outlet for German torpedo boats and submarines based at Bruges. The attack of 23 April failed to block the harbour but that of 10 May, when "Vindictive" was sunk in the channel, partially succeeded. The town was finally entered by Allied forces on 17 October 1918, without opposition. During the Second World War, the British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk. Commonwealth forces did not return until September 1944 (Oostende was liberated by the Canadians on 8 September), but in the intervening years, many airmen were shot down or crashed in raids on strategic objectives in Belgium, or while returning from missions over Germany. The Commonwealth plots at Oostende New Communal Cemetery contain 50 burials of the First World War and 366 from the Second World War, 75 of the latter unidentified. The plots also contain eight non-war burials and eight war graves of other nationalities.

**In Memory of
Sergeant LEO STANLEY LIDDIARD
921731, Royal Air Force Volunteer Reserve
who died on 20 April 1941
Son of George Stanley and Cornelia Florence Liddiard.
Remembered with honour
Faringdon War Memorial and
RUNNYMEDE MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

This Memorial overlooks the River Thames on Cooper's Hill at Englefield Green between Windsor and Egham on the A308, 4 miles from Windsor.

The Air Forces Memorial at Runnymede commemorates by name over 20,000 airmen who were lost in the Second World War during operations from bases in the United Kingdom and North and Western Europe, and who have no known graves. They served in Bomber, Fighter, Coastal, Transport, Flying Training and Maintenance Commands, and came from all parts of the Commonwealth. Some were from countries in continental Europe which had been overrun but whose airmen continued to fight in the ranks of the Royal Air Force. The memorial was designed by Sir Edward Maufe with sculpture by Vernon Hill. The engraved glass and painted ceilings were designed by John Hutton and the poem engraved on the gallery window was written by Paul H Scott.

On 20 April 1941 Bristol Blenheim V5796 of No. 2 (Coastal Command) Operational Training Unit took off on a navigation exercise. The aircraft left RAF Catfoss (Brandesburton, East Riding of Yorkshire) at ~19:30 hours, the last radio message was received when the aircraft was about 50 miles west of Flamborough Head at 11:35; the radio message is not recorded. The full crew was: Sergeant James Hanley Hamill (RNZAF), Pilot; Sergeant L S Liddiard, Observer, Sergeant Basil Frederic Clare, Wireless Operator/Air Gunner. Only Sergeant Hamill's body was washed ashore near Bircham Newton, Norfolk and is buried in St Mary's Churchyard, Great Bircham.

**In Memory of
Gunner REGINALD WALTER FRANK LUCKETT
1787429, 95 Bty., 48 Lt. A.A. Regt., Royal Artillery
who died, age 35, on 27 November 1942
Son of Thomas Henry and Martha Lockett
Remembered with honour
Faringdon War Memorial and
YOKOHAMA CREMATION MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Yokohama War Cemetery, is 9 kilometres west of the city centre on Jido-Yuenchi-Dori, Hodogaya Ward, which branches about 300 metres left off the old Tokaido highway. The nearest railway station is Hodogaya, 4 kilometres to the north. JR Hodogaya Station is for the trains running on the Yokosuka Line and some of the Shonan-Shinjuka Line Services. Please note that only trains on these two lines stop at the station. The cemetery is then easily reached by bus from Hodogaya Station. To get to the bus stop leave the railway station at the East exit onto the Tokaido highway. The bus stop is located on the opposite side of the road and visitors can cross the highway by using the pedestrian bridge nearby. To get to the cemetery by bus, the bus route is No.53 and the bus departs every 20 to 30 minutes during its operating hours. The stop required for the cemetery is called "Ei-Renpo-Gun-Bochi", better known for the "Jido-Yuenchi" or "Yokohama" Botanical Garden, which is in the same park area as the Yokohama War Cemetery. The bus stops about 50 yards beyond the cemetery entrance which is signposted for the gardens and cemetery. ("El-Renpo-Gun-Bochi" translates locally as "British Commonwealth Cemetery".) The Memorial takes the form of a beautifully designed shrine which houses an urn containing the ashes of 335 soldiers, sailors and airmen of the Commonwealth, the United States of America and the Kingdom of the Netherlands who died as prisoners of war in Japan. Their names (save for 51 who were not identified) are inscribed on the walls of the shrine.

Reginald was one of six children. (See next pages for the war diary. **Warning:** it is a harrowing account.)

War Diary

48 LAA Regiment RA, on arrival in Batavia, sent 95 Battery to Oosthaven in Sumatra en route for the airfield around Palembang (P1 and P2) to reinforce the air defence already there. When they arrived in Palembang they found that the evacuation was beginning and they had time only to turn round, retire to Oosthaven and return to Java. On its return, 95 Battery was deployed around Andir airfield near Bandoeng (now Bandung). 49 Battery was deployed around Kalidjati airfield, North of Bandoeng and 242 Battery with RHQ were deployed in Batavia. The Japanese landed in Java on the night of 28 Feb/1 March 1942 over-running the 49th Battery. After surrendering, all the 49 battery survivors were executed.

95th Battery was over-run by Japanese tanks at Bandoeng around 8 March. Those men who survived were shipped from Java in the Yoshida Maru on 22 October arriving 25 October in Singapore. They embarked on 29 October in the Singapore Maru and sailed the next day arriving Moji, Japan on 24 November and disembarking 26 November.

IN THE MATTER OF THE ILL-TREATMENT OF PRISONERS OF WAR COMMITTED
ON BOARD S.S. "YOSHIDA MARU" AND S.S. "SINGAPORE MARU" 21 OCTOBER
TO 26 NOVEMBER 1942. -----

A F F I D A V I T.-----

I, ERIC KENNETH SCOTT with permanent home address at 62 Columba Road, Blackhall, Edinburgh, formerly Lieutenant-Colonel (R.E.M.E) with personal number 93327 in HIS MAJESTY'S Forces, MAKE OATH AND SAY AS FOLLOWS:-

1. On the 19th October 1942 Col. C.M. Lane M.C., 10/15 Punjab Regt., Senior British Officer P.O.W., Tanjong Priok, Batavia, was instructed by the Japanese Commandant, Tanjong Priok P.O.W. Camp to draft 1000 (90 Officers and 910 O.R.s approx), for departure for an unknown destination on the 21st October
2. Immediate representations were made to the Japanese Authorities that, with the prevalence of malaria, dysentery, beri-beri, dengue, malnutrition, etc., in the camp, the majority were not in a fit state to travel. The worst sick cases among those drafted were inspected by the Senior British Medical Officer, Lt.Col. Mazie, R.A.M.C. and at a later stage by a Japanese Medical Officer from Batavia. Substitutions were made where possible, but even so, when the draft assembled on the 21st Oct. there were many stretcher cases and some 10/20 % of the personnel collapsed on the march to the Docks.
3. At the Tandjong Priok Docks the party was joined by a draft of 300 R.A.F., under command of Wing Commander Frowe, and 500 R.A. personnel under command of Lt. Col. Saunders R.A. This total of 1800 embarked on the thirty-year old, 5,000 ton "Yoshida Maru" at 16.00 hours on the 21st Oct. and were crammed down the four hatchways. Wing Commander Frowe and Lt.Col. Saunders' parties were accommodated below the forward hatches with some seventy Japanese personnel who had taken the "best" of the accommodation for themselves and the Tandjong Priok party of 1000 were crowded together so tightly aft that it was impossible to lie down and those immediately under the hatchways, which were unprovided with tarpaulins, were soaked to the skin every time it rained during the voyage. There were 16 deck latrines forward and 8 aft, also 2 small water tanks forward and 2 aft.
4. The ship sailed the following morning and throughout the voyage three meals of rice and fish soup were served daily. Under these conditions there was an immediate increase in sickness and an emergency hospital was formed on the upper deck under

the shelter of a leaky tarpaulin. No blankets were provided, nor were any medical supplies of any description.

5. The "Yoshida Maru" arrived at Singapore at 13.00 hours on the 25th Oct. and the following morning all personnel were ordered ashore for a hose-down on the dock side under the supervision of Japanese guards. All personnel were then marched to the roadside where they were obliged to take down their trousers and a glass rod was inserted in each man's anus in full public view. All were then returned to the "Yoshida Maru."
6. On the 28th Oct. Wing Commander Frowe was instructed to draft 200 of his men to join Lt. Col. Saunders' party of 500 and transfer to another ship. Fourteen of the more seriously sick from Tanjong Priok Camp were then transferred to Singapore Hospital.
7. On the 29th Oct. at 04.00 hours the remaining 1086 disembarked and were disinfested. During the day a further 19 went sick and were sent to shore hospital and 14 replacements were received from Changi P.O.W. Camp, making a total of 1081.
8. The 1081 embarked on the S.S. "Singapore Maru", 5,200 tons, built in 1904, at 19.00 hours on the 29th Oct., the officers, 96 in number, being in this instance, segregated in the aft hold for the better maintenance of discipline. The general arrangements were similar to those on the "Yoshida Maru". Forward were accommodated Japanese troops, who spread themselves at the expense of the prisoners, and forward were 16 deck latrines, (8 for prisoners), and four small water tanks, (two for prisoners). Aft were 8 deck latrines, two water tanks and the galley. Three meals of rice and fish soup were provided daily and hot water for drinking three or four times per day. There were two small lifeboats, four rafts and no life-belts for P.O.Ws
9. The "Singapore Maru" sailed for Japan at 10.00 hours on the 30th Oct. and by the 2nd of November sickness had increased to such an extent that the establishment of a hospital on the aft hatch cover became necessary. The required accommodation was grudgingly given, as was the 1 lb Mag. Sulphate and a few aspirin and quinine tablets. Two men died almost as soon as the "hospital" was established.
10. On the 3rd of November the "Singapore Maru" hove to off Cap St. Jacques, where, as Senior Officer, I made the strongest possible representations to the Japanese Commanding Officer, Lieut. Moriyama, regarding the state of affairs on board and demanded the immediate removal of all sick to Saigon and the sending of a radio report to Batavia to prevent the further shipment of P.O.W.s under such intolerable conditions. The same afternoon the ship sailed without any action being taken to improve conditions aboard.
11. Sickness was now increasing at such a rate and the weather deteriorating to such an extent that the accommodation under the aft hatch had to be cleared of troops and the sick transferred to the space vacated. No amenities of any sort such as mats, mattresses, blankets, etc. were provided and the sick lay on the bare steel deck. With difficulty some wooden buckets were secured for use as hospital latrines. A small quantity of newsprint was provided as toilet paper, but was soon exhausted and, as there was only sufficient water to permit of washing the hands once a day, personal hygiene was impossible and disease spread rapidly in consequence.
12. Deaths continued up to the arrival of the "Singapore Maru" at Takow, Formosa, on the 13th Nov. where 8 bodies were sent ashore for cremation, the harbour authorities refusing to permit them to be buried at sea. A list of 100 seriously sick was compiled and a request for their immediate removal to shore hospital was submitted, but twenty-one only were put ashore.
13. At Takow I was informed that accommodation was to be found for a further 400 Japanese troops and, in spite of all protests, the upper decks in all holds were cleared

and the thousand odd P.O.W.s crammed down in the bottom of the holds and on the sand ballast in the space below the holds. The "hospital" was also transferred to the bottom of the aft hold. All Japanese troops were provided with clean mats to sleep on. P.O.Ws. slept on the steel decks or the sand ballast.

14. On the 15th the "Singapore Maru" left Takow and the same day anchored off the Pescadores, where she remained until the 18th. A further seven were buried at sea the same evening. Two hundred bismuth tablets were then issued to Dr. Liddell, the R.A.F. doctor on board, by the Japanese Authorities.
15. Proceeding Northwards the weather worsened and the cold increased to the great discomfort of those, the majority, who were in possession of tropical clothing only, and no blankets. The deck latrines, damaged by heavy seas, leaked badly and sprayed infected excreta over the decks, while below decks, the hospital, being unable to cope with any more sick, sub-hospitals were established in each hold. Latrine buckets were set up in the holds but some were so weak by this time as to be unable to use them and defecated in their mess tins or where they lay.
16. By the time the ship anchored off Moji on the 24th of November approximately 700 were suffering from some sort of sickness or other. On the 25th Nov. the ship went alongside and the Japanese troops disembarked. This left the stores unguarded and the same night they were raided by British personnel. An enquiry was instituted by the Japanese Military Police on discovery of the theft on the following day, but the urgent necessity to disembark appeared to cut these proceedings shorter than was expected. As Senior British Officer on board I was held responsible and threatened with shooting, while several officers were referred to as "uncivilised beasts" by the English-speaking Japanese Officer from Fukuoka, who was in charge of disembarkation. A hygiene squad came aboard and sealed all latrines and inserted a glass rod in the anus of each P.O.W. (a test for dysentery we were told), but did nothing for the 280 seriously sick who were left on the ship after thirty of the hospital sick had been taken ashore for treatment in Moji, and the remaining 677 mobile P.O.Ws disembarked for splitting up into groups for transport by open barge to Coal Mines in the vicinity.
17. Of the fate of the 280 who were left on board in the care of three Dutch doctors and six Medical Orderlies I am unable to give precise information, but have reason to believe that the majority succumbed within a few days. Further information in this connection should be available from Dr. Liddell of the R.A.F. who was himself evacuated to Moji hospital at that time.
18. The 677 mobile P.O.W.s after standing on the dock, in sub-zero temperatures, dressed in tropical kit, for several hours and without food were eventually split into one group of 170 and three groups of 169 each. I was in charge of the group of 170 and proceeded to Fukuoka No. 7 Camp, Ube, where a further 17 died from the effects of the voyage. All suffered from scurvy for several weeks.
19. Summary
 - 677 - Disembarked, Moji
 - 63 - Buried at sea.
 - 1 - Committed suicide.
 - 21 - Removed to hospital, Formosa.
 - 30 - Removed to hospital, Moji.
 - 289 - Too ill to be removed from "Singapore Maru".
 - 1081** (includes 3 Dutch doctors and 6 M.O.s)
20. SWORN by the said ERIC KENNETH SCOTT at 6 Spring Gardens in the City of Westminster this 19th day of January 1946.

EMERGENCY MEDICAL PARTIES

On November 29th, 1942, a Medical Party consisting of eight medical officers, one dental officer and approximately thirty medical orderlies left Zentsuji and proceeded by train to Moji. This party was under the command of Captain W. Lineberry, (MC), U.S.N

All personnel were of the U.S.N., except three medical officers - Captain J.F Akeroyd, A.A.F., Captain V. Bristow, A.I.F., and Surgeon Lieutenant S.E.L Stening, R.A.N.R

Arriving at Moji this large party was divided into three. The first party under the leadership of Captain Lineberry; the second under Lieutenant Commander T. Moe, (MC), U.S.N., and the third under Captain J.F. Akeroyd.

I was a member of Lieutenant Commander Moe's party which was composed of Lieutenant Commander Moe, myself and Lieutenant J.E.Eppley, (M.C.), U.S.N., as the doctors and eight corpsmen - Chief Pharmacist's mate I. Frontis, G.J. Shaw, PhM1c, A.P. Rowe, PhM1c, J.Young PhM1c, B.W. Berry, PhM3c, J.J. LaCasse, PhM3c, A.R. Wilkinson, PhM3c and W.W. Dunlap, HA1c.

The three parties were sent in different directions. Lieutenant Commander Moe's party proceeded to the dockside to a ship bearing the name "Singapore Maru" and which was flying the yellow flag

On the dockside beside the ship were stacked piles of rough coffins and beside these small groups of haggard, sick and disconsolate men

We were told that we had to shift the men still remaining at and in the ship to a small ferry and then to convey them to a hospital, well stocked with everything we were likely to require and then care for these men and restore them to health. We climbed up a very rickety ladder and descended into the forward holds of the ship and there we were taken aback by the indescribably horrible scene which met our outraged eyes

The vessel was a cargo ship and had been employed to transport a thousand P.O.W. from Java and Singapore to Japan. They had been crowded into the holds from Singapore for more than a month and had come through heavy weather and extreme heat to the bitter chilling air of Japan. Many had been very seasick and all had been badly underfed. Food had been very limited indeed and the sanitary arrangements woefully inadequate. Some convalescent dysentery patients from a Java hospital had been sent at the last moment to make up a full draft and some of these patients had been included at the reshuffle at Singapore. These convalescents were, so I think, responsible for initiating an outbreak of dysentery on board. The first case appeared several days out from Singapore and the numbers gradually increased, until at the conclusion of the voyage there were very, very few who had not been affected

The epidemic, plus the overcrowded insanitary conditions and the very low diet was responsible for something over 90 deaths before the ship even reached Japan

It must be noted that the ship carried stocks of European type food, which may have been Red Cross food. This food was loaded at Singapore and was for the prisoners

They were issued with practically none and had the mortification of seeing illiterate Japanese soldiers bring can after can on to the deck, open the can to see what was inside, maybe taste it and often throw the whole lot over the side because it was not to his fancy

By the time Lieutenant Commander Moe's party arrived, all the fit prisoners and the majority of the patients had left or been removed from the ship. The remainder (to be our responsibility) were the very sick men in the ship and watching us with sad patient eyes on the dockside. None of these men had any winter clothing and many had no long trousers. Our party divested itself of our heavy overcoats and put them over the patients. Then after leading

those men we found on the dock to the small junk which was to be our ferry, we proceeded to board the ship again

Down into the forward hold once more and gazed upon a filthy odorous mass of rubbish, excreta, food, clothing, equipment amongst which we could see here and there a body which may or may not have been still living. Quickly we ran over the inmates of that forward hold. We found about four dead and two almost dead. The remainder were in varying stages of sick from moderately severe to hopeless cases. There was one man there who was not suffering from illness but solely from complete exhaustion. This man, single handed, had cared for, fed, comforted and nursed the sick men in that hold until he could do no more. He had watched men die and had nursed some to near health again

This man, Gunner C.W. Peacock, R.A., had had no rest for three days and had to be assisted to the deck and to the junk

Well, the patients were finally sorted out and carried to the junk, those nearly dead had died, and all the bodies were neatly laid out in rows in some of the ample supply of coffins. Below deck there had been a Japanese Woman Doctor, who had been engaged in trying to identify the dead and the moribund, there were also some coolies who assisted us in carrying the patients up the three flights of companionway to the deck and thence to the junk. In the junk the men were all placed on the hatchway and around it and exposed to the biting cold. There was no way of avoiding this however

The junk cast off after we had carried the last patient and left the coolies to loot the filthy holds. The junk fouled its mooring wire and was held up for nearly an hour before sailing across the water to the Shimoneski side to a disused quarantine station which, we were told, was our hospital. In that junk were some 56 men from Java and Singapore. We transhipped them at the Quarantine Station and carried them into the main room, which was prepared to receive them. Mats (Tatamis) covered the floor and five blankets were stacked at intervals around

The two other parties went to do the same type of work on patients from the same ship who had been unloaded some days previously. Captain Lineberry's party went to Kokoura Army Hospital where a section had been set aside for this purpose

Captain Aderoyd's party went to an empty Y.M.C.A. building in Moji and found nearly 300 patients awaiting him

These two parties spent the entire time before their return to Zentsuji at these same stations, while Lieutenant Commander Moe's party proceeded to Nagasaki at a later date and cared for patients in emergencies of lesser degree in two camps there

Statement of Surg Lt. S.E.L. Stening Surg Lieut Samuel Edward Lees Stenning RANVR
Navy Dept Melbourne Original File Copy J-10 17 Sep 45.

**In Memory of
Lance Bombardier GORDON WILLIAM SAMUEL
(BILLY) McDONALD
5339224, 170 Bty., 57 Lt. A.A. Regt., Royal Artillery
who died, age 21, on 16 April 1943
Son of Christopher and Minnie Hilda McDonald, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
TRIPOLI WAR CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Tripoli Military Cemetery is co-located with Tripoli War Cemetery, within which it comprises Plots 50-52, adjacent to the eastern boundary wall. The Cemetery is in the Mansura district of Tripoli, 2.5 kilometres west of the city centre.

During the North African campaign, Tripoli was an important Axis base until taken by Montgomery's forces on 23 January 1943. It then became a hospital centre, and the burials in the war cemetery were almost entirely from the hospitals, which included Nos 2, 48 and 133 General Hospitals from March 1943, and No 89 General Hospital from April 1944. Tripoli War Cemetery contains 1,369 Commonwealth burials of the Second World War, 133 of them unidentified.

Before the war, Bill was the town's telegram boy and was studying to take his exams to join the Post Office prior to joining the Territorial Army. His family's business was C. MacDonald, the Drapers, in London St (now the Pharmacy). He was killed in Libya.

**In Memory of
Private ALBERT EDWARD MERCER
5387909, 10th Bn. Gloucestershire Regiment
who died age 28 on 19 August 1946
Son of Joseph William and Elizabeth Mercer, of
Faringdon, Berkshire;
Husband of Joan Irene Mercer, of East Hendred.
Remembered with honour
Faringdon War Memorial and
FARINGDON (ALL SAINTS') CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Arthur Mercer died in Burma; brother in law of Marge Mercer.

The Inscription reads:

Memories linger of the past from those who loved him till the last.

**In Memory of
Serjeant GEORGE MORBEY
543907, 3rd King's Own Hussars, Royal Armoured Corps
who died age 39 on 1 November 1939
Son of George and Mary Jane Morbey;
Husband of Lilian Maud Morbey, of
Faringdon, Berkshire.
Remembered with honour
FARINGDON (ALL SAINTS') CHURCHYARD**



Grave 707

Father, George, died 20 March 1944 and son, George, on 1 November 1939.

**In Memory of
Private ALFRED THOMAS PALMER
5337380, 1.6th Bn., The Queen's Royal Regiment
(West Surrey)
who died age 23 on 3 August 1944
Son of Alfred George and Annie Elizabeth Palmer,
of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
BAYEUX WAR CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

The town of Bayeux, in Normandy, lies 24 kilometres north-west of Caen.

The Allied offensive in north-western Europe began with the Normandy landings of 6 June 1944. There was little actual fighting in Bayeux although it was the first French town of importance to be liberated. Bayeux War Cemetery is the largest Commonwealth cemetery of the Second World War in France and contains burials brought in from the surrounding districts and from hospitals that were located nearby. BAYEUX WAR CEMETERY contains 4,144 Commonwealth burials of the Second World War, 338 of them unidentified. There are also over 500 war graves of other nationalities, the majority German. The BAYEUX MEMORIAL stands opposite the cemetery and bears the names of more than 1,800 men of the Commonwealth land forces who died in the early stages of the campaign and have no known grave. They died during the landings in Normandy, during the intense fighting in Normandy itself, and during the advance to the River Seine in August.

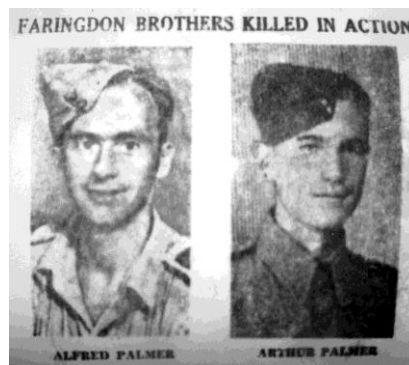
**In Memory of
Private ARTHUR EDWARD PALMER
14405637, 5th Bn., Wiltshire Regiment
who died age 20 on 12 August 1944
Son of Alfred George and Annie Elizabeth Palmer,
of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
BANNEVILLE-LA-CAMPAGNE WAR CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Banneville-la-Campagne is a village in Normandy, 10 kilometres east of Caen.

The Allied offensive in north-western Europe began with the Normandy landings of 6 June 1944. For the most part, the men buried at Banneville-la-Campagne War Cemetery were killed in the fighting from the second week of July 1944, when Caen was captured, to the last week in August, when the Falaise Gap had been closed and the Allied forces were preparing their advance beyond the Seine. The cemetery contains 2,170 Commonwealth burials of the Second World War, 140 of them unidentified, and five Polish graves.



In Memory of
Private ANTHONY PEPALL
5337274, 4th Bn., Royal Berkshire Regiment
who died, age 23, on 30 May 1940
Son of Alec Frank and Winifred Pepall, of Blewbury,
Berkshire.
Remembered with honour
WULPEN CHURCHYARD



Millie Bryan wrote:

Tony Pepall was a comrade of Jack Bryan. He was killed by a sniper when driving an Officer scouting the German positions on May 30th 1940. The Officer played dead and after dark was able to escape from the vehicle. This small diary Jack acquired and from 11th May until June 1st 1940 he recorded daily their movements to the De Ponne beach and arrival at Margate and safety.

Commemorated in perpetuity by the Commonwealth War Graves Commission

Wulpen Churchyard is located 5 km north east of Veurne, Belgium.

The British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk.

Wulpen Churchyard contains 20 Commonwealth burials of the Second World War, six of them unidentified.

**In Memory of
Private CYRIL JOHN PIKE
5337992, 4th Bn., Royal Berkshire Regiment
who died, age 19, on 29 May 1940
Son of Fred and Elizabeth Pike, of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
ZUIDSCHOTE CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Zuidschote is located north of the town of Ieper on the N369 road direction Diksmuide. The church is in the centre of the village in the Zuidschotsestraat.

The British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk. Zuidschote Churchyard contains 76 Commonwealth burials of the Second World War, 14 of them unidentified. There are also five unidentified French burials of the First World War.

**In Memory of
Sergeant Pilot HAROLD ROBINSON PRIESTMAN
750302, Royal Air Force Volunteer Reserve
who died, age 25, on 5 August 1943
Husband of Margery E Emmans.
Remembered with honour
Faringdon War Memorial and
FARINGDON (ALL SAINTS') CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Harold was killed in a mid-air collision when Oxford 1 BG132 (Sgt Pilots Warburton and Priestman) of No.6 Pilot Advanced Flying Unit at RAF Little Rissington collided with Oxford 1 HN671 (Sgt. Pilot Slough) also of 6 (P)AFU near Northleach. Both aircraft crashed at Lower Harford Farm, Naunton, Bourton-on-the-Water, Gloucestershire. Their deaths were registered in Cirencester. He married Margery in 1943 and she remarried Bernard G Hubbard in 1947.

**In Memory of
Major PERCY PROCTOR
LA/513 3rd Bn. 1st Punjab Regiment, Indian Army
who died, age 41, on 11 February 1941.
Remembered with honour
Faringdon War Memorial and
KHARTOUM MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

The Khartoum Memorial stands at the centre of the western boundary of Khartoum War Cemetery which is on the south-eastern side of Khartoum, the capital of Sudan.

The Memorial commemorates nearly 600 soldiers of the East African campaign of 1940-1941 who died in the Sudan, or in the advance into Eritrea and Northern Ethiopia, and who have no known grave. Consisting of a wall of Travertine stone about 42 feet long and 10 feet high with a central pediment, the Memorial has 8 Botticino panels on which the names of the dead are inscribed and a further panel below the pediment with the following words in English and Arabic: *1939 - 1945 THE OFFICERS AND MEN WHOSE NAMES ARE HONOURED HERE GAVE THEIR LIVES FOR THEIR COUNTRY WHILE SERVING IN ERITREA, NORTHERN ETHIOPIA AND THE SUDAN AND HAVE NO KNOWN GRAVE*

Husband of Doris Kathleen Proctor, of Oxford, and son of Henry and Sarah Proctor of Faringdon. Henry Proctor was the Headmaster of the British Boys' School in Faringdon. Then, there were two Boys' Schools: one for the Anglicans and the British Boys' School for the Non-Conformists. Henry died on January 24, 1928 aged 74 and is buried in the Canada Lane Cemetery.

Percy was the brother of James Proctor, killed at Gallipoli on 21 August 1915 age 20. He joined the Indian Army in 1917. In 1941, he was commanding a post in Eritrea when he was killed in an Italian bombing raid.

**In Memory of
Private EDWARD (TED) SADLER
T/68439, 4th Bn., Royal Berkshire Regiment
who died, age 19,
between 10 May 1940 and 1 June 1940
Son of Harry and Alice Mary Sadler, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
VEURNE COMMUNAL CEMETERY EXTENSION**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Jack Bryan at Ted Sadler's grave

Veurne Communal Cemetery Extension is located in the north-east district of the town of Veurne (also known as Furnes), West Flanders.

The British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk. Commonwealth forces did not return until September 1944, but in the intervening years, many airmen were shot down or crashed in raids on strategic objectives in Belgium, or while returning from missions over Germany. Veurne Communal Cemetery Extension contains 77 Commonwealth burials of the Second World War, almost all of which date from the last two or three days of May 1940. There are also two Czech war graves within the extension. The adjoining Communal Cemetery contains two First World War burials.

**In Memory of
Flight Lieutenant ROBERT NATHAN SHARD
D F C, D F M
155256, 78 Sqdn., Royal Air Force Volunteer Reserve
who died, age 23, on 16 February 1944
Son of Sidney and Muriel Shard;
Husband of Vera Joyce Shard, of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
RUNNYMEDE MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

This Memorial overlooks the River Thames on Cooper's Hill at Englefield Green between Windsor and Egham on the A308, 4 miles from Windsor.

The Air Forces Memorial at Runnymede commemorates by name over 20,000 airmen who were lost in the Second World War during operations from bases in the United Kingdom and North and Western Europe, and who have no known graves. They served in Bomber, Fighter, Coastal, Transport, Flying Training and Maintenance Commands, and came from all parts of the Commonwealth. Some were from countries in continental Europe which had been overrun but whose airmen continued to fight in the ranks of the Royal Air Force. The memorial was designed by Sir Edward Maufe with sculpture by Vernon Hill. The engraved glass and painted ceilings were designed by John Hutton and the poem engraved on the gallery window was written by Paul H Scott.

DFC Citation

Air Ministry, 15th February, 1944.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy: — (continued)

Distinguished Flying Cross.

Acting Flight Lieutenant Robert Nathan SHARD, D.F.M. (155256), Royal Air Force Volunteer Reserve, No. 78 Squadron.

Distinguished Flying Medal.

Can/R69999 Flight Sergeant Ross Barrett IRWIN, Royal Canadian Air Force, No. 78 Squadron.

This officer and airman were pilot and flight engineer respectively of an aircraft detailed to attack Magdeburg one night in January, 1944. During the operation the aircraft was attacked by a fighter and sustained much damage. The astro-dome was shot away, the mid-upper and rear turrets were put out of action and the hydraulic gear was damaged; the port inner propeller blade was also damaged. The fighter made repeated attacks but Flight Sergeant Irwin, standing with his head protruding through the aperture which had been previously covered by the astro-dome, gave the necessary directions to his pilot who was thus able to out-maneuvre and eventually evade the attacker. Later, one of the starboard engines had to be feathered. Nevertheless, Flight Lieutenant Shard flew the aircraft back to this country where he landed the bomber safely in spite of badly damaged flaps and burst tyres on two of the landing wheels. This officer and airman displayed great courage, determination and devotion to duty.

DFM Citation

The DFM was gazetted on 22 Jan 1943 when he was with 40 Sqn

Sgt Shard has a long and distinguished record of operation, flying in sorties against targets in Italy and North Africa. One night in September, 1942 he was detailed to attack enemy concentrations in the battle area. He released his bombs, starting a fire on a petrol dump and another among enemy transport. After returning to base and resting for 40 minutes, he returned and attacked the same target.

He was posted into 78 Sqn on 23 Oct 43 and flew his first op as a second pilot on the night of 03/04 Nov 43 to Dusseldorf. He then flew as captain to:

23/24 Nov Frankfurt; 26/27 Nov Stuttgart; 03/04 Dec Leipzig; 20/21 Jan Berlin

21/22 Jan Magdeburg - did not attack target as bombs jettisoned when attacked by enemy aircraft, Rear gunner killed two others wounded.

Robert flew from 78 Sqn RAF Brighton Yorks in a Halifax Bomber Mk V, Ser: LV798, XID: EY-A

On the night of 15th Feb 1944 on Op Berlin, they were airborne at 1718hrs. Whilst over the target, probably due to flak, the under carriage fell down and could not be retracted. As a result, the fuel consumption was excessive and on nearing the English coast the Halifax ran out of fuel. After the crew had baled out, he ditched into the sea at 0039hrs; only one of the crew made it ashore. Robert's body has never been found and he is remembered on a plaque at the Runnymede Memorial Number 203 info at CWGC.

F/L RN Shard, DFC DFM, KIA. Sgt KE Clark, KIA. WO1 JB Fowler RCAF, KIA. F/O W Uyen RCAF. SGT JR Forder, KIA. SGT N Walton, KIA. SGT W Iddon, KIA.

The plane lies 17miles NNE of Flamborough Head.

Robert also flew on Op Hydra on 17/18 Aug 1943 Bombing Peenemunde the V2 Research centre.

**In Memory of
Private RONALD EDWARD JOHN STEVENS
5337986, 4th Bn., Royal Berkshire Regiment
who died, age 19, on 29 May 1940
Son of Arthur John and Mary Ann Stevens, of
Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
ZUIDSCHOTE CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Zuidschote is located north of the town of Ieper on the N369 road direction Diksmuide. The church is in the centre of the village in the Zuidschotsestraat.

The British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk. Zuidschote Churchyard contains 76 Commonwealth burials of the Second World War, 14 of them unidentified. There are also five unidentified French burials of the First World War.

**In Memory of
Private RICHARD JOHN THEODORE STICKLEY
14413965, 5th Bn., Wiltshire Regiment
who died, age 19, on 25 August 1944
Son of Richard and Violet Stickley of Faringdon
Remembered with honour
Faringdon War Memorial and
ST. DESIR WAR CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

St. Desir is a village on the N13 to Caen, 4 kilometres west of Lisieux in Normandy.

The Allied offensive in north-western Europe began with the Normandy landings of 6 June 1944. St Desir War Cemetery is the most easterly of the Normandy cemeteries. For the most part, those buried here died in the final stages of the campaign, in pursuit of the German forces towards the Seine. The cemetery contains 597 Commonwealth burials of the Second World War. 78 of these graves were brought in from Chartres (St Cheron) Communal Cemetery after the war, together with the four First World War burials now at St. Desir.

Richard was born 12 October 1924 and married Alice Rose Bailey in 1943. He joined the Royal Berkshire regiment and was transferred to the 5th Bn, The Wiltshire regiment. He was killed in action crossing the River Seine in Normandy. He left a son, John, whom he never saw, born in February 1945.

**In Memory of
Sapper ARTHUR CHARLES TARR
2072499, 224 Field Coy., Royal Engineers
who died age 19 on 14 November 1939
Son of Edward Charles Bishop Tarr and Elsie Kate Tarr,
of Horfield, Bristol.
Remembered with honour
FARINGDON (ALL SAINTS') CHURCHYARD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

In memory of Arthur C Tarr from patrons of the Horfield Buses Sports Club Whist Drive Bristol.

**In Memory of
Yeoman of Signals WILFRED JAMES TAYLOR
P/210349, H.M.S. Royal Arthur, Royal Navy
who died, age 55, on 24 December 1939
Son of Edward and Clara Taylor;
Husband of Ella Maria Taylor, of
Faringdon, Berkshire.
Mentioned in Despatches, 1914-18 War.
Remembered with honour
Faringdon War Memorial and
FARINGDON (ALL SAINTS') CHURCHYARD**



Grave 742 J7 2E,W

The inscription reads: *In loving memory of my dear husband Wilfred James Taylor late RN who died Dec 24th 1939 'At Rest'*

Also of Ella Maria Taylor died 19th Dec 1959 Aged 92 years

HMS *Royal Arthur* (shore establishment) was a training centre established near Skegness between 1939 and 1946.

**In Memory of
Corporal MICHAEL TUCKER
5336500, 4th Bn., Royal Berkshire Regiment
who died, age 26, on 10 June 1940
Son of Walter and Gertrude Tucker, of Faringdon;
Husband of Katherine Gwyneth Tucker, of Cardiff.
Remembered with honour
Faringdon War Memorial and
FARINGDON (ALL SAINTS') CHURCHYARD**



Grave 807 H60 3E

Mike Tucker died of wounds and is buried with his mother in All Saints' Churchyard. Funeral fees: £2 14s 6d. He was a Faringdon Fireman.

(See next page for photographs of the Faringdon Rural District Council Fire Brigade.)

Faringdon Rural District Council Firemen



Mike Tucker is on the back row, end right, 1936.



Mike Tucker is on the right, 1937.

**In Memory of
Private JAMES LEONARD WEARN
5386976, 7th Bn., Oxford and Bucks Light Infantry
who died, age 29, on 27 September 1943
Son of James Henry and Annie Wearn;
Husband of Gillian Wearn, of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
SALERNO WAR CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

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. Allied objectives were to draw German troops from the Russian front and more particularly from France, where an offensive was planned for the following year. Commonwealth and American forces landed near Salerno on 8-9 September 1943 and there was fierce fighting for some days in the bridgehead that they established. The site for the cemetery was chosen in November 1943 and it contains many burials resulting from the landings and the fighting that followed, but graves were also brought in later from a wide area of south-western Italy. The 59th General Hospital was in the vicinity of Salerno at the end of 1943 and early in 1944. Salerno War Cemetery contains 1,846 Commonwealth burials of the Second World War, 107 of them unidentified. One casualty of the First World War is also commemorated in the cemetery by special memorial, his grave in a local civil cemetery having been lost.

James was born in 1914 in Southwark to James Henry and Mary Annie Wearn (née Luker of Great Coxwell). James Henry was killed on 31 July 1917 in the third battle of Ypres. In 1919, Mary, or Annie as she was then known, married Percy N Akers of Great Coxwell and had three further children. James married Gillian Bryan in 1940.

**In Memory of
Driver KENNETH JACK WEBB
T/113271 Royal Army Service Corps
who died, age 21, on 27 May 1940
Son of Jack and Emily Jane Webb; husband of Alix Sarah
Webb, of New Cross, Surrey
Remembered with honour
Faringdon and Faringdon Baptist Church War Memorials
and
BAILLEUL COMMUNAL CEMETERY EXTENSION,
NORD**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Bailleul Communal Cemetery Extension contains 4,403 Commonwealth burials of the First World War; 11 of the graves made in April 1918 were destroyed by shell fire and are represented by special memorials. There are also 17 Commonwealth burials of the Second World War and 154 German burials from both wars. Both the Commonwealth plot in the communal cemetery and the extension were designed by Sir Herbert Baker.

**In Memory of
Private GILBERT HENRY WHITING
5337109, 4th Bn., Royal Berkshire Regiment
who died, age 21, on 27 May 1940
Son of Mr. and Mrs. A. Whiting, of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
ROESELARE COMMUNAL CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Roeselare Communal Cemetery is located 20 km north-east of Ieper town centre via the villages of Zonnebeke and Moorslede (N332).

During the First World War, Roulers (now Roeselare) was occupied by the Germans from 19 October 1914 to 14 October 1918. The communal cemetery was used for prisoner of war burials and Commonwealth, French and Belgian servicemen are buried predominantly in their respective national plots at the southern end of the cemetery. There are 91 First World War Commonwealth casualties commemorated in this cemetery, eight of which are unidentified, Special memorials commemorate two casualties buried at Roulers German Cemetery whose graves were destroyed by shellfire. Three of the 1st World War casualties were brought in from churchyards at Hooghlede and Knocke in 1936. The cemetery also contains seven burials from the Second World War, all dating from 1940.

**In Memory of
Serjeant LESLIE ERNEST WRIGHT
5387483, 7th Bn., Oxford and Bucks Light Infantry
who died, age 25, on 10 September 1944
Son of Frank and Bessie Wright, of Faringdon, Berkshire.
Remembered with honour
Faringdon War Memorial and
GRADARA WAR CEMETERY**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Gradara War Cemetery is situated in the Commune of Gradara in the Province of Pesaro. It is located about 1.5 kilometres south of the SS16, midway between Pesaro and Riccione.

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. Following the fall of Rome to the Allies in June 1944, the German retreat became ordered and successive stands were made on a series of defensive positions known as the Trasimene, Arezzo, Arno and Gothic Lines. The site for the cemetery was chosen in November 1944 and it contains the graves of casualties incurred during the advance from Ancona to Rimini, which broke the German's heavily defended Gothic Line, and in the heavy fighting around Rimini, which was taken by the Allies on 21 September 1944. Gradara War Cemetery contains 1,191 Commonwealth burials of the Second World War. There is also one Belgian war grave.