

AT THE GOING DOWN OF THE SUN

*An anthology of biographies of ex-pupils of the Liverpool Institute who
died in the Second World War*

By

Alan Clegg

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This booklet is dedicated to the memory of the pupil and ex-pupils of the LIVERPOOL INSITUTE HIGH SCHOOL
FOR BOYS who lost their lives in the Second World War.

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The Memorial



Photo: www.liobians.org

At the going down of the sun and in the morning we will remember them

Foreword

The names inscribed on the Liverpool Institute's Second World War Memorial were gathered by an appeal (see Appendix II). After correcting an original list of sixty-four names for omissions and errors, the appeal committee placed the names of eighty-one soldiers, sailors and airmen, and two civilians on the memorial. After the school closed in 1985 the memorial was lost, but thanks to the persistent efforts of a number of old boys its component parts were ultimately found, reunited and refurbished, and the newly intact memorial was mounted in its rightful place and re-dedicated (see appendices).

In the early post-war years of the late 1940s when the names were being collected the fog of war was starting to dissipate, but there remained a thin mist covering details of events, so it is not surprising that, despite the undoubted diligence of the appeal committee, the final list contained one omission and two errors: Nathan Max, who died while serving with the RAF in Italy, is not recorded on the memorial, and two people presumed dead were actually taken prisoner of war and eventually returned home.

In writing this tribute to the fallen and captured old boys I have consulted hundreds of records and histories to find the nature, context and circumstances of their sacrifices and perhaps something of the people themselves. Occasionally the records have revealed just a glimpse of them through the eyes of their contemporaries: their teachers, commanders and comrades. It is not much perhaps, but it is all we have to remember them by. Details of three of the old boys remain elusive, but the search goes on.



Alan Clegg attended the
Liverpool Institute from 1956 – 1962
e-mail: alanjclegg@btinternet.com

Acknowledgements

The Liverpool Institute High School for Boys' war memorials commemorating those ex-pupils, and one pupil, who died serving their country, or as the result of enemy action, during World War 1 and World War 2 have had a chequered history that is well described in the pages of old boy **Fred Crane's** website www.liobians.org. I am grateful to Fred for his permission to reproduce a number of those pages as appendices here. The website is also a cornucopia of documents that provide details of the school lives of individuals, and these I have found invaluable in my attempts to put personalities alongside the official records and dates that describe their lives. I am also grateful to Fred for the image of the school war memorial and the help and advice he has given regarding formatting of this booklet.

Liverpool Institute old boy **Dr Iain Taylor** first conceived and acted on the idea of expanding the names on the school's WW2 memorial into something more than a list of names when, in 2011, he published partial details of next of kin, military rank and unit, dates of death, place of commemoration and twenty two longer biographies in his ongoing work "Liverpool Institute Old Boys' Association History Project" (see <http://www.liobians.org/warmemorials/ww2dead.html>). Iain's valuable work has inspired this work, and has provided a starting point from which to develop a deeper study of the lives of the fallen. In appreciation I have made the data and records from which this booklet is derived available to Iain for use in his project.

I am grateful to **Saul Marks** for sight of his latest update of his study on the sons of Liverpool Old Hebrew Congregation who fell in two World Wars which has informed the biographies of Gerald Berger, Victor Louis Cooper, Edward Lazarus Levy and Nathan Max here.

I am also grateful to the following for permission to use images and information:

Mike Connock <http://www.no-50-and-no-61-squadrons-association.co.uk> for putting me in touch with Patricia Townsend.

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Brian Watson for the photograph of panel 19 (casualties of the sinking of *SS Empire Kestrel*) on the naval memorial at Tower Hill from his magnificent website <http://www.benjidog.co.uk/Tower%20Hill/index.html> which is a mine of information on many aspects of the Tower Hill Memorial.

Roll of Honour of the Liverpool Institute Boys who fell in World War 2

Abbreviations: Familiar ranks and designations (e.g. Captain, Sergeant, Lieutenant, His Majesty's Ship etc.) have their familiar abbreviations (Capt., Sgt, Lt., HMS etc.). Less familiar abbreviations are:

AA	Anti Aircraft	Lt (E)	Lieutenant (Engineering Branch)
Ast	Assistant	Lt (S)	Lieutenant (Supply Branch)
Attd	Attached	Mcht	Merchant
Bde	Brigade	MIMT	Member of the Institute for the Motor Trade
Bn	Battalion	PNG	Papua New Guinea
Bmdr	Bombardier	PO	Petty Officer
CSM	Company Sergeant Major	PoW	Prisoner of War
DFC	Distinguished Flying Cross	RA	Royal Artillery
DFM	Distinguished Flying Medal	Rgmt	Regiment
Engr	Engineer	RAFVR	Royal Air Force Volunteer Reserve
FAA	Fleet Air Arm	RN	Royal Navy
Flt	Flight	RNR	Royal Naval Reserve
Gds	Guards	RNVR	Royal Naval Volunteer Reserve
Lce	Lance (e.g. Lance Corporal)	WO	Wireless operator

The Roll

Name	Dates	Rank, Unit, Trade	Death
ALDER, Frank Douglas	1910-41	Royal Marine, <i>HMS Repulse</i>	S China Sea
BASKERVILLE, John Brian	1920-44	Sgt. (Air Gunner), RAFVR	Balkans
BERGER, Gerald	1924-44	Trooper, 11th Hussars, RAC	Normandy
BLOWER, Frederick Drummond	1919-43	Pilot Officer (Navigator), RAFVR	Lincolnshire
BRIGGS, John Cyril (BSc)	1921-45	Lt, King's Own Royal (Lancaster) Rgmt	Germany
BROWN, Arthur Reginald	1921-42	Pilot Officer (Flt. Engr), RAFVR	Netherlands
BOYD, Thomas Alexander	1910-39	Supply Ast, Royal Navy, <i>HMS Royal Oak</i>	Orkney
BURKE, John Douglas	1914-44	Lt(E), Royal Navy, <i>HMS Spartan</i>	off Anzio
BUXTON, Peter	1925-45	PO (Radio Mech.) RNFAA, <i>HMS Illustrious</i>	PNG
BUZZARD, Ernest Emes	1910-44	2nd Lt. Queen's Own Cameron Highlanders	Normandy
CARTER, Albert	1921-43	Mcht. Navy, 3rd Engr, <i>SS Empire Kestrel</i>	Mediterranean
CARTER, William Douglas	1916-41	2nd Lt. 5th Bn. King's (Liverpool Rgmt)	Yorkshire
CAVE, Francis Neville:	1922-41	Sgt. (Pilot) RAFVR.	Yorkshire
CHARNEY, Fred. Richd. Howard, DFC	1920-41	Sqdn. Leader (Pilot) RAFVR	Mediterranean
CHARNOCK, John Frederick:	1922-42	Sgt. (WO/Observer) RAFVR	Huntingdon
COLDRICK, Laurence John Stewart.	1912-42	Royal Artillery 11th Field Rgmt	El Alamein
COOPER, Francis Weeks:	1914-42	Flt. Sgt RAFVR	North Sea

COOPER, John Orbell:	1924-45	Flt. Sgt RAFVR	Palestine
COOPER, Victor Louis (MB, ChB.)	1919-43	Lt. Royal Army Medical Corps	Italy
CORKILL, William Alfred (BSc. Eng.)	1897-1943	CSM Straits Settlements Defence Force	Thailand
COTTLE, William Waterstone, (MPS)	1915-43	Pilot Officer (Navigator) RAFVR	Yorkshire
DAVIES, William Charles (MIMT)	1911-44	Capt. Royal Army Service Corps	Normandy
DAVIS, Alan Law	1919-44	Lt. 5th Btn West Yorkshire Rgmt	Normandy
DAWES Alfred Ernest (BA)	1917-42	Lt(S) Royal Navy, <i>HMS Curacao</i>	North Atlantic
DEADMAN, Kenneth David:	1916-41	Sgt. (Pilot) RAFVR	North Sea
EDWARDS, W. S.	1924-?		
FAIRLEM, Walter Hale	1913-42	Sub-Lt (E) RNR, <i>HMS Jerantut</i>	Sumatra
FAULKNER, Thomas. Stanley	1921-2010?	Sergeant, Royal Corp of Signals	PoW
FRASER, Noel Houghton	1928-46	Private, Army General Service Corps	N. Ireland
GREENHALGH, John Henry	1919-41	106 Light AA Rgmt Royal Artillery	Peloponnese
GREENWOOD, Arthur Stanley	1921-41	Sgt. (Flt. Engr) RAF	Kiel
HAYCOCKS, John	1909-41	Mrcht, Navy, 2nd Officer, <i>MV Designer</i>	North Atlantic
HAMMOND, Charles Neville, DFC	1920-43	Flt. Sgt. (Pilot) RAFVR	Schwalenberg
HARDING, George William Goldson	1924-42	Sgt. (Pilot) RAFVR	Camperduin
HEALEY, Peter James	1918-41	Sapper 3 Field Squadron Royal Engrs	Greece
HESLOP, William Edgar (BA Oxon)	1920-44	Gunner 'A' Battery, 11th (H A C) Rgmt	Italy
HIGGIN, Lawrence Daniel	1913-45	5th Field Rgmt Royal Artillery	Sarawak
HILL, Thomas Herbert Archibold	1921-44	Flt. Sgt. (Air Gunner) RAFVR	Germany
HOLMES, Ronald William	1921-43	Sgt. (Air Bomber) RAFVR	French Coast
HUGHES, John Bethell	1920-41	Sgt. (Pilot) RAFVR	Libya
HUGHES, Ronald George:	1928-41	Civilian (Schoolboy)	Dingle. L'pool
HUGHES, Kenneth	1919-93?	Flt Engr, RAF	PoW. Survived
HUTCHISON Robt Ed. George DFC+bar	1918-43	Flt. Lt. (WO/ Air Gunner), RAFVR	Dortmund
JACKSON, John Reginald:	1917-41	Sgt. RAFVR	Hertfordshire
JONES, Arthur Sydney:	1908-44	Sgt. RAFVR	Lochnaw
KELLY, Frank	1925-45	Trooper, RAC 267 Forward Delivery Sqdn	Germany
KERRUIISH, Robt. Wm. Ronald:	1922-41	Sgt. (Air Gunner) RAFVR	Norfolk
KILLHAM, Edgar John Jex:	1922-42	Sgt, (WO/ Air Gunner) RAFVR	Warnemunde
LEVY, Edward Lazarus	1916-43	Lance Bmbdr 5th Rgmt RHA	Libya
LEWIS, Samuel E	1920-?	Liverpool Scottish?	Unknown
MAX, Nathan:	1924-44	Sgt, (WO/Air Gunner) RAFVR	Bulgaria
McCALLUM, Malcolm	1901-42	2nd Lt. 6th Heavy AA Rgmt	Japan
McDOWELL, Walter Harry:	1916-43	Flying Officer (Navigator) RAFVR.	Dinkelhausen
McKENZIE, Gordon Andrew	1917-41	Sgt. (Pilot) RAFVR	North Sea
MELLORS, Frederick Arthur, DFC	1922-43	Flying Officer (Pilot) RAFVR	Naples
MOLYNEUX, Clarence Peter Bolde	1922-45	Royal Horse Artillery Attd to RAF	Wiltshire
MUIR, Alexander Greenlees	1904-41	Lt., Royal Navy Reserve, <i>HMS Registan</i>	English Channel
MURRAY, H. H.	1915-?		
MURRAY, William Douglas	1916-43	No2 Company, 1st Btn Irish Gds	Tunisia
OWEN Edward Tudor (MB ChB, FRCS)	1910-44	Sqdn Leader (Surgeon) RA	Cox's Bazaar

PAGE, Lawrence Higgin	1918-43	Flying Officer (Pilot Instructor) RAFVR	Yorkshire
PARRY, Richard Dennis Waltho	1915-39	Mrcht, Navy. 6th Engr, <i>SS Yorkshire</i>	North Atlantic
PRENDERGAST, Leslie:	1921-43	Pilot Officer (Navigator) RAFVR	Lake K�lpien
PRESTON, Robert Stoddart	1922-44	Lt. King's (Liverpool Rgmt). Attd. to 2nd (Airborne) Ox and Bucks Light Infantry	Germany
PUXLEY, William Raymond	1913-43	Mrcht, Navy. 2 nd Officer, <i>SS Oporto</i>	North Atlantic
REED, George Ramsay	1917-41	Mrcht, Navy. 3 rd Engr, <i>SS Avoceta</i>	North Atlantic
ROBSON, George Allen:	1915-42	Sgt. (WO/Air Gunner) RAFVR	Belgium
SABIN, Kenneth Wyndham	1915-46	Mrcht, Navy. 2 nd Officer, <i>SS Makalla</i>	North Sea
SAMUELS, Stuart	1920-43	L Bmdr 56 th Medium Rgmt Royal Artillery	Italy
SLOBOM, Herbert Laurence	1914-41	Corporal 8th Btn the Essex Rgmt	Dorset
STAFFIERE, Anthony Greig:	1915-44	Sqdn Leader (Pilot) RAFVR	Gambia
THISTLETHWAITE John Harry,	1923-44	2nd Fife and Forfar Yeomanry RAC,	Normandy
THOMAS, Kenneth Graham:	1919-44	Flying Officer (Pilot) RAFVR	Italy
THOMAS, Kenneth Leftwich:	1919-42	Sgt. (W O/Air Gunner) RAFVR	Malta
THORNLEY, Frederick Arthur	1919-44	1st Btn Durham Light Infantry	Italy
TUNNINGTON, Eric	1910-42	Pilot Officer (Observer) RAFVR	Eckernf�rde Bay
TUSON, Jonathan Victor William	1923-42	RNVR (Fleet Air Arm) Midshipman (Air)	Georgia USA
VAREY, Miles Philip	1922-44	Lt. 71st Anti Tank Rgmt, Royal Artillery	Normandy
WATSON, Murray DFM:	1924-45	Flying Officer (Navigator) RAFVR	Brussels
WATSON, R. F	1919-?		
WEIGHTMAN, George (Dip. Ed).	1912-40	2nd Lt 2nd Btn Gloucestershire Rgmt	Dunkirk
WILLIAMSON, Edgar Stanley	1916-40	Gunner 217 Battery, 72 nd Heavy AA Rgmt	Southampton
WILSHAW, Neville Hullat:	1922-45	Corporal RAFVR	Holland/Belgium
WOOTTON, Eric:	1923-41	Civilian (Firewatcher)	Liverpool

Biographies

Frank Douglas Alder, 1910 – 1941.

Royal Marines, *HMS Repulse*

Frank Douglas Alder was born in Toxteth Park on 2nd July 1910. He started attending the Liverpool Institute in 1920 and matriculated from the science form in the school year 1927/28. His father was Sydney Frank Alder, who was born in Cheltenham and later ran a chemist shop in Granby Street, Liverpool 8. His mother was Lilian Gertrude (*née* Carroll) from Liverpool. In 1911 Frank nine month-old Frank was living with his parents at 33 Granby Street. In 1939, he was an insurance clerk and still living with his family, which by then was resident at 113 Menlove Avenue.

Frank enlisted in the Royal Marines at Plymouth and was given the service number PLY/X 101175. By the end of December 1941 he was serving aboard the Renown-class battlecruiser *HMS Repulse*. On 10th December 1941 *HMS Repulse* was in the South China Sea off the west coast of Malaya when she was attacked by Japanese torpedo aircraft based in French Indo-China (now Vietnam), which were providing air cover for the Japanese invasion of Malaya.

HMS Repulse was steaming north with *HMS Prince of Wales* and a destroyer escort in an attempt to surprise the Japanese invasion fleet when she was attacked. She survived the first attack relatively unscathed, but was subsequently attacked by fresh waves of torpedo bombers from several directions. She shot down two aircraft, but a torpedo strike jammed her steering gear and almost immediately afterwards she was hit by three more torpedoes and turned sharply to starboard, listed heavily to port and sank about seven minutes after being hit. *HMS Prince of Wales* was also sunk.

There were 796 survivors from *HMS Repulse* (but three later died of wounds). Frank Douglas Alder was among the 512 who were lost. Frank is commemorated on the Plymouth Naval Memorial Panel 59 Column 2.

John Brian Baskerville, 1920 - 1944.

Royal Air Force Volunteer Reserve, 178 Squadron.

John Brian Baskerville was born in Warrington on 29th April 1920 and attended the Liverpool Institute between 1931 and 1936. His parents were Albert Baskerville and Annie Baskerville (*née* Green). In the 1939 Register Albert was recorded as an aircraft factory section clerk, and he and Annie lived at 302 St Mary's Road, Garston, not far from the Rootes Group aircraft factory at Speke where Blenheim and Halifax bombers were built during World War 2, and where Albert may have been employed. John was not present with his family at St Mary's Road at that time.

John joined the RAFVR at RAF Padgate near Warrington and was issued with the service number 1004452, which was part of a block of numbers issued to recruits at RAF Padgate between September 1939 and April 1941.

By 1944 John was a sergeant and air gunner in 178 Squadron, a heavy bomber squadron that flew Liberators. It was formed in Egypt in January 1943 and operated in support of the Allied armies as they advanced through Libya. On 1st March 1944 it moved to Celeone, part of the complex of military airfields located around Foggia, Apulia, Italy. From there the squadron was tasked with various operations in Italy, the Balkans and Eastern Europe (see also Nathan Max, who also flew with this squadron).

John joined the squadron after its move to Celeone and flew his first mission with it on March 26th when he was the air gunner in one of seventy-eight aircraft tasked with destroying communications and rolling stock at the marshalling yards at Vicenza, about 70 km west of Venice. On his second mission, on the night of 29th/30th March, he was part of an attack on the marshalling yards at Sofia, Bulgaria and on 3rd/4th April he took part in a raid on the Manfred Weiss Works in Budapest, Hungary, which was producing Daimler Benz engines, aircraft components and heavy armaments.

The attacks on Vicenza and Sofia were part of a continuing campaign to disrupt and destroy the Axis railway system in Italy and the Balkans. By April the attacks had degraded the railways to such an extent that the River Danube, always a vitally important German transport route with the grain-lands of Hungary and oilfields of Romania, was carrying up to twice the amount of German food supplies, oil and other war materials previously transported by rail; the mining of the Danube therefore became a key activity of the RAF in Italy.

In April 1944, 178 Squadron started mining the Danube in Southeastern Europe, and on the 14th, John was the air gunner of Liberator bomber EV825 D, which was part of a force detailed to mine the Danube near Jiul in Romania.

EV825 D took off from Celeone at 23:55hrs, but crashed 1 km east of San Marco two minutes later. The cause of the crash is unknown. All members of the crew were killed. They are buried in Bari War Cemetery, Apulia. John's grave is XX. B. 39.

Thomas Gerald Berger, 1924 – 1944.

Royal Armoured Corps, 11th Hussars (Prince Albert's Own).



Gerald Berger, born in Liverpool on 4th May 1924, entered the Liverpool Institute from the Morrison School in 1934 and left in the 1939/40 school year. He was the only child of Ely Berger, a tailor born in Poland in 1891, and Celia Berger (*née* Freidman). By 1939 Ely had retired from tailoring and the couple lived at 9 Newstead Road, Liverpool. At the time of Gerald's death they were still living there.

At school Gerald took part in rugby and the occasional thespian performance; he played "*an extremely humorous batman*" in his House play, "The Recoil", in 1940 and was selected for the 2nd Rugby XV the same year. After leaving school he enlisted as a Trooper (service number 14322863) in the 11th Hussars, Royal Armoured Corps.

Photo supplied by
Pierre Vandervelden

In 1940 the regiment, equipped with Rolls Royce and Morris armoured cars, was serving in Egypt as part of the 7th Armoured Division ("The Desert Rats") providing the reconnaissance screen for the Western Desert Force. On 10th June Italy declared war on Britain and France. From then until 1943 the 11th Hussars played a role in most of the campaigns in the Middle East including the capture of the Engineer-in-Chief of the Italian 10th Army, General Lastucci, in June 1940, the repulsion of the Italian invasion of Egypt in September 1940 and the subsequent counter-offensive which took the Western Desert Force deep into Libya and all but destroyed, the Italian 10th Army.

By February 1941 the German *Afrika Korps* under Erwin Rommel had reinforced the Italian 10th Army, and by May the Western Desert Force was driven back to Egypt, but left a garrison at Tobruk to deny the Axis forces use of the port. By November the Western Desert Force had expanded into the 8th Army, which included the 7th Armoured Division, and on 18th November it launched a third, and successful, attempt to relieve Tobruk. Subsequent to the relief of Tobruk the regiment took part in both Battles of Alamein in 1942 and the advance to Tunis in 1943.

In May 1943 the regiment moved with the 7th Armoured Division to Homs near Leptis Magna in Libya for rest and refit. In September it moved with the division to Italy to help repel heavy German counterattacks on the Salerno beachhead, and in January 1944 it returned to UK and commenced training for the invasion of Normandy.

The 11th Hussars landed in Normandy with the 7th Armoured Division during the 9th and 10th June. Gerald was the gunner on an armoured car in C Squadron's 5 Troop. By 13th June the division had exploited a gap in the German line at Caumont-l'Éventé and, with the 11th Hussar's C Squadron providing flank protection and reconnaissance, advanced to Villiers-Bocage in an attempt to outflank the German Panzer Lehr Division, then swing round to Caen. The advance was checked and repelled with heavy losses on both sides when the division was ambushed in Villiers-Bocage by Panzers led by the German tank ace Michael Wittmann.

On 30th June the 7th Armoured Division was withdrawn to rest and refit. At the end of July the division was in the field again taking part in "Operation Bluecoat", another strike at the weak German front around Caumont. The intention was to draw-in German armour that would otherwise be transferred to the American sector and used to prevent the Americans from outflanking the German Army's southern flank. By 7th August the operation had taken Mont Pinçon and the 11th Hussars were carrying out forward reconnaissance in the area around Aunay-sur-Odon. In the early evening of 7th August, 5 Troop of C Squadron was reconnoitring the road leading out of "Posty" (Le Postil?) when it ran into forward enemy defences in thick woods. A shell from a concealed anti-tank gun hit the leading armoured car killing Trooper Berger and the driver. The 11th Hussars' War Diary entry for 7th August 1944 explains the circumstances:

" C Sqdn

1Tp & 5Tp left before first light to patrol the roads running SW & SE from road junc 828482. 5Tp's job consisted of following up Infantry and tanks until road junc at 836474 and 1Tp was to open up the road running down to the West of Mt PINCON. 5Tp had made a slow advance to POSTY, which was reached at 1630 hours. ... 5Tp was ordered to move straight on to contact friends on the hill some 2000 yards ahead. They almost immediately took 2 PoWs of the 276th Pz A/Tk unit who stated that they had abandoned their SP gun. Another PoW (986 Gn) was taken soon after. The advance continued slowly in by now thickly wooded country. At 1744 hours the leading car was fired on, hit and immediately set on fire. The driver Tpr Johnson and the G/Op Tpr Berger were killed

and the Sgt Thomson severely burned but managed to get out. Lt Creaton ran forward to help; Sgt Thomson had been burned on the face and hands and his clothing was on fire but this was soon extinguished and they got back to Lt Creatons car in spite of MG fire. Sgt Thomson was evacuated in the White scout car while Lt Creaton got in touch with the OP and gave him the pinpoint ref of the A/Tk gun. An accurate concentration was brought down upon the area and soon after the Infantry were able to advance to find the gun had received a direct hit killing 3 of the crew, the fourth was captured”.

Trooper Berger is buried at Bayeux War Cemetery in grave XXIV. C. 20. His gravestone bears the epitaph “*May his dear soul rest in peace. A great soldier.*”

The announcement of Gerald Berger's death was published in the Liverpool Echo on 19th August 1944:

"Killed in action, aged 20. Trooper Gerald Berger (R.A.C.) only child of Mr. and Mrs. E. Berger. Left us with a broken heart forever. 9 Newstead Road, Liverpool 8."

Frederick Drummond Blower, 1919 – 1943.

Royal Air Force, 141 Squadron.

Frederick Drummond Blower was born in Toxteth Park on 27th April 1919. His father, also Frederick Drummond Blower, was a clerk in the timber business. His mother was Bridget Beatrice Blower (*née* Howlett). Frederick started attending the Liverpool Institute in 1930 and won a form prize in his first year at school. He was patrol leader of Bulldog patrol in the school scouts troop in 1934 and 1935. He played hockey for the school and won his School Colours in 1936. He left school the same year, but not before he had taken part in “Sir John in Love”, an opera performed by the school Choral and Orchestral Society, in which “*Mr. Blower rolled his eyes with great skill*”. In 1939 he started playing hockey for the Liverpool Institute Old Boys team.

Sometime after leaving school Frederick joined the army, and by August 1941 he had become a corporal in the 9th Battalion of the King’s (Liverpool) Regiment. Later he transferred to the RAF and was issued with the service number 658317. He received a commission as a pilot officer on 29th March 1943 (new service number 146165), and a short time before his death in May 1943 he married Jean Pierce Black in Liverpool. By then he was serving as a navigator in 141 Squadron.

In March 1943 the squadron was based Predannack in Cornwall and was flying Bristol Beaufighters on air-sea rescue missions, and as escorts for bombers in attacks against shipping.

Bristol Beaufighters carried a crew of two: a pilot and a navigator/radar operator. In April, Frederick teamed up with the pilot Sergeant Judge. Their first mission as a team was in the early hours of 13th April when they were scrambled “*to search for a Lancaster down in the sea South of the Lizard. He located it and orbited [sic] until the 6 men from the bomber were picked up from the dinghy by the Air/Sea rescue boats.*”

The squadron also flew intruder sorties (single-aircraft stealth attacks) against road and rail transport in German-held France. On the 15th April Sergeant Judge and Sergeant Blower carried out an intruder mission into France and damaged a train moving east out of Bois de Maulanay.

In May the squadron transferred to RAF Wittering on the Lincolnshire-Cambridgeshire border near Peterborough and changed its area of intruder operations to support Bomber Command’s raids on Germany. The purpose of the new intruder operations was to relieve German night-fighter pressure on the bombers by penetrating deep into enemy territory at night and attacking the enemy night fighters at their own airfields. They retained the remit to attack rail and road transport targets and any other targets of opportunity once their primary mission was complete (or aborted).

When not flying operational sorties the squadron regularly carried out cross-country and navigation exercises. It was during one of these that Frederick and his pilot died in May 1943. The Operations Record Book gives details in an entry for 11th May:

*“Further cross country and navigation exercises... Weather still closing down of a night and at 21:30 F/Sgt Judge with **Sgt Blower** as Nav/Rad took off for NFT [night flying training] and Weather Test. At 21:45 the aircraft appeared to be making a perfect approach coming in to land. It suddenly swung to starboard and crashed into Burghley Park. Both aircrew were killed”.*

Frederick’s death was registered at Peterborough. His body was returned to Great Crosby near Liverpool, the home of his wife, and was buried in St Luke’s Churchyard Section E grave 592.

Thomas Alexander Boyd, 1919 – 1939.

Royal Navy, HMS Royal Oak.

Thomas was born on 13th December 1919. No parents or next of kin have yet been identified, but he appears to have been born in Newtownards in County Down, Northern Ireland. He started attending the Liverpool Institute in 1930 and won a form certificate in his first year. He was awarded a distinction in his Higher School Certificate in 1937 and left school the same year. By 1939 he had enlisted in the Royal Navy at Portsmouth and was serving as a “supply assistant” (called a “paymaster cadet” at that time, but the rank was re-named in 1944 and the Commonwealth War Graves Commission has the convention of naming ranks as they were named at the time they compiled their records after the war). His service number was P/MX 58559.

On 14th October 1939, Thomas was aboard the battleship *HMS Royal Oak*, an aging *Revenge* class battleship, when she was torpedoed and sunk by German submarine U-47 while anchored in the Home Fleet’s “secure anchorage” at Scapa Flow in Orkney. As a result of the daring attack the U-Boat commander, Gunther Prien, became an immediate celebrity and war hero in Germany and was the first German submarine officer to be awarded the Knight’s Cross of the Iron Cross.

With his U-Boat surfaced, Prien entered Scapa Flow from the east *via* Kirk Sound and was able to thread his way between the sunken blockships and other obstacles. On entering the harbour proper he found the anchorage almost empty (most of the fleet had been dispersed to patrol duties) but a lookout on the bridge spotted *HMS Royal Oak* and identified her as a *Revenge* class battleship. In U-37’s first attack a torpedo struck the Royal Oak’s bow and woke the crew, who checked the ship but found no visible damage. The noise was interpreted as an explosion in the ship’s forward inflammable store. Checks were ordered in accordance with this assumption, and sailors went about their duties or returned to their hammocks, oblivious to the fact that the ship was under attack. A second attack failed to hit the ship, but all three torpedoes fired in the third attack struck the Royal Oak amidships and detonated. She sank in 13 minutes, and 833 of her complement of 1,234 men and boys were killed or died later of their wounds. Alexander was one of those killed. He is commemorated on the Plymouth Naval Memorial, Panel 64 Column 2.

John Cyril Briggs BSc, 1921 – 1945.

King's Own Royal Regiment, Lancaster.

John Cyril Briggs was born in Liverpool’s West Derby registration district on 8th November 1921. His parents were John Samuel Briggs and Alice Briggs (*née* Rushton). He attended the Liverpool Institute from 1935 to 1940, and won a form prize in 1936. He was a member of the school’s Officer Training Corps and won the unit’s prize for efficiency in the school year 1938/39. He passed his School Certificate in the same year. He played rugby for the school throughout his school career and in 1939 won the putting the shot competition at the school sports.

In 1940 John was part of the cast in the “The Rivals” performed in Penrhyn Hall for the citizens of Bangor as a token of gratitude for their kindness and hospitality to that part of the School that had been evacuated there since 1939. John gave “*a very delightful performance of Captain Absolute the worldly and somewhat insincere lover, whose affairs were persistently meddled with by his father. His assurance and bearing made one feel he thoroughly threw himself into the part.*”

After leaving school he obtained a Bachelor of Science Degree and in 1943 he married Phyllis Gertrude Davies in her hometown of Bangor, possibly having met her when he was evacuated to Bangor with the school. At the time of his death in 1945 his home residence was in Caernarvonshire.

John joined the army as a cadet (service number 14666581). On 29th July 1944 he received an emergency commission as 2nd lieutenant in the King’s Own Royal Regiment, Lancaster and was given service number 326068. He was promoted to war substantive lieutenant on 28th January 1945. He died in Germany on 4th April 1945.

No battalions of the King’s Own Royal Regiment, Lancaster were serving in North West Europe in 1944/45 other than the 5th Battalion, which by then had been converted to armour and renamed 107th Regiment, Royal Armoured Corps (King’s Own). If John had been in the 107th Regiment, there should have been a reference to his service with it in the King’s Own Royal Lancaster records, but a search of the regiment’s archives has found none. Presumably at the time of his death John was employed outside the regiment and serving with some other unit or on the staff of a brigade or a division, but wearing his King’s Own cap badge. John was buried at Reichswald Forest War Cemetery, Kleve Nordrhein-Westfalen in grave 49. G. 18. Burials were brought in to the cemetery from all over western Germany.

Arthur Reginald (Reg) Brown, 1921 – 1944.

Royal Air Force Volunteer Reserve, 550 Squadron.



Photo courtesy of Stephen Roke. and Image(s) © 550 Squadron and RAF North Killingholme Association

Arthur Reginald Brown, the son of William G Brown and Avis E Brown (*née* Scaife), was born in West Derby registration district of Liverpool on 27th August 1921 and later in life he became known as 'Reg'. He entered the Liverpool Institute in 1933, but was absent from the school in 1934 and returned in 1935. He passed his Higher School Certificate in the school year 1938/39, and left school from the science sixth form 6ASc. While at school he showed athletic prowess in the 1939 school sports when he won the open high jump and the 880 yards open race, and came second in the Open Mile.

On 18th May 1943 he enlisted in the RAFVR at RAF Padgate, Warrington, as an aircraftman 2 and was given the service number 2210108. From Padgate he was transferred to No.1 Aircrew Receiving Centre, Regents Park, London. He trained at a number of establishments including a 6-day attachment to A V Roe & Co., the manufacturer of the Avro Lancaster bomber, then went to No.1 Lancaster Finishing School. While there he was promoted to temporary sergeant.

He was commissioned as pilot officer (new service number 182555) on 9th August 1944, but the promotion was not gazetted till 10th November, five weeks after his death. The date of his promotion given in the London Gazette is 14th August 1944, but his RAF records have this date corrected to 9th August.

On 13th August 1944 Reg was posted to 550 Squadron at North Killingholme, near Grimsby, as a flight engineer. From early 1944 to May 1945 the squadron operated Avro Lancaster bombers on bombing missions over German targets in Europe. On his first mission, on the night of 29th /30th August, Reg took part in a raid on Stettin. Two days later he took part in an operation to bomb a V1 flying-bomb site at Argenville; it was an attack from which he gained some satisfaction as he explained in a letter to Dorothy, a friend with whom he shared a love of dancing: *"I have often thought of your plight in the buzz-bomb attacks, have made a lot of enquiries from chaps coming back from leave in your neck of the woods... It was very gratifying to plaster the launching sites..."*

Over the next six weeks he took part in another seven missions, including actions against airfields at Gizergen and Steewijk, bombing German troops and military objectives at Calais and La Havre (aborted over the target because of the close proximity of friendly troops), and an attack on Walcharen Island where he was part of a force that breached the sea wall in several places and flooded the German defences. He also took part in a raid on Neuss near Dusseldorf.

On his final mission on 14th October, Reg was part of the crew of Lancaster bomber PD319 flown by Flying Officer H Dodds, which was one of 25 Lancasters of 550 Squadron taking part in a one-thousand-bomber daylight raid on Duisburg. Briefed to attack the large August Thysson steelworks, PD319 took off at 06:30hrs without incident, but failed to return. Nothing firm was known about its fate and Reg and the crew were posted as missing, presumed dead. Marc Hall reports in his book "Operation Hurricane" (published by Flying High 2013 ISBN 978095711633) that according to German sources PD319 crashed at 08:38hrs in August Thyssen Strasse, Weyhofen, and left a line of debris along its descent path. In 2012 some wreckage from the aircraft, including a panel from the rear of the fuselage bearing the aircraft's serial number, was found in a forest near Krefeld, Germany, about 50 km from the Dutch border. It is now on display at 550 Squadron's Museum at Killinghall.

The crew were buried locally and re-interred in Holland at Venray War Cemetery in collective grave VII A 1-6.

John Douglas Burke, B. Eng. (Liverpool), 1914 – 1944.

Royal Navy, HMS Spartan.

John Douglas Burke was born in Peru on 7th November 1914, one of four sons of Thomas Hill Burke, a Scotsman and steamship agent for the British Sugar Co. Ltd. in Cerro Azul in Peru, and Helen Gertrude Burke (*née* Lockier) born in Liverpool. Thomas and Helen were married in the British Consulate at Panama on 2nd December 1905.

John's early life was spent in Peru, but in September 1920, when he was five, he returned to Liverpool on the *SS Orcoma* with his mother and his brothers. They stayed at 21 Hereford Road, Wavertree, until July 1925 when they returned to Peru leaving John's twenty-year-old brother, in England. In August the following year John and his mother returned to Liverpool and John started attending the Liverpool Institute in September. He became a member of the school's Officer Training Corps and achieved the rank of lance corporal. He obtained his School Certificate by the time he left school in 1931.

After leaving school John started a Batchelor of Engineering course at Liverpool University. He passed his intermediate examinations in 1935, but a year later he went to sea, signing on as an assistant engineer on *SS Tai*, an Italian coaster in the Mediterranean. In 1937 he signed on with Cunard Line's *SS Berengaria*. He returned to Liverpool University in 1938 and obtained his Degree in the university's School of Marine Engineering. In November of that year he signed on as assistant engineer on *SS Agamemnon* of Blue Funnel Line. His signing-on papers describe him as 5ft 8ins tall with hazel eyes, dark brown hair and medium complexion.

On 11th April 1939 John was commissioned as a sub-lieutenant (E) in the Royal Navy and was promoted to lieutenant (E) in August. Two years later he married Jean Hamilton Drane in Liverpool and the couple set up home at 22 Kingsdale Road, Mossley Hill, Liverpool.

In January 1944 John was serving on *HMS Spartan*, a modified DIDO Class light cruiser with improved anti-aircraft weaponry, which was deployed in the Mediterranean in support of the landings at Anzio. On 15th January *HMS Spartan* bombarded German positions at Gaeta 90 km south of Anzio in preparation of the landings on the 22nd.

On 29th January, with the landings underway, *Spartan* was off Anzio. At sunset eighteen German aircraft attacked the ships in Anzio Bay using glide bombs. *HMS Spartan* was hit, seriously damaged and set on fire. She heeled over to port and was eventually abandoned before she finally settled on her beamends in about 30 ft of water.

Forty-two enlisted men were wounded; five officers and forty-one enlisted men were killed or missing, presumed killed. John Douglas Burke was one of those officers. He is commemorated on the Plymouth Naval Memorial, Panel 85, and Column 1.

Peter Buxton, 1925 – 1945.

Royal Naval Volunteer Reserve, Fleet Air Arm

Peter Buxton was born in Liverpool on 28th March 1925 and started attending the Liverpool Institute in 1936. His parents were Joseph Daykin Buxton, born in Melbecks, Yorkshire, and Dorothy Buxton (*née* Sawyer). Before World War 1 Joseph was a Liverpool cotton merchant's clerk. He served as a corporal in The King's (Liverpool) Regiment Depot, during World War 1 and was awarded the Victory Medal and the British Star.

At the time of his death on 12th March 1945 Peter was a radio mechanic in the Fleet Air Arm with the rank of petty officer (service number FAA/FX 680345) and was serving in the Air Repair Division of the aircraft carrier *HMS Illustrious*.

HMS Illustrious was not engaged in any action with the enemy on 12th March 1945; between 7th and 18th March she was at Manus (Papua-New Guinea) awaiting approval for deployment with the US Navy's 5th Fleet as part of Task Force 57. Peter's death is variously reported as "Missing presumed killed" or "cause of death unknown". He is commemorated on the Fleet Air Arm's Memorial at Lee-on-Solent, Bay 6, Panel 2.

Ernest Emes Buzzard, 1910 – 1944.

Royal Artillery (1940 - 43) and Queens Own Cameron Highlanders (1943 – 44)



Ernest was the younger of two sons of Frank William Buzzard, a gas collector, and Alice Elizabeth Buzzard (*née* Emes) He was born in Liverpool on 14th June 1910. His birth was registered in Liverpool's West Derby registration district. In 1911 he was living with his parents and siblings at 40 Barndale Road, Mossley Hill. He started attending the Liverpool Institute in 1922 and had left by 1926.

In 1932 Ernest married Sybil Stone in Barnet.

Their first and only child, Richard Emes Buzzard, was born in 1934 in Liverpool, where the couple had set up home. The family was still resident in Liverpool (at 30 Chalfont Road) in 1939, at which time Ernest was a commercial traveller for safety razors. By 1944 the family home was in Hale, just outside Liverpool.

Ernest enlisted in the Royal Artillery in 1940 (service number 1635350). Sometime during his service with them he was selected for officer cadet training. Once officer training was complete the army seldom returned cadets to their old units, allocating them instead according to the perceived needs of the army at the time. On 17th February 1944 Ernest was discharged from the Royal Artillery and on 18th March 1944 he was commissioned as 2nd lieutenant in the Queen's Own Cameron Highlanders (5th Battalion) with a new service number, 312452.

On 7th June 1944 [D-Day+1] the 5th Cameron Highlanders landed in Normandy as part of 152 Brigade of the 51st Highland Division. After getting off the beaches, 152 Brigade crossed the River Orne in the drive for Caen, a major British objective. The 5th Queen's Own Cameron Highlanders became heavily engaged in stiff fighting for St. Honorine between 13th and 30th June and took heavy casualties. At the end of June they were in the "Troarn Triangle" east of Caen. This triangle of roads controlled the main approaches to Troarn and thus to Caen, and was occupied by the Germans. During the ten days the Cameron Highlanders spent in the Troarn Triangle they suffered a steady daily drain of casualties from continuous shelling by German artillery.

Ernest died on 1st July 1944. His death has been variously recorded as 'died of wounds, North West Europe Campaign', 'killed in action near Caen', and 'killed in action in the Troarn Triangle'.

Ernest is buried and commemorated at Hermanville War Cemetery, Calvados, France, grave 1.V.7. His name did not initially appear on the war memorial erected at his home village of Hale, but this error was corrected in 2012, as the October 2012 issue of St. Mary's Church Magazine relates:

Commemoration at Hale, St Mary's

"On Sunday, 11th November 2012, Remembrance Sunday, four names of servicemen killed during World War 2 will be added to the War Memorial in Hale Village. Recent research shows that they were killed between 1942 and 1944 and for some reason have never appeared on the Memorial. Hale Parish Council and Hale Branch, Royal British Legion, are hoping to trace any surviving relatives in order to invite them to the ceremony and need your help. The men are:

2nd Lieutenant Ernest Emes BUZZARD, 5th Battalion, Queen's Own Cameron Highlanders, who took part in the invasion of Normandy and was killed on 1st July 1944 near Caen. He was 34 years old and records show that he was the younger of two sons born to Frank William Buzzard and his wife Alice Elizabeth nee Emes who as late as 1938 are shown living in Chalfont Road, Allerton. Ernest married Sybil Stone in 1932 in Barnet, Hertfordshire, but the entry in the Commonwealth War Graves Commission (CWGC) Register shows them living in Hale Village..."

Albert Carter, 1921 – 1943.

Merchant Navy

Albert Carter was born in Toxteth Park on 13th September 1921 and attended the Liverpool Institute from 1933 to 1937. He was the son of John D A Carter and Mary Carter (*née* Williams).

Albert was a 5ft 8ins tall grey-eyed Merchant Mariner (Discharge A Number R196435) with dark brown hair and a pale complexion. In October 1942 he signed on as 4th Engineer on *SS Empire Kestrel*, a cargo ship of 2,674 grt and 5,050 dwt bought by the British Ministry of War Transport in 1940 and put under the management of Sir Rearden Smith and Sons Co. At the time of his death Albert's home was 74 Sandhurst Street, Liverpool 17 and he was again serving on the *SS Empire Kestrel*, but had been promoted to 3rd Engineer.

On 16th August 1943 *Empire Kestrel* was part of Convoy UGS-13, a slow eastbound convoy sailing from Hampton Roads in Southeastern Virginia to Port Said with material in support of military operations in North Africa. While off the coast of Algeria she was attacked by an Italian Savola-Marchetti S79 aircraft, piloted by Lt Vezio Terzi, who launched an aerial torpedo and sunk *SS Empire Kestrel* near Bgayet.



Courtesy Brian Watson
www.benjidog.co.uk/Tower%20Hill/

Albert was among the ten casualties. He and his shipmates on *SS Empire Kestrel* are commemorated on the panel 2 of the Tower Hill Memorial for those who died at sea and have no known grave.

William Douglas Carter, 1915 – 1941.

5th Battalion, King's (Liverpool) Regiment.

William was born on 6th June 1915, the son of Samuel and Jenny Carter. He attended the Liverpool Institute from 1927 to 1930. In 1939 he married Muriel Disberry, a clerk and acting secretary in a small private cork business, in Liverpool. In 1939 Muriel was living at 85 Lorenzo Drive, Norris Green, Liverpool. William was not present; possibly by then he was in the army.

After joining the army William was sent for officer training at either 166 or 167 or 168 Officer Cadet Training Unit. He graduated on 14th September 1940 and was commissioned as 2nd lieutenant (service number 148863) in the 5th Battalion The King's (Liverpool) Regiment.

At the time of William's death on 11th May 1941 the 5th Battalion The King's (Liverpool) Regiment was in the 165th (Liverpool) Brigade under the command of the 55th(West Lancashire) Division and was stationed in Britain on home defence duties. The battalion did not leave Britain until it took part in the Normandy landings in 1944.

William died at or on Skipton Road, Kettlesing, which is a small rural settlement in the parish of Hampsthwaite (civil Parish of Felliscliffe) near Harrogate in Yorkshire. An inquest into his death found that he died an accidental death from a gunshot wound. His death was registered at Knaresborough.

Nothing has come to light regarding further details of the accident, or what the 5th Battalion or William were doing in or around Kettlesing, but there were military installations in the area in 1941, including Uniacke barracks which housed the 9th Field Training Regiment Royal Artillery, and Hildebrand Barracks, which housed the training centre for the Royal Corps of Signals. Both were at Killinghall not far from Kettlesing. Both barracks are now part of the Army Foundation College.

William was cremated at Anfield Crematorium and is commemorated on panel 1 of the memorial there.

Francis Neville Cave 1922 – 1941.

Royal Air Force Volunteer Reserve, 54 Operational Training Unit.

Francis Neville Cave was born 8th February 1922. The birth was registered in West Derby. His father, Francis Herbert Hayward Cave, was a school attendance officer for Liverpool Corporation and a member of St John's Lodge of the United Grand Lodge of England Freemasons. He died in 1938. His mother was Nellie Cave (*née* White), of Liverpool.

Francis started attending the Liverpool Institute in 1933. He won a form prize in 1936, and passed his Higher School Certificate in 1937. He became patrol leader of the Owls patrol of the school scout troop in 1938, and won a prize for his performance in the school play, "The Scarecrow". The May 1939 edition of the school magazine offered this critique of his performance: "*F N Cave's Policeman had much work to do; it was a part that required considerable study and intelligence. Apart from the Irish dialect, we could find nothing wrong.*"

Francis went with that part of the school that was evacuated to Bangor, North Wales, in 1939. In January 1940, the year he left school, Francis took part in Sheridan's play "The Rivals" performed in Penrhyn Hall for the citizens of Bangor as a token of gratitude for their kindness and hospitality. The school magazine of May 1940 reported that Francis played the "most difficult part of the whimsical Faulkland. A Character whose self-opinionated speeches bore the hearer is not an enviable one. Yet F N Cave, with his experienced bearing and excellent speech, made a success of the part, which is successfully played if it reduces the audience to laughter."

On enlisting in the RAFVR Francis was given service number 1067025, part of a block issued to recruits at RAF Padgate, Warrington, between September 1939 and April 1941. By August 1941 Francis, aged 19, was a Sergeant in the RAFVR and undergoing pilot training at 54 Operational Training Unit (at Church Fenton) on the Airspeed Oxford, a twin-engine aircraft. 54 OTU was the first night-fighter training unit of World War 2.

Francis died during a night training flight on 4th August 1941, when his Airspeed Oxford (registration number V3986), hit a tree and crashed at 01:20hrs a mile SE of Church Fenton village. The training unit's Operations Record Book records:

"Sgt F. N. Cave killed in a flying accident whilst flying an Oxford ... The aircraft collided with a tree while Sgt Cave was approaching for a single engine landing, and was burnt out."

His death was registered at Tadcaster, Yorkshire, and his body was returned to Liverpool for burial. His mother published a death notice in the Liverpool Daily Post on 6th August:

"CAVE – Aug., suddenly, aged 19 years. Sergt.. – Pilot FRANCIS NEVILLE CAVE, dearly loved younger son of Nellie and the late Francis H cave, and dear brother of Cyril (RAF) 63 Ferndale-road. Funeral arrangements later."

His aunt and uncle, Edith and George Neville White, published a similar notice the same day.

Francis's funeral service was held at St Bede's church, Hartington Road, Toxteth on 8th August. He was buried in Toxteth Cemetery, Smithdown Road in grave C.8.659 alongside his father. His mother's ashes joined them twenty-nine years later.

Frederick Richard Howard Charney DFC, 1920 – 1941.

Royal Air Force Volunteer Reserve, 107 and 105 Squadrons



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Frederick was born in Toxteth Park on 4th April 1920 and was baptised at his mother's hometown, Rock Ferry, on the Wirral, on 25th June 1920. He attended the Liverpool Institute from 1932 to 1935. His father, William Percy Charney, was a motor engineer in Liverpool and his mother was Daisy Veronika Charney (*née* Dean). His father, William, was born in Hanley, Staffordshire, but moved to Liverpool when he was nine years old. In 1911 he was a ship's steward, working for the Elder Dempster Line. In World War 1 William drove an ambulance for the British Red Cross Society and Order of St. John. On leaving the army he became a chauffer but by 1926 he was a partner with three others in the Parr Motor Engineering Co., which repaired and sold cars in Parr Street, Liverpool. By 1938 William was a Member of the Institute for the Motor Trade (MIMT) with a car dealership and repair facilities at 51 and 53 Seel Street. In 1936 he gained a Royal Aero Club Aviation Certificate (a pilot's licence) at the Liverpool and District Aero Club.

Frederick had a good deal of flying experience before he enlisted in the RAFVR. His father had his own aircraft and used to take him flying. Eventually he became a member of the Liverpool and District Aero Club himself, and gained a pilot's licence in December 1938. Frederick was also a keen horseman and swimmer and included amongst his interests archery, model aeroplane making and photography.

On enlisting in the RAFVR he was given the service number 969386, issued at RAF Padgate, Warrington early in the period from September 1939 to April 1941. On 27th June 1941 he was promoted from sergeant and commissioned as a pilot officer with the new service number 101503.

In August 1941, Frederick, now a flight lieutenant with 107 Squadron, flew sorties against German shipping, marshalling yards and airfields in France On 12th August he took part in a daylight attack on a power station at Knapsack near Cologne for which he was awarded the DFC. The citation reads:

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

*A strong force attacked the station at Knapsack, whilst a smaller force attacked two stations at Quadrath. These missions involved a flight of some 250 miles over enemy territory, which was carried out at an altitude of 100 feet. At Knapsack the target was accurately bombed and machine gunned from between 200 and 800 feet and at Quadrath both power stations were hit from the height of the chimneys; the turbine house at one of the two stations was left a mass of flames and smoke. The success of this combined daylight attack and the co-ordination of the many formations of aircraft depended largely on accurate timing throughout the flight. That complete success was achieved, despite powerful opposition from enemy ground and air forces, is a high tribute to the calm-courage and resolute determination displayed by the following officers and airmen, who participated, in various capacities as leaders and members of the aircraft crews: ...Distinguished Flying Cross...Acting Flight Lieutenant **Frederick Richard Howard CHARNEY** (101503), Royal Air Force Volunteer Reserve, No. 107 Squadron.”*

Poignantly, the award was gazetted on 12th September 1941, the day Frederick was killed in the Mediterranean.

By September 1941 Frederick had been promoted to squadron leader and transferred to 105 Squadron in Malta. On the night of 11th September 1941, Swordfish torpedo bombers of 830 Squadron attacked an Italian convoy travelling from Naples to Tripoli and damaged the 6476-ton Italian freighter *SS Caffaro*. At daybreak on 12th *SS Caffaro* was still afloat, so eight Blenheim bombers from 105 Squadron, one of them piloted by squadron leader Charney, attacked her again between Pantelleria and Lampedusa. During the attack *SS Caffaro* was set on fire but Italian escort aircraft appeared, and shot down three of the Blenheims including Squadron Leader Charney's. His aircraft was seen falling out of control and in flames into the sea. His body was never recovered.

He is commemorated on Panel 1 of the Malta Memorial, Valetta.

On hearing of his son's death, William Percy Charney joined the RAF. Too old for front-line service he became a flight instructor and continued to train cadets into the 1950's. By the time of his retirement he had achieved the rank of squadron leader.

John Frederick Charnock, 1922 – 1942.

Royal Air Force Volunteer Reserve, 17 Operational Training Unit.

John Frederick Charnock was born on 13th February 1922. The birth was registered in West Derby. His parents were George William Charnock and Agnes Anne Charnock (*née* Cowherd). John attended the Liverpool Institute from 1933 to 1938. He ran in the school's cross-country team and won his Colours for cross-country in the school year 1937/38.

On joining the RAFVR he was given the service number 1053553, which was issued by RAF Padgate, Warrington between September 1939 and April 1941. By 1942 he was a sergeant and wireless operator/observer under training at 17 Operational Training Unit at RAF Upwood in Cambridgeshire.

On 29th January 1942 John was on a navigation exercise over Warboys, about 5 miles from RAF Upwood, in a Blenheim IV twin engine light bomber (registration number L8785) flown by pilot officer A Petty, when it was recalled to base due to adverse weather at around 12:15hrs. The aircraft was seen nearing the airfield when it stalled and crashed to the ground. John and another crewmember were killed. A third crewmember was injured.

John Frederick's death was registered at St Ives in Huntingdonshire (now in Cambridgeshire). His body was returned to Liverpool and buried in Section C, C of E grave 1327 at West Derby cemetery.

Laurence John Stewart Coldrick, 1911 – 1942.

11th Field Regiment, Royal Artillery.

Laurence was born in Brentford, Middlesex on 10th December 1911. His father was John Frederick Coldrick, an army agent bank clerk, and his mother was Constance Winifred Madelene Coldrick (*née* Lucas). Laurence started attending the Liverpool Institute in 1923 and left about 1928. His father died in 1935 and Constance married again within a year. Her new husband was Herbert Nicholl of Liverpool.

Laurence was a gunner in the 11th Field Regiment Royal Artillery, which was part of the 10th Indian Division in the British 8th Army fighting in the Western Desert in 1942. In June, after its defeat by Rommel's *Afrika Korps* and the Italian

10th Army at Gazalla in Libya, the 8th Army fell back to prepared defensive lines at El Alamein, the last good defensible position before the prized Suez Canal. On July 1st the 11th Field Regiment was deployed as part of a small force (called "Robcol") on Ruweisat Ridge, which lay directly between the Axis forces and El Alamein. At 03:00hrs Rommel launched the First Battle of Alamein with an attack of his 90th Light Division on Ruweisat Ridge while German and Italian tanks advanced on the southern flank.

Both attacks met stiff resistance, so on the 2nd July Rommel abandoned the southern attack and moved the tanks to concentrate all his forces on the direct assault of the ridge. The fighting soon became desperate with the 11th Field Regiment firing their guns over open sites, but Robcol managed to hold its position on the ridge, buying time for the British 4th and 22nd Armoured Brigades to join the battle in the late afternoon. The armoured brigades and the defenders on the ridge drove back repeated attacks forcing the Axis armour to withdraw before dusk. During the night the ridge was reinforced.

The next day, 3rd July, two German Panzer divisions, reinforced by the Italian XX Motorised Corps, attacked Ruweisat Ridge again. There was a sharp armoured engagement and heavy fighting, but the Axis advance was held.

Laurence died in the fighting on the 3rd of July. He is buried in El Alamein War Cemetery in grave XXI.B.6.

Cyril Mount, who was serving in the 10th Indian Division at the time, captured the action of the 11th Field Regiment Royal Artillery in a painting.

(See <http://www.iwm.org.uk/collections/item/object/19776>).

Francis Weeks Cooper, 1914 – 1942.

Royal Air Force Volunteer Reserve, 15 Squadron.

Francis Weeks Cooper was born on 17th November 1914. He entered the Liverpool Institute in 1924 and left in 1933 having taken his School Certificate in 1932. In 1939 he was employed as a wholesale raw cotton salesman and was living at 56 Park Road, Hoylake, with Ella W Cooper aged 62 (his grandmother?).

On joining the Royal Air Force Volunteer Reserve, Francis was given the service number 1006147, which was issued by RAF Padgate recruit reception and training centre, Warrington, between September 1939 and April 1941.

Francis trained as a flight engineer, and by 1942 he had attained the rank of flight sergeant and was serving with 15 Squadron, a heavy bomber squadron flying the new Stirling four engined heavy bombers (it had previously flown Wellingtons), in the night offensive against Germany.

At 01:00hrs on 6th April 1942 Francis took off from RAF Alconbury as member of the crew of 15 Squadron's Stirling W7448 LS-E piloted by Warrant Officer Hare, which was part of a force of Stirling bombers of 15 Squadron and 142 aircraft from other squadrons that were tasked with a raid on Essen. Most of the aircraft were turned back by a storm. Two of the Stirlings aborted because of icing up, three reached their target and returned safely, though one was badly damaged by anti aircraft fire, but W7448 failed to return. One crewmember's body was recovered and is buried in Kiel War Cemetery. Post war efforts to find the aircraft and remaining crew were unsuccessful and the aircraft is now thought to have crashed in the North Sea. Francis is commemorated on Panel 73 of the Runnymede Memorial, the Air Force memorial to those airmen who died in the war and have no known grave.

John Orbell Cooper, 1924 – 1945.

Royal Air Force Volunteer Reserve, (Coastal Command?)

John Orbell Cooper was born in the Liverpool registration district on 3rd February 1924. He was the son of Joseph Henry Cooper, a draughtsman, and Hester Orbell Cooper (*née* Pennington) who were married in Prescot. In the 1939 Register they were shown as living at 7 Duncombe Road, Cressington, Liverpool, but by the time of John's death they had moved to Westbourne, Bournemouth, in Hampshire (now in Dorset). John entered the Liverpool Institute in 1936 and was still on the school roll in the last available pre-war Green Book in 1938.

John joined the RAFVR in 1941 and was given service number, 1458095, part of a block issued to recruits at RAF Cardington in Bedfordshire between April and October 1941. In October 1944 *Liobiter Dicta*, a newsletter for Liverpool Institute old boys, reported a meeting in Canada between old boys D Vance, who was training to be a pilot, and J O

Cooper who had just qualified as a pilot and was on his way home:
<http://www.liobians.org/documents/pdfother/1944-LD8.pdf>.

It is likely that both men trained at the US Naval Air Station at Grosse Ile, Michigan, where over 5,000 Royal Navy cadets and 1000 RAF cadets received pilot training in World War 2. Transit to Grosse Ile was invariably through Halifax, Nova Scotia, and a US border crossing point at Detroit. (See also Tuson and Staffiere).

By the time of his death on 8th January 1945, John had attained the rank of flight sergeant. He is commemorated on the Air Forces Memorial Panels at the Alamein War Cemetery. The memorial commemorates over 3,000 airmen of the Commonwealth who died in the lands around the Mediterranean and have no known graves. John is recorded in RAF records as lost at sea during air operations at Qastina, 38 km north east of Gaza in Palestine, on 8th January 1945.

The Alamein Memorial records the deaths of twelve airmen on 8th January 1945. Six of these are Royal Australian Air Force crew and five are RAFVR crew, one of whom is John Orbell Cooper. The RAAF crew died when their Wellington bomber (MP792) from 78 Operations Training Unit at Ein Shemar (Palestine), which trained Coastal Command crews in the use of Leigh Lights*, disappeared at approximately 18:35hrs while on a non-operational training exercise over the sea. A little later, information was received that an aircraft had crashed into the sea. A launch was despatched to carry out a search, and although some aircraft wreckage that appeared to come from a Wellington was located, it could not be established if it came from MP792.

That same night Wellington JA468, of 77 Operations Training Unit at Qastina, which trained Coastal Command night bomber crews on Wellingtons and is about 90 km south of Ein Shemar, was reported to have flown into the sea off the coast of Palestine 'during a Leigh Light exercise'. It is possible that JA468 and MP792 collided, or interacted in some other way, and John and the other RAFVR personnel were aboard JA468. The other RAFVR personnel were Sergeant John Roy Kennedy (1571554), Sergeant Clement Steven George Poulton (2222235), Sergeant Kenneth Joseph Vincent (1867361) and Sergeant Harry Stewart Webster (1523617). John Orbell Cooper is commemorated on Column 293 of the Alamein Memorial.

*The Leigh Light was a carbon arc searchlight with a luminous power of 22 million candelas. It was fitted to a number of RAF Coastal Command Wellington bombers to help them spot surfaced U-boats at night. The Leigh Light's impact on the U-boat war was significant, and Coastal Command was constantly trying to increase the number of trained crews and squadrons able to use it.

Victor Louis Cooper, MB, ChB, 1919 - 1943.

Royal Army Medical Corps



Victor Louis Cooper was born in Toxteth Park on 22nd January 1919 and entered the Liverpool Institute in 1930 receiving a Matriculation Certificate in the school year 1932/1933, and obtaining a distinction in Greek and Roman history in his Higher School Certificate in 1936. He was the third of four children and only son of Michael Kupinsky Cooper (*née* Mendel Kupinsky) and Adelaide (*née* Ada Gorfunkle), who married in Hope Place Synagogue in Liverpool in 1912. Michael was born in Kremenchuk, Ukraine and qualified as an electrical engineer at the University of Vienna, before moving to Liverpool.

Victor's mother died in 1924. His father remarried and eventually moved to Southport, where he was living at the time of Victor's death.

Victor won the Waterworth Scholarship to Liverpool University where he obtained an MB ChB in 1939. He was called up for service in the Royal Army Medical Corps immediately following graduation and was commissioned as a lieutenant (service number 254631) on 5th December 1942.

He served in the British 8th Army, which took part in the invasion of Sicily in June 1943, then fought its way up Italy's Adriatic coast during the autumn of 1943. By early November the 8th Army had broken through the "Barbara Line", part of the complex of German defensive lines known as the "Winter Line" that stretched coast to coast across central Italy (See Map 2 Appendix 1), and were poised to attack the "Gustav Line", which overlooked the Sangro River. Victor was killed on 3rd November 1943, the only casualty of a surprise German air raid on the eve of the 8th Army's attack on the Gustav Line. He is buried at the Sangro River War Cemetery, IX. A. 39, a few miles from the Adriatic coast of Italy.

The Old Boy's newsletter, *Liobiter Dicta*, of October 1944 makes reference to a chance meeting of Victor and another Liobian:

E. K. C. BISSON has been with the F.A.U. since 1939, and after being in various hospitals, is now at H.Q. He reports R. Bird as being a S.Sgt. in the R.A.M.C. in Malta, but apart from his father and Victor Cooper, who was killed in the R.A.M.C., he has seen no Liobian for years. He enquires tenderly after the Camera and Field Club.
<http://www.liobians.org/documents/pdfother/1944-LD8.pdf>.

William Alfred Corkill BSc. Eng. (L'pool), 1897 - 1943.

Straits Settlements Volunteer Force, 1st (Singapore Volunteer Corps) Battalion

William was born on 25th February 1897. The birth was registered in West Derby. William probably entered the Liverpool Institute in about 1908. He was the elder of two sons of William Lace Corkill, a joiner born in Isle of Man, and Bessie Furniss Corkill (*née* Jewell). In 1911 William was living with his parents and brother, Norman Lace Corkill, at 95 Newsham Drive. Norman also attended the Liverpool Institute, and won the Military Medal in 1918. He later became a Doctor and Health Advisor in various parts of the Middle East, and then became a senior lecturer in the Liverpool School of Tropical Medicine and a World Health Organisation nutritionist.

His brother William Alfred also fought in World War 1. He joined the Machine Gun Corps and served in Palestine and the Western Front. When the War ended he enrolled at Liverpool University to study metallurgical chemistry. On 21st October 1922, after graduating with a Degree that year, William sailed to Singapore, in what was then the Straits Settlements, to take up employment as a metallurgical chemist with the Straits Trading Company, which had large interests in tin smelting operations in Malaya.

In 1929 he married Gwendoline Mary Taylor in Fort Butterworth, Province Wellesley, on the mainland of Malaya opposite Penang Island. Mary was the youngest daughter of Reverend P H Taylor of Osset, Yorkshire. The couple spent their honeymoon in the relatively temperate climate of Fraser's Hill, and an announcement to that effect was made in the Straits Times newspaper (<http://eresources.nlb.gov.sg/newspapers/Digitised/Article/straitstimes19290702.2.25.aspx>).

When the Second World War broke out, William was recalled to the Straits Settlements Volunteer Force, in which he had previously served as a captain, and joined the 1st (Singapore Volunteer Corps) Battalion as a company sergeant major

(service number 10697). William's family escaped from Singapore on 1st January 1942 and his daughter has written an account of their parting from William, and the journey to Colombo in Ceylon.

(See <http://www.bbc.co.uk/history/ww2peopleswar/stories/38/a8411438.shtml>). William stayed on and fought with the Straits Settlements Volunteer Force in the Battle of Singapore in February 1942. When Singapore fell on 15th February, the SSVF was disbanded and the non-British volunteers were told by the British Governor to go home. Those who didn't take this advice were massacred by the Japanese. Those British members of the force whom the Japanese did not kill were made prisoners of war. William was captured and put in Changi Gaol where the Japanese lodged their prisoners before moving them to other camps. William was moved to Thailand, put in 4D Camp and, in common with all PoWs in Thailand, was forced to work on the infamous Burma Railway under appalling conditions. William died of beriberi (Vitamin B1 deficiency) on the 7th September 1943.

The graves of Commonwealth and Dutch soldiers who died during the construction and maintenance of the Burma-Thailand railway were transferred from camp burial grounds and isolated sites along the railway into three cemeteries at Chungkai and Kanchanaburi in Thailand and Thanbyuzayat in Burma. William is buried in grave 4.B.50 in Kanchanaburi War Cemetery, only a short distance from the site of the former 'Kanburi', the prisoner of war base camp through which most of the prisoners passed on their way to other camps.

William Waterson Cottle, MPS, 1915 – 1943.

Royal Air Force Volunteer Reserve, 102 Squadron.



William Waterstone Cottle was born in Liverpool's West Derby registration district on 23rd March 1915. He entered the Liverpool Institute with his twin brother, Henry W Cottle, in 1927. Their parents were William Henry Cottle, a confectioner born in the Isle of Man, and Emily Cottle (*née* Latham) of Liverpool. William Henry died in 1932 and both boys left the school that year. They were inseparable until the outbreak of war pulled them apart.

In 1939 the two boys, both now pharmaceutical students, were living with their mother at 34 Melbreck Road, Liverpool. Subsequently William (and quite possibly Henry) became a Member of the Pharmaceutical Society, and both brothers enlisted in the RAFVR. In 1940 William married Beryl E Robertson in Liverpool. .

William enlisted at RAF Padgate, Warrington, sometime between April and November 1941 and was given the service number 1493854. On 20th October 1943 he was promoted from sergeant, commissioned as pilot officer and given the new service number 160845. By November he was serving as a navigator with 102 (Ceylon) Squadron at Pocklington in Yorkshire.

On 22nd Nov 1943 William was part of the crew of 102 Squadron's Halifax Bomber LW333 DY-K, flown by 24-year old Sergeant Walter Hughes of Walton, when it collided with Wellington Bomber LW 264 KN-K of 77 Squadron near Pocklington in Yorkshire while returning from a large raid on Berlin. Both aircraft were circling over Pocklington airfield waiting for landing instructions from the RAF air traffic controller when the collision occurred. The controller gave permission to land using only the tail letter (in this case 'K') to identify aircraft. Having received permission, both "K" aircraft proceeded to land, collided and crashed near Newland Farm on Barmby Moor killing all 14 crew.

The bodies of the crews were taken to their hometowns for burial. Flight Sergeant Willington, an RCAF member of the crew, was taken to Harrogate (Stonefall) Cemetery and buried there. William was buried in Childwall All Saints churchyard in section 6, grave 276.

In November 1984 fourteen oak trees, each named after an airman killed in the tragedy, were formally dedicated at Newlands Farm.

William Charles Davies, MIMT, 1911 – 1944.

Royal Army Service Corps.

William Charles Davies was born on 20th November 1911. His birth was registered at Lichfield in the 4th Quarter of that year. He attended the Liverpool Institute for only one school year, 1928/29, during which he took his School Certificate. His parents were David Davies, a musician, and Emily Louisa Davies (*née* Elliott). She was the daughter of

a naval pensioner who became a naval outfitter. David and Emily Louisa were married on 28th January 1906 in Devonport, where Louisa's father had his naval outfitter's shop. Very probably David Davies and his family moved to Liverpool just prior to 1928 when his son started his School Certificate year at the Liverpool Institute having received the majority of his education elsewhere. At the time of William's death his parents were living at 123 School Way, Speke.

Commonwealth War Grave Commission records state that William had the designation "MIMT". The CWGC has not defined the meaning of the abbreviation, but elsewhere during the period it was associated with motor car traders and repairers (see Charney) and probably means "Member of the Institute for the Motor Trade". The institute was a professional body formed in 1920 and became the "Institute for the Motor Industry" in 1945. Today it is an authoritative body for retail information, standards and qualifications.

William joined the army as a cadet. After completing his training in May 1943 he received a commission and the rank of 2nd lieutenant in the Royal Army Service Corps (service number 273942). By the time of his death he had risen to the rank of war substantive lieutenant, and was a temporary captain. William was killed in action while serving with the Royal Army Service Corps in Normandy on 11th June 1944 (D-Day+5). He was buried at Colleville-sur-Orne (now Colleville Montgomery) and was later re-interred at Ranville War Cemetery, grave III, F, 7.

The RASC played a significant role in Normandy. The landing craft carrying troops to the beaches on D-Day were manned by the RASC, and within two hours of the first landings a unit of the RASC was driving supplies to the River Orne to resupply the troops of 6th Airborne Division, who had captured Pegasus and Horsa Bridges by air-assault before the beach landings began, and were holding them. Other RASC units had already landed with the 6th Airborne Division troops to prepare for reception of supplies, and RASC units flying from UK were supplying the 6th Airborne by airdrop. Elsewhere, RASC units were driving DUKWs from ships to the beachheads at Juno, Gold and Sword beaches to keep the troops who were moving off the beaches supplied with ammunition and essential stores.

The RASC established a divisional maintenance area (a major stores dump) at Ranville on the east bank of the River Orne and supported the 6th Airborne Division for ten days by ferrying supplies from the beaches to the divisional maintenance area. The divisional maintenance area was subjected to heavy mortar fire and frequent air raids during which they lost many men, vehicles and stores. It was during this hectic period that William was killed on 11th June, but the exact location is not clear. Colleville-sur-Orne, his original burial place lies west of the River Orne between Sword Beach and Ranville.

Alan Law Davis, 1919 – 1944.

5th Battalion West Yorkshire Regiment (Prince of Wales' Own).

Alan Law Davis was born in Liverpool on 17th October 1919. The birth was registered in West Derby registration district. He was the son of Francis Cummins Davis, chief supervisor at a brewery, and Emily Alice Davis (*née* Law). Alan entered the Liverpool Institute in 1931 and left after taking his School Certificate in 1935. In 1943 he married Lilian Eaynor Matthews in Liverpool, and in the same year, perhaps during his marriage leave, he paid a visit to his old school, which reported it in the school magazine. After marrying, Alan and Lilian set up home at 4 Stanlow Villas, Whitby Road, Ellesmere Port.

Before joining the army he was employed by the Liverpool Corporation Electricity Department. After enlistment Alan attended an officer cadet training unit. On 14th July 1942 he was gazetted as a 2nd lieutenant in the West Yorkshire Regiment and given the service number 237637. In the school magazine for May 1943 he is reported as serving as a 2nd lieutenant in "No. 5 (N C) Battalion West Yorkshire Regiment MEF". By the time of his death in 1944 he had attained the rank of lieutenant, was serving in the 5th Battalion of the West Yorkshire Regiment and had been mentioned in despatches for services in the "African Campaign" (presumably North Africa).

There were originally two 5th Battalions of the West Yorkshire regiment: 1/5th and 2/5th. The 2/5th was under command of the 137th Infantry Division till July 1942 when it converted to armour and became the 113th Regiment Royal Armoured Corps in the 137th Armoured Division. The 1/5th was renamed simply the 5th Battalion and became a holding battalion supplying drafts for other army units overseas for the rest of the war. Alan's presence at the D-Day landings may have been the result of being drafted as a divisional replacement for a casualty or for reinforcement. He died on 6th June 1944 (D-Day) and was buried in grave 2.O.10 in Hermanville War Cemetery, Normandy. The village of

Hermanville lay behind Sword beach and many of those buried there died during the beach landings or during the first days of the drive towards Caen.

Alan's elder brother, quartermaster sergeant Norman Clave Davis, was killed in Normandy on the same day.

Alfred Ernest Dawes, 1917 – 1942.

Royal Navy Volunteer Reserve.

Alfred was born on 12th April 1917, the son of William E Dawes and Elizabeth Dawes (*née* Shone). The birth was registered in West Derby.

He entered the Liverpool Institute in 1929, obtained his School Certificate in 1932 and became a school prefect in 1934. In 1935 he passed his Higher School Certificate with a distinction in French and won The Lord Derby Prize for German. The following year he left school, but not before winning The Lord Derby Prize again, this time for both German and French.

He married Lily McFarland in South Liverpool in 1941 and the couple setup home at 12 Westwood Road, Liverpool 18. In 1942 Alfred was serving with the Royal Navy as a lieutenant (S) aboard *HMS Curacao*, a light cruiser converted for air defence. At that time his rank would have been called "paymaster lieutenant", but the rank was renamed in 1944 and the Commonwealth War Graves Commission, in keeping with its convention of using the name of ranks current at the time they produced their records after the war, has recorded Alfred's rank as lieutenant (S). Part of the role of a lieutenant (S) was that of ship's purser.

On 2nd October 1942, *HMS Curacao* was one of the ships despatched from the Clyde to meet the incoming *RMS Queen Mary*, which was carrying thousands of American troops from New York to Greenock to join the Allied forces in Britain, and to escort her over the final 200 miles of her voyage.

HMS Curacao's task was to hold station with *RMS Queen Mary* in order to provide effective air defence. Both ships were following U-boat evasion zigzag courses, but *HMS Curacao* was slower than *RMS Queen Mary* and collision of the two ships was narrowly avoided on a number of occasions.

At 14:15hrs, when about 60 km north of the Irish coast, *RMS Queen Mary* started the starboard turn of a zig-zag. Cutting across the path of *HMS Curacao* with insufficient clearance, she struck her amidships at a speed of 28 knots, cut her in two and damaged her own bow, putting a 40ft dent in it. *HMS Curacao* sank in six minutes about 100 yards from *RMS Queen Mary*. Under strict orders not to stop because of the risk of U-boat attacks, *RMS Queen Mary* steamed on. The convoy behind picked up 26 survivors, and hours later two of *RMS Queen Mary's* escorts returned to rescue about another hundred survivors. Lieutenant Alfred Ernest Dawes was not among either group of survivors.

The incident was kept secret till the end of the war, but in 1949 the Admiralty pressed charges against *RMS Queen Mary's* owners, the Cunard White Star Line. The High Court found two-thirds of the blame belonged to the Admiralty and one-third to the Cunard White Star Line.

Alfred is commemorated on the Chatham Naval Memorial, Column 66,2.

Kenneth David Deadman 1916 – 1941.

Royal Air Force Volunteer Reserve, 218 Squadron.

Kenneth David Deadman was born in Darlington on 4th November 1916. He entered the Liverpool Institute in 1925 and left in the 1931/32 school year. His parents, William Henry Deadman and Edith Deadman (*née* Prosser) were married in Abergavenny in 1915. In the 1939 Register William and Edith shown as were living at 95 Dunbabin Road, Childwall, Liverpool, but Kenneth was absent. In 1941 at the time of Kenneth's death his parents were still living in Childwall.

Kenneth's RAFVR service number (1014105) was part of a block of numbers issued to recruits at RAF Padgate, Warrington between September 1939 and April 1941. He trained as a pilot and by November 1941 had risen to the rank of sergeant in 218 (Gold Coast) Squadron of Bomber Command sponsored by the Governor of the Gold Coast.

On 15th Nov 1941 Kenneth was second pilot of 218 Squadron's Wellington Mk1C serial number R1135 piloted by Allan Cook RAAF and operating out of RAF Marham near King's Lynn, Norfolk. Tasked with an attack on the German Naval port of Kiel, R1135 took off at 22:17hrs but failed to return from the raid.

In a letter to the Air Ministry, the group captain commanding RAF Marham explained that: "*this aircraft took off at 22.17hrs on 15th November with an ETA base of 04:41 hrs. Nothing was heard from the aircraft till 02:02 hrs on 16th November when an SOS was picked up by 'Hul.'*" [Another station?] *who gave the aircraft a 2nd class fix of 5653N, 033E at 02:04 hrs. The fix was not acknowledged by the aircraft. Every effort was made to establish communication without delay ...everything possible was done to locate the aircraft, but last known position of the aircraft was so far out to sea that air-sea rescue service could not compete.*"

No indication of the cause of the trouble was received from the aircraft and the aircraft itself was never found. From the fix received at 02:04hrs it is presumed to have crashed into the North Sea. The Air Ministry informed the Air Board, Melbourne, Australia, of the circumstances and requested that they inform Allan Cook's mother and the relation of another Australian crewmember aboard the aircraft.

Kenneth is commemorated on Panel 2 of the Runnymede Memorial.

W S Edwards 1924 -?

W S Edwards was born on 6th June 1924 and entered the Liverpool Institute in 1936 he was still at school in 1938 the last pre-war year school roll in the Green Books. He is commemorated on the school war memorial, but no record of his military career, death or next of kin have yet been found.

Walter Hale Fairlem, 1913 – 1942.

Royal Naval Reserve

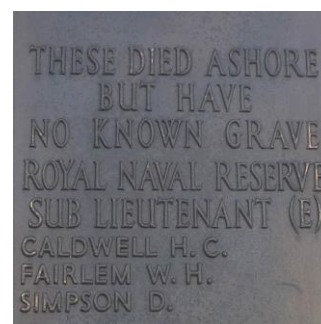
Walter was born in Liverpool on 27th Jun 1913. The birth was registered in West Derby registration district. Walter was the son of George Henry Fairlem and Elizabeth Fairlem (*née* Hale). He started attending the Liverpool Institute in 1923 and left in 1929. Sometime after leaving school he joined the Merchant Navy and in 1933 or 1935 (the date on his seaman's card is smudged) he signed on as 5th Engineer on *SS Ardenavour*, part of Australind Line's fleet which ran services on the route: UK-Singapore-Freemantle. His Discharge A Number was R137219. He was 5ft 9ins tall with blue eyes, brown hair and a fair complexion.

On 22nd May 1937 Walter left his home at 32 Egerton Road, Liverpool 15, and sailed from Liverpool to Singapore, in what was then the Straits Settlements, as a passenger on the Blue Funnel Steamer *Diomed*. He travelled first class, gave his occupation as "marine engineer" and stated that the Straits Settlements was to be his place of permanent residence. He was probably on his way to take up employment with the Straits Steamship Company Ltd., which had a fleet of 51 vessels with a combined gross tonnage of 38,860 tons used for trading in the waters around the East Indies and Malaya. At the outbreak of war the Royal Navy requisitioned a number of these vessels. On 21st July 1941 Walter was made temporary sub-lieutenant (E) in the Royal Naval Reserve in Singapore. By 1942 he was serving on *HMS Jerantut* (217grt), which had been requisitioned from the Straits Steamship Company Ltd. in late 1939 and used as an auxiliary minesweeper operating in the waters around Singapore and Sumatra.



HMS Jerantut was trapped in the harbour of Palembang when the Japanese invaded Sumatra on 13th February 1942, and the crew were forced to abandon and scuttle her. The date of her demise is officially 8th March but there was considerable confusion at that time* and there is evidence from the personal diary of Reginald Walter Henry Millen, Admiralty Pilot and master of *HM Tug St Just*, another requisitioned Straits Steamship Company vessel at Palembang, that *Jerantut* was abandoned three weeks earlier. Millen records that on 15th February survivors from the ships *St. Just*, *Hua Tong*, *Trebouer*, *Klias* and *Jerantut*

were put on a train at Palembang. The survivors from "Jerantut" were all ratings, so



it appears that Lieutenant (E) Walter Fairlem was not among them. The survivors reached Oosthaven (now Bandar Lampung) safely and were then taken to Colombo in Ceylon.

Walter is commemorated on Panel 24 Column 2 of the Liverpool Naval Memorial, at the Pier Head (Liverpool was the port that administered the men serving on auxiliary vessels of the Royal Navy) where he is recorded as lost on land with no known grave.

His estate was not granted probate until 1947 and he remained on the Navy List till 1948.

* Reginald Walter Henry Millen reports that when the survivors finally arrived in Colombo on Sunday 1st March, they were greeted with astonishment by the Naval Authorities who pointed out that an official announcement had been made to the effect that:

Photo courtesy James Maguire

"... When Palembang fell to the Japanese on 15th February at 1100, the following ships were trapped in the Harbour: HM Ships "St Just", "Klias" and "Jerantut". HMS "Hua Tong" was sunk by bombing, but the three first mentioned ships were apparently destroyed before the crews landed... a ship was despatched to this coastal area but was unable to contact any of these crews. It is feared that they have all fallen into enemy hands."

Thomas Stanley Faulkner 1921 – 2010?

Royal Corps of Signals



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Thomas S Faulkner was born on 25th May 1921. He attended the Liverpool Institute between 1931 and 1937. He was a keen sportsman gaining Half Colours for hockey, winning the school sports 220-yards race in 1933 and playing in the school's cricket and football teams in 1936 and 1937. In 1938 he joined the old boys cricket team and he played for their football team in 1939. He is commemorated on the war memorial, but actually survived the war. He was reported missing in the Middle East in the July 1942 edition of the school magazine. This was also reported in the "Roll of Honour" in the Liverpool Evening Express of 20th February 1942:

"Sergeant Thomas Stanley Faulkner, aged 20, Royal Corps of Signals, of 4, Wasdale-road, Orrel Park, Aintree, Liverpool, reported missing in the Middle East. He is an old boy of the Liverpool Institute."

Later, on March 20th, the same newspaper reported that:

"Sergeant Thomas Stanley Faulkner, (20), Royal Corps of Signals, of 4 Wasdale Road, Orrell Park, Liverpool, previously reported missing in the Middle East, now reported prisoner of war."

Acting Sergeant Thomas Stanley Faulkner (service number 25867397) went missing in the Western Desert on 2nd February 1942. At that time the 8th Army was in retreat from Benghazi and involved in heavy fighting around Timimi in Libya. He was subsequently confirmed as a prisoner of war and his casualty record was updated to that effect in April, about a fortnight after the report in the Liverpool Evening Express.

Prisoners taken in Egypt and Libya were normally handed over to the Italians and sent to PoW camps in Italy. Thomas was sent to *Prigione di Guerra* Camp 65 at Cressina, Bari, in Apulia on the Adriatic coast of Italy. When the Italian armistice was declared on 8th September 1943 Italian administration of the PoW camps ceased and numerous prisoners escaped. The Germans re-secured many of the camps and used them to hold captured escapees. They also moved some of the escapees to camps outside Italy. In 1945 Thomas was in Stalag 18a Wolfsberg, Austria, probably having been moved there in November 1943. When the Germans surrendered on 8th May 1945, the *Kommandant* handed over control of the camp to the senior British medical officer. French and British prisoners disarmed their guards and took control of the camp armoury, the local Post Office, the Railway Station and the Police Station. The prisoners were repatriated after the British 8th Army reached the camp on 11th May.

The General Record Office holds a record of the death of a Thomas Stanley Faulkner (DoB 25th May 1921) in Runcorn in 2010.

Noel Houghton Fraser, 1927 – 1946.

Army General Service Corps.

Noel was born in Liverpool on 24th December 1927. He was the only son of Joseph Fraser and Gwendoline Marian Fraser (*née* Houghton) of Grassendale, Liverpool. He entered the Liverpool Institute in 1938.

He enlisted in the army on 13th January 1946, shortly after his eighteenth birthday. He was issued with the service number 14112509 and, as was normal with new recruits, he was assigned to the General Service Corps, a holding unit for recruits while they were undertaking six weeks of basic training, assessment and selection for a corps or regiment prior to going on to an Army Primary Training Centres. Noel died of meningococcal septicaemia on 22nd January 1946, nine days after joining the army. He died at Waringsfield Military Hospital, the only military hospital in Northern Ireland in 1946, in Moira, Lisburn, County Down. His death was registered at Lurgan, Northern Ireland.

Noel's body was returned to Liverpool. He is buried in Section 2H, grave 44, C of E. section of Allerton Cemetery.

John Henry Greenhalgh, 1919 – 1941.

106th (The Lancashire Hussars) Light Anti Aircraft Regiment, Royal Artillery.

John Henry Greenhalgh was born in Liverpool on 23rd December 1919. His birth was registered in Liverpool's West Derby registration district. He was the son of John Greenhalgh and Edith Ellen Greenhalgh (*née* Bradley), of Liverpool. He entered the Liverpool Institute in 1931, and won a form certificate in his first year. He obtained his School Certificate in the 1933/34 school year and left in the same year.

John enlisted in the Royal Artillery in 1938 and joined 106th (The Lancashire Hussars) Light Anti Aircraft Regiment. He was given the service number 882556 and by 1941 he had risen to the rank of bombardier (the Royal Artillery's equivalent of a corporal).

In March 1941 his regiment was part of the expeditionary force, 'Force W', sent to Greece in anticipation of a German invasion after the Greeks had defeated an Italian invasion in December 1940. The German Army attacked Greece on 6th April 1941. By 20th April all Greek forces had surrendered and Force W's position became untenable. On the 24th General Wilson, commander of Force W, ordered its withdrawal and its evacuation to Crete and Egypt via the Greek ports of Porto Rafti on East Attica, Megara in West Attica, and Nafplion on the Argolic Gulf in the Peloponnese (see Appendix 1, Map 1). Over 50,000 troops were evacuated before the evacuation ended on 30th April.

John's Royal Artillery casualty record shows that he died "at sea near Greece between 26th and 27th April 1941". The *Luftwaffe* contested the British evacuation, and John was almost certainly one of about 1000 soldiers and sailors who were lost when an evacuation convoy from Nafplion was attacked in the Argolic Gulf. The convoy consisted of the Dutch ocean liner *SS Slamet*, the troopship *Khedive Ismail*, the Royal Navy cruiser *HMS Calcutta* and several destroyers. The naval ships took on 2500 men at Nafplion, but the loading was slow because another troopship, *SS Ulster Prince*, had run aground in shallow waters, blocking the harbour so that troops had to be ferried across the bay in small boats for embarkation.

At 03:00hrs *HMS Calcutta* ordered all ships to sail, despite the facts that *SS Slamet* was still in the process of loading and had not yet taken on many troops, and *Khedive Ismail* had not managed to load any troops at all. The Captain of *SS Slamet* ignored the order and continued to load troops. The convoy eventually departed at 04:00hrs on 27th with *Slamat*, carrying 500 troops, following fifteen minutes later. Three hours later, German aircraft attacked the convoy while it was still in the Argolic Gulf and *SS Slamet* was bombed. The bombing destroyed her fire fighting system and some of her lifeboats, and set the ship on fire. During the abandonment of the ship, two lifeboats capsized and some survivors were machine-gunned in the water. The destroyers *HMS Diamond* and *HMS Wyneck* rescued some people from the water, but were later sunk themselves while still picking up survivors. When it was all over only twenty-two of the five hundred troops on *SS Salmat* had survived.

Troops and naval personnel lost are named on Face 3 of the Athens Memorial at Phaeton. Bombardier John Henry Greenhalgh is among them.

An atmospheric ink and wash drawing of the evacuation can be found at:

<http://www.iwm.org.uk/collections/item/object/14341>.

Arthur Stanley Greenwood, 1921 – 1941.

Royal Air Force, 35 Squadron.

Arthur Stanley Greenwood was born in Toxteth Park on 20th July 1921. His parents were Arthur Joseph Greenwood and Emily Greenwood (*née* Todd). Arthur Stanley entered the Liverpool Institute in 1933 and won a form certificate in 1935. He left school in 1936 after he had passed examinations in maths, science and general studies that gave him entry to the RAF apprentice scheme at Halton No 1 School of Technical Training for ground crew and skilled tradesmen.

In January 1937 Arthur left his home in 5 Monro Street, Liverpool 8, and entered the training school where he was given the service number 570897 and trained as a fitter. By 1941 he had completed his training, attained the rank of sergeant and was deployed as a flight engineer to 35 Squadron, which had been converted from a training squadron into an operations squadron with the express purpose of bringing the new Handley Page Halifax four-engined heavy bomber into operational service. The squadron flew its first sortie in March 1941 against La Havre, and during the rest of 1941 it bombed a variety of targets in Germany and occupied France.

On 18th December 1941, Arthur was the flight engineer on Halifax bomber V9799 TL-E that took off from Linton-on-Ouse at 10:02hrs as part of a daylight bombing raid on the German battlecruisers *Gneisau* and *Scharnhorst*, which were in dock at Brest. The attack was delivered from 16,000 feet, and the crew of V9799 TL-E subsequently reported: "*Very many bursts seen in immediate vicinity of the two cruisers. Some bursts definitely on stern of both vessels causing a whitish grey explosion. Some bombs seen to fall in water south of dock in which Gneisenau was berthed and some in quay between torpedo boat station and No.1 dry dock. None of these necessarily claimed by this aircraft. No cloud, visibility unlimited. Attacked in line astern formation Landed safely at Linton-on-Ouse at 1554.*"

In fact no significant damage was done to either of the ships.

Photographs of 35 squadron attacking the ships in formation can be found at

<http://www.archieraf.co.uk/archie/raidonscharnhorstandgneisenau.html>.

Twelve days later V9799 and her crew returned to Brest to deliver another attack on *Gneisau* and *Scharnhorst*. Airborne at 11:25hrs from Linton-on-Ouse, V9799 never returned to base; it was shot down by flak and crashed in the target area. All the crew are buried locally in Kerfautras Cemetery. Arthur's grave is in Plot 40, row 1. grave 11.

Scharnhorst and *Gneisau* were the subject of continual raids by the RAF over a period of months, and Arthur Stanley Greenwood was the second Liverpool Institute old boy to die in attempting to disable them. He was not to be the last.

Charles Neville Hammond DFC, 1920 – 1943.

Royal Air Force Volunteer Reserve, 166 Squadron.

Charles was born at Winchester on 27th September 1920 and attended the Liverpool Institute from 1932 to 1936. In 1935 he was on the committee of the school branch of the League of Nations Union, the objects of which were to explain the principles underlying the League of Nations, study international problems and promote the peaceful settlement of international disputes. His parents were Lt Colonel Thomas Neville Hammond and Doris Hammond (*née* Fox), who were married in 1917 at Simla, a hill station in northern India, now the capital of the Indian state of Himachal Pradesh.

Charles's RAFVR service number, 971266, was part of a block issued to recruits at RAF Padgate, Warrington between September 1939 and April 1941. By 1942 he had attained the rank of sergeant, and in October that year he was commissioned as a pilot officer and his service number was changed to 131802. In early 1943 he attained the rank of flying officer and took a trip to Liverpool during which he visited his old school (see <http://www.liobians.org/documents/pdfmag/1943-05is.pdf>). By October 1943 he was an acting flight lieutenant and had married Ethel Mary Gleig in Hampshire.

On 22nd October 1943 Charles was the pilot of Lancaster bomber EE196 of 166 Squadron based at RAF Kirmington, Lincolnshire. That day the squadron was tasked with a raid on Kassel, Germany. EE196 was airborne at 18:12hrs, but failed to return from the raid. It was shot down by a night-fighter over Germany fifty miles short of the target and crashed at Brakelsiek on the western side of the Schwalenberger Wald, 2 km NW of Schwalenberg. It was one of 43 out of 569 aircraft lost in the raid.

Sergeant A.I. Pilbeam survived the crash, but was taken prisoner of war. He subsequently made a statement describing the attack on EE196. He described how one wing caught fire and the controls were damaged, and said that Charles tried to give the crew a chance to bale out, but with damaged controls the attempt failed. The aircraft went into a spin and blew up killing all the crew except Sergeant Pilbeam, who identified his crewmates' bodies when he was captured the next morning. The crewmembers were buried at Schwalenberg cemetery but were later moved to war cemeteries. Charles was re-interred in the Hannover War cemetery in grave 16. E. 5.

Charles was awarded the DFC after his death. It was gazetted on 18th March 1944 with effect from 23rd Oct 1943 the date he was shot down. Since the King 'approved' the award rather than 'conferring' it, the award is likely to have been an immediate one made on the recommendation of a senior officer for an outstanding act of gallantry or devotion to duty. The recommendation may have been based on Sergeant Pilbeam's statement regarding Charles' attempt to give his crew a chance of survival.

166 Squadron was also the squadron of another LI old boy, Ronald William Holmes, who died two months before Charles.

George William Goldson Harding, 1924 – 1942.

Royal Air Force Volunteer Reserve, 418 (RCAF) Squadron.

George William Goldson Harding was born in Liverpool on 22nd April 1924. The birth was registered in West Derby registration district. His father was also George William Goldson Harding and his mother was Lilian Idah Harding (*née* Dunning). He started attending the Liverpool Institute in 1932. He won a form certificate in 1934, and in 1935 he was on the committee of the school's branch of the League Of Nations Union, the objects of which were to explain the principles underlying the League of Nations, study international problems and promote the peaceful settlement of international disputes. George was still at school in 1938, the last pre-war Green Book containing the school roll.

His RAFVR Service number, 1083456, was part of a block of numbers issued at RAF Padgate, Warrington, between September 1939 and April 1941. By May 1942 he had attained the rank of sergeant and was a pilot with 418 (City of Edmonton) RCAF Squadron of Fighter Command, based at Bradwell Bay 9.5 miles East of Maldon in Essex. The Squadron was an "Intruder Squadron". Its role was to penetrate deep into enemy territory with single aircraft stealth attacks at night, and occasionally in daylight in pairs. The purpose was to disrupt enemy airfield activities, and attack enemy night fighters. Intruders were also given remit to attack rail and road transport targets and any other targets of opportunity. The squadron flew Boston MkIII fighter-bombers specially adapted for stealth and multirole purposes, and manned by a crew of three: pilot, navigator and wireless operator/air gunner.

On 20th May 1942 George was pilot of Boston MkIII, No. W8281, that took off from RAF Bradwell Bay at 00:37hrs on a night intruder mission into German-held Holland. At 03:18hrs, presumably on the return flight, W8281 was brought down by Anti-Aircraft fire over the Dutch coast and crashed on the beach at Camperduin, North Holland. All three of the crew were killed and are buried in plot 1, row C, grave 1 in the cemetery at the nearby municipality of Bergen.

John Haycocks, 1909 - 1941.

Merchant Navy

John was born on 30th April 1909 at 52 Hinton Street, Fairfield, Liverpool, and was baptised at St Cyprians, Edge Hill on 7th July 1909. He is commemorated on the Liverpool Institute Memorial, but his school entry predates the earliest school record accessible (the 1926 Green Book). However, it is likely that he entered school when he was about eleven years old in 1920 and left before 1926. His parents were Charles Herbert Haycocks, a Post Office sorting clerk and telegraphist, and Margaret Louisa Haycocks (*née* Cubbin) who was born in the Isle of Man. In 1911 the family was still living at 52 Hinton St.

John was a Merchant Navy cadet (Discharge A Number 1135548). He had blue eyes, brown hair and a fresh complexion. His first voyage was as a cadet on *SS Navigator* (T&J Harrison Line), which left Liverpool in May 1929 on a voyage to New Orleans via Tampico, Mexico. He remained with the Harrison Line for the rest of his career and rose to the rank of Second Officer. In 1932 he married Renee Greta Williams.

On 16th July 1941 John was second officer on Harrison Line's *SS Designer*, a cargo vessel of 9150 tons dwt, which was in Convoy OB-341 on route from Ellesmere Port to Capetown with military stores and mail. After dispersal of the convoy *MV Designer*, proceeding on her own, was attacked by U-98 when she was north-northwest of the Azores and hit by a torpedo. She sank in six minutes and the master and sixty-six crewmembers were lost, John Haycocks among them. John is commemorated on Panel 35 of the Tower Hill Memorial to the men and women of the merchant navy and fishing fleets who died in the war and have no known grave.

Peter James Healey 1918 - 1941.

Royal Engineers, 3 (Cheshire) Field Squadron.

Peter was born on 7th February 1918. His birth was registered in Toxteth Park. His parents, Arthur William Patrick Healey, a bank clerk who died in 1939, and Hannah Healey (*née* Owen) were married in 1906 in New Brighton. Peter entered the Liverpool Institute in 1925 and left in the 1928/29 school year. At the time of his death Peter's residence was in Wallasey.

Sometime after leaving school Peter enlisted in the army, was given the service number 2070609 and was deployed to the 3rd (Cheshire) Field Squadron, Royal Engineers where he was trained as a driver.

In March 1941, the 3rd Field Squadron was under the command of the 1st Armoured Brigade and part of the expeditionary force, "Force W", sent to Greece in anticipation of a German invasion after the Greeks had defeated an Italian invasion in December 1940. Force W was deployed in the Florina Valley between the Greek Army's Eastern Macedonia Section in Thessalonica and its Epirus Army Section holding the Italians in Albania.

The German Army attacked Greece on 6th April 1941 and defeated the Greek Army's Eastern Macedonia Army Section in Thessalonica by the 9th. With its position in the Florina Valley now exposed Force W was forced to withdraw to a new line behind the Vermion Mountains and Aliakmon River. It withdrew with the 9th Panzer Division in pursuit and the 1st Armoured Brigade acting as rearguard. On 13th April the Panzers got within range of the 1st Armoured Brigade near the town of Ptolemaida 30 km North of Kozani (see Appendix 1 Map 1) and a heavy engagement ensued. The 1st Armoured Brigade managed to disengage and withdraw as darkness fell, then crossed the River Aliakmon. The next day, 14th April, elements of the 9th Panzer Division reached the river and managed to establish a bridgehead across it, but were held there for three days by intense Allied fire. Peter James Healey died on 14th April. The cause of death is recorded as "Battle Casualty". Whether he died of wounds possibly received during the action on 13th April, or was killed in action on 14th April is not known. Peter is commemorated on Panel 4 of the Athens Memorial.

After the surrender of the Greek Army on the 20th April, Force W fell back to the defensible pass at Thermopylae and from there to ports from which it could be evacuated (see John Henry Greenhalgh).

The artist H Johns made ink and wash drawings that give insights into the 1st Armoured Brigade's retreat, see:

<http://www.iwm.org.uk/collections/item/object/14339> and

<http://www.iwm.org.uk/collections/item/object/14340>.

William Edgar Heslop, BA (Oxon), 1920 – 1944.

Royal Horse Artillery, 'A' Battery 11 (Honourable Artillery Company) Regiment

William Edgar Heslop was born on 6th Nov 1920. The birth was registered in West Derby registration district. He was the son of William Edgar Heslop and Margaret May Heslop (*née* Lambert). He entered the Liverpool Institute in 1932. He took a full part in school life and had a distinguished school career. He became a house prefect in 1936, rose to become house captain and in 1939 he was vice-captain of the school. He was secretary of the library committee and captain of the school's 1st Rugby XV for three years, winning Full Colours for the years 1937/38/39. His rugby skills were reviewed in a team critique of May 1939:

"A fast, powerful forward who has led the pack well. He plays intelligently and has set a fine example for the rest of the forwards."

He joined school's Officer Training Corps in 1935 and rose to the rank of company quartermaster sergeant by 1938, winning the Captain Murray Hutchison Cup and his "Certificate A" on the way.

His academic achievements were no less impressive: he gained distinctions in his Higher School Certificate for Greek, Latin and Ancient History, won a Senior City Scholarship in 1938 and The Principal's Exhibition for Classics to Jesus College Oxford in 1939, and subsequently obtained a BA Degree at Oxford.

In his final year at school he became a member of the Literary and Debating Society, giving his maiden speech on 21st March 1939 when he seconded the motion that "*Dulce et Decorum est pro Patria Mori*" in a debate on patriotism. The debate has some poignancy, given what was to come.

He enlisted as a gunner in the Honourable Artillery Company sometime after gaining his Degree. Members of this regiment were drawn for the most part from young professional men working in and around The City and Greater London.

In Jun 1943 the regiment took part in the Allied invasion of Sicily as part of the 5th Army Group Royal Artillery (AGRA) attached to British XXX Corps. In May 1944 the regiment was sent to Italy under the direct control of the 8th Army as it fought its way through the defensive lines that the Germans had built across Italy from coast to coast (see Appendix 1, Maps 2 and 3).

In August 1944 the regiment was put under the command of the British 1st Armoured Division, which was in the British V Corps preparing to assault Coriano Ridge, the last of the major obstacles at the eastern end of the "Gothic Line", which was itself the last of the strong defensive lines built across Italy from coast to coast (See Appendix 1, Map 3).

The attack began on 4th September, and for a week German parachute and panzer troops, aided by bad weather, resisted all assaults on their positions. On the night of 12th September the attack reopened with the 1st British and 5th Canadian Armoured Divisions being launched against the ridge. The attack was successful in taking the ridge, but a week of the heaviest fighting experienced since Monte Cassino in May followed. On 20th September, the day of William's death, the 1st Armoured Division took heavy losses when trying to assist the 56th Infantry Division, which was being hit hard on the reverse slope of Coriano Ridge and was being forced to retreat.

William is buried at Coriano Ridge Cemetery, Italy in grave VIII, D, 3.

Lawrence Daniel Higgin, 1913 – 1945.

Royal Artillery 5th Field Regiment

Lawrence Daniel Higgin was born in Liverpool on 5th March 1913 in the West Derby registration district. He was the son of Lawrence Edward Higgin, a joiner's labourer, and Eleanor Higgin Lawrence (*née* Bradock). Lawrence Daniel entered the Liverpool Institute in 1924 and left in the school year 1928/29.

He married Muriel Henshaw in Liverpool in 1940.

Before he joined the army Lawrence was a clerk, but by the time war broke out on 4th September 1939 he was already a soldier in the Royal Artillery, had attained the rank of serjeant and was serving with the 5th Field Regiment Royal Artillery. In 1941 the regiment moved from India to Malaya under command of the 22nd Indian Brigade in the 9th Indian Division and set up HQ at Kuantan in Pahang on Malaya's east Coast.

When the Japanese army landed at Kota Bharu, about 350 km north of Kuantan, on 8th December 1941 they were met by elements of the 9th Indian Division, including a battery of the 5th Field Regiment Royal Artillery, who inflicted heavy casualties during the landing but ultimately failed to prevent it. The Japanese rapidly advanced down the Malay Peninsular forcing the 9th Indian Division into a fighting retreat down the east coast to Kuantan. The division was able to extract itself from Kuantan at the end of December and start to move west through central Malaya with the intention of defending Kuala Lumpur. However, on 7th January, Kuala Lumpur was abandoned and all British forces were withdrawn to a new defensive line about 160 km north of Singapore. The Japanese broke through the new line on 13th January and British and Commonwealth forces were forced to retreat to Singapore.

During the retreat the 22nd Indian Brigade was cut off from the rest of the 9th Indian Division at a demolished railway bridge in Johore near the village of Layang-Layang 90 km north of Singapore, and whilst trying to find another way to Singapore the brigade was destroyed as a cohesive unit. Lawrence managed to reach the Johore Strait and cross the

causeway to Singapore before it was blown up on 1st February, but he was taken prisoner when Singapore surrendered on 15th February 1942.

After his capture Lawrence was moved to the prison camp at Batu Lintang in Kutching, Sarawak. Conditions and the treatment of prisoners at the camp were frightful; medical treatment was worse than basic. Illness was a crime, and punishment by the guards was violent and often gratuitous. Lawrence died of dysentery and nephritis on 26th July 1945, two months before the Australian 9th Division liberated the camp. After the Liberation, over sixty percent of the camp guards had war crimes ascribed to them.

Graves at Batu Lintang (and Sandakan in British North Borneo) were later moved to Labuan, a small Island off the coast of Borneo, where there had also been a PoW camp. Lawrence was re-interred in grave N. C. 15 in the Labuan War Cemetery.

Thomas Herbert Archibald Hill, DFM, 1921 – 1944.

Royal Air Force Volunteer Reserve, 51 and 156 Squadrons.



Thomas was born in the West Derby registration district on 6th July 1921. His parents, John S A Hill and Mary Hill (*née* Edwards), were married in Chorlton Lancashire. Thomas entered the Liverpool Institute in 1934 and left in the 1937/38 school year.

After enlisting in the Royal Air Force Volunteer Reserve, Thomas was given the service number 1052158, which was issued at RAF Padgate, Warrington between September 1939 and April 1941, and trained as an air gunner. By May 1943 he was serving with 51 Squadron, had attained the rank of flight sergeant, and had won the Distinguished Flying Medal (the non-commissioned ranks' equivalent of the Distinguished Flying Cross). His DFM award was gazetted on 6th July,

by which time he had gained a commission and been promoted to pilot officer (on 4th May 1943, gazetted 16th July) and given the new service number 146617.

The citation for his DFM states that it was for *"taking part in attacks against some of the enemy's most heavily defended targets. An exceptionally good air gunner he has set an example of coolness and courage."*

On 8th November 1943 he was promoted to flying officer.

After his promotion he transferred to 156 Squadron, flying his first mission with them on 11th Jun 1944 as air gunner in an attack on the marshalling yards at Tours. He subsequently flew another nineteen missions against chemical factories, V1 sites and in support of troops fighting in Normandy. On his 21st mission with 156 Squadron, on the night of 12/13th August 1944, he was air gunner on Lancaster bomber ND 444 which was tasked with a raid on Russelsheim where the Opel car plant was manufacturing aeroplane parts. Nothing was heard of the aircraft after it took off from RAF Upwood at 22:04hrs and it failed to return to base.

Nothing is known of the reason for, or the exact location of, the loss of ND 444, but the crewmembers were initially buried in Daleiden (Eifel) near the German-Luxemburg border about 200 km from Russelheim. They were later re-interred in Reichswald Forest War Cemetery, Kleve, Nord Rhein-Westphalia, Germany. Thomas was re-interred in grave 1.D.7.

Ronald William Holmes 1921 – 1943.

Royal Air Force Volunteer Reserve, 166 Squadron.

Ronald W Holmes was born in Liverpool on 10th September 1921. The birth was registered in West Derby registration district. His parents were William Holmes and Catherine A Holmes (*née* McFarlane) of Wallasey who were married on the Wirral. Ronald started attending the Liverpool Institute in 1935 and left sometime after taking his school certificate examinations in 1938.

His RAFVR service number, 1530766, was issued at RAF Padgate, Warrington, sometime between April and November 1941. By 1943 Ronald had attained the rank of sergeant and was an air bomber in 166 Squadron.

In August 1943, 166 Squadron was engaged in "Gardening" operations – the dropping of mines - in the coastal waters of Germany and enemy-held countries. The mines were laid in mine fields in channels that had been swept clear by the enemy. German counter-measures involved night fighters, shore based anti aircraft guns, flak ships positioned to protect the swept channels with Anti Aircraft weapons, and, *sperrbrecher* - combination minesweepers and flak ships that were more heavily armed than the flak ships.

Standing orders for "Gardening" crews were that no mines were to be dropped outside the swept channels. To achieve this, mines had to be dropped from low level (1500 ft), along routes that were predictable to the Germans. As a consequence, losses were high and many aircrews were lost over open sea and have no known grave.

On 27th August 1943 Ronald William Holmes was part of the crew of Wellington HE901 AS-Q, piloted by Warrant Officer J A C Newman when it left Kirmington at 19:37hrs to lay mines in French coastal waters. HE901 AS-Q crashed, presumably shot down, in the target area. The body of one crewmember Sgt K B Phillips RAAF, was eventually recovered and is buried in Cherbourg Old Communal Cemetery. Ronald and the other members of the crew were never found. They are commemorated on Panel 153 of the Runnymede Memorial.

Another Liobian, Charles Neville Hammond DFC, also served in 166 Squadron and died two months after Ronald William Holmes.

John Bethell Hughes, 1920 – 1941.

Royal Air Force Volunteer Reserve, 109 Squadron.

John Bethell Hughes was born in Liverpool on 4th September 1920. His parents, John G Hughes and Edith Hughes (*née* Bethell), registered his birth in West Derby registration district. John attended the Liverpool Institute from 1931 to 1934. His RAFVR service number, 1266724, is part of a block of numbers allocated across three recruit reception centres: Uxbridge, Gloucester and Penarth, between May 1940 and November 1941.

By 1941 John had attained the rank of sergeant and was a pilot in 109 Squadron, which operated a variety of aircraft in its main task of identifying German radio beams and developing methods to jam them. Its secondary role at that time was to develop wireless and radar navigation aids for Bomber Command, work which lead ultimately to the use and deployment of a "blind bombing" system called "Oboe" used by Pathfinders to mark targets for bombers following behind.

In November 1941 John was pilot of a Wellington that was part of a hastily formed detachment of six Wellingtons from 109 Squadron that were fitted with radio jamming equipment and deployed over the Western Desert with the task of attempting to jam German and Italian tank radio communications during Operation Crusader (the operation to relieve Tobruk, 18th Nov – 30th Dec 1941). Their operations commenced on 20th November. Casualties were high, and by 25th November the detachment was reduced to one serviceable and two damaged Wellingtons, so operations ceased and the unit was disbanded. John died on 22nd November.

Chris Shores in "*Fighters Over the Desert*" records the brief history of the Squadron 109 detachment in Libya: "*The squadron [detachment] had been ready by the end of October [1941], and flew their first mission on 20th November. On 21st, operating in the Fort Capuzzo [an Italian fort just west of the Egypt-Libya border] area, they were attacked by three fighters, one Wellington being lost and one damaged beyond repair. This latter probably crash landed. That night two more were badly damaged on the ground at a forward landing ground during a bombing raid.*"

And for 22nd November 1941:

"*In a fight in the Bir el Gobi-Gazala area, II/JG 27 [a German fighter squadron] claimed a Wellington - 109 Squadron lost one aircraft over the El Adem area*, and a second was damaged, nine enemy fighters being reported to have attacked. The damaged aircraft evaded the fighters and continued its patrol.*"

*The Wellington lost over El Adem was almost certainly that in which John Bethell Hughes was flying.

A Log Book and detailed diary belonging to a 109 Squadron pilot from this detachment mentions a Pilot Officer Hughes shot down on 22nd November 1941:

"*Our squadron got into action day before yesterday. When we arrived at the advanced base yesterday morning [i.e. 21st Nov] the boys who had been up the previous afternoon said it was easy, nothing to it. During the day P/O Hughes (Niagara Falls NY**) was shot down" ... "No fighter escort, we go up alone and stage around the same area for two hours asking for trouble, just a suicide squadron..."*

**This reference to P/O Hughes (Niagara Falls NY) is probably a reference to Pilot Officer Orval Benjamin Hughes from the same detachment, who was shot down on 20th November.

On 26th November the diary records:

" *Nicholson and his crew were lost on the 24th. Johnny Hughes, second pilot trained at Moose Jaw*. Keogh Canuck rear gunner was from Toronto. Observer was P/O Jeffries an Aussie about to become an F/O. Forrest the wireless operator had been flying since the beginning of the war. He was a darned good chap...*"

It appears that the diarist may have confused the losses of two different Hugheses, because the Commonwealth War Graves Commission records that John Orbell Hughes and his crew, EA Forrest (WO/air gunner), W A Keogh (air gunner), R E Nicholson (pilot), and John Orbell Hughes (2nd pilot) died on 22nd November and are buried at Knightsbridge War Cemetery, Acroma. They also indicate that the sixth fatality was D Sidebottom (WO/air gunner) and makes no mention of R J D ("Butch") Jeffries, RAAF as part of the crew. Jeffries lived long enough to gain his rank of flying officer, but was missing in action over Tmimi, Libya three weeks later, on 12th December, while flying with 112 Squadron. He may have been scheduled to fly with Nicholson's crew on 22nd November but may have been replaced by Sidebottom for some reason.

Later the diary records: *March 8, 1942: "... Nicholson's plane has been found with six bodies".* One of these must have been John Orbell Hughes.

John is buried in grave 1.D.17 in the Knightsbridge War Cemetery in, Acroma, 25 km west of Tobruk in Libya.

* In 1940 the airfield at Moose Jaw, Saskatchewan was expanded and established as RCAF Station Moose Jaw at which the RCAF could train pilots under the British Commonwealth Air Training Plan. The airfield's great asset was a high number of cloudless days per year.

Kenneth Hughes 1919 – 1993?

Royal Air Force



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Kenneth Hughes was born on 15th December 1919. He entered the Liverpool Institute in form 3P in 1931 and eventually went into the science stream. A keen sportsman, he was a member of the school's 1st XI cricket team in 1936 and was awarded school Half-Colours for cricket the same year. He also boxed. The school magazine reports his bout in a competition that took place on 9th March 1937 in front of 500 spectators in the school hall:

"The bout between Price, G.S, and Hughes, K., was a thrilling affair, with much "claret" being spilt and it very correctly ended in a draw."

He obtained his School Certificate in the 1935/36 school year.

By 1940 he had joined the RAF as an Aircraftman 2, rose to the rank of sergeant and served as a flight engineer. On 3rd January 1944 the Liverpool Evening Express reported "*Sergeant Kenneth Hughes, RAF (24) of 11 March Road Tuebrook, Liverpool, reported missing, is an old boy of Liverpool Institute.*"

On 31st January 1945 the same newspaper recorded:

“Flight Engineer Kenneth Hughes (24), RAF., of 11 March Road Anfield Liverpool, previously recorded missing, now reported prisoner of war in Germany. He is an old boy of Liverpool Institute.”

Sergeant Kenneth Hughes (service number 1457564) was present on the roll for Stalag 3 (A) at Luckenwalde, about 50 km south of Berlin, when it was liberated in May 1945. The Russians reached the camp on 22nd April 1945, and the German camp guards deserted, but German army units in the area continued to fight the Russians. Despite this, many prisoners left the camp to walk 25 miles to the American Lines. On May 4th the Americans reached the camp, but the Russians refused to allow them to evacuate the prisoners and posted guards on the camp. They were holding the prisoners hostage because “The Allies were unjustly attempting to retain Russian soldiers captured in Normandy fighting for the Germans” (these prisoners were later returned to the Russians who executed them). The Americans managed to free some of the prisoners, but it took a month before the Russians allowed the rest of the prisoners to be liberated. Kenneth was on the list of those still in the camp on 8th May.

The General Records Office records the death of a Kenneth Hughes (DoB 15th December 1919) in Sefton in 1993.

Ronald George Hughes, 1928 – 1941

Schoolboy, Civilian.

Ronald George Hughes’s birth was registered in the 3rd quarter of 1928 in Liverpool registration district. He was aged 12 and in his second year at the Liverpool Institute when he died on 9th January 1941.

In September 1939 plans to evacuate school children from Liverpool were implemented. Some pupils of the Liverpool Institute were evacuated to Bangor, North Wales, where the school set up a satellite school that shared classrooms with a host school, the Institute boys using them in the morning and the host school using them in the afternoon.

The first air raid on Merseyside was on 7th August 1940 when Birkenhead was hit by German bombers, but despite this some evacuated children returned home.

On 28th August a larger force (160 bombers) attacked the Liverpool docks. Large air raids continued regularly over the next four months reaching a peak with “The Christmas Blitz”, a three-day bombardment at the end of December. January 1941 started quietly with a few incidents that caused no loss of life, but a larger raid on 9th January damaged the docks and hit Everton and south Liverpool. It is not known whether Ronald had been evacuated or not, but he was at home at 13 Chillingham St., Dingle the day of the raid. The house received a direct hit and Ronald died with his parents, Albert George Hughes, aged 45, and Elsie Mary Hughes (*née* Mackie), aged 43. His sisters, Audrey (17) and Irene (20) were also killed.

After this there was a five-week lull before raids restarted.

The family were buried together in grave O/117 in the non-consecrated (i.e. Non C of E) section of Toxteth Park Cemetery on 14th January 1941.

Robert Edward George Hutchison, 1918 – 1943

Royal Air Force Volunteer Reserve 618 (Dambuster) Squadron



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Robert Edward George Hutchison was born in Toxteth Park, Liverpool, on 26th April 1918. His Parents were Robert George Hutchison and Ada Louisa Hutchison (Née Hughes). He entered the Liverpool Institute in 1930 and left in 1935.

After leaving school he joined the principle accountant's office of the Mersey Docks and Harbour board. He enlisted in the RAFVR (service number 977611) at RAF Padgate recruit reception and initial training centre, Warrington on 6th January 1940 and trained as a wireless operator/air gunner. On 8th December 1941 he joined 106 Squadron at Coningsby in Lincolnshire and on 20th April 1942 he was promoted to pilot officer (service number 120854) In August he became the wireless operator for Guy Gibson's crew in 106 Squadron and stayed in the crew for 16 operations. In February 1943 he completed a Tour of 30 missions and was awarded the DFC. The citation reads:

"Pilot Officer Robert Edward George HUTCHISON (120854), Royal Air Force Volunteer Reserve, No. 106 Squadron. This officer has flown on numerous operational sorties, including attacks on the majority of the enemy's most heavily defended targets; he also participated in daylight raids on Danzig, Le Creusot and Milan. One night in January 1943, he was detailed to attack Berlin. On the outward journey the electrical circuits in the mid- upper turret of his aircraft failed. With skill and determination Pilot Officer Hutchison repaired the defect although owing to the intense cold he was nearly unconscious by the time the repair was finished. At all times this officer has set an out- standing example of courageous devotion to duty which has been an inspiration to his squadron."

When Guy Gibson was asked to set up a new squadron (617 Squadron) he asked Robert to come with him. Gibson was a hard taskmaster, but Robert and he appear to have got on and he accepted the offer. In his book *"Enemy Coast Ahead"*, Gibson describes Robert as *"one of those grand little Englishmen who have the guts of a horse."*

On 20th April 1943 Robert was promoted to flight lieutenant and on 17th May 1943 he was part of Guy Gibson's crew in Lancaster AJ-G ('George') in the Dambuster attack on the Möhne Dam. On 28th May 1943 he was awarded a Bar to his DFC ('immediate' award) for his part in the mission. Each of the crew received two citations, a personal one and a joint one. The joint one read:

"Joint Citation for the Dam Busters raid on the Moehne, Eder and Scorp Dams in Germany on the night of 16 May 1943, with the award of DFC to the then PO Spafford, the award of DSO to Flt Lt D J Shannon, (RAAF) and to PO L G Knight (RAAF), a bar to DFC's to Flt Lt R C Hay and Flt Lt J F Leggo (RAAF), the DFC to PO C L Howard, RAAF, and the DFM to Flt Sgt T D Simpson, RAAF. On the night of 16th May 1943, a force of Lancaster bombers was detailed to attack the Moehne, Eder and Scorp dams in Germany. The operation was one of great difficulty and hazard, demanding a high degree of skill and courage and close cooperation between the crews of the aircraft engaged. Nevertheless, a telling blow was struck at the enemy by the successful breaching of the Moehne and Eder dams. This outstanding success reflects the greatest credit on the efforts of the above personnel who participated in the operation in the various capacities as members of aircraft crews."

After Gibson left 617 Squadron Robert stayed on and became wireless operator for the new CO, George Holden. On 15th September 1943 George Holden, Robert and all their crew were one of the crews of 617 Squadron that were tasked with a low-level raid on the Dortmund-Ems Kanal. The canal, 160 miles long, was vital to the Germans in moving arms

from their munitions factories to Ems from where they were transferred to the Eastern Front. In places the canal ran along embankments; if these could be broken, the canal could be rendered useless.

The attack was delivered on embankments near Ladbergen from a height of 150 feet. The canal was heavily protected by anti aircraft guns and the weather was misty in such a way as to hamper the aircraft without hampering the anti aircraft defences. Holden's aircraft was hit and crashed killing all the crew. Their bodies were buried locally, but were later re-interred in the Reichswald Forest War Cemetery in collective grave 16.B.13-16. Four of this crew had accompanied Guy Gibson VC on the Dambuster Raid – probably making this is the most highly decorated crew lost in a single aircraft.

The canal was not seriously damaged till September 1944. The damage it received then was not repaired till after the war ended.

John Reginald Jackson 1917 – 1941.

Royal Air Force Volunteer Reserve.

John Reginald Jackson was born in Toxteth Park, Liverpool on 20th March 1917. His parents were Alfred Jackson, an electrician, Chandler and ironmonger in Granby Street, Liverpool, and Maude Mary Jackson (*née* Meadway), who was an assistant to her husband in his business. They were married at All Saints, Liverpool in 1910 and were living in Childwall Valley Road at the time of John's death. John started attending the Liverpool Institute in 1926 shortly after his ninth birthday and left the school in 1933.

On joining the RAFVR John was given the service number 950597, issued by RAF Cardington (Bedfordshire) recruit reception, training and assessment centre between September 1939 and April 1940. Cardington was the home of No1 General Service Training School (for ground trades). John trained as an electrical engineer and by 1942 he had attained the rank of sergeant.

John died at Haymeads Hospital, Bishop's Stortford (now the Essex and Herts Hospital) on 27th October 1941 from multiple injuries resulting from a flying accident "during war operations". No details of his unit or the circumstances or precise date of the accident were given on his death certificate. In 1941 there were airfields at RAF Sawbridgeworth and RAF North Weald about 6 and 17 miles, respectively, from Bishop's Stortford.

John is buried at Allerton Cemetery, Liverpool in Section 6, (C of E) grave 192.

Arthur Sidney Jones, DPA, 1908 - 1944

No. 1 (Observers) Advanced Flying Unit, Royal Air Force Volunteer Reserve.

Arthur was born at 11 Blythswood Street, Aigburth, Liverpool, in 1908 and was baptised on 17th Jun 1908 at St. Michael in the Hamlet, Aigburth. His father was John Elias Jones, a sanitary inspector who was born in Wrexham and worked for Liverpool Corporation. His mother was Elizabeth Alice Jones (*née* Pilkington), born in Bootle. In 1911 Arthur Sidney Jones (aged 3) and his parents were still living at 11 Blythswood Street. Arthur's name appears on the Liverpool Institute War Memorial, but his years of attendance pre-date the school roll in the earliest Green Book.

After leaving school Arthur became a local government officer and obtained a Diploma of Public Administration.

Arthur joined the Royal Air Force Volunteer Reserve at RAF Padgate and was given the service number, 1685881, which was part of a block issued to recruits at RAF Padgate, Warrington between Nov 1941 and Jun 1942. He attained the rank of sergeant before his death.

Arthur died of tubercular meningitis on 22nd June 1944 at the RAF General Hospital at Locknaw, Lewalt while attending No.1 (Observer) Advanced Flying Unit at Wigtown. He is buried in Allerton Cemetery Section 9 (General) grave 920.

Frank Kelly, 1925 – 1945.

Royal Armoured Corps, Nottinghamshire Yeomanry

267 Forward Delivery Squadron.

Frank Kelly was born on 16th Sept 1925. He was the only child of Michael Kelly and Florence Annie Kelly of Liverpool. Frank entered the Liverpool Institute in 1937 and left sometime after the last pre-war school roll in the 1938 Green Book.

Frank was a trooper, service number 14669074, in the Nottinghamshire Yeomanry, Royal Armoured Corps, serving with 267 Forward Delivery Squadron, Royal Armoured Corps.

The Nottinghamshire Yeomanry (Sherwood Rangers) was an armoured regiment serving with the 8th Armoured Brigade, but 267 Forward Delivery Squadron was in the 34th Armoured Brigade, an Independent Brigade. Possibly Frank was attached to 267 Forward Delivery Squadron but was still counted on the strength of the Nottinghamshire Yeomanry.

The task of forward delivery squadrons was the complex one of helping to keep the front line armoured units equipped with armour. They returned tanks repaired at brigade workshops to the battlefield, and also delivered new and reworked tanks and replacement crews from the Army or Corps Delivery Squadrons and the Armoured Reinforcement Unit of the Armoured Replacement Group. The forward squadrons were also equipped to maintain and service the vehicles themselves and to train the crews.

Each brigade in an armoured division was supported by a forward delivery squadron that was close enough to the front for the vehicles to be delivered (or collected) under their own power. Thus an armoured fighting vehicle ought to reach its user unit fully operational, fully equipped, fully crewed and fully loaded with fuel and ammunition.

The 34th Armoured Brigade arrived in Normandy on D-Day+10. Among its subsequent actions was the Battle of the Reichswald Forest in February 1945, in which it provided armoured support to infantry units. The brigade's forward delivery squadron would have been kept very busy - the appalling ground conditions caused more damage to the brigade's tanks than did the enemy. The squadron's active service ended with the successful Rhine crossings in April 1945.

Trooper Kelly was "killed by misadventure" on 14th July 1945, some six weeks after hostilities in Europe ceased. At that time the 34th Armoured Brigade was employed in cleaning up the battlefield under the expert supervision of No. 7 Enemy Ammunition Depot Control Unit (Mobile Section) who showed the brigade "*how to dispose of vast quantities of every type of ammunition with reasonable safety, and to ensure that we didn't do more damage to the countryside than had been done in war.*" It is quite likely that the "misadventure" was connected with the battlefield clean up.

Frank is buried in Reichswald Forest War Cemetery grave 61.B.10.

Robert William Ronald Kerruish, 1921 - 1941

Royal Air Force Volunteer Reserve, 115 Squadron

Robert was born in Toxteth Park on 20th December 1921, the only son of William Thomas Kerruish and Gertrude Kerruish (*née* Lee) of Tarleton. He entered the Liverpool Institute in 1933 after winning the Margaret Bryce Scholarship and left in 1938 having passed his School Certificate in the school year 1936/37. After leaving school he joined the office staff of the Liverpool Education Committee.

He joined the RAFVR at RAF Padgate, Warrington early in the period September 1939 to April 1941 and was given the service number 966033. By April 1941 he had attained the rank of sergeant and was an air gunner serving in 115 Squadron, which flew Wellington bombers from RAF Marham in Norfolk.

On 22nd April 1941 Robert was rear gunner in the crew of Wellington T2560 KO-E which took off from Marham at 20:04hrs as part of a force tasked with a bombing attack on the battlecruisers *Scharnhorst* and *Gneisau* which had put in at Brest after a successful raid in the Atlantic, and were now the subject of continuous (and so far unsuccessful) raids by the RAF.

On the return journey, T2560 was instructed to land at RAF Abingdon due to bad weather at Marham (the other Marham aircraft had to divert to other airfields as well). On searching for Abingdon, the aircraft descended to a height which should have been safe, however, the aircraft's altimeter was 200 feet out (early altimeters were notoriously unreliable) and the Wellington hit the top of Liddington Hill, two miles east of Chisledon, and four miles south-south-east of Swindon, killing the Co-pilot, Sergeant Francis Elliot Shaw, who was on his first operational flight with the crew. Robert Kerruish was injured, but survived. No details of his injuries have been found, but by July he was back in action.

Robert died on the night of 6th/7th July 1941 when he was the rear gunner in Wellington X9672, flown by Sergeant Bruce Berney*, which was part of a force of Wellington and Whitley Bombers tasked with a raid on Dortmund and Munster. Martin W Bowman describes on page 102 of his book "*The Wellington Bomber*" (Pen and Sword Books Ltd ISBN 9781783831760) how Messerschmitt Bf 110 night fighters attacked the force on its way to the target and how "*Wellington X9672 was hard pressed during the combat and Sergeant Barney [sic*] could not shake off his attacker and he had to jettison his bombs and return to base. During this combat rear gunner, Sergeant Robert William Ronald Kerruish, was killed.*"

On reaching England, X9672 crashed between North Walsham and Stalham in Norfolk, but no further casualties occurred. The crash report reads '*ran out of fuel*'.

Robert is buried in St Mary's Churchyard at Tarleton near his parents' home. The Director of Education, the Deputy Director and Robert's colleagues on the staff of the Education Committee were represented at the funeral.

Robert's crewmates were convinced that Robert had saved their lives during the combat with the Me110. They wrote a letter to that effect to his parents, which the Rector of St. Mary's Church, published in the parish newsletter:

"July 29th 1941

My Dear lads,

No letter of mine could speak more eloquently or be anything like such a source of inspiration, as the following tribute paid by his comrades to the gallantry of young Ronald Kerruish. I therefore give it in full:

Sergeants mess R.A.F 9/7/41'

Dear Mr. and Mrs Kerruish. As members of your son's crew we should like to pay tribute to the part he played in his last moments. He successfully silenced the guns of the enemy aircraft and so forced him to give up the fight. Though we were followed for some little time at close range we were not again fired at so finally escaped. We feel certain that it was due to his gallant and cool action that we escaped further casualty, and that in giving his life he saved ours. In deep and sincerest sympathy from the members of his crew who were his friends, BRUCE BARNEY [sic], NEIL COOKE, E.E. LEWIS, J. MCKAY, J.H. WHITE."*

E E Lewis had been one of Robert's crewmates in his previous crash. Having walked away from two crashes he got the nickname "Lucky".

*The squadron's Operational Record Book uses the spelling 'Berney'. Elsewhere it is spelt 'Barney'.

Edgar John Jex Killham, 1922 – 1942.

Royal Air Force Volunteer Reserve, 408 (RCAF) Squadron.

Edgar John Jex Killham was born on the Wirral on 25th October 1922. The birth was registered in Birkenhead. He was the son of George Edward and Amy Lilian (*née* Jex) Killham born in Rock Ferry. The couple married in 1917 and the marriage was registered in Birkenhead. Edgar started attending the Liverpool Institute in the 1936/37 school year. In his first year at school he was in Form 5x and won the form prize jointly with classmate Jonathan Victor William Tuson who was also to die in the forthcoming war. Edgar passed his School Certificate in July 1938. In the 1939 Register his parents were shown as living at 55 Ashton Street in Liverpool, but Edgar was not present.

On enlisting in the RAVR Edgar was given the Service number 1000270, which was part of a block issued to recruits at RAF Padgate, Warrington between September 1939 and April 1941.

By 1942 he had attained the rank of sergeant and was serving as wireless operator/ air gunner in 408 (RCAF) Squadron. The squadron was formed in June 1941 and was the second of many Royal Canadian Air Force squadrons to serve abroad. During Edgar's time with the squadron it was flying Handley Page Hamden bombers.

On 8th May 1942 Edgar was the wireless operator/air gunner, and only non-Canadian crewmember, of Handley Page Hamden bomber AE297 EQ-F of 408 (RCAF) Squadron, which was shot down in a raid on the Heinkel aircraft factory

at Warnemunde. All the crew were killed and are buried in the Berlin 1939-45 War Cemetery in collective grave 8.A 16-32.

Edward Lazarus Levy, 1916 – 1943.

5th Regiment of Royal Horse Artillery



Edward Lazarus Levy entered the Liverpool Institute in 1925 and left in the 1932/33 school year. He was born in Liverpool on 18th March 1916. The birth was registered in Liverpool's West Derby registration district. He was the son of Simon Levy and Esther (*née* Myers), whose families were long-established members of the Liverpool Jewish community (although they had moved to Hoylake by the time of Edward's death). His father had run what is thought to have been the first all-night pharmacy in Liverpool.

Edward married Rebecca (*née* Abrahams) at Princes Road Synagogue on 4th November 1941 and they lived in Southport, where her family had settled. His business is believed to have been in buttons and trimmings. He was secretary of the Liverpool Orthodox Hebrew Congregation *cheder* (school) for several years, although his full-time career pre-war is not known.

Gunner Edward Lazarus (service number 987724) enlisted in the newly formed 5th Regiment Royal Horse Artillery in 1939. In 1940 it was part of the British Expeditionary Force in France. After being evacuated from Dunkirk it briefly joined the Home Forces before being transferred to the 8th Armoured Division. In May 1942 the division was dispatched to Egypt. Once there the regiment was put under command of the 8th Armoured Brigade in the 10th Armoured Division. In November the brigade was transferred to the 7th Armoured Division ("The Desert Rats").

The regiment took part in both Battles of El Alamein in 1942 (July and October/November). In early 1943 the 7th Armoured Division and its 8th Armoured Brigade, and other elements of the British 8th Army, having defeated Rommel's *Afrika Korps* and the 10th Italian Army at the Second Battle of El Alamein in November 1942, were pursuing them west along the North African Coast towards Tripoli. To cover its retreat, the Axis army set up a defensive line between Buerat and Bungem, about 310 km east of Tripoli. On 15th January, the day of Edward's death, units of the 7th Armoured Division led by the 8th Armoured Brigade launched an attack on the Axis-held Buerat-Bungem line and there was stiff fighting until the enemy withdrew to the first of a series of prepared rear-guard positions at Wadi Zem-Zem where anti-tank guns and tanks dug in on a reverse slope inflicted heavy casualties on the 8th Armoured Brigade. German resistance declined as the day wore on and by daylight on 16th January the enemy were retiring. It seems likely that Edward died during the initial assault on the line or at the action with the Axis rearguard at Wadi Zem-Zem. The 8th Army took Tripoli on 23rd January 1943.

Edward is buried in the Tripoli War Cemetery in grave 7. G. 4.

Samuel E Lewis 1920 -?

Liverpool Scottish?

Samuel E Lewis was born on 26th March 1920. His birth was registered in Birkenhead. He attended the Liverpool Institute from 1929 to 1937. His parents, George Lewis, a ship's riveter, and Mary Anne Lewis (*née* Regan), were married at St Paul's in Birkenhead in 1903. In 1911 George and Mary Anne were living in Oliver Street, Birkenhead. In the 1939 Register Mary Anne was shown as a widow living with a son, George, at 59 Claughton Road Birkenhead. Samuel was not present.

At school Samuel won Full Colours for football in 1936 and received the following critique:

"S.E LEWIS (Inside-left). – A fast, forceful player with a powerful but sometimes lofted shot, He has been a willing worker and forager. With more practice heading and a realisation of the value of the cross-field pass which he has the strength and accuracy to use, he will be a great danger to any defence."

Match reports confirm Samuel's forceful play, his ability to score goals and his versatility, though on occasion he did starve his outside left, possibly due to the instincts of what that we would call today a Striker.

He was also an enthusiastic member of the school's Officer Training Corps. Appointed as lance corporal on 5th Aug 1935, he won the Most Efficient NCO award in 1936, gained his Certificate A and was promoted to company sergeant major in 1937. That same year he received a "mention in dispatches" in the school magazine following a very good result of an inspection of the Corps just prior to his leaving school: *"This year has been one of the most successful of recent years. The recruits have come through at a noteworthy standard and have added greatly to the year's success. The inspection (under the new system) was very good. It made everyone work, even the CSM, S. E. Lewis, who is to be congratulated on his solution to a difficult problem in such a precarious position. We have now said goodbye to Lewis and wish him every success in the future."*

In February 1940 the school magazine reported that S E Lewis had joined the Liverpool Scottish Battalion of the King's (Liverpool) Regiment, but it reported in 1941 that his rank and unit were unknown. S E Lewis is commemorated on the school war memorial, but no S E Lewis has been found in the Commonwealth War Graves Commission records and no other evidence has been found of his death or his service.

Nathan Max, 1924 – 1944.

Royal Air Force Volunteer Reserve, 178 Squadron.



Nathan Max does not appear on the school war memorial, though he was a pupil of the school and was killed in World War 2.

Nathan was born on 27th June 1924 in Liverpool, the youngest son of Alter Max and Rachel (*née* Sheinberg). Rachel died when Nathan was four years old. His father remarried and was living at 173 Duke Street at the time of Nathan's death.

Nathan entered the Liverpool Institute in 1935 and was still on the last pre-war school roll in the 1938 Green Book. On joining the RAFVR he was given the service number 1399578, which was issued at Euston sometime between August 1940 and December 1941. Nathan served as an air gunner with 178 Squadron, which was formed in Egypt in January 1943 and operated in support of the Allied armies as they advanced through Libya.

In January 1944 Nathan flew five missions from the squadron's base at El Adam, Libya, to attack harbour installations at the German-held Greek ports of Khalkis and Piraeus, and to mine their harbours. He carried out two more similar attacks in February before the squadron moved to Celeone in Italy on 1st March 1944 and started attacking targets in Italy and the Balkans.

Nathan died on the night of 18th /19th March 1944. The squadron's operational order for the mission in which he died stated:

"As a direct result of the attacks on SOFIA it is believed that PLOVDIV is now replacing the Bulgarian capital as the centre of government. The Main BELGRADE-SOFIA-ISTANBUL railway also passes through the town and the Marshalling Yards are very active..."

Then followed a number of objectives:

"...to cut the main railway line, to destroy repair facilities and rolling stock in the Marshalling Yards at PLOVDIV and to remind the Bulgars that they cannot escape the consequences of their pro-axis policy."

Nathan Max's B-24 Liberator EV 812 F, piloted by Warrant Officer Ells, took off from Celeone and headed for Plovdiv at about 19:30hrs on 18th March but failed to return. The crew was listed as missing, and when nothing was heard of them for nearly a year they were presumed dead. They are commemorated on the Malta Memorial at Floriana, Valletta. Nathan's name is on Panel 15, Col. 1. The memorial commemorates nearly 2300 airmen who flew missions from Southern Europe and North Africa and have no known grave.

Shortly after Nathan's death, John Brian Baskerville joined the squadron and was killed about a month later.

Malcolm McCallum, 1901 – 1942.

6th Heavy Anti Aircraft Regiment, Royal Artillery

Malcolm was born in Bootle, Liverpool on 19th December 1901, the son of Alfred McCallum, an engine fitter, and Jane McCallum (*née* Parry). In 1911 he was living with his parents, sister Doris, and grandparents at 101 Church Street, Ellesmere Port. Malcolm's years at school pre-date the earliest Green Book school rolls, but he probably entered school in about 1912.

Prior to the outbreak of war Malcolm was a timber broker and agent with Duncan Ewing and Co., Liverpool, and travelled in Sweden and Finland in connection with his business. He later joined a London firm with a view to partnership. On the outbreak of war he joined the London Scottish and in February 1940 he was a gunner in the 3rd Battalion, which had by then converted to an anti aircraft artillery regiment and was defending London. In November he graduated from the 123rd or 124th Officer Cadet Training Unit and was commissioned as a 2nd lieutenant (service number 156926). By 1942 he had risen to the rank of lieutenant and was serving with the 6th Heavy Anti Aircraft Regiment.

After Malcolm joined the regiment it was posted to Iraq, but while it was in transit it was diverted to the Far East. Unfortunately its guns carried on to Iraq! The regiment arrived in Singapore in January 1942. There it re-equipped and

left No. 3 Battery to defend Singapore while, at the request of the Dutch, No.12 and No.15 Batteries went on to Sumatra in the Netherlands East Indies (now Indonesia) to defend the airfield and Dutch Shell oil terminal at Palembang.

On 13th February the Japanese attacked Sumatra. They launched a seaborne invasion and while the Allied air forces were engaged with the approaching Japanese fleet, an airborne landing took place at Palembang (see also “Walter Hale Fairlem”). Both of the regiment’s batteries engaged the air fleet and continued to defend the airfield after Japanese paratroops had landed. The battle of Palembang raged for two days but on 16th February all serviceable Allied aircraft were flown out, and other units were evacuated by train to Oosthaven (now Bandar Lampung). From there the regiment crossed the Sunda Strait to Java and made for its capital, Batavia (now Jakarta), which they reached by 18th February.

Some guns and heavy equipment had been abandoned in the retreat to Java because of frail bridges and ferries en route, so when the unit was deployed to the defence of Kalidjati airfield in West Java one battery acted in an infantry role because of the shortage of AA guns. On 1st March the defenders at the airfield were taken by surprise by a strong Japanese force that had landed with tanks 70 km from the airfield the previous day and had pressed rapidly inland overnight. By 10:00hrs on 1st March 1942 the Japanese had taken the defences of Kalidjati and effectively destroyed the battery that was acting as infantry. Lieutenant Malcolm McCallum avoided injury or capture, but was taken prisoner later when the Dutch finally surrendered Java to the Japanese.

Over the next few weeks the prisoners of war were concentrated in large camps, mainly in the Batavia area. From about October 1942, regular drafts of slave labour were sent from these camps to Japan to work in the coalmines, or to Thailand, via Singapore, to work on the infamous 'Burma' Railway. Malcolm was sent to Japan.

Prisoners were transported to Japan in unmarked merchant ships that were in danger of being sunk by the Allies (and as the war ground on some were). Death by sinking was not the only risk; conditions on board were horrific and many PoWs died of starvation, suffocation or disease. The ships became known as the “Hell Ships”.

Malcolm succumbed to “diarrhoea and exhaustion” (dysentery) on 12th November 1942 during his voyage from Java to Japan on the Hell Ship *Singapore Maru*.

Malcolm is remembered on the Yokahama Cremation Memorial in Japan. 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 (except for 51 who were not identified) are inscribed on panels on the walls of the shrine. Malcolm’s name is on Panel 1.

His death was reported in the Liverpool Evening Express on 3rd December 1945.

Walter Harry McDowell (Harry), 1916 – 1943.

Royal Air Force Volunteer Reserve, 61 Squadron.



Flying Officer
McDowell Photo:
Courtesy Patricia
Townsend.

Walter Harry McDowell was born in Liverpool on 14th October 1916 and came to be called 'Harry'. His birth was registered in Liverpool's West Derby registration district. He was the son of Walter Jameson McDowell and Mary Melville McDowell (*née* Scully). He attended the Liverpool Institute between 1928 and 1935. He took a very active part in school life and demonstrated impressive energy, becoming a member of the Literary and Debating Society, as well as Chairman and Hon. Sec. of the school's branch of the League of Nations Union, the objectives of which were to explain the principles underlying the League of Nations, study international problems and promote the peaceful settlement of international disputes. He also became a member of the school's Officer Training Corps, in which he achieved the rank of corporal and won the Camp Competition Silver Medal. He won Full Colours for cross-country running and was captain of the cross-country team. In 1934 he was house captain for "Hughes" House. He won the F S Milliken Foundation Prize for History in the 1933/34 school year and obtained his Higher School Certificate in the same year.

Harry enlisted in the Army or Royal Marines on 13th April 1937. He transferred to the RAF in 1941, was given the service number 655448 and was sent to No. 47 Air Navigation School, Queenstown, Eastern Cape, South Africa, for his initial training. He attained the rank of sergeant and on 7th June 1942 received a commission as a pilot officer with the service number 122720. He was promoted to flying officer on December 7th. In 1943 he married Noreen E Hooton in South Liverpool.

In 1943 Harry completed his heavy bomber conversion training and was posted as a navigator to 61 Squadron. He flew his first mission, a long-distance raid on Milan, on the night of 14th /15th February 1943. The squadron worked its aircrew very hard, but Harry's energy was up to the task; over the next eight months Harry flew a further 23 missions against targets in German-held France and Germany, including an attack on the German Army V2 Rocket Research Centre at Peenemünde in August. On 22nd October 1943, during his 25th mission, a raid on Kassel, his Lancaster crashed between Uslar and Dinkelhausen. One crewmember, Pilot Officer R.H.Lucas, survived and was interned in a prisoner of war camp, but Walter and the rest of the crew died and are buried in Hannover War cemetery. Walter is in grave 11. A. 11.



Harry in the Army. Photo:
Courtesy Patricia
Townsend.

There is a sequel to Harry's story. In March 1944, Flying Officer Harry McDowell's wife had a daughter, they called her Patricia. Later Mrs McDowell remarried. Patricia grew up not knowing her father, however when she was seven her mother revealed that her real dad had been an RAF Officer, a navigator in a Lancaster bomber and he gave his life for our country during World War 2. Patricia has spent a lifetime trying to get to know as much as possible about her father. She is a member of The 50 and 61 Squadron Association, has claimed her father's medals and attends annual reunions in Lincoln to honour his memory. Patricia has travelled to Hanover War Graves to pay respects at her father's grave alongside the crew of Lancaster ED630 brought down over Germany in October 1943. Her favourite poem is:

POEM FOR A WAR BABY
He has not seen you, he
Who gave you your mortality,
And you so small, how could you guess
His courage and his loveliness?

Yet in my quiet mind I pray
He passed you on the darkling way
His death, your birth, so much the same...
And holding you, breathed once your name.

Gordon Andrew McKenzie, 1917 – 1941.

Royal Air Force Volunteer Reserve, 55 Operational Training Unit.

Gordon Andrew McKenzie was born in Prescot on 30th November 1917, the son of William McKenzie, a bookkeeper, and Beatrice Martha McKenzie (*née* Lott). He started attending the Liverpool Institute in 1929 and took his School Certificate exams in 1934 after which he left school.

On 7th May 1935 Gordon won a clerical post in the Customs and Excise Department after open competition, and on 6th July 1939 he gained an Aero Club Aviator's Certificate (equivalent to a pilot's Licence) for a Gypsy Tiger.

On joining the RAFVR he was given the service number 905025, which was issued at RAF Uxbridge, between September 1939 and May 1940. He trained on Harvards or Oxfords at 20 Flight Training School, obtained his RAF wings on the 8th February 1941, and went on to 55 Operations Training Unit at Usworth, near Sunderland, for training on Hawker Hurricane fighters.

On 23rd March 1941 the training unit reported an accident: "*taxying accident to Master N7778 at Usworth, 905025 Sgt McKenzie, G.A. uninjured.*" On 7th April he had another accident while flying a Hawker Hurricane, serial number N2124. The Operations Record Book of 55 OTU records that he crashed into the sea off Denemouth about 4 miles north of Hartlepool. His body was never recovered. He is recorded on Panel 47 of the Runnymede Memorial and the war memorial at St Peter's Church, Woolton, Liverpool.

The fatal accident report raised by his unit stated that Gordon was undertaking an "*Oxygen climb to 25,000ft*" when he "*dived into the sea from a great height due to becoming unconscious resulting from 1. Failure of oxygen system 2. Incapacity to fly with oxygen aid (invert). MAA – no evidence that equipment was at fault – cause must be assumed to be inexp. +/- or insuff. Instn in the use of oxygen.*"

Frederick Arthur Mellors DFC, 1922 - 1943

Royal Air Force Volunteer Reserve, 111 Squadron.



<http://www.liobians.org>

Frederick Arthur Mellors was born in Liverpool on 3rd March 1922; the birth was registered at West Derby. He was the son of Arthur Baden Mellors and Hilda Mellors (*née* Francis). Frederick started attending the Liverpool Institute in 1934. He won Half Colours for cricket in 1936 and got his Full Colours in 1938. School magazine critiques of his cricketing skills between 1936 and 1938 by a reviewer who appeared to have very high standards carry an undercurrent of frustration:

"Has also borne a large share of the attack but has scarcely improved as much as was hoped. He is young and should grow into a really good bowler but he must realise that a bowler works with his head, body and feet and not only his arms."

And later:

"The mainstay of the bowling. With his build and experience he should be a better batsman than his form indicates."

He left school after passing his School Certificate in 1938.

On enlisting in the RAFVR he was issued with the service number 1237440, part of a block of numbers issued to recruits at RAF Cardington between April 1940 and April 1941. By 1942 he had attained the rank of Leading Aircraftman, and on 20th May 1942 was commissioned as a pilot officer and given service number 125701. Seven months later on 20th November 1942, he was promoted to flying officer in 111 Squadron, a fighter squadron.

In June 1943, the squadron moved from North Africa to Malta to provide support for the invasion of Sicily. On 11th July 1943 Frederick, flying his Spitfire from Safi Airfield (Malta), shot down a Reggiane Re.2001, Falcon Italian fighter aircraft. In September, flying from Falcone Airfield in Sicily, the squadron supported Allied landings on mainland Italy (at Salerno) and Frederick shot down a Dornier 217 German bomber.

By the November 1943, the squadron had moved to Capodichino, Naples and was supporting actions against the German "Winter Line", a series of well-prepared German strong defensive lines built coast to coast across the leg of Italy to hinder the Allied advance to Rome (see Appendix 1 Map 2). On 1st November Frederick flew a sortie as part of the

fighter escort for a bombing raid north of Monte Casino. The sortie was uneventful apart from moderate, but accurate, anti-aircraft fire over the target and all fighters returned safely. Four hours later Frederick died under unexpected circumstances. The squadron's Operations Record book records the following:

"At about 1900hrs there was another attack by enemy aircraft on the town and harbour of Naples, in which we suffered an unfortunate casualty, F/O Freddie (F.A.) Mellors being killed by a 20mm shell which came through the window by which he and others were watching the fireworks. This pilot had a fine record with the squadron and was very popular with all. He was buried on the 2nd November in the burial Ground of the 92nd Hospital overlooking Naples."

The burial ground of the 92nd Hospital is now the Commonwealth War Cemetery Naples. Frederick is buried in grave III.T.13.

On 7th January 1944 "*Flying Officer Frederick Arthur Mellors (125701) Royal Air Force Volunteer Reserve, No. 111 Squadron, (now Deceased)*", was awarded the Distinguished Flying Cross. It is not known if the DFC award was immediate or non-immediate (fighter pilots could be awarded a non immediate DFC for five 'kills').

Clarence Peter Bolde Molyneux 1922 - 1945

Royal Horse Artillery, attached to the Royal Air Force.

Clarence was born on the Wirral on 20th January 1922; the birth was registered at Birkenhead. He was the son of Joseph Henry Molyneux, born in Chester, and Sarah Molyneux (*née* Richardson) of Bury. Joseph was a professional footballer who had become a compositor by the time of his marriage to Sarah in 1914. At the time of Clarence's death his parents were living at Spital. Clarence entered the Liverpool Institute in 1933 and left in the School year 1937/38. He was member of the Literary and Debating Society, giving his maiden speech on 30th November 1936 in a debate entitled "*A Barrister is not justified in Defending a Person he Knows to Be Guilty*" in which he supported barrister.

Clarence enlisted in the Royal Horse Artillery in about 1941 (service number 1141184) and was selected for officer training. He completed his cadetship and was commissioned as 2nd lieutenant (service number 274510) in April 1943.

By Sept 1945 he had attained the rank of lieutenant and, now attached to the Royal Air Force, was training with 43 Operational Training Unit at Larkhill, Wiltshire, to be a pilot-cum-artillery observer for service with an Air Observation Post (AOP) squadron.

AOPs were the result of the army's recognition of the value of having Royal Artillery spotters in the air. The spotters were Royal Artillery Officers attached to the RAF and trained to fly by them. Once trained, the pilot-cum-artillery observers had authority to use their own judgement and to call on fire from artillery units onto any targets they deemed useful or important without going through higher command.

The squadrons themselves were RAF units, but commanded by a Gunner Major (himself a pilot) with an RAF adjutant. The RAF provided the aircraft (Austers by 1945) and the airmen and facilities to maintain them. The Army supplied vehicles, ground radios and soldiers to man them and was in command in the field. AOP squadrons were trained through the School of Army Cooperation, Old Sarum, at its out-station at Larkhill near the Royal Artillery training camp 10 miles north of Salisbury.

Clarence died at Chesterly camp Larkhill on 10th Sept 1945 when he was flying solo in an Auster V, serial number TJ423, of 43 Operations Training Unit, controlling a live artillery shoot. At 500 ft, he turned the aircraft steeply but it spun off the turn and crashed before he could recover it. [*The Price of Peace. Compiled and edited by Colin Cummings. Nimbus Publishing. ISBN 0952661950*].

Two death certificates, both registered in Salisbury in 3rd Qtr of 1945, were issued, one for Clarence P B Molyneux (issued by his CO), the other for Clarence P Bold-Molyneux issued by the Registrar for Salisbury after receiving the certificate from the CO.

Clarence is buried on the Wirral in St Andrew's Churchyard, Bebington near his parents' home.

Alexander Greenlees Muir 1904 - 1941

Royal Navy Reserve



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Alexander is commemorated on the Liverpool Institute Memorial, but his attendance at the Liverpool Institute pre-dates the earliest school records found. He was born on 18th March 1904 at 53 Lyttleton Road, Liverpool and baptised on 11th May 1904 at St Catherine, Liverpool. He is likely to have started attending the school when he was about eleven years old in 1915 and left before 1920 when he joined the Merchant Navy. His Father, Robert Greenlees Muir, was a Master Mariner born in Highbury, London. His mother was Emily Louisa Muir (*née* Fairchild) born in Birkenhead. In 1911 Alexander, aged 7, was living with his mother and siblings at 20 Beverley Road Wavertree. His father was not present – presumably he was at sea.

Alexander joined the Merchant Navy in 1920 and undertook his first voyage as a cadet (Discharge A Number 223240) aboard *MV Dorsetshire* (Bibby Line, Liverpool). He was 5ft 9ins tall with brown eyes, brown hair, a dark complexion and a scar on his right hand. He served on *MV Dorsetshire* till 1st June 1922. In May 1923 he signed onto *SS Hatasu* (Moss Hutchison Line, Liverpool) and served on her till 1925. In June of that year, he obtained a Second Mate's Certificate and In July he signed on with *SS Algerian* (Ellerman and Papayanni Line, Liverpool) as 3rd mate (attaining qualification for a rank did not guarantee employment at that rank). In 1926 he transferred to the Ellerman Wilson Line at Hull. He got his 1st Mate's Certificate on 16th Feb 1927. While at Hull he met Dora Wiles and married her in Sculcoates in 1937.

On 15th April 1940 Alexander was appointed temporary lieutenant in the Royal Navy Reserve; by May 1941 he was serving on *HMS Registan*, a merchant vessel of 6008 tons which been taken under command of the RN in September 1940, given the pennant Number F106 and converted into an Ocean Boarding Vessel (OBV) for use by the Contraband Control Service in enforcing the blockade of Germany. OBVs were used to intercept and board merchant vessels from all nations.

On 27th May 1941 *HMS Registan* was en route from Glasgow to Southampton when she was bombed by German aircraft 18 miles off the Cornish coast, having apparently not obeyed signals to alter course*. The ship caught fire and, badly damaged, she was towed to Falmouth. Twenty of the crew stayed on board to fight the fire; other survivors were taken off by RN destroyers and landed at Milford Haven. In total 63 of the crew were lost. Twelve were buried at sea and the remains of 26 unidentified sailors were buried in five communal graves in the cemetery at Falmouth (see <http://thebignote.com/wp-content/uploads/2012/05/501a.jpg>). Alexander's body might have been among them.

Alexander is commemorated on the Chatham Naval Memorial, Panel 49,3.

* Two Royal Navy Boards of Enquiry were held after the bombing of *HMS Registan*. The first, held on the 2nd June 1941, investigated why *HMS Registan* had not obeyed signals from Naval command to alter course during Tuesday 27th May 1941. It established that she received the signals to make for Milford Haven too late, so the order was then countermanded and she continued on her heading, which took her around Lands End to head up the English Channel towards Southampton. It was later that night that she was bombed.

The second Board of Enquiry on 21st June 1941 was called in response to letter written by a rescued member of the crew. In it he stated that at the time of abandoning ship there had been instances of cowardice and that certain uninjured crewmembers were getting themselves safely off the ship and boarding rescue craft before the injured members of the crew had all been attended to. The Board of Enquiry found no evidence to support this claim and put the content of his letter down to the fact that he had been injured in the head and was still heavily dosed up with morphine.

H. H. Murray 1915 - ?

H H Murray was born on 12th February 1915 and attended the Liverpool Institute from 1924 to 1928. He is commemorated on the school war memorial, but no details of his military career, death or next of kin have yet been found.

William Douglas Murray 1916 -1943

No.2 Company 1st Battalion Irish Guards.

William Douglas Murray was born in the West Derby registration district on 17th July 1916. He was the son of George Joseph Murray and Mary Elizabeth Murray (*née* Ritson). He entered the Liverpool Institute in 1928 and left in 1931. In 1937 William married Edna Worthington in Liverpool.

By 1943 William was a lance serjeant (service number 271764) in No.2 Company of the 1st Battalion, The Irish Guards, which had been based in the UK since its return from the Norwegian Campaign in June 1940. In March 1943 the Battalion was sent to Tunisia, where the Allies had trapped the remnants of the *Afrika Korps* and the Italian 10th Army between the British 8th Army advancing west from Libya and troops that had landed at Morocco and Algeria during Operation Torch and were advancing eastwards.

In Libya the battalion, was deployed to the front line at Medjez-El-Bab On 30th March, less than a fortnight after they arrived, No 2 Company was thrown into action on "Recce Ridge" against an enemy that, as subsequent events showed, could only be beaten by a full battalion with armoured support. The Company was severely mauled and only five men returned after the battle - within a fortnight of arriving in Tunisia the battalion lost a quarter of its strength in this single action. Lance Serjeant Murray was not one of the five who returned.

John Kenneally VC, a sergeant in one of the other companies, and an onlooker, wrote in his book "*The Honour and the Shame*":

"Our No 2 Company (103 officers and men) were ordered to do a probing attack on Recce Ridge. This meant advancing across the valley in the dark, climbing the mined slopes, a quick in-and-out battle on the ridge and then a withdrawal in daylight back across the valley. It looked a sticky job. Suicidal, even.

We had 'stood to' at dusk, and at midnight we watched silently as No 2 Company moved out. The night was clear and we could see the stars but there was little moonlight, We watched and listened intently.

Everything was unusually quiet, except for the occasional illuminating flare that went up, but that was quite normal. Just before 5am the silence was shattered by our own artillery behind us opening up. They laid a heavy barrage on the top of Recce Ridge. The noise was ear splitting and it lasted for about fifteen minutes. When the barrage ended we could hear heavy machine-gun fire and the thumping of grenades.

Firing became intermittent and the artillery put down smoke, presumably to cover the Company's retreat back down the slopes. After the smoke we heard light automatic fire and occasional rifle shots, then nothing. It was daylight now. We watched and waited for No 2 Company to reappear, but they never did. Out of 103, five wounded guardsmen were the only ones to return."

Lieutenant D.G. MADDEN, the Intelligence Officer for the Battalion, submitted this report of the attack:

"The attack was carried out on the orders of higher command with the object of checking the despatch of reinforcements to ROMMEL. Although it proved costly to the Battalion, it is hoped it served its purpose in the higher command's general plan. [This statement was probably as close as he could get to expressing his feelings without being charged for insubordination!] The Company moved off at 0045 hours and at 0530 hours reported that they were in position below the crest of RECCE RIDGE. Soon after Mortar and rifle fire were observed on the face of the ridge and Major BUCKNILL called for artillery support on the Eastern edge of the ridge. This was quickly forthcoming.

At 0600 hours the artillery programme commenced and shortly afterwards the Company crossed the ridge. From then on for the best part of two hours much machine gun fire was heard and large parties of men were seen going up and down the ridge. This could not be understood as the wireless communication had broken down.

Meanwhile Lieutenant McINERNEY and two detachments of mortars had gone out on the left to cover the withdrawal. They were joined by Captain ROYLE, an R.A. F.O.O. who had got back, and who reported that he had seen a section of No. 2 Company being taken prisoner. Otherwise he could furnish no information.

The mortars covered the withdrawal of 5 wounded men (Sergeant DEAZLEY, Sergeant MEARS, McCAFFERTY, and two gunners) and then were ordered to withdraw...

There seems little doubt that the Company fulfilled its task of getting into the gullies on the other side of the crest, this being borne out by Sergeant MEARS, one of the wounded, who returned yesterday.

A German C.S.M. who did not enjoy the proceedings and left at the earliest possible moment reported in at No. 1 Company this morning. He described a confused melee at the top of the hill and apparently was under the impression that we had won the day."

Lance Serjeant Murray is commemorated on Face 13 on the Medjez-El-Bab Memorial in Medjez-El-Bab War Cemetery.

Edward Tudor Owen, MB ChB, FRCS (Edin.), 1910 – 1944.

Royal Air Force Volunteer Reserve, 62 Mobile Field Hospital, India.

Edward Tudor Owen was born in Liverpool, in the West Derby registration district, on 1st February 1910 and entered the Liverpool Institute in 1923. He passed his school Certificate in 1928, won a form certificate and left school the same year. He was the son of a dairyman, Edward Owen born in Denbighshire, and Agnes (*née* Tudor) of Montgomeryshire, who helped in the dairy. Edward and Agnes married in West Derby in 1907, and four years later they were living at 145 Molyneux Road, Liverpool.

On 6th October 1931 Edward started studying medicine at Liverpool University and obtained his MB ChB in 1933. In December 1941 he was awarded a Fellowship by the Royal College of Surgeons in Edinburgh. His medical career before he joined the RAFVR was described in his obituary in a Liverpool (?) newspaper:

"DIED WITH THE RAF

LIVERPOOL SURGEONS FATE IN BURMA

The death from wounds, while serving as a surgeon with the RAF in a forward area of Burma is announced of Squadron Leader E Tudor Owen, RAFVR, son of Edward Owen of knotty Ash, Liverpool, and formerly a well known member of the North Wales Golfing Union. Squadron Leader Owen, who was a fellow of the Royal College of Surgeons, had many local associations. Aged thirty four, he was an old boy of the Liverpool Institute and took his medical degrees at the Liverpool University in 1933, and specialised in surgery, later became FRDS. He had house posts at Walton Hospital and Birkenhead General Hospital before going into general practice at Wrexham.

More recently he held the posts of resident surgeon at the Christie Cancer Hospital and chief assistant surgeon at Manchester Royal Infirmary, and while waiting to enter the RAF he was resident surgical officer at Whiston.

Squadron Leader Owen was a keen golfer, playing down to a handicap of 2.

A similar obituary in the Liverpool Evening Express on 29th March 1944 added that he was a member of the North Wales Golfing Union.

Edward's RAFVR service number was 130119. His attainment of the rank of squadron leader by 1944 is undoubtedly a reflection of his status as a Fellow of the Royal College of Surgeons; most Medical Officers did not progress beyond the rank of flying officer.

In September 1943 Edward went as surgeon with 62 Mobile Field Hospital to India and the unit eventually deployed to Cox's Bazaar in Bengal (now in Bangladesh), part of a large complex of major Allied airfields and navy and army bases at Chittagong for operations in Burma and the South East Asian theatre. The Hospital was put in a valley rife with malaria; Medical Officers frequently went down with malaria, thus the hospital was continually undermanned.

Edward's death certificate states that he died of a gunshot wound at Cox's Bazaar on 17th March 1944.

Mary Mackie in her book *"Wards in the Sky: The RAF's Remarkable Nursing Service"* relates that the unit was planning to move to a less malarious area at Shillong," but" Mary Mackie explains, "before this could happen, the unit's surgeon, suffering from a third bout of malaria in three months killed himself with a bullet through the head."

Edward is buried at Chittagong War Cemetery in grave 1.E.8.

Lawrence Higgin Page, 1918 - 1943

Royal Air Force, 104 Squadron and 81 Operational Training Unit

Lawrence (Laurie) Higgin Page was born in the West Derby registration district of Liverpool on 13th July 1918. He was baptised on 8th August at St Cyprians, Edge Hill. His parents were William Gratwick Page and Sarah Ellen Page (*née* Stopforth) born in Wigan. Lawrence entered the Liverpool Institute in 1930 and won a form certificate in his first

year. He took a prominent part in sports, winning School Colours for football and cricket in 1934. One edition of the school magazine gave this critique of his skills and hinted at a possible injury or illness:

“He was undoubtedly the most brilliant member of the team; his strong and perfectly-timed tackling, superb heading and sure kicking have made him the outstanding figure on the field in every game in which he has played. We all hope that he will have a successful operation and return to his best form next season.”

He left school after obtaining his School Certificate in 1935, but continued to play football for the Liobians FC.

In February 1937 Lawrence enlisted in an anti aircraft regiment, but some time after February 1940 he transferred to the RAF and was given the service number 655526 and was trained as a Pilot. He attained the rank of Sergeant and on 16th December 1941 received a commission and was promoted to a Pilot Officer on probation (emergency) with the new service number 47738. Less than a year later, on 1st October 1942, he was promoted to flying officer (war substantive). That same year he married Vera Marjorie Thomas in Liverpool and was posted to a detachment of 104 Squadron in Kabrit, Egypt where he had the misfortune to write off a Wellington Bomber when he crashed on take off following a burst tyre. The aircraft was later written off and one member of the crew was injured, but Lawrence and the rest of the crew escaped injury.

Lawrence flew over fifty raids on enemy targets, but by the time of his death he was an instructor and was training aircrew on Whitely bombers at 81 Operational Training Unit at RAF Whitchurch Heath, three miles south of Whitchurch in Shropshire.

At 21:39hrs on 13th April 1943, Lawrence took off from Whitchurch Heath for a night navigation exercise. While flying the planned leg over Yorkshire the aircraft’s port engine failed. The pilot feathered it, but later lost control and the aircraft crashed at 23:44hrs about a mile to the northeast of the village of Fridaythorpe on the Yorkshire Wolds killing all on board. The Whitely usually carried a crew of five; there were seven aboard Laurence’s aircraft, so presumably some of the crew positions were doubled-up for training.

Lawrence was buried in Wavertree Holy Trinity Churchyard in grave Number 686 on 20th April. His home address at that time was 34 Lichfield Road.

Richard Denis Waltho Parry, 1915 – 1939.

Merchant Navy



Richard was born on 1st April 1915 in Wallasey; the birth was registered in Birkenhead. His parents were Frederick John Parry and Dorothy Gaunt Parry (*née* Waldo). He entered the Liverpool Institute in Form E in 1923 and left in the 1933/34 school year. On leaving school he served an apprenticeship with Grayson, Rollo and Clover Docks Ltd., Birkenhead.

Richard was half an inch short of 6 feet tall with brown eyes, dark hair and a dark complexion. He was already in the Merchant Navy when war broke out. In October 1939 he was Sixth Engineering Officer (Discharge A Number 1866411) on the *SS Yorkshire* owned by the Bibby Line. At the time of his death his home was in Bebington.

In mid October *SS Yorkshire*, was part of Convoy HG 3 en route from Rangoon to Liverpool with passengers, a general cargo and paraffin wax. On 17th Oct 1939 at 16:31hrs *SS Yorkshire* was about 160 miles west-northwest of Cape Finisterre when she was hit by two stern torpedoes from U-37 and sunk. The master, 24 crewmembers and 33 passengers were lost. 105 crewmembers and 118 passengers were picked up by the American steam merchant Independence Hall and landed at Bordeaux. Richard was among the missing.

He is commemorated on Panel 120 of the Tower Hill Memorial to the men and women of the merchant navy and fishing fleets who died in the war and have no known grave. R D W Parry was awarded the 1939-45 Star, The Atlantic Star and the British War Medal

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Leslie Prendergast, 1921 - 1943.

Royal Air Force Volunteer Reserve, 44 Squadron.

Leslie was born in Caernarvon on 12th June 1921, the son of Harold Prendergast and Margaret Prendergast (*née* Maguire). He started attending the Liverpool Institute in 1933 and left in 1937.

On joining the RAFVR he was given the service number 1127532, which was issued at Padgate, Warrington between September 1939 and April 1941. By 1943 he had attained the rank of Sergeant and on 17th July 1943 he was commissioned as a Pilot Officer with the new service number of 155580.

By August 1943 Leslie was serving as a navigator in 44 Squadron. On 17th August the squadron took part in "Operation Hydra", the bombing of the German Army Research Centre at Peenemünde where V2 rockets were under development. Hydra was the first attack in "Operation Crossbow", an all-out offensive against German V1 and V2 weapons.

Leslie's aircraft, Lancaster bomber DV202 KM-Z, took off at 21:40hrs from Dunholme Lodge in Lincolnshire as part of a force of about six hundred bombers, but failed to return to base.

The raid took place in full moonlight and was delivered in waves. DV202 KM-Z was in the third wave, which was subject to very heavy anti aircraft fire, and many of the forty aircraft lost were in the third wave. After the war a task force failed to find the remains of the aircraft and it was eventually recorded as lost without trace. The crewmembers are commemorated on the Runnymede Memorial on Panel 133.

In 2014 the crashed aircraft was found in Lake Kölpfen near the Peenemünde aerodrome. The loss and discovery of the aircraft has featured in a TV programme and in an article in the Daily Mirror:

<http://www.mirror.co.uk/news/real-life-stories/daughter-finds-raf-hero-fathers-3867314>

Robert Stoddart Preston, 1922 – 1944.

King's (Liverpool) Regiment, attached to 2nd (Airborne) Oxfordshire and Buckinghamshire Light Infantry.



Photo: © John Preston
http://www.unithistories.com/officers/Army_officers_P03.html

Robert was born in Liverpool on 6th January 1922, the elder son of Robert S. Preston and Sarah Preston (*née* Graham). He entered the Liverpool Institute in 1933 and left after passing his School Certificate in July 1938. Robert's brother, John G Preston, also attended the Liverpool Institute (as did their father). Like Robert, John was an officer in the King's Regiment, and after the war he studied Theology at Durham University then went on to become a clergyman in the Liverpool Diocese.

Robert was an active member of the school's Officer Training Corps and reached the rank of sergeant before leaving school. He also enjoyed boxing. In 1938 he was a finalist in the boxing competition at the Officer Training Corps camp in Stensall, Yorkshire. He carried his interest and skill with him into the army, boxing for the regiment when he was an officer in the Oxfordshire and Buckinghamshire Regiment.

In 1943 he married Mavis Gerardine Eileen Smith at St Philip Neri RC Church, Liverpool. Robert and Mavis had a son, Michael, born in 1945.

On leaving school Robert joined the Air Ministry and following open competitive Civil Service exams he gained Clerical Class Certification. He enlisted in the army at Bristol on 23rd June 1941 when he was 19 years 5 months old. He was given the service number 5192751 and was posted to the Gloucestershire Regiment.

After completing infantry training at Number 15 Infantry Training Centre in Gloucester, Robert was deployed to the Gloucestershire Regiment's B Company on 22nd October 1941. During the next eight months he served with E and A Companies successively and was selected for officer training. On 19th June 1942 he was posted to 163 Officer Cadet Training Unit at Heysham Towers, Morecambe and on 17th October 1942, Cadet Preston was commissioned as 2nd

lieutenant (new service number 249188) in the King's (Liverpool) Regiment. He was promoted to lieutenant six months later and posted to the regiment's 5th Battalion.

In mid 1943 the battalion underwent specialist training in Ayrshire in preparation for the Normandy landings. On 6th June 1944 (D-Day) the battalion landed at Sword Beach where they secured the beachhead in the area in front of Hermanville, dug in and set up a defence against counter-attack. The battalion remained in the area of Sword Beach for six weeks, during which time they marked minefields and maintained beach organisation as troops and equipment continued to arrive from England, and directed the new arrivals inland.

In 1944 Robert was detached from the King's (Liverpool) Regiment and attached as a reinforcement officer to the 2nd (Airborne) Battalion, Oxfordshire and Buckinghamshire Light Infantry, which was under command of the 6th Air Landing Brigade in the 6th Airborne Division. He was deployed as commander of B Company's No 14 Platoon at Breville in Normandy on 3rd July. The platoon was renumbered 18 Platoon in October.

Robert spent the next two months with the battalion at various locations in France encountering regular shelling and mortaring, and carrying out patrols against a still highly motivated enemy. One of his earliest patrols, on 6th July, is described in the War Diary of the 6th Air Landing Brigade:

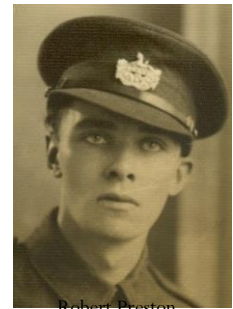
"Patrol report 2 OXF BUCKS. A patrol was sent out at 2300 hrs to find out if there still an enemy post at hedge junc 144744 and to destroy it if it were there. Lt PRESTON took his men within 50 yds of the suspected posn, then himself went forward to within 10 yds where he observed for 30 mins. Hearing no sound he moved into the post but still encountered no enemy although there were three likely posns from which MMG could fire. The patrol then returned at 0355 hrs."

The battalion returned to England on 2nd September, and on the 7th they were granted leave in England. After leave they remained in Essex for intensive training with the prospect of seeing their families over Christmas. The attempted German breakthrough in the Ardennes (the Battle of the Bulge) put an end to that prospect. The battalion was swiftly moved back to Europe. It arrived in Belgium on Christmas Day and was deployed to support American troops and hold the River Maas. Fortunately the Germans ran out of fuel about twenty miles short the battalion's location and their offensive collapsed. Over the next six weeks the battalion remained in Europe pursuing the retreating Germans. It returned to England in February 1945 for training for 'Operation Varsity' an airborne operation to secure a crossing over the River Rhine.

B Company of 2nd Oxfordshire and Buckinghamshire Light Infantry were part of the *Coup de Main* and were assigned the task of landing in gliders and capturing and holding a level crossing and a nearby road bridge over the River Issel in Hamminkeln, about 8 km from the east bank of the Rhine.

The operation was launched on 24th March 1945. Anti aircraft fire over the landing area was heavy; Robert's glider (CN2) was hit and its controls were damaged. With its flaps not working the glider crash-landed at 10:21hrs. Only seven of No. 18 Platoon survived, Robert was not one of them.

Lieutenant Robert Stoddart Preston is buried at the Reichswald Forest Commonwealth War Cemetery, along with many of his comrades. He lies in Grave 35.A.1.



Robert Preston,
Gloucester Regiment.
© John Preston



2nd Lt Preston. King's
(L'pool) Regiment. © John
Preston

William Raymond Puxley 1913 – 1943.

Merchant Navy.

William was born in Liverpool on 15th June 1913 and was christened at Edge Hill on 20th July. His Parents were William Henry Puxley and Annie Mary Maud Puxley (*née* Puxley). He attended the Liverpool Institute between 1925 and 1928.

By 1934 William had joined the Merchant Navy (Discharge A Number R 120319). He was described as 5ft 7.5ins tall with grey eyes, fair hair and a fresh complexion. He was torpedoed twice between 1941 and 1943. He did not survive the second sinking.

On 11th June 1942 William was a deck officer aboard Ellerman & Papaya Line's *SS City of Oxford* sailing from Lisbon to Garston with a cargo of cork and pyrites, when she joined convoy HG 84 sailing from Gibraltar to Liverpool. The convoy was attacked by U-552 west of Cape Finisterre four days later and *SS City of Oxford* was torpedoed and sunk.

One crewman was lost but there were forty-three survivors including William Raymond Puxley. The survivors were picked up and taken to Liverpool. Because William's Discharge Book (the full record of a seaman's career, experience and certification) was reported lost through enemy action he was issued a renewal free.

Within three months of being returned to Liverpool, and apparently none the worse for his experience, William married Kathleen Beatrice Toy, a solicitor's daughter from Chipping Norton, Oxfordshire, and the couple set up home at 10 Calderfield Road, Liverpool 18.

On 6th March 1943 William was 2nd Officer on *SS Oporto*, a merchant ship of 2352 tons owned by Ellerman & Papaya Lines when she left Liverpool carrying a cargo of copper sulphate, seed potatoes, and mail to Seville, Spain, in the 45-ship convoy OS-44. In the early hours of 13th March the convoy was attacked by U-107 about 190 miles west of Cape Finisterre, not far from William's first sinking. One of U-107 torpedoes sank *SS Oporto* and forty-two crewmembers, including William, were lost.

William is commemorated on Panel 76 of the Tower Hill Memorial to the men and women of the merchant navy and fishing fleets who died in the war and have no known grave.

William was awarded the 1939 – 45 War Medal, The 1939-1945 Star and the Atlantic Star.

George Ramsay Reed, 1916 – 1941.

Merchant Navy.

George Ramsay Reed was born on 20th August 1916, the son of George Hoy Reed, a Merchant Seaman born in Jarrow, and Sarah Reed (*née* Ramsay). George Hoy and Sarah married in Toxteth Park in 1914, but their son was born in Lewisham in London. The family was still living in Lewisham, in Chalsey Road, in 1920 but moved to Yorkshire in 1921 before finally moving to Liverpool in 1924. George Ramsay Reed entered Form D in the Liverpool Institute in 1924 and obtained his School Certificate in the school year 1932/33 while in Science Form RSc. He left school that year.

After leaving school George joined the Merchant Navy, and in August 1941 he was 3rd Engineer on *SS Avoceta*, a general cargo and passenger ship of 3,442 tons owned by the Yeoward Line of Liverpool. On 19th August, *SS Avoceta* departed Liverpool with convoy OG-72 and arrived safely at Gibraltar. She then made a round trip from Gibraltar to Lisbon. At Lisbon she embarked dozens of refugees from German-occupied Europe, most of whom were women and children, and took them back to Gibraltar where she embarked survivors from her sister ship, *SS Aquilla*, sunk only days before. With her passengers and a cargo of cork, sacks of mail and some diplomatic bags she left Gibraltar as the commodore's ship in Convoy HG-73 bound for Liverpool.

On 19th September, little more than a day after the convoy left Gibraltar, it was sighted by a Focke Wulf Condor aircraft, and by the 20th a running battle had developed as Italian submarines and German U-boats tried to close with, and destroy, the convoy and its escorts. The battles lasted until 28th September when the Axis submarines had expended all 28 of their torpedoes. By the end of the battle, two U-boats were damaged and one had broken down. Ten ships, including *Avoceta*, were sunk.

SS Avoceta was attacked at 00:31hrs on 26th September when U-203 fired four torpedoes at the convoy, sinking her and another ship. *SS Avoceta* was hit on the port side near the engine room and sank quickly with the loss of 123 passengers and crew. George is recorded as "missing supposed drowned".

George is commemorated on Panel 13 of the Tower Hill Memorial to the men and women of the merchant navy and fishing fleets who died in the war and have no known grave.

At the time of his death his home was at 7 Wyndale Close Liverpool 17.

George Allen Robson, 1915 – 1942.

Royal Air Force Volunteer Reserve, 102 Squadron.

George A Robson was born in West Derby registration district, Liverpool on 19th June 1915. His parents were George Robson and Margaret Robson (*née* Corking). He attended the Liverpool Institute from 1928 to 1933. He was a keen sportsman, winning Half Colours for football, boxing and cricket in 1931. He left the school in the 1932/33 school year. In 1941 he married Barbara Gow in Liverpool.

On enlisting in the RAFVR he was issued with the service number 1002130, which was part of a block of service numbers issued to recruits at Padgate, Warrington between September 1939 and April 1941. He trained as a wireless operator/air gunner and by December 1942 he had attained the rank of Sergeant, and was serving with 102 Squadron.

On 3rd December 1942 George was Wireless Operator/ Air Gunner in Halifax bomber W7913 DY-C, which was part of a 112 strong force of Halifax, Stirling and Wellington Bombers tasked with bombing a target in Frankfurt. W7913 took off from Pocklington at 01:45hrs. At 03:35hrs the aircraft was shot down by a night-fighter and crashed between Resteigne and Grupont (Luxembourg), two small vilages SSW and SSE of Rochefort, Belgium. All the crewmembers were killed. They are buried in Florennes Communal Cemetery in the Namur Belgium; George's grave is number 5 in Row 1.

Kenneth Wyndham Sabin 1915 - 1946

Merchant Navy

Kenneth was born in Toxteth Park on 23rd December 1915. His parents were George Henry Sabin, and Mary Elizabeth Buxton (*née* Harrison), who married in St John, Buxton in 1911. George died in Liverpool in 1937. Kenneth and his twin brother, George Wyndham Sabin, started attending the Liverpool Institute in 1925. Kenneth won a form certificate in the academic years 1929/30 and 1931/32, but left school in 1932 before taking his School Certificate examinations, and joined the Merchant Navy. His brother stayed on at school for another year.

Immediately after leaving school at age 16, Kenneth trained as a "Wireless Watcher". Wireless Watcher was a role created by the Merchant Navy Act of 1919 to relieve trained operators from the task of keeping a 24-hr watch for distress and safety signals. Watchers were not expected to send or receive signals, just report them. The role disappeared after the introduction of automatic systems for registering distress signals. Wireless watchers were trained by the Post Office.

His first voyage was as a 17 year-old apprentice (Merchant Navy Discharge A Number: R 154690) on the Ellerman Line's *SS City of Durban* sailing from Hull to New York at the end of 1932. Six months later, on 1st June 1933, he arrived in Boston aboard *SS Durban* from Calcutta with a declared sea service of four months. In 1937 he came out of his indentures and signed on to *SS Castilian* owned by Ellerman Papayanni Lines. He was described as 5ft 7.5ins tall with auburn hair, brown eyes and a fair complexion. He worked for Ellerman Lines until 16th June 1939 when he joined *SS Makalla* owned by T & J Brocklebank. By 1940 he was Second Officer on *SS Makalla*. Towards the end of that year he married Mary Grace Emerson in Liverpool.

Kenneth made two voyages to Calcutta on *SS Makalla* after he joined her in 1939, and in August 1940 shortly after marrying Mary, Kenneth, now Second Officer, signed on to *SS Makalla* for a third time. On 18th August 1940 *SS Markalla*, bound ultimately for Calcutta, left London and sailed up the North Sea to Methil (Firth of Forth) to join Convoy OA.203. The convoy departed Methil on 22nd August and sailed North intending to transit to the Atlantic *via* Pentland Firth.

The next day at about 22:00hrs, when the convoy was about 20 miles southeast of Duncansby Head (i.e. between Duncansby Head and the Moray Firth), German HE 115 planes from Stavanger, Norway, attacked the convoy and torpedoed *SS Makalla*. She sank at 02:30hrs the next day. Survivors were picked up from lifeboats and a raft by *HMS Leith*, one of the escort ships, but Second Officer Sabin was not. He spent all night alone on a raft until the Norwegian ship *Don* found and rescued him. The fact that the Germans had acquired a reliable air-launched torpedo was of grave concern to the British Authorities and was kept secret, even from the War Cabinet. As a result of this secrecy many histories still record that bombs sunk *SS Makalla*.

Kenneth died of "spontaneous pneumothorax" (collapsed lung) and "pulmonary tuberculosis" in Fazackerley Sanatorium, Liverpool on 9th February 1946. The commonwealth War Graves Commission's Tower Hill Memorial records acknowledge that date but attribute his death to the sinking of *SS Makalla* on 23rd August 1942. It appears that, though he was an immediate survivor, Kenneth's exposure on the open seas led, in some way recognised by the Authorities, to his death six years later. Maybe he was so weakened by his night alone on an open raft in the North Sea that he developed pulmonary tuberculosis from which he subsequently died.

Kenneth is buried in Section 32 C of E Grave 1379 at Allerton Cemetery, Liverpool. His Twin brother, George Wyndham Sabin, was one of the executors of his estate.

Stuart Samuels, 1920 – 1943.

Royal Artillery, 96th Battery, 56th (Highland) Medium Regiment.

Stuart Samuels was born on 18th July 1920 in Toxteth Park, the son of Leon Samuels and Kitty Samuels (*née* Saloman). He entered the Liverpool Institute in 1930. In 1937 he was on the committee of the school's branch of the League of Nations Union and a member of the school's Literary and Debating Society. He left school taking his Higher School Certificate in 1938.

Samuel enlisted in the Royal Artillery in about 1940 (service number 1091968) and achieved the rank of Lance Bombardier in the 56th Medium (Highland) Regiment Royal Artillery.

On its return from Dunkirk in June 1940 the 56th Medium (Highland) Regiment Royal Artillery became part of the Eastern Home Command and was sent with whatever guns it could obtain to the defence of the East coast. The regiment managed to scrounge or steal 22 museum pieces with which to protect the coast from Southend to Harwich. Fortunately the expected German invasion never materialised.

In 1941 the regiment became part of the 76th Infantry (Reserve) Division whose role was to protect the Norfolk coast. It remained in reserve until 1942 when it was reorganised for a training role, training new recruits and providing reinforcements for other units overseas till the end of the war.

Stuart Samuels's Royal Artillery attestation confirms he was a student with 56th (Highland) Medium Regiment and his casualty card confirms the date of his death as 26th April 1943 without giving more details. An inquest held on 27th April found that he died in Sheringham as the result of injuries accidentally caused by being thrown from a motorcycle, which he was driving while under instruction. There were Royal Artillery practice camps at Stiffkey and Weybourne in Norfolk. Sheringham is about 2 miles from Weybourne.

Stuart's body was returned to Liverpool and buried in Grave 885 at Broad Green Jewish cemetery.

Herbert Laurence (Laurie) Slobom, 1914 - 1941.

8th Battalion, The Essex Regiment.



Herbert was born 30th October 1914 in Toxteth Park. He was the son of Albert Victor Slobom, a ship's steward, and Annie Slobom (*née* Smethem or Smetham). He entered the Liverpool Institute in 1928 and left in 1930.

He married Irene Dorothy Hughes in Liverpool in 1938.

Prior to joining up, his occupation was office manager. On joining the army he enlisted in the 8th Battalion The Essex Regiment, a hostilities-only infantry battalion raised at Warley, Essex in January 1940. It was a Home Defence Regiment under command of the 210th Infantry Brigade, which was directly under the command of South West Area, Southern

Command.

Herbert attained the rank of Corporal before he died on 3rd Jan 1941, aged 26. His body was found outside the Methodist Chapel, Shop Lane, Langton Herring, Dorset. An inquest concluded that he had died of gunshot

wounds from a Thompson sub-machine gun that he was carrying while on patrol during darkness. The verdict was 'Misadventure'.

Herbert was buried alongside his father-in-law Herbert Price Smethem in Grave 420 in Section 6 of the consecrated (i.e. C of E) part of Toxteth Park Cemetery on 9th January 1941. His gravestone bears his familiar name 'Laurie'. His death was reported under the "Roll Of Honour" in the Liverpool Evening Express on 8th January 1941. He left a six-month old baby.

Anthony Greig Staffiere 1915 – 1944.

Royal Air Force Volunteer Reserve, 204 Squadron.

Anthony was born in Edinburgh on 19th August 1915, the son of Francis (Frank) Greig, a qualified chemist, and Mabel Emily Staffiere (*née* Godbold), a draper's assistant and daughter of a veterinary surgeon. Frank and Mabel were married in Mabel's hometown of Sudbury, Suffolk in 1913.

Anthony attended the Liverpool institute from 1924 or 1925 to 1931 and won a form prize in 1928.

On joining the RAFVR Anthony was given the service number 1233735, which was issued at RAF Cardington in Bedfordshire, between April 1940 and April 1941

In September 1941 Anthony sailed to Halifax Nova Scotia and from there he travelled *via* Detroit to Grosse Ile naval air station, Michigan. His travel documents describe him as 5 feet 7 inches tall with brown hair, blue eyes and a fair complexion. He completed his pilot training by June 1942 and 26th June he was promoted from Sergeant to Pilot Officer (service number 124941) and was then deployed to 204 Squadron, which was based in Iceland and flying Sunderland Flying Boats on U-boat patrols over the North Atlantic.

Further promotion to flying officer followed rapidly, and on 26th December 1942 he reached the rank of Flight Lieutenant. He was promoted to Squadron Leader on 24th June 1944, but the notice was not published in the Gazette until eight days after his death*.

In August 1942 the squadron flew to Gibraltar, where it was based for two weeks before moving on to Bathurst (now Banjul) in The Gambia, a British Colony and Protectorate on the coast of West Africa (now The Republic of The Gambia), where the squadron's task was to counter the activity of German submarines in the busy shipping lanes off West Africa. The squadron sunk no submarines, mainly because the Sunderland flying boat was recognised as a serious threat by the German *Kriegsmarine* and their presence in the area forced them to withdraw their U-boats.

Anthony died in an accident on 13th July 1943 while flying a Sunderland (Number DV991). The Squadron's Operations Record Book describes the details:

"At 09:03 hours on the 13th of July 1944, G/204 (Captain) F/O A.G. Staffiere crashed whilst taking off on an operational sortie from Bathurst. There was a considerable swell running at the time, the aircraft lost a float and came to rest with the mainplane awash and began to sink rapidly. Some of the crew were seen to get out on the wing but then the depth charges exploded and all the crew were killed."*

The bodies of F/Sgt. Cox and F/Sgt. Wheatley were not recovered. The other seven members of the crew were buried with full military honours at Fajara Cemetery in Grave 3.A.1 on the 14th July 1944 at 17:30 hours.

The file for Pilot Officer Symons, the navigator on the aircraft, is held by the National Archives of Australia and gives more details:

"Aircraft commenced 'take-off' run, which was long and took it in to rough water – bounced three times and after last bounce aircraft was observed to be in an attitude with the nose 45° above the horizon. Aircraft then stalled onto the water, nose and one wing down and broke up. Aircraft sank in a matter of seconds and immediately it was submerged there was a very heavy explosion, which is presumed to be the depth charges. This was followed by fire on the water for about two minutes."

*Anthony's records don't seem to have caught up with his promotion to Squadron Leader. The Commonwealth War Graves Commission has him as Flight Lieutenant at the time of his death. The reference to him as flying officer in 204 Squadron's Operations Record Book is inexplicable since it seems to be eight months, and two promotions, out of date.

John Harry Thistlethwaite, 1923 – 1944.

Royal Armoured Corps, 2nd Fife and Forfar Yeomanry

John Henry Thistlethwaite was born in Liverpool on 1st October 1923. The birth was registered in West Derby registration district. He entered the Liverpool Institute in 1935 and obtained his School Certificate in the 1938/1939 school year while he was in Form 'Remove C' (Rc). He was the son of George William Thistlethwaite, a corn miller who died in June 1939, and Frances Jane Thistlethwaite (*née* Stockdale) who was a domestic servant to the family of John Findley, a lecturer in law at Liverpool University who lived in a large house in Croxteth Drive, Sefton Park, where Jane worked with her sister Annie, who was the cook. Both George and Jane were born in Yorkshire.

John was a Trooper (Service number 14223529) in the Royal Armoured Corps, 2nd Fife and Forfar Yeomanry.

The 2nd Fife and Forfar Yeomanry were part of 11th Armoured Division, which fought in Normandy in 1944. The regiment was involved three major operations around Caen in June and July: Operation Epsom, Operation Goodwood and Operation Bluecoat. On the first day of Operation Bluecoat, 30th July 1944, the 2nd Fife and Forfar Yeomanry lost 7 tanks, one officer and 4 troopers killed, and one trooper wounded as they advanced to the high ground around Caumont where they harboured for the night while the Kings Shropshire Light Infantry joined them. At first light next day both units continued their advance and were called on to put in an attack on St Martin, where stiff German resistance was holding up the 29th Armoured Brigade. They took it by 11:00hrs but the 2nd Fife and Forfar Yeomanry lost 2 tanks. One trooper was killed and one was wounded. The 2nd Fife and Forfar war diary for 31st July 1944 records:

"The enemy were strongly resisting the 29 Armd Bde who were on our left at St. Martin des Besaces 6750.

A sqn. were accordingly ordered to put in an attack from the west supported by a company of the Herefords. The main road was covered by A/T guns and the country on either side was extremely difficult due to the high banks and awkward fences. Progress was necessarily very slow, but we succeeded in knocking out the A/T guns and managed to get into the village.

During this operation A sqn. lost two tanks. Enemy tanks which appeared from the south withdrew before we came into contact with them. There was some opposition on our right but our attack on this was held up for some time as the American forces were advancing in this area and their exact location was not known.

Eventually a limited attack was put in on the road to clear the area in which we were going to consolidate for the night. The advance started by carrying the Herefords on the backs of tanks. As, however, we met opposition before we had gone half a mile this was not very successful. The enemy were cleared from the area up to the crossroads at 645505 and we remained there harboured for the night. Two tps. under Capt. R.L. Leith of C sqn. were sent out to investigate the main road to see if it was possible to push further forward. They did, however, run onto some mines and anti-tank guns and so returned into the harbour area.

Casualties were as follows:

Killed — 1 OR Wounded - 1 OR"

John Harry Thistlethwaite died on that day, but it is not known if he was killed in action on 31st July or died of wounds sustained on 30th or 31st.

John is buried in Grave XVI A 25 at Banneville-.La-Campagne War Cemetery about 8 km east of Caen.

Kenneth Graham Thomas, 1919 – 1944.

Royal Air Force Volunteer Reserve, 225 Squadron.

Kenneth Graham Thomas was born at 97 Bankfield Road in Liverpool on 5th January 1919 the son of Hugh William Thomas (but see footnote), a Captain in the Australian Imperial Force and a bookkeeper at a sheep station, and Doris Thomas (*née* Crook) born in Chorley. Doris was the daughter of Arthur Crook a builder and contractor who subsequently became executor of Kenneth's estate. Kenneth entered the Liverpool Institute in 1930 and left in the 1932/33 School year. In 1941 he married Beatrice Worthington France in Liverpool.

On enlisting in the RAFVR Kenneth was given the service number 1479882, part of a block of numbers issued to recruits at RAF Padgate, Warrington, between April and November 1941. He attained the rank of Sergeant, and on 1st May 1943 was commissioned as a Pilot Officer with the new service number 143260. Six months later he was promoted to flying officer. By February 1944 he was flying spitfires in 225 Squadron.

No.225 Squadron was a Tactical Fighter Reconnaissance Squadron that began to train for the role in Hawker Hurricanes in 1942. The role covered visual reconnaissance of enemy rear positions, artillery reconnaissance, target finding and fire direction, photoreconnaissance and strafing targets. In November the squadron took part in the invasion of North Africa. It was re-equipped with Spitfires in August 1943 and subsequently took part in the invasion of Sicily, the Salerno landings, photoreconnaissance missions over Yugoslavia, the Anzio landings and the fighting around Monte Cassino.

In February 1944 the squadron was based on the west coast of Italy to support the Allied advance on Rome and the Anzio landings. On the 10th Kenneth's Spitfire was detailed as No.2 to a lead Spitfire on a fire-directing mission for a naval bombardment of hostile batteries in the vicinity of Anzio. Both aircraft took off at 10:30hrs. Once the naval bombardment began, there was heavy anti-aircraft fire from the target area and when the naval bombardment finished the pilot of the lead Spitfire noticed that his No.2 was missing.

Kenneth was reported as "missing believed killed in action" in Flight Magazine on April 20th 1944. His body was subsequently found and is buried in grave III.H.4 in Minturno Cemetery in Southern Lazio, about 20 miles south of Cassino, Italy.

Footnote: The Commonwealth War Graves Commission gives Kenneth's father's name as William Henry Thomas and his mother's forename name as Doris. Kenneth's birth certificate gives his father as Hugh William an Australian Officer and a bookkeeper. No marriage between William Henry Thomas and Doris Crook has been found, but a record exists for the marriage of Hugh W Thomas and Doris Crook in West Derby in 1916. Details of occupation and residence agree with the birth certificate. This appears to be one of the few instances in which the Commonwealth War Graves Commission records err.

Kenneth Leftwich Thomas, 1919 - 1942.

Royal Air Force Volunteer Reserve, 5 (Coastal) Operations Training Unit.

Kenneth Leftwich Thomas was born in West Derby registration district of Liverpool on 22nd February 1919 and was christened at St Margaret's, Anfield, on 29th April 1919. His parents were Thomas Richard Thomas and Frances Haworth Thomas (*née* Leftwich). Kenneth attended the Liverpool Institute from 1930 to 1934.

On enlisting in the RAFVR he was issued with service number 985597, which was part of a block of numbers issued to recruits at RAF Padgate, Warrington, between September 1939 and April 1941. He trained as a wireless operator/air gunner and attained the rank of Sergeant.

On 5th April 1942, a day of practically continuous air raids on Malta from dawn to dark, Kenneth was part of the crew of Bristol Beaufort Mk.II torpedo bomber AW298 of No.5 (Coastal) Operations Training Unit when it crashed and burned at Luqa airfield, Malta. The aircraft was piloted by Pilot Officer Hugh Percival McKee (RCAF).

The reason for an aircraft of 5 (Coastal) Operations Training Unit, which was based in Devon at Chivenor, to be present in Malta that day has not been found.

Kenneth and the rest of the crew were buried in Grave 98 in plot F of the Protestant Section (men's) of Malta's Capuccini Naval cemetery.

Frederick Arthur Thornley, 1919 – 1944.

C Company, 1st Battalion Durham Light Infantry

Frederick was born on 8th September 1919 in Liverpool. He was the son of Nathan Thornley, a chemist and druggist born in Radcliffe, Lancashire, and Frances Annie Thornley (*née* Maclese). The couple married in Frances Annie's hometown of Macclesfield in 1910 and subsequently set up home (and presumable shop) in Alexander Road, Moss Side Manchester. They later moved to Liverpool and by 1939 Nathan was a dispensing chemist living at 20 Hope Place, Liverpool.

Frederick entered the Liverpool Institute in 1931 and won a form certificate in 1933/34. He was an accomplished cross country runner coming third in the school's senior steeplechase in 1935 and being awarded School Colours for cross country in 1935 and 1936. He also won his colours for athletic sports in 1936. He passed his School Certificate in 1935, became a prefect in 1936, and passed his Higher School Certificate in 1937, his final year at school.

After Frederick enlisted in the army in 1940 he was sent to the 307th Infantry Training Centre and later became a Lance Corporal. Later he was selected for officer training and graduated from Cadet School in April 1944 as 2nd Lieutenant with the service Number 323182, and was deployed to 1st Battalion Durham Light Infantry where he joined C Company.

By May 1944 his unit was in under the command of the 10th Indian Brigade in the 10th Indian Division serving with the British XIII Corps. At that time XIII Corp was attached to the 5th US Army, which was North of Rome and fighting its way up Italy towards the Po Valley.

By September the Allies had broken the Gothic Line (see Appendix 1, Map 3) and were advancing North to Faenza. On the 13th December 1944, after atrocious weather and months of fierce actions, the 1st Durham Light Infantry found themselves across the Lamone Valley near Quartolo (Quortolo), south west of Faenza, with the German-held Pergola Ridge to their front. On the 14th December they launched an attack from Quartolo in an attempt to cross the small River Canova and take Pergola ridge. The plan was for A and B companies to take the ridge and road 1000 yards north of Pergola, and the high ground nearly a mile north and north-west of Pideura. Major A.M.M. Macaulay's C Company was to follow in reserve. After taking these objectives, they were to cross the Senio River.

The two assault companies crossed the River Canova without too much trouble, but when they ran into unmarked minefields the advance was halted and 'C' Company were ordered forward to support the attack. They suffered severe losses when the Germans laid down heavy defensive fire. By the end of the action 'C' Company found all its officers had been killed or wounded. Frederick died on 15th December, possibly from wounds sustained on 14th, and is buried in Grave V C 6 at Forli War Cemetery.

Eric Tunnington, 1910 – 1942.

Royal Air Force Volunteer Reserve, 102 Squadron.

Eric was born on 13th August 1910 in West Derby registration district, Liverpool, the son of Arthur Tunnington, a railway engine driver, and Margaret Helen Tunnington (*née* Fairhurst). In 1911 Eric was living with his parents and elder brother Alec at 15 Strathcona Road, Wavertree. Alec was also a Liverpool Institute pupil. Entering the school in 1919, he maintained a life-long interest in it, becoming a Vice-President of the Old Boys Association and later became Chairman of the School Board of Governors (see <http://www.liobians.org/documents/pdfgb/58Liobians.pdf> and <http://www.liobians.org/documents/pdfmag/1975-150Years.pdf>). He was also a signatory of the World War 2 Memorial Appeal. Alec rose to a senior position in Martins Bank, became a Justice of the Peace and Chairman of the school's Board of Governors. He was awarded the OBE in 1960 for his services as Honorary Assistant Treasurer to the Liverpool Savings Committee.

Eric started attending the Liverpool Institute in 1922, about three years after his brother. He was a member of The Literary and Debating Society and a keen sportsman; the school magazine for January 1928 is replete with his exploits on the football field the previous year (see <http://www.liobians.org/documents/pdfmag/1928-01.pdf>). He won School Colours for football, cricket and swimming in 1926 and took his Higher School Certificate in 1928.

In 1937 Eric was a bank clerk for Lloyds Bank and an international amateur footballer. He was in England's amateur team squad for their 1937 tour of New Zealand, Australia, and Ceylon. In 1939 he married Mary Millicent 'Bramwell' in Liverpool and in the 1939 Register the couple were shown as living in Croydon.

He enlisted in the RAFVR in 1940 and was issued with the service number 1250128, which was issued at RAF Uxbridge, RAF Gloucester or RAF Penarth between May and November that year. He attained the rank of Leading Aircraftman before receiving a commission as a Pilot Officer (new service number 102614) in July 1941. He trained as an Observer and by 1942 he was an Observer in 102 Squadron which flew whitely bombers. Fellow Liverpool Institute old boys Cottle and Robson also served in the Squadron.

By the time Eric joined 102 Squadron the RAF had been trying to disable or destroy the German battlecruisers *Gneisau* and *Scharnhorst* at Brest for months, but the ships escaped to Kiel in early February 1942. On the 26th February (by which time the squadron had converted to Halifax Bombers) the squadron launched an attack on the floating docks at Kiel where the ships had just completed repairs sustained in their escape from Brest. Eric was the Observer on aircraft W5440, one of 102 Squadron's aircraft that took part in the attack.

The attack damaged *Gneisau* so severely that she played no further part in the war, but *Scharnhorst* was not seriously damaged. Three aircraft, including W5440, were lost, and three crashed on returning home. In the absence of claims

from the *Luftwaffe* for the three lost Wellingtons that day it is thought that they were all brought down by flak. W5440 went down at Eckernförde Bucht off Surendorf, 18 km NNW of Kiel. All the crewmembers are buried in Kiel War Cemetery in collective grave 1F 6-8.

Jonathan Victor William Tuson, 1922 – 1942.

Royal Navy Volunteer Reserve (Fleet Air Arm).

Jonathan was born on the Wirral on 18th July 1922. His parents were James A. V. Tuson and Laura Ellenor Tuson (*née* Hughes), of Bebington. He started attending the Liverpool Institute in 1933, and in 1936 won a form certificate in Form 4x. A year later he won the form prize in Form 5x, which he shared with his classmate Edgar John Jex Killham, who is also commemorated on the school war memorial. On 23rd July 1937, during the school holidays, Jonathan, aged 14 and describing himself as a student, left his home at 37 Town Lane, Woodhey, Rock Ferry and sailed unaccompanied from Liverpool to New York on the *SS Samaria*. He arrived back in Liverpool on the *SS Laconia* on 6th September, just in time for the restart of the school year. He received another form prize in 1938 and passed his School Certificate the same year. He left school after 1938.

In 1941 Jonathan was resident in Gosport, a major naval town associated with the naval base at Portsmouth. It housed, amongst other things, HMS St Vincent a training establishment used by the Royal Navy to provide new-entry and pre-flight training of RNVR Air Branch officer cadets. In September 1941 Jonathan, aged 19 with the rank of midshipman (air), left Gosport and sailed to Halifax, Nova Scotia. From there he crossed the USA border at Detroit on his way to Grosse Ile US Naval Air Station, Michigan. At the crossing point he gave his occupation as “Pilot” and the purpose of his travels as “aircrew under training” and declared that he had been in USA before, in August 1937. His travel document described him as 5 feet 11 inches tall with a fresh complexion, fair hair and blue-grey eyes.

During World War 2 over 5,000 navy cadets received pilot training at Grosse Ile, along with over a thousand British RAF pilot trainees. After completing a month’s initial training at Grosse Ile, cadets were transferred to the Naval Air Station at Pensacola, Florida to complete their training. On the 25th June 1942 Jonathan was killed in an air crash. His death was registered at Atlanta and he was buried in Grave 9 in Section 6 of Lot 163 at Woodlawn Cemetery, Miami, Florida. The Commonwealth War Graves Commission tends his grave and the graves of twelve other British Commonwealth casualties that rest alongside it. His casualty card was raised at HMS Saker, a Royal Navy shore establishment in Dartmouth, Nova Scotia, to which Royal Naval personnel serving in North America were assigned for administrative purposes.

Miles Philip Varey, 1922 – 1944.

Royal Artillery, 71st Anti Tank Regiment.



Miles Philip Varey was born in Toxteth Park on 7th July 1922. He was the son of Miles Varey, an accountant, and Margaret A Varey (*née* Dennitts). He attended the Liverpool Institute from 1933 to 1940 and was vice-Captain and Secretary of the Fives Team in 1937. He left school from Form 6aSc, having obtained his Higher School Certificate.

Philip enlisted in the army immediately after his 18th birthday, volunteering before he was conscripted. He applied to join the Royal Artillery, was accepted and was selected for officer training. After a period of initial training he was posted to Edinburgh where he met his wife-to-be, Lillian Cassie, a nurse. Lillian and Miles were married on 29th September 1943 at Gobowen, Oswestry, Shropshire.

On 28th February 1942 he was gazetted as 2nd Lieutenant with the service Number 226867, and by 1944 he had been promoted to Lieutenant and was serving in the 71st Anti Tank Regiment, Royal Artillery.

In June 1944 the 71st Anti Tank Regiment was part of the 53rd Division, which landed in Normandy on 28th June 1944 and moved into the Odon Valley outside Caen, which the British were still trying to take. The regiment was deployed around Secqueville about 18 km outside Caen when Philip was killed by mortar fire on 3rd July. The unit's War Diary gives a brief account:

"3rd July – 283 Battery casualties from hostile mortar fire. Lieutenant MP Varey, RA killed; Lieutenant RA Bradford, RA, died of wounds; 1 OR killed; 3 ORs shell shocked".

Philip is buried in grave XIII D 7 at St. Manvieu War Cemetery, Cheux, about 10 km outside Caen.

Miles' brother James has written a long biography of Miles (<http://www.wikitree.com/wiki/Varey-17>).

Murray Watson DFM, 1923 – 1945.

Royal Air Force Volunteer Reserve, 161 Squadron.



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Murray was born on 19th August 1923 the son of Walter Murray Watson and Ida Gladys Watson (*née* Grace). He entered the Liverpool Institute in 1935 and obtained his School Certificate in the school year 1938/1939 while he was in the Form 'RSc' (a science form). In 1944 he married Florence Collier, of Blackpool, in Liverpool. After leaving school he was employed as a laboratory assistant at Walton Hospital. Before volunteering for the RAFVR in 1941, he was a Cadet in the 90th Squadron Air Training Corps, Liverpool.

On enlisting in the RAFVR Murray was given the service number 14555171, issued at RAF Cardington, Bedfordshire between April 1941 and October 1941. He trained as a navigator and attained the rank of Flight Sergeant before receiving a commission as pilot officer (service number 171406) on 5th January 1944. Six months later he was promoted to flying officer.

Murray served with No.161 (Special Duties) Squadron, a highly secretive squadron formed from a nucleus supplied by No 138 Squadron and the King's Flight. The new squadron took on the duties of the King's Flight but its main role was with the Special Operations Executive (SOE) dropping and collecting their secret agents and equipment into and from Nazi-occupied Europe. It used Lysanders, Havocs, Hudsons and Stirlings for pick-ups and other covert operations. Before his death he Murray flew sixty missions. On 21st April 1944 he was gazetted for the Distinguished Flying Medal for services rendered to the *Maquis* (French Resistance) prior to the liberation of France.

On 18th May 1945 (11 days after hostilities ceased and a fortnight before 161 Squadron was disbanded) Murray was navigator on Hudson AE505, piloted by Flight Lieutenant R.C. Hawkins DFM, which crashed at Evere airfield, Brussels after a heavy landing. The aircraft was carrying twelve US Prisoners of War liberated from Germany, and a crew of six.

On landing the aircraft bounced heavily and the pilot took off again. It was seen to be flying level when suddenly it climbed steeply, fell back in a tail slide, stalled and plunged nose first into the ground, bursting into flames.

The Hudson was designed to carry 1400lb of bombs and a crew of 5; with the extra crewman and the twelve passengers AE505 may have been overloaded.

Murray Watson is buried in Brussels Town Cemetery, Evere, Vlaams-Brabant, Belgium. Grave X. 31.11.

R F Watson 1919 - ?

R F Watson was born on 10th May 1919 and attended the school from 1930 to the school year 1932/33. He is commemorated on the school war memorial (as R Watson), but no records of his military career, death or next of kin have yet been found.

George Weightman, Dip. Ed. (Dunelm) 1912 – 1940.

10 Platoon, B Company, 2nd Battalion The Gloucestershire Regiment (aka 2nd Glosters).



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George Weightman was born in Liverpool on 2nd July 1912. The birth was registered in West Derby registration district. He was the son of James Weightman, a general labourer in a fitter's shop, and Annie Weightman (*née* Keville) of Longton Staffordshire. George entered the Liverpool Institute in 1923, obtained his Higher School Certificate in 1931 and left school that year. After leaving school George obtained a Diploma of Education at Bede College Durham University.

He was in the Officer Training Corps units at both the Liverpool Institute and Bede College, was a keen member of the Mossley Hill Athletic Club and played football for the Casuals AFC.

George was commissioned as a 2nd lieutenant (service number 103360) in the 2nd Battalion, The Glosters (*sic*) Regiment on 15th October 1939, and was posted to 10 Platoon, B Company, which by then had been in France since 2nd October.

On 10th May 1940 the "Phoney War" ended with the German invasion of Holland, Luxembourg, Belgium and France. By 20th May the northern French and British Armies were cut off from the French Armies in the south and were surrounded with their backs to the English Channel and Dunkirk the only port available to them. On 25th, the 2nd Glosters, who had been retreating to Dunkirk in close contact with the enemy since the 16th, took up positions at Cassel in Dunkirk's defensive perimeter. B Company's No.10 Platoon, under 2nd Lieutenant Weightman, was placed in an isolated farm in open country about six hundred metres out in front of the line manned by the rest of B Company. They held the position for four days in the face of heavy mortar, infantry and air attacks.

On 29th May, with the Glosters all but surrounded, a heavy German attack developed on B Company. Lieutenant-Colonel E M B Gilmore, DSO, commanding officer of the 2nd Glosters, explains in an article in "The Back Badge" (the journal of the Gloucestershire Regiment) that in it's exposed position No. 10 Platoon was particularly heavily bombarded and 2nd Lieutenant Weightman was killed by a direct hit. He goes on to say:

"His loss was one that could be ill-afforded, for he had acted throughout most gallantly and had led his platoon most ably in all the fighting".

The attack was beaten off and the Glosters were able to disengage later that day before they were completely surrounded. Fifty-seven survivors walked 20 miles to Dunkirk in time to catch a boat home before the evacuation stopped on 4th June.

Ralph Voke the son of 2nd Lt Weightman's batman has written of 2nd Lieutenant Weightman on the "World War 2 Talk" web site:

“My father was there in 1940 with the 2nd. Battalion Gloucesters he was batman to 2 Lieu. George Weightman my father was wounded there 2nd Lieu Weightman was killed there the two men were not only in the army together but were good friends my father spoke very highly of him after the war. . . .My father told me . . . that B company No.10 Platoon was commanded by 2nd Lt. Weightman holding a forward position at a farm in Cassel was under heavy mortar attack, when 2Lt. Weightman took the full blast of a mortar shell killing him out right, my father was badly wounded by shrapnel from the shell...”

2nd Lieutenant Weightman is buried in Cassel Communal Cemetery Extension, Row C. Grave 6.

Edgar Stanley Williamson B Eng (L’pool), 1916 – 1940.

217 (Hampshire Caribineers) Battery, 72nd (Hampshire) Heavy Anti Aircraft Regiment, Royal Artillery.

Edgar was born in West Derby registration district, Liverpool, on 27th July 1916, the son of John Stanley Williamson and Flora Beatrice (*née* Jackson). He entered the Liverpool Institute in 1928 and obtained his Higher School Certificate in the school year 1932/33 while in Form 6aSc (a science form). In 1938 Edgar obtained the Degree of B Eng at Liverpool University Faculty of Engineering, School of Civil Engineering, and on leaving university he took up a career as a surveyor.

On joining the Army Edgar became a Gunner (service number 1431145) in 217 (Hampshire Caribineers) Battery of the 72nd (Hampshire) Heavy Anti Aircraft Regiment, Royal Artillery. The regiment was mobilised in September 1939 and its three batteries were assigned to the 3rd Anti Aircraft Division, Air Defence GB, with the role of protecting the docks and industrial areas along the South Coast, particularly in the Southampton and Portsmouth areas.

Edgar died of meningococcal meningitis at Shirley Isolation Hospital, Southampton on the 5th Feb 1940.

He is buried in grave 2194 at Netley Military Cemetery, Southampton. The Cemetery is owned by the Ministry of Defence and was used during both World Wars for burials from the Royal Victoria Hospital and other hospitals in Southampton.

Neville Hulatt Wilshaw, 1922 – 1945.

Royal Air Force Volunteer Reserve.

Neville Hulatt Wilshaw was born in Prescot on 12th February 1922. His parents were Francis Philip Wilshaw and Alice Ada Wilshaw (*née* Hulatt). Neville Started attending the Liverpool Institute in 1934. He was a member of the school’s Officer Training Corps, in which he was appointed corporal and won the unit’s Major Parkes Cup in 1938. He was also a prize-winner in the school exhibition held in March 1939.

On enlisting in the RAFVR he was issued service number 1533546, which is part of a batch of numbers issued to recruits at RAF Padgate, Warrington between April and November 1941. He attained the rank of Corporal by the time of his death on 2nd March 1945.

The Air ministry reported his death in Casualty Communique 526 as follows:

“THE Air Ministry regrets to announce the following casualties on various dates. The next of kin have been informed. Casualties ‘in action’ are due to flying operations against the enemy; ‘on active service’ includes ground casualties due to enemy action, non-operational flying casualties, fatal accidents and natural deaths:

“DIED ON ACTIVE SERVICE:

...Cpl. N. H. Wilshaw...”

Nothing in the communiqué throws light on which of the many causes of death covered by the phrase “on active service” apply to Neville’s death.

Neville was buried in grave 4A4 at Bergen-op-Zoom War Cemetery in The Netherlands, 40 km from the Belgian city of Antwerp.

Eric Wootton, 1922 – 1941.

Civilian firewatcher.

Eric was the adopted son of Alice Wootton. The 1939 Register shows Alice as a widow living at 4 Streatham Avenue, Sefton Park, which was Eric's address at the time of his death. Eric was born on 30th August 1922 and started attending the Liverpool Institute in 1933. He passed his School Certificate in 1937 and Higher School Certificate in 1939. That same year he was elected to the committee of the school Literary and Debating Society. He was also part of the school's Junior XV Rugby team. Before he left school in 1940 his Rugby skills were reviewed in a team critique of May 1939:

"His handling has improved a great deal and he has an exceptionally strong kick. Has adapted himself well to his new position at full back, where he has played excellently. With a little practice he should become a good goal kicker."

He Played cricket for the school team in 1938 and also played football; he was one of people regularly picked for the school football team in the 1939/40 season.

Eric was with that part of the school that was evacuated to Bangor. In February 1940 he took part in an impromptu (and frivolous) debate in The Literary and Debating Society:

"H. M. Hayward set out to prove that " Something must definitely be done about it," but was at a loss when it came to thinking of what had to be done to what. Advocating a three week holiday at Easter, he resumed his seat.

E. Wootton was quite satisfied with the present state of equilibrium (sic). He recited a limerick on sheep which brought to his attention the fact that the Society was probably falling asleep, and he decided to do something about it by sitting down. The Society thereupon woke up to vote against the motion."

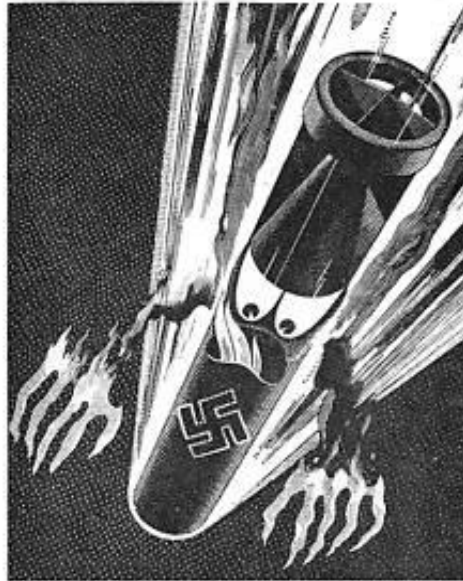
After leaving school in 1940 Eric became a Fire Watcher (also called a Fire Guard). The Firewatchers scheme was introduced to minimise the damage caused to, and spread from, unoccupied business premises by incendiary bombs. Initially voluntary, the scheme became compulsory in September 1941. Under the scheme people were placed on guard for 24 hrs a day in prescribed areas and premises to carry out duties that have been described thus:

FIREBOMB FRITZ will come again Are **you** ready to put him out?

YES! Britain's Fire Guard—we men and women of Britain—are resolved and ready to save our factories, our railways, our food, our homes.

Fire Guard work is often dull, sometimes dangerous, but it's a job that's got to be done. Our heart and soul is in it. We train and we practise. We know our sectors like the backs of our hands—every corner, every roof top. We watch. We climb ladders, work pumps, wield sandbags.

We will shatter Firebomb Fritz, and all the Nazi horrors he stands for.



FIRE GUARD TIPS. No. 1.

Firebombs that fall in the street are usually harmless unless they are close to something inflammable, like a motor vehicle. Look for bombs on buildings first.

BRITAIN SHALL NOT BURN!

ISSUED BY THE MINISTRY OF HOME SECURITY

The duty of a Fire Guard was to take turns watching for the fall of fire bombs; to warn the neighbourhood when they fell in the area for which he is responsible; to help promptly to control them and thus to prevent small fires from becoming big fires."

The Blitz of Liverpool reached its peak between 1st and 7th May 1941. On 5th May Eric died at his post at a building on the corner of Langdale Road and Smithdown Road, when it received a direct hit.

Eric is not mentioned in CWGC records, but a death notice was placed in the Liverpool Daily Post on 7th May 1941:

"WOOTTON, May by enemy action, doing his duty, Eric, dearly loved son of Alice. Resting where no shadows fall. Sadly missed by his sorrowing mother and aunt. Interred in Allerton Cemetery May 9."

On May 13th Eric's mother and aunt put the following notice in the Liverpool Daily Post:

"The sorrowing mother and aunt of the late ERIC WOOTTON desire to thank the Rev P. Curtis, Martins Bank Ltd., vice-principal and prefects of Liverpool Institute, the Liobians and all friends and neighbours (past and present) for the kind sympathy and beautiful floral tributes during their sad and sudden bereavement. — 4 Streatham Ave."

APPENDIX I

Maps

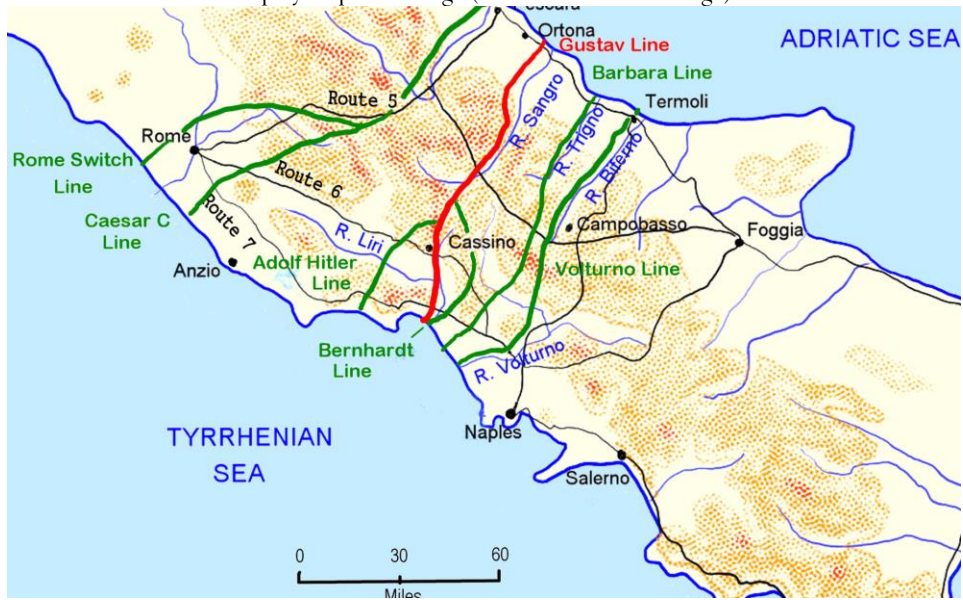
Map 1: German Advance in Greece 1941

Map by Eric Gaba – (Wikimedia Commons user: Sting) modified to show key events for Healey and Greenhalgh



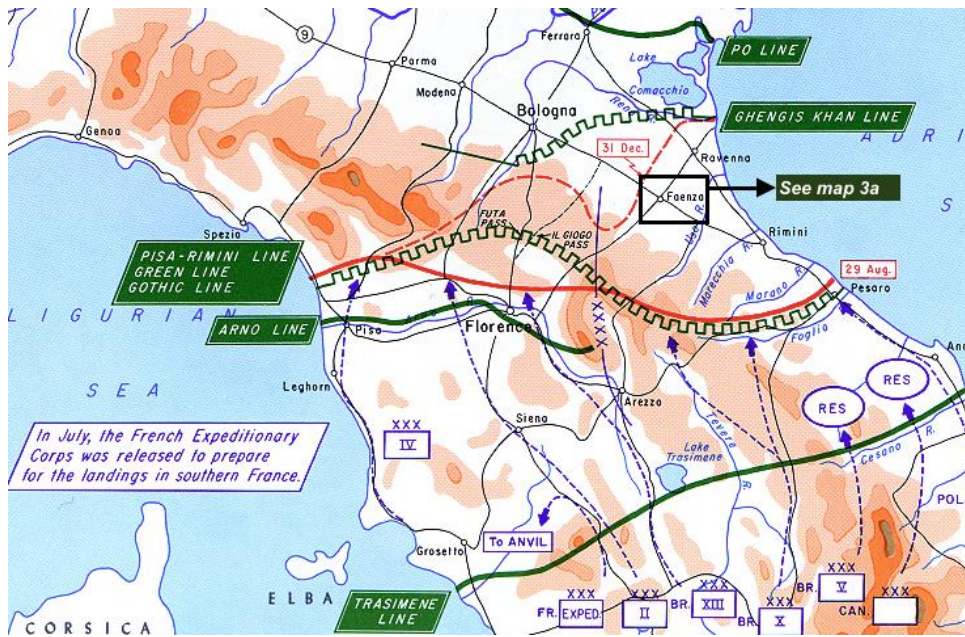
Map2: German Defensive Lines North of Rome

Map by Stephen Kirrage (Wikimedia User: Kirrage)



Map 3: German Defensive Lines North of Rome

Courtesy of the United States Military Academy Department of History



Map 3a: Pergola Ridge



APPENDIX III

Dedication Ceremony, 21st May, 1951

THE EPITAPH

"The men who have gone before us have taught us how to live and how to die. We are the heirs of the ages, the ages that have fought against the odds and have not been afraid, who have given their lives for great causes, who, strengthened by Faith, have quit themselves like men."

ALDER, F. D.	FRASER, N. H.	MURRAY, H. H.
BASKERVILLE, J. B.	GREENHALGH, J. H.	MURRAY, W. D.
BERGER, G.	GREENWOOD, A. S.	OWEN, E. T.
BLOWER, F. D.	HAMMOND, C. N.	PAGE, L. H.
BOYD, T. A.	HARDING, G. W. G.	PARRY, R. D. W.
BRIGGS, J. C.	HAYCOCKS, J.	PRENDERGAST, L.
BROWN, A. R.	HEALEY, P. J.	PRESTON, R. S.
BURKE, J. D.	HESLOP, W. E.	PUXLEY, W. R.
BUXTON, P.	HIGGIN, L. D.	REED, G. R.
BUZZARD, E. E.	HILL, T. H. A.	ROBSON, G. A.
CARTER, A.	HOLMES, R. W.	SABIN, K. W.
CARTER, W. D.	HUGHES, J. B.	SAMUELS, S.
CAVE, F. N.	HUGHES, K.	SLOBOM, H. L.
CHARNEY, F. R. H.	HUGHES, R. G.	STAFFIERE, A. G.
CHARNOCK, J. F.	HUTCHINSON, R. E. G.	THISTLETHWAITE, J. H.
COLDRICK, L. J. S.	JACKSON, J. R.	THOMAS, K. G.
COOPER, F. W.	JONES, A. S.	THOMAS, K. L.
COOPER, J. O.	KELLY, F.	THORNLEY, F. A.
COOPER, V. L.	KERRUSH, R. W. R.	TUNNINGTON, E.
CORKHILL, W. A.	KILLHAM, E. J. J.	TUSON, J. V. W.
COTTLE, W. W.	LEVY, E. L.	VAREY, M. P.
DAVIES, W. C.	LEWIS, S. E.	WATSON, M.
DAVIS, A. L.	MCCALLUM, M.	WATSON, R. F.
DAWES, A. E.	MCDOWELL, W. H.	WEIGHTMAN, G.
DEADMAN, K. D.	MCKENZIE, G. A.	WILLIAMSON, E. S.
EDWARDS, W. S.	MELLORS, F. A.	WILSHAW, N. H.
FAIRLEM, W. H.	MOLYNEUX, C. P. B.	WOOTTON, E.
FAULKNER, T. S.	MUIR, A. G.	

It has become usual to look upon the war of 1939-1945 as a continuation of the war of 1914-1918. Advantage has been taken of this close inter-connection to avoid the multiplication of War Memorials. Following the precedent established by the Cenotaph, many public bodies and societies have perpetuated the memory of those who died in the Second Great War by adding their names to those of their predecessors of the First. It was, therefore, an appropriate decision that the permanent part of the Memorial to the Old Boys who gave their lives in the 1939-45 war should be placed beside the original memorial in the School.

The new memorial has taken the form of two brass tablets closely matching the existing tablets which record the names of the 267 Old Boys who died in action between 1914 and 1918. On them are inscribed the eighty-three names of Old Boys who are known to have made the supreme sacrifice in the second war. The tablets have been placed on the pillars on either side of the main entrance of the Hall. On Monday, May 21st, 1951, these tablets were unveiled and dedicated.

The ceremony was performed by the Dean of Liverpool, assisted by the Chairman of the Governors and the Headmaster. With them on the platform were the President of the Old Boys' Association (Sir Frank Baddeley) and the Vice-Principal. The Hall was filled by a representative gathering of parents and friends of the fallen, Old Boys and senior boys of the School.

The service began with the reading of the Epitaph quoted above, followed by the singing of the hymn, "God who called us to his service." The Chairman then continued with the Bidding, the Lord's Prayer and a prayer for those who "in two wars laid down their lives for us and for all men, for a free world and for the freedom of the human spirit."

After the singing of the National Anthem, the Headmaster read the lesson from II Esdras ii 42-48. All then stood in silence whilst the Headmaster read out the names of the fallen. During the silence which followed, the Dean, with the Chairman, the Headmaster, Sir Frank Baddeley and the Vice-Principal moved in procession through the Hall to the vestibule, where a Guard of Honour provided by the School C.C.F. was drawn up facing the Memorial Tablets. The congregation standing in their places, and wreaths having been placed by the Headmaster, the Chairman unveiled the Tablets, recalling deeds of valour and ending with the words, "They shall not grow old as we who are left grow old."

After a pause, while the Guard remained at the Present, a bugler sounded the Last Post and Reveille. The Headmaster then addressed himself to the Dean, desiring him, on behalf of the School, to dedicate the memorial "to keep ever fresh the memory of those who laid down their lives in the service of their country." The Dean read in concert sing, "the procession returned to the platform. The Dean then addressed the congregation on the theme, "Quench not the Spirit," which words had formed part of similar ceremonies in classical times. He urged all to guard against quenching, by the careless word, by thoughtless mockery, the spirit of those who live and appealed to the boys present to keep alive the Spirit of those who had died. The service ended with the hymn "O God, our help in ages past," the Foundation Prayer and the Blessing.

Throughout, the service had been simple but dignified, moving yet comforting. It will live in the memories of all who participated in it.

From the July 1951 Magazine

APPENDIX IV

Restoration and re-dedication of the tablets

Following the closure of the school in 1985 the whereabouts of the boards memorialising those from the school who gave their lives during the two world wars was unknown. Hal Giblin, Bill Carroll, Paul Spenley and David Evans have all played important parts in chasing these Boards and we are well on the way, thanks to the efforts of these fine gentlemen, to having them re-instated within the building.

Here's the story as reported by John Snelson:

"Liobian David Evans (L.I. 1948 - 1953) discovered the WW II memorials languishing in a junk shop which was a recognised Mecca for memorabilia collectors, especially publicans who sought alternative furnishings for their bars. David, who is the Secretary of the Liverpool Scottish Regimental Association, purchased them handed them over to the Liverpool Architectural and Design Trust. The memorials are held (March 2001) by the LADT, while they are being restored for eventual display at LIPA. It is not clear yet who is funding this restoration work.

Hal Giblin found the WW I memorial. Hal was the person who wrote the letter to The Times concerning the memorials in the junk shop, appeared on TV, and who had the initial discussion with LIPA for the re-installation of the Memorials. Hal has carried out the discussions with LIPA and with the Liverpool Corporation to have the WW I memorials restored, but has met with a lot of difficulties in achieving positive actions. As of July 2000, the position seemed to be that the First and Second War Memorials were in the one place - for the first time in many years. The Second War 'name plates' have been cleaned and are looking quite presentable.

How these memorials came to be in a junk shop, and who made any money from their removal from our school, has never been determined.

Well done David and Hal!"

The Tablets

The brass plaques list the names of Liobians who perished in the Army during the 4 year course of the war. The memorial was funded by the school's old boys in memory of the sacrifices made during the First (Great) War. The WW II plaques were added following an appeal to old boys to provide for a memorial to those Liobians who perished in any of the three services between 1939 and 1945.

With regards to Korea, a silence was sometimes called at the conclusion of Assembly in the early fifties for a Liobian who had been killed in Korea - often one who had been serving the two years obligatory National Service. The names of those who died during that conflict are not currently known to us.

The WW II tablets were dedicated at the Institute on Monday 21st May 1951 which Paul Spenley attended, as did his parents, as a family who had lost a near relative in the conflict.

The Liverpool Institute War Memorials situation as of April 2001, as reported by Bill Carroll:

"Dave Giblin, whose diligence resulted in the rescue of the WW2 memorial, and I met today at both the Liverpool Architectural and Design Trust and LIPA. Also present were John Coady of LIPA and Dave Halliwell, whose company, based at Seaforth, are experts in the field of restoration etc.

Both the WW I and WW II memorials are in the building. The brass plates listing the names of those killed in action have already been restored. Work has still to commence on the brass/bronze headers and surrounds, most, if not all, of which also appear to be present. The whole memorial is huge, about 10 square metres, and extremely heavy.

Before the end of April all constituent parts of the memorial will be transferred to Dave Halliwell's company premises. There they will be laid out, an assessment made of the work still needed to be done to effect full restoration, and a budget figure produced for that work and the cost of re-erection at LIPA.

LIPA have made available for re-erection a wall of the original building in the atrium at the north west (Mount Street / Pilgrim Street) corner of the building.

Dave Halliwell has offered his company's services at cost only i.e. no profit will be taken, while a senior officer of the council has promised financial support from the council.

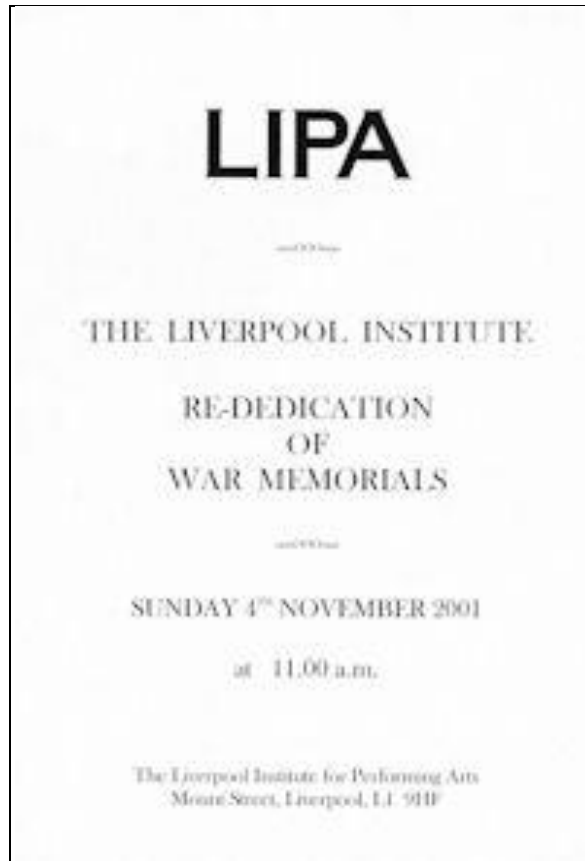
We will update, as appropriate.

Bill Carroll, 10th April 2001"

and then on 27th April:

"The War Memorials have now (April 27 2001) been successfully transferred to the premises of Cadgrange Ltd, 38 Sandy Road, Seaforth. Hal Giblin and Bill Carroll held a meeting there with John Coady of LIPA and Jon Richardson, a senior education officer from the city council. Everything seems in order to complete restoration and re-instatement in the Mount Street building."

The memorials were re-dedicated at a special ceremony on 4th November 2004



More information at: <http://www.liobians.org/documents/pdfother/wmp.pdf>

Re-Dedication Plaque mounted to the right of the tablets:

THESE WAR MEMORIALS COMMEMORATE THE FORMER PUPILS AND STAFF
OF THE LIVERPOOL INSTITUTE FOR BOYS WHO DIED IN ACTION IN THE
FIRST AND SECOND WORLD WARS.

THE MEMORIALS WERE REMOVED WHEN THE SCHOOL CLOSED IN 1985
AND WERE SUBSEQUENTLY SEPARATED AND DAMAGED.

A GROUP OF INTERESTED INDIVIDUALS HAS OVERSEEN THEIR RESTORATION
AND REINSTATEMENT IN A PLACE OF HONOUR WITHIN THE LIVERPOOL INSTITUTE
FOR PERFORMING ARTS - JUST A FEW YARDS FROM THEIR ORIGINAL LOCATION.

IN ADDITION TO THE INDIVIDUALS INVOLVED IN THE RESTORATION OF THE
WAR MEMORIALS THANKS GO TO LIVERPOOL CITY COUNCIL'S EDUCATION DEPARTMENT,
LIVERPOOL ARCHITECTURE AND DESIGN TRUST
AND DAVID HALLIWELL OF CADGRANGE.