

A Re-write of the World War Two Roll of Honour

I spent much of the lockdown last year researching and re-writing the World War Two Roll of Honour. The reason for a revision 55 years after the original publication is that the Roll of Honour published in 1965, although a wonderful document which paints an affectionate picture of those 161 boys who gave their lives in the Second World War, is sadly short of specific detail of where they served and how they came to lose their lives, although this is not surprising given the shortage of such information at that time.

I have updated and extended this moving record, using the extensive information now available on the internet, but also with the assistance of several distinguished and able helpers. The task is complete and the results will, I hope, be available for publication in 2021. There are now 163 names as I have discovered the deaths of Edward Crosse and Cecil Thomas and added their names to the Roll of Honour.

All former day boys who joined before 1936 are described as Home Boarders because that name was used until Stanley Powell's gift of his house to the College.

Finally, the fact that the number of names on the Roll of Honour is less than in the First World War cannot pass unnoticed. Perhaps there is significance in the fact that, of all OEs killed in the 1939-45 war, nearly forty per cent were aircrew. Certain it is that our record in the air, for all its grievous cost, gives much cause for pride in the eminence attained and the awards gained by Old Eastbournians. Also included are precise details of the locations of graves and memorials of these men. Sadly, those lost at sea and, sometimes, in the air have no burial location but may still be remembered on memorials at Runnymede, in graveyards, churches and elsewhere. These are all recorded.

I have spent almost twelve months searching the internet - which was not available to the authors of the 1965 edition. I am indebted, too, for the help that several people have given to this massive research task. Notably the late Vincent Allom, College teacher for 37 years, who bequeathed to the school an invaluable biographical record for every boy who attended from our foundation in 1867 until 1946. Also the late Bill Bowden (Nugent & Wargrave 1961-65) who not only discovered ten additional World War One OE casualties but provided similar research skills to this project. And John Hamblin and Philip Baldock, two enthusiastic researchers who have supplied excellent biographical evidence for several OEs for whom records are sparse. And of course the Commonwealth War Graves Commission, Oxbridge Colleges, Professional Bodies and members of the College Archives team.

We are publishing this extended record on the College website in order to give families and OEs the opportunity to comment, extend or improve this record prior to its more formal publication, which will include photographs in as many cases as possible. Please send all comments and corrections to me at mp@eastbourne-college.co.uk.

Michael Partridge (Blackwater 1946-51).

C R ALLEN

CHARLES REGINALD 'Kim' ALLEN, born on 6 May 1912, the son of Charles Percy and Eva Margery Allen of Tudor Court, Westham, Sussex, entered Gonville in January 1927 and left in July 1928. By 1939 he was a schoolmaster at Brancote school, Notts. Volunteering for aircrew duties in the RAFVR, he reached the rank of Flying Officer. A *Halifax 3* bomber from 578 Squadron of which he was pilot, and taking off from Burn airfield, five miles south of Selby, North Yorks, was shot down four miles SE of Ober-Ramstadt, near Frankfurt on an operational flight on the night of 18/19 March 1944. Aged 31, he is buried with the rest of his

crew in the Durnbach War Cemetery, Bavaria, Grave 1.E.16, which is approximately 28 miles south of Munich. He also has memorials in Westham and Stone Cross, Sussex, and in Pevensy church.

R S ALLEN

RICHARD STAFFORD ALLEN, only son of Edward and Mary Allen of Deepdale, Westerham, Kent, was in Crosby from September 1931 to March 1936. He excelled at both work and games. He became a member of the Modern Languages VIth and a school prefect, gained his Stag as an outstanding fly off half in one of the best XV's the College ever had. He won 2nd XI colours for two years, 1st fives colours, tennis colours, and was a scout patrol leader. After leaving he went up to Queens' College, Cambridge, where he read Modern and Medieval Languages and graduated BA in 1939.

Allen took a commission in the 6th Battalion, the Queen's Own Royal West Kent Regiment, at the outbreak of war and shortly after married Bridget Angela Goddard, eldest daughter of Theodore Goddard of Connaught Square, Hyde Park, on 30 December 1939. They had one daughter Jane. He went to North Africa with the 1st Army and fought through that campaign. After the fall of Tunis he was posted to Corps Headquarters as a Staff Officer. In the rank of Captain he was killed in action on the Sangro River, near Chieti in Italy on 19 November 1943. 'He died while gallantly leading his men in an assault on a hill in the face of heavy fire and through minefields'. He was 26 and is buried in the Sangro River War Cemetery, Torino di Sangro, Abruzzo, Grave II.E.1.

'He was not sent overseas until late 1942, and until then had nearly three years, with his wife and daughter, of as perfect happiness as human beings can have; he was one of the few who deserve and attain levels that other people do not reach. At school he was famous for his modesty and unassuming ways, despite his achievements. After leaving school he grew up more quickly than his contemporaries and became the sort of man everyone would wish to be, combining a grand sense of humour with a goodness and outstandingness of character that must have made him a superbly useful soldier. His loss will be sorely felt after the war, when England will need all her best men; but she has needed them first in war. Richard Allen was needed, and went gladly'.

The above appreciation by a school friend will be echoed by all at the College who knew this very lovable character.

W D ALLIES

WILLIAM DONALD ALLIES, was born at Sythel, India, on 9 May 1915, the son of William Kenneth Allies and Marguerite Jane, the Dowager Lady Wynford, of Putney, London, and Bewell, Alfrick Pound, Worcs.

He was in Pennell from May 1929 to March 1933. After leaving school he was making a career for himself as a fruit farmer, but joined the RAFVR with a short-service commission when war seemed inevitable, and by December 1939 he had won his 'wings'. He was acting Squadron Leader and pilot of a *Flying Fortress* with 214 Squadron, No 100 Bomber Support, flying from Oulton Norfolk on his third operational tour, a 'Jostle' mission to Hamburg, when his plane was shot down over the Heligoland Bight on the night of 21/22 March 1945. He and his crew of ten all died. Allies was 30. He had married Kathleen Marjorie 'Kay' Harman on 16 December 1939, and they had one son, Peter. Kay later married a Wing Commander Ian Arthur of the Canadian airforce. Allies is commemorated on the Runnymede Memorial, Panel 265,

and with a memorial stone attached to the family grave at the Alfrick St Mary Magdalene church, Worcs.

A F ANDERSON

ALEXANDER FINDLAY ANDERSON, son of James and Isabella Anderson of London NW, entered Crosby in January 1921 and left in July 1924. He was a Scot, with a natural shyness and reserve that concealed real strength of character, and from his unassuming manner one would never have realised that he was probably the best school athlete of his generation. In 1924 he was awarded the Victor Ludorum trophy, coming first in the 100 yards, the 120 yard hurdles and the high and long jumps. With his tall, lanky figure, topped by a thatch of bright red hair, he was a prominent house prefect.

On leaving school Anderson married and took a post with a firm in the Far East. He is known to have lived at New Barnet, London, in 1930 and by October 1932 at Kirkby le Soken, Clacton. He must have returned to Malaya because when war was declared he joined the Federated Malay States Volunteer Force, holding the rank of Company Quartermaster-Sergeant with the 43 MT Company. Taken prisoner on the fall of Malaya, he was set to work on the 'Death Railway' on the Burma-Thai border, and at this grim task met his death from beri beri on 1 November 1943, aged 37, at the Tambaya Hospital, Burma. He is buried in Thanbyuzayat War Cemetery, Grave B6.S.16, Mon State, Myanmal, Burma.

A S ANTUNOVICH

Known to his contemporaries as Tony Hill (he changed his name in June 1942 after leaving school), Anthony Stuart Antunovich, was born on 4 May 1921 at Blaengarw, Glamorgan, and entered Pennell in May 1935. He was the son of Agnes May and stepson of Antonio Antunovich of Myland, Golden Acre, Angmering, who had served with the Honourable Artillery Company in the Great War. Tony was keen and efficient both at work and games and became a King's Scout; but having matriculated he left young, in July 1938, to pursue a veterinary course at London University. He married Joan Scott McClean-Forman, a Wren officer, at the Holy Trinity Cathedral, Gibraltar on 29 September 1943. She remarried after his death. He volunteered for the Fleet Air Arm, reaching the rank of Sub-Lieutenant, and was based on HMS *Gannet* (RNAS Prestwick) at the RNVR Fleet Air Arm Station (880 Squadron, a fighter squadron) on Loch Foyle, Londonderry. He flew the *Supermarine Seafire III* from HMS *Gannet*, based at RAF Ballyhalbert. He was killed in a road accident on 13 January 1944, aged 22, at or near his airfield. He died of a cerebral haemorrhage, caused by a fractured skull. He is buried in the churchyard of St Mary the Virgin at East Preston, is remembered on a stained glass window in the church, and on the East Preston War Memorial, Angmering,

D C H BAKER

DAVID CHRISTOPHER HENRY BAKER, born on 14 June 1920, was the son of George, owner and planter of Travancore, South India, and Maud Jessie Baker. He entered Pennell in September 1934. His school career was undistinguished, but he made a number of very good friends and he showed considerable interest in and ability for all things artistic. He left in March 1938 with a view to a dramatic career. He worked with the Little Theatre at Hull and with other repertory theatres, and was awarded a scholarship in the Dramatic section of the Royal Academy of Music by London Films, but chose to study at the Douglas-Webber School. Just when he was achieving his ambition and falling on his feet, the war intervened. He joined up

in the RAFVR and served at the Ferry Training Unit at Narberth, Pembrokeshire, before being sent to North Africa on the ground staff. He died in Fez Military Hospital of wounds received when his *Bristol Beaufort* torpedo bomber with no 306 Ferry Training Unit (the aircraft was from 1 Overseas Aircraft Delivery Unit) ran out of fuel and crashed six miles west of Ras-el-Maat, Morocco at 1400 hours on 7 May 1943. Baker died on 9 May. He was on a transit flight from Portreath to Ras-el-Ma. He had reached the rank of Sergeant, serving as a wireless operator/air gunner and was 23. He is buried in Le Petit Lac Cemetery, Oran, Algeria, Plot E, Row C, Grave 21.

David Baker was a quiet, affectionate fellow, with a real feeling for good things; war was not in his line at all, but he was very ready to give of his best.

J P B BALL

JOHN PATRICK BROOKE BALL, was born on 17 March 1914 in Paddington, the son of Major Sidney Charles and Jane Dorothy (née Brooke) Ball of Reigate, was one of many boys who came to the College from Westerleigh School, St Leonards-on-Sea. He entered School House in September 1927, and was in the Science Vth and a house prefect when he left in July 1932; he was also a Sergeant in the OTC and had gained half shooting colours. He was one of a small party of natural history enthusiasts, who pursued their study of birds with considerable success after they left. He won a scholarship at Westminster Hospital and, after study at King's College London Hospital, qualified as a doctor, MRCS and LRCP, early in 1939. Later in that year he went out to France as a Lieutenant in the RAMC, being eventually stationed at a hospital base at Marseilles. After the débâcle they got off with some difficulty to Gibraltar, where the hospital was bombed and where on 25 September 1940 John died of wounds. He was 26. He was due to receive his Captaincy almost at once. He is buried in the Gibraltar (North Front) Cemetery, Plot 2, Row D, Grave 19. John is also commemorated in the King's College Chapel Roll of the Fallen.

His Commanding Officer wrote: 'John was a very promising young doctor and very popular in this station, where he was taking an active part in a play which was being produced for the benefit of the troops. He always looked so smart and cheerful, and we shall miss him very much'.

J D H BALLANTINE

JAMES DOUGLAS 'Duggie' HADDOW BALLANTINE, born on 26 August 1910, was the son of James and Agnes Sybil Ballantyne of Bournemouth. He was in Gonville from September 1924 to July 1928. An attractive and popular personality, he became a house prefect and a corporal in the OTC, and was also a useful rugby player. Rather backward in work, he went to a 'crammer' before entering Sandhurst. He married Kathleen (Kay) O'Donoghue in October 1939 and they raised a son and a daughter. She later remarried. He passed out into the Royal Armoured Corps, and in 1935-7 served with the 4th Battalion, the Royal Tank Regiment at Catterick, then with the 7th Battalion, also in Catterick, and finally from January 1939 with the 1st Light Tank Company, the Royal Tank Corps at Peshawar in India. It was as a Captain, acting Major, commanding 'A' Squadron, the 9th Royal Tank Regiment, a part of the 31st Tank Brigade, that he was involved in Montgomery's Operation Epsom, the push to secure the Normandy Beachhead and the city of Caen. Equipped with Churchill tanks, after Epsom, the 9th was a part of Operation Jupiter, the attack on Hill 112. Here he met his death, aged 33, from mortar fire on 10 July 1944, near to Maltot, in Normandy. He was posthumously awarded a

mention in despatches. He is buried in Banneville-la-Campagne War Cemetery in Calvados, Plot VLB.17.

N W BARNES

NORMAN WILFRED BARNES, born on 8 March 1906, the son of George Hodson, Brewery Managing Director, and Ruth (née Harris) Barnes of Wimblehurst Road, Horsham, entered Wargrave in May 1920. He left in April 1923, rather early, his father having lately died, and went into the Pacific and Oriental Bank. He also joined the HAC as a Private, in which he served early in the war; but he was never robust and in rather less than a year his health broke down. He died at Horsham Hospital on 21 December 1943 of illness contracted on active service and aggravated by night work with the Royal Observer Corps after he had been invalided out of the Army in 1942. His funeral was on 25 December 1943 and he is buried in Hills Cemetery, Horsham.

B A BEAMAND

BRYAN ARTHUR BEAMAND, born 30 September 1923, was the only son of Arthur, a banker, and Beatrice (née Chapman) of Loughton, Essex. He entered Blackwater in September 1937 and, when he left in December 1941, he had reached the Modern languages VIth, was a school prefect, a sergeant in the JTC and in 1941 gained his Stag ('a sound centre back row forward'). By 1939 he was working as chief of the Foreign Exchange Department in the Westminster bank. Following the outbreak of war, he was in due course commissioned into the 1st King George V's Own Gurkhas Rifles, the Malaun Regiment, Indian Army. He was killed at Kohima in Burma on 11 May 1944 while leading his men in an attack under an OE Commanding Officer, Lt-Col C M H Wingfield, DSO, MVO, (Blackwater 1910-13) who lost his life in the same action. Bryan is buried in Kohima War Cemetery, Grave 6.B.6, in the state of Nagaland in India.

One of the last things Beamand did was to send a telegram wishing good luck to his house for the coming year at Radley.

B BENZ

BRIAN BENZ, the second son of Frederick, the Eastbourne architect, and Annie Benz (née China), came to the College from Roborough School, Eastbourne, with a scholarship in September 1936, as a boarder in Blackwater. He entered at once into the life of the school in all its phases and proved himself to be a thinker far above the average for his age. He gained the School Certificate in 1937, with six credits, and the Higher Certificate in 1939. In the same year he was made a house prefect, in which office he was of the greatest service to his house, always human and never a machine. By this time he was in the Mathematical VIth and had gained his 2nd XV colours.

In 1940 Brian entered for the Royal Navy (Special Entry) and came out first in the list of successful candidates, an achievement which he followed up in the passing-out examination at the RNC Dartmouth by taking the prize awarded by Mr Mackenzie King, Prime Minister of Canada, to the cadet with the highest number of marks. His promotion to the rank of Lieutenant in the Royal Navy came in 1943. He married Jane Park in the first quarter of 1944.

Brian Benz gave his life for his country in an action with Japanese destroyers off Malacca on 22 November 1944, when his ship, HMS *Strategem*, an S Class submarine, was sunk. On 10

November 1944 *Strategem* left Trincomalee to patrol the area off Malacca where the Japanese were loading ships with Bauxite ore. *Strategem* sank a Japanese tanker *Nichinan Maru* on 19 November. On the 22nd a Japanese aircraft spotted the submarine and directed a sub-chaser CH53 to where *Strategem* was last seen. Depth charges were dropped and the sub was sunk. The crew abandoned ship and ten were taken into captivity; Only four survived the war. Benz was one who lost his life. What must have been a brilliant career in the Royal Navy was cut short at the age of twenty-one years and nine months. Brian married Jane Park in the first quarter of 1944. His death is recorded on the Portsmouth Naval Memorial, Panel 81, Column 1. He is also remembered on his parents' headstone in Ocklynge Cemetery, Eastbourne.

M L BERESFORD-JONES

MICHAEL LONGFORD BERESFORD-JONES, was born on 8 April 1919 in Canterbury, the son of Arthur, a surgeon, and Evelyn Annie Beresford-Jones (née Freeman), He entered School House in January 1933 and left in December 1936, having been a house prefect in his last term. He will be remembered as an alert and friendly person, always busy and active in all sorts of pursuits. Early in the war he joined the Fleet Air Arm, RNVR, readily adapted himself to the work, and duly became a Sub-Lieutenant, serving with 777 Squadron (HMS *Vulture*) at the RN Air Station, St Merryn, Padstow, Cornwall. Then in January-February 1942 with 829 Squadron, Fleet Air Arm, with HMS *Raven* at Eastleigh and from February 1942 until February 1943 with 829 Squadron on HMS *Illustrious*, an aircraft carrier. Finally he flew from February 1943 with 810 Squadron from HMS *Blackcap* (RNAS Machrihanish) based at Stretton, Warrington, Cheshire.

He had been happily married to Elizabeth Purefoy, née Chamberlain, of Dublin in Canterbury in late 1942 for only six weeks before he died of wounds following a crash into the sea on 28 May 1943 at the age of 24. He was flying a *Fairey Barracuda*. His death is recorded on the Lee-on-Solent Memorial, Bay 4, Panel 6.

R BICKFORD, DFC

RICHARD BICKFORD, born on 4 January 1911, the younger son of Dr Nicholas and Christine Bickford (née Macdonald) of Wimbledon, followed his elder brother Nicholas to School House in May 1924 after some seven years at Rokeby, the Downs, Wimbledon. He gained his half shooting colours, but left young, in December 1926, to begin a medical career. He was privately coached by one Henry Smale, British Chaplain at Dieppe in 1927-8. At Sidney Sussex College, Cambridge, from October 1928 he read Law but left in December 1929 due to failure to pass the necessary exams. He went on to St Thomas's Hospital; but in 1935 he took a short-service commission in the RAF, and after training was posted to 10 Squadron at Dishford, near Ripon in North Yorkshire, the following year. On 15 October 1939 he was the pilot of a *Whitley* which force landed at Dishforth due to oil on the windscreen. On 17 May 1940 he was awarded the DFC for gallantry and devotion to duty in a number of reconnaissance and bombing raids over enemy country and naval and air bases, including a flight to Bremen to bomb storage facilities. His *Halifax* sustained fuselage damage, fabric was ripped from the upper surface of one wing and aileron, and he had difficulty in keeping control. However he landed safely at Dishford at 03.35 hrs. On the night of 2/3 June 1940 he took part in the first attempt at 'pathfinding' to illuminate the target, the oil plant at Homberg. His *Whitley* was severely damaged by flak. Then on the night of 8/9 June his aircraft had an accident on take-off injuring two of the crew. Later in June he was posted as a flying instructor at 10 (or 19) OTU at Abingdon.

Now with 76 Squadron he died when his *Halifax* crashed near Pocklington on 30 August 1941 on its return from ops over Frankfurt, having taken off from Middleton St George at 21.13 hrs. While over the Finningley area, both engines began to run out of fuel and Bickford ordered his crew to abandon the aircraft. The rear gunner was killed as was Bickford in a crash at 04.15hrs. At the time of his death he held the acting rank of Squadron Leader commanding 76 squadron and was 30. He was cremated in Darlington Western Cemetery and is commemorated on Panel 1. There is also a memorial tablet to Richard in the Church of St Mary the Virgin at Bickington, South Devon.

Richard married to Bernice Maude, daughter of the late Herbert and Mrs Andrews of Toronto and London, at St Clement Danes, Westminster, on 27 February 1939. They had one son who became a British Airways pilot. His mother subsequently remarried.

R H BIRNAGE

RUPERT HARRY BIRNAGE, the son of Harry and Miriam Birnage née Wire of Worthing, born in Essex late in 1913, entered Crosby in September 1927. A quiet, unassuming, very likeable boy, he did not shine at games, but was of more than average intellectual ability and had reached the Classical VIth before he left in July 1930. For some years he worked for his father in the City. He married Edna Birnage in March 1939 and they lived in Epsom. When war broke out he obtained a commission in the 2nd Battalion, the Royal Fusiliers (City of London Regiment). The battalion was engaged throughout the withdrawal through Belgium and France. His death in action in that regiment occurred on 31 May 1940 at Dunkirk. He was 26. He is buried at Oost Duinkerke Communal Cemetery, Row E, Grave 117.

C P BOMFORD

CHARLES POWELL BOMFORD, born in Ireland on 5 May 1915, the son of Captain Charles Francis and Dorothy Maud Bomford, née Price, of Ballycommon, Co Tipperary, Ireland. Charles, known in his family as 'Bunty', entered Crosby in September 1929. He was one of those boys who, while backward in work, none the less make a valuable contribution to school life. Of Irish extraction, with a touch of the dare-devil that must have stood him in good stead in his service career, though at the College it never went beyond bounds; for indeed his was a most attractive personality, popular with masters and boys alike, and he had enough sense of responsibility to make him a good house prefect. He was an outstanding athlete. A useful wing three-quarter who had to be content with 2nd XV colours; he had his fives colours for two years, won the light-weight Boxing Cup, and was in the athletics team for two years, captaining it in 1933. But it is as a cricketer that he will chiefly be remembered: he was second in the batting averages of 1932 and headed them of 1933; he headed the bowling averages in 1932 and was third in 1933. The 'Characters of the XI' in *The Eastbournian* record that 'his contempt for successful bowlers is extraordinary', and indeed his hitting, both as a schoolboy and later for the OEs, was at times as brilliant as any ever seen on College Field.

Bomford left school in July 1933, and, after a short spell as an assistant master at Wykeham House Prep in Worthing and as a trainee with Phillips and Powis, aircraft manufacturers of Reading, joined the RAFVR on a short-service commission and was granted the rank of Acting Pilot Officer on probation on 30 March 1936. He was confirmed in the rank of Pilot Officer on 3 February 1937 and was promoted to Flying Officer on 3 September 1938. By the summer of 1940, he was serving with 107 Squadron, based at RAF Wattisham, Suffolk.

Bomford and his crew took off from Wattisham on 9 June 1940 in a *Bristol Blenheim* Mk IV to attack German armour in the Forêt de Boray in the area of Poix in France. The aircraft was carrying a bomb load of four 250lb general purpose bombs and 120 4lb incendiaries. On their way to the target they were hit by anti-aircraft fire but continued and dropped their bombs. Shortly afterwards they received a direct hit on the tail section and crashed at 11.30am on 10 June 1940 on a hillside near the village of Torcy-le-Petit, killing Bomford and his Observer, Sergeant Robert Bowman. The Air Gunner, Pilot Officer Francis Frayn, although injured, escaped from the aircraft and later made his way back to the UK.

On his return to England, Frayn wrote the following letter at the RAF Officer's Hospital at Torquay dated 19 September 1940: 'Sir, I have the honour to make the following report on the force landing of *Blenheim* aircraft of 107 Squadron on the morning of June 9th, 1940. Before getting into the target area, the aircraft received damage from anti-aircraft fire. After completion of the bombing, a barrage of anti-aircraft fire was put up around the aircraft. We received a direct hit in the tail and lost height. A few moments after this a hit was registered on the turret, causing injury to my left foot and right thigh. I endeavoured to make contact with the observer, and found it impossible. I then decided to abandon the aircraft, and having jettisoned the camera, I noticed we were far too near the ground for me to make a successful parachute descent, so I opened the hatch on the top of the aircraft, and as the machine crashed into a wood, I jumped, approximately 10 feet from the ground. My next recollection was seeing the machine some distance away upside down, with the starboard wing on fire. I endeavoured to make my way to the aircraft but my progress was very slow owing to my injuries. When I got near the nose of the aircraft, I saw Sergeant Bowman, the Observer, attempting to get out. I tried to give him some assistance and as I was doing so, an explosion occurred, probably caused by some petrol tanks becoming ignited. After this I remember nothing until regaining consciousness, having been rescued by two French soldiers. I asked them if any other members of the crew had been saved and they told me none. I should imagine that Bomford was killed by shrapnel or machine gun fire, and that Sergeant Bowman endeavoured to land the aircraft. I noticed that Bomford was lying out of his seat.'

In 1945 the RAF sent an investigator to establish what had happened. He reported that he interviewed the village Mayor, M. Allais, who told him that the aircraft had crashed at 11.30am in a field known locally as La Bastille, and that the two dead were buried on the spot. The following day the Germans ordered that the bodies be moved to the local cemetery. Brunel also stated that, although both of the bodies had been burnt, the pilot had still been wearing his parachute at the time of his death.

The following anecdote, related by a member of the College Staff, is typical. 'I was staying at Harwell aerodrome in 1935 or 1936, and there was great excitement because the squadron were about to be equipped with *Blenheims*; a single *Blenheim* for the pilots to practise on arrived while I was there. No one there had ever flown a twin-engined 'plane before, nor a monoplane; but Charlie Bomford took it up, flew it around a bit and made a reasonable landing, and so made it look easy for everyone else.'

Bomford and his observer are buried in the Torcy le Petit Communal Cemetery, Seine-Maritime, 14 kms south south east of Dieppe. His grave bears the inscription 'I thank my God upon every remembrance of you'. He is also commemorated on a tablet in St Columba's church, Kells, County Meath, Ireland. He was 25.

His brother, who was not an OE, Lieutenant Richard Lyndon Bomford, 10th Battalion, Rifle Brigade (Prince Consort's Own), was killed in action on 29 May 1944..

S C BONNETT

STEPHEN CHARLES BONNETT, born on 17 October 1916 in Reading, the son of Francis George, a journalist, and Eveline Bonnett (née Humphreys) of Guildford, was the youngest of three brothers who were all at the College. He entered Crosby in September 1930 from Chelmsford Hall, Eastbourne, with the top Entrance Scholarship and duly made his way into the Mathematical VIth; he also became a house prefect and a sergeant in the OTC. He was an able mathematician, who gained a Higher Certificate and three school prizes, but he just failed to obtain an award at Cambridge. On leaving school in September 1935, he entered Queens' College as a commoner and graduated BA. He was eligible to take his MA but never got round to it. While at school he had taken a special interest in the printing department, then lately started under art master Ralph Simpson, and had shown a remarkable aptitude that was to influence his choice of a career. A school friend writes: 'Stephen went into the Cambridge University Press after going down from Queens', and anyone who saw his work there had no doubt that he was going to be a power in typography and printing generally. He was talented and charming, but quite unjustifiably lacked self-confidence - which the war gave him, particularly after he got his commission as a lieutenant in 54 Heavy Regiment, Royal Artillery. A happy thing happened to him in the spring of 1943 when he became engaged to be married to Rachel Elizabeth Brooks of Ilkley, Yorkshire. On 4 August 1943 he was accidentally killed near Ulverstone, Lancashire, when a mine that he was defusing exploded. He was 27 and his home was Tilford Barn, near Farnham. He was a fine person and a greatly loved friend. He is buried in St Peter's Church Cemetery, Addingham, Bradford, Grave 1652.

H E BRAINE

HENRY EDWARD BRAINE, born at Romford on 2 February 1897, the son of Arthur Regent, a ship broker, and Elizabeth Mary Braine (née Hibbard), of Ilford, Essex. He entered School House in May 1912, and left after a school life briefer than the normal in December 1913. Resident in Hatton, Essex, from 1915 he served as a Lieutenant with the Manchester Regiment, the 24th Oldham Battalion, was wounded, and may have received a disability pension. He retired in 1919. He then worked in Canada and New York, making several transatlantic crossings, before his wedding at Southwark to Mary White in the winter of 1930. In WW2 he rejoined the 11th Battalion, the Manchester Regiment, and died at sea on 1-2 June 1943, aged 46. He was in charge of a party of RAF personnel crossing the Mediterranean en route to Africa on the troopship RMS *Highland Chieftain*, a Royal Mail Lines ship. On his death he was a Captain in the Manchester Regiment. His widow lived in Bridgewater, Somerset. He is commemorated on the Brookwood Memorial, Surrey, Panel 13, Column 2, and on the Cannington War Memorial in Somerset.

M G BROWN

MICHAEL GRANVILLE BROWN, born in Wandsworth on 29 April 1921 to unmarried South African parents, was the adopted son of Miss Ethel Pickergill-Cunliffe BA of Eastbourne. Michael came to the College from Chelmsford Hall, Eastbourne, and was in Pennell from May 1935 to July 1939. Quiet, reserved, but effective, he became a house prefect and gained a Higher School Certificate in history. On leaving school he entered Worcester College, Oxford, and read languages, hoping for a political or diplomatic career, but his university course was cut short when he joined up and on 19 July 1941 obtained a commission in the Rifle Brigade (Prince Consort's Own). Later, on 3 April 1943, he was transferred to the Somerset Light

Infantry and in May 1943 he was sent out to Nigeria to train with D Company, 1st Battalion, the Gambia Regiment. He learned to understand his natives and they understood him. He went with this regiment to Burma on 10 June 1943, where in February the regiment fought in the 2nd Arakan campaign from February to May 1944. Michael was killed in action while leading his platoon across a patch of paddy field in the area of Aungya, Burma, now Myanmar, on 26/27 March 1944. He was 22. His home was at St Mary's Gate, Lawns Avenue, Eastbourne.

Life was never easy for Michael Brown; it was a struggle for him to get to know people, but he was a very loyal friend and it was good to know that he was able to understand and appreciate the men he was called upon to lead, just as they trusted and loved him.

He is commemorated on the Rangoon Memorial (the Yangon Taukkyan War Cemetery), face 7, and on the Worcester College War Memorial.

A G BRYAN-BROWN

ARTHUR GUY BRYAN-BROWN, the son of Dr Douglas Stephen (Home Boarder 1902-5) and Edith Bryan-Brown of Stoke Newington, entered School House in September 1936, from Chelmsford Hall, Eastbourne. He left in July 1941, and died nine months later on 23 April 1942, aged 19. The son of a very faithful OE and the brother of two more Eastbournians, he was representative of the best Eastbourne tradition. He took a most energetic part in all branches of school life, won his Stag 'His speed enabled him to get up in attack and was most useful in defence', 1st running strings, and 2nd XI colours, was captain of boxing, a corporal in the JTC, a member of the Science Vith, and a valuable house prefect - all with that completely unassuming cheerfulness that the College likes to think of as one of its characteristics.

In the spirit of wartime, Guy Bryan-Brown abandoned his medical studies and as an AC2 was selected for the RAF (Aircrew) Short Course at Queens' College, Cambridge. Here he was attacked by a grave illness, against which he struggled for many weeks. He did indeed appear to have conquered it, when further complications came which on 23 April 1942 took him away. He was 19. He leaves the memory of an unfailing friendliness and an irresistible smile, and the conviction that a life endowed with these has not been wasted.

He is buried in St Albans (Hatfield Road) Cemetery, Sec.L. Row E. Grave 30.

H C BUCK, MC

HERBERT CECIL BUCK, born in India on 12 December 1916, was the only son of Lt Colonel Cecil Henry Buck and Eleanor May Buck of Yateley in Hampshire. He entered Pennell from Chelmsford Hall, Eastbourne, in January 1931 and from his first day at school he had one real mission in life, and that was to serve his country in India. With this end in view he worked hard and played hard, aiming at entering the Indian Civil Service after distinguishing himself at Oxford. He obtained his School and Higher Certificates and played a full part in the intellectual life of the school. A keen and effective fencer, he obtained his fencing colours and was a corporal in the OTC. He left in April 1935.

At St. Peter's Hall, Oxford, Buck read Modern Greats (also known as PPE), obtaining a 3rd class degree, and busied himself in fencing, wrestling, and rowing. He won a place in the university jiu-jitsu team. Having failed to get a 1st, he took a university commission in the 1st Battalion the Worcestershire Regiment, and later transferred to the Indian Army.

Buck served with distinction with the 1st Punjabis in North Africa, reached the rank of Major, and was taken prisoner by the Italians. Wounded and captured at Gazela in January 1942, he was later moved to a German prisoner-of-war camp and managed to escape from the German truck, killing the driver and escaping across Libya to Egypt, using German uniforms and vehicles. His ease of escape, facilitated by his knowledge of German, made him believe that, with planning and preparation, the concept could be used to assist raiding parties to attack key targets behind enemy lines. His plan was approved and, in March 1942, he was appointed commander of a new unit, the SIG, or Special Interrogation Group, attached to the L Det SAS. Its job, under the 8th Army, was to infiltrate behind German lines in the Western Desert. Buck's personnel were fluent German linguists, as he was, and some were Palestinian Jews of German origin. They were given fake German identities, taught German marching songs and German slang. For their missions they were supplied with German pay books, cigarettes, chocolates and even love letters from fictitious sweethearts in Germany. The SIG drove captured German vehicles behind German lines, set up roadblocks and carried out acts of sabotage. On 3 June 1942 the SIG assisted the SAS in destroying Luftwaffe airfields at Derna and on 13 June 27 German aircraft at Martuba in Libya. Buck was awarded the Military Cross on 23 April 1942. He was shortly afterwards captured at Tobruk and spent the years 1942 to 1945 as a prisoner of war in Germany.

He was killed aged just 28 in an ex-USAAF *Liberator* from 53 squadron which crashed near to Whites Farm, Broadway Pound, at Hare Lane near Castle Neroche in the parish of Buckland St Mary, near Ilminster, Somerset, after taking off on a foggy day from the nearby RAF Merryfield on 22 November 1945. It was carrying 22 soldiers and five crew, all but one Polish, on their way to Bombay, India. His death came within a few days of his marriage at Yateley on 6 November 1945 to Celia Elise, née Wardle, a Wren, of Glebeland Cottage, Friston on 6 November 1945. This tragic loss, after the survival of so much danger faced on active service, left a widow and deprived the Allies of a true and gallant friend.

He was cremated at Reading Crematorium, and is remembered on Panel 1 there. A memorial stone and plaque under an ash tree by the roadside in Hare Lane, 400 metres down the hill from Old Castle Farm, marks the site of the crash. The plaque reads: 'In Memory of the 27 men who perished at this site'.

C BURNE

COLIN BURNE, born on 18 April 1923, was the son of Albert Wadham and Dorothy May Burne (née Attkins), of Penenden Heath, Maidstone. He entered Pennell in May 1937. A really able mathematician, he did well at school, obtaining a Higher Certificate and a Physics prize, and might well have gained a university scholarship had the war not cut short his school life. He enjoyed games but was not brilliant; one of the earliest members of the Air Training Corps, he became a Sergeant in the new organisation. He left in July 1941, when he was selected (a mark of special ability) on 7 April 1941 as an RA Affiliated Student Cadet at Trinity College, Cambridge, the college he hoped to return to in peace-time. Later he continued his aircrew training at Alabama, USA, obtained his commission and served as a pilot with 207 Squadron, flying *Avro Lancasters*, and based at Langar, Nottingham. On 27/28 July 1943 his aircraft was shot down by a *Messerschmitt 110*, 20 miles south east of Bremerhaven on a bombing raid on Hamburg. The *Lancaster* crashed at Glinde, 4kms NW of Bremervorde in Lower Saxony. Burne, with five of his crew, died. He was 20 and his rank was Flying Officer. His home was at Lock, View, East Farleigh, Kent.

Colin Burne was a quiet, effective, and altogether charming lad; he had an air of frailty, but this was merely his natural gentleness.

He is buried in Becklingen War Cemetery, Niedersachsen, Soltau, Germany, Grave 11.B.1.

P H CANE

PETER HOWARD CANE, was the son of Dr Lionel Charles and Doris Cane (née Guyot), of Reading, and the stepson of Betty Cane, also of Reading. He was another of the first-rate boys who came to the College from Chelmsford Hall, Eastbourne. He entered School House in September 1933 and left in July 1938, intending to make mining engineering his career. He was a house prefect and a sergeant in the OTC, captain of gym, and a rugby Stag. Outstanding both as a gymnast and as a scrum-half - stocky of figure and tireless in pluck and determination - he would surely have made a name for himself in rugby football; he had begun to play for the Blackheath 1st XV early in 1939. When war broke out he joined the Royal Berkshire Regiment and was in due course commissioned; but instructional duties kept him, chafing, at home, and he was not happy until he had obtained a transfer to 6 Platoon, the 2nd Battalion of the Parachute Regiment with which he served in Sicily and Italy. He was killed while serving as a Lieutenant with the Parachute Regiment, Army Air Corps, when his *Dakota* aircraft landed in darkness with the 1st Airborne Division on dropzone-X near to Wolfheze on 17 September 1944. They advanced through Oosterbeek along the roads bordering the Rhine. He was 25. Martin Middlebrook in his book *Arnhem 1944 – The Airborne Battle* wrote ‘Peter Cane led his platoon straight up the railway cutting..... The Germans had a machine gun post on a bend ahead....this opened fire, hitting many of the platoon at once. Cane fell, shot in the chest, He shouted ‘Charge the bastards’, was hit again, said a few words, and died soon after with one of his corporals. Those who knew him well are sure that he sold his life dear. Cane was given a field burial near to the Benedendorpsweg-klingselbeekseweg railway viaduct. He was later buried in the Arnhem Oosterbeek War Cemetery, joint grave 18.A.13-14.

Peter ‘Cobber’ Cane was physically as tough as they make them; but, so far from becoming ‘a tough’, he had that type of simple, sterling character that inspires, and justifies, implicit confidence. He stood for all that is straight, clean, and upright in life, and his like can ill be spared from our country. His father, Dr Lionel Cane of Reading, did not long survive the loss of a beloved son.

C M CANN, GM

CHARLES MORRIS CANN, born on 30 May 1912, the son of John Arthur, works manager at an asbestos mill, and Ruby Louise Cann, née Morris, of Charmouth, Dorset, was the younger of two brothers who followed one another to the College; he entered Gonville in May 1932 and left in July 1935. He was a large, cheerful, and popular person, too overgrown to excel at games, but was one of the earlier members of the newly formed scout troop.

On leaving school Cann went into business, married Jean Beatrice (née Allen) and they raised two children. At the same time he joined the Territorial Army. He was stationed in the London area as a subaltern in the Royal Engineers, and before the war had been long in progress he was busy de-fusing Butterfly Bombs in No 4 Bomb Disposal Company. A number of policemen were killed when investigating this new device but in this task he showed a complete disregard for his personal safety. He would place an explosive charge near to the device. For one particularly dangerous assignment on 21 January 1941 when he preserved the first intact Butterfly Bomb for research he was awarded the George Medal. Reports stated that he was

awarded the medal for 'hazardous work in a very brave manner'. Later he developed methods for dealing with anti-personnel/tank mines buried on shingle beaches. He had some close escapes, including the time that he dealt with a parachute mine; it started to tick, indicating that the fuze was active and the mine would explode. He departed with great haste, climbing a number of six foot garden walls and getting far enough away to escape injury. He was aged 27 and a Captain when he went into hospital to have his tonsils removed; tragically he died at Southlands Hospital, Shoreham by Sea, under the anaesthetic on 31 July 1945. Some years later his son died under similar circumstances. Charles's body was disposed of at the Woodvale Crematorium, Brighton, and he is commemorated there on Panel 1.

A CHALMERS

ALAN CHALMERS, the son of Robert, a civil engineer, and Margaret Colville Chalmers, née Duff, of Blackheath, London, entered School House, where an elder brother had preceded him, in September 1931, and when he left in December 1935 he was a house prefect, a sergeant in the Officers' Training Corps, and had gained his 2nd XV colours.

He had joined the RAFVR before the war, went on to RAF Cranwell and, on passing out, was granted a permanent commission as a Pilot Officer on 18 December 1937. He was promoted to Flying Officer on 18 June 1939 and to Flight Lieutenant on 7 May 1940. He was posted to No 13 Operational Training Unit, 63 Squadron, a part of No 6 Group Bomber Command at RAF Squires Gate, aka RAF Blackpool, to train *Bristol Blenheim* light day bomber crews as an instructor; he was Commanding Officer of the Towed Target Flight there.

On 10 June 1940 he took off from Squires Gate in a *Fairey Battle Mk 1* for a training flight as pilot with two students. He had 325 hours of solo flying experience on the type and 527 hours of total solo flying time at the time. The weather conditions were poor with low cloud and limited visibility which forced the aircraft to fly at low level when coming into land. At 3.23pm, while returning to the airfield, the aircraft struck the wall of an Army training camp, crashed and burst into flames, killing the two students and badly injuring Chalmers. He was taken to the Victoria Hospital, Blackpool suffering from deep facial injuries and a possible fractured skull and died from his injuries later the same day. He was 22 years old.

A report dated 12 June 1940 stated that: 'Aircraft turned too steeply apparently to avoid patch of low cloud and side slipped into a wall of the Infantry Training Camp adjacent to the aerodrome. The aircraft then cartwheeled over a railway bridge and passed through some telephone wires and finally landed in a field just off the south west corner of the aerodrome. It is considered that the pilot made a wrong decision in turning steeply as he approached low clouds instead of flying straight and going above them.'

His Commanding Officer wrote of him: 'Though his death did not occur on the field of battle, he has died on injuries on active service, carrying out duties as important as any duty in the face of the enemy.'

He is buried in the Blackpool (Carleton) Cemetery, Sec.C, Grave 1,

C R CHANCELLOR

CHARLES RICHARD 'Jim' CHANCELLOR, born in Lisbon on 25 November 1923, the son of Edgar, a solicitor, who was in Blackwater 1911-13, and Marjorie Chancellor of Bessels Green, Kemsing, Kent and Lisbon. His father had served as a lieutenant in the Rifle Brigade in WW1. He entered his father's old house, Blackwater, in September 1938, leaving

in 1941. He was not long enough at school to hold any high office (though he gained his 2nd XI colours), but he left his mark as a boy with ideas of his own, self-possessed, and equipped with a certain engaging originality.

On leaving school in July 1941, Chancellor first worked in his father's London office and in the Home Guard, then the 3rd Cadet Battalion, the Royal West Kent Regiment. But before he was eighteen he volunteered for the RAFVR, only to be turned down on medical grounds. A month or two later he tried again, succeeded, and qualified in Canada as a flying instructor. On gaining a commission after his return to England, he was posted to heavy bombers and took part in many raids on Germany. He hated bombing, but rejoiced in the low-level flying and food-dropping operations in enemy-occupied Holland. He had also been involved on an attack on the warship *Admiral Scheer* and on Hitler's mountain retreat.

After the end of hostilities, by now a Pilot Officer with 626 Squadron, he brought back released prisoners from Belgium, 'Operation Dodge', and it was as pilot and skipper of a *Lancaster* flying from RAF Wickenby, Lincoln, on a similar mission to Italy that he was killed at Lamontelarie Tarn, Carcasson, near Marseilles, on 7 August 1945, aged 21. His formation struck foul weather in the Pyrenees, and only one aircraft got through. The victims were buried in the Mazargues Cemetery, Marseilles, Plot 3, Row E, Grave 67, by the French with full military honours.

H Y CHARD

HUMPHREY YULE CHARD, born on 19 August 1919 in Chelsea, was in Blackwater from September 1933 to December 1937, and was the second son of Lt Colonel William Wheaton Chard, sometime Bursar of Tonbridge School, and Emily Maud Chard of Brighton. He came to the College from Yardley Court School, Tonbridge, and was later followed by a younger brother.

Humphrey Chard, though he never excelled at book-work, was a tremendous trier and indeed a real enthusiast in everything that he undertook. His cheerfulness was infectious and his influence always for good. His sterling character made him a first-rate house prefect; he was a fast and plucky wing three-quarter who well earned his 2nd XV colours and was perhaps a little unlucky not to go further still; and he was a corporal in the OTC. He enjoyed his school life most thoroughly and, to quote someone who knew him well, 'he loved the School and was very proud of it'.

On leaving the College, Humphrey took a job with the Union Cold Storage Company. In early 1939 he married Edna Birnage and they lived in Epsom. As soon as war threatened, he volunteered for air-crew duties and qualified with a Royal Aero Club Certificate on 21 July 1939 flying a *de Havilland 60G Gipsy Moth* from Malling Aero Club. It was as a Sergeant Pilot with 115 Squadron, based at Marham airfield, 19 miles from Kings Lynn, who had already been over the other side several times and was doing his job well, that, returning from a successful raid on the *Scharnhorst* and *Gneisenau* warships at Brest on 4 April 1941, aged 21, he lost his life in action. His aircraft, a *Wellington*, flying over the Wash, was shot down by a *Junkers 88* at Ongar Hill, Terrington St Clement, five miles west of King's Lynn. Only the rear gunner survived, but he died later. Chard is buried in the Holy Trinity churchyard, Marham, Norfolk, Grave 62.

P S CLARK

PAUL STONE CLARK entered Blackwater House in September 1931 and left in July 1935. Born on 18 January 1918, the son of Percy and Marjorie Stone Clark (née Copley) of Denmark Hill, London, he was a particularly friendly and cheerful person who got on well at school in every respect other than book-work, which never came easily to him. He went on to the Royal Agricultural College, Cirencester; on leaving, and after completing the course there, he worked on a farm. Before the outbreak of war, however, he joined the Royal Gloucestershire Hussars, and in due course became an instructor in wireless, which had always been one of his hobbies. He was afterwards transferred to another unit of the Royal Armoured Corps, the 17/21st Lancers, and was serving with them as Squadron Quartermaster-Sergeant when he met his death on 7 January 1943, aged 25, possibly on a hospital ship that was torpedoed in the Mediterranean. He has no known grave and is remembered in the Medjez-el-Bab Memorial Cemetery in Tunisia, Face 3.

G D COOPER

GEOFFREY DANVERS COOPER, born on 14 January 1900 at Hampstead, London, the only son of Dr Ernest Frederick, a surgeon, and Mabel Rosamund Cooper of Uckfield, was one of those whose schooldays fell almost wholly within the First World War, for he was in School House from September 1913 to July 1918. He was a house prefect, Cavendish librarian, a member of the shooting VIII, a corporal in the OTC, and had his 2nd XV colours.

Cooper attended Sandhurst in 1921 and was for some years in the Regular Army. When the Second War broke out, he was married to Eileen Nora (née Gaze) with a son and a daughter. As a Major in the 1st Battalion the Manchester Regiment he was taken prisoner on 15 February 1942. In July Cooper became commanding officer and in October prisoners were moved in tightly packed vehicles 900 miles from Singapore to Ban Pong and then Chungkai in Thailand. Conditions were very bad with malaria and stomach complaints rife. After three weeks the prisoners were marched a 100 kilometres to Tarkanun, which was reached in May. Conditions were appalling with men sleeping in the open under continuous heavy rain, with limited food and 12 hour working days. Cholera and dysentery were rife, as were jungle sores and ulcers. Cooper died of scurvy on 26 June 1943, aged 43, in Japanese hands at Thailand, Camp 4. He is buried in Kanchanaburi War Cemetery, Grave 2, M.64, Thailand,

F N CRANE

FRANCIS NEVILLE CRANE, born on 22 June 1918, the son of Francis Henry Burns and Mary Sarah Crane of Worthing, was the younger of two brothers whose time at the College overlapped; he entered Crosby in September 1932 and left in December 1935. A strong runner, he gained his Stag as a wing three-quarter in his last season, 1935 ('an excellent defender and a strong runner with a good swerve'), and was in the 2nd Rowing IV in his last summer. He was a particularly fine swimmer and won successively the Junior and Senior Swimming Victor Ludorum Cups, as well as the Thiele Cup in 1933. He was a lance corporal in the OTC.

Crane joined 683 Photo Reconnaissance Squadron, 214 Group, Mediterranean Air Command, as a Flight Lieutenant; it was equipped with various marks of the *Spitfire* for its entire existence. Based at San Severo, Italy, early in 1944 it focused on the Po Valley and the rest of northern Italy. Yugoslavia was added in February, and it also flew into southern France, southern Germany, Austria, Hungary, Yugoslavia and Greece. Crane flew in a *Spitfire* from Peretola, near Florence, on a photo reconnaissance sortie over Augsburg and Munich and was reported missing on 24 August 1944. He was shot down by an *Me 262* and crashed at Simetsberg/Zwolperi; he was subsequently presumed killed in action. He was 26 and is

buried at Durnbach War Cemetery, Grave 7.E.25, Bayern, Bavaria, approximately 28 miles south of Munich.

J N CROKER

JOHN NEWPORT CROKER, was born on 21 January 1924, the son of Brigadier William Pennefather, RAMC, Croix de Guerre, MiD and Légion d'honneur, and Jenny Stewart Croker (née Pratt) of Barton-on-Sea, Hants, and entered Blackwater in September 1937. He gained his 2nd XV colours in 1941 and became a house prefect in the Michaelmas term of that year, but left to join the RAFVR soon after the beginning of term. After training in Canada he attained the rank of Flight Sergeant Pilot with 69 Squadron RAFVR which, with 140 Squadron, formed the photographic wing of 21st Army Group, Second Tactical Air Force and 34 Wing. Serving as an air bomber in a *Wellington* from an airfield at Moelsbrook, Belgium,, he lost his life in action on a night time non-operational mission near Roermond in Belgium on 21 November 1944, aged 20. The entire crew lost their lives. They are buried in a collective grave at Heverlee War Cemetery, Grave 2, K.6-11, Leuven, 19 miles from Brussels, Belgium.

A O CROOKSHANK

ALEXANDER OLDFIELD CROOKSHANK, born 23 February 1921, son of the Reverend Arthur Chichester and Dorothea Crookshank (née Oldfield). His father was Chaplain of Lewes Gaol and later Vicar of Ditchling. Alexander entered Pennell in January 1935. His school career was a delight to all, as he was not particularly gifted or brilliant and yet he achieved success in all he did and made himself an outstandingly useful member of the College. He became a good mathematician, obtaining School and Higher Certificates, won the Newton Reading Prize, gained his Stag as a very useful scrum-half in 1939-40, 'he was invaluable in defence', was second in the Run, was a King's Scout and won the King's Scout Cup. When head of the house and second prefect, his energy and high spirits made the departure of the College from Eastbourne in June 1940 very much easier than it might have been. In those first few months at Radley he held his scattered house together by his enthusiasm. He left in July 1940. After his death the *Eastbourne Herald* reported that he 'was on the staff of St Mary's church'. He appears to have entered St John's College, Cambridge, but it is unlikely that he ever took up residence.

After an attempt to get into the Fleet Air Arm, he was eventually commissioned 2nd lieutenant in the 130/4 Maritime Regiment, Royal Artillery, specialising in anti-aircraft gunnery. Later he travelled round the ports of this country on the special job of training merchantmen to use AA guns, and volunteered to man his guns on the historic Malta convoy. But his ship, the SS *Waimarama*, a 11,000 ton cargo vessel, went down in the Mediterranean on 12/13 August 1942 due to bombing by *Junkers* 88 dive bombers off Cape Bon. Direct hits by four bombs ignited aviation fuel on the deck and the vessel exploded in a sheet of flame and smoke. In five minutes she was gone and, of her crew of 107, only 27 survived. The ship was a part of the convoy WS21S and was carrying supplies to Malta under Operation Pedestal. Alexander was lost at sea. He was 21. Always really keen and very much alive, his example was an inspiration to many, and the College is proud and grateful that his parents founded an Alex Crookshank Scholarship to perpetuate the memory of a gallant and high-hearted Old Eastbournian. He is commemorated on the Plymouth Naval Memorial, Panel 77, Column 2.

P S CROSBIE-HILL

PHILIP SYDNEY CROSBIE-HILL, born in Berkshire on 20 February 1917, the son of Barton, a land agent in Thornbury, Hants, and Florence Crosbie-Hill (née Hulbert). His father was in School House from 1892 to 1896. Philip came to the College from Chelmsford Hall, Eastbourne, and entered School House in January 1931 and left in December 1934. His brother Guy also attended School House from 1926 until 1931. Philip was tea-planting in Assam when war broke out, and immediately applied for service in the Indian Army. He was undergoing training as an officer cadet in the North Staffordshire Regiment and Royal Bombay Sappers and Miners when he was killed in a motor accident at Poona on 15 April 1941, aged 24. He was buried in St Sepulchres Cemetery, Poona, but must later have been reinterred in the Kirkee War Cemetery in Khadki (formerly Kirkee), Grave 11. D.1., a town near Pune (formerly Poona), in India. His death, due to concussion, is also recorded on the Sevenoaks War Memorial. His memorial inscription reads: 'There is no death! What seems so is transition'.

EC CROSSE

EDWARD CASTELLAIN 'Ned' CROSSE, MiD, born on 9 August 1897, was the son of the Revd Arthur Adam Taylor, vicar of St Mary's church, Hickling, Norfolk, and Edith Rose Crosse. Known as Ned or Eddy, and born on 9 August 1897, Edward was in School House from 1912 until 1914. He was a 1st XI cricketer and a team gymnast. In World War One he served with the Norfolk Regiment at the Battle of the Somme (near Guillemont) from September 1914, and led a platoon of the Norfolk Regiment 'over the top', reaching the rank of Acting Captain. He was mentioned in despatches. He later transferred to the Royal Flying Corps, and was twice wounded. After the war, on 14 August 1925 he sailed for Malaya and became a rubber planter on the Hang Yang Estate, Masai, Jahore. Captured by the Japanese in Singapore on its capitulation in February 1942, he was then serving as a Captain in the Jahore Volunteer Engineers, a local defence unit, and the Federated Malay States Volunteer Force. As a Prisoner of War, he was sent to work on the Burma Thai railway, succumbed to illness and died in Chungkai camp on 17 December 1942 aged 45. He is buried in the Chungkai War Cemetery, Grave 12.C.11, just outside Kanchanaburi in Thailand.

J I CRUICKSHANK

JOHN IMRAY CRUICKSHANK, MiD, born in Calcutta on 3 June 1919, the son of Peter, a tea planter, and Anne (Annie) Cruickshank of Aberdeen and London, entered School House in May 1933. When he left in March 1937, after a school career in which he had made many friends and no enemies, he was a house prefect, a member of the Mathematical VIth and a lance corporal in the OTC. After the outbreak of war he qualified as a pilot in the Fleet Air Arm, served on HMS *Indomitable*, an aircraft carrier, on the Malta Convoy where his gallantry brought him a mention in despatches. In the rank of temporary Sub-Lieutenant he was killed in action while on the *Indomitable* on 12 August 1942, aged 23. The ship was a part of Operation Pedestal, the largest convoy to take supplies to the besieged island of Malta. It was hit by two 500 kg bombs, causing her to withdraw for repairs. Cruickshank is commemorated on the Fleet Air Arm Memorial on Victoria Embankment Gardens in London and on the Lee-on-Solent Memorial, Bay 4, Panel 1.

R M CUNDY

ROBERT MICHAEL CUNDY, born on 3 October 1916, was the son of Wright and Emma Louise Cundy (née Neary) of Hatch End, Middlesex & Aldeburgh, Suffolk. Robert was one of

twin brothers who in January 1931 entered Blackwater, where his older brother, Peter John Cundy, later Wing Commander, DSO, DFC, AFC, had preceded them. The twins were so much alike that, up to the day of their leaving in December 1933, only those most closely associated with them could tell them apart. Michael Cundy was commissioned in a Territorial battalion of the Middlesex Regiment in 1937, but soon after war broke out he volunteered for aircrew. He attained the rank of Flying Officer RAFVR, and as pilot of a *Blenheim IV* of 13 Squadron, 2 Group, Bomber command, based at Odiham, he was reported missing from a night operation on 30 May 1942, aged 26. His body was afterwards found and is buried in Boulogne Eastern Cemetery, Pas de Calais, Plot 13, Row C, Grave 4.

C M CURWEN

CHARLES MICHAEL 'Mike' CURWEN, born on 6 October 1920, the younger of two brothers who were at the College together, was the youngest son of Charles and Catherine Muriel (née Philbrick) Curwen of Beckenham, Kent and Westminster. He entered Pennell in September 1934 and immediately set to work to get the best out of his school life, which he always seemed to enjoy immensely, and to help others to do the same. He was a Social Commando and a lance corporal in the OTC.

In order to enter his father's electrical business he left the College young, in July 1938, to get some technical training. He joined up at the beginning of the war and was duly commissioned 2nd lieutenant in the 4th Queen's Own Hussars, Royal Armoured Corps, in April 1940. He jumped at an opportunity of going overseas, was wounded in Greece when serving with the Royal Tank Regiment, and on 14 April 1941, age 20, died of his wounds in hospital. He is buried in the Phaleron War Cemetery, Athens, and is commemorated on the Athens Memorial, Abb Kyl, Face 1 and on the lych gate at St Katherine's Parish church at Knockholt, 5 miles NW of Sevenoaks.

I R DAVIES

IVOR REES DAVIES, born on 24 April 1915, the son of Dr Herbert and Eleanor Alice Rees Davies of Bedford Lodge, Whyteleafe, Surrey, was in Blackwater from May 1928 to July 1932, and was a member of the shooting VIII in his last year; he was also a very plucky boxer and a lance corporal in the OTC. He adopted his father's profession and in due course took his MB and BS degrees from London University, and qualified LRCP, and MRCS. He was for a time a house physician at St Bartholomew's Hospital, having been a student there. He joined the RAMC, serving at RAF Kenley in the rank of lieutenant. He lost his life on 8 July 1940, when his motorcycle came into collision with a car on the Malden Road near Colchester. He was 25. He had been married to Cecily Mary (née Stavert), a nurse at Great Ormond Street Hospital since 3 February 1940, and a daughter Julia was born posthumously. He is buried in St Luke's Church, Whyteleafe, Tandridge, Surrey, Row K, Grave 65.

A R N DAVIS

ALAN ROLAND NEWNHAM DAVIS, born on 23 January 1921, the son of Dr Charles MD and Ethel Florence Davis (née Williams) of Folkestone, later Biddenden, Kent, entered Blackwater in May 1935. He was always a most likeable boy of the highest character, and though at first very retiring, he gained greatly in confidence during his time at school. He was in the Science VIth when he left in December 1938.

It was Davis's ambition to be ordained, and he had a place reserved for him at Oxford for further study when the war was over. Meanwhile he joined the RAFVR and obtained his pilot's wings in America. On his return he was posted as a Sergeant Pilot to 609 (WR) Squadron, flying *Typhoons* from Manston. He was shot down by a *Fw 190* between Sangatte and Wimereux on 23 December 1942, aged just 21, during an operational flight in which, to quote the words of his Squadron Leader, himself an OE (Roland P Beamont (Crosby 1934-37), later Wing Commander, DSO and Bar, DFC and Bar), 'the enemy attacked, but was driven off without achieving his object'.

The fact that in his last year at school Alan Davis made a wonderful recovery from a very serious illness, after lying for weeks at death's door, adds poignancy to his death only four years later. His death is commemorated in All Saints Church, Biddenden, Kent, and on the Runnymede Memorial, Panel 81.

JD DAVIS

JOHN DARBY DAVIS, born at Horley, Surrey, on 30 April 1921, was the only son of Frederick George, company director, and Eveline Davis (née Darby) of Hove. He entered Pennell in September 1934, and at once put his whole heart into every school activity. All his contemporaries will remember him as a hard worker, an enthusiastic games player and one of the most loyal members of his house and school, who would have played a leading part in the life of the school had he stayed a little longer; as it was he gained 1st boxing colours and was a corporal in the OTC. He was, however, determined to make a success of a laundry business which he wished to manage and so he proceeded in the autumn of 1938 to make a thorough study of the scientific side of laundry-work at a laboratory at Hendon. He had just made a start in his own business when war interfered.

He enlisted into the Territorial Army before the war as a Gunner in the Royal Artillery and was commissioned 2nd Lieutenant on 25 June 1939. He transferred to the RAFVR and was commissioned Pilot Officer on 15 February 1941. He obtained his 'Wings' in July 1941 and completed his training with No. 41 Operational Training Unit. He had just been posted to 239 Squadron at RAF Gatwick, when, at 10am on 21 October 1941, he took off from Gatwick in a *Curtiss Tomahawk Mk 1*, along with Pilot Officer DA Lloyd, for formation and air fighting training. He had a total solo flying time of 165 hours of which 5.40 were on this aircraft type. His aircraft crashed at Manor Farm, Stopham near Pulborough, Sussex.

Pilot Officer Lloyd wrote the following report on the incident: 'Sir, I was authorised to carry out formation, R/T and fighting tactics with P/O Davis on 21 October 1941. We took off at 10.00 hours in open formation, and continued in a westerly direction climbing steadily; for the first 3,000ft P/O Davis formed on me. At approximately 10,000ft I gave him instructions to break away. I got on his tail following him round in a series of steep turns. He then dropped his nose and went down in a diving turn. I called him on the R/T and told him to get on my tail. After climbing to about 9,000ft, I went into a steep turn to the left; Davis followed me, and after doing several circles, I closed the throttle and went into an aileron turn to the right pulling out at approximately 5-6,000ft, with the intention of going into a steep climbing turn to the right. I then noticed that the right hand side of my hood was coming loose and called P/O Davis on the R/T and told him to break off as my hood was loose. I received no answer. Closing the throttle slightly, I lost height in a gradual dive to about 3,000ft, my speed then being about 300 mph, I then called him again and received no answer. I concluded that either he must have force landed or crashed, and searched the area for him. I saw some blackish smoke rising from the

corner of a field and saw the remains of an aircraft burning. I then called up the Squadron ground station and told them that I thought Davis had crashed’.

A report on the cause of the accident was compiled by the Squadron Engineer Warrant Officer, JS Graham, on 22 October 1941: ‘Sir, On 21st October, I was detailed to proceed to Stopham near Pulborough and report on an accident to a *Tomahawk* aircraft. The aircraft was seen diving steeply from height estimated to be 6,000ft down to a low altitude, probably around 800-1000ft. The pilot pulled out of the dive, and as he did so the port elevator fell from the aircraft, and the aircraft spun into the ground. I examined the burnt out aircraft and found it to be complete with the exception of the port elevator. The elevator had fallen in a field about 1,000 yards from the aircraft. On examination I found it still had attached to it the plates which are normally riveted to the tailplane. The remaining rivets had sheared. It appears that the construction of the tailplane is insufficiently robust to withstand the strain of pulling a fast moving aircraft out of a dive.’

His funeral took place on 24 October 1941. He is buried in Horley (St Bartholomew) New Churchyard, Surrey. He was 20.

L E DENNYS, MC AND BAR

LANCELOT ‘Lance’ ERNEST DENNYS, born in Simla, India, on 10 May 1890, the son of Captain Charles and Dorothy Dennys, entered Blackwater in September 1903. He was a distinguished member of a family whose name has long been greatly honoured at the College. At school he was a house prefect, lance corporal in the OTC, and a 1st XI cricketer for two summers. Family tradition made it natural that on leaving in 1908, he should proceed to Sandhurst and thence into the Indian Army.

In the First World War Lance Dennys served as Captain and Adjutant of the 54th Sikhs, was wounded, and gained the Military Cross and a Bar to it. During the years following, after commanding a battalion, on the strength of his outstanding qualities he was selected to attend the Imperial Defence College course. By 1939 he was a Major-General, and early in the war he had been appointed Head of the British Military Mission in China and later as Brigadier for the Gurkha Brigade and Military Attaché at the British Embassy in Chungking. His death in a Chinese operated *Douglas DC-2* crash 2 kms from Kunming-Wujiaba Airport, Yunnan, China, aerodrome on a flight to Chungking on Saturday 14 March 1942 was a major tragedy for his friends because of his exceptionally lovable and inspiring character, and for the College because he was the foremost OE soldier of his time and would assuredly have attained even greater eminence (he had already been mentioned in despatches). The cutting edge of the Mission was known as 204 China Mission and, following his death, one of its members wrote: ‘...we suffered a grievous loss in the death of our overall commander, General Dennys, killed in a flying accident. He was liked and trusted by the Chinese Nationalists and had he lived he might have been able to persuade Chiang Kai-shek to obtain badly needed supplies for us...’.

The following is an extract from the obituary notice that appeared in *The Times*: ‘His outstanding quality, almost from childhood, was the capacity to inspire all with whom he came in contact with his own cheerful enthusiasm, and with his own particular brand of gay, irresistible courage. He was a born leader of men, the natural commander, at his best and most cheerful in a tight corner or when any specially difficult or dangerous task had to be done. On such occasions - and he always seemed to be on the look-out for them - he would give of himself without stint. He demanded (and usually received) a high standard of duty and courage from others, but he was always ready to lend a hand to the ‘lame dog’. At school and Sandhurst, as adjutant of his battalion, and right through his life it was the same: he would gladly take the

hard knocks intended for others, if they happened to be weak, defenceless or afraid. His own gallantry in action was marked by two awards in the last war. He had a strong sense of humour which never deserted him and which always infected others. His most attractive personality had a magnetic quality and he was loved and respected by everyone'. He was 51.

Every OE who knew Lance Dennys will echo those sentiments. He was, furthermore, the most loyal of Eastbournians. His son followed him to the College, and though still at school when the war broke out had by the end of it attained the rank of Major in the Indian Army and, like his father, won the MC. An OE nephew did likewise, and it would have been Lance's joy and pride to know that the Dennys name had brought still further honour to the College.

General Dennys is buried in the Sai-Wan Commonwealth War Cemetery in Hong Kong, Plot 1.C.6, and his name is inscribed on the Budleigh Salterton War Memorial in Devon.

M J A DICKSON, MC

MURRAY JAMES ANGUS DICKSON, born on 7 October 1918 in Ceylon, the son of John James and Evelyn Dickson of Eastbourne, came from the Grange School, Eastbourne, and entered School House in September 1932. He had intellectual ability above the average and a most attractive personality, of which perhaps the chief characteristics were simplicity and modesty. When he left in July 1936 he had reached the Modern Languages VIth, was a sergeant in the OTC, and had gained his 2nd IV colours. Going up to Clare College, Cambridge, he was placed in the 1st class in Part I of the Modern Languages Tripos, was awarded an Exhibition, and later an MA.

Murray Dickson was killed, aged 25, in action in Italy as a Captain in the 1st Battalion, the Royal Sussex Regiment, on 13 July 1944; he was on 21 September 1944 posthumously awarded the Military Cross for great gallantry. When his platoon had come under heavy fire, he went out into the open and brought in a wounded man, being himself wounded. He then went forward again to bring in another man under heavy fire; after which he led his platoon forward and continued to command it in action in spite of his wounds.

He is buried in the Arezzo War Cemetery, Italy, Grave 111.D.14, and is remembered on the War Memorial at St Mary and St Nicholas Parish Church, Etchingham, Sussex.

J F DOELBERG

JULIAN FREDERIC DOELBERG, born in Lewisham on 16 November 1901, was the son of Hermann Diedrich Arnold Doelberg, a mantle manufacturer, and Nellie Agnes Doelberg of Forest Hill, London. In 1904 his father applied successfully for Julian to be declared a British Citizen. He entered Gonville in September 1915, transferred a year later to Crosby, and became a school prefect and head of his house before he left in December 1919. He also gained 2nd XV and shooting colours. An exceptionally strong rugby player, he is reputed to have run upfield with seven men hanging onto his legs, so earning the nickname Tarzan. Very studious and thorough, and at the same time a most friendly and pleasant companion, he hardly gave his friends the impression (though he attained the rank of CQMS in the OTC) that he would make a regular soldier. Yet he confounded them in 1919 by passing high into the RMA, Woolwich, when it was no small achievement to secure entrance at all, passing out into the Royal Engineers. He next entered the School of Military Engineering from where in 1922 he passed the Associate Membership Exam of the Institute of Electrical Engineers. In 1924 he attended further classes at the School of Electrical Lighting in Gosport, following which he in 1925

received his commission in the newly established Royal Engineers, becoming officer in charge of the workshops, 1st AA Searchlight Battalion.

In 1927 he married Leslie Edith Havers (d.1954) in Bath and in 1932 they had one daughter, Althea Anne, who died in 2008; her ashes were later added to his grave. During 1928 he attended the Advanced Motor Transport Course at the Military College of Science and in 1929 he was promoted Staff Captain and served for three years in the Directorate of Mechanization at the War Office. During the next three years he served apprenticeships with Thornycroft, Petters, and other firms. By 1935 he was stationed in Singapore with the Royal Engineers as garrison engineer for the Western Defences of Malaya, supervising new works including Changi Barracks, later a Japanese prison camp

Recalled to the UK in 1937, he moved with his family to Oxshott, Surrey. He visited relatives in Germany and spied on German military installations. Back in England he transferred to the Royal Mechanical and Electrical Engineers (REME) and was eventually posted to Greece in the rank of Major with a mission to demolish bridges and other installations to delay the advance of German forces. Allied forces hired a Greek ship off the Mani peninsula in order to evacuate to Crete. Two German aircraft arrived and bombed the ship. Doelberg, aged 39, with six others, died of wounds on 29 April 1941 and was buried by villagers on the Kaminia (now Delfinia) beach. One source says that this was the village cemetery at Proastio on 6 May 1941). A year later local people exhumed the bodies and they were re-buried in a local cemetery. In autumn 1944 a British warship arrived at Kalamitsi beach and a military chaplain went to the village, the bones were exhumed and were carried to the ship. They were re-buried on 27 April 1945 at Phaleron, Alimos, War Cemetery in Athens, Grave Reference 14.C.2. Doelberg is also remembered on the Oxshott Wall War Memorial and on the memorial at Oxshott Heath.

In war his high intelligence and thoroughness would assuredly have brought him right to the fore, and his early death was the more to be deplored. As an engineer, his versatility and ingenuity were remarkable: he invented a soundless toilet and a bullet-proof tyre and tried to work out a way to save lives from a submarine, probably HMS *Thetis*, stuck in mud off the English coast.

R DONALDSON

Roy DONALDSON, born on 31 December 1920, was the second of three sons of Arthur William John Donaldson, a bank manager, and Henrietta (née Claxton) of South Croydon; all three sons were at the College. From Aldro School, Eastbourne, Roy entered Blackwater in January 1935 and left in April 1939. He was a house prefect, had gained 2nd XV colours, and had won a boxing cup as a junior. But it is as an outstanding athlete that he will be chiefly remembered. He was twice Victor Ludorum (1938 and 1939), and in the latter year achieved the quite remarkable performance of winning the steeplechase, the mile, the half mile, and the quarter mile, with second place in the hundred yards. The school record for the Quarter Mile was fifty-two seconds and Donaldson twice beat this in heats at the White City and against Westminster.

After leaving he went first of all into insurance, but joined the RAFVR in 1940 and was sent out to Canada for training. On his return to England as a Sergeant pilot he was highly thought of and his Commanding Officer said of him that he was always ready to jump to any job of service that was going. Flying *Spitfires* from Hornchurch, he was engaged in fighter sweeps over France.

Training with 65 (East India) Squadron at RAF Kirton at Lindsey, Lincs, on 13 September 1941 Roy Donaldson took off in a *Spitfire Mk IIA* for a training flight, He had 48 hours of solo

flying time on *Spitfires* and 188 total solo flying time in all. During the flight he was carrying out aerobatics at 12,000 feet when he lost control of his aircraft and entered a spin. He was seen by another pilot to still be spinning when he entered cloud at 8,000 feet. The cloud base was at 2,000-3,000 feet and as he left the cloud cover he tried to pull up during which the port wing became detached soon followed by the starboard wing. Donaldson was thrown clear of the aircraft but was not seen to attempt to pull the ripcord on his parachute. The aircraft crashed at 11.20am at Ludford Magna, some four miles southwest of Binbrook, Market Rasen, Lincolnshire.

Squadron Leader J W Villa, CO of 65 Squadron wrote: 'I consider this pilot had not sufficient experience of recovery from a spin as he had 4,000 feet before entering cloud.'

The Station Engineering Officer reported that: 'The wreckage of this aircraft was inspected by the engineer officers on the day of the accident. From various statements of witnesses, it appears that the pilot attempted to pull out from a very steep dive. A rending sound was heard, and the mainplanes fell away from the fuselage. The inspection of the wreckage supports this theory, as the spars of both mainplanes are completely fractured.'

His funeral took place on 17 September 1941. He is buried in Laleham (All Saints) churchyard, Surrey (Plot 11, Row A, Grave 3).

A A H DOWNES

ANDREW AUDLEY HUGH DOWNES, born on 10 June 1915 in Sutton, Surrey, was the son of Canon the Very Revd Edmund Audley and Muriel Ashton Downes (née Lammiman). His father was sometime Headmaster of St John's School, Leatherhead, and later Rector of Hadleigh and Dean of Bocking. He entered Gonville in September 1928; and when he left to go to Magdalene College, Cambridge, in July 1934 he had been a school prefect and head of the house, captain of boxing and gym, a CSM in the OTC, and had 1st fencing, 2nd XV, and 2nd swimming colours. Two incidents stand out in his school career: Once he tried to arrest a policeman who was lying in wait in some bushes in Blackwater Road after dark and would not let go until he was satisfied about his identity. And once he applied artificial respiration to a corpse he pulled out of the Cuckmere. The College's Andrew Downes Prize is named in his memory.

At Magdalene, Andrew matriculated in 1934 and took the Historical Tripos, graduating with a BA in June 1937 with 2nd class honours. He also won a ½ Blue for boxing as a light heavyweight.

He entered the army in 1937 with a university commission and during the war he served in the Tochi Scouts, Indian Army, and, as a Lieutenant with the 1st Battalion, the Duke of Cornwall's Light Infantry, then with the 8/13th Frontier Force Rifles, Indian Army. He served his last year of service with the 8/13 FF Rifles, attached to the Tochi Scouts. He was killed in action at Tip Sar in Bengal on the North West Frontier on 22 May 1942, aged 26. A fellow officer wrote of him: 'In action he was a splendid commander and knew no fear. I think I am right in saying that he knew the men better than any officer at present serving in the Corps. One Indian officer said to me, 'We did not look on him as a British officer. He understood us too well, and talked to us so freely'. A higher compliment than that he could not have paid. In the short time he was with us he did fine work for the Corps and finally died for it, and his memory and his work will live on for many years to come.' Andrew was buried in the cemetery at Datta Khel and was probably later moved to the Karachi War Cemetery, Pakistan, Grave 8.D.4.

Andrew once said he was afraid of getting hurt, so he took up boxing seriously and finished up as a Cambridge Blue, after an outstanding career as a light heavy-weight at school. He was also an aggressive but rather clumsy fencer. He was a great supporter of the gym and all its activities. He was sensitive and understanding under a hearty exterior, and in a true sense was a leader. With his great strength and physical courage went a directness of purpose and a gentleness and a splendid sense of fun which made him a grand friend. He did not like sham and he did not like slackers, but he made an effort always to draw the best out of boys in the house as a prefect. He was a fighter in the best sense, and as a fighter - inevitably, it seems - he died.

J P DUNCAN

JOHN PRIESTLY DUNCAN, born on 16 March 1920, and the son of John and Gwendoline Duncan (née Cross) of Eastbourne, was the elder of two Eastbournian brothers both of whom lost their lives in the war. He entered Powell as Day Boarder in September 1933, and in the following year he won the Junior Public Speaking Prize. He became a house prefect and a corporal in the OTC before he left in December 1937. Commissioned Lieutenant in the Navy, he earned a mention in despatches on 29 December 1942. On 30 May 1943 he was on board HMS *Untamed*, P58, a submarine that was lost due to flooding through a sluice valve during trials off Sandra Island, Cambeltown, in the Clyde. The crew of 36 all lost their lives. John was 23. *Untamed* was salvaged in July 1943, refitted, re-named *Vitality* and returned to service. The disaster was later found to be due to an incorrectly installed sluice valve which prevented the boat from surfacing.

On 31 October 1942 Duncan had married Jean Adela of Eastbourne. He is buried in the Dunoon Cemetery, South 3. Coll. Grave 26-50, in the south of Argyll and Bute, on the western shore of the upper Firth of Clyde.

S R DUNCAN

STEPHEN RENTON DUNCAN, born 3 August 1924, was the son of John and Gwendoline Duncan (née Cross) of Eastbourne. John Duncan's younger brother Stephen was in Powell from September 1938 to March 1942, having accompanied the College to Radley though until then a Day Boy. He was in the VIth, a house prefect, captain of the 2nd XV, and for two years in the athletic team. One of those who joined the Air Training Corps on its formation, he gained his Proficiency Certificate before leaving, and in due course qualified as a Sub Lieutenant/pilot with the Fleet Air Arm which operated *Swordfish*, *Seafire* and *Wildcat* of 834 Squadron. He served as a Sub Lieutenant on HMS *Battler*, an Attacker Class Escort aircraft carrier, and died of multiple burns in action as a pilot, probably in a *Wildcat*, near RNAH Colombo, Ceylon on 27/28 April 1944. He was 19 and is buried in Liveramentu Cemetery, Colombo, Sri Lanka, Grave 1.K.4.

J M M DUNLOP

JAMES MAXWELL MOFFAT DUNLOP, born on 9 June 1921 in Southampton, was the son of Dr Alexander Moffat, physician and surgeon, and Beryl Dunlop (née Williams) of Southampton. He entered Wargrave in May 1935, became a house prefect and left in March 1940. A more than ordinarily promising artist, he won the Wallis Drawing Prize in 1939. Going straight into the Army from school, he soon obtained a commission in the Royal Scots, (The Royal Regiment) and serving as a 2nd lieutenant and platoon commander with the 2nd

Battalion of that Regiment, he was killed in action at the fall of Hongkong on 8 December* 1941. He was hit in the thigh and bled to death while trying to halt a Japanese assault on Golden Hill. He was 20. He is buried in the Sai Wan War Cemetery, Chai Wan, Hong Kong, Grave I.K.5.

*The CWGC gives the date of his death as between 8 and 14 December 1941.

C C L DURANT

CHARLES CECIL LORD DURANT, born on 4 October 1901, was the son of Charles, a merchant, and Florence (née Kidger) Durant of Guildford. From Wyneham House school (which closed in March 1934) in Worthing (where he was a scholar) he entered School House in May 1916 and left in July 1920. He was a house prefect, Cavendish librarian, and a corporal in the OTC. After leaving school he gained in 1923 a BSc degree in the Faculty of Science, sub-headed Botany, at the University of Wales, Bangor, and joined the Malay Forestry Service, running a rubber plantation in North Borneo. He next joined the Imperial Forestry Service in Malaya. Following the Japanese invasion he served as a Corporal machine-gunner in the 2nd (SEL) Battalion, the Federated Malay States Volunteer Regiment, was taken prisoner on 15 February 1942, was held in camp 4 in Thailand, and died of jaundice aged 44 in Bangkok, Thailand, in Japanese hands on 22 April 1945. He had married Betty Geraldine (née Cochrane) in 1929. He is buried in Kanchanaburi War Cemetery, also known as the Don-Rak War Cemetery, in Thailand, Grave 4.G.51, and is commemorated on the Guildford War Memorial.

A M EADY

ARTHUR EDWARD EADY, born on 12 May 1912 in Hampstead, the youngest son of Thomas, a diamond merchant, and Edith Eady of Eastbourne, was a Home Boarder from September 1925 to July 1930. After leaving he served for a time with the RAFVR, but by 1939 he was employed as a radio operator in the British Overseas Airways Corporation, serving on the Scandinavian and Brussels routes. Eady held a Pilot's 'A' License, a 2nd Class Air Navigator's License and a Ground Engineer's License. On the outbreak of war all BOAC aircraft were chartered by the RAF, although their personnel were not actually transferred to the service; and it was as a civilian radio operator of an aeroplane engaged on radio navigation trials for the RAF that Eady, aged 27, a resident of Aylesbury, Bucks, was killed on 20 November 1939 when the aircraft, a British Airways *Airspeed Oxford Mk 1*, flew from Heston aerodrome into a barrage balloon cable over Marchan, Gosport, Hants, on its flight back to RAF Halton. It crashed at Cams Hall Farm, Fareham, Hants and burst into flames with a huge explosion on striking the ground. Before the war, Eady had served with British Airways as a radio officer on the Scandinavian and Brussels routes. He was married to Lucie Elenora (née Leoni) at Hampstead on 18 September 1937 and was cremated in Fareham Urban District. There is also a family grave at Eastbourne Ocklynge Cemetery which records the death of his father, sister Lois as well as Arthur.

Note: The internet refers to Arthur Edward Eady. He was known as Arthur Miles Eady at the College. They are undoubtedly the same person.

H A C EDELSTEN, MC

HUBERT ARTHUR CHRISTOPHER EDELSTEN, MC, born at Edmonton, Bucks, on 24 October 1916, the son of Hubert McDonald and Hilda Margaret Edelsten OBE, (née Sykes),

of Balcombe and Lindfield, Sussex, entered Pennell in September 1930. He was a quiet, serious, and persevering boy, for whom work was always rather a struggle; and he left school rather young in July 1934, to embark on a horticultural career. After training at Plumpton Agricultural College, he had just started work on his own, in which he took great interest and showed marked promise. He was in trouble on 8 March 1938 when, driving his Austin 7 in Balcombe, he reportedly forced a lorry off the road by driving in the middle; three men in the lorry were injured. Hubert was found guilty and fined £1 with £1.16.7d costs. Pre-war he was a member of the Royal Sussex Regiment Territorials and when war broke out he enlisted in the Royal Sussex Regiment, 6th Battalion, and obtained his commission on 30 December 1939. He went to France with the BEF and was evacuated from Dunkirk. He later transferred to the Indian Army. As a Major in the 4th Battalion, the 14th Punjab Regiment on the Arakan Front, he earned the Military Cross on 10 February 1944. The London Gazette recorded that the award was: 'For recognition of gallant and distinguished service in Burma'. He was later killed in action on 5 April 1944, aged 27, at Qaraghandy in the republic of Kazakhstan, Burma. His senior officers reported that he had shown great courage and leadership in very difficult conditions. He is commemorated on the Rangoon (now Yangon) Memorial, Burma, Face 14.

R EDWARDS

RICHARD EDWARDS, born on 21 December 1909, the son of Richard and Gwladys Edwards (née Ellis) of the Rising Sun Hotel, Cleve Hill, Glos, formerly of Edgbaston, Birmingham, who was in School House from September 1923 to July 1928. Richard had an exceptionally distinguished school career. An entrance scholar, he ended in the Classical VIth, head of his house and head of school, a Stag as a centre, captain of boats, an athletics 2nd string, editor of *The Eastbournian*, Cavendish librarian, and a sergeant in the OTC. His end of season rugby report said that, 'as a centre $\frac{3}{4}$, he was very quick in defence'. He was the very best type of Eastbournian, friendly, efficient, and unassuming, with the interests of the school always at heart. His contemporaries will remember how, by sheer determination, he so effectively overcame the stammer that afflicted him as a small boy that he was able to take part with particular success in the scenes from Latin and Greek plays performed on Speech Days.

Richard won an Open Classical Scholarship at New College, Oxford, and graduated MA. He was married to Evelyn (née Davies) and one son was born. He passed into the Colonial Civil Service and had been for some time in Hong Kong as Chief Assistant to the Secretary for Chinese Affairs, when it was attacked by the Japanese. As a 2nd Lieutenant in its Volunteer Defence Corps (i/c No1 Company & the Carrier No3 Platoon) he was killed in action on 21 December 1941 at the age of 32 near the Tai Tam crossroads. He is buried in Sai Wan War Cemetery, Grave 11.M.10.

J H ELLIS

JOHN HOMFRAY ELLIS, born on 26 September 1922, the son of Philip James and Doris Ellis (née Fuller) of Ringmer, Sussex, came to the College from Christ's Hospital, entering Pennell (where an elder brother had preceded him) in January 1936. His school life was distinguished by his high spirits and his general friendliness; in fact few boys ever had a wider circle of friends. He was a good athlete, winning the Run, hurdles and the quarter mile, and he played a vigorous game for the 2nd XV. His vigour and determination were well shown during the school's evacuation, when he laboured unceasingly until all the work was done and then, although dead-beat, searched for more to do. It was not surprising that he failed to pass the Navy examination two days later.

John Ellis left in July 1940 and enlisted in the RAFVR as soon as he was eligible. He was trained in England and in Canada, gained his 'wings', and was one of the very few in his batch to be selected for a commission in August 1941. He then trained as a bomber pilot officer, and it was on one of his last training flights from RAF Oulton, Norfolk, on a *Hudson Mk.III* on a 142 Conversion Flight, on 1 April 1942 aged just 19, that his aircraft crashed and burst into flames just south of Moggerhanger and near Grove Farm, Beeston Fields, Biggleswade, Beds. The crew all died. A Board of Enquiry determined that the engines had probably been starved of fuel after the pilot had omitted to change from an empty tank to a full one. His instructor said of him that 'he had never met a more apt pupil nor a man who threw himself more wholeheartedly into his work as a pilot officer; he seemed to have found himself in this life, and was thoroughly happy and deservedly popular'. He is buried in St Mary the Virgin church, Cardington, Bedfordshire, Row R, Grave 17, and is commemorated at St Mary's, Buxted, and on the Buxted Park and Uckfield War Memorials. His next of kin is recorded as Mrs Gillum of Littleham, Buxted.

His memory will be kept alive at the College by the John Ellis Biography Prize, founded by his stepfather, Colonel Gillum.

G W ELTON

GEOFFREY WILLIAM ELTON, born on 24 October 1919, was the son of Sydney George and Dorothy Joan Elton of Eastbourne, and the elder of two brothers. All three were Home Boarders. He entered the College from St Cyprian's in September 1933, and was most deservedly respected and popular throughout his school career. He showed great interest and ability in geography, winning both Junior and Senior Special Prizes in this subject. A splendid swimmer, he won the Senior Victor Ludorum, and also gained distinction as an oar, winning the Hunt Junior Sculls. He had attained the rank of sergeant in the OTC and was a house prefect when, in the spring of 1938, he passed into the Navy by Special Entry.

He was doing well in his chosen career, and served as a midshipman on HMS *Nelson* from 1 May 1939. Soon illness caused him to be invalided out of the service. Nothing could keep him from the sea, and at the time of Dunkirk he responded to the call for volunteers, rescuing 150 men from the beaches in a small boat. After this exploit, on 24 February 1941, he was granted a commission as sub-lieutenant in the RNVR and was posted to serve in Coastal Motor Boats at Fort William, Scotland, first from April 1941 with MTB 329, HMS *St Christopher*, then from August 1941 with the Coastal Forces base, HMS *Wasp*, at Dover. From 30 October 1941 he continued on MTB 329 based at Portsmouth and Dartmouth. Then from February 1942 as Third Officer, still with MTB 329, at Fort William. Finally he was in command of MTB 30 based at HMS *Beehive* with the 4th Flotilla based at Felixtowe, Suffolk. He had several exacting encounters with enemy E-boats, refusing to transfer to the Royal Navy as it might have meant less exciting service, and it was during an engagement with E-boats, when two were sunk on 6/7 June 1942, that he was killed by a stray bullet.

Geoffrey Elton leaves with his many friends the picture of a man who loved the sea, who displayed that frank, lovable character possessed by so many followers of the sea, and who died doing his duty with calm efficiency. He is buried in the churchyard of St John the Baptist church, Sedlescombe, East Sussex; his name is not included on the war memorial. The Geoffrey Elton Scholarship, primarily for the sons of OEs killed in the Great War, was created in 1955.

Geoffrey was the brother of Lieutenant Peter Elton MC (Powell 1938-42) of the Indian Army and later a College Governor and benefactor.

J L EVANS-LAWRENCE

JOHN LAWRENCE EVANS-LAWRENCE, born on 23 February 1914 in Simonstown, South Africa, was the son of Commander Stephen and Katherine Evans-Lawrence of Andoversford, Glos. He entered School House in January 1928 and in due course reached the Modern Languages VIth and became a house prefect and a sergeant in the OTC; he also gained 2nd rowing colours. On leaving in July 1932 he went into residence at Christ Church, Oxford, and graduated with a 3rd in German and French in 1936. From the time of his taking his degree the school seems to have lost touch with him. He was a Captain in the 11th Field Regiment, Royal Artillery, serving in North Africa, and died of wounds on 22 July 1942, having rejoined his unit after escaping from the Germans. He was 28. He is buried in the El Alamein War Cemetery, Grave XII.J.23, and is commemorated on the El Alamein War Memorial. There is a memorial to him in St Peter's Church, Leckhampton, Glos.

The family archives are deposited with the Gloucestershire Record Office.

J D FARRAR

JOHN DENNINGTON FARRAR, born on 31 October 1912 in Suffolk, and the son of the Reverend Eric Maurice and Alice Morton Farrar of Salmonby, Horncastle, Lincs, was in School House from September 1926 to December 1929. He had attended Aymestrey prep school in Worcester. On leaving the College he attended Harper Adam's Agricultural College at Newport, Shropshire, prior to becoming a poultry farmer. He was one of the earliest OE casualties of the war. A Temporary Captain in the 8th Battalion, the Worcestershire Regiment, commanding D Company, he spent some four months in France and Belgium before he was killed on 29 May 1940, aged 30, while firing an anti-tank rifle at enemy tanks at close range at West Cappel in the district of Dunkerque. He was mentioned in despatches. His Commanding Officer wrote of him: 'John Farrar was a brilliant leader and in my opinion one of the best officers I have been honoured to serve with at any time. As was said of Sir Redvers Buller on his statue, 'This officer was beloved of his men,' and no higher praise can be given.'

He is commemorated on the Dunkirk Memorial, Column 57, on the Aston Fields War Memorial (as John D Farrer) and on the St Thomas's Crown East Church, 2½ miles west of Worcester, Roll of Honour. There is no known grave.

R M FORSTER

ROBERT MOFFAT FORSTER, was born on 1 July 1915, the son of John Moffat and Annie Forster of Clapham Common, London SW and Lingfield. He was in School House from September 1929 to July 1933. When he left he was a house prefect and had gained his 1st running strings and 1st XV colours, the Stag; indeed it is as an outstanding member of the XV for three years that he will perhaps be most vividly remembered. His short, square build, with his great physical strength, his speed and dash, and his utter lack of fear, made him a very formidable forward. His end of season review said that 'he was very fast and a good tackler. He makes splendid bursts and is very difficult to stop'. At the outbreak of war he was working as a schoolmaster and was living in Wallasey, Cheshire .

Very early in the war Forster volunteered for aircrew and found immediate favour with the Selection Board. By September 1941 he was a flying officer/pilot at No 6 Air Observers Navigation School based at RAF Worthy Down, Staverton, four miles west of Cheltenham,

on an 8 week course. On 20 September 1941 he was detailed to carry out a navigation training exercise in an *Avro Anson Mk.I*. An unexpected delay in refueling meant that the latter part of the flight would take place over the sea at night. He had 287 hours of solo experience on the aircraft type and 467 hours in total of which only five were at night. Forster and his crew took off from Worthy Down for the exercise. During the flight, the aircraft became lost and was last contacted at 11.34pm before it crashed into the sea some forty miles off Fishguard in Pembrokeshire with the loss of the crew of five. One body was later recovered at Aberfaw, Anglesey, on 18 October 1941. Forster is commemorated on the Runnymede Memorial, Panel 43, and on the War Memorial at Lingfield.

A short report into the accident was published on 22 September 1941 which concluded that the primary cause of the accident was 'Failure to maintain 2-way wireless transmitter communication, due to unsuitable wave band, between aircraft and ground station, leading to lack of direction finding information for aircraft, when lost over the Irish Sea'.

R C FROST

RUPERT CHATHAM FROST, born in the Croydon district on 11 March 1914, was the son of Albert William, a travel writer and journalist, and Florence/Emily Frost (née Burslem), of Limsfield in Surrey. He was in Wargrave from May 1928 to December 1930 and attended the Medical Science Faculty of King's College, London. He left without completing a degree. In February 1940 he was assigned to No 16 Operational Training Unit, based at RAF Upper Heyford, Oxon. Later, flying a *Hampden* bomber, he was detached to RAF Stormy Down, near St Athan, South Wales, home of the No 7 School of Air Gunnery. As a Pilot Officer, RAFVR, he died in a flying accident on 28 June 1940, aged 26. He was on a flight over the Bristol Channel on an air firing exercise. Two *Hampdens* from 16 Operational Training Unit, RAF Stormy Down, collided in mid-air near Ilfracombe, Devon on 27 May 1940. All the crews were killed although Frost, rescued from the crash, died of his injuries the following day. He was 26. He is buried in the Upper Heyford Cemetery, Oxfordshire, Sec B, Grave 38.

J V GARRARD

JOHN VANHOUSE GARRARD, born on 25 September 1918, was the son of Stanley and Dorothy Garrard of Elstead and Croydon, Surrey. He entered Crosby in September 1932, was an exceptionally sound and able boy, who did his duty - and more so quietly and modestly that it comes almost as a surprise to note the full scope of his achievements. When he left school in July 1937 he was in the Science VIth and had been joint winner of the Epps Senior Science Prize; he was a house prefect and had been secretary of the boat club, captain of fencing, and joint winner of the Arnold Fencing Cup; he was a Sergeant in the OTC and Editor of *The Eastbournian*.

Garrard was married to Dorothy and worked as a chemist at the Croydon Gas Works before obtaining a commission in the Royal Artillery specialising in 'Air OP' duties. He was attached to 655 Air Observation Post Squadron, RAF. While engaged in this hazardous work as a Lieutenant, flying an *Auster Mark II*, he was killed in action in Italy on 10 January 1944 aged 24. He is buried in Salerno War Cemetery, Italy, Grave IV.D.2.

A M GARRETT-COX

ANTHONY MONTAGU GARRETT-COX, born on 27 October 1914, the son of Samuel Henry Reubin, an organist and music professor, and Gladys Irene Garrett-Cox of Maidenhead, entered Blackwater in September 1928 and left, rather below the normal age, in December 1931. He was the younger of two brothers both of whose names appear on the College Roll of Honour. He became a sugar-planter after he had left school, and on the outbreak of war joined the Intelligence Corps, in which, as a Lance-Corporal, aged 26, he lost his life. While serving in Mauritius he had been attacked and struck eight times on the head with a motor jack, and left for dead; he was in hospital for three months. He had never fully recovered, and after three months in hospital, on 4 August 1941 he shot himself in the head with a revolver. He died at Westminster Hospital. His widow was left to raise their one year old son Martin. She remarried in 1953. Anthony is buried in St Luke's Cemetery, Maidenhead, NW Corner, and commemorated on the Maidenhead War Memorial. His is the only war grave at St Luke's, where his father was the organist.

G H GARRETT-COX

GUY HENRY GARRETT-COX, born on 13 June 1911, the son of Samuel Henry Reubin, a music professor and organist, and Gladys Irene Garrett-Cox of Maidenhead, and elder brother of Anthony, entered Blackwater in January 1926 and left in July 1928. He came to the College largely because of his great interest in ornithology, an interest which he maintained and developed throughout his school career, in Og's Wood, at the Mere, and by the Cuckmere. He also gained his 2nd running strings. On leaving he went to Ceylon to manage a tea estate. On May Day 1939 he married, in Ceylon, Rosemary, a daughter of George Simpson-Hayward, the notable England and Worcestershire cricketer and they had one son, Martin Hayward Garrett-Cox (1941-2003), an insurance broker. Guy proved to be an accomplished horseman; there are photos of him riding standing on the horse's back. He was sent to HMS *King Alfred*, a training establishment based at Hove and Lancing, and commissioned lieutenant in the RNVR. On 5 February 1942 he was posted to the destroyer depot ship HMS *Hecla*, bound for the Indian Ocean via the Cape, and on 5 May was promoted lieutenant. On 15 May 1942, 400 miles south west of Gibraltar, the ship struck a mine as she rounded the Cape just east of False Bay; 24 crew were killed and 112 injured and she limped into Simonstown where she remained under repair for five months. The ship left the naval dockyard on 20 October and sailed to Freetown to support the planned invasion of north Africa, Operation Torch. On 12 November 1942 Cox went down in HMS *Hecla*, aged 31, sunk by five torpedoes fired from U Boat 515 180 miles west of Gibraltar and just off the coast of Morocco. 285 men died and Cox's body was not recovered. Rosemary remarried in 1953 after Guy's death, but remained in touch with certain of the survivors until her death in 1985.

Guy is commemorated on the Plymouth Naval Memorial, Panel 76, Column 3, and the Maidenhead War Memorial.

R G M GILMORE

ROBERT GERALD MAXWELL GILMORE, born on 1 November 1919, the son of Mrs Helen Gilmore of Willingdon, Sussex, had been educated from 1924 to 1932 at Stourbridge King Edward VI Grammar School and came to the College as a Home Boarder in September 1933 and left in March 1936 - just before the day boys became privileged to call themselves Powell House. Enlisting before the outbreak of war, he was commissioned into the RAFVR and, as a pilot officer with 21 Squadron, he was in the air from the beginning of the war. Flying from Bodney, Watton, Norfolk with the Advanced Air Striking Force in a *Bristol Blenheim IV*, he

was shot down with two crew members by a *Messerschmitt 109* and crashed in the Ardennes near Sugny, south of Sedan in Belgium, on 14 May 1940. 40 of the bombers, out of 71 employed that day, were lost. He was one of the first Eastbournians to be killed in action and is commemorated on the Runnymede Memorial, Panel 8, on the King Edward VI Grammar School Memorial at Stourbridge and on the Stourbridge War Memorial..

R H GODDARD

RICHARD HENRY GODDARD, born on 25 October 1896 at Eton, the son of Henry and Mary Arabella Goddard of Slough, entered School House in September 1908, became a house prefect, and left in July 1914 to qualify as a chartered accountant. But first he served in the 1914-18 War, reaching the rank of Captain in the Middlesex Regiment, the Machine Gun Corps and the Inns of Court Regiment.

Goddard, who had settled at Datchet, near Windsor, was married to May Edwina Eliza and they had a son Michael and a daughter Shelagh, both of whom are deceased. He was always a most loyal supporter of the College and regularly attended OE gatherings; thus it was entirely in character that, twenty years after he left, he sent his son Michael to School House (1934-39). That Richard should have been one of the only three 'civilian' OEs who survived active service in the First World War to fall in the Second seems all the more tragic in the light of his natural gentleness and serenity. Richard had rejoined the Middlesex Regiment and was lost at sea on 2 July 1940, aged 46. He is commemorated on the Brookwood Memorial, Panel 13, Column 1, and on the memorial at St Mary's Church, Datchet.

M G GRANT

MALCOLM GOSS GRANT, born on 17 December 1914, the son of William Henry Goss and Amy Marie Grant of South Croydon and Rusper, Sussex, entered Pennell in September 1928 and left in July 1932, rather young, to go into his father's business in Croydon. He was successfully working his way up, and had joined the Redhill Flying Club when war intervened. In spite of his experience, however, defective eyesight disqualified him for the RAF, to his bitter disappointment; nevertheless he managed to get into the Air Transport Auxiliary and thus to become a ferry pilot and 1st Officer. He worked as a draper with Grant Bros. Ltd of Croydon, then as a Link Trainer instructor in Carlisle 1939-41. A member of the Streatham Rugby Football Club and the Redhill Flying Club since 1936, he was by 1941 accepted for training. By 1942 he was obtained a Royal Aero Club Aviator's Certificate to fly any aircraft, British or American. As a Flying Officer RAFVR with (probably) 418 Squadron, he was killed in an accident on 28 August 1942, aged 28, when the port engine of his *Boston* light bomber failed and the aircraft dived into the ground near to Abington Pigotts, Bassingbourn, Cambs. Grant had married Amy Marie (née Plumpton) on 17 February 1939, and they had one son and a daughter. His death is recorded at Golders Green Crematorium, Middlx, Panel 2.

F A GRANTHAM, DFC

FREDERICK 'Derick' ANDROS GRANTHAM, born on 10 July 1916, the youngest son of the late William W Grantham, a well-known KC and member of the London County Council, and Sybil (née De la Rue) of Balneath Manor, Lewes. Frederick entered Crosby in September 1930. Rather backward in work, he combined charm of manner with strength of character, and before he left school in December 1934 he had become a house prefect and head of Crosby; he had also gained 2nd running strings.

Always exceptionally keen on anything connected with flying, Grantham was working as an assembly inspector in an aircraft factory at Reading and at the Miles Aircraft factory at nearby Woodley at the outbreak of war, and he received a presentation from his firm 'in appreciation of his devotion to duty on the occasion of enemy action in September 1940'. Soon afterwards he was accepted for aircrew, and, with a service nickname of Granny, was a participant in the Dieppe Raid of 19 August 1942. Then, flying with 174 'Mauritius' Squadron, 121 Wing of 83rd Group, he shared in the destruction of a *Junkers* 88 and on 6 March 1944 north of Etampes he shot down an *Arado* 96 trainer. He was awarded the DFC, gazetted on 14 April 1944, for a succession of gallant exploits including a raid on Amiens Prison. Later, in action over France on 16 August 1944 in a *Hawker Typhoon Mk 1b*, (by then a Squadron Leader) his aircraft was hit by flak. He baled out safely near Sentilly, but was killed by gunfire in attempting to reach allied territory. He was 28. He is buried in the churchyard of La Courbe, a village 42 kms NW of Alençon, the only British grave in the churchyard. The inscription on his grave reads: 'He gave his all for England'. The French village of Giel-Courteilles, near to La Courbe, Basse-Normandie, mounted an inscribed plaque on the wall of the church cemetery. He is also remembered on the Chailey War Memorial.

His DFC citation stated: 'Both as a pilot and as a flight commander this officer has displayed a fine fighting spirit and determined leadership. He has probably destroyed one enemy aircraft and damaged another and has also destroyed a number of motor vehicles and barges. During a recent long range sortie in the area of Paris, although hampered by a failure in his aircraft, he made a telling attack on a *Junkers* 88, pressing it home despite heavy anti-aircraft fire. On all occasions his courage and devotion to duty have been exceptional'.

Derick Grantham married Beatrice Beverley (née Goodbody) aged 20 on 3 September 1942 and an infant daughter was born; his wife survived him for scarcely a year, dying in 1945.

B S GRIFFITH

BRIAN SAMUEL GRIFFITH, born on 3 March 1914, the son of CG Griffith and his wife, of Croydon, was the youngest of three brothers who were all in School House. He entered in September 1927. He was not athletic, but he had more than average ability and his attractive personality gained him many friends. He was in the Science VIth, a house prefect, and a sergeant in the OTC when he left in April 1933; and in the autumn he entered Queen's College, Oxford, graduating BA/MA in Agricultural Sciences in 1936. He married Dierdre, known as Bunty (née Ffernell Smith) of Waltham, Kent, where he was resident in 1939. They had one son.

Already a Territorial gunner, Griffith was called up at the outbreak of war, and during most of the London blitz he was with an Anti-Aircraft Battery in the Thames Estuary. Early in 1941 he sailed for India, where at first he was engaged in training Indian troops in gunnery. He was later sent to Burma, and as a lieutenant in charge of four heavy AA guns with the No3 Light AA Battery, Royal Indian Artillery, near Pegu (now Bago) in defence of Rangoon in the Burma campaign. He met his death in action with the Japanese on 7 March 1942, aged 26.

Brian is commemorated on the Rangoon Myanmar Memorial, Face 2, and on the family grave in Putney Vale Cemetery.

L A GWINNER

LENNOX ARTHUR GWINNER, born 8 September 1898 in Kensington, London, the son of Herman George and Florence Mary Gwinner of Eastbourne, entered the College as a Home

Boarder in September 1912 and left in December 1915, having gained his gym colours. He saw some service in the 1914-18 War and served on HMS *Pembroke 1* before taking up a post with the British Bank of South America in Sao Paulo, Brazil. He later worked in ranching. Lennox married Dorothy Tennant Weale in Sao Paulo, Brazil, on 15 May 1926.

He volunteered for the RNVR and as a lieutenant was on board LCT (landing craft tank) 124 in the Dieppe Raid, Operation Jubilee, where he he lost his life on 19 August 1942. He is buried in the Abbeville Communal Cemetery Extension, Plot 8m, Row C, Grave 11. This is 50 miles south of Boulogne. He was 43.

Documents relating to Gwinner are held by the National Archives at Kew.

W I H GWYNNE-JONES

WILLIAM IAN HAVELOCK GWYNNE-JONES, born on 18 June 1923, was the son of Dr Howell Gwynne-Jones CVO and his wife Harriet Marshman (née Petrie-Hay) of Gerrards Cross. His father did not long survive his son's death. William entered Gonville in January 1937 and left in July 1941. Thus he was still at school at the time of the evacuation to Radley. He became a house prefect and a CSM in the JTC, and gained his Stag and 2nd rowing colours. The end of season report says that he was 'an honest forward, much improved'. He was also a member of the Gonville steeplechase team which won the trophy in 1940. His large and cheerful presence was everywhere and always welcome, for he had the attractiveness of a simple and genuine character. He had, moreover, no mean ability, and service in the ranks led quite soon to selection for an OCTU.

Gwynne-Jones was duly commissioned lieutenant in the Royal Armoured Corps, C Squadron, the Inns of Court Regiment (with the 3rd Canadian Infantry Division), and he landed in Normandy soon after D Day. He was standing beside an ammunition lorry chatting to some of his men, when on 7 June 1944 an enemy shell hit the lorry. He was killed instantly and is buried in the Tilly-sur-Seulles War Cemetery, Calvados, Plot IV.A.13. There is a memorial plaque in St James church, Oxford Road, Gerrards Cross. He was 20.

D G HALL

DONALD GEOFFREY HALL, born on 19 July 1926, the son of Edward Walker and Celia Isabella Hall of Worthing, attended School House and Wargrave from September 1940, after the College had been evacuated from Eastbourne. He was not of strong physique, indeed his life had often been despaired of in his childhood; nor, in consequence, was he a games player. But he was full of pluck and determination, and the way he stood the somewhat rough-and-ready early days at Radley could not fail to impress those who knew him well. In 1942, when his housemaster was one of the staff that returned to Eastbourne to open the preparatory school, he transferred to School House. He reached the Modern VIth Form and left school in April 1944.

Hall's health would not allow him to join a fighting unit of the Army; in fact he could, if he had so chosen, have escaped military service altogether. His sense of duty, however, was high, and he went to Palestine as a private in the 195 Air Landing Field Ambulance, RAMC, attached to the 6th Airborne Division. A few days after landing, on 17 October 1945, the unit was ambushed and he was fatally shot, aged 19. He is buried in the Ramleh War Cemetery in Israel, Plot 7.C.10.

P HARLOCK

PHILIP HARLOCK, born on 8 July 1920 in Fiji, was the second of three Eastbournian brothers, sons of Harry Fitzgerald, (a schoolteacher and an OE, Wargrave 1904-06) and Hilda (née Harlock) of Cremorne, New South Wales. His father had been a schoolmaster in Egypt and Philip previously attended Victoria College, Alexandria. He spent a year with Portsmouth Grammar School 1930-31 and entered Powell as a scholar in May 1935, leaving in July 1936, going on to St Pauls School as a foundation scholar. Even in his short time at Eastbourne he had taken the School Certificate, gained his 1st swimming colours, and won the Junior Swimming Victor Ludorum Cup. He was in Australia when the war started, working as an audit clerk with the Commonwealth Bank of Australia but he soon obtained a commission as Lieutenant in the 2/4th Australian Infantry Battalion. He was killed while on a night patrol in New Guinea on 6 May 1945 and is buried in the Lae War Cemetery, Papua New Guinea, Grave QQ.B.7. He was 24.

P W B HARTWELL

PETER WILLIAM BERESFORD HARTWELL, born on 22 May 1923, the son of Frank Leslie and Dorothy Gwendolen Hartwell of Sanderstead, Surrey, entered School House in September 1939, but remained at school only a year, being one of the very large number of boys who left soon after the evacuation to Radley. He left the College to go on to Whitgift School. He gave up studying for an architectural career to enlist in the Fleet Air Arm in July 1941. He completed his training in Canada, where he gained his 'wings' in December 1942; he was promoted Midshipman two months later and Acting Sub-Lieutenant in May 1943, just after his twentieth birthday. From February to June 1943 he was based at the RN Air Station Crail, Fife, (HMS *Jackdaw*), a Torpedo Training School and Fleet Air Arm Base 5 miles north of Anstruther. On 5 June 1943 his aircraft, a torpedo-bomber, crashed into the sea off the east coast of Scotland just after he had released his torpedo. He was 20.

There has been ample evidence of his exceptional keenness and ability as pilot, and of the affection and esteem in which he was held by all with whom he came in contact. He is commemorated on the Lee-on-Solent Naval Memorial, Bay 5, Panel 1.

J HAYES

JOHN HAYES, born on 6 August 1919, the son of JW Hayes, an organising secretary, and his wife, of Langney Road, Eastbourne, entered Pennell in September 1933. A quiet, reserved boy at school, he showed himself none the less able, and was always very willing to do any job for others. He was an enthusiastic trombone-player in the school orchestra and he won the silver bugle in the band. He left in July 1937. Destined to become a solicitor, he was with the firm of Leonard Gray of Chelmsford and worked as a solicitor's articled clerk. He passed his law finals and showed great ability for his work; in fact he would have returned from the war to a partnership in the firm.

He was commissioned early in 1943 into the Dorsetshire Regiment, 43 Wessex Division, then stationed in Kent, and went with the 5th Battalion to Normandy. He was killed in action on 11 July 1944, leading his platoon in taking a key position near Maltot in Calvados. He was 31. His Colonel and brother officers paid tribute to his gallantry.

He is buried in the St Manvien War Cemetery, Cheux, (Grave X.E.16), which is 10 kms west of Caen, Calvados.

John Hayes had married Pearl (née Follett) of Roxwell, Essex, in May 1944, just two months before his death. His parents kindly gave his trombone, as a reminder of him, to the College Orchestra, in which he had been so happy.

G R S HEATHCOTE

GEOFFREY RONALD STONEHEWER HEATHCOTE, born in India on 10 September 1915, the son of Lawrence Hector Mark and Edith Hilda Heathcote of Tunbridge Wells, entered Blackwater from The Wick preparatory school, Hove and/or Yarlet Prep in Staffordshire in September 1929 and left in July 1933. A most likeable boy, he was not very clever at school work, but excelled at some games, particularly cricket. Probably one of the best bowlers the College has produced, he was in the XI for two years and later was invaluable on OE Tours. He also gained 1st boxing and 1st fives colours.

On leaving school Geoffrey went first to a fruit farm near Maidstone, and later was employed by the Dunlop Tyre Company in Liverpool. He married Anne Draper. Having joined the Territorial Army in 1937, soon after war broke out he was commissioned in the Royal Armoured Corps and served first in the Royal Tank Regiment. Later he was transferred to the 10th Royal Hussars and, aged 26 and a lieutenant, was killed in action in the Western Desert on 17 June 1942.

He is commemorated in St Mark's Church, Tunbridge Wells, and on the Alamein Memorial, Matruh, Egypt (No 14702192).

P N HERBERT, DFC

PETER NORMAN HERBERT, born on 18 June 1914, the son of Albert, a weighing machine manufacturer, and Alice Herbert of Eastbourne, entered Blackwater in September 1928 and left in July 1932. A quiet, rather serious boy, he at first gave the impression of backwardness; but as time went on he showed signs of unusual artistic ability and before he left he had produced work of outstanding merit. He attended the Slade School of Art and London Polytechnic to study cinematography. He later worked as a camera assistant with Gaumont-British Instructional Films.

Joining the RAFVR on the outbreak of war, Herbert was posted to Bomber Command and reached the rank of Flight Lieutenant. He first showed marked ability as a navigator and later specialised as cine-camera operator, producing most valuable film of air attacks on Le Havre, Caen and Juvisy; and for courage, skill, and devotion to duty he was awarded the DFC in the summer of 1944. Flying as a navigator with 627, a pathfinder bomber squadron from Woodhall Spa, Lincolnshire, on 7 October 1944, his aircraft, a *De Havilland Mosquito*, was hit by flak over Walcheren in the Scheldt Estuary. He died, aged 27, in the last months of the war. He is commemorated on the Runnymede Memorial, Panel 202.

His DFC citation states: On his first tour of operational duty this officer participated in many sorties, involving attacks on well defended enemy targets. Throughout he displayed a high degree of navigational ability and proved himself to be a worthy member of aircraft crew. He has now completed very many sorties on his second tour in the role of cine-camera operator. He has shown a real enthusiasm for his duties and his skill is reflected in the excellent quality of the films he has taken. Those of the attacks on Le Havre, Caen and Juvisy are outstanding examples and have proved of great value. Many hundreds of feet of these films have been given wide publicity, thus placing before the general public a pictorial record of Bomber Command's war effort. He has displayed untiring devotion to duty.

W S HILTON

WILLIAM 'Bill' SEYMOUR HILTON, born on 20 January 1919, the son of Reginald and Emily Elizabeth Hilton of Bexhill-on-Sea, entered Pennell in January 1933 and left in December 1937. He was a house prefect, a corporal in the OTC and a conspicuously plucky forward whom only lack of weight had prevented from getting beyond the 2nd XV. In 1937 he won the Margetson English Essay Prize.

Hilton was a fine, serious character, dogged, resolute, much pre-occupied with the problems of life and often puzzled and perplexed at their complications. Quite early he made up his mind to be a missionary to the poor and classless; he was much drawn to India. In order to qualify for this he went to Keble College, Oxford, where he showed the same characteristics as at school; he played rugby for the College XV in 1938-40 and, though finding his examinations difficult, yet plodded along at them with the same old spirit of determination. He did not graduate but, at the outbreak of war, enlisted in the Army, and it was as a private in the Royal Sussex Regiment in the Crusader battles south of Tobruk that on 22 November 1941 he was killed in action, aged 22. He is buried in the Halfaya Sollum War Cemetery in Egypt, Grave 6.G.7.

R S T HIRST

ROBERT 'Bobby' SYDNEY THOMSON HIRST, born on 19 August 1907, the son of Frederick and Florence Hirst of Huddersfield, entered School House in May 1921; he was the younger brother of WRT Hirst, already in the same house. Bobby Hirst became a house prefect, a sergeant in the OTC, a 2nd XV colour, and a first class shot in the VIII. He was also a good gymnast and long-distance runner and sang in the choir. Those who lived with him in his schooldays will always remember him with affection as a cheerful and loyal friend, a boy of uncompromising frankness, and a kind prefect. He would have been Head of School House in the Christmas Term 1925 had not the sudden death of his father made it necessary for him to go straight into business.

He worked in the firms of Wm Oddy & Co Ltd of Huddersfield, C W Lundgren (OE) of Sweden and R H Filmer Ltd in London. In July 1932 he married Kathleen Douglas and they had two daughters. After leaving school his interests apart from business lay in scouting and in working for Toc H. He joined up in 1940 and was posted from his OCTU to the Royal Artillery. He was still a 2nd lieutenant when he was killed in an accident on 4 October 1941, age 34. He is buried in Huddersfield (Edgerton) Cemetery, Cons. Sec.12, Grave 50.

C A HOBSON

COLIN ANTHONY 'Tony' HOBSON, born on 25 October 1918, the son of George Colin, a merchant, and Mary 'May' Victoria Hobson of Kingswood, Surrey, entered Pennell in May 1933 and left in July 1935, before he had had time to become prominent in the life of the school. But he was a real trier in everything that he undertook, and he showed promise at both rugby and rowing. He played rugby for Pennell in 1935. On leaving school he worked in a city accountant's office and subsequently as a clerk in a city stockbroker's office until 1939. He had joined the TA, enlisting as a gunner in A Battery of the Honourable Artillery Company in 1938, but in 1939 volunteered for aircrew, and was posted to the civilian flying school at Redhill, and then in September he moved on to No 14 Flying Training School at Kinloss in Scotland for more advanced training on aircraft including the *Airspeed Oxford*. By 3 November

he had gained his Wings with a final score of 72%. His first posting was to 12 Group Pool at Aston Down on 10 February 1940 where he converted to *Bristol Blenheims*; on 4 May 1940 he was posted to 600 City of London Squadron at Manston.

As a Pilot Officer, RAFVR, he met his death on 3 October 1940, aged 21, when his *Blenheim IV*, flying with 600 Squadron from Redhill aerodrome, suffered failure in one engine in heavy rain at 3.55 am while on a dawn patrol. The aircraft crashed into a tree on high ground at Broadstone Warren, Forest Row, Sussex. Hobson and his crew were all killed and the plane was a write-off. He was 21. He was buried on 8 October in All Saints Churchyard, Banstead, Surrey, in a plot to the west of the church, and is remembered on the Banstead War Memorial. He was one of 'The Few' and his name is on the Battle of Britain Roll of Honour at the RAF Museum, Hendon, with the 2353 young men who are officially recognised as having taken part.

H J HODSON

HAROLD JOHN HODSON, born on 23 September 1914, the son of Dr John E Hodson and his wife, of Nottingham, was the second of three brothers who were in Pennell together. He entered the College in September 1928 and left in July 1930, before he had been at school long enough to distinguish himself. After various jobs in London, including work in a printing firm, he decided for a more open-air life and sailed for Australia in 1936, intending to farm. But for a time he worked in the Mount Isa lead and silver mines in Queensland, and in 1938 went on to the Dutch East Indies to join in a project with some Dutchmen he had met in Australia. The war found him in Malaya, where he joined up, and managed to get away to India when the Japanese invaded. As a Captain in the Duke of Cornwall's Light Infantry, later in Habbaniya, Iraq, with the RAF Iraq Levies, and it was there that he was killed on an airfield on 1 September 1943. He is buried in the Mosul War Cemetery, Iraq, Grave 1.A.7.

I A M HOLLOWAY

IAN ALLISON MERVYN HOLLOWAY, born on 14 May 1922, the son of Harold, a civil servant, and Florence Mary (née Rayner) Holloway of Blackheath, London, entered Pennell in May 1936. He soon showed himself one of the most vigorous and active members of the school. He was a capable mathematician, gained a Higher Certificate, and was awarded an Exhibition at Downing College, Cambridge, that he was destined never to take up. He became second prefect and head of his house. A keen games player, he obtained 2nd XV and 2nd XI colours and was the first captain of golf; he was also CSM in the JTC by the time he left school in December 1940. He then joined the RAFVR and, after training in this country, gained his 'wings' in February 1942. In the rank of Pilot Officer he was posted to 149 (East India) Squadron. His first bombing operation was on 14 April to Stuttgart. His second was as 2nd pilot in a *Stirling III* from No 149 (East India) Squadron flying from RAF Lakenheath, Suffolk, on 20/21 April 1943 with a target of a Heinkel factory at Rostock, 600 miles from England. Of 339 aircraft in the raid, 22 were lost and 130 aircrew killed. The raid was a success with 13 industrial units and 380 houses destroyed and 586 people killed. Holloway's aircraft became engaged in a dogfight over the sea west of Ringkobing and was shot down by a *Junkers 88*. His *Stirling* crashed into the sea and all the crew perished. Holloway was aged just 20. He is commemorated on the Runnymede Memorial, Panel 132. He is also remembered in a Book of Remembrance/Roll of Honour in St George's Church, Methwold, Norfolk.

F W HOME

FRANCIS WYVILLE HOME, born on 14 June 1882 at Lee, SE London, the son of Charles George and Kate Helena (née Gardner) Home of Bromley, Kent, entered Blackwater in 1896, and when he left in 1900 he was in the VIth Form, a house prefect, and had 1st XI colours in 1899 and 1900. He was commissioned in the Royal Marine Light Infantry, and specialised in wireless as a lieutenant after the usual corps duties and service in the cruiser HMS *Leviathan*, in China and the Mediterranean, and on the staff at Bermuda. From 1910 he was wireless officer in a cruiser squadron, and from 1911 in the Atlantic Fleet. Subsequently he took courses in electricity, magnetism and wireless telegraphy on HMS *Vernon* at Portsmouth. For a year or two he was in charge of the Bermuda naval wireless station and then qualified for wireless telegraphy duties in the Navy.

In 1912 he became Senior Inspector in the Wireless Telegraphy department of the HMS *Vernon* torpedo school. On the outbreak of war in 1914 he was appointed to the HMS *King George V* in the 2nd Battle Squadron as wireless instructor, and a year later was transferred to the HMS *Barham* in a similar capacity. He served during the Battle of Jutland in May/June 1916. After four years in the Grand Fleet he was appointed to the experimental department of the Signal School in October 1918, ending the First World War as Major, with the award of the Order of St Anne, 3rd class, with swords (Russia). After the war, with the rank of Major he had charge for several years of all naval shore wireless stations in Great Britain and Ireland, and in 1923 he was appointed Chairman of the Wireless Telegraphy Board. In 1920 he joined the staff of the Admiral Commanding Reserves for duty with the shore wireless and direction-finding stations, and two years later, in 1923, as one of the leading specialists in wireless, he became head of the Wireless Telegraphy Board of the three services. In 1930 he was elected a Member of The Institution, a post he held until his retirement, with the rank of Colonel. On retiring from the Admiralty he was, from 1934, on the staff of the Engineering Department of the British Broadcasting Corporation.

He was married to Molly Eveline Louise Mary (née Smyth) and a daughter Elizabeth was born in 1925 (d.2014).

Returning to service in the Second World War, Home was promoted acting Colonel-Commandant Royal Marines (temporary Brigadier) in 1942. He was based at HMS *Saker*, a stone frigate where Royal Naval personnel serving in the USA are assigned. While in the USA he died, age 60, from a sudden illness on 19 March 1943 at Washington, where a memorial service was later held. Afterwards his funeral his ashes were scattered at sea from a British warship. He is commemorated on the Ottawa Cremation Memorial.

Note: Further records are held at the National Archives, Kew.

A D HOPKIN, DFC

ALAN DUNN HOPKIN, born on 21 February 1918, the son of the Revd WH Hopkin and his wife of Blunham, Norfolk, entered Blackwater in January 1932, where an elder brother had preceded him; but owing to ill-health he remained at the College for only two terms. As a Pilot Officer in the RAFVR he was flying a *Bristol Blenheim IV* from Odiham, Hants, with 59 Squadron, Coastal Command, carrying out anti-invasion sweeps, attacks on shipping and day and night raids on Channel ports.

His *Blenheim* exploded and crashed at 0300 hrs in bad weather near Tenbury, Gloucester, following a recce of Cherbourg on 10 July 1940. Both the crew were killed. Hopkin had already

gained a DFC and is commemorated on the Runnymede Memorial, Panel 8 and the Blunham, near Bedford, War Memorial.

He and his crew were originally entitled to the Battle of Britain clasp but this was revoked by the Air Ministry as 59 Squadron was with Coastal and not Fighter Command. This caused controversy as Coastal Command played an important part in the Battle of Britain.

J C HORE

JAMES CONYBEARE HORE, born on 29 May 1915, the son of Mrs Jean Hore (née Terry) (his parents had divorced in 1927) of Willingdon, came to the College from Little Appley School, Ryde, entering Blackwater in September 1929 and leaving in 1934. During his five years at school he became a school prefect, gained his Stag and 2nd XI colours. His end of season report said that he was 'one of the soundest forwards in the pack'. He was also credited with gaining five School Certificate credits. He was also one of the best scouts ever in the 1st Eastbourne College Troop – a King's Scout and winner of the Scout Cup in 1934. Where there was social service to be done, James was always ready to volunteer, and he was chosen to attend the Duke of York's Camp. His cheerful friendliness, frankness, and integrity made him a most valuable influence in house and school.

Hore went up to Christ Church, Oxford, in October 1934, and gained a place in the Freshmen's rugby trial. After gaining a pass degree in military history, he became an assistant master at Chelmsford Hall, Eastbourne. In the war he joined the Royal Artillery, gained a commission in May 1941, and returned as an instructor to his OCTU. He also served in the 118 HAA Regiment, Royal Artillery. He had married Gertrude Elizabeth Malcolm in Eastbourne on 9 April 1938 and a son was born on 26 November 1941. John was 26 and was killed in a road accident near Chepstow on 22 May 1942. He is commemorated in the Cheltenham Crematorium, Panel 1, and on the Christ Church, Oxford, Roll of Honour.

J M HORLEY

JOHN MICHAEL HORLEY, born on 21 February 1918, was the younger of the two sons of the Revd Charles Montague Horley, Rector of Bisley, Surrey, and Dorothy Margaret (née Bassano). Both boys were at the College and both fell in the war. John entered School House in January 1932, having won an entrance scholarship from Orley Farm School, Harrow. He was one of those thoroughly sound classical scholars who just fail to reach university scholarship standard; but when he left in December 1936 he had achieved more than most. A school prefect and head of his house, in the Classical VIth, a Stag ('an outstandingly plucky player and a splendid tackler who saved many nasty situations'), in the shooting VIII, a 1st class scout, he did all things well; and his personality was marked by an attractive combination of shyness and determination.

It was typical of John Horley's quiet resolution that he should have aimed at aircrew service and unhesitatingly achieved his object. Based with 50 Squadron at RAF Skellingthorpe, Lincolnshire, he was a Sergeant Air Gunner in one of two *Handley Page Hampdens* that failed to return from a mission over the Blohm & Voss shipyards at Hamburg on 14/15 January 1942. He was 23. The aircraft came down off the Dutch coast and the crew of four were all lost without trace. They are commemorated on the Runnymede Memorial, Panel 86, and on the Bisley War Memorial.

M B HORLEY

MONTAGU BERNARD HORLEY, born on 24 January 1916, was the son of the Revd Charles Montagu Horley, Rector of Bisley, and Dorothy Margaret his wife. Unlike his younger brother, he was in Crosby, which he entered as a scholar in January 1930. He left rather below the normal age, in July 1932, before he had had time to make his mark strongly, though he will be remembered as attractive both in manner and in person. By 1939 he was working as a commercial traveller and tyre distribution expert from Rowley Regis, Staffordshire. He married Elizabeth Gertrude. He was killed in action as a lieutenant in the Royal Armoured Corps (Nottinghamshire Yeomanry) on Tuesday 6 June 1944, D Day. He landed in a DD tank of B Squadron, the Sherwood Rangers/Yeomanry, on Gold Beach and was hit almost immediately by a 77mm anti-tank round. His regiment lost 71 men on that day. Horley is buried in the Bayeux War Cemetery, Calvados, Grave X.E.26, and is commemorated on the Bisley War Memorial.

P C HORTON

PATRICK CROFTON HORTON, born on 7 January 1919 in Calcutta, was the youngest of the three sons of George, a managing agent for Sykes & Co, and Katherine Horton of Devizes. He and his brothers all had very prominent careers at the College. Pat Horton entered Crosby in January 1932 and left in July 1937. He was a school prefect and head of his house, was in the XI for three years, captain in 1937, gained his Stag as a scrum half in 1936-7 ('a very plucky player') and 1st fives colours, and was a CSM in the OTC. He matriculated in 1937 and was awarded an Exhibition in Geography at St Catharine's College, Cambridge, but had not completed his time there when war broke out. On 28 December 1940 he sailed to Sierra Leone on the Elder Dempster ship *Abosso* where he became ADC to the Governor.

In February 1943, while working for the Royal Empire Society of Northumberland Society, he appeared at Bow Street where he was sentenced to 28 days imprisonment with hard labour for wearing the ribbons of the DSO and MC without authority. He was also wearing the uniform of a major in the Royal Berkshire Regiment. He had told people that he was going to Buckingham Palace to receive his awards and was feted at a West End club. His mother later said that an operation had affected his outlook on life. He was fined £40 and £2 costs.

As a 2nd lieutenant in the 8th (Midlands) Battalion, the Parachute Regiment, 6th Airborne Division, he met his death in Normandy, possibly at Annebault, on 21 August 1944, a part of Operation Overlord. He was 25. He is buried in Ranville War Cemetery, Calvados. Grave IVA.G.14.

R A HOWELL

ROBERT ALWYN 'Bobby' HOWELL, born on 5 September 1905, the son of George Walter and Lilian Amy Stephanie Howell (née Bindon) of Warninglid, Sussex, and younger brother of R G 'Beefy' Howell, for many years on the staff of the College and sometime housemaster of Gonville. Robert was in Gonville from 1921 to 1924. He was a school prefect, head of his house, and captain of cricket in 1924, having been in the 1st XI for the three seasons 1922-23-24. He won the steeplechase and mile in 1924, was awarded his 1st running strings and was a sergeant in the OTC. On leaving school he made a name for himself as a golfer, winning the Sussex Amateur Championship on three occasions and figuring prominently in the Amateur Open Championship. On one occasion he was beaten only at the 19th hole in the fifth round by the ultimate winner. He captained the OE Golf Team in the Halford Hewitt Cup for many

years. He married Mary Eva (née Perry) of Warninglid, Sussex; they had two sons and a daughter.

A keen yachtsman, Howell joined the RNVR when war broke out and was granted a commission after training at the RNVR establishment HMS *King Alfred* in Hove. From September 1940 until June 1941 he served on HMS *Skirmisher*, an RN base, at Milford Haven. Then on HMS *Derby County*, an anti-submarine trawler and finally on 8 November 1941 he was appointed second-in-command of the HMS *Vervain*, a Flower class corvette. For over four years he fought in the Battle of the Atlantic on the Atlantic Convoy Route and in 1944 was promoted Lt Commander in command of the *Vervain*. His only interlude was when on D Day he was Senior Naval Officer in charge of a convoy which landed 10,000 men on the Normandy beaches. He died on 20 February 1945 when the *Vervain* was torpedoed 25 miles SE of Dungaven, Ireland, by a German submarine U1276 while escorting convoy HX337 in the Irish Sea. Three officers and 30 ratings were rescued. The U boat was then sunk by depth charges by HMS *Amethyst*. This would have been Howell's last trip, having been continuously on the Atlantic route longer than any other officer. He was 39. Bobby Howell was greatly loved in his schooldays, in his work afterwards (he was managing director of the firm of Bindon's, of Eastbourne, an exclusive furniture retailer in Pevensey Road). He was also a volunteer fireman with the Eastbourne Auxiliary Fire Service.

He is commemorated on the Portsmouth Naval Memorial, Panel 90, Column 2, and is remembered on a family headstone in Ocklynge Cemetery. *Vervain* was adopted by Queensbury Village in West Yorkshire where those who served and died on it are remembered.

H H HUTCHINSON

HUGH HILTON HUTCHINSON, born in Leghorn, Italy on 18 May 1913, the son of Charles Hilton, Engineer and company manager, and Muriel Hutchinson of 4 Meads Street, Eastbourne and Livorno, and the eldest of three Eastbournian brothers, entered School House in September 1927. When he left in April 1932 he was a school prefect, a chapel warden and a member of the Modern Languages Vith. He had won the Heavyweight Boxing Cup and his half shooting colours. He was also one of the earliest supporters of scouting at the College; and in general he led a most active and wholesome school life.

In October 1932 Hugh Hutchinson went up to Caius College, Cambridge, and took an MA degree in Modern Languages. He then became an assistant master and in 1939 housemaster of Fayrer House at Epsom College, where he worked hard and efficiently at many activities both in school and out, but especially running their boxing team. He married Barbara (née Wigley) in Kensington in late 1940. In October 1940 he appeared in court on crutches accused of driving a motor cycle combination without due care and attention in Egham on 24 October. The summons was dismissed. When war broke out he joined 16 OCTU Officers Mess at Amesbury, Wilts, then the Intelligence Corps. After working at Oxford and at the War Office, he was sent to North Africa on a special mission to AFHC (the Allied Forces High Command).

As a Captain and after travelling all over Morocco, Algeria and Tunisia, he went with General Sir Maitland Wilson, Supreme Allied Commander, Mediterranean Theatre, to Italy. His special department was the Inter-Service Topographical Survey, and he was on a special survey round Corsica and Elba on 19 November 1944 when the ex-naval *Walrus* seaplane of 293 Squadron, Pomigliano, ssw of Leghorn, in which he was travelling crashed in an attempted take off from Pianosa Island, and he and the crew were killed. He was 31.

He is buried in the Bolsena War Cemetery, Lazio, Province of Viterbo, Italy, Grave IV.H.4, and remembered on the family grave in Ocklynge cemetery, Easstbourne.

M H HUTCHINSON, MC and BAR

MARK HANLEY HUTCHINSON, born on 30 June 1917 in Leghorn, Italy, was the son of Charles Hilton and Muriel Hutchinson of 4 Meads Street, Eastbourne and Livorno. Mark, whose brother was Hugh (see above), was in School House from September 1931 to April 1935. Beneath his gentleness and rather shy reserve as a schoolboy it was not difficult to sense a very engaging, upright character, but the superb resolution and hardihood of his war career could not have been so readily foreseen. At school he showed exceptional artistic talent and he had made a promising start in his chosen career of architect when war broke out. He joined the Hampshire Regiment, in which he reached the rank of Major in the 2nd Battalion, and served with exceptional gallantry in the campaigns in North Africa and Italy. He was mentioned in despatches, and on 21 December 1944 was awarded the Military Cross, and very soon afterwards in 1945 was awarded a Bar to it. But he was wounded twice, and on the second occasion lost his left leg. He returned to Queen Mary's Hospital in Roehampton in December 1944, and had largely recovered his health when he died unexpectedly during a leg operation on 16 February 1945. He was cremated and is remembered on the family grave at Ocklynge Cemetery, Eastbourne, Plot H, Grave 11. He was 27.

A P G INCE

ARTHUR PHAYRE GASON INCE, born on 17 April 1923, the son of Colonel Cecil Ince OBE, MC, and his wife Frances (née Phayre), of Guildford, and the younger of two brothers who were in Pennell, entered the College from St Peter's School, Seaford, in January 1937. He took a vigorous part in all school activities, coxing the 1st rowing IV, playing good tennis, and being a good shot. The son, grandson, and great-grandson of soldiers, his one idea was to follow their example. But, failing to get into the Army via Sandhurst, he left in December 1940 to enlist at the age of seventeen and a half in the Oxford and Bucks Light Infantry. He obtained a commission in the 56th Regiment, Reconnaissance Corps, on 28 November 1942, and went to North Africa in May 1943. He was with the Eighth Army in Sicily and Italy and was wounded in the neck at Foggia in southern Italy in September 1943, while operating a Bren gun.

Evacuated by air from Italy to North Africa, Ince arrived in this country in November, almost completely paralysed. He put up a wonderful fight and seemed to be making a recovery at St Thomas's Hospital, near Godalming, where he was visited by many OEs and friends, all of whom will for ever remember his optimism and cheerfulness. But it was not to be, and he died on 22 April 1944. He is buried in the West Clandon (St Peter and Paul) Church Cemetery, Guildford, SE corner.

Note: Records refer to him as Anthony Phayre Gason Ince.

A E JACKSON, DFM

ANTHONY EYRE JACKSON, born on 25 March 1919 near Maidenhead, the younger son of William Lowe Jackson (Home Boarder 1900-1904), a dental surgeon, and Ruth Margaret, of Willingdon and Marlow, Bucks. He was a distinguished school and OE cricketer, and younger brother of J W Jackson (Blackwater 1930-35). He entered Blackwater in September 1932. Rather shy and reserved, he was deservedly held in very high regard by those who came to know him well. He gained his 2nd IV colours and became a house prefect and a King's Scout before he left school in July 1937. That summer he represented the College scout troop at a

jamboree in Holland; and later, after an Empire tour in Canada, he went into a mill-board manufacturing business. He married Heather Mary.

On the outbreak of war Tony Jackson joined the RAFVR. One day in December 1940 in an attack on the submarine base at Lorient his aircraft was hit three or four times and the navigator was seriously injured. The aircraft was diverted to an alternative aerodrome where it landed safely. This episode was before he had gained a commission, and on 26 February 1941 he was awarded the Distinguished Flying Medal for bringing back his crew in a burning and badly damaged aircraft. Later, as a Pilot Officer in a *Hampden Mk 1* with 83 Squadron, he lost his life, with his crew, on a minelaying operation over Brest on 6 April 1941. The aircraft went missing without trace. He was commissioned pilot officer with effect from 19 February 1941. He was 22. He is remembered on the Runnymede Memorial, Panel 33.

His DFM citation reads as follows:

Sergeant Anthony Eyre JACKSON, RAFVR, No. 83 Squadron. Sergeant George Wannan TURNER, RAFVR, No. 83 Squadron. Sergeants Jackson and Turner were pilot and wireless operator air gunner respectively in an aircraft detailed to carry out an attack on an aerodrome near Bordeaux in the early morning of a day in December, 1940. Owing to intense darkness, low cloud and uncertainty of position Sergeant Jackson considered there was insufficient time to reach this target and decided instead to attack the submarine base at Lorient. This target was identified from a height of 1,200 feet and the attack was successfully carried out. Anti-aircraft and searchlight opposition became intense and the aircraft was hit three or four times. One shell burst in the navigator's cockpit and seriously wounded the navigator and destroyed maps and charts. Sergeant Turner, however, succeeded in obtaining communication with a home station from which he received diversion instructions in consequence of fog at his own aerodrome. He then assisted the pilot to locate this aerodrome, sent messages requesting the attendance of an ambulance and medical aid for the wounded navigator. In spite of the damage done to his aircraft, Sergeant Jackson succeeded in making a safe landing. The courage and devotion to duty displayed by these airmen on this and other occasions have been of the highest order. London Gazette N.35057, Dated 28th of January 1941.

T R JACKSON

THOMAS RAYNEY JACKSON, born on 6 July 1914 at Woolwich, the son of Alan Rayney and Phyllis Mary (née Whatley) Jackson of Blackheath SE3, and the elder of two Eastbournian brothers, entered Blackwater in September 1928, leaving in summer 1933. A sound, even brilliant scholar, he reached the Classical VIth, gained a Higher Certificate, and won the Duke of Devonshire's Classical Prize and the Hollins Translation Prize. He was a house prefect and head of his house, a sergeant in the OTC, and a 2nd XV colour.

Jackson left school in July 1933 and went up to St Edmund Hall, Oxford, where he obtained a BA in history and in his fourth year took the teaching diploma. He had started on the career of a preparatory schoolmaster with Merton Court at Fooks Cray, Kent, when the war broke out. He enlisted in the Royal Armoured Corps and was trained as a wireless operator. As a trooper in the 2nd Fife and Forfar Yeomanry, with the 11th Armoured Division, he was killed in Normandy on Sunday 30 July 1944 while repairing his tank, which had struck a mine. He had previously served throughout the final campaign in North Africa with the Queen's Royal Lancers. He was 30. He was first buried near Vacquerie, then exhumed and interred in the Saint Charles de Percy War Cemetery, Calvados, Basse-Normandie, Grave I.E.13. This is 27 miles SW of Caen.

G G O JAMES

GERALD GRIFFITH OAKES JAMES, born on 10 August 1915, the son of Colonel Ernest James DSO, OBE, MC, and Gladys Ethel (née Griffith), of Patcham, Brighton and London, came to the College from St Bede's, Eastbourne, and was in Blackwater from September 1929 to July 1933. A quick thinker with unusually sound judgment for a boy of his age, he was interested in the best things, with a special keenness for art. He had original ideas about most things and stood for them even when they were opposed, and there was much to admire in his bold and happy character. He won the Wallis Senior Drawing Prize in his last year and was a Sergeant in the OTC.

On leaving the College he went to the Slade School, and there did some good work painting opera scenery at Covent Garden, and later in the Gaumont-British Studios. In 1938 he was living with his mother in Hammersmith, London. After a while he went out to America, where he passed the drawing examinations for Walt Disney's studio, and was taken on under contract to work on *Pinocchio* and *Fantasia*, in one of the most envied jobs in Hollywood.

In the second year of the war he decided to join the Royal Canadian Air Force, in which he soon got a commission and was made an instructor. At his own request, before long he was sent to England for operational duty, and, as a Flying Officer with 415 Swordfish Squadron (Ad Metam), Royal Canadian Air Force, on 2 July 1942, after taking off from North Coates, Lincs, he failed to return from a *Handley Page Hampden* bombing operation, having crashed off the Frisian Islands. He was buried at sea by the crew of a German vessel. His Commanding Officer described him as an outstanding pilot and an excellent instructor, with admirable qualities of leadership, who had won the confidence of all with his friendly spirit and gentlemanly manner. He was 21. He is commemorated on the Runnymede Memorial, Panel 99, on the Bembridge, IoW, War Memorial and at Bembridge Holy Trinity Church.

R A V JOHNSTON

RICHARD ALLINGTON VERNON JOHNSTON, born on 11 November 1907 in County Durham and the son of Gyles, a civil service engineer with the GPO, and Winifred Johnston of Wimbledon, was in Crosby from May 1922 to July 1925. On leaving school he held a post in the Norwich Union Insurance Company; but his happiest hours were those spent with the Artists Rifles, both on as many evenings as he could spare and on Saturday afternoons, when he played rugby with them.

In 1927 Johnston enlisted in the Rifle Brigade, serving with them in India, Egypt and France before the war. As platoon Sergeant-Major (WO Class III) in the 1st Battalion he was killed on 25 May 1940 during the defence of Calais and the Dunkirk evacuation, and was posthumously mentioned in despatches 'in recognition of his gallant and distinguished services in the Defence of Calais in May 1940'. He was 33. His Major wrote of him as 'one of the most willing and cheerful workers I have ever known. He simply did not know the meaning of the word 'cannot'. No matter what the job was, he always found or improvised some way of doing it', and a friend wrote: 'I had seen him defending a post only half an hour before he was killed, when he was acting as we all knew he would act when in a tight corner, cool, cheerful, and regardless of all danger.'

He is commemorated on the Dunkirk Memorial, Column 130.

D St J JOWITT

DOUGLAS St JOHN JOWITT, born in India on 8 September 1918, the younger son of John Dickenson Jowitt, a tea planter, and his wife Eliza (née Gregory) of Surbiton, Surrey, later of Leatherhead. He was briefly a Home Boarder, then joined an elder brother in Crosby in September 1933 leaving in December 1936. He was a cheerful boy who did all things with keenness and in particular was a good boxer, winning 2nd colours.

He enlisted in the RAFVR where he trained as a pilot and rose to the rank of Sergeant. He was trained at No. 56 Operational Training Unit before being posted to 263 Squadron on 25 January 1941 where he was assigned to B Flight. His first operational flight flying *Westland Whirlwinds*, a twin engine fighter, was on the 9 March 1941. He flew patrols, anti-shipping, interception and night fighter sorties over Norwich with no radar. He transferred to 137 Squadron on the 22 September 1941 where he was assigned to B Flight and was known in the Squadron by the nickname of 'Gorgeous George'. He was commissioned as a Pilot Officer on 15 November 1941 and was promoted to Flying Officer on 1 October 1942. On 25 December 1941 he with three other aircraft was escorting a *Lysander* on an air-sea rescue search. His starboard engine failed and he force landed at Horsham St Faith (now Norwich Airport). On 5 February 1942 he was scrambled with three others to intercept a *Dornier 217* attacking a convoy. He attacked using all his ammunition, but to no seeming effect. On 29 May 1942 he was forced to abandon his aircraft, a *Whirlwind*, when the port engine failed at 800 feet when on approach to RAF Matlaske, Norfolk. The aircraft crashed in a water meadow at Binty's Farm, Itteringham, Norfolk. He landed outside the officers' mess where he apparently tucked his parachute under his arm and went in for breakfast.

On 17 September 1942 his squadron was relocated to Manston in Kent, tasked with attacking German airfields and shipping. At 11am on 31 October 1942 he took off in his *Whirlwind* along with three other aircraft for the Squadron's first 'Rhubarb', a fighter sweep over northern France. As the small formation crossed the enemy coast they split into two pairs with one pair heading for a hutted military camp at Etaples and with Douglas Jowitt and his wingman, Flying Officer Frederick Furber, heading to attack another hutted camp some three miles to the north of Etaples. When they arrived in the target area they couldn't locate it but came under heavy anti-aircraft and small arms fire and were forced to turn back. Furber reported that he saw white glycol smoke coming from Jowitt's starboard engine and as they crossed the French coast. Furber made a Mayday call at Jowitt's request. A short time later Jowitt radioed to say that he was bailing out and Furber saw his aircraft climbing to 900 feet before he lost sight of him in the cloud and nothing was heard from him again. Furber managed to return to base having sustained damage to his starboard wing from an explosive bullet. The other two aircraft both failed to return, although one of the pilots was picked up from the Channel and one was taken prisoner having been hit by flak and forced to crash land in what had been a disastrous first fighter sweep for the Squadron.

Douglas Jowitt is commemorated on the Runnymede Memorial, Panel 67.

B R KEELE, DFC

BRIAN RUSHWORTH KEELE, born on 15 January 1916 in Wandsworth, the son of Joseph and Katie Keele (née Atkins) of Putney, London, entered Pennell in January 1930. He became a house prefect and a 1st class scout, but his main interest was always in wireless and things electrical. He left in July 1934.

After a four-year course at Faraday House, an Electrical Engineering College, Keele passed out first in 1938 in the first division in the final list. He obtained a good post in the laboratories of Standard Telephones and Cable and worked with them until April 1941, when he joined the RAFVR. By the summer of 1942 he was a celebrated night fighter, shooting down two *Heinkels* in one night. He married Irene Francis (née Taylor) early in 1943. He was with 604 Squadron flying a *Bristol Beaufighter* night flying from June 1942 until July 1943 when he destroyed five enemy planes, making him an Ace. On 7 September 1943 he was awarded the DFC for night operations with No 604 Squadron. After a spell at FIU (Fighter Interception Unit), he joined 85 Squadron at RAF Swannington in 1944, flying *De Havilland Mosquitos*. He gained one more victory. On 12 November 1944 his aircraft crashed due to engine failure and burst into flames during a test flight; Brian died and his radio operator survived, badly burned.

He is buried in Putney Vale Cemetery and Crematorium, Block A.S., Grave 1231, and is remembered on the Electrical Engineer 2nd World War Roll of Honour.

Brian Keele was a real lover of peace and peaceful things, but when war came he gave of his best and showed a whole-hearted aptitude to fit himself to the new conditions. His courage and resourcefulness in a very specialised job will be remembered with pride by all who knew him as a rather timid small boy.

His DFC citation: 'As pilot and observer, these officers have displayed great skill and keenness in night operations during which they have destroyed five enemy aircraft. Their example of gallantry and devotion to duty has been highly commendable'. The London Gazette.

N L KELLY

NOEL LESLIE KELLY, born on 2 December 1909 in the Hendon district, the son of Robert Frederick, an insurance manager, and Henrietta Creesy Kelly, his wife, of Pinner, Middlesex, and Chorley Wood, Herts, entered Crosby in September 1923, became a house prefect, gained his 2nd XV colours, and was a lance corporal in the OTC. He left in July 1927. Both his brothers were at the College. He married Ruth (née Bunning) in 1937. They produced four children, all still alive in 2020.

Having already served for six years in the Artists Rifles, Noel Kelly was gazetted to The Rifle Brigade in January 1940, and joined the 1st Battalion as Signals Officer when it was being re-formed six months later, after its leading part in the defence of Calais. With the Rifle Brigade, the 8th Army, in Tunisia, he took over a Company in April 1942, was promoted Major, and was killed leading his men in an 8th Army assault on the Mareth Line on 27 March 1943. He was 33. The GOC of his Division (the 7th Armoured) wrote of him: 'He was one of the finest officers of my Division, and was the finest possible example to his brother officers and men. The operation in which he lost his life was entirely successful, due, I am certain, to his spirited leadership and determination. His Colonel described him as 'the best commander of a motor company I have ever seen.'

He was initially buried near where he fell but was later exhumed and is buried in Sfax War Cemetery, Tunisia, Grave XIII.B.10

D A KING

DAVID ARTHUR KING, born on 9 October 1915, the son of Arthur and Muriel King of Chislehurst, Kent, was an entrance scholar and in Pennell from September 1929 to July 1932. He was one of those quiet, unobtrusive boys who leave school as soon as they have

gained their Certificate without having left any apparent mark, but whose integrity has been an incalculable influence for good.

King's home was at Haywards Heath, and after being articled to a firm of Chartered Accountants in Brighton and qualifying to intermediate level, he still contrived to give some of his free time to work for Toc H. He married Veronica Sonia (née Bather), nicknamed Bugs, in October 1939 and they lived at Birkenshaw, Bradford, Yorks. David was employed as a secretary and assistant, also a special constable. He joined the RAFVR early in 1941. As a Pilot Officer/Navigator and Radio Operator, flying *Bristol Beaufighters*, he was posted to 255 Squadron based at Sétif airfield, Algeria, at the beginning of 1943. On 14 April 1943, aged 27, he was reported missing while on detachment to 153 Squadron, flying from Maison Blanche, Algeria, and was later presumed killed in action. It was later recorded that his aircraft was hit by fire from a *Junkers 88* and crashed into the sea near Sassari off the north coast of Corsica. His widow remarried and emigrated to Canada in 1947.

His death is recorded on the Malta Memorial, Panel 7, Column 1.

D M LAWDER

DONALD MACLEOD LAWDER, born on 18 June 1919, the son of Paymaster Cdr Keith M Lawder OBE and his wife Joyce (née Watson), of Fleet, Hants, entered Pennell in May 1933 from Oakley Hall School, Cirencester. He became a house prefect, gained his fencing colours and left in December 1937. His interest was in birds and he was happy exploring Og's Wood. He had poor eyesight, but passed into the Nautical College, Pangbourne, as a Paymaster Cadet, to follow in his father's footsteps. After training with HMS *Vindictive*, he served as a Midshipman Paymaster in HMS *Resolution* on North Atlantic Convoy duty. An Acting Paymaster Sub-Lieutenant, in January 1940 he joined the 1st Battle Squadron, the battleship HMS *Barham*, which was serving as a Malta convoy escort in the Mediterranean. The *Barham* was struck amidships by three torpedoes from a German submarine south of Crete and quickly capsized to port and was lying on her side when a massive explosion in her main magazines occurred about four minutes after she was torpedoed; this sank her. Aged 22, Lawder went down with her off the Egyptian coast on 25 November 1941, together with the loss of 55 officers and 806 men. He is commemorated on the Portsmouth Naval Memorial, Panel 45, Column 3 and on the war memorial at Fleet, Hants. In an effort to conceal the sinking and to protect British morale, the Board of Admiralty censored all news of the *Barham's* sinking for some months.

Donald Lawder was a very determined boy at the College; nothing was easy for him, but he got where he wanted. Coming of a naval family, he wanted to make the Navy his career and he was happy in his service.

C R LAWRENCE

CHRISTOPHER ROLAND LAWRENCE, born in Somerset on 7 July 1919, the son of the Revd George Henry, Rector of Chesham Bois, and Cecily (née Simonds) Lawrence of Bromley, Kent, Christopher entered Pennell in September 1933. He was a most friendly boy, never brilliant, but always interested in others and in school activities. He gained his rowing colours as cox of the 1st IV. Leaving in July 1937, he went up to Selwyn College, Cambridge, where he studied 'for the ministry', and graduated BA. He enlisted in the Royal Armoured Corps and was later commissioned into the 2nd Battalion, the Hertfordshire Regiment, training at home. In the autumn of 1942 he flew out to North Africa as a replacement and there he was

posted to the Durham Light Infantry. Aged 23, he was fatally wounded on 2 November 1942, and buried initially where he fell but later in the El Alamein War Cemetery, Grave V.F.23.

The son of a parson, Lawrence was determined to serve the Church, and his friendliness and quiet sympathy would have made him just the sort of parson the Church can ill afford to lose.

J D N LISTER

JOHN DEREK NORTON 'Lily' LISTER, born on 5 March 1920, the son of Herbert and Kathleen Lister (née Watson) of South Croydon, and the elder of two brothers in Crosby, entered the College from Bowden House, Seaford, in September 1933. On his day he was an excellent shot and he represented the College three times at Bisley; he was also a useful middle-distance runner. By his generation in Crosby he will chiefly be remembered for his good humour and generosity, for his tremendous enthusiasm for cars - he raced cars after he left - and for the delicate models of aeroplanes that he used to make.

He left young, in July 1937, to become an apprentice in Vickers Armstrong, and he remained with that company for three years. He married to Kathleen, who was 22. He volunteered for the RAFVR on the first day of the war, but he was not accepted until a year later. He learnt to fly under the Empire Training Scheme in Canada and on his return he was stationed near Radley, where his brother was still at school; at that time any low-flying *Wellington* was popularly said to be 'piloted by Lister's brother'.

After a period of bombing operations from England, Lister flew his machine to the Middle East, where he was engaged on reconnaissance. On account of his peace-time experience he was to have become an instructor in armaments, but, on 9 March 1942, before he was posted he was sent to 38 Squadron at Shallufa in Egypt, as Pilot Officer, to fly in a torpedo-carrying *Wellington*, to take his Wing Commander, (who happened to be John Chaplin, (School 1925-30)), on a reconnaissance over Crete and to attack a convoy crossing the Mediterranean for Tripoli. Just beyond Tobruk, near to Fort Maddalena, they were attacked by two *Me 109s*. Lister was killed and Chaplin managed to crash land in the desert. He and three surviving members of the crew fell into the hands of members of an Indian Division.

Lister died on 9 March 1942 and is commemorated on the Alamein Memorial, Column 248.

Chaplin won an award for his courage and skill. Had he lived, Derek Lister might have gone far in his peace-time vocation; he had already achieved some minor inventions.

P W LOWE

PETER WILLIAM LOWE, born on 15 September 1922, was the son of Squadron Leader William H Lowe and his wife Joanetta Marjorie (née Watson), of Grayswood, near Haslemere. He came to the College from Aldro School in September 1936, showing all-round promise. He soon became one of a very happy group of three or four Blackwater boys, all of them intensely human, very friendly, and with a perfect understanding of each other. They went up the house more or less together and in normal times would have been together as leaders of it. The war, however, prevented this, and at the time of leaving school in July 1940 Peter Lowe was just coming to a position of responsibility; he was Hon Sec and had been for two seasons in the cricket XI, had gained 2nd boxing colours, and was a corporal in the OTC.

Latterly Lowe had become more and more interested in flying, and his career after he left was one of great promise. Passing through the early stages of his RAFVR pre-operational training with 457 Squadron on the Isle of Man with great credit, he took his place in the forefront of the

war not much more than a year after leaving school. Ordered abroad, he joined 605 (County of Warwick) Squadron in Malta. During take-off his aircraft swung violently and knocked off a 'Flying in Progress' flag and his tail wheel. He regained control and the flag was claimed as a Squadron souvenir with the legend '605 Scorched Earth Gang' emblazoned on it. He took part in battles for the defence of Malta. Flying from Hal Far airfield, Malta, as a Pilot Officer in a *Hurricane* to cover the return of a *Maryland* recce plane, he was shot down into the sea on 15 February 1942 by a *Messerschmit 109*, one of a large number of enemy fighters. He is commemorated on the Runnymede Memorial, Panel 70, and on the RAF Memorial at All Saints Church, Grayswood, Surrey. He was 19.

Peter Lowe was very popular on his station, and a brother officer has said how well he reacted to the sticky time they had to go through. He met his death with characteristic courage.

'We never slept: the Story of 605 Squadron' can be downloaded from the internet.

D U LOWSON, DFC

DONALD URQUHART LOWSON, born on 28 April 1913 in Edmonton, Middlx, the son of John and Margaret Lawson (née Urquhart) of London and Norbreck, Blackpool, entered Wargrave in January 1929 and left, below the normal age, in July 1931 to take up a business post in London. Even so, he had gained his 2nd rowing colours. Before the outbreak of war he changed his plans and on 29 October 1938 was granted a Short Service Commission as an Acting Pilot Officer in the RAF. He was promoted to Flying Officer on 3 September 1940. On the night of 6/7 November 1940, serving as a Flight Lieutenant with 102 Squadron, his *Whitley*, targetting Merseburg, 30 km west of Leipzig in Germany, crashed at its base at Linton-on-Ouse with a full bomb load; all the crew survived. Then on 9 May 1941 he was awarded a DFC for gallantry, gazetted on 9 May while still serving with 102 Squadron. On 7 July 1941, again piloting a *Whitley* with 10 Operational Training Unit at RAF Newmarket, Suffolk, the aircraft hit a barrage balloon cable near Quinton, Stratford upon Avon, while on a night navigation training exercise and crashed in flames with the loss of all six crew. Donald was 28 and had married Rita May Lawson (née Hughes) of Norbreck, Blackpool, in Hendon in July 1940.

From 1934 he was living in Rusland Road, Harrow, Middlx, and is buried in Harrow (St Mary) Lower Churchyard, Middlesex, which is near to Harrow school. In May 2012 it was noted that his grave was in poor condition.

L H McCABE

LAURENCE HUGH McCABE, born on 14 July 1916, the son of Edward John, a master tailor, and Hilda Nixon McCabe of Finchley, Middlesex, entered Pennell in September 1930. Though not especially gifted, he was a particularly conscientious hard-worker, and after getting his School Certificate he specialised in geography. A keen and proficient games player, he obtained 2nd XV colours and became captain of both boxing and gym. More than that, his sterling character won him the position of school prefect and head of his house. Leaving in July 1935, McCabe proceeded in September 1935 to Peterhouse, Cambridge, where he read geography, graduated BA with 2nd class honours in 1938, and became fascinated by exploration. He became a FRGS in 1938. He was the mainstay of the Wayfarers Club and was a member of two Cambridge expeditions to Iceland in 1936 and 1937; he was also the organiser and leader of the Cambridge University expedition to Ice Fjord Spitzbergen in 1938. He returned to Cambridge for another year as a research student, publishing a small treatise on his work in Spitzbergen and editing the film taken there. In July 1939 he accepted a post in the

Colonial Survey Service in Kenya, but the war stopped his departure and he was sent as Land Surveyor to join the Hong Kong Public Works Department instead. Arriving in Hong Kong in March 1940, he hardly had time to start his work and he was soon a Gunner in no1 Battery, the Hong Kong Volunteer Defence Corps. For over a year after the Japanese invasion he was missing and presumed a prisoner of war, but news eventually came through that he had been killed in action at Stanley, Hong Kong, on Christmas Day 1941. He was 25. He has no known grave and is commemorated on the Sai Wan Memorial in Hong Kong, Column 33.

McCabe's geomorphological work was most promising. It has been favourably commented on and made use of by several leading authorities, and his film taken in Spitzbergen was used by the Admiralty during the war. The Royal Geographical Society has named a mountain in Spitzbergen after him and in 1950 the Norwegian Government named the mountain in Spitsbergen 'McCabefjellet' after him. McCabe was most modest in all his achievements. He hated war and cruelty, but when it came to defending all he cared for, he gave his all without hesitation or reserve.

B C MACCOY

BRIAN CAMPBELL 'Sam' MACCOY, born at Uxbridge on 29 June 1924, the son of Harold, a ship broker, and Annie Elizabeth Grace Maccoy (née Harrison) of Itchenor, West Sussex, was the youngest of three brothers who were all at the College. He entered Wargrave in September 1937. His rather small size and dark complexion earned him in early life the nickname of 'Sam', which followed him to the College, and its universal use betokened the affection in which he was held, but no lack of respect. Eager to serve his country in the crisis of 1940, he left soon after the move to Radley that summer; thus the school was deprived of his services as a prefect, which it would surely have claimed. He had already won the Arnold Boxing Cup.

Maccoy first joined the Merchant Navy, and was torpedoed in mid-Atlantic. Later he transferred to the RNVR, and as a Sub-Lieutenant in the M class destroyer HMS *Mahratta* he met his death when it was struck by two torpedoes fired by submarine *U-990* off the coast of Norway, 200 miles off Nordkapp, while escorting the stern sector of Convoy JW-57 in the Barents Sea on 25 February 1944. The ship sank within minutes and only 16 of the crew of 236 survived in freezing waters. Sam died in action as bravely as he had lived his life. The submarine was sunk three months later by depth charges from an RAF *Liberator* of 59 Squadron. Brian was 19 and 7 months, probably the youngest OE to lose his life in the war.

Brian is buried in the St Nicholas churchyard, West Itchenor, Chichester, West Sussex and is commemorated on the Plymouth Naval Memorial, Panel 92, Column 2.

R M C MACFARLANE, MC

RUTHVEN MONTGOMERIE CHASE MACFARLANE, MC, born on 1 July 1896, the son of Ruthven and Rose Cory Macfarlane of Eastbourne, and known as 'Mac', entered Blackwater in September 1910. He was a sergeant in the OTC, gained his Stag in 1913, and had just started the Michaelmas term of 1914 as captain of rugby, a school prefect, and head of his house when the war emergency gave him the chance to secure an early vacancy at the RMA, Woolwich, whence he was commissioned as a Gunner in April 1915. Eighteen months later he was seconded to the Royal Flying Corps as flying officer (observer) with 30 Squadron in Mesopotamia. In September 1917, after flying training at home, he was re-graded as a pilot, served in France with 35 Squadron, and was wounded and invalided home in April 1918. He

was mentioned in despatches for his service in Mesopotamia and in June 1918 was awarded the MC. His citation stated: 'During a fight, lasting for over two hours, carried out at a height of 700 feet, he performed a very accurate contact patrol at a critical period, obtaining the most valuable information concerning the enemy's dispositions. He also engaged many batteries and infantry with machine-gun fire, and throughout by his courage and keenness he set a fine example to all ranks'.

In November 1921 Macfarlane received a permanent commission in the RAF. He was promoted Flight Lieutenant in 1923, Squadron Leader in 1932, and Wing Commander in 1937. From 1922 to 1925 he served in Egypt. He qualified at the RAF Staff College in 1926-27, and after three years with an Army Co-operation squadron and three years on staff duties at the Air Ministry, was appointed Chief Instructor at the School of Army Co-operation in 1933. In 1934-35 he commanded an Army Co-operation Squadron in India. In July 1937 he was promoted Wing Commander. He was afterwards again employed on the Air Ministry staff but soon retired owing to ill-health.

At the start of the Second World War, however, Macfarlane hastened to return to the service, and it was while holding from July 1937 an important staff appointment as a Wing Commander in Bomber Command that he was taken ill and died in Llandudno on 10 March 1943, aged 46, deeply mourned by his colleagues, with whom he enjoyed a wide popularity. In 1920 Macfarlane had married Edith Muriel Tibbits, the younger daughter of the late Revd Francis Atkinson, for many years housemaster of Blackwater. They had one son, born in 1921. Ruthven is buried in the Hough-on-the-Hill (All Saints) Churchyard, South Kesteven, Lincs, Grave 323.

K B MACKENZIE

KENNETH BRUCE MACKENZIE, born in Bradford on 28 March 1923, was the third of the four sons of a loyal Old Eastbournian, the late Colin Mackenzie MD, FRCS, (School House 1896-1901) and Edith Annie (née Rice) of Brighton and Hampstead. All four sons entered their father's old house and became in their time notable figures in the life of the College. Kenneth was in School House from 1936 until 1941 as head of school during the difficult times of exile, a member of the Science VIth, captain of the XV, 'A sound second row forward who tackles well and makes strong runs', captain of boats, and a sergeant in the JTC. He was a boy who stood out among his generation. He was quiet and gentle, but inflexibly determined in support of all that the school holds best, and would give himself selflessly and without hesitation to help anyone who was in difficulties.

Kenneth Mackenzie joined the Army and was commissioned into the Scots Guards, 2nd Battalion. He landed at Salerno and died of wounds in Italy on 22 December 1943, less than nine months after his 20th birthday. He is buried in the Naples War Cemetery, 11.G.12. A memorial service to Kenneth was held at St Mary's Church, Priory Road, NW6.

J A MACKINTOSH

JOHN ALI 'Jack' MACKINTOSH, born in Germany on 24 June 1906, the son of Captain Charles Gastave Rochefort (deceased) and Elizabeth 'Betty' Mackintosh of Rome and Paris, was the younger brother of Christopher Mackintosh (Blackwater 1917-22), one of the College's most notable athletes. John Ali combined no mean proficiency at games with a marked intellectual ability, a most attractive personality, and a very upright character. He entered Blackwater in January 1919, and when he left in July 1925 he had been head of the school for two years, a Stag for three years and finally captain of football, 'fierce but rather wild in the

loose', captain of the 2nd XI, and CSM in the OTC. As a 1st XV player, his end of season report said that 'he has done splendid service in the pack where his hooking has been good all season'. A member of the Modern Languages Vith, he won the Marshall French Prize in 1923, the Public Speaking Prize in 1925, and finally a Modern Languages Exhibition at Clare College, Cambridge, where he was placed in the 1st Class in Part I of the Modern Languages Tripos.

He married Elizabeth 'Betty' Katrine (née West) in 1931. Living at Sunningdale, they raised a son Ian and a daughter, Sarah Elizabeth. On 10 July 1931 he was fined 10/- for having no front lights on his car, and on 19 November 1932 he was fined 19/6d for having no driving licence. On going down from Cambridge he became personal secretary to Sir Gomer Berry (later the first Lord Kemsley), of *The Daily Telegraph*, in the Advertising and Financial Departments where he worked with distinction until 1939. In the spring of that year he joined the Territorial Army and during the war served in the Intelligence section (SOE) of the General Staff of the Mediterranean Expeditionary Force, reaching the rank of Lt Colonel and working in France, Rumania and Turkey.

Mackintosh's death from typhoid fever at Istanbul on 4 January 1945 cut short an already notable career that gave promise of even greater usefulness and distinction. He is buried in the Istanbul (Ferikoi) Protestant Cemetery, Grave 3768.

C E R MAITLAND, DFC

COLIN EDWARD RIDLEY MAITLAND, born on 10 June 1922, the son of Cyril James Maitland, tobacco planter, of Horsham and his wife Edith May, and a nephew of R T Colgate (School House 1902-06), attended School House from September 1936 until 1940, having gained the top entrance scholarship. He early made his way into the Classical Vith; he also became a house prefect and CSM in the JTC, and won his Stag ('an active forward'), 2nd rowing colours and a was chapel warden. His was, moreover, a most attractive personality.

Maitland volunteered for aircrew and was called up in the autumn of 1940, soon after the College had settled at Radley. He did extremely well in the RAFVR, gained rapid promotion, and was awarded the DFC for 'his skill, bravery and devotion to duty' in a daring mission that involved diving in a *Mustang* at 450 mph, under heavy fire, between two wireless masts and under the aerial, to secure photos of a German radar station.

The citation for his DFC, gazetted on 23 June 1944, is as follows: 'In May 1944 this officer was detailed for an operational sortie. Flight Lieutenant Maitland completed his mission successfully despite heavy defences and the results obtained are a splendid testimony to his great skill, bravery and devotion to duty. This officer has completed much operational flying and has rendered excellent service'.

He was an acting Squadron Leader with 2 Squadron when he was killed in action on 18 March 1945 when his *Spitfire* was shot down by flak; he was 22. He is buried in Doetinchem General Cemetery, Loolan, Netherlands, Row 1, Grave 13.

A H MARTIN

ANTHONY HOWARD MARTIN, born in Alverstoke, Hants, on 23 December 1920, the son of Surgeon Captain John Howard, BCh, MD, and Geraldine Martin (née Mace) of Sundridge, Kent, entered Pennell in September 1934 and left in Spring 1938. He might well have distinguished himself at school had he not left young to enter the Navy. He was keen on music

and was a drummer in the Band. He passed the Navy Examination in March 1938 and left for Dartmouth.

Martin served as a Midshipman in HMS *Malaya* and then became a gunnery expert, doing exceptionally well in his exams at the Gunnery School, Portsmouth. He then volunteered for submarines and, after training, was appointed to a U Class Submarine *P36*, HMS *Unique*, leaving for the Mediterranean in December 1941. During 1941 the *Unique* sank or damaged two Italian cargo ships and a troop transport. Martin was promoted Lieutenant and appointed second-in-command in April 1942. In July of that year he was on Russian convoy work with the *Unique* and, following a refit, left Holy Loch on 7 October 1942 to patrol in the Bay of Biscay. *Unique* was last seen off Lands End on 9 October. On 23 October 1942 *Unique* was reported overdue when she failed to arrive at Gibraltar and soon afterwards, following explosions in the area, was known to be lost. The loss was possibly during a failed attack on the German tanker *Spichern* in the Bay of Biscay. Martin was 21. His death is recorded on the Portsmouth Naval Memorial, Panel 62, Column 1.

Martin developed late, and his naval career was a fine one.

A P MASON

ALEXANDER PERCY MASON, born in Peru on 12 January 1914, the son of Harry, a merchant, and Alice Mason of Crowborough, entered Gonville in May 1928, and was a school prefect and head of his house when he left in July 1932. In games he had been remarkably successful: in the XI for three years and the XV for two, and captain of both rugby ('the best all-round forward in the side, and made a very good captain') and cricket in his last year; captain of swimming and winner of the Swimming 'Victor' Cup; winner of the Middle-weight Boxing Cup; Sergeant in the OTC. Despite these notable achievements, he was modest and always ready to help and advise those younger than himself.

On leaving school Mason embarked on a career as a rancher overseas and there are records of him sailing to and from Chile and Brazil. In the war he enlisted in the Australian Imperial Forces, and as a private in Gull Force, the 2/21st Australian Infantry Battalion, he was wounded at Amboina in Indonesia early in 1942 and taken prisoner. He died of starvation in Japanese hands at the Ambon PoW camp on the island of Hainan on 26 May 1945, aged 31. Three quarters of the prisoners in this camp died in captivity, the result of brutal treatment and separate massacres. Alexander is commemorated on the Oz War Memorial Panel 47 and buried in the Yokohama British Commonwealth War Cemetery, Aust. Sec.D.A.12.

R H MATTHEWS

ROBERT HENRY MATTHEWS, born on 20 January 1917, was the only son of Reginald and Dorothy Matthews. His father was for many years Headmaster of Southwell Minster Grammar School, Southwell, Notts, and in his early days a Chorister of King's College, Cambridge. It may perhaps have been partly because he and the Headmaster Gordon Carey had been fellow-choristers there that he sent his son, also an ex-Chorister of King's, to the College. Robert entered Crosby in September 1930, direct from the King's Choir School, and left in July 1934, being a house prefect during his last year. He was a boy of high character and charming personality.

Having obtained a post on the staff of the City of Nottingham Library, Matthews was at the intermediate stage of a university degree in 1939; and as his name had been already for a year on the Volunteer Reserve of the RAF, he was called up at once. He was commissioned to a

fighter unit, 249 (Gold Coast) Squadron, based at North Weald, and served in the Thames estuary and Egypt before being sent to Malta by aircraft carrier. There, as a Pilot Officer flying a *Hurricane*, and based with 249 (Gold Coast) Squadron at RAF Ta Kali or Quendi airfield, he played a prominent part in the defence of Malta. On 22 December 1941 he was shot down near Addelerafa by a *Messerschmitt 109* and killed, crashing into the sea wall at Valetta. He is buried in the Capuccini Cemetery, also known as the Kalkara Naval Cemetery, Prot. Sec. (Officers'), Plot E, Coll. Grave 11.

Robert Matthews was an unusually promising officer, being one of the very few who were commissioned from their training unit. On one occasion he was chosen for an exceptionally delicate mission out of a thousand applicants; and he seemed to find in fighter flying a tremendous satisfaction. He was, in all respects, of a type that our country can ill spare.

Dr H S MELLOWS

Dr HAROLD SIDNEY MELLOWS, born on 24 August 1910 at Wallington, Surrey, the son of William Montague, an estate manager, and Florence Edith Mellows (née Dean) of Croydon, was in Crosby from September 1924 to July 1929. Quiet and retiring by nature, he had great strength of character, which developed firm powers of leadership and enabled him to fill with distinction the position of head of the school. He was for two years a prominent fly half in the XV – ‘a most reliable player who got through an enormous amount of work, both in attack and defence’. Afterwards he played for the 1st XV's of Queens' College, Cambridge, and St Thomas's Hospital. At the College he also had 2nd XI and 2nd Running colours, and was a CSM in the OTC.

Mellows qualified as a doctor MB (Cantab) 1937, BChir 1936, MRCS, LRCP 1935, and was initially a surgeon at Kings' College Hospital: he was in private practice when the war broke out, by which time he had been followed at the College by a younger brother. He duly joined the Medical Branch of the RAFVR. In September 1936 he married to Rosalind ‘Linda’ Mary (née Scorer) and they had one son and two daughters. As a Flight Lieutenant with 115 Squadron on 11 November 1941 he met his death as a passenger in a *Vickers Wellington* on a cross country exercise and fuel consumption test. The aircraft crashed at 12.03 at Carol House Farm near Swaffham, Norfolk. It had suffered starboard engine failure due to mishandling by the pilot. All seven crew were killed. Mellows was 31.

Mellows is buried in Marham, Norfolk, Cemetery, War Graves Plot, Grave 6.

J S D MILES

JOHN STUART DIXON MILES, born on 25 July 1910, the son of Frederick Stanley, a fire insurance surveyor, and Mabel Miles (née Smith) of Heathfield, later Uckfield, Sussex, entered Crosby in September 1924 and left in December 1926. He joined the RAFVR for war service on 15 March 1929 and attained the rank of Flight Lieutenant with No. 1 Photographic Unit. He was promoted to Flying Officer on 15 September 1930. The *Eastbourne Gazette* for 16 April 1930 reports that he was fined £3 with £1.2.0d costs for driving at a dangerous speed in Carlisle Road. On the outbreak of war, he was serving as a flying instructor with the Reserve of Air Force Officers and was promoted to Flight Lieutenant on 3 September 1939. He had married Joan Richmond (née Holman, later Marsh) in 1933 at Droxford, Hampshire, and the couple lived in Staines, Middlesex.

He was posted to No.1 Photographic Reconnaissance Unit based at RAF Benson. John took off from Benson at 2.16pm on 17 January 1941 in a *Spitfire Mk 1C* for a photographic

reconnaissance over northern France and failed to return to base at 5.16pm. He was shot down by a *Messerschmitt 109* while over Boulogne and his aircraft crashed one kilometre to the south west of Leubringhen airfield, between Boulogne and Calais. He was buried as an unknown airman in the gardens of Chateau Ledquent, the German Headquarters for Marquise Aerodrome.

His wife received a telegram dated 18 January 1941: 'Regret to inform you that your husband Flight Lieutenant John Stuart Dixon Miles is reported missing as the result of air operations on 17th January 1941. Any further information received will be communicated to you immediately'. In 1942 the Germans gave orders that all non-German burials be exhumed from the chateau and relocated. This happened on 23 June 1942 and his body was moved to the Marquise Communal Cemetery, Pas de Calais, Plot 2, Row C, Grave 11. He was later identified by a pair of cufflinks which were engraved J.S.D.M. He was 31.

He is commemorated on the War Memorial at Uckfield, Sussex.

W G MORGAN

WILLIAM GRAHAM MORGAN, born on 16 June 1923, the son of William Morgan and his wife, of Purley, Surrey, was in School House from January 1937 to July 1940, a very cheerful and active member of his house, who gained his 1st XI and 1st fives colours. His heart was set on flying and his keenness won him selection for aircrew duties. He had a narrow escape in late 1943 when his badly damaged *Lancaster* returned to base on two engines, one of which windmilled to a stop as they taxied down the runway. The fuel tanks were completely empty.

He met his death as a Flight Sergeant (Air Bomber) with 166 Squadron, No 1 Group, Bomber Command when on 28/29 January 1944 he flew from RAF Kirmington Airfield, East Devon, over Germany in a *Lancaster Mk. III* and was shot down and crashed at Fretzdorf, east of Bonn.

The crew were initially buried at Fretzdorf but were later reinterred in the Berlin (Charlottenburg) War Cemetery, Collective Grave, Section 9, Row K, Grave 1-4. There is also a family grave which includes William's name in Plot B at Streatham Cemetery, Garratt Lane, Tooting.

P H MORNEMENT

PETER HENRY 'Skipper' MORNEMENT, born on 16 March 1915, the son of Surgeon Rear-Admiral Robert Harry and Hilda Mornement of Marylebone, London, aimed at an Army career from the time he entered Gonville in September 1928. He had a most attractive personality, but he attained no special prominence, apart from winning the Silver Drum, for he was not a natural athlete, and book-work had many difficulties for him. Indeed, he went off rather early for a period of 'cramming'; but he was a real trier and had earned general respect as well as the friendship of many when he left school in July 1932. He married Mary Edith Yvonne (née Ninnis) in China and they had one son Allan (Gonville 1955-61), who has helped with this tribute.

He was eventually commissioned from Sandhurst into the 1st/6th East Surrey Regiment, and reached the rank of Major, serving with them in India, Sudan and Shanghai, before returning to England in 1940. He was with them through Tunis, the island of Pantelleria and into Italy and in May 1943 transferred to the 2nd Battalion, the North Staffordshires. He was at the Anzio landing in 1943 and during the defence of Carrocetto where, in command of C Company, he was wounded by a shell splinter in his thigh and taken prisoner on the night of 8/9 February on

Buonriposo Ridge. Taken to the Mantova Prisoner of War Hospital, he died of wounds in Mantova Ospedale Civile on 28 February 1944. He was buried by the Germans with full military honours in the Padua War Cemetery, Grave I.D.2.

G E NEVE

GORDON ERIC NEVE, born at Amberfield Chart Sutton, Kent on 4 July 1903, the son of Ernest, a land agent, and Alice Neve, was from September 1916 to July 1922 in School House, where he is remembered as 'a cheerful and kindly prefect'. He was in fact a school prefect and head of his house, a Stag – 'a hard-working forward', in the shooting VIII for two years and a CSM in the OTC.

Neve chose the Army as his profession, and in it he made a wide circle of friends. He was commissioned in the Queen's Own (Royal West Kent) Regiment; and he passed successfully through the Staff College before being sent out East. A school friend who saw much of him during his Army career says that he always remained the same cheerful, hard-working and friendly person that he was at school. He had attained the rank of Major and on 13 May 1939 sailed from Liverpool to Hong Kong with his family. He was in Hong Kong when the Japanese invaded. His wife Mary Alice (née Stearns) and their two children had fortunately been evacuated to Australia just in time. He was injured on 20 January 1942 by shrapnel in action at Shouston Hill, Hong Kong, and was taken to Queen Mary Hospital, Pokfulam, where he died on 23 January 1942. He is buried in the Stanley Military Cemetery, Hong Kong, S.D.Coll. grave 1-14.

His old house tutor has written: 'I always felt happy about any group of boys when I saw Neve among them. He was one of the most loyal of OEs. Throughout his time at Sandhurst and later on as an officer in the Army he was a regular visitor and one of his sons was entered for the College soon after birth.'

B S NEWTON

BARRY STUART NEWTON, born on 29 October 1922, the only son of Sir Charles Henry (a railway manager) and Lady Newton (née Smith) of East Grinstead, was at Aldro School, Eastbourne, and from there went to Canford for a term or two before going on to the College. He entered Blackwater in January 1938 and left in July 1941, having gained his 2nd shooting colours. He was commissioned into the King's Royal Rifle Corps, and landed with the 12th Battalion at Courseulles-sur-Mer on 17 June 1944. On 27 June the battalion was in support of an attack on the villages of Vendes and Rauray. Barry's platoon cleared the church at Le Manoir and was discussing its use as a platoon HQ when its spire fell at his feet. It had been blown down by a Tiger tank, only 40 yards from their position. Barry was wounded and rejoined the battalion as a lieutenant on 15 August 1944, serving with B Company during its push through France, Belgium and Holland. He was killed on 2 April 1945, aged 22, while leading his platoon against the heavily defended lock gates on the Twente Canal in the southwest region of Hengelo just before the end of the war. It was decided to make a crossing at a lock where there was a bridge. As the first rifleman went across the canal bank a deadly cross fire swept across the bridges and then the two leading platoons were pinned down. Casualties were so high that the assault was called off. During this action Barry was killed. The Twente Canal, south west of Hengelo, was the last major battle for the 12th KRRC before the German surrender a month later.

His Company Commander, under whom Newton served for those years, wrote: 'His boyish enthusiasm, his incredible keenness, his ability to treat this beastly war as a boy scout treats a fortnight's camp - in these respects he set a wonderful example to his brother officers and to his platoon. The debt we owe him for his work in the Company is incalculable.' This fine tribute accords with the very high regard in which Barry Newton was held at the College.

Barry is buried in Jonkerbos War Cemetery, Nijmegen, Holland, Grave 14.E.3, and is commemorated on the Ashley Road Municipal Cemetery, Epsom.

E O ODDY

ERNEST OSMOND ODDY, born on 1 March 1910, the son of Alfred Ernest, a dental surgeon, and Elsie May (née Hoddinott) Oddy of St Marylebone, London, entered Blackwater from Aldro School, Eastbourne, in September 1924. He soon endeared himself to everyone, largely because of his invincible cheerfulness at all times. He was diminutive in stature, but excelled as scrum-half in his house XV. On leaving school in March 1927 he studied for some time at Guy's Hospital; but here, as at school, he was not a good examinee, and he eventually took up Red Cross work.

When war broke out, Oddy joined the RAFVR and became a wireless-operator/air-gunner. His ambition was to fly to Berlin, but by now he was over age to become a pilot and he decided not to aim for a commission. In the rank of Flight Sergeant/Wireless Operator he served in 19 OTU (Operational Training Unit) which was formed in May 1940 at RAF Kinloss to train night bomber crews. In June 1942 twelve *Whitleys* took part in a raid against Bremen.

Ernest met his death, aged 32, in an *Armstrong Whitley* in a flying accident on 29 October 1942. The aircraft took off from Kinloss on a night navigation exercise and flew into a violent electrical storm. It is believed that the starboard engine was hit by lightning and caught fire. The aircraft crashed at 00.55 hours near Dalcross, Inverness. On 3 November Oddy was buried in the Kingswood (St Andrew) Churchyard, Reigate and Banstead, Surrey, NE corner.

M H OXLEY

MELVILLE HAYES OXLEY, born on 16 August 1900 in Shanghai, the youngest son of the late Edward Hayes and Bessie Eleanor Paton Oxley (née Hindley) of Grassington Road, Eastbourne, and brother of Mrs Frederick Williams, wife of a former Headmaster of the College, was the last of four brothers at the College, one of whom, Alan Hayes Oxley (Home Boarder 1911-14) was killed in the 1914-18 War. Melville Oxley spent all his schooldays during that war, being a Home Boarder from September 1914 to December 1918. He was head of school, in the XV for two years ('he has made some dashing bursts'), and a sergeant in the OTC. On leaving he was admitted to Trinity College, Cambridge, as a Pensioner. Here he passed exams in History and Political Economy, graduating BA in 1921 and MA in 1925. He joined the Boat Club and the Magpie and Stump, the College debating society.

On 23 December 1927 was fined 5/- for obstruction in Market Place, Rugby, which he was visiting for the day to meet a nephew. Then on 8 September 1929 he was stopped in Grange Road for having no lights and no rear reflector on his bicycle. He claimed that he had pushed the bike through the town and had got tired and decided to ride it the rest of the way home. He was fined 5/-.

In the Second World War he served as a Captain in the 9th Coast Regiment and 7th Heavy Battery, Royal Artillery in Singapore. On 15 February 1942 he was taken prisoner by the

Japanese on 15 February 1942 and died of dysentery on 25 February 1943. He was buried at Kokopo, New Britain, Papua New Guinea, and is commemorated on the Singapore Memorial in the Kranji War Cemetery, Column 2.

J D PACKHAM

JOHN DOUGLAS PACKHAM, born on 29 March 1912, the son of Herbert and Verena Packham (née Visick) of Eastbourne, and the younger of two brothers who were in School House, entered the College in September 1926 and left to enter Clare College, Cambridge, in July 1931. His fine character marked him out as one of the outstanding Eastbournians of his generation. He was a school prefect and head of his house, a member of the Science VIth, in the XV for two years, whose end of season report said that 'he was one of the best leaders of forwards that we have had in a long time'. He was also in the shooting VIII for five years and captain for three, captain of fives, a sergeant in the OTC and afterwards one of the earliest members of the senior scout troop. He met success with imperturbable modesty and simplicity, and his influence for good was not the less profound for being largely unconscious.

John Packham was deeply religious and his choice of career was based on his desire to serve his fellow-men. The first post he held after leaving Clare was in charge of St John's College Mission in London. Later he went as a housemaster to one of the borstal establishments, where he showed an originality in methods and a breadth of outlook which had already marked him out as a success in dealing with difficult boys. In the Spring of 1939 he married Diana Hippisley (née Meade) at Bath, Somerset. Early in the war Packham joined the RNVR as an Ordinary Seaman, and had been recommended for a commission when he was killed in action on HMS *Malvernian* on a voyage from Hull to Gibraltar on 1 July 1941 when the boat was bombed and set on fire by a *Focke-Wulf Condor*. The ship remained afloat until the 19th when she was abandoned by her crew of whom 24 had died. Packham was survived by his wife, Diana, and a daughter whom he never met. His wife remarried a Squadron Leader David Hewlings in 1944.

He is remembered on the Chatham Naval Memorial, Part V.

E R PARTRIDGE

EDWARD REX PARTRIDGE, born on 3 June 1915, the son of Harry Partridge, Master Mariner and his wife Annie, of Hampden Park, entered the College as a Home Boarder in 1929, leaving in 1931. At the outbreak of war he joined the RNVR. He was a Lieutenant, known as 'Parts', and Chief Navigating Officer in HMS *Matabele*, a Tribal Class destroyer, and was making a final trip in her before promotion. His ship was escorting the convoy PQ8 from Iceland to Murmansk when on 17 January 1942 the *Matabele*, just off Kola Inlet, was hit in the stern by a torpedo from the German submarine *U-454* which detonated a magazine. She sank within two minutes, and in ice cold water. Unable to free their Carley life rafts, the surviving crew were forced to jump overboard into the freezing sea. Of the crew of 238, only two survived, picked up by the minesweeper *Harrier*. Rex is remembered on the Memorial at St Stephen's Church, Upper Basildon. He was 27.

In the *Times* obituary on 2 March 1942 a colleague wrote: 'Parts' was a great Englishman, and it is in the use of this word that I think we can pay our greatest tribute to him. The inestimable charm of his personality, his great sense of humour, his kindness, his devotion to duty, and his thought for others, particularly those junior to him, are but a few of the many qualities which endeared him to so many and made him so generally respected and admired. The nation can ill

afford to lose such men in the very prime of their lives, but though he has been taken from us to receive the reward he so justly deserves, the example which he set will remain as an inspiration to all in the trials that lie ahead’.

P M PEERLESS

PETER MAURICE PEERLESS, born in Wandsworth on 14 December 1919, the son of Bartholomew and Rose Gertrude Peerless of Streatham and the younger of two brothers in Crosby, entered the College in January 1934 and left in December 1936. He joined the HAC at once, was called up just before the outbreak of war, and was later commissioned in the Queen’s Own (Royal West Kent) Regiment and attained the acting rank of Major. With the 6th Battalion in North Africa he was wounded in December 1942, but soon recovered and rejoined his unit, going through all the battles in Tunisia and Sicily with the First Army. On 5 October 1943 he was instantaneously killed by shell fire near Termoli, in Italy. He was 23.

He is buried in the Sangro River War Cemetery, Abruzzo, Italy, plot II.E.18.

His Brigadier wrote: ‘Peter’s gallantry and complete disregard for himself at all times was well known by every officer and man in his battalion. I only wish there were more like him’; and his Commanding Officer: ‘His Company would do absolutely anything for him; there was no need for him to ‘command’ them. In the fighting, of which I suppose he must have seen more than any officer with us now, he was always the same - hating every minute of it, but always ready to laugh, and fantastically brave in his matter-of-fact way.’

H L S PRICE

HUMPHREY LAWRENCE STUART PRICE, born on 10 October 1913, the son of Dr Lawrence and Mary Price (née Hooson), of Nuneaton, later Paignton, entered Blackwater in September 1927 and left in April 1930. After spending two years with a coach he enlisted in the RAF, and eighteen months before the war started went with his squadron to Nairobi, and later to Khartoum. It was from there that, as wireless operator of a *Vickers Wellesley* from 223 Squadron, he set off on 16 September 1940 on an operational flight over Gura/Asmara in Eritrea. from which his aircraft failed to return. The Squadron ORB (operations record books) give the crash location as Kassala in Sudan.

Humphrey Price was highly thought of in his squadron, and one of his colleagues wrote, “We never saw him rattled or put out about anything; he was always a perfect gentleman”. His commanding officer had promised shortly before the outbreak of war to allow him to return home for a commission, but a sterner call intervened.

He is commemorated on the Alamein Memorial, Column 240, and on the war memorial at All Saints, Chilvers Coton, Warwickshire.

J R PYPYER, MC AND BAR

JOSEPH RICHARD PYPYER, born in France on 8 August 1892, son of the Revd Joseph Colling and Maude Amelia Pyper, née Fosbery, of 28 Enys Road, Eastbourne, was a Home Boarder from September 1908 to July 1911, and on leaving went up to Jesus College, Cambridge, where he graduated BA with an Arts degree in 1916. He had a distinguished record in the First World War, in which he was a Captain in the Royal Fusiliers, later attached to the Machine-Gun Corps. After almost two years he was admitted to the 18th General Hospital, a part of the Queen

Alexandria's Military Hospital at Millbank. He suffered a double inguinal hernia and was discharged on 19 October. Back in service, he was wounded, mentioned in despatches, and awarded the MC and Bar.

Pyper was in the Malayan Customs Service prior to the 1939-45 war. He was Senior Superintendent of Customs and Excise, and was also appointed a JP for the Settlement of Penang in August 1936. At the beginning of February 1942, after one or two refusals, he persuaded the authorities to allow him to rejoin the Army and was commissioned into the RASC and the 45th Indian Infantry Brigade, RIASC. Not long afterwards he was taken to hospital in Singapore, suffering from pneumonia, and died at Changi on 10 February 1942 just before the capitulation, aged 49. He is remembered on the Singapore Memorial Roll of Honour, column 97.

Joseph was married in September 1919 to Helen Mary. She died in 1995, and is buried in St Mark's churchyard, Peaslake, Surrey where Joseph is remembered on her headstone.

Pyper's father had been for 32 years chaplain at St Mary's Hospital, curate at All Souls, Eastbourne, and chaplain at the Embassy church in Paris.

A T REDFERN

ALAN TIMOTHY REDFERN, born on 22 August 1917, the son of Major Alan F and Mary Marjorie Redfern, née Armstrong, of Shere, Surrey. of Eastbourne, entered Crosby from Chelmsford Hall, Eastbourne, in September 1931 and left in July 1935 to attend RADA where he gained a Diploma. He was said to have 'great promise as a versatile character actor' and was given various engagements with touring repertory companies. He had aimed at a stage career, but early in the war he volunteered for aircrew. As a Warrant-Officer/air-gunner/wireless operator he flew in *Wellingtons* over Egypt, North Africa, Italy and Greece. After a spell with Transport Command, he rejoined Bomber Command flying *Lancasters*, and joined a pathfinder squadron, no 635, a part of 8 Group, based at Downham Market airfield in Norfolk, 10 miles south of Kings Lynn. His aircraft was shot down by flak on a bombing operation over Wizernes, four miles southwest of Saint-Omer, a flying bomb site, on the night of 5/6 July 1944, killing the crew of six. Fate had affected him on several occasions; once, after enjoying a day off, he returned to find that his aircraft had crashed causing several casualties. And had he not left Transport Command, he would probably have lost his life in the aircraft carrying General Sikorski which crashed in Gibraltar harbour. He was 26 and had been awarded an MiD. He had written several interesting articles for the *Eastbourne Gazette* under the name of Holt Massingham, covering subjects such as football on the Saffrons and Malta in wartime. He is buried in Millam churchyard, Nord Pas-de-Calais. Grave 6. This is 13 kms north of St Omer.

A H D REFFELL

ANTHONY HUGH DENISON REFFELL, born on 3 August 1920, the son of Hugh Denison Roberts and Hilda Frances Reffell (née Roberts) of The Manor Farm, Wraysbury, Berks, entered the College from St Nicholas' School, Littlehampton, and was in Blackwater from January 1935 to July 1937. Although he left school rather young to go to the Royal Veterinary College, he was cox of the 1st IV in his last year, and had represented the College at boxing. He was a particularly friendly and cheerful member of the community.

Early in the war Tony Reffell volunteered for the RAFVR - it chanced that his old Headmaster was a member of the board that selected him for aircrew - and his promise was such that he had not to wait long for a commission. It was as a Pilot Officer in Coastal Command that he met his death in action on 6 February 1942. Piloting an aircraft with 5 (C) OTU ex RAF Chivenor north Devon, his *Bristol Beaufort 1* hit high ground at Down Lane, Braunton, Devon, after taking off for night flying training. The crew of three all died, as did a Miss Cantor, aged 54, on the ground. Reffell is buried at Wraysbury (St Andrew) churchyard, Windsor and Maidenhead, Berks. He was 21.

C G H RICHARDSON

CLAUDE GERARD HENSLEY RICHARDSON, born on 5 December 1909, the son of Gerard Albert, a stockbroker's managing clerk, and Annie Florence Richardson, of Croydon, later Eastbourne, was a Home Boarder in Powell House from May 1924 to December 1926. Devoutly religious, he played a very active part in Church life in Eastbourne after leaving school. He was an authorised lay reader, a Crusader, and a leading member of the Holy Trinity Campaigners. He was largely responsible for the popular evening services held in the Picturedrome cinema in November 1937. By 1939 he was working as a cashier in a bank and obtained his Royal Aero Club Certificate on 29 August 1936 at the Eastbourne Flying Club while flying a *British Swallow* with a *Pobjoy* engine. He became a member of the Civil Air Guard.

He was commissioned as a Temporary Sub-Lieutenant (A) in the RNVR (Fleet Air Arm) on 25 October 1941 and was posted to HMS *Goshawk*, the Naval airfield at Piarco, Trinidad, in August 1942. On 25 October 1942 he was promoted Temporary Lieutenant. On 29 January 1943 he took off in a *Supermarine Walrus Mk 1* for solo flying practice. Shortly after take-off the aircraft started to carry out a climbing left hand turn but stalled, and crashed near to the airfield at 10.50am where it caught fire and burned out. He died from multiple injuries and burns. He was 33.

He is buried in the Port of Spain (St James) Military Cemetery, Trinity and Tobago, Western Portion, Grave 69.

D C B RIDDICK

DENIS CHARLES BUSHMAN RIDDICK, born on 2 March 1918, the son of Mrs Edith Riddick of Harrow, Middlesex, entered Wargrave from Chelmsford Hall, Eastbourne, in January 1932. He was a delicate boy and left early, on 22 September 1934. On 22 September 1936 Riddick was granted a Short Service Commission as an Acting Pilot Officer on probation; later in August he was appointed Pilot Officer. He was dismissed from the service following a Court Martial in May 1940. He re-enlisted later in 1940 and, as a Sergeant, was the pilot of a *Blenheim IV* on a delivery flight to Malta which made an emergency landing off Tunisia due to engine failure. He was captured and interned in Algiers by the Vichy French, and repatriated to the UK on the fall of the Vichy Government in November 1942. At the time of his death on 12 May 1944 he was a Warrant Officer with 278 Squadron, an Air Sea Rescue Squadron based at RAF Martlesham in Suffolk. He was flying his Squadron Commander's vintage *Tiger Moth* when it crashed near Denham, Bucks. He was 26.

He is buried in the Kesgrave (All Saints) Churchyard, Ipswich, Suffolk, Sec.J, Grave 4.

P A ROBERTS, DFM

PETER ALFRED ROBERTS, born on 14 May 1914, the son of David William Arthur and Florence May Roberts of Eastbourne and the grandson of 'Burly' Roberts, who was a most devoted master in charge of Army Class science and mathematics. Peter was a Home Boarder from May 1929 to December 1931, and on leaving took up electrical engineering.

As a Sergeant Pilot in 23 Squadron, RAFVR, based at Middle Wallop, flying as observer in a *Douglas Havoc/Boston*, he was killed in action near to Saint Sève, a village in Nouvelle-Aquitaine in the Gironde on 8 September 1941, not long after being awarded the DFM for gallantry. He is buried in the Brest (Kerfautras) cemetery, France, Plot 40, Row 2, Grave 5. He was 27.

R C ROBINSON

ROBERT CECIL ROBINSON, always known as Cecil, occasionally as Robbie, was born in Nottingham on 23 December 1905, the son of John Henry and Ethel Robinson of Woking, Surrey and Chudleigh, Devon. He entered Wargrave in May 1918 and when he left in March 1924 he was a house prefect, a sergeant in the OTC, had gained his Stag ('he did some desperately hard tackles') and 2nd running colours as a hurdler. On leaving school, he played rugby for Rosslyn Park. He married Ivy, née Hiscock, on 8 April 1933; they had one child, Peter, born on 4 January 1936 who attended Wargrave 1949-53 and who has been instrumental in helping to complete this record.

Cecil was commissioned as a 2nd lieutenant into 5 Battery, 44/77 Light Ack-Ack Regiment, Royal Artillery, in May 1941 and in August was posted to Iceland as a Battery Commander. In November he and his men, while on a route march, encountered an ice blizzard, sub-zero temperatures and 120 mph winds. Robert fell seriously ill and was admitted to the 39th General Hospital. On 6 January 1942 he was repatriated to Hairmyres hospital in East Kilbride with pulmonary tuberculosis. He met his death, aged 36, on 13 February 1942, and was buried in the Bournemouth (Wimbourne Road) Cemetery, Grave Sec.X 5. Grave 11N.

Robert was the third of four brothers, all of whom were in Wargrave in the 1910s and 1920s.

M P L ROCHE

MICHAEL PATRICK LYTTLETON ROCHE, born on 16 September 1920, the only child of Captain Alfred Lyttleton Roche MBE and Alice May (née Stanier) of Barton-on-Sea, Hampshire, and Hertford. Roche entered Blackwater in September 1934 and left in July 1939. He was a school prefect. His best game was lawn tennis; it was only during his schooldays that it became a recognised game at the College, and he was one of the earliest to get his colours, being captain of the VI in his last term and winner of the Senior Doubles.

After a short period at Worcester College, Oxford, on 15 March 1941 Roche was commissioned 2nd Lieutenant into the 2nd Battalion, the Hampshire Regiment in Teboura, Tunisia. They were supported by one troop of 25 pounders and another of six pounder anti-tank guns but they were heavily outnumbered four to one by the Germans with tank and air superiority.

On 30 of November 1942, the enemy opened fire on the Hampshire positions with heavy artillery and mortars. The next afternoon, 1 December 1942, an infantry attack was made against the forward positions. This attack was driven back. During the evening an enemy machine gun team occupied some farm buildings in front of the British positions and Lieutenant Griffith's men attacked and, despite heavy casualties, took the farm which the

enemy had set fire to before they fell back. When the men awoke on 2 December they found that the Germans had positioned snipers and machine guns on the high ground to their right and across a river. At first light they poured fire into the Hampshires and quickly followed with an infantry attack supported by tanks. One Hampshire Platoon on the right was attacked with tanks and all were lost. One enemy tank fired on Battalion Headquarters causing many more casualties. Meanwhile, X Company was heavily attacked by enemy infantry who were twice driven back in bayonet charges. At 4pm two runners came through from Y Company to report that they were still holding their position but had run out of both ammunition and water and had suffered very heavy losses. After dusk the Commanding Officer, Colonel Lee, reported to Brigade Headquarters that he was still holding but that he didn't expect to be able to hold on if the Germans attacked again the next day. At just before midnight a message came from Brigade which ordered the Battalion to fall back to new positions. The withdrawal was completed in good order at 1.30am on 3 December.

At first light the enemy brought artillery fire to bear along the whole front, followed by a determined infantry attack. An hour later they had taken the high ground on the left of the Company. Their commanding officer, Major Herbert Wallace Le Patourel, reported to Headquarters that he would lead a group of four men to remove them. Under heavy fire this small group silenced several enemy machine gun nests but the four men he had started with had fallen. A short time later the enemy finally broke through the Hampshire lines and attacked them in the rear. It was soon clear that the position was untenable. Colonel Lee issued orders that the men, now numbering about ten officers and two hundred men, should get hold of as many weapons, and ammunition as they could carry for a move towards a railway line. On his command, the entire line rushed forward with weapons firing and very confused fighting took place resulting in heavy casualties on both sides. When the fighting died down, Lee led the survivors back to Brigade Headquarters but found that the remaining British forces had fallen back to Medjez-el-Bab. They decided that they would have to cross the River Medjerda, and on 3 December 1942 Michael Roche was drowned while trying to save one of his men who had fallen in. During three days of heavy fighting the battalion suffered casualties of 495 officers and men killed, wounded and missing. Roche was mentioned in despatches, and is buried at Beja War Cemetery, Plot 2, Row E, Grave 9. He was 22. He is remembered on the memorial at Worcester College, Oxford. In a speech to cadets at Sandhurst, King George VI said 'I recommend you to read the story of the 2nd Battalion of the Hampshire Regiment in Tunisia in 1942. That was a triumph of individual leadership and corporate discipline'.

M SAVAGE

MICHAEL SAVAGE, born on 6 September 1921, the son of Gordon Savage and his wife Ethel Rose, of Algoa Cottage, East Dean, entered Wargrave in September 1935 and left in December 1938. His mother must have remarried as Michael and she adopted the surname Benjamin. He was one of those boys who really form the backbone of any good school. He worked hard and played hard without hope of distinction or consciousness of merit; and, like so many of his generation, left school rather young to serve his country in the RAF. There his character and stability soon made their mark.

As a Flight Sergeant with 156 Squadron, 8 Group, and flying in a Wellington from RAF Warboys, Cambs., on 27/28 August 1942, on a mission to Kassel, the aircraft was shot down by a Me110 night fighter. It crashed into the Laurenz textile factory at Epe, south of Gronau in Germany. The crew were all killed and initially buried in the Evangelical Friedhof, Rheine. After the war when they were reinterred in the Reichwald Forest War Cemetery.

W J SCAFE

WILLIAM JOHN SCAFE, born on 20 July 1920, the only son of Lt-Colonel William Ernest Scafe, CMG, DSO, and his wife Elizabeth, n^{èe} Shirreff, of Kings Avenue, Eastbourne, entered Powell in May 1934 and left in July 1938. Quiet and unassuming, without attaining any great prominence, he earned respect through his sound influence and pleasant personality. On leaving school he was commissioned in the Devonshire Regiment (Special Reserve). Qualifying for aircrew shortly after war broke out, he showed great promise and soon reached the rank of Flight Lieutenant. He served with No 1 Photographic Reconnaissance Unit, flying a *Spitfire*, and based at Henley. He was lost on a reconnaissance flight over Bremen, Germany, on 7 September 1942. He is buried in the Sage War Cemetery, Oldenburg, Lower Saxony, Germany, Grave 3.A.3, and is remembered on the Runnymede Memorial, Panel 66. He was 22.

Letters and other memorabilia relating to Scafe's wartime life have been deposited in the library of MacMaster University, Hamilton, Ontario, Canada. They will be copied and mailed to the College shortly.

J N SCHOFIELD

JOHN NORTHCOTT SCHOFIELD, born in Croydon on 1 May 1924, the son of Frank Edgar Stanley, a stockbroker, and Mabel Eliza Schofield, n^{èe} Northcott, of Croydon, Surrey, entered Pennell from the Limes school in January 1938. He always had certain difficulty with his work, but he was interested in mechanical things and was a most useful odd-job man, willing to do anything with his hands to help others. This quality was most useful during and after the School's evacuation, when so much had to be done and there were so few to do it.

Leaving in April 1942, Schofield enlisted at the age of 17½ while still at school, He joined the RAFVR, and after a year's training at Blackpool qualified as a Flight Engineer. As such he was promoted Sergeant, and he made twenty-three operational flights over Germany. Aged 19 and serving as Sergeant Flight Engineer in a *Handley Page Halifax* bomber from 77 Squadron at RAF Elvington, Yorkshire, on 19/20 February 1944 to Leipzig (the crew's 30th mission), his aircraft failed to return. The crew of seven have no known grave. The squadron lost 82 aircraft and 450 aircrew during its 17 month stay at Elvington and Air Chief Marshall Sir Arthur Harris withdrew Halifax II and V aircraft from operations over Germany; '77 Squadron was no longer participating in the Battle of Berlin'. Schofield is commemorated on the Runnymede Memorial, Panel 237 and in the Croydon Book of War Dead.

R C SIMON

RICHARD CLEAVE SIMON, born on 5 December 1916, the son of Lt Colonel PB Simon and his wife, n^{èe} Cleave, of Brentwood, Essex, and Southwold, Suffolk, entered Gonville in September 1930 and left in July 1935. Not specially gifted at either work or games, he yet possessed great strength of character. Quietly, but by great conscientiousness and determination, he carved out for himself a most creditable school career, and when he left he was a house prefect and had gained his School Certificate and his 2nd IV colours. The son of a soldier, he was set on an Army career, and in due course was commissioned in the Indian Army. As a Captain in the 17th Dogra Regiment, he was wounded and later died at Lahore, Pakistan, on 25 June 1942 of heatstroke during the Waziristan campaign in Burma, aged just

25. There is a regiment memorial in the National Memorial Arboretum at Alrewas, Staffs, which includes his name.

Simon is buried in the Basra War Cemetery, Al Basrah, Iraq, grave 8.R.8.

M E R SIMS

MAURICE EDWIN REGINALD SIMS, born on 8 February 1923, the son of Reginald Sims, FRCO, a musician and church organist, and his wife Mabel, of Cheltenham, formerly of Eastbourne, entered Blackwater from Neville House prep in January 1939, leaving in December 1940. He sang in the Holy Trinity church choir for seven years. In 1941 he went to South Africa for air training, subsequently visiting 14 countries in the course of his flying duties. He completed his training in Southern Rhodesia and Durban in 1941-2, and began as a *Spitfire* pilot and later piloted gliders. He was employed as a Flying Officer in Army co-operation and photographic reconnaissance. On the night of 21/22 August 1944 he took part in a special supply dropping mission from Bari, Italy, flying in a *Dakota* from 267 Squadron, from which he never returned. The aircraft crashed into the Sernio Mountain 25 miles north of Udine, Italy. He was 21. The aircraft and crash site were identified in the summer of 2010. Sims is commemorated on the Malta Memorial, Panel 13, Column 2, and on the Malta Memorial, Sernio Mountain, near Udine.

D F SINCLAIR

DAVID FRANCIS SINCLAIR, born in Egypt on 15 March 1912, the son of William Francis and Katherine (née Schweibinz) Sinclair of 87 Enys Road, Eastbourne, and later Rotherfield, was the second of three brothers who were Home Boarders at the College. He entered in May 1925 and left in December 1928.

When war broke out Sinclair was already in the Inns of Court Regiment, and on 16 December 1939 he had been commissioned 2nd Lieutenant in the 46th (Liverpool Welsh) Battalion, Royal Tank Regiment, a part of 23rd Armoured Brigade. His Brigade, equipped with Valentines (tanks), went overseas early in 1942, and on the night of 28 October 1942, in the Battle of El Alamein, the 46th Battalion Royal Tank Regiment was detailed to attack with the 2/23rd Battalion Australian Infantry to secure a road on the front of the British forces at El Alamein. They were to advance, with the infantry riding on their tanks, to a railway line some two and a half miles away before turning east to secure their objective. They were instructed not to stop to pick up their wounded. The briefing by the Brigade was held late in the day which gave insufficient time for Colonel Clarke, the Battalion commander, to brief his Squadron commanders fully before the attack began. At 9.20pm the Battalion began to advance to the start line with a number of tanks becoming separated in the darkness and the heavy dust that was thrown up by the vehicles; these were rounded up in time for the main attack. The area of the start line had not been reconnoitred and it turned out to be in a minefield with the result that a few tanks were lost to anti-tank mines and another was destroyed by a high explosive shell before the start line was reached. At 10.30pm the infantry boarded the tanks and the main thrust began with a crescendo of fire falling on the advancing tanks. Before long there were three or four burning Valentine tanks throwing light across the battlefield which enabled the German anti-tank crews, who were firing from three sides at ranges of up to 1,000 yards, to take a further toll. The fighting quickly became confused with a dwindling number of tanks continuing to push forward. At 4am the Australian commander ordered his men to dig in some 1,000 yards in front of the start line and the attack ground to a halt. Casualties had been heavy with the Australians having suffered casualties of 29 killed with 172 wounded and six missing.

The 46th Battalion had only eight tanks remaining by end of the night and had suffered heavy casualties among the crew including Colonel Clarke, who had been badly wounded by a mortar round, and the loss of all the Battalion's squadron commanders, killed or wounded. David Sinclair, who was leading a Troop from his Squadron during the battle, was among the missing and was presumed dead on 28 October 1942. He was 30. The Germans had also suffered badly. The 2nd Battalion 125th Panzer Grenadier Regiment, which was opposing the attack, had almost ceased to exist by daybreak after six hours of ferocious fighting.

David Sinclair was buried on 10 February 1943 in the El Alamein War Cemetery.

R E J SMITH

RICHARD 'Dick' EVELYN JOSEPH SMITH, born on 16 January 1921, the son of Captain Joseph 'Jeg' Smith MC, a tea and rubber planter in Ceylon, and Alex, his wife, of Worthing, Sussex, was in School House 1935-40. His father was an Old Eastbournian, (School House 1901-7), who was all his life one of the most loyal supporters of the College. Though he had entered his boy in infancy for his old House, his father unhappily did not live to see him start there after four years at Ascham St Vincent's. At the College the younger Smith soon showed himself a natural games player. He was in the XI for two years and captain for one, and he also gained his Stag where he was deemed 'a speedy runner with a good eye for an opening'. He became a house prefect before he left in July 1940.

Dick Smith had set his heart on flying, in whatever capacity, and he duly achieved his ambition, becoming an air-gunner. He reached the rank of Sergeant, and was serving with a *Sunderland* squadron, no 228, of Coastal Command, flying from Pembroke Dock when he met his death on 13 June 1943. His aircraft failed to return from a mission protecting a convoy in the Bay of Biscay near Finisterre where it attacked and damaged a U boat, but was shot down by another U boat. The eleven crew on board were all killed. Dick was 22. He is commemorated on the Runnymede Memorial, Panel 165 and on the Keymer and Clayton War Memorial Site.

D F SNOWDEN

DOUGLAS FREDERICK SNOWDON was the elder son of Frederick Sydney Snowden, company director, and his wife (née Hiscocks) of Grange Park, London N21. Douglas was in School House from January 1926 to December 1929. He was in the History VIth, gained his Stag, and won the Bantam-weight Boxing Cup in 1928. In 1935 he qualified as a chartered accountant with Viney, Price and Goodyear of London, EC1. He married Elizabeth 'Betty' Ward on 6 June 1941 and they had two daughters, Jennifer and Lynn. Their home was at Castle Farm House, Stibbington, near Wansford, Peterborough.

In the war Snowden was commissioned in the Beds and Herts Regiment, and after reaching the rank of Captain was attached to the 1/6 Battalion, the Queen's Royal (West Surrey) Regiment. He was killed in action in NW Europe on 8 October 1944 at the age of 32. He was first buried at Heuden, then at Uden in the Netherlands.

P C STEPHENS

PETER CLIFFORD STEPHENS, born on 8 April 1920, the son of Edgar Percy, a stockbroker, and Agnes Stephens, née Barnes, of Claremont Road, Claygate, Surrey, entered the College in May 1934. A quiet, unassuming boy, he soon showed that he was outstanding among his contemporaries in work and games, and above all in character; his influence and example were

invaluable. When he left in December 1938 he had attained the highest honours, being a school prefect, head of Gonville, a Stag ('a dashing forward'), and a CSM in the OTC.

Passing high into Sandhurst, where he did as well as at the College, Stephens achieved his ambition and enlisted in the East Surrey regiment at the beginning of the war, was soon gazetted into the Indian Army and rapidly promoted. His charm of manner gained him many friends and his high principles and his thought for those under him made him an ideal leader. It was typical of him that one of his first acts on his promotion to Captain was to send a splendid donation to the School Mission. While serving with the 3rd Queen Alexandra's Own Gurkha Rifles, he was killed in action in Burma on 21 February 1942. He was 21 and is remembered on the Rangoon Memorial in Myanmar/Burma, Face 58, and on the war memorial inside Holy Trinity church, Claygate, Surrey, which is 13 miles SW of central London.

B W TAVERNER

BRIAN WILLIAM TAVERNER, born on 29 September 1918, was the son of Cedric William (Gonville 1899-1903), who died on 23 October 1954, and Eustelle Taverner of Broadlands Road, Highgate, Middlesex. On the outbreak of war he joined the RNVR, and in the rank of Sub-Lieutenant served on HM Submarine *Utmost*. On 12 February 1941 the sub torpedoed and damaged the Italian merchant ship *Manfredo Camperio* off Tripoli; then on 9 March she sank the freighter *Capo Vita* (5738 tons) NE of Sousse, Tunisia. *Capo Vita* was carrying gasoline and ammunition and exploded in a huge explosion sending debris in all directions and killing all but one person on board. The next day *Utmost* torpedoed and sank the *Fenicia* (730 tons), taking 28 of the 38 crew with her. On 28 March *Utmost* attacked a convoy of five German merchant ships and three Italian destroyers, sinking the German *Heraklea* and damaging the *Ruhr 22*. Then on 26 June 1941 she torpedoed and sank the Italian merchant ship *Enrico Costa* just off *Cape Todaro*, Sicily. On 24/5 November 1942. *Utmost* was probably sunk (with all hands) by depth charges off Marittimo (off the west coast of southern Italy) dropped by the Italian torpedo boat *Groppa* but it is possible, even probable, that she was lost in a minefield as she was returning to Malta. Taverner is commemorated on the Portsmouth Naval Memorial, Panel 71, Column 2. He was 24.

A B TAYLOR

AUBREY BRAMLEY TAYLOR, born at Concepcion, Chile, on 23 December 1921, the only son of Clement Bramley and Dorothy Evelyn Taylor of Guayaquil, Ecuador, and Oatlands Park, Weybridge, Surrey, entered School House in May 1935 and left in July 1940, a house prefect, a member of the tennis VI, and a corporal in the OTC. Joining the RAFVR, he qualified as a Sergeant Air-bomber, and joined 44 (Rhodesia) Squadron at RAF Dunholme Lodge, near Scampton, Lincs. Just 21, he was reported missing from operations over enemy territory on the night of 2/3 October 1943. He had set off at 1756 in an *Avro Lancaster* to bomb Munich, and the aircraft crashed at Offerfing, 27 miles SE of Munich. The whole crew were killed. The crew were buried there and later reinterred in Durnbach War Cemetery, Bayern, Germany, 28 miles south of Munich, Coll. Grave 9.E.3-5.

C G THOMAS

Cecil George Thomas, born on 12 November 1910, was in Blackwater from Summer 1925 until Summer 1928. His father George, a dental surgeon, had served in WW1 as a Major with the Royal Sussex and was awarded the Military Cross. He died in 1933 and Cecil's mother

Maude moved to live at 34 Warwick Park in Tunbridge Wells the following year. She died in 1945. Soon after leaving school Cecil went to Palestine to serve with the Palestine Police. He returned to England by ship in 1933, soon after his father died, possibly for his funeral. Around this time he served as a 2nd Lieutenant in the Territorial Army with the 5th Battalion of the Royal Sussex Regiment.

His brother Eric 'Tommy' Thomas was a fighter ace in the Battle of Britain and was awarded the DSO, DFC and Bar and the French Croix de Guerre, ending the war a Wing Commander. His other brother, Bruce Kentish, also flew in the Battle of Britain and died in action on 18 May 1941. Neither brother was an OE.

There are a few missing years but we know that Cecil served with the Palestine Police soon after leaving the College and came home to England soon after his father died in 1933. He must have joined the RAFVR in 1939 or 1940 because we know that he was injured in an accident in an Oxford when with 11 Service Training School on 22 December 1940. Posted to a bomber squadron, no 49, based at Fiskerton in Lincolnshire, he was the flight lieutenant and lead pilot in a *Lancaster* and had already flown a remarkable 19 missions over Hanover, Munich, Hamburg, Nuremberg, Munchen Gladbach and others cities. During the night of 3-4 November 1943, in a raid against Dusseldorf, Thomas's *Lancaster* was shot down by a night fighter and crashed in flames near Cologne. Only three of the crew of eight survived. Cecil was first buried in a Cologne cemetery but soon after the war ended his remains were moved to Rheinberg CWGC Cemetery, 53 miles north of Cologne, Grave 2.H.8. He was 33.

R E TURNER

ROBERT ELWYN 'Bobby' TURNER, born on 15 May 1917, the son of Cecil Philip Turner, a solicitor, of Oxted, Surrey, and his wife Eugenie, née Belicard, entered Wargrave in September 1930. A boy of marked ability, although when he left school rather young, in July 1933, he had already gained a place in the Classical VIth. Later he obtained 1st Class Honours in the Intermediate Law Examination and 2nd Class in the Final. He was training with Stanley Lloyd, a firm of solicitors at Ludlow, when war broke out. As a private in the 5th Battalion, the King's Shropshire Light Infantry, he died on active service at Ross-on-Wye on 18 February 1940, among the earliest, though not quite the first, of Old Eastbournians on our Roll of Honour. He was 22. He is said to be buried in the Ross (St Mary's) Churchyard, Row 67, Grave 16. A recent visit to the cemetery failed to find his grave.

B P W TWIST

BRIAN PATRICK WYNN TWIST, born on 17 March 1905 in Finchley, the son of Charles William, a company secretary, and Emilie Twist, of Kenley, Surrey, and Finchley, London, entered Blackwater from Brunswick House School, Haywards Heath, in May 1919, leaving in 1924. He was an excellent student, winning all the special classical prizes in his time, and eventually gaining an Open Classical Scholarship at Christ's College, Cambridge, in 1924. He was then a house prefect, editor of *The Eastbournian*, a sergeant in the OTC, and a 2nd XI colour. Indeed his real passion was for cricket, and his fund of anecdotes and information imparted with the effervescent enthusiasm which was characteristic of him was inexhaustible.

At Cambridge his versatility and enthusiasm turned to motoring. He became hon sec of the Cambridge University Automobile Club and the memory of the original trials and races which he arranged was long-lived. On leaving Cambridge he took up racing at Brooklands (where he won the Racing Long Handicap in an Amilcar and took part in the JCC High-Speed Trial in a

Riley). His success was evident from the large collection of trophies, cups and medals that he won. Later he became Books Editor of *The Autocar*, wrote and published *The Autocar Handbook, a Guide to the Motor Car* and was a most successful freelance journalist, whose photographs and articles appeared in most of the sporting papers. He was working in this way until he joined the RASC early in the war. He died on 20 December 1941 in Kensington, London, aged 36, just after being invalided out of the Army with the rank of Lieutenant. He left his estate of £4145 to a Cornish nurseryman and his bungalow near Padstow to his sister Doris. He, with his mother Emilie, is remembered on a stained glass window in St Merryn Church, Padstow, Cornwall. It was placed there by his sister Doris Emilie.

B S UNWIN

BRYAN SIDNEY UNWIN, born on 4 July 1923, the son of Frank, a fruit grower, and Nellie Unwin, née Edwards, of Basingstoke, Hants, entered Pennell in September 1937 and left in April 1941 (having won the Silver Drum), aiming at a horticultural career after the end of the war. Meanwhile he had volunteered for aircrew and had the distinction of being selected for an RAF Short Course at Christ Church, Oxford. He had a serious motor-cycle accident, from which fortunately he made a complete recovery; thereafter he was sent for training with the US Navy, returning to this country with his 'wings' in 1944 and gaining a commission as a pilot officer. In December of that year he volunteered for special duties in Italy with 56 Personnel Transit Centre at Portico, 37 miles SE of Bologna. He was also attached to the Air Crew Reinforcement Pool from 24 December 1944. Unhappily he was killed when the *Liberator* in which he was travelling as a passenger crash landed two miles SE of Bari on 14 June 1945. All seven occupants were killed. The squadron had been engaged in clandestine supply drops to resistance forces. Unwin is buried in the Bari War Cemetery, Grave XVI.D.3.

More details may be found in the National Archives AIR 29/1106/1.

G M VICKERY

GEORGE MALYN VICKERY, born on 17 February 1921, the eldest son of Dr Edward Pervical Hadden and Gladys Ruth Vickery, née Johnson, of Fordingbridge, Hants, entered Crosby in January 1935 from Chafyn Grove School, Salisbury, and left in July 1939, a house prefect and a member of the Science VIth. Though handicapped by ill-health, he gained his 2nd XV and 2nd rowing colours; and his cheerfulness and sense of humour were unflinching. Popularly known as George V, he was one of those utterly reliable boys on whom the tone of a house depends, and was widely popular withal.

He had early decided to follow his father's profession of doctor, and on leaving school he studied at St Bartholomew's Hospital Medical School, which was then evacuated to Queens' College, Cambridge. Before he had graduated, however, he volunteered for the Fleet Air Arm. After basic aptitude tests and further training on *Seafires*, he was posted to HMS *Formidable*, an aircraft carrier then on service in the Mediterranean. In 1943 he was posted back to the UK to a shore-based unit of the Fleet Air Arm for advanced combat training with HMS *Vulture* which was an RN Air Station at St Merryn airfield, a fighter training school near Newquay in Cornwall. On 7 October 1943 combat exercises were planned at RAF Chivenor near Barnstaple in north Devon. George was a sub lieutenant and pilot of a *Seafire Mark Ib*. Flying low over the sea at Bideford Bay, George's *Seafire* collided with a target aircraft. Aged just 22, he was killed. He is buried in Wood Green Cemetery, Wednesbury, West Midlands, line 2, Grave 2.

P T WADMAN

PETER TRANGMAR WADMAN, born on 2 February 1923, the son of Edwin Trangmar, a farmer of Priesthawes, Polegate, Sussex, and Janet Bent Wadman, née Vardy, was the eldest of three brothers who were all in School House. He entered in September 1936 as a scholar and left in July 1939. He had intended to be a farmer and for a time agricultural work claimed him. Eventually, however, he secured exemption on being selected for aircrew; and it was while completing his training in Southern Rhodesia that he lost his life as an airman 2nd class in Southern Rhodesia in a *Harvard* trainer on 8 February 1945, aged just 22. He is buried in the Harare (Pioneer) Cemetery, Eur War Graves Plot, Grave 158, in Malawi, Zambia, Zimbabwe, and is commemorated on the Stone Cross and Westham War Memorials.

J G WATSON

JOHN GEOFFREY WATSON, born on 11 May 1915, the only son of John H and Hilda Watson of Spencer Road, East Molesey, Surrey, entered Gonville in September 1929 and left in July 1934, having taken a keen and prominent part in many school activities. He was a house prefect, captain of fencing, winner of the Middle-weight Boxing Cup, and, as a Sergeant in the OTC, winner of the Raybould Cup. On leaving he joined a firm of stockbrokers on the London Stock Exchange, and at the same time kept his military interest very much alive as an Officer Cadet with the Honorable Artillery Company. John married Doreen M Stevens in June 1940. As a lieutenant, Royal Artillery, he was in charge of his battery when he fell near Tobruk during the withdrawal that preceded the EI Alamein campaign, on 31 May 1942. He is buried in the Knightsbridge War Cemetery, Acroma, Libya, Grave 8.B.10, 17 miles west of Tobruk.

C M WEBB

CECIL MAURICE WEBB, born on 25 July 1899, the son of Thomas, a butcher's manager, and Mary Ann Webb, née Thornhill, of Brondesbury, London, entered 'Crosby and Day Boys' (a temporary amalgamation during the 1914-18 War) in January 1916 and left in 1917, rather less than two years later - a not unusual feature of those war-time days. He joined the staff of the Primrose League. On 6 April 1924 he was fined for not having the identification plates on his car illuminated. As a member of the Reserve of Officers in 1939 he attended Sandhurst and was called for service in the Royal Armoured Corps and the 16/5th Lancers, and was later posted to the Special Service Battalion (afterwards Commandos) in the rank of Captain. Reaching the age-limit for service in that unit, Webb was seconded to the Pioneer Corps in 1941, promoted Major and served as an Acting Lieut Colonel. He had married May Beatrice Webb of Putney, and of three children, only one, Maurice, survived. In 1941 he was living at Fir Grove, Burgess Hill. On 17 April of that year he received fatal injuries in a car accident while on duty. Webb was 41. He is remembered on the memorial panel at the Woking (St John's) Crematorium, Surrey, Panel 5.

E S WEEKES

EDWARD STOCKER WEEKES, born in Devonshire on 2 September 1922, the son of Edward Stocker, a retired dentist, and Lois Weekes, of Wimborne, Dorset, entered School House in September 1936 and left in July 1940, a quiet and rather serious boy who, without attaining to any position of prominence, was generally respected and liked. He met his death in the Middle East on 18 December 1944, aged 22, as a Trooper in the Royal Armoured Corps. He is buried in the Heliopolis War Cemetery, Cairo, Egypt, Grave 4.E.12.

S M WELLS

SIDNEY McLEOD WELLS, born on 28 February 1907 at Walton on Thames, the second son of Richard Sidney Wells, a tea merchant, and Bessie Kathleen (née Gordon) Wells of Uvedale Road, Limpsfield, at about the time of the First World War; he entered in Summer 1918 and left in April 1923. He went first to Texas to work on his uncle's ranch, and four years later to work in the Roan Antelope Mine in Northern Rhodesia, where he was engaged in ranching, tobacco-growing and afterwards in copper-mining.

Wells took the earliest opportunity after the war started to apply for aircrew duties and was accepted in spite of his age. He was posted for training as an observer with 17 Operational Training Unit based at RAF Upwood, which is between Peterborough and Cambridge. He duly qualified as a Sergeant Pilot. On 11 April 1941, returning from night flying practice in a *Blenheim IV*, he, flying as an observer, and other members of his crew were accidentally killed as their aircraft flew into a lightning pole and crashed into the flare path/beacon where it burst into flames. Wells suffered compound fractures of his skull and right leg and died of his injuries in the ambulance on the way to hospital. Three other members of his crew died the following day. He was 34. He is buried in Bury Cemetery, Hunts, Row E, Grave 21.

D C WILLIAMS

DENIS CONON WILLIAMS, born on 29 July 1914, the son of the Revd Canon Henry Samuel Williams MC, vicar of Foleshill, Bell Green, Coventry, and his wife. Denis was one of twins who both entered School House in September 1928 and left in July 1932. They were far from identical in appearance, but resembled each other in soundness of character. Denis gained 2nd XV and 2nd fives colours. On leaving he worked for Morris and Wolseley Motors in Birmingham, then as a planning engineer with the Bristol Aeroplane Company at Clayton-le-Moors and finally as a director with Projects and Developments Ltd, a holloware manufacturer in Blackburn. He married Eleanor Thomas in September 1942? He joined the RAF on 25 July 1938 and then 141 Squadron as a Flying Officer on 8 October 1939 at Turnhouse. Then on 10 December he force landed a *Blenheim* near Linlithgow. He had been returning to base after taking a pilot to Catterick to ferry a *Spitfire* back. The aircraft was destroyed and he was hospitalised with arm and shoulder injuries. On 24 March 1941 he took off in a *Defiant* to perform an air test after servicing. The engine failed after lift-off and the aircraft crashed into an embankment on Watling Street and was seriously damaged. Williams and his gunner escaped with minor injuries.

On 4 April 1941 he and his observer, Pilot Officer GFC Pledger, took off from Gravesend in a *Defiant* at 11pm but were recalled due to bad weather and poor radio reception. Taking off again, Williams' aircraft struck the ground near Little Hermitage, two miles from Gravesend. Both men were killed. Between July and his death in April he had flown in the Battle of Britain. He was cremated at the Birmingham Crematorium, Perry Bar, and is remembered on the Battle of Britain Monument.

M N WILLIAMS

MICHAEL NALDER WILLIAMS, born on 7 July 1918 in Cambridge, was the elder of the two sons of a distinguished and faithful OE, Walter Nalder Williams MA, LIB, (Home Boarder 1891-99), who was later Senior Fellow of Selwyn College, Cambridge, and of Evelyn, née Russell, his mother. He had no hesitation in sending both his boys to his old school. Michael

entered School House in May 1932, and though when he left in December 1936, the only formal distinction he could claim was that of house prefect, although he had wide interests and showed high promise in several directions. This promise, moreover, was steadily fulfilled later at Pembroke College, Cambridge where he read English, and was a member of the Martlets, a College society which would invite speakers from the Arts and Humanities to present papers to members of the College. He matriculated in October 1937 and was awarded his BA in 1940. The gift for friendship he had already shown at Eastbourne was enlarging the circle of those who held him in affectionate regard.

When war broke out Michael first joined the Intelligence Corps, in which he reached the rank of Sergeant, but by 1942 he had volunteered for aircrew and was in due course commissioned Pilot Officer. On 22 July 1944 he died flying a *Mosquito* off Dover with 68 Squadron on a mission against flying bombs. Earlier in 1944 he had brought down two for certain during the short time that he had been engaged on that important task. Williams is remembered at the Runnymede Memorial, Panel 213, and on the Pembroke College War Memorial.

G N WILSON

GERALD NELSON WILSON, born on 24 March 1916 in Northumberland, the son of John Goddard, architect, and Margaret Sybella Wilson (née Silver) of Oxford and London, entered Gonville in September 1929 and left in March 1935. He was an able scholar, who won prizes for Classics including the Duke of Devonshire's and the Baynes Classical Essay. He next gained an Open Classical Exhibition to Brasenose College, Oxford, where he graduated BA. He was also a school prefect and head of Gonville, a leader of one of the senior scout patrols, and in general possessed of a strong character, marked by originality as well as integrity. In the Lent term of 1938 he returned for some weeks to the College to give most valuable help in teaching the Classical VIth when illness was rife among the staff.

Early in the war Gerald Wilson obtained a commission as a 2nd lieutenant in the Oxford and Bucks Light Infantry, but within a year, on 2 October 1940, he met his death while on active service in a road accident at Aldershot. He is buried in Bradenham (St Botolph) churchyard, Bucks. He was 21.

M M W WILSON

MARTIN MICHAEL WOODGATE WILSON, born on 11 November 1918 in Purley, Surrey, the son Michael Dover, a stock exchange dealer, and Ethelreda Wilson, née Gordon, of Sanderstead, Surrey, and nephew of Dr J Dover Wilson, the noted Shakespearian scholar, came to Gonville from Cheam School with an Entrance Exhibition in September 1932. In a school career of distinction, which ended in July 1937, he reached the Classical VIth and won the Baynes Classical Essay and Thornton Senior History Prizes. He became a school prefect and head of Gonville, gained 2nd XV and 2nd running colours and was a King's Scout. He entered Caius College, Cambridge, as a scholar where he spent two years but joined the army before he had time to graduate. In the war he was commissioned into the 2nd Battalion, the Durham Light Infantry, and as Captain and second-in-command of his Company, was mortally wounded while resisting at the head of his men a desperate Japanese attack near Kohima, in Burma, on 23 April 1944. He was 25.

Martin Wilson's was a singularly radiant personality - gentle, modest, yet gay - that endeared him to his fellows. Both at Eastbourne and at Cambridge, he inspired not merely respect but real devotion. He was survived by his wife, Beatrice Laura, née Gilbert-Carter, and by a

daughter whom he did not live to see. He was originally buried in Summer House Hill Cemetery but later interred in the Kohima War Cemetery, Nagaland, India, Plot 4.D.10.

P G WILSON

PETER GEOFFREY WILSON, born on 19 June 1917, was the only son of one of the most notable of Old Eastbournians, Geoffrey Cecil Wilson (Blackwater 1900-04), the architect of the Memorial Building and others from 1925 to 1939, and Averal Helen, his wife (née Whinney). From Chelmsford Hall, Eastbourne, Peter Wilson entered School House in May 1931 and left in December 1935. He was a school prefect, was in the XI for two years, gained his Stag, 'A very sound worker, possessing good hands and considerable pace', (appropriately, as the son of an English Trial Cap) and his 1st running strings, and was a sergeant in the OTC. Withal he was completely unspoilt, and indeed simplicity, honesty, and unaffected friendliness were marked features of his very engaging character.

When war came, Peter Wilson was working in the firm of Rothschilds. He at once joined the Royal Lincolnshire Regiment, served as a subaltern in the BEF, and survived the hazards of the campaign that led to Dunkirk and the evacuation thence. But he was not content to wait indefinitely in the infantry for the chance of further action. He volunteered for aircrew, started his training in 1941, and was commissioned as a Pilot Officer with 157 Squadron, a night fighter station, on 24 January 1942, Piloting a *de Havilland Mosquito* by night from Castle Camps airfield, Cambridgeshire, he and his observer were killed on 2 September 1942, when the aircraft crashed on take-off near Bendysh Hall Farm, Uttlesford, Essex, two miles from the airfield, due to the failure of one of its engines. He was 25. He was cremated at Golders Green Crematorium, and is remembered there on the War Memorial, Panel 3. His name will not be forgotten in the school that owes its noblest buildings to his father's skill and devotion.

C M H WINGFIELD, DSO, MVO

CHARLES MERVYN HUNT 'Maurice' WINGFIELD, born on 12 February 1896 in Hampstead, the son of Digby Charles, a mechanical engineer, and Millicent Ellen Wingfield, née Miller, of Streatham, London, was the younger of two Eastbournian brothers; he was in Blackwater from September 1910 to April 1913. He gained his Stag ('a fearless tackler'), 1st XI and 2nd swimming colours, and was a corporal in the OTC. In the First World War he served as a subaltern in the 10th (Stockbrokers) Battalion of the Royal Fusiliers before transferring to the 2nd Gurkha Rifles; he thereafter became a permanent officer of the Indian Army. While in command of the King's Indian Orderlies in the 1930s he was in 1938 appointed a Member of the Royal Victorian Order (MVO).

Transferring to the 1st King George V's Own Gurkha Rifles (the Malaun Regiment) soon after 1939, Wingfield was given command as a Lt Colonel of the newly raised 3rd Battalion. Being over 6ft tall and of fair complexion, he was a conspicuous figure among the short and stocky Gurkhas, and it was hardly surprising that he was marked down and shot through the head by a Japanese sniper while directing an attack on an enemy position near Imphal in Burma on 28 May 1944. An account of his final battle records: 'the Gurkhas, attacking down the hill to the south, overran the Japanese position on 'First Pimple' and captured most of the next one, called 'Second Pimple'. There was some desperate fighting at close range and casualties began to mount. In gallant attempts to recapture these key positions, the battalion commander, Lieutenant Colonel Wingfield, two company commanders and the adjutant were killed; casualties were 19 killed and 55 wounded'.

He was 48. He had already been recommended for an award for gallantry, and his DSO was gazetted on 27 July 1944 after his death. He is buried in the Imphal War Cemetery, Grave I.F.22.

Wingfield was typical of the best that Eastbourne produces. Those who knew him will remember in particular his quiet humour, his wide knowledge of the world, and the unassuming way in which he was always ready to help anyone who was in any kind of trouble.

W M E WINTER

WILLIAM MICHAEL ESDAILE WINTER, born on 9 April 1920, the only son of the Revd Prebendary Ernest Esdaile Winter, successively Bishop's Chaplain for Schools in Sussex and Vicar of St Anne's, Eastbourne, and Gladys Stovin, his wife, entered School House from St Andrew's School, Eastbourne, in January 1934 and left in July 1939. At the College he grew out of a certain diffidence to become a boy of considerable determination and efficiency, who did excellent work as a house prefect. He also gained his 2nd XI colours, won the Junior History Prize and was a King's Scout; but he has a special distinction in Eastbourne history in that he gained an English-Speaking Union scholarship to spend a year at St Paul's School, Concord, USA, the first of several representatives to be sent or received by the College since then under that far-sighted scheme of interchange.

Highly esteemed by those with whom he was associated in the States, Michael returned to this country in 1940, joined the RAFVR at Tangmere on 17 April 1941 and completed a flight mechanic's course at Lytham St Annes, Blackpool. By July 1941 had gained his commission. As a Flying Officer he had been trained as a night-fighter pilot. He was with No 1455 Turbinlite Flight, later known as 534 Squadron, 11 Group, at Tangmere, near Chichester, flying a radar equipped *Douglas Boston* aircraft with a searchlight in the nose, designed to illuminate enemy aircraft so that accompanying *Hurricanes* could shoot them down. In September 1942 he was returning home on nine days leave with his family. On the 22nd his family waved him off from Eastbourne Station and just before 6pm that evening he was killed. This was within a few months of having become engaged to be married to Yvonne. His aircraft was on a test flight, broke up in mid-air and crashed into a cinema in Lion Lane at Shottermill, Haslemere, Surrey. The cinema was showing the Abbot and Costello film 'Ride 'em Cowboy' at the time, and fortunately no members of the audience were seriously injured, Winter and the two crew members were killed. He was 22.

After a funeral service at Chichester Cathedral, he was buried in the Ocklynge Cemetery, Eastbourne, Plot C.L. Grave 16. A Haslemere resident, Mick Bradford, has researched the event and raised funds for a memorial to the three men which has been erected near to the cinema in Haslemere.

R H WOLSKEL

RICHARD 'Dickie' HAWTHORNE WOLSKEL, born on 18 February 1920, the son of Harold, a merchant, and Mabel Hawthorne Wolskel of Gledstanes Road, Barons Court, London W2 and Beaconsfield, Bucks, entered Blackwater in September 1933 and left in December 1937. He was a house prefect, a sergeant in the OTC (in which he won the Raybould Cup), and an exceptionally good gymnast who had his 1st colours for two years.

Wolskel worked in an insurance firm, Sedgwick, Collins & Co. up to the beginning of the war, when he joined the Royal Armoured Corps, and served in the ranks of the Royal Tank Regiment with the Eighth Army in North Africa. He returned home on being selected for a commission,

and it was as a Lieutenant in the 9th Royal Tank Regiment, the Royal Armoured Corps, that he was killed in France by a land mine on 26 July 1944, not long after the Normandy landing. He had married Margaret Ruth Anderson of Beaconsfield in February 1943 during his spell of home service. They lived in Gledstanes Road, Barons Court, W1. He is buried in the Fontenoy-le-Pesnel War Cemetery, Tessel, Calvados, Grave III.A.14, which is 10 miles west of Caen. He was 24.

R G WOODHEAD

ROBERT GEORGE WOODHEAD, born on 7 March 1916 in Tientsin, China, the son of Henry George Wandesford, a journalist, and Florence Louise Woodhead of Holmsdale Road, Bexhill-on-Sea, entered Pennell in May 1930. A very quick and intelligent boy, he soon reached the Classical VIth. He became a house prefect, and also coxed the 1st rowing IV and was a 1st class scout.

Determined to follow in the footsteps of his eminent father, the founder and for many years editor of *The North China Daily News*, Woodhead, on leaving school in July 1934, first had a year's training with *The Hastings Observer* before on 14 September 1935 sailing from Liverpool for Shanghai. Much alive, and full of fun, he showed in his letters home that it would not be long before he had made a name for himself as a journalist out East. In fact he became a reporter on the *North China Daily News*.

When war became certain, he joined the Armoured Section of the Shanghai Defence Corps and then was commissioned lieutenant in the 2nd Ack Ack Regiment of the Hong Kong and Singapore Royal Artillery. On 15 February 1942 he was taken prisoner by the Japanese, and is known to have left Rabaul on 5 March 1943 on a Japanese transport. He is believed to have died on Ballale Island, west of the Solomons. His place of burial is unknown. He was 26.

He is commemorated on the Bexhill on Sea War Memorial, on the Singapore Memorial, Column 3, and at the Kranji War Cemetery, which is 13½ miles north of Singapore.

D WOODHOUSE

DAVID WOODHOUSE, born on 25 February 1922, the son of Major Robert Pyers Woodhouse, a Lloyds Underwriter and retired Major, and Gladys Maud, née Naylor or Baylor, of Hertford, entered the College in May 1936, and left in summer 1940. The youngest of three brothers in Pennell, David arrived rather fragile after much ill-health at his preparatory school, but grew into a strong, powerful fellow. Very able intellectually, he made his way before long into the Modern Languages VIth; he also became captain of shooting.

Proceeding to Magdalene College, Cambridge, in October 1940, David Woodhouse passed Part I of the Modern Languages Tripos in his first year, and also took 'Certificate B' in the Senior Training Corps, which qualified him for immediate admission to an OCTU in the autumn of 1941. From there he was commissioned as a 2nd lieutenant into the Royal Norfolk Regiment and by autumn 1942 was seeing active service in North Africa. He was seconded to the 5th Battalion, the Northamptonshire Regiment. He led his platoon in the spearhead of an attack near Tunis which penetrated further than any before the retreat. In this attack he was wounded and taken prisoner, later dying in enemy hands. He was buried near Djedeida on 29 November 1942 and is remembered on the Medjez-el-Bab Memorial, Face 16, near Majaz al Bab in Tunisia. This is 60 miles west of Tunis. He was 20.

Within one year, Mostyn, the eldest of the three brothers, was killed in the RAFVR; Michael, the second, was taken prisoner by the Japanese; David, the youngest, died of wounds in North Africa. A very gallant trio.

M P WOODHOUSE

MOSTYN PYERS WOODHOUSE, born on 25 November 1917, the son of Major Robert Pyers, a Lloyds Underwriter, and Gladys Maud Woodhouse, of Hertford, entered Pennell in September 1931, and though a very conscientious hard-worker, found difficulty in book-work. He had, however, tremendous determination and stamina, and made himself into a fine long-distance runner. He was a house prefect when he left in December 1935; and, after cramming hard for the 'Previous', in the following October he entered Selwyn College, Cambridge, where in due course he won a half-Blue for cross-country running. Exams remained a bugbear to him, but nonetheless he was proving himself an able teacher of small boys. When the war broke out he abandoned prep-school teaching.

Mostyn joined the RAFVR, and showed the same pertinacity and courage in flying as he had shown in his running. He was soon a very sound and reliable pilot, and was commissioned Pilot Officer. On 2 February 1942 he was pilot as a Flying Officer of a torpedo-carrying *Bristol Beaufort 1* bomber with 86 Squadron, Coastal Command, based at St Eval in Cornwall, that was reported missing. His aircraft had been last seen crashing into the sea near the French coast during an attack on an enemy tanker. He was 24.

Mostyn Woodhouse married Myrtle Cynthia Ruth in May 1941 and they had one son. He is commemorated on the Runnymede Memorial, Panel 68 and on the St Eval Book of Remembrance, Cornwall.

W WRIGHT

WILLIAM WRIGHT, born on 5 October 1909, the son of Francis, ship insurance broker, and Mary Wright of Highgate, London, was at the College from May 1923 to March 1928. He was a house prefect and for a time acted as head of Gonville. On leaving he went for one year to the Ecole de Commerce at Neuchâtel and then into his father's office, where he remained until February 1940. He married Inez Vida Boulton in April 1936. He was employed as a ship insurance brokers clerk in Marylebone when he joined the RAF in February 1940.

On 16 March 1940 he was gazetted to the RAFVR with a direct entry commission and was posted to Middle Wallop in Hampshire as a Flying Officer. Between July and October 1940 he flew in the Battle of Britain with that Squadron. His name can be found on the Monument on the bank of the Thames. William was next detached to CGS (Central Gunnery School) at Warmwell in Dorset from 13 August until 7 September 1940 for a gunnery leaders course. He was next on 31 December 1940 transferred to fly *Wellingtons* with 150 Squadron at RAF Newton, 7 miles east of Nottingham. Then, from 26 August 1941, flying a *Wellington* with 40 Squadron from Alconbury, near Huntingdon, Cambs, he was reported missing on 26 August 1941, and not until two months later was it officially confirmed that he and his crew had been killed in action over Belgium on a sortie to Karlsruhe, a city on the Rhine near to the French border, on 26 August. He was 31. He was buried on 27 August in the Handstame Communal Cemetery, Grave 518, near Ostend, Belgium.

P T WYKES

PETER TERREY WYKES, born on 9 June 1920, the son of Gerald Davis and Gertrude Amy Wykes, née Terrey, of Stoneygate and Kibworth Harcourt, Leicester, entered Gonville from Chesterton School, Seaford, in September 1934 and, a natural leader, was a house prefect when he left in December 1938 to work in the printing firm in Leicester of which his father was governing director. At the same time he joined the Leicestershire Territorials.

When war broke out he was detailed to the 44th Anti-Aircraft Battery, and in the Battle of Britain he was in charge of a searchlight unit. Feeling that this was not active enough work for a young man, he volunteered for the Army Air Liaison Branch. Here the work involved taking detailed observations of AA fire from enemy batteries while flying over them during bombing operations, and for this hazardous work he was mentioned in despatches. Later, in the rank of Captain, he transferred to Air OP and obtained his pilot's wings. Between February and May 1942 he served as aircrew and flew at least ten operational sorties over Germany with 75 New Zealand Bomber Squadron. It was while spotting in an *Auster* with 658 Air Observation Post Squadron for his artillery, in support of 21st Army Group, just after the crossing of the Rhine, that on 24 March 1945 that he was shot down by an Allied shell barrage and killed north of Rees, near Esserden, Kleve. His was a most attractive character, and he died, as he had lived, full of cheerful courage. As his Squadron Leader later wrote: 'Everything he did, he did superbly. He was admired and respected by all ranks, and loved by those of us who knew him well'. Peter was awarded the TD (Territorial Decoration) and the MiD. Five of his Air OP colleagues were awarded Military Crosses. He was 24.

He was initially buried near Rees in Germany but re-interred post war in the Reichswald Forest War Cemetery, Kleve, Kreis Kleve, Nordrhein-Westfalen, Germany, Grave 53.G.8. He is remembered on the war memorial and on the internet at St Wilfreds Church, Kibworth Beauchamp, Leics.

C J YEO

CECIL JAMES YEO, born on 25 July 1897, the son of James, a milk merchant, and Edith Florence Yeo, née Ralph, of Warlingham, Surrey, was the youngest of three brothers who, after school at Woodlands, Warlingham, entered Wargrave in 1911, leaving in April 1915. After Sandhurst, he was commissioned into the East Surrey Regiment as a 2nd Lieutenant on 11 August 1915 and served with them and the Machine-Gun Corps from August 1915. He was wounded and promoted lieutenant in 1918. Thereafter he made the Army his career, rejoining the East Surreys in 1922 and on 6 February 1929 he was promoted Captain and was seconded to the Colonial Office. He served in Kurdistan and was awarded the General Service Medal 1918-62 with Kurdistan clasp. He was restored to the East Surreys on 3 March 1934 and was seconded to service in Palestine on 1 August 1938. During this service he was appointed local Major and Staff Captain as Deputy Assistant Quartermaster General on 6 February 1937. He reached the rank of Lt Colonel, commanding the 2nd Battalion of the East Surreys in the 1939-45 war and was mentioned in despatches (MiD) on 26 July 1940. On 2 July 1942 he was found by his sister lying on the floor of his home in Watford Road, Radlett, suffering from a gunshot wound. He died at Leavesden Emergency Hospital, Watford, Herts, aged 44. He was serving in Northern Ireland. At his inquest it was reported that he was worried and depressed and a verdict of 'suicide while the balance of his mind was disturbed' was recorded.

He was buried in Radlett (Christ Church) Churchyard Extension, Aldenham, Herts, Grave 112.