



DESPATCHES

the magazine of the International Guild of Battlefield Guides



IN THIS ISSUE:

Somme Return - A Guide's Perspective

Newfoundland Park - A Detailed Guide

Special Forces Guides

PLUS

Back to the Battlefields with
'Battle Honours'

AND

Somme Success - The Guild Returns

FIELDguides

Cover image: Blue September skies over Waterloo, a UK military Staff Ride were the first British group to return to the historic field since lockdown. Surreal to have undisturbed access to the battlefield.
(Picture: Battle Honours Ltd)



'Agincourt in late September proved to be an ideal choice for a first day back after lockdown, so good to be out walking a battlefield with a group again.' Mike Peters

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Material for publication in the Spring edition of '*Despatches*' must be with the Editor no later than 15 March 2022. This is a deadline and submissions should be sent as far in advance as possible.

All material should be sent via Guild Secretary Tim Stoneman at:
secretary@gbg-international.com

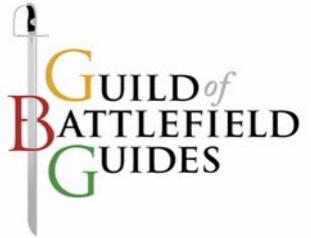
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EVENTguide 2021/22

- 3 Dec '21 - IGBG Christmas Lunch - The Christmas lunchtime event for members and guests is held, as usual, in the Union Jack Club, London. To reserve a place at the lunch please contact Andy Thompson - andy.ewt@gmail.com
- 21-23 Jan '22 - IGBG Annual Conference and AGM - The Annual Conference and AGM are held this year in Milton Keynes, beginning with a Friday visit to Bletchley Park. More details are available on the Events Calendar on the Guild website.
- 2-7 Mar '22 - Portuguese Recce - An extensive recce following in the footsteps of the Duke of Wellington in Portugal during the Napoleonic Wars. For further information please contact Graeme Cooper - graeme@corporatebattlefields.com
- 1-3 Apr '22 - Malta Recce - The themes of this recce include the siege of Malta in 1565 and the defence of Malta during WW2, with a focus on the Explosive Ordnance Disposal, air and sea campaigns, the experience of the Maltese population and the Axis plans to invade the islands to provide background and context. For further information please contact Bob Shaw - rtnshaw@hotmail.com
- 1-3 Jul '22 - Tewkesbury & Range Weekend - This is a Guild core event with validations on the Saturday morning and outdoor activities including the Battle of Tewkesbury and a visit to a range to get hands on firearms of various periods and the opportunity to fire some of them. For further information, please contact Chris Finn: accreditation@gbg-international.com

This full programme of events has been planned for this year, in the expectation of a more positive social atmosphere as the Covid-19 vaccines roll out and government's restrictions ease. However, the continuing influence of COVID-19 restrictions upon plans cannot be predicted.



OPENINGshot: THE CHAIRMAN'S VIEW

Hello Fellow Guild Members and Guild Partners, welcome to your Winter issue '*Despatches*'.

I hope that it finds you and your families all in good health. We go to print in the middle of what has been a very encouraging period of activity for the Guild. We cannot however ignore recent news from the Netherlands, Germany, Austria and elsewhere; it is clear that the global pandemic is far from over. Updates from our members in Canada and Australia make it clear that we may still have some time to wait before we see the full cosmopolitan range of tour groups returning to the battlefields that we all know and love so dearly. That said, I can report that the Guild is in good shape in all respects.

This issue of '*Despatches*' includes numerous positive reports from Guild Members and Partners who have successfully navigated international Covid regulations and managed their own return to the battlefields. I was lucky enough to lead a large military group for Battle Honours Ltd in September. The Staff Ride itinerary took in days at Agincourt, Waterloo, the Somme, and Dunkirk. It was certainly not as straightforward as a pre-pandemic trip; it was however not overly difficult if aware of current regulations. Members reports from the Netherlands, Belgium and UK confirm that battlefield touring is indeed again possible in Europe.

More recently, the Guild's event programme has also been relaunched under the direction of David Harvey, the Special Forces Recce run by Bob Shaw acting as our pathfinder event. We reinforced success with the Somme Recce, 25 members made a much-anticipated return to the familiar battlefields. The recce, organised by John Cotterill and Paul Oldfield, was a hugely successful. Tim Stoneman is in the final stages of planning the Annual Conference at Milton Keynes in early in 2022, and Andy Thompson has the Guild Christmas Lunch all set to end our 2021 calendar on 3rd December in London. Full details of our vibrant events programme are included in this '*Despatches*' and posted on the website.

A further sign of our progress toward a new normality was the return of the traditional Badged Guides Dinner, this time held at the Worshipful Company of Fletchers in London. The dinner, organised by Graeme Cooper and Chris Scott, was well attended, and another indicator of our progress toward normality. The dinner did allow me the opportunity to update those attending on the Guild's state and look ahead to our immediate future. If you remember, in the early days of lock-down your Management Board set out to ensure that the Guild not only survived the oncoming pandemic, but also remained relevant throughout it. We set ourselves several objectives including the maintenance of the Validation and Accreditation process, a retention of membership numbers, coupled with the financial stability of the Guild. The latter was to be maintained, while remaining sympathetic to those

members who were struggling financially during lock-down.

This was in effect a survival plan for the Guild in what were unprecedented times. I have to say that, due to a combination of sheer hard work, innovation, and dedication, we have achieved all the objectives that we set. The plan accelerated several our existing plans, the Board met virtually, every month to monitor and manage the plan. With the help of Chris Finn, Andy Thompson, and Dudley Giles, we introduced virtual Assignments 1, 5 and 6, and even held a virtual AGM. On the practical front the Board decided to maintain the Guild's group insurance cover through lockdown. This was steered by Marc Yates, and gave us the ability to react quickly when the borders opened, it also kept the individual cost of membership of the scheme down. In addition to these administrative functions, we were responsive enough to stage some successful outdoor regional events when restrictions permitted. In summary, despite the pandemic, the Guild remains intact, relevant and has accrued a record number of newly Accredited Members since the pandemic began.

When I wrote to you all at the beginning of the global pandemic, I talked about the perfect storm that we were about to endure – the combination of Pandemic and Brexit. In the case of both threats, we were very much at the mercy of external forces and could do no more than take whatever actions were within our control. It appears that we have now navigated the worst of the Covid threat; we must now turn our full attention to the realities of Brexit. With that in mind the Management Board has set the theme of the Annual Conference as **Back to the Battlefields**. We have invited conference speakers from ETOA, CWGC and the UK Govt; we will also host a panel of Members and Tour Operators who are wrestling with the challenges of what are currently very vague, overly complex, and ill-defined regulations. The panel session will allow members to ask questions and share relevant experiences. It is unlikely that the regulations on guiding in the EU will be formalised by January, however we hope to at least offer some informed opinion on our likely direction of travel. If you have any information on the subject, or you wish to raise a question, please contact our Vice Chairman, Ian Gumm. Ian has helpfully taken on the responsibility of leading the Brexit Sub-Committee.

I hope all of this information is useful to you, and that you are planning your own return to the battlefields and most importantly to guiding. The important thing is to be ready to adapt, because whatever the new normal is...it isn't the old normal that we all knew BC. I think that's more than enough from me, please dive into your '*Despatches*'!

Mike Peters
Chairman



NEWFOUNDLAND PARK, BEAUMONT HAMEL

Ian R Gumm

Newfoundland Park is one of two Canadian National Historic Sites outside Canada, the other is at Vimy Ridge. The land was purchased by the Government of Newfoundland, then a Dominion of the British Empire, after the First World War as a lasting memory to the officers and men of the Royal Newfoundland Regiment who fell during that conflict, particularly those who have no known grave. The Park was opened on 7 June 1925 by Field Marshal Earl Haig. Newfoundland became a province of Canada in 1949.

Within the park are three memorials: the Newfoundland Memorial, the 29th Division Memorial, and the 51st (Highland) Division Memorial, and three British Cemeteries: Hawthorn Ridge Cemetery No 2, 'Y' Ravine Cemetery, and Hunter's Cemetery. There is also an excellent Visitors' Centre, manned by Canadian students, that tells the story of Newfoundland and its part in the First World War.

The Royal Newfoundland Regiment prior to the Somme

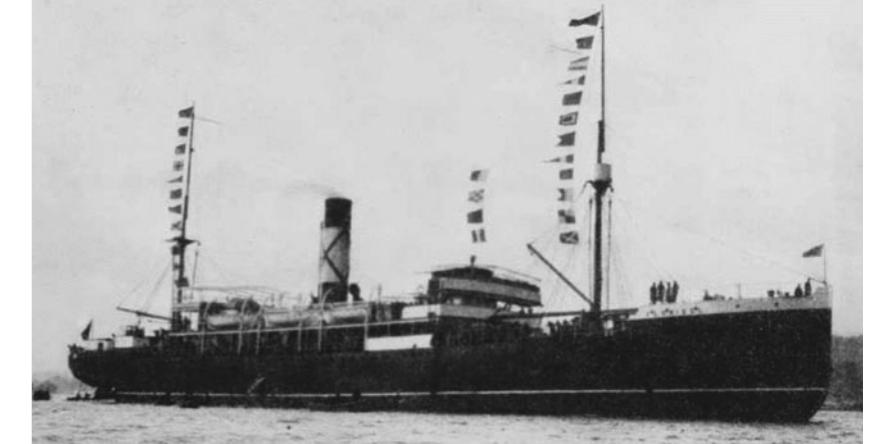
Newfoundland provided one infantry battalion of 800 men to serve with the British Empire Forces during the First World War. On 4 September 1914, the General Assembly of Newfoundland passed an Act authorising the formation of the Newfoundland Regiment.

On 4 October 1914, the first 500 officers and men of the regiment set sail for the UK in HMT Florizel, a pre-war passenger liner that was the flagship of the Bowring Brothers' Red Cross Line and built by C O'Connell & Company Ltd, Glasgow in 1909. They disembarked eleven days later at Devonport, Plymouth on 15 October 1914.

Over the next ten months, the Newfoundland Regiment was sent to various locations throughout the UK, training and being brought up to full strength. In early August 1915, the regiment was reviewed at Aldershot by King George V and Lord Kitchener, the Secretary of State for War.

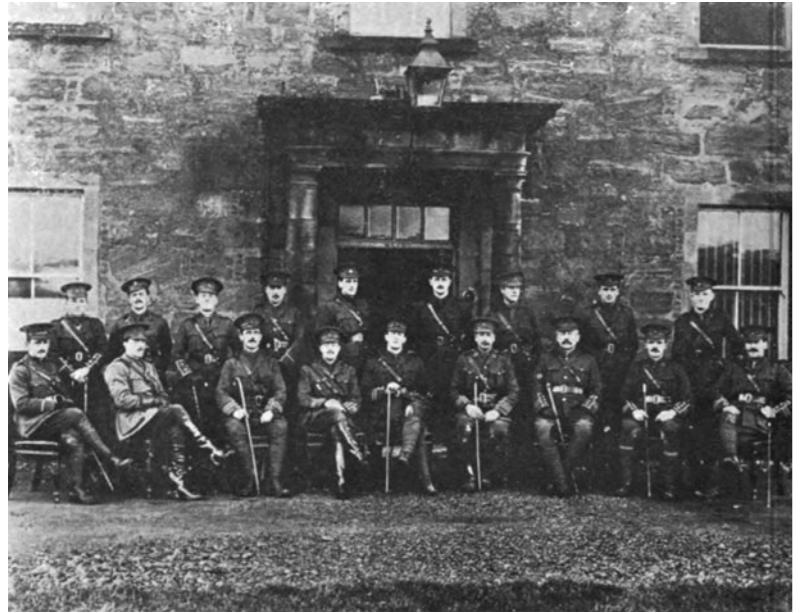
By now their initial enlistment for one year was coming to an end, and the men were given the option of returning home to Newfoundland or enlisting for the duration of the war; nearly all took the latter option.

On 7 August 1915, the Newfoundland

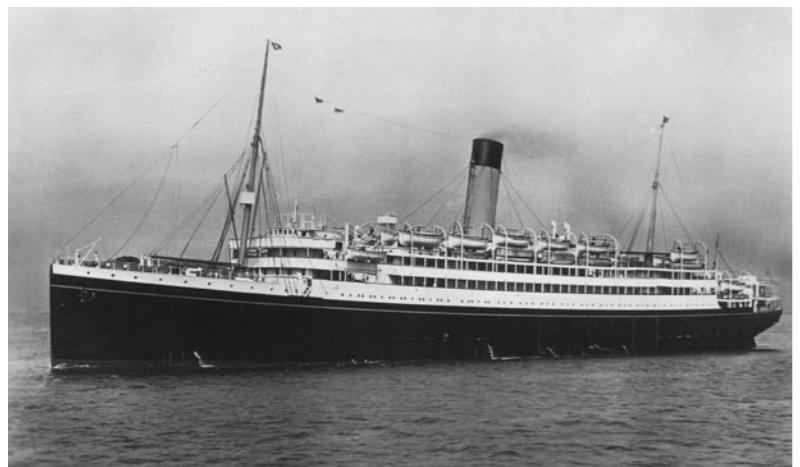


First Five Hundred on board the SS Florizel, at anchor in St John's, 4 October 1914. [The Rooms Provincial Archives Division (NA 1249), St John's, NL]

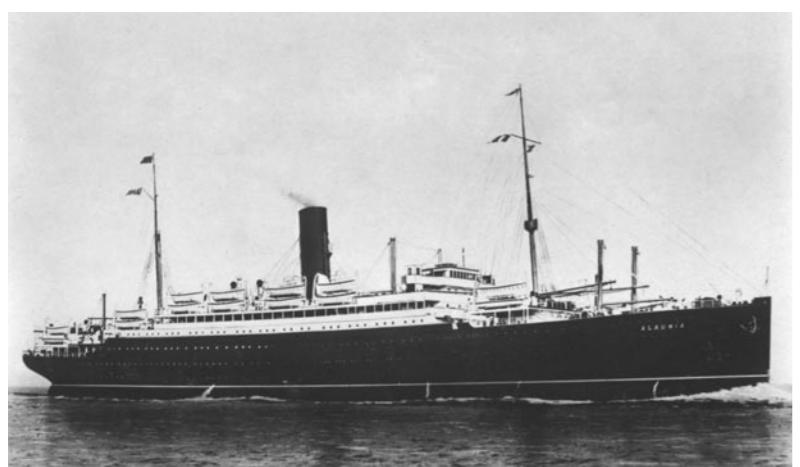
Regiment was informed that it was to embark for the Dardanelles where the British VIII Corps and IX Corps, and the Australian and New Zealand Army [ANZAC] Corps were attempting to seize control of the Dardanelles Strait from the Ottoman Empire. Early the next morning, 8 August 1915, they detrained at Devonport, Plymouth and embarked on HMT Megantic, a pre-war White Star Line transatlantic ocean liner built by Harland and Wolff, Belfast. She was launched on 10 December 1908 and made her maiden voyage on 17 June 1909. Together with her sister ship, SS Laurentic, the SS Magantic was the largest ship on the pre-war transatlantic crossing between Great Britain and Canada sailing between Liverpool and Quebec City, Montreal.



The Officers of the Newfoundland Regiment in 1915.
Left to right, back row: Lt Tait, Capt Ledingham, Lt Nunns, Lt Wighton, Lt (Quartermaster) Summers, Capt Rowsell, Lt Goodridge, Lt Butler, and Lt Wakefield. Front row: Capt Ayre, Capt Raley, Capt O'Brien, Capt Alexander, Capt Rendell, Lt Col Burton, Capt Cary, Capt Bernard, and Capt March.



HMS Megantic.

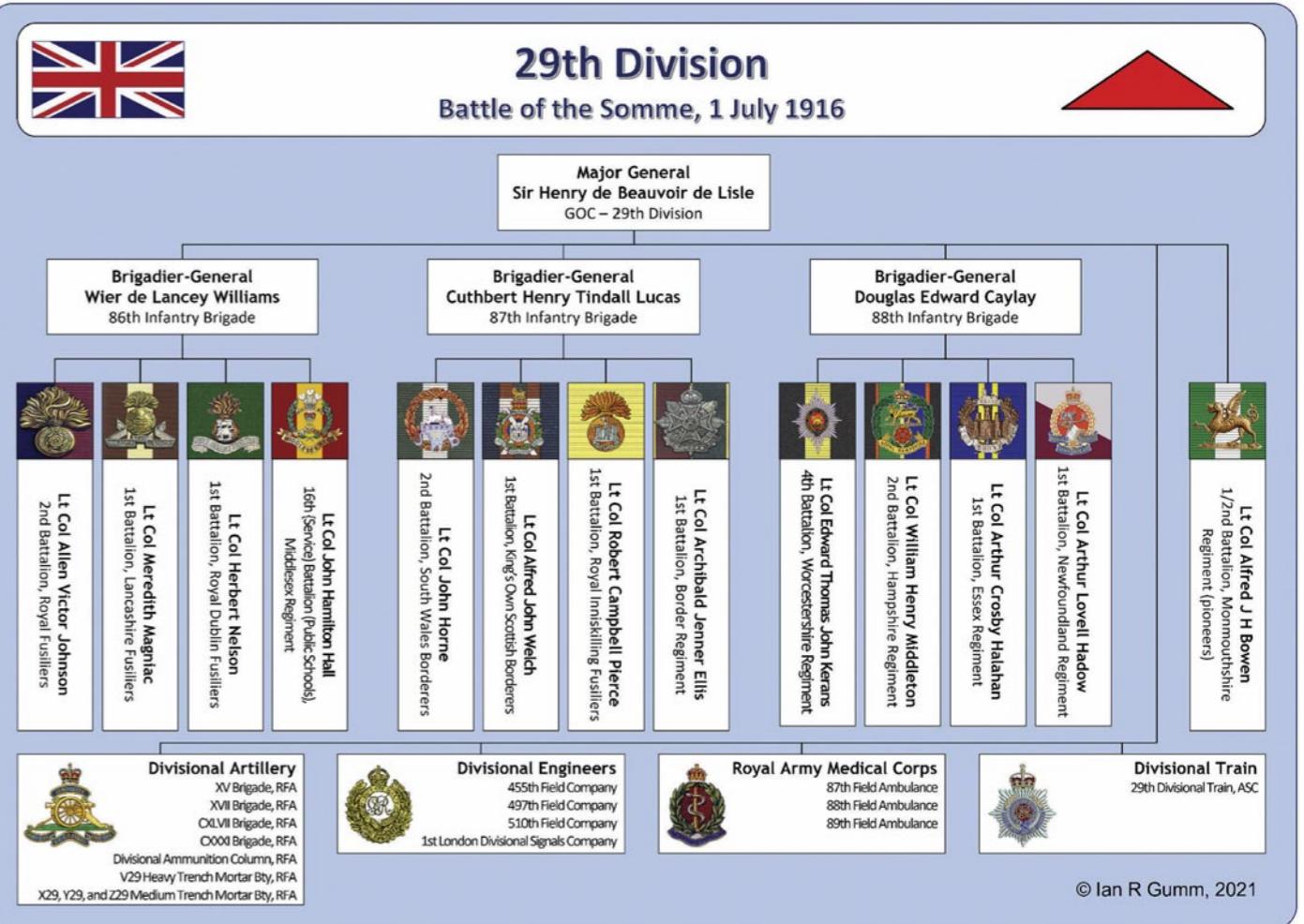


HMS Alaunia.

On 20 September 1915, the regiment landed on the Gallipoli Peninsula at Suvla Bay and was assigned to the 88th Infantry Brigade which was part of the 29th Division. The first landings had taken place on 25 April 1915 and the British Empire forces had seized little more than a coastal strip. Over the next three months 30 soldiers of the regiment were killed or mortally wounded in action, ten died of disease, and 150 were treated for frostbite and exposure. The conditions they had to endure were terrible, but the Newfoundlanders were equal to the task.

When the decision to evacuate all British Empire forces from Gallipoli was made, the Newfoundland Regiment was chosen to be part of the rearguard. They were finally withdrawn from the peninsula with the last of the British Dardanelles Army on 9 January 1916. From Gallipoli they sailed to Egypt, where, after a short period rest, recuperation, and training, they were transferred to the Western Front. The Newfoundland Regiment sailed for France on HMS Alaunia, a Cunard Line Ocean Liner, and disembarked at Marseilles on 22 March 1916.

On arrival in France, the 29th Division, now under the command of Major General Sir Henry de Beauvoir De Lisle, in which the regiment had remained, moved to the Somme region and went into the line in April 1916 at Beaumont-Hamel. It consisted of: Brigadier-General Weir De Lancey Williams' 86th Infantry Brigade whose four battalions were the 2nd Battalion, the Royal Fusiliers [2 RF]; 1st Battalion, the Lancashire Fusiliers [1 LANC F]; 1st Battalion, the Royal Dublin Fusiliers [1 R DUB F] and the 16th (Service) Battalion (Public Schools), the Middlesex Regiment [16 MIDDX]; Brigadier-General Cuthbert Henry Tindall Lucas' 87th Infantry Brigade whose four battalions were the 2nd Battalion, the South Wales Borderers [2 SWB]; 1st Battalion, the Kings Own Scottish Borderers [1 KOSB]; 1st Battalion, the Royal Inniskilling Fusiliers [1 R INN F] and the 1st Battalion, the Border Regiment [1 BORD R]; and Brigadier-General Douglas Edward Cayley's 88th Infantry Brigade whose four battalions were the 4th Battalion, the Worcestershire Regiment [4 WORC R]; 2nd Battalion, the Hampshire Regiment [2 HAMP R]; 1st Battalion, the Essex Regiment [1 ESSEX] and the 1st Battalion, the Newfoundland Regiment [1 NFLD R].



29th Division's Order of Battle 1 July 1916.

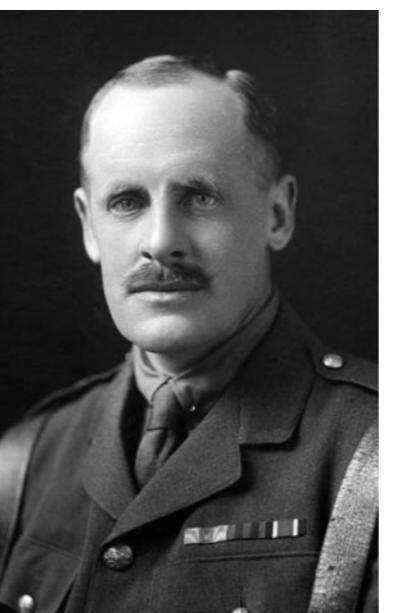
The 1 NFLD R was now commanded by Lieutenant Colonel Arthur Lovell Hadow.

Arrival on The Somme

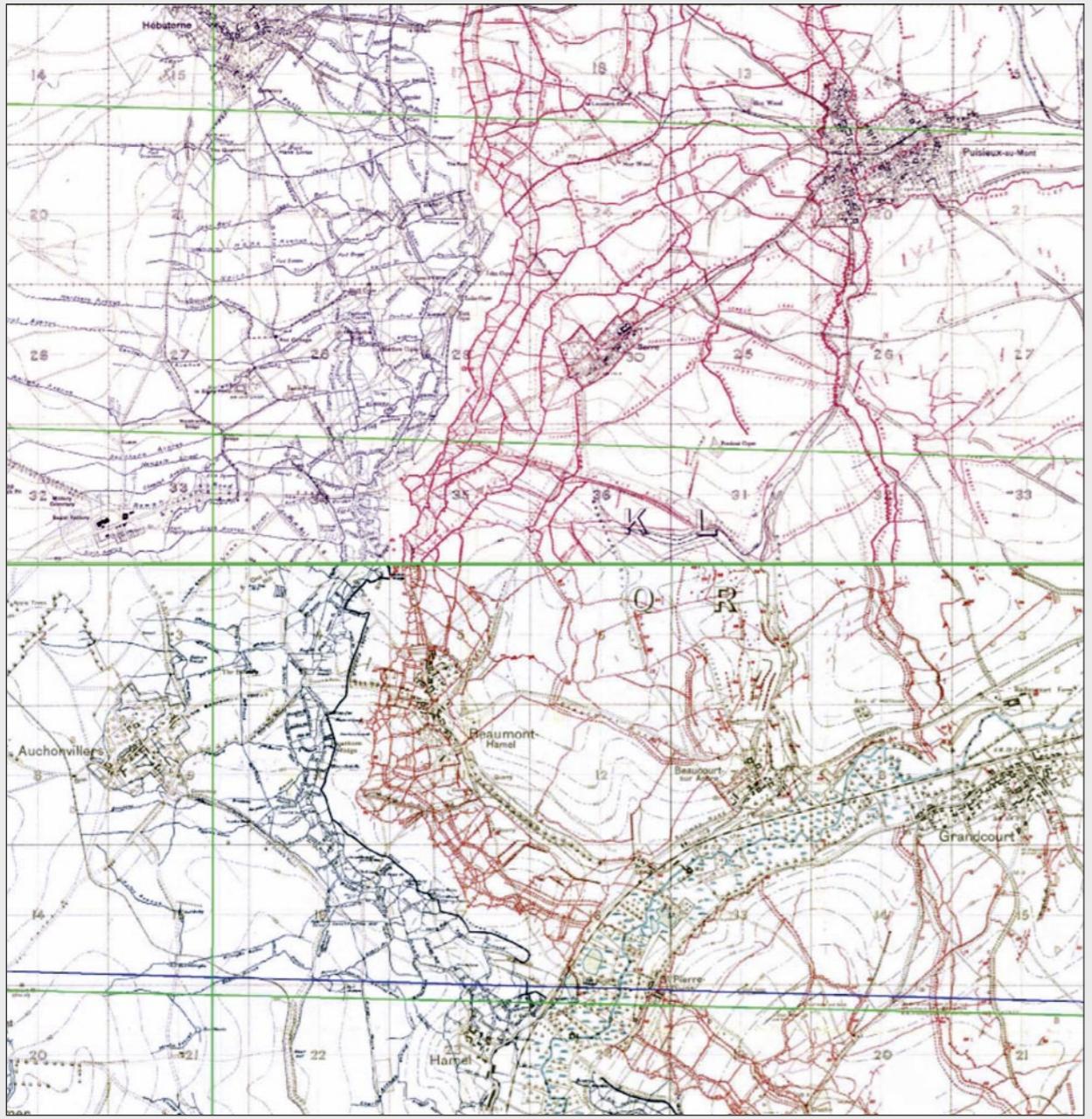
Lieutenant General Sir Aylmer Hunter-Weston's VIII Corps was tasked with attacking the German front between Serre and Beaumont Hamel. Here the ground consisted of three spurs projecting south-eastwards toward the river. The first was the Auchonvillers spur that included the German strongpoint on Hawthorn Ridge, then the Beaucourt spur running down from Collincamps, and the Grandcourt spur that has the village of Serre at its northern end. Between the three spurs are two shallow valleys. Running down the first valley is the road from Auchonvillers to Beaumont Hamel. This valley also has a ravine, 'Y Ravine', that cuts into the Auchonvillers spur to the south of Hawthorn Ridge. The second valley, the Beaucourt Valley, has the Puisieux to Beaucourt road running southward from Serre.

The VIII Corps attack facing Serre – Beaucourt had to cross the succession of ridges that lay before it and Y Ravine, Beaumont Hamel valley, Beaucourt valley and Redan Ridge, where the frontline crossed the Collincamps – Beaucourt spur.

The German frontline ran southwards from the small knoll on the Grandcourt spur, where the fortified village of Serre was located, across the slight depression that was the head of the Beaucourt valley to Redan Ridge, over the shallow Beaumont Hamel valley and up onto the Hawthorn Ridge, around the head of the Y Ravine, and south along the eastern slope of Auchonvillers spur. No-man's-land averaged just 180



Lieutenant Colonel Arthur Lovell Hadow. [IWM HU 122653]



Trench map covering the VIII Corps area.

metres (200 yards) in the north but widened out to around 457 metres (500 yards) toward the southern end. It was devoid of any natural cover except for the Sunken Lane to the north of the Auchonvillers – Beaumont Hamel road and a small bank between the Sunken Lane and the German frontline.

The task facing Lieutenant General Hunter-Weston's VIII Corps was a formidable one. The Germans had dotted their frontline with small salients and the villages of Serre and Beaumont-Hamel just behind had both been made into veritable fortresses. Munich Trench, their intermediate line, ran south from Serre to Beaucourt Redoubt just above Beaucourt. Their second line ran between Puisieux and Grandcourt and their third line some three miles further back. Facing VIII Corps were, north to south, Infanterie-Regiment 169 [IR 169] of the 52nd Division, Reserve-Infanterie-Regiment 121

[RIR 121] and Reserve-Infanterie-Regiment 119 [RIR 119] of the 26th (Württemberg) Reserve Division. Their boundaries roughly corresponded to those of the VIII Corps attacking divisions.

Lieutenant General Hunter-Weston's VIII Corps had three of its four divisions plus two battalions of the fourth division in the frontline. Two battalions of Major General Robert Fanshawe's 48th (South Midland) Division, a Territorial Force Division, were deployed to the north near the inter-army boundary. They were not to advance but secure the left flank of the Corps.

Major General Robert Wanless O'Gowan's 31st Division, a New Army division, was on their right along the forward slope of the dip between Collincamps and Serre about 4 kilometres (2½ miles) west of Serre. They were to advance and capture the fortified village of Serre and continue eastward to the final objective.



Lieutenant General Hunter-Weston (third from right) and the staff of VIII Corps at Marieux on 24 June 1916. [IWM Q 736]



The opposing forces in the VIII Corps area.

To their right was Major-General the Hon William Lambton's 4th Division, a Regular Army Division, deployed south from the Mailly-Maillet to Serre road to a point northeast of the Auchonvillers to Hamel road at the head of the Beaumont Hamel valley and facing Redan Ridge. They were to advance to capture Redan Ridge and continue on to the final objective.

To the right again was Major General De Lisle's 29th Division, another Regular Army Division. They were deployed south from the head of the Beaumont Hamel valley, along the eastern face of the Auchonvillers spur and facing the fortified village of Beaumont Hamel. The 29th Division was to advance and capture Beaumont Hamel and then continue eastward to take their final objective.

Major General De Lisle's 29th Division faced the troops of the RIR 119 who had been involved in the invasion of France in August 1914. They had been manning the Beaumont-Hamel section of the frontline for nearly twenty months and had ample time to fortify their positions, which included numerous deep dugouts and at least two tunnels. It was against this well-prepared German defensive line, that the 29th Division attacked. The Allied Command was confident that the large-scale preliminary artillery barrage would cause extensive damage to the German defences and shatter their will to resist.

On 4 April 1916, Lieutenant Colonel Hadow's 1 NFLD R moved up and took over part of the frontline in the Beaumont Hamel Sector and in the latter part of June 1916, they made several forays into no-man's-land to cut the wire in front of the RIR 119. One such raid took place on 27 June 1916 and was led by Captain Bertram Butler, the regiment's Intelligence Officer. This raid was carried out against the German frontline in the vicinity of Y Ravine on the express orders of Major General De Lisle.

The raiding party consisted of Captain Butler, Lieutenant Walter Greene DCM, Lieutenant Charles Strong, and 54 other ranks. At 2330 hrs, they moved out into no man's land

to a point approximately 140 metres (150 yards) from the German wire. Here they lay down by a small clump of trees to await the supporting artillery. Promptly at midnight, the guns opened fire and the demolition group set off. Reaching the enemy's defensive belt of barbed wire, they found it to be uncut and placed one of their Bangalore torpedoes underneath it. This they set off before returning to the main body waiting at the small clump of trees.

A reconnaissance party went forward to assess the damage and found that the gap made had only penetrated the barbed wire belt to about halfway. A second Bangalore was rushed forward but this failed to go off. They began to try to cut through the belt with their wire cutters but found that they were not man enough to cut through the heavy barbed wire recently installed by the Germans.

The enemy soon became aware of the activity to their front and sent Very light souring skyward to illuminate the area. The Newfoundlanders were exposed, and soon small arms fire was heading in their direction. Realising that there was now little hope of reaching their objective, Captain Butler gave the order to withdraw.

Early the next day, Captain Butler was called to Brigade Headquarters and told that the raid was to take place again that night. The supporting artillery programme was changed to allow greater flexibility by not imposing time limits on any of the phases of the raid. That night, Captain Butler and his men went forward in the heavy rain that was falling and soon all were soaked to the skin and covered in mud.

At 2330 hrs, the guns began pounding the enemy with a thirty-minute barrage, which lifted at

midnight to the enemy's support trenches. Captain Butler led a small reconnaissance party forward to the belt of German barbed wire and this time found a wide gap extending through nearly the entire width.

Satisfied that this approach appeared to be safe, he sent back for the



Captain Bertram Butler

main party to come forward while he took cover in a nearby shell hole with Private John Lukins.

The main body was led forward in three files by scouts laying tape and their rate of advance was impeded by occasional flares sent up by the enemy. As they reached the gap in the wire, a flare soured skyward directly above them. The enemy trench, just 20 metres away, was full of German soldiers and they quickly began firing their rifles and throwing hand grenades. The Newfoundlanders retaliated and a fierce engagement broke out. Mills bombs were thrown into the crowded German trench, taking a toll on the enemy. As they strove to close with the enemy, several of the Newfoundlanders were hit and got caught in the wire, a few managed to get into the German trench and began bayoneting the enemy.

Private T M O'Neill, seeing an enemy bomb land in the midst of the group, picked it up and threw it back. The bomb exploded on leaving his hand and he was severely wounded. His quick actions undoubtedly saved the lives of some of the group.

Private George Philips was one of those that got into the German trench. There he attacked several Germans, some of whom he killed and others he severely wounded. For his actions on the night of 28/29 June 1916 Private George Philips was awarded the Military Medal. He was to be killed four months later at Gueudecourt.

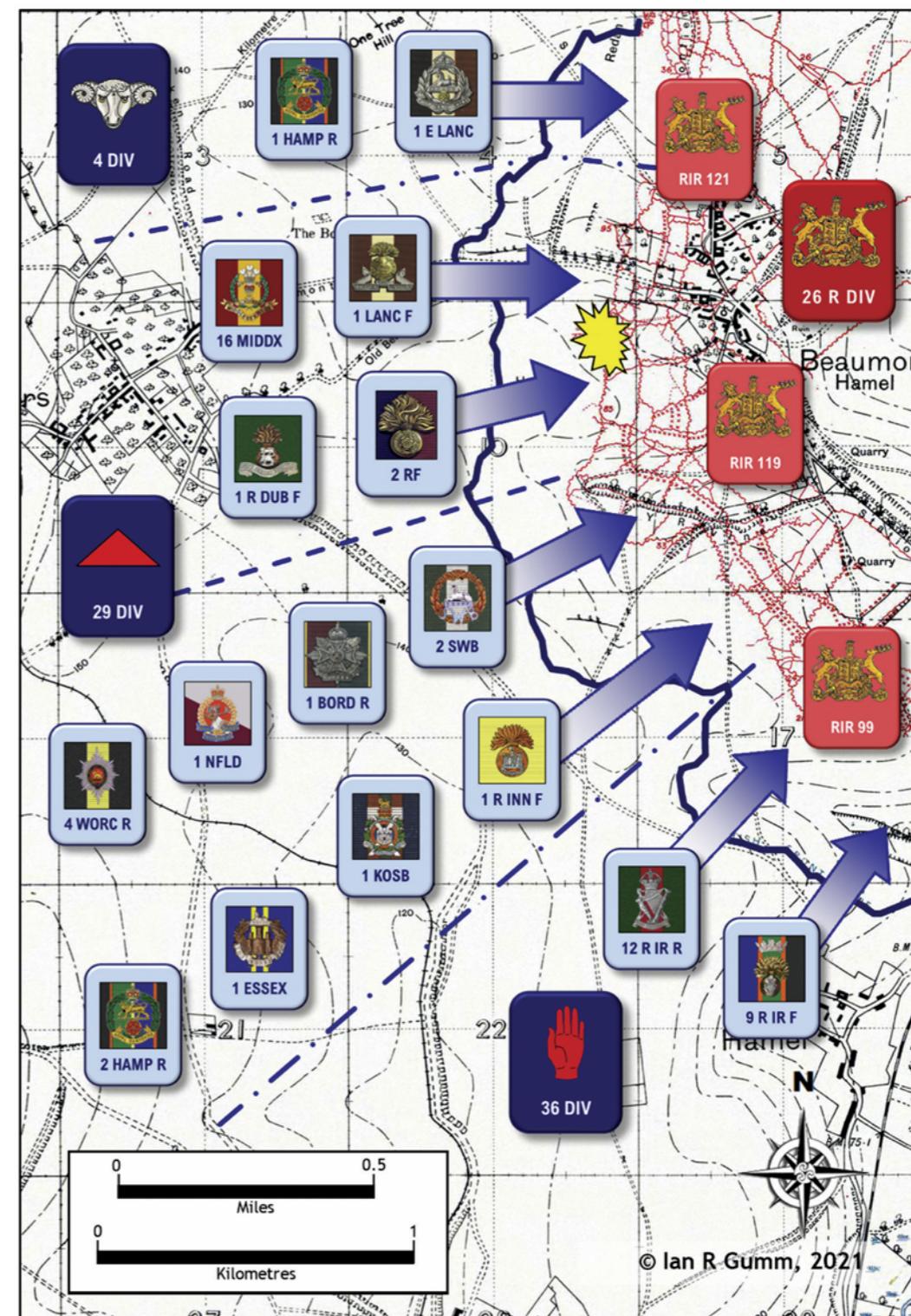
Private John Cox showed conspicuous gallantry and contempt of danger covering the retirement of the raiding party and remained out all night to perform this task. For his actions on the night of 28/29 June 1916 Private John Cox was awarded the Military Medal.

Private John Cahill crawled out under fire to bring in a wounded man and was mentioned in Despatches.

The main firefight lasted about twenty-five minutes, and with their supply of bombs depleted and ammunition low, Captain Butler ordered a withdrawal to the small clump of trees. For his great ability and daring courage on the night of 28/29 June 1916 Captain Bertram Butler was awarded the Military Cross.

Saturday, 1 July 1916

The joint Anglo-French attack was originally scheduled for 29 June 1916 but had to be postponed for two days due to unseasonable inclement weather. Major General De Lisle's 29th Division was assigned the task of attacking the German frontline trenches east of Auchonvillers, on the northern side of the River Ancre. The area over which they were to assault was the ridge and valley commanded by the village of Beaumont-Hamel located at the head of the first valley. They were to advance eastwards across the ridge and down into the valley capturing



The plan for attack by the 29th Division on 1 July 1916.

Beaumont-Hamel before continuing towards the next ridge above Beaucourt. To their left was Major General the Hon William Lambton's 4th Infantry Division, which was attacking towards Redan Ridge, and to their right were two battalions of the 108th Infantry Brigade from Major General Sir Oliver Nugent's 36th (Ulster) Division, attacking along the Ancre Valley towards Beaucourt.

The 29th Division's plan was for four of its battalions, two each from Brigadier-General Williams' 86th Infantry Brigade and Brigadier-General Lucas' 87th Infantry Brigade, to move up and be in position close to the German wire by zero hour, 0730 hrs.

At zero minus ten, 0720 hrs, the mine under Hawthorn Redoubt would be detonated and ten minutes later, at 0730 hrs, the heavy and medium artillery that had

been firing onto the German frontline would lift to other targets, leaving only lighter artillery firing shrapnel and mortar fire on the forward positions.

As the heavier artillery lifted, the four attacking battalions of infantrymen would begin their advance. They would be followed by the Second Wave, the two remaining battalions of Brigadier-General Williams' 86th Infantry Brigade and the two remaining battalions of Brigadier-General Lucas' 87th Infantry Brigade. They were allowed three and a half hours to reach the German Second Line positions, their first objective, an advance of 3,568 metres [4,000 yards].

The 1 ESSEX and 1 NFLD R from Brigadier-General Cayley's 88th Infantry Brigade would move forward at 1000 hrs through the infantrymen of the two assaulting brigades to attack the third objective: the German third line trenches on the Grandcourt Ridge.

On 1 July 1916, ten mines were detonated along the British front, nine of them at 0728 hours, just two minutes before the bombardment stopped and the men went over the top. Here at Beaumont-Hamel, the Hawthorn Ridge mine dug by 252nd Tunnelling Company RE and packed with 40,000 lbs of ammonal,

was detonated at 0720 hrs as the assaulting British infantrymen left their trenches to move forward toward the German wire.

The intention was to destroy the major German strongpoint on the ridge, seize the rim of the crater, and dominate the nearby enemy trenches. The firing of the Hawthorn Ridge mine, however, forewarned the German defenders that the attack was imminent, and the soldiers of the RIR 119 quickly deployed from their deep dugouts to their firing line.

The 2 RF of Brigadier-General Williams' 86th Infantry Brigade had been detailed to take the crater, but the swift reaction of the German defenders meant that they found themselves fighting for survival rather than providing the support intended for the other assaulting battalions.

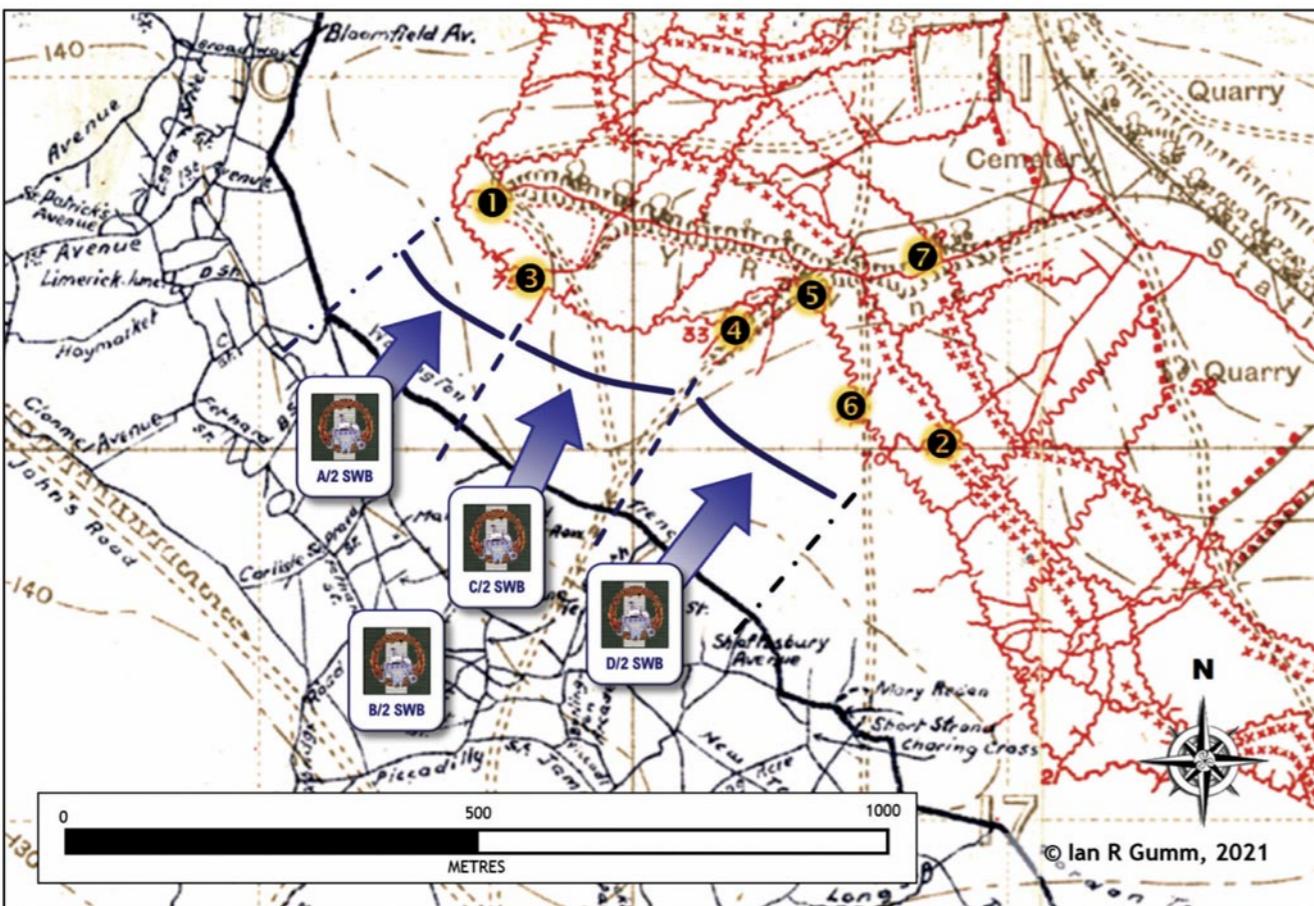
Although considerable damage was done to the extensive trench network by the preliminary bombardment, the barbed wire in this area remained relatively intact. The defending German soldiers, who were well protected within their deep dugouts, were largely unscathed by the bombardment and emerged to man their fire positions as the British infantrymen advanced toward them. The assaulting British battalions were still only part of the way across no-man's-land when the German defenders opened fire. The German artillery, which had also remained relatively unscathed, was able to add its weight to the

small arms fire being directed onto the advancing British infantry and their lines of communication.

Brigadier-General Lucas' 87th Infantry Brigade

Brigadier-General Lucas' 87th Infantry Brigade provided the first and second waves of the assaulting troops across the land that is now Newfoundland Park, Beaumont Hamel. The leading two battalions were Lieutenant Colonel John Horne's 2 SWB on the left and Lieutenant Colonel Robert Campbell Pierce's 1 R INN F on the right. Following behind them were Lieutenant Colonel Archibald Jenner Ellis' 1 BORD R and Lieutenant Colonel Alfred John Welch's 1 KOSB left and right respectively. In support, behind the leading two waves and waiting in St John's Road Trench were Lieutenant Colonel Arthur Lovell Hadow's 1 NFLD R and Lieutenant Colonel Arthur Crosby Halahan's 1 ESSEX. In reserve were Lieutenant Colonel Edward Thomas John Kerans' 4 WORC R and Lieutenant Colonel William Henry Middleton's 2 HAMP R.

Lieutenant Colonel Horne's 2 SWB crossed the ground now occupied by the Newfoundland Regiment's Memorial. They moved into the trenches the day before the assault and their A Company deployed on the left, D Company on the right, C Company in the support trench and St John's Road



The 2 SWB scheme for the attack on 1 July 1916.

trench, and B Company in reserve at Englebelmer. Their task was to attack the German first line system of trenches and occupy them as far as Station Road, south of the line 57D Q10d65.75 (1) and Q11C00.85 (2).

A Company was to attack between Q10d65.75 (1) and Q10d75.45 (3). C Company between Q10d75.45 (3) and Q11c30.30 (4), and D Company between Q11C50.40 (5) and Q11C60.10 (6).

A Company was to push through until their right flank reached Y Ravine, then swing half right to advance astride the enemy's second trench to Q11c80.60 (7) where they were to consolidate.

C Company was to swing right as soon as they reached the enemy front trench and move between the trench and Y Ravine, with a bomb squad on the first trench, to junction of two the branches of Y Ravine (close to (5)). The company was then to push through A Company and move forward as a covering party to the east side of Station Road covering the battalion front. Two Headquarters Company bomb squads were attached to C Company to assist in clearing dugouts, the cemetery, and the quarry.

D Company was to advance straight through to the enemy's third trench where they were to consolidate.

B Company was in reserve, and they were to follow 45 metres [50 yards] behind the assaulting companies. As the leading companies passed over the enemy's trenches, they were to send one platoon with a B Company bomb squad and a Headquarters Company bomb squad to clear the enemy's dugouts etc in the first trench. A second platoon with another B Company bomb squad and a second Headquarters Company bomb squad was to clear the enemy's dugouts etc in the second trench.

The Battalion was to form up outside of their trenches 90 metres [100 yards] from the German first trench.

Each company was to have a bomb squad with the leading and second wave. On approaching the enemy trench, the bomb squad was to run forward and bomb the trench before trench bridging teams were brought forward. On leaving the second line they were to move straight onto the final objective. One bomb squad was to remain at each trench to prevent the enemy from coming out of his dugouts until the platoon details from B Company came up to clear the trench.

They say that no plan survives the first shot of battle and that was certainly true as far as Brigadier-General Lucas' 87th Infantry Brigade was concerned.



The Hawthorn Ridge mine going off at 0720 hrs on 1 July 1916. [IWM Q 754]

The two forward battalions of the 87th Infantry Brigade, Lieutenant Colonel Horne's 2 SWB and Lieutenant Colonel Pierce's 1 R INN F, moved into the forward trenches at 2115 hrs on 30 June 1916. At that same time, Lieutenant Colonel Ellis' 1 BORD R and Lieutenant Colonel Welch's 1 KOSB, who had been held in Acheux Wood, moved forward to reach their places in the line just after midnight. During the night the enemy's artillery fire was intermittent but never heavy and casualties were light.

At 0720 hrs, the mine under the Hawthorn Ridge Redout was detonated and two platoons from Lieutenant Colonel Allen Victor Johnson's 2 RF, with four Vickers machine guns and four Stokes mortars, rushed forward to seize the crater.

They succeeded in reaching the near lip of the crater, but not without casualties, and found the enemy already installed on the far edge. They could not advance further owing to the enemy's fire.

The situation for both the leading battalions of Brigadier-General Lucas' 87th Infantry Brigade was further compounded when at 0730hrs, the shrapnel barrage lifted 100 yards clear of the German frontline trenches. It, thereafter, continued lifting 100 yards every two minutes towards the German second and third lines in accordance with the fire plan.

The companies of Lieutenant Colonel Horne's 2 SWB were unable to reach the German first trench due to well-directed German rifle, machine gun and artillery fire. Three German machine guns in the area of Y Ravine, all that was visible of the enemy, poured their deadly fire into the ranks of the advancing Welshmen. They had been untouched by the preliminary barrage and seemed unhindered by the British covering fire that raked their positions. A few

men under Captain Hughes on the left did make it across no-man's-land to the enemy's wire, but that was as far as they got and none of them reported for duty the following day. By 0755 hrs nothing remained of the 2 SWB but some scattered individuals lying within 90 metres [100 yards] of the German trench. Out of the 645 officers and men of the 2 SWB that went forward on 1 July 1916, 11 officers and 235 other ranks were killed or missing, and 4 officers and 149 other ranks were wounded.

On their right, Lieutenant Colonel Pierce's 1 R INN F moved forward down the slight slope in good order. Major General De Lisle commented that:

"... some of the 1 R INN F on the right were seen to march up to the enemy's first line, as if on parade, place their trench bridges across the trench and advance over the crest to the support line."

The bulk of the 1 R INN F were held up on the German wire, which they found largely uncut and had difficulty in trying to get through. Half a dozen parties here and there managed to get across the first trench. Some even managed to go further into the valley beyond. They had failed to mop up properly and were mown down by machine guns brought up from the enemy's deep dugouts, all were either killed or taken prisoner. Out of the 809 officers and men of the 1 R INN F that advanced, 9 officers and 239 other ranks killed or missing, and 11 officers and 308 other ranks wounded. One of those killed was Lieutenant Colonel Robert Campbell Pierce. He is buried in Ancre British Cemetery, which is about 2 kilometres [1½ miles] south of the village of Beaumont-Hamel, in plot VI, row D, grave 18.

When the two forward battalions began their assault, the German artillery laid down a barrage on the British front line now occupied by the 1 BORD R and 1 KOSB left and right respectively. They, nevertheless, began their advance at 0735 hrs and were met by withering machine gun fire as they crossed over the British frontline and advanced across no man's land. Except for the leading section of 1 BORD R, they failed to reach the German first line. During the advance of the second wave, Lieutenant Colonel Ellis, commanding 1 BORD R, was severely wounded.

Royal Flying Corps [RFC] observers flying overhead reported that the 87th Infantry Brigade was in the enemy's lines and Very lights were seen souring skyward from Beaumont Hamel. It was thought that some of the 2 SWB had got as far as the German second trench and some of the 1 R INN F had got as far as Station Road. Brigadier-General Lucas was, therefore, under the impression that the two leading battalions had got through the German machine guns that were now holding up the two battalions of the second wave.

The attack of the Newfoundland Regiment

As is always the case, once the battle had started there was confusion and conflicting reports were received at Divisional Headquarters regarding what was happening at the front. Major General De Lisle, believing that the 87th Infantry Brigade had achieved some success, decided to make another effort to capture the enemy's frontline and support the 87th Infantry Brigade's efforts. At 0837 hrs, he ordered Brigadier-General Cayley's 88th Infantry Brigade to attack the enemy's front between Point 03 and Point 87 but keep two battalions in reserve and not use them without his express instructions.

The original plan had been for the 1 ESSEX and 1 NFLD R to move forward at 1000 hrs through the soldiers of the assaulting brigades to take the third objective: the German third line trenches on the Grandcourt Ridge. At 0845 hrs, however, Lieutenant Colonel Hadow's 1 NFLD R received telephone orders that they were to move forward in conjunction with 1 ESSEX and occupy the enemy's first trench. The 1 NFLD R's new objective was a line between Point 60 to just south of Point 89 from where they were to work forward to Station Road clearing the enemy trenches in between. They were to move as soon as possible and were to move independently of the 1 ESSEX.

When these orders were received the 1 NFLD R was in St Johns Road Trench, the support trench about 200 metres [219 yards] behind the British frontline and out of sight of the enemy. With the communication trenches under accurate and deadly fire from the German artillery and completely clogged up by the dead, dying and wounded of the initial two waves, Lieutenant Colonel Hadow decided to shake out his 1 NFLD R into attack formation in the 'dead ground' out of sight of the enemy and advance them across the surface. On their right flank the 1 ESSEX, who were visible from German positions at Thiepval, were compelled to move up through the congested trenches and did not get into position until 1050 hrs. Thus, the Newfoundlanders advanced on their own supported by just mortar and machine gun fire.

The 1 NFLD R started their advance at 0915 hrs moving in their pre-rehearsed formation with A and B Companies leading in lines of platoons in file or single file at 40 pace intervals and 25 paces between sections. C and D Companies followed the leading two companies a further 100 yards behind, deployed in similar formations. They marched the 250 metres from their positions near St John's Road Trench up a gentle slope to the crest of the rise where they came into view of the enemy, they were effectively the only British troops moving forward on the Beaumont Hamel

battlefield. Exposed and vulnerable, the 1 NFLD R inevitably became the focus for the defending German soldiers of RIR 119 manning their prepared defensive positions and the German artillery that supported them.

As the Newfoundlanders crossed over the British front trench using trench bridges, the gentle downward slope toward the German trenches became visible and so too did the carnage of the battle. Many of them fell as they crossed over the frontline trench to the German machine guns that raked the ranks. Many more were hit as they picked their way through the gaps in the British wire. With exemplary courage they continued forwards as the survivors picked up their assault formations as best they could. The 1 NFLD R War Diary records:

"The advance was made direct over the open from the rear trench known as St Johns Road and Clonmel Avenue. As soon as the signal for the advance was given the regiment left the trenches and moved steadily forward, machine gun fire from our right was at once opened over us and then artillery fire also. The distance to our objective [the German front trenches] varied from 650 to 900 yards. The enemy's fire was effective from the outset, but the heaviest casualties occurred on passing through the gaps in our front wire where the men were mowed down in heaps."

At 0945 hrs Lieutenant Colonel Hadow, who had witnessed the destruction of much of his battalion from his headquarters in Sap 4, reported to the Brigade Commander that the advance had failed. Within 30 minutes of leaving the St Johns Road Trench the 1 NFLD R had sustained 91% casualties. The only unit to suffer greater casualties during the attack on 1 July 1916 was the 10th Battalion the West Yorkshire Regiment who attacked west of the village of Fricourt. The men of Newfoundland lay dead, dying or wounded on the ground that is now the Newfoundland Memorial Park.

For many it was still far from over. Isolated survivors and small groups continued to engage the Germans from their no-man's-land positions. One group, about 40 men under Captain G E Malcolm of 1 KOSB, attempted to continue the attack but was finally stopped just short of the enemy frontline. Captain Malcolm, who was wounded, later said: "I should like to congratulate the Newfoundland Regiment on their extreme steadiness under trying conditions."

For the 1 ESSEX the tragedy had yet to be played out in full, as by the time they were in position Major General de Lisle had ordered a cessation of all attacks. Because of the difficulties in getting communications through, however, the message did not reach them until after their two leading companies had begun the advance; they sustained about 250 casualties before

Lieutenant Colonel Arthur Halahan could call a halt.

At 1005 hrs Major General De Lisle received word of the catastrophe that had befallen Brigadier-General Cayley's two battalions. The 29th Division had failed to make any headway against the enemy in front of Beaumont Hamel and had sustained significantly high casualties in the process. He immediately called a halt to all attempts to go forward and ordered the artillery to be brought back to support his beleaguered battalions. At 1130 hrs, Major General De Lisle sent Lieutenant Colonel Kerans' 4 WORC R and Lieutenant Colonel Middleton's 2 HAMP R forward to bolster the line.

At 1430 hrs, orders were received to consolidate on the original British line. The dead and wounded clogged the communication trenches which the Germans shelled causing added confusion. Many more dead and wounded were strewn across the devastation of no man's land. In the heat of the day, suffering from thirst due to the lack of water and loss of blood, few of those out in no man's land were capable of making it back to their own frontline without assistance.

The 10% of the 1 NFLD R that had been held back as a reformation cadre was sent forward. Throughout the afternoon and into the evening, they worked tirelessly with the survivors of the attack to carry back their dead and wounded comrades. Many went forward into no man's land to look for their comrades under the watchful gaze of the enemy. The German machine gunners and snipers opened fire at any who dared to show themselves. Many of the wounded, too injured to crawl back to the safety of their own trenches, either died where they lay or were finished off by the German artillery and snipers. Some of their remains were not recovered until after the area was finally taken in November.

Two to venture forward under the merciless fire of the enemy were Private Stewart Dewling and Private Thomas White McGrath.

Private Dewling went out into no man's land under machine gun fire south of Beaumont-Hamel and brought in two wounded men during 1 July and worked continuously under heavy shell fire. On 2 July he brought in six wounded men under shell and machine gun fire in daylight. On 3 July he went out and looked for more wounded men in daylight. For his actions at Beaumont Hamel Private Stewart Dewling was awarded the Military Medal.

Private McGrath showed conspicuous devotion to duty as a Red Cross attendant under heavy shell and machine gun fire during daylight, bringing in wounded men after the attack had failed. For his actions on 1 July 1916 Private Thomas White McGrath was awarded the Military Medal.

On 1 July 1916 the 800 soldiers of the 1 NFLD R rose from their trenches at Beaumont-Hamel and went

over the top into battle. The next day, only 68 of them answered the Regimental rollcall. Every officer of the Regiment that had gone over the top on the first day of the Battle of the Somme, 1 July 1916, was either wounded or dead. There is still doubt about the precise casualty figures, but nobody has ever denied that the attack was a catastrophe. Nine out of every ten men in the Battalion were struck down. The Battalion War Diary was brutally stark:

Officers:	Killed	11
	Wounded	12
	Died of Wounds	2
	Missing (Believed Killed)	1
		26
Other Ranks:	Killed	66
	Wounded	362
	Died of Wounds	21
	Missing (Believed Killed)	209
		658

The reported total number of 684 casualties was later amended to 710. 91% of the 1 NFLD R who attacked on 1 July 1916 became casualties and, of these, 310 were killed or died of their wounds or were missing, presumed dead.

The remnants of the 1 NFLD R and the other battalions of the 29th Division that suffered on that day, along with the reserve battalions that had been held back, continued to hold their part of the British frontline against repeated German counterattacks until they were relieved by the 25th Division on 6 July 1916. They incurred a few more casualties in the process and when they finally left the line to billets in Engelbelmer the 1 NFLD R's fighting strength numbered 168 all ranks. Of the surviving officers, Lieutenant Owen William Steele was tragically wounded at Engelbelmer on 7 July 1916 by shellfire and died of his wounds the following day.

The Newfoundlanders were back in the British line again between 14 and 17 July 1916 by which time their strength was eleven officers and 260 riflemen. On 27 July 1916 the remains of the British 29th Division entrained for billets at Candas, by which stage the Newfoundlanders strength had risen to 554 all ranks.

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Lieutenant Owen William Steele.

In November of 1916 His Majesty King George V honoured the Newfoundlanders granting them title of "Royal" to the Newfoundland Regiment. This was indeed a singularly important one as no other regiment in the British Empire Forces was awarded it in the two years of brutal fighting that followed until the end of the First World War on Armistice Day (11 November 1918 on the Western Front).

On the first day of the Somme, 1 July 1916, Newfoundland suffered its gravest ever military loss and to this day Beaumont Hamel remains the most significant single military action fought by Newfoundlanders. The 1 July each year it is remembered in Newfoundland not as Canada Day, but as Memorial Day, the date of remembrance for the Beaumont Hamel battle. Halfway down the slope in the Newfoundland Park is an isolated tree, called "*The Danger Tree*", and this marks the area where the German fire was particularly concentrated. On that tragic July day in 1916 many of the Newfoundlanders fell close to where the Danger Tree stands.

GUILDevent

Special Forces Weekend 10th-12th September Dorset and Hampshire



The group gathered outside Anderson Manor. The SSRF was formed to launch frequent and unpredictable raids on the French coast on behalf of SOE. It included some names that will be familiar to Guild members, including Gus March-Phillipps and Bruce Ogden-Smith. Pat Porteous VC was also involved with the Force briefly after the Dieppe Raid. Two of the SSRF's raids are fairly well known. Op Aquatint, on the future Omaha Beach, resulted in the deaths of three of the raiders, including Gus March-Phillipps, who are buried in St Laurent-sur-Mer churchyard. The other raid, Op Basalt on Sark, resulted in Hitler's infamous Commando Order for the execution of all subsequently captured commandos.



The internal remains of an Auxiliary Operational Base (OB) 'somewhere in Dorset'. The roof has long since collapsed and this is the only section still in place. It is understood that the structure was deliberately destroyed as a safety precaution after the war, to prevent it being used by criminals or becoming a danger to young children. The patrols that used them had a life expectancy of 14 days. They were personally selected by patrol commanders, as they were in reserved occupations, knew the local ground and could 'live off the land' once the rations (and rum issue) had run out. There was no plan to resupply them. The skill sets developed by the Auxiliary units went on to be used by SOE.

Dearly beloved.... Paul Oldfield talking about the Small Scale Raiding Force in Anderson Manor church, part of the Anderson Manor estate and village. The Manor was the HQ of the unit in 1942-1943. A notable member was Anders Lassen VC. This stand was hosted by the current owners who provided their personal historical insights in addition to well received refreshments.

A view of the Guides listening to Will Ward (of the Coleshill Auxiliary Research Team) and Robert Shaw on the layout of the bases (including dog leg escape tunnel and grenade sump), the mindset and mentality of small unit operations and the link between 'stay behinds' of WW2 through similar roles during the Cold War (it was freezing). At least the OB had a chemical toilet (to be used only in extremis) and didn't involve holding cling film for your patrol buddies with the accompanying amazing views. Brothers in arms indeed...



Chris Finn explaining the varied and vital role of the RAF and Allied air forces (keeping hotels fully occupied), working in support of the Special Forces. It wasn't all just about agents jumping in by night or being picked up by Lysander, there was also the dropping of thousands of supply containers with everything from weapons, ammunition, explosives, medical supplies to food.

The group were fortunate to have Nick Savage (on the left), not only a Guide but an SOE historian based at the SOE 'finishing school' at Beaulieu. After a fascinating talk on the unit, there was the chance to visit the museum (small but packed with interesting artefacts) and have another group photo at the SOE memorial. Instructors at the school included Kim Philby, who gave the training manual to the Soviets (but at the time they were our allies), which aided their considerable and effective partisan and 'scout' movement. Their 'scouts' became the 'Spetsnaz' during the Cold War.



Other specialist units studied during the event included the Combined Operations Pilotage Parties (this is their memorial on Hayling Island) and the use of RN X Craft to carry out beach reconnaissance, in particular prior to the landings in Normandy. Also covered during the event was MI9, the Jedburgh teams, the 'secret sweeties', signals support to SF and Operation Frankton (Cockleshell Heroes). The links between the SF units of WW2 and how they developed into the roles of modern SF units was a constant thread throughout the weekend.

SOMME RETURN - A GUIDE'S PERSPECTIVE

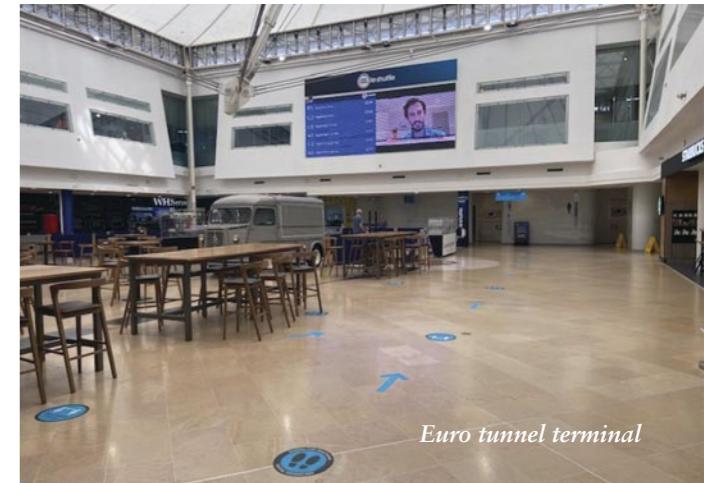
Paul Colbourne

Nervously excited as the big day approached, I hadn't been to visit the Somme since late 2019 my last guiding trip. So, seizing the opportunity, here I was bags packed, car loaded, accommodation in place and five days battlefield walking and exploring ahead of me, my good mate and I set out from the Midlands, bound for the Eurotunnel.

Despite mental images of awkward immigration forms, officials and confused and angry travellers, we were confronted with a semi derelict terminal. Our fears were soon put aside as our phones with our documents were swiftly scanned, (we also carried hard copies in case of technical issues), you need proof of double vaccination (from NHS App) and a signed statement 'Engagement-sur-l'Honneur' available and downloaded from the French Consulate



Basilica of Notre-Dame de Brebières, Albert



Euro tunnel terminal

website. All very straightforward.

We were quite relieved when we saw others perhaps not as well prepared, being turned away.

Our journey down to the Somme was very simple our destination was Chavasse Farm, Hardecourt-aux-Bois and we were soon settled in and off to Albert for dinner. To gain access to restaurants, bars, museums etc you need to have downloaded the French app 'Tous Anti Covid' and uploaded your NHS QR code as proof of vaccination. This is rigorously checked as venues can be subjected to spot checks and large fines if you are on the premises without being logged. Once scanned in, everyone is very welcoming and extremely pleased to see you. It was good to be back on the battlefields.

Our first full day was spent walking from Lochnagar Crater to Contalmaison and back via Fricourt (34th Division 1 July 1916). I was encouraged to see a steady stream of French school



Lochnagar Crater with a French school group



Naours caves

coaches stopping at the crater during the day, although this did make me long for the return of UK based tours.

Day three found us visiting Naours and the cave complex below the village. We were guided by the delightful Sara who was generous with her time and knowledge. Again, we were scanned in and wore masks within the tunnels. Next Villers-Bretonneux for an unscheduled visit to the Sir John Monash Centre. Although not booked the staff were very helpful in checking us in, with app scanned and



Australian Corps Memorial at Le Hamel

masks worn, we had a great visit, three French school coaches were on site and about 15 other visitors, mostly Dutch. A walk around Le Hamel followed. Something I have not done for quite some time as I usually have guests to consider. How great to see the battlefield from some different angles. On our way back via Dernancourt we encountered some locals out shooting, who were happy to chat all things Brexit and Covid.

Day four and our longest walk from Caterpillar Valley Cemetery following the actions of the New Zealand Division 15 September 1916. A big swing left for a lunch stop at Butte de Warlencourt with the opportunity to look at the actions of the Durham Light Infantry October/November 1916. Our walk back would incorporate Martinpuich and the rear of High Wood with plenty to discuss along the way.

Day five and we were booked in for our lateral flow test at the Pharmacy in Combles; this had been arranged by our host Richard from Chavasse Farm prior to our departure from the UK. Easy and straight forward with results by text within 30 minutes. We also collected a hard copy, again in case of technical issues. The €25 cost was a necessity for travel. A drive to Mesnil Ridge Cemetery for a relaxing picnic lunch followed by a walk to Hawthorn Ridge via Newfoundland Park. A coffee stop at Ulster Tower and a chat about how their lock down had been and plans for the future followed by a quick walk around Pozieres. An evening back at our accommodation as we had passenger locator forms to complete, a bit laborious but not too much of a challenge. We had both ordered PCR tests ready for our return as we needed the reference number for our passenger locator forms.

Day six and homeward bound with a stop off at Le Touret Memorial and Neuve Chapelle Memorial for another project I am working on. A swift return allowed some extra time at Calais where processes are slightly different. We were issued with a ticket to obtain our departure ticket. We proceeded to the terminal



New Zealand Memorial, Longueval

where we joined a queue for a document check. Electronic and hard copies in hand (passenger locator forms and lateral flow test results from the day before). At the counter/kiosk the process took less than 3 minutes for the two of us. People were again being turned away due to wrong or no paperwork at all. Next queue to have our ticket issued for departure. Passports checked and exit stamp by French Border Control, a brief chat with UK Border Control and we were Blighty bound.



Caterpillar Valley

Our trip/journey was simple, if a little different. As guides we must be organised and prepared for most eventualities, have the correct paperwork to hand, be it hard copies or electronic, and have transit points run smoothly. Things will be easier with the future reduction in testing. Our tests added £80 per head to our trip, with slight delays for paperwork checks and a minor inconvenience of getting my return PCR test off for testing. In all, worth it to be back on the battlefields, France is open for business and awaiting our return.



Le Touret Memorial

GUILDevent

Somme Success!

The Recent Guild Recce saw 25 Guides return to the Somme Battlefields

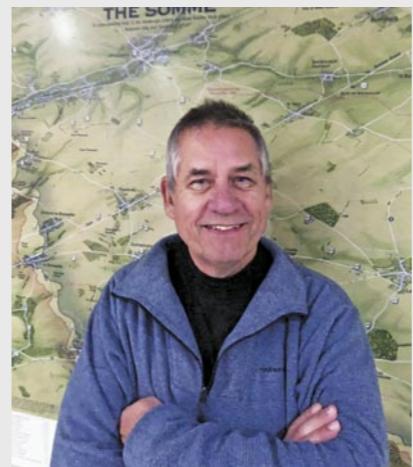
This event, rescheduled from last November, saw 25 members out in the field, led by Great War experts Paul Oldfield and John Cotterill. There were 36 stands delivered over three days. All participants gave a talk on a battle or part of a battle, where possible in the exact location.

A more detailed story will follow in another edition.

David Harvey



The experiences are captured here in some very short sound-bites from some of the party:



Ian Gumm
Extremely well run and executed



John Barker
I've never been so cold - so good to be on the Somme



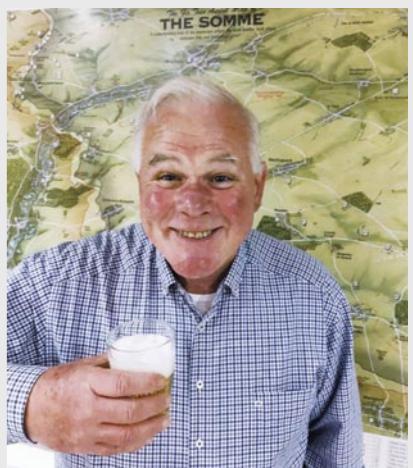
Simon Burgess
Cold, but great



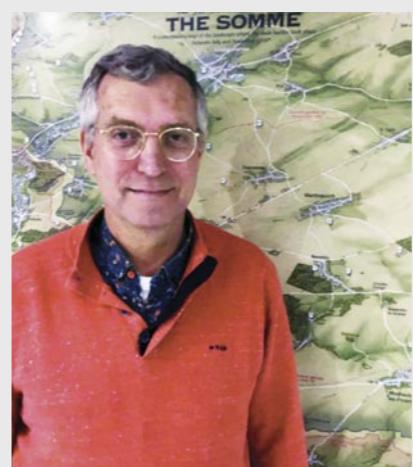
Viv Whelpton
I've learned so much



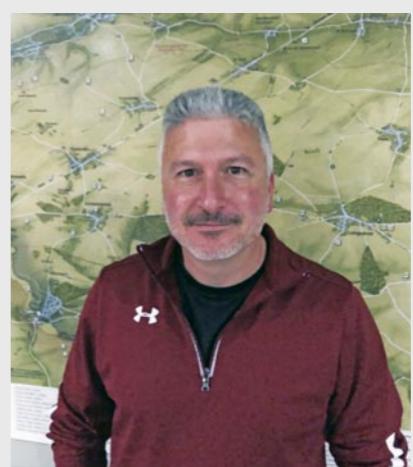
Sue King
Fantastic knowledgeable company



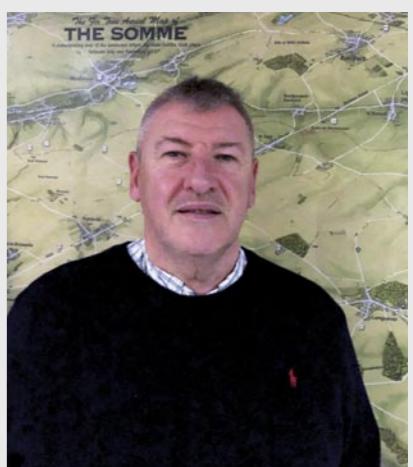
Peter Emery
Moved me to poetry



Jip Meijer
Like a warm bath, being with all these great people



Rob Woolsey
An amazing experience



Ian Rutherford
Brilliant

THE ZEPPELINS OF COGNELÉE AND THE ‘FIRST BLITZ’



Jean-François Husson with the collaboration of Dennis Abbott

Germany launched terrifying Zeppelin raids on Britain from occupied Belgium during the First World War. This is the story of one of these bases and of the race between the German Navy and Army to be the first service to bomb London – a race that failed to change the course of the conflict.

During the First World War, Cognelée, a village a few kilometres north of Namur, was home to a Zeppelin base – the only one in occupied Belgium run by the Kaiser’s Navy. The German Navy hoped the base would enable it to strike against London before the Army could.

A deep-rooted naval rivalry

If Franco-German tensions on the eve of the war were about “revenge” following the French defeat of 1870-71 and colonial policy disputes (notably the Tangier crisis in 1905 and Agadir crisis in 1911), German-British tensions were linked to the arms race, with Germany set on equipping itself with a navy to compete with the Royal Navy and thus become London’s equal on the international stage. The policy, initiated by Grand Admiral Alfred von Tirpitz, was

implemented by the naval laws of 1898 and 1900.

Zeppelins and other airships were one of the instruments of this policy. After von Tirpitz’s initial interest in airships as reconnaissance aircraft for the fleet, the Marine-Luftschiff-Abteilung, or Marine Airship Division, was set up in 1912 and became official in May 1913.

In addition to this essential reconnaissance role was a second: the ability of Zeppelins to carry out strategic bombing raids. Even before the war, the Germans saw their airships as the best way to strike Britain, protected by the sea and the Navy. Britain feared the Zeppelins because they could launch a direct attack on UK territory, while the heart of Germany was virtually unreachable.

Striking Britain served a dual purpose for the German Navy: on one hand, to bomb naval or port installations, in coastal ports or in London (the docks, Admiralty headquarters); on the other, to target the capital itself, with a view to terrorising the civilian population and damaging morale.

After an initial reluctance to accept his military leadership’s urgent requests to attack London and reservations about the targets, Kaiser Wilhelm II gradually changed his mind in view of operational realities.

The Naval Airship Division at war

Aircraft were divided in Germany between the Army and Navy. Unlike Britain, which merged the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS) to form the Royal Air Force (RAF) in 1918, the two services



Grand Admiral von Tirpitz after a flight in the Imperial Navy Zeppelin L 1, 1912 or 1913 (Wikicommons)



A German aeroplane which nose-dived outside a Zeppelin shed near Namur, November, 1918 (© LAC 3397977)

remained separate in Germany – regularly partners and competitors throughout the war.

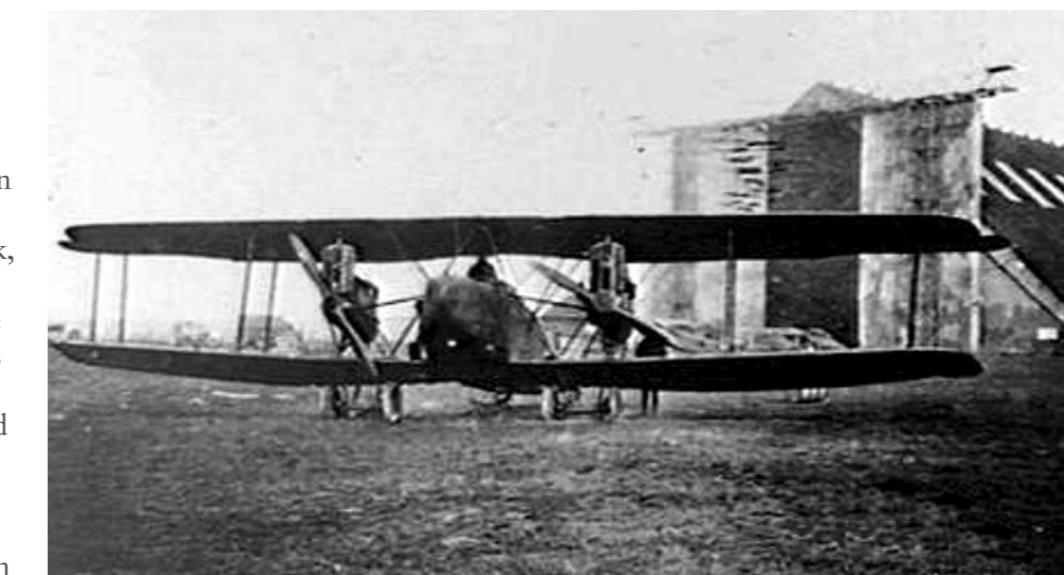
The Navy’s Zeppelin bases were located in northern Germany, from Wildhausen and Ahlhorn in the south to Tondern in the north. They were close to the main ports and the expected fields of action for fleet support missions: the North Sea between northwest Germany, Denmark, Norway and northeast Britain, where the battles of Dogger Bank (1915) and Jutland (1916) took place, and the Baltic Sea. The Navy also had two bases on the Western Front, at Cognelée and Düren (North Rhine-Westphalia), as well as bases further east: Wainoden, Seerappen, Jüterbog and even Jamboli in Bulgaria.

German Army airship bases, in Dusseldorf and Spich, were more oriented towards France, with additional bases set up after the occupation of Belgium in Gontrode, Evere, Berchem-Sainte-Agathe and Etterbeek, as well as just over the border in Maubeuge, where French military installations had been taken.

The bases in and around Belgium made targets in southern Britain more accessible, with access to ports such as Southampton which were unreachable from other bases.



A Martinsyde G 100 fighter bomber © IWM (Q 57579)



German bomber AEG G.II at Cognelée in November 1918, ready to be handed over to the Allies (Photo Australian Armed Forces)

Some Zeppelin bases passed from one service to the other and/or were used by both services. This was notably the case of Cognelée, a Navy base regularly used by the Army.

It is worth noting that the term "Zeppelin" covers several types of airships, produced by different companies. The German Navy had 62 Zeppelins of various models as well as eight Schütte-Lanz airships, three Percival and a single Gross-Basenach.

It is one thing to have airships, but it is also necessary to house them. The German Navy ordered a series of new hangars in September 1914, three of which were to be in Cognelée, given that the Battle of Antwerp was still raging. Why set up a base so far from the German fleet? For Douglas H. Robinson, author of *The Zeppelin in Combat*, the establishment of a base so far from the usual fleet bases was proof of Navy command's determination to beat the Army in carrying out the first raid on Britain.

As plans for an attack on London were drawn up in October 1914, Rear Admiral Philipp, commander of the German naval air force, was opposed to the use of Cognelée (then under construction) for such raids, fearing it would trigger possible unrest.

If this risk did not materialise, another emerged. Over-optimistically, the German Navy planned to have its new hangars in place by the end of October or early November 1914, but none were completed on time. In the event, the consequences were not too damaging as the production of airships was also delayed.

At Cognelée, the first hangar (Friedrich) was completed in April 1915 and the other two (Baldur and Eitel) in June. By this time, the Royal Naval Air Service aircraft based at Dunkirk were fully on the offensive, targeting German naval installations on the Belgian coast but also inland (including the bases around Brussels and Cognelée). It was therefore too risky for the Germans to station airships close to the coast.

German activity at Cognelée was also determined by the level of manpower available, with 490 men based there in November 1914, 443 in May 1915 and 220 in January 1916.

Raids on Britain

The first bomb dropped on Britain during the war was from a Friedrichshafen FF 29 seaplane flying over Kent on 24 December 1914. Early seaplane raids were followed by Zeppelin raids on coastal



The L.Z. 37 shot down by Flight Sub-Lieutenant Warneford, the first Zeppelin destroyed by an allied pilot. Oil on canvas, Gordon F. Crosby, 1919 © IWM (Art.IWM ART 3077)

towns and ports from January 1915; London was targeted from May 1915 in what was later called the '1st Blitz', in reference to 'The Blitz' during the Second World War.

A first raid on London, launched by the Navy from Düsseldorf on 26 February 1915, failed. A further, equally unsuccessful, attempt was made in March. Although the Navy would carry out several more raids on Britain – the last on 5 August 1918 – operations from Cognelée were largely the responsibility of the Army. The Army won its race with the Navy, with L.Z. (Luftschiff Zeppelin) 38 the first to bomb London on the night of 31 May to 1 June 1915.



Very first Bomb on London



Flight Sub-Lieutenant Warneford (IWM)

(Right) Press echo in Russia of the damage caused by the attack on Paris by L.Z.77 and L.Z.79 in January 1916.

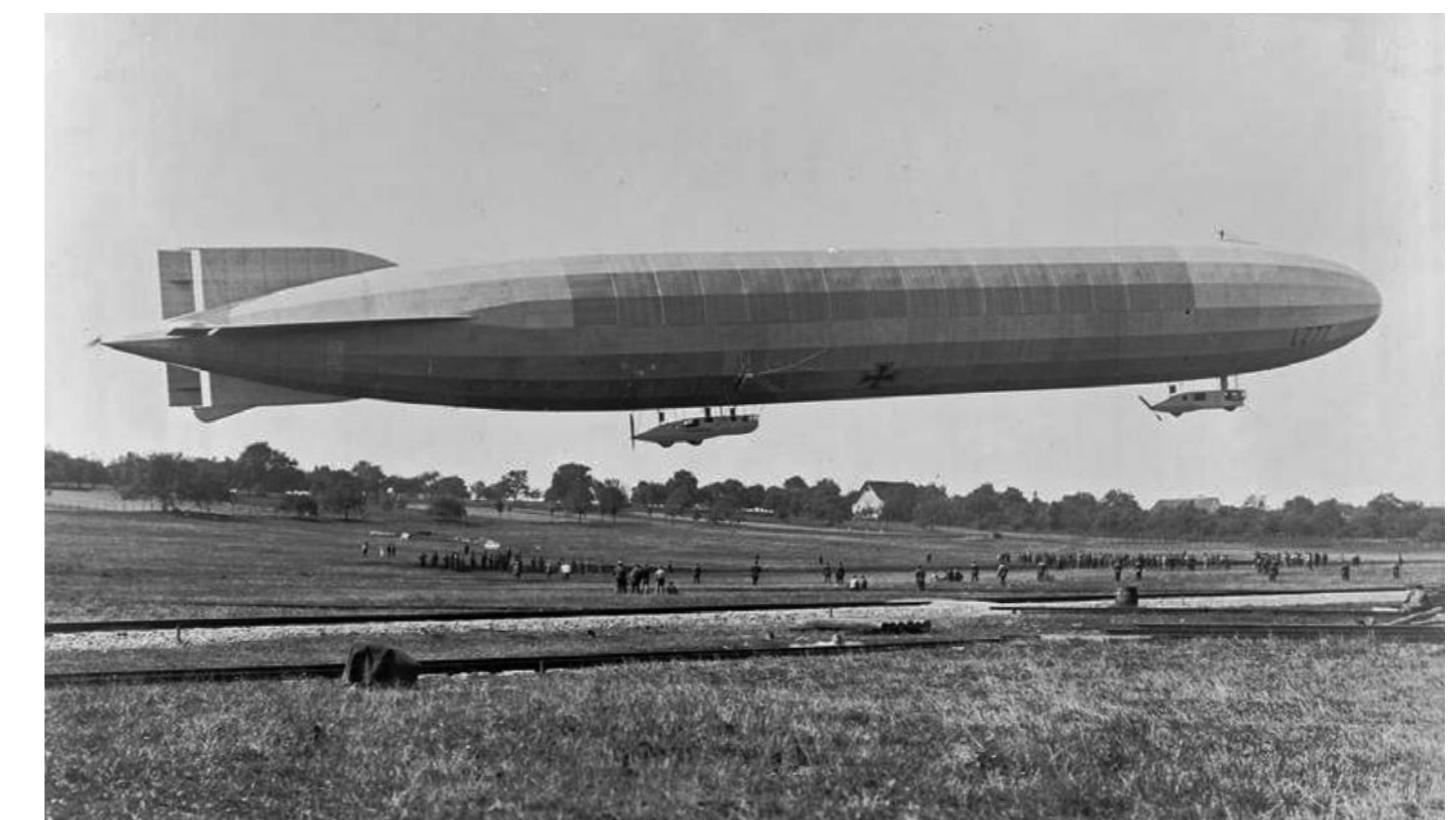
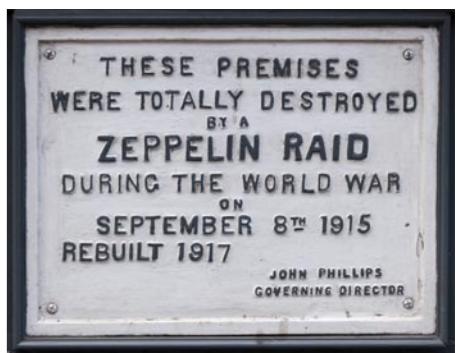


Париж. Бомба, брошенная съ цеппелина, пробившая мостовую и разрушившая подземную электрическую дорогу.

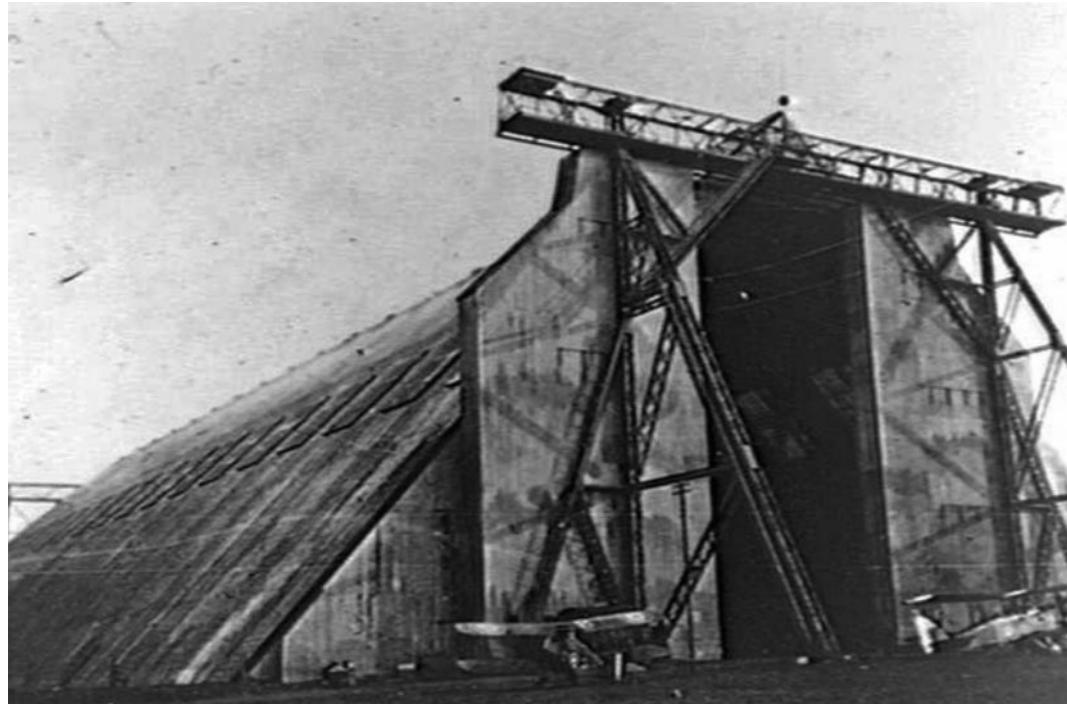
L.Z. 38, based in Evere and commanded by Major Erich Linnarz, was later destroyed in its hangar during a British attack.

The 31 May raid also involved L.Z. 37, based at Cognelée, however damage to the airship's outer shell meant it had to turn back without completing its mission. L.Z. 37 was attacked a few days later by Flight Sub-Lieutenant Rex Warneford VC of the RNAS on the night of 6/7 June 1915. After chasing the airship from the coast, he managed to bomb the Zeppelin and set it on fire over Sint-Amantsberg

A plaque in London's Farringdon Road marking the site of a Zeppelin raid by L.Z. 74 (Photo: Christophe Braun, Wikicommons)



The Zeppelin L.Z. 77 that carried out some raids on England. © IWM (Q 58481)



*Fort Cognelée, Belgium
1918-11. A German
Zeppelin shed with Allied
aircraft parked in front.
(Original prints held with
AWM Archive Store) (Donor
M. Corkhill)*



*A Zeppelin
Brought
Down: The
Fate of the
L.Z.77 in
France a
Wholesome
Warning -
Illustrated
London News
March 4 1916*

near Ghent. The ensuing explosion overturned Warneford's plane and stopped his engine. Forced to land behind enemy lines, he managed to repair and restart the plane before the Germans could capture him. Yelling "Give my regards to the Kaiser!", he took off and returned to base. Less than a fortnight later, 23-year-old Warneford was killed with an American journalist passenger when the right-hand wings of his aircraft collapsed in mid-air.

Another raid from Cognelée was that of L.Z. 74 on the night of 7/8 September 1915. L.Z. 74 was commanded by Hauptmann Friedrich George and

the mission was carried out jointly with S.L. (Schütte-Lanz) 2 based at Berchem-Sainte-Agathe. This third Zeppelin raid on London resulted in 18 dead and 28 wounded. L.Z. 74 flew over the Tower of London before dropping its bombs on districts south of the Thames, before returning to Belgium.

L.Z. 97, also belonging to the army, also carried out raids on London, Boulogne and Bucharest. Commissioned in April 1916 and withdrawn in 1917, it was based for a time at Cognelée.

As mentioned earlier, London was not the only target: the Navy also bombed port facilities. Hull was



Zeppelin airship engine nacelle (Felix Schwormstädt, watercolour, 1917 – coll. Bildarchiv Preussischer Kulturbesitz



The Underworld: Taking cover in a Tube Station during a London air raid - 1918 (© IWM Art 935)

attacked by three Zeppelins on the night of 5 March 1916. One of these, L13, which took off from northern Germany, missed its target and returned to Cognelée.

Paris, Verdun, ...

The Zeppelins at Cognelée also carried out operations in France. For example, L.Z. 79 attacked

the arms works at Le Creusot in eastern France during the night of 25-26 January 1916.

In preparation for the Battle of Verdun, a raid from Cognelée targeted Paris on the night of 29-30 January 1916. It was led by L.Z. 77, commanded by Hauptmann Alfred Horn, and L.Z. 79 commanded by Major Viktor Gaissert. L.Z. 77 was damaged and

reached Paris but did not cause any damage and returned to Cognelée. L.Z. 79 dropped 2,500 kg of explosive bombs on the capital. It was attacked by French fighters but did not explode. The Zeppelin became difficult to control, however, and while attempting to return to German-held territory, it finally crashed at dawn near the Belgian city of Ath on 1 February, killing nine people on the ground, while the crew suffered no casualties.

A raid on 21 February 1916 against the Revigny railway junction, serving Verdun, was less favourable for the Zeppelin crews. It was carried out by four airships – L.Z. 77 (still commanded by Alfred Horn), S.L. VII, L.Z. 88 and L.Z. 95 (commanded by Friedrich George) – several of which left from Cognelée. The airships met strong opposition. L.Z. 77 was hit by an incendiary shell and crashed at Brabant-le-Roi in northeast France with the loss of the crew and commander. L.Z. 95, following it, saw the burning airship and turned back for Cognelée. It too was hit by Allied artillery and crashed at Daussoulx, not far from its base. The German authorities sought to conceal the two losses but this did not prevent the press in unoccupied territory from reporting them.

British response

The raids on Britain did not go unanswered. The Royal Flying Corps and the Royal Naval Air Service deployed fighter squadrons both in England and at Dunkirk to meet the airship threat and attack German Zeppelin bases.

Particularly exposed because of their proximity to Allied airfields, the bases in Belgium were regularly targeted. Cognelée was hit several times. On 3 August 1916, five Martinsyde G.100 fighter bombers from 27 Squadron RFC attacked Cognelée and railway installations at Ronet, southwest of Namur. One of the bombers was shot down and its pilot, 20-year-old Lieutenant James Clifford Turner, was killed. He is buried in the Commonwealth War Graves section of Belgrade Cemetery in Namur. His funeral was conducted by the Germans with full military honours; a large civilian crowd attended despite orders against a patriotic demonstration.

Three weeks later, on 25 August 1916, two RNAS Sopwiths carried out another attack. Faced with a

particularly strong and accurate anti-aircraft defence, they were unable to hit the hangars. Operating nearly 200 kilometres from home was not without danger: the fuel safety margin was limited by the load of bombs each plane carried; on the way back, one of the aircraft ran out of fuel but managed to land in Holland.

Shortly after the Armistice, Namur and the surrounding region saw many British, Canadian and Australian troops passing through. Cognelée welcomed several squadrons of the Royal Air Force: No 5, 7, 9, 43, 70 and 149, the last based there the longest, from 26 November to 24 December 1918. Two RAF airmen from this squadron died during this period and are buried in Belgrade cemetery.

Assessment

It is clear that the Germans greatly overestimated the capabilities of the Zeppelins. While psychologically they inspired fear in the British population, particularly in London, they did not shake Britain's resolve to fight the war any more than the 1940 Blitz.

British casualties caused by Zeppelins in 1914–1918 were 557 killed and 1,358 wounded, while damage was estimated at £1.5 million at the time, or about £82 million today.

On a military level, fear of the raids diverted air defence resources which could not be allocated elsewhere. The most significant effect was on ammunition production, with an estimated loss of one sixth of total production during the period.

Finally, in its race with the Army to bomb London, the German Navy lost.

Further reading: On the base: Liégeois, C. (2018). La base de Zeppelins de Cognelée. In P. Bragard, V. Bruch, & C. Liégeois (Eds.), Béton et zeppelins : Travaux militaires allemands à Namur, 1914–1918 (p. 120–223). Les Amis de la Citadelle de Namur (in French). On the German Naval Airship Division: Robinson, D. H. (1994). The Zeppelin in combat: A history of the German Naval Airship Division, 1912–1918. Schiffer Military/Aviation History. On Zeppelins raids: the series of books by Ian Castle and his website www.iancastlezeppelin.co.uk. On WW1 air operations, mainly from the British side: Jones, H. A. (1928–1935). The War in the Air. Being the Story of the part played in the Great War by the Royal Air Force (vol. 2–5). Clarendon Press.



Grave of Lt Turner, 27 Squadron RFC, shot during a raid on Cognelée in Aug. 1916 (photo by the author).

MEDALguide

Second World War Medals

Full details of the Second War awards were originally given in a pamphlet issued by the Committee on the Grant of Honours Decorations and Medals in June 1946. Compared with the medals from previous campaigns the awards for the Second War were somewhat uninspiring, being a series of campaign stars, the War Medal and the Defence Medal. No individual could receive more than five campaign stars and the two other medals.

It was decided by the Honours Committee that, unlike First War awards, medals would not be named. This decision makes it difficult to validate awards to individuals unless there is a named gallantry medal or a preceding or post war campaign medal attached to a group.

The 1939–45 Star



This was awarded for service between the 3rd September 1939 and the 2nd September 1945. It hangs from a ribbon with equal bands of dark blue, red and light blue symbolising the Royal and Merchant Navies, the Army and the Royal Air Force.

The criteria for award were:

Royal Navy – six months service in areas of active operations. Members of the Fleet Air Arm could qualify by either six months afloat or under any of the qualification period for the RAF.

Army – six months service in an operational command. Airborne troops qualified if they had taken part in any airborne operation and had completed two months service in a fully operational unit.

Royal Air Force – operations against the enemy providing two months service had been completed in an operational unit. Non aircrew had to complete six months service in an area of an operational army.

Merchant Navy – six months service afloat providing at least one voyage was made through an operational area. Service performed during the Dunkirk evacuation qualified as did service in fishing vessels and coastal craft.

- Time spent as a prisoner of war also qualified regardless of length of service.
- A recipient of an honour, decoration, mention in despatches or King's Commendation in respect of operational service qualified regardless of length of service.
- Service in areas where troops were evacuated were also eligible – entry into the zone of operation being the only qualification.

Clasps to the 1939–45 Star



There were two clasps issued with this medal and were stitched on the ribbon. The first was for the Battle of Britain. This clasp was awarded to the crews of fighter aircraft who flew at least one operational sortie in the Battle of Britain – 10th July – 31st October 1940.

In February 2013 a new clasp was announced for Bomber Command crews following much lobbying on behalf of the veterans. The Bomber Command Clasp is granted to the aircrew of Bomber Command who served for at least sixty days, or completed a tour of operations, on a Bomber Command operational unit and flew at least one operational sortie on a Bomber Command operational unit from the 3 September 1939 to the 8 May 1945 inclusive. This applies to Servicemen after they have met the minimum qualification for the 1939–45 Star.

Tony Smith

GUILDmerchandise

With the winter guiding season fast approaching now is the time to get your orders in for your Guild clothing! All items are available with either the GBG logo or Accredited member badges. The range includes:



Polo shirts:



Sweatshirts:



Soft Shell Jackets:

The easiest way to order is online via the Guild website – go to:

www.gbg-international.com/shop/

and pick what you want in the sizes you want.

If you don't want to pay online you can still send a cheque for the required amount to the Secretary at: 8, Pidsley Crescent, Exeter, Devon EX2 7NQ

RETURNING TO THE BATTLEFIELDS 2021

Julian Whippy, Battle Honours Limited



Sitting on the terrace of a new microbrewery, supping a chilled blonde beer, I gazed up at the cream white stone monastery atop Monte Cassino, so striking against the azure blue sky - and I thought to myself, “*it's good to be back on the battlefields*”.

Of course, “it isn’t over yet” is the chorus I am hearing and rightly so, but as both a passionate battlefield guide and Tour Company owner I have been in much need of ‘getting going’ again. If you are lucky enough to be a more casual guide or topping up the pension then the Pandemic may have been little more than an inconvenience but there are a small number of us within the Guild who need to guide to earn a living and for that reason myself and Clive Harris who run Battle Honours have made sure we were in the best place we possibly could be to ‘Go’ as soon as restrictions allowed.

During 2020 we were forced to leave our office near Stevenage and make our three staff redundant. A truly horrible experience and one I will not wish on anyone in business. Our turnover dropped 90% and so did morale, at least for a while. Clive and I are now working from home (WFH as the next generation call it) and are coming to terms with being a smaller but perhaps more agile operation.

Thankfully, our customer base is extremely loyal and by and large most people have left deposits in the trust account (not accessible to spend) and have rolled bookings over to new tour dates, often more than once. Having kept up a good rapport with suppliers too we were aware of limitations and changes that had now taken effect.



Ascending the Cassino massif we stopped on Hangman's Hill

Our first tour out started on September 5th, 2021, a walking tour in Normandy. Our group of truly intrepid travellers waded through the bureaucracy of travel restrictions to get out on tour. It really did feel like we were breaking new ground, it gave me an inkling of just what it may have felt like to be taking a ‘Charabanc’ to Wipers in 1919!

In September we needed to sign a French sworn declaration, take the antigen test whilst in France, complete an online passenger locator form for the UK return and finally conduct a PCR test when we got home. Travelling on a 19-seater coach via the Eurotunnel it was soon clear that procedures were not yet fully in place and Border / Tunnel staff were making it up as they went along. I was told we were one of, if not the first coach the staff



The gorgeous view as you leave the Monastery on Monte Cassino.

had seen in months. Only an hour later than booked we were on the train and rolling (standard for Eurotunnel I think these days!). I think the “sworn declarations” should have been written on more absorbent paper at least that way the French Border staff could have recycled them with purpose.

Proof of vaccinations was asked for at every café, bar, or restaurant in Normandy and again our ‘Dirty Dozen’ travellers stepped up showing the French TousCovid or NHS App’s. There was much the same post lockdown atmosphere in Caen as in the UK. Sadly, there was also evidence that some businesses especially in tourism and hospitality had not recovered.

Having studied the eastern flank above Ranville we walked inland from strongpoint COD to HILLMAN, we also were among the first to go to the newly opened British Normandy memorial standing above GOLD

beach near Ver-sur-mer. The memorial was given an emphatic thumbs up from our group, there will be some purists who may argue over some of the memorial whys and wherefores, but I am in agreement with my group, it’s very good and well worth a visit. Allow at least 45 mins. Toilets and coach parking are 3 minutes’ walk from the memorial.

It's not all shiny new things of course, on another tour last month, with a military group, Chairman Mike Peters was guiding for us and was on the Somme comparing actions and capabilities of 1916 with 1918. When his coach pulled onto the car park of Thiepval Memorial the staff did a ‘double take’ and came out clapping and there followed much fist pumping, such was their glee at having their first coach back at Thiepval since March 2020.

Similarly, earlier this week my group visited the ruined and abandoned village of San Pietro (10km south of Cassino) Upon arrival we were met by a group of locals keen to see us returning to their old village and the mayor even turned up for a photo opportunity! He was a very happy guy and explained he had only been elected last week. If you have not been, this site is another of the war ravaged European villages that are extremely moving to visit, especially if you are lucky enough as we were to have with you a villager whose family lived in



Guild legend & Battle Honours regular, Terry Webb after a few Calvados.

the village during 1943, sheltered in its caves and pressed olives in the mills now in ruins. This is a stunning area of mountainous terrain that again and again leaves you shaking your head quietly saying inside your mind “how the hell did they get up there and defeat the Germans?”

Back in Normandy, at the end of our Juno sector day we had to take a covid test at an approved testing centre (pop up walk ins or larger pharmacies). Having been relieved of €30 my test was negative. The same was true for 11 others of the Dirty Dozen. One poor unfortunate however, tested positive!

So there followed a fine example of ‘problems on tour.’ To protect the passenger, I shall refer to him only as ‘Number 12.’ Typically, we were on a transit day, moving from our first hotel to the second, it was now 5pm and we had a covid positive passenger, 11 negatives, one driver and me.

My first goal remained to get the main group checked in to the Hotel and then deal with what we could do for Number 12. Together with the coach driver and his company policies we agreed that we could cope with the situation by taking every possible precaution (face masks, social distancing, careful loading of the coach, antiseptic wipe downs etc) and going straight to the planned hotel.

Number 12 remained ‘isolated’ on the back seat of the coach while I got everyone else checked in (all had tested negative). I then declared the situation to the receptionist who was very calm and after a few phone calls with her manager they agreed that the sensible approach was to allow Number 12 to have his room, but he would in effect start an isolation period at once.

Having got Number 12 settled in his room I organised an evening meal and



Above and below: the stunning new British Normandy Memorial.





The new Mayor (mask) of San Pietro greeted us at the museum.

drinks to be taken up by the staff (left at his door). In the morning I took his breakfast up before we headed out for the final day of touring Omaha sector and St Mere Eglise. We sought advice online and through the Hotel staff and we recommended Number 12 that as he was a tourist from outside France, he was allowed out for 2 hours per day to get tested, take exercise and gather food. This sensible rule combined with free Wi-Fi made for a more comfortable settling in.

With the expression “leave no man on the battlefield” ringing loudly in my ears it was with heavy heart that we set off the next day leaving Number 12 behind, to start what turned out to be a further 7 days of isolation. He remained stoic and upbeat, finally testing negative and taking the Caen Ferry home as a foot passenger.

Despite that ‘incident’ and all the other Covid bureaucracy that remains we are now on tour five of seven for this autumn, having covered Amiens, Normandy, Italy, Cambrai and Waterloo; we have Verdun and the good old Somme to go before once more the walking boots and much stamped passport will be put

away for the Winter lock down. Another quiet period we can of course ill afford but hey no one said it would be easy on the battlefield, I’d better just have another Monte Cassino beer!



Lining up the shot for the ‘Then and Now’ photo of strongpoint.

MEDALguide

Second World War Medals The Atlantic Star



The Atlantic Star was awarded to commemorate the Battle of the Atlantic between the dates 3rd September 1939 and 8th May 1945. It was intended primarily for those serving in convoys, fast merchant ships, escorts and anti-submarine services.

It hangs from a ribbon of shaded and watered dark blue, white and sea green which is symbolic of the Atlantic.

To qualify for the award the 1939-45 Star must already have been earned. This required six months, or in the case of air crews two months service in operations. Once these requirements were met the qualifying period for the Atlantic Star could begin.

The qualification criteria for the medal were:

Royal Navy – six months service afloat in the Atlantic or home waters. Service with the North Russian convoys and service in the South Atlantic west of longitude 20° E also qualified. Individuals could also qualify for the France and Germany Star, but qualification could not run concurrently with that for the Atlantic Star (see clasps below). Prisoners of war were also entitled to the Star provided they had already

qualified for the 1939-45 Star and had already begun to qualify for the Atlantic Star at time of capture.

Merchant Navy – members were awarded the Star under the same conditions as the Royal Navy except that the six months service could be undertaken anywhere at sea provided that one or more voyages were made in the defined area. Services in fishing vessels and some coastal craft were excluded from this award although recognised for the 1939-45 Star.

Royal Air Force – members of air crew were eligible for the Star provided they had completed two months service in an operational unit after earning the 1939-45 Star.

Army and Airforce personnel serving with the Navy or Merchant Navy qualified in the same way as the service with which they served.

Clasps to the Atlantic Star



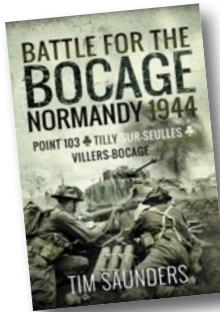
Those who qualified for the Atlantic Star and then subsequently qualified for the Air Crew Europe Star and/or the France and Germany Star were entitled to wear a clasp on the ribbon of the Atlantic Star denoting service for which the second star would have been awarded. Only one bar could be awarded to the Atlantic Star.

Tony Smith



Stamp featuring the Atlantic Star medal from St Helena - one of a series commemorating the 60th Anniversary of the end of World War II

GUIDEbooks:



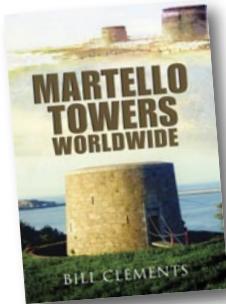
THE BATTLE FOR THE BOUCAGE NORMANDY 1944 Point 103 - Tilly Sur-Seulles - Villers-Bocage

By Tim Saunders

This new book on the fighting around Point 103, Tilly Sur-Seulles, and Villers Bocage takes the reader into the thick of the hard-fought battles to break out of the Normandy beachheads. Tim Saunders clearly knows the terrain well, and understands the doctrine, equipment, and mindset of the day. His knowledge enables him to weave the relevant maps, documents, pictures and commentary into what is a well-rounded chronology of the British and Canadian Army's struggle against determined German resistance. The individual actions are broken down into manageable, well-illustrated chapters that make for absorbing reading. The sketch maps and anecdotal accounts add extra depth to the narrative. If you are looking for some insight into the complexities of bocage battles, look no further. This new book is pitched at just the right level for the casual reader or the Normandy buff. It certainly brings the claustrophobic and attritional nature of the fight to win - Great Value.

Review by Mike Peters

Published by Pen & Sword Ltd
RRP £25.00
hardback, pp357



MARTELLO TOWERS WORLDWIDE

By Bill Clements

I must admit that until I read this compact, and informative book, I had only associated the distinctive outline of a Martello with the British coastline. I stand corrected, and now, well informed about these iconic and potent little outposts. The Martello Tower is of course a very common piece of military architecture across the entire British Isles, including Ireland. This history lists them all and reaches far across the empire to include Canada and what were the American Colonies. This is a handy guide if your tour itinerary happens to take you close to a Martello or two – worth investing.

Published by Pen & Sword
RRP £12.95
paperback, pp192

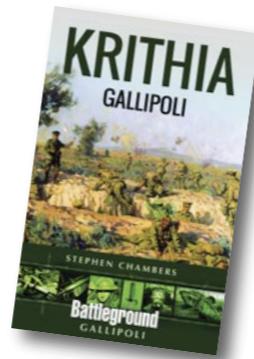
KRITHIA, GALLIPOLI Battleground Gallipoli

By Stephen Chambers

The battleground series of guidebooks generally follow a well-established and proven template. This latest addition to the Gallipoli series is a well written example of the format. Long standing Gallipoli Guide, and GBG Member, Steve Chambers has collated a comprehensive selection of maps, photographs and historical accounts and produced an excellent guidebook. If you intend to visit the battlefields of the Dardanelles, the six walks at the rear of the book will be exceptionally useful. Highly recommended.

Review by Mike Peters

Published by Pen & Sword
RRP £14.99
paperback, pp239



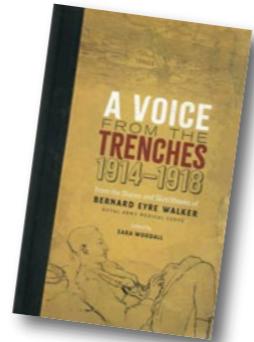
A VOICE FROM THE TRENCHES 1914-1918 From the Diaries and Sketchbooks of Bernard Eyre Walker Royal Army Medical Corps

Edited by Sara Woodall

Stretcher-bearers inevitably got (and get) exposed to the horrors of warfare repeatedly – these personal diaries and sketches by the editor's great-uncle (a talented artist before and after the Great War) give an authentic, unvarnished view of what he went through on the Western Front. They tell of the suffering of the wounded, the chaos in the wake of major or minor battles and his actions in the quieter periods. Walker himself got a "Blighty One" twice, in 1915 and 1918, both times in Flanders, where he spent most of his time, although he was redeployed to the Somme region before the German 1918 offensive. Whilst no diaries have been found corresponding to his time in convalescence – indeed neither the period from his wounding in mid-1915 to mid-1917 nor the time after his second wounding are covered – the immediacy of his writing, and his many illustrations drawn at the time, both serve to bring to life the experiences of a stretcher-bearer, an oft-neglected aspect of warfare. Recommended.

Review by Tim Stoneman

Published by Blackthorn Press (now closing): copies available from Sara Woodall, Eversden House, 17 High Street, Great Eversden, Cambridge CB23 1HN
RRP £19.95 (+ £3.10 P&P)
paperback, pp192

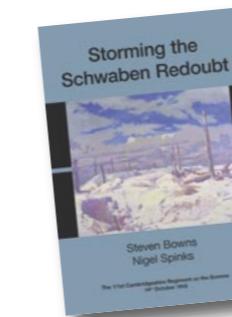


'FOR EVERY SAILOR AFLOAT, EVERY SOLDIER AT THE FRONT' Princess Mary's Christmas Gift 1914

By Peter Doyle

The remarkable story of the tin and its conception has been shrouded in the myths and folklore of the Christmas Truce that took place in 1914, the same time as the tins were being issued at sea and in the trenches. By the end of the war a staggering 2.7 million tins had been issued. This informative, myth-busting, and superbly illustrated new book encompasses the story of the earlier tins issued during the Boer War, and links the original idea for the 1914 tin. The role of Princess Mary is examined, as are the sophisticated logistic difficulties of manufacturing the tins, catering for the diverse range of religions, ethnicity, gender and dietary requirements that made up the Imperial and Commonwealth forces in the field. This is a comprehensively researched, and lavishly illustrated book that will surely be the definitive work on the subject. Certainly worth investing in a copy to read while everybody argues over the Christmas Truce!

Published by Publishing Ltd
RRP £20.00 (Bargain!)
hardback, pp319



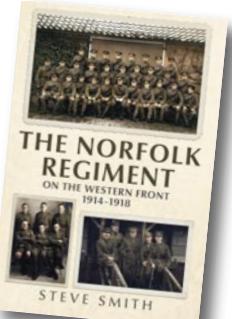
STORMING THE SCHWABEN REDOUBT The 1/1st Cambridgeshire Regiment on the Somme 14th October 1916

By Steven Bowns & Nigel Spinks

Bogged down in minutiae of detail? Here's an alternative. This magazine sized publication concentrates on a one-day regimental action. The authors of this synopsis, using layman's terms, provide a concentrated explanation of how this stubbornly defended strongpoint was taken. Crisp, simple prose, clear mapping, and explanations of elements involved in the attack, will be appreciated from expert to novice. Ideal as a guide refresher, or a swift read for an inquisitive guest, exploring mysteries such a creeping barrage, to the functions of artillery. Added interesting human characters and easy to understand appendices make this a fine accompaniment if touring this region.

Review by Francis Mullan

Published by Wargames Research Group Ltd
RRP not quoted (reprinted from 2006 publication)
paperback, pp60



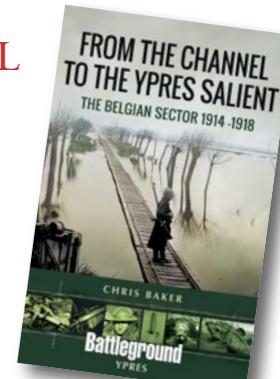
THE NORFOLK REGIMENT On the Western Front 1914-1918

By Steve Smith

Often, the best way to enter the complex and sometimes intimidating history of the British Army during the Great War is to follow one regiment through the war. There is a well-established formula for writing such a history, this new history of the Norfolks is an outstanding example of a regimental history that goes beyond that template. It really does set a new standard for others to emulate. Impressive in its detail, the historical narrative is complimented with an equally comprehensive set of maps, photographs, and appendices. This well-crafted book is an impressive new history of one of Britain's finest county regiments.

Review by Mike Peters

Published by Fonthill
RRP £35.00
hardback, pp383



FROM THE CHANNEL TO THE YPRES SALIENT The Belgian Sector 1914-1918 Battleground Ypres

By Chris Baker

Sometimes a book comes along that makes you think 'why hasn't this been done before' and that's exactly how I feel about 'From the Channel to the Ypres Salient'. The role of the Belgian army in the First World War has long been overlooked, and I myself was shamefully ignorant about their actions along the Yser before reading this book. Aimed at the British reader it has everything we've come to expect from an excellent Battleground Europe publication – extensive research, an expert narrative of what unfolded and a detailed on the ground guide. I can't wait to get back to Belgium and explore these areas, fully equipped with Chris' incomparable knowledge.

Review by Lucy Betteridge-Dyson

Published by Pen & Sword Ltd
RRP £15.99
paperback, pp368

10 Questions:

Name: Krista Drew-Roy



Age: 36

Nationality: Canadian

Home Location: Winnipeg,
Manitoba, Canada

Tour Company: None

Validating: Intending!



In each edition of '*Despatches*', we will be introducing a member of the Guild. In this edition, it is Krista Drew-Roy.

- 1. How long have you been interested in battlefields and what was it that initially attracted your interest?** In 2006 I was visiting my parents in Dieppe, France for the dedication of a new monument for the EK Scots Regiment. I was aware of the project as my dad had been working on it for some time leading up, but I really didn't appreciate the scale of the whole thing. Overall, it was a beautiful ceremony and a very memorable day, but what stood out the most for me was when the Spitfire flew overhead with a gun salute. It was terrifying and beautiful at the same time. All I could think about afterwards was how startling one aircraft flying over was, and how I would never be able to appreciate what it must have felt like to be in the battle on that beach August 19th, 1942. Even to this day, when I learn about a new conflict or battle I instantly think about what it would have been to be there in person and when or how can I fit a trip in.
- 2. Have any experiences stood out?** In November 2018 we planned a last minute trip to go to Mons for the 100th anniversary of the end of World War 1. My husband and parents and I flew to Belgium for a whirlwind weekend packed with ceremonies, parades and visiting with members of the Guild and family friends. Being there with my dad was especially meaningful; it was my first trip to Ypres, the Menin Gate, Vancouver Corner and Mons. It was an honour to be there to commemorate the centennial anniversary of the Armistice and definitely a trip I'll never forget.

- 3. What do you enjoy the most about battlefield guiding?** I have yet to be involved in the guiding portion, but from what I've witnessed while being on a tour, I'd have to say my favourite part is watching people connect the dots of where they are and what they are seeing. In Canada we learn maps, we see pictures and are told the total casualties for the battle - it's a completely different experience to stand where the battles took place, see the names on tombstones and physically see the scars that are still there today and I really enjoy watching people bridge that gap.
- 4. What is your favourite stand, location or battlefield and why?** Dieppe will always be my favourite. It was my first experience being on a tour and I will always feel a special connection to the monument my dad helped bring to the beach in 2006.
- 5. Which battlefield would you like to visit in the future?** This is very hard for me, my initial response is all of them. That said, I would like to prioritize seeing the D-Day beach Juno on an upcoming trip.
- 6. What have you enjoyed the most about being a member of the Guild?** I loved attending my first AGM in 2020 and I really appreciate that everyone I've met at the Guild has been so welcoming and forthcoming with sharing what they know for their areas of expertise.
- 7. If there was a fire and you could only save one battlefield-related book or prop, what would you save and why?** As I am currently working towards my Assignment 1, I'd be running back for my copy of "Gabriel Dumont Speaks" which are Dumont's first hand accounts of his involvement in both the Riel Rebellion and the Northwest Rebellion in Manitoba/Saskatchewan, Canada.
- 8. What type of group do you think is the most challenging to lead on a tour?** Still haven't lead a tour, however, I feel like it would be hard to lead a group where participants feel they know more about what I'm explaining than I do.
- 9. What's the best tip, story or nugget of information you have been given by a fellow battlefield guide?** To find a way to connect the events with the human side when on tour so that people remember what they've experienced.
- 10. What is the funniest or most dramatic thing you have seen on tour?** Watching our group stumble back up Red Beach in Dieppe after our 5 AM toast before any of us had had breakfast.

NEWmembers:

Willem Braam
Mark Davies
Nick Gage

Stuart Jackson
Iain McRobbie
Quentin Naylor

New members who have been welcomed to the Guild between Spring 2021 and the date of publication.

Martin Robinson
Adrian Smiles
Steve Smith

Jonathan Stone
Tim Ventham
Rob Woolsey