

Dover Cinque Port Pilots



The memorial plaque shown on the photograph is in remembrance of the Cinque Ports Pilots who died during the two world wars, and is located in the parish church of St. Mary the Virgin, Dover, Kent. It was unveiled on Sunday 12 June 1949 by Captain D Magub the Senior Cinque Ports Pilot, and was dedicated by the Bishop of Dover; the Right Reverend, Alfred Carey Wollaston Rose. The casualties commemorated on the memorial plaque are also recorded in the Book of Remembrance in the same church. It is understood that for many years those men who were employed as Cinque Ports Pilots were considered to be seaman of exceptional ability, a mantle which they carried back prior to the Dover Pilots forming an association in 1526. Whilst not wanting to infer nepotism, but it also would appear that one of the reasons for their high standards was due to the family members involved, in a lot of cases sons following in their fathers footsteps. Due to the thankfully small number of casualties commemorated, on this occasion the names of those commemorated for both world wars have been set out below as they are commemorated on the memorial plaque, as opposed to alphabetically as is our now usual practice in an attempt to aid viewing. As can also be seen on the photograph above which was kindly provided for inclusion here by Mr. Arthur Farrance of Lanarkshire, the memorial plaque bears the following inscription:- **To the Memory of the Cinque Ports Pilots who gave their lives in the Wars of 1914-1918 and 1939-1945.**

The Great War

1914 -1919

KITSON, REYNOLDS HAMILTON.

Mercantile Marine, Cinque Ports Pilot, (Permanent).

S.S. "Menapier."

Died Monday 7 June 1915. Aged 35.

Son of William Kitson and Emma Kitson (née Hamilton).

Husband of Elsie Susan K. Kitson (née Taylor).

Commemorated on the Tower Hill Memorial, London.

Reynolds is also commemorated on at least three forms of remembrance which are located in Cheltenham, Gloucestershire, they being the Borough of Cheltenham civic war memorial, and at Cambray Baptist Church, Cheltenham, also at Cheltenham Grammar School.

Reynolds was born at 35, Great Smith Street, Westminster, Middlesex on Monday 26 January 1880. From Monday 1 October 1888, Reynolds was educated at Fox School, Silver Street, Kensington, London. His marriage to Miss Elsie Susan K. Taylor was recorded in the Cheltenham, Gloucestershire, Registration District during the first quarter of 1907. At the time of the 1911 census it would seem likely that Reynolds was at sea, as his wife was residing at the home of her parents Thomas Taylor and Elizabeth Taylor at 13, Montpellier Villas, Cheltenham, Gloucestershire. Built in 1908 by Short Brothers Ltd of Sunderland for Brys & Gylsen, the 1,886 ton Belgian cargo ship S.S. "Menapier" was torpedoed and sunk by the German submarine UB-10, which was commanded by Leutnant zur See Otto Steinbrinck. The UB-10 sunk the S.S. "Menapier" in the North Sea approximately two miles off the Tongue Light Vessel in the Thames Estuary, on the day that Reynolds died. At the time of her loss the ship was being commanded by a Captain De Brock, and was on a voyage from Algiers, Algeria to Middlesbrough laden with iron ore. At the time of her loss the S.S. "Menapier" was owned by Antwerpsche Zeevaartmij of Antwerp Belgium, and managed by (S.A. de Commerce & de Navigation managers), of Antwerp Belgium. Madame De Brocke, the wife of the Master, was picked up by a Royal Navy vessel where resuscitation attempts to save her were made, but unsuccessfully. Survivors stated that the SS "Menapier" had gone down in thirty seconds, giving no time to launch the ships lifeboats. One report states that there was a crew of 25, with only 8 survivors, another states that 16 were lost. Amongst those lost, apart from Madame De Brocke, were Captain De Brocke and their daughter. The body of Madame De Brocke was the only one recovered following the sinking, and she was buried in St. John's Cemetery, Manston Road, Margate, Isle of Thanet, Kent. Madame De Brocke was laid to rest in unmarked grave, with another unrelated female, Ida Caroline Maas, who was a native of Cham, Switzerland who had died in June 1899. A cross has since been erected over the grave, which was kindly provided by The Friends of Margate Cemetery Trust. Otto Steinbrinck survived both world wars, but died in hospital whilst still in allied captivity at Landsberg am Lech, Germany on Tuesday 16 August 1949.

BLAXLAND, THOMAS.

Mercantile Marine, Cinque Ports Pilot, (Permanent).

S.S. Thornaby.

Died Monday 28 February 1916. Aged 37.

Son of Thomas Blaxland and Ann E Blaxland of Dover, Kent.

Husband of Mary Louise Blaxland (née Moor) of 19, Barton Road, Dover, Kent.

Commemorated on the Tower Hill Memorial, London, and on the civic war memorial Dover, Kent.

Buried Charlton Cemetery, Dover, Kent. Grave Ref: QM. 9.

Judging by the 1881 census details appertaining to the Blaxland family, the Pilotage 'tradition' would appear to be applicable to it in much the same way as several other families. At the time of the census the family was residing at 45 High Street, Charlton, Dover, Kent, which is where Thomas (Junior) was also probably born in 1879. Thomas Blaxland (senior) served for many years as a Trinity House Cinque Ports Pilot, as did another son Edgar Blaxland, who is at rest close to Thomas (junior) in Charlton Cemetery, Dover. The marriage of Thomas Blaxland (junior) to Miss Mary Louise Moor was recorded in the Dover, Kent, Registration District during the third quarter of 1907. Built in 1889 and owned by Ropner & Son of Stockton, the 1,730 ton vessel S.S. Thornaby was mined and sunk approximately 4 nautical miles north east of the Shipwash Light Vessel off Harwich, Essex at about midday on Monday 28 February 1916, during a voyage from Marbella to Hartlepool laden with a cargo of iron-ore. Pilot Thomas Blaxland being amongst the 19 lost in the sinking of the vessel. Trinity House records at The Guildhall Library, London, show that Thomas had boarded a Trinity House vessel at Dover, Kent which took him to join the S.S. Thornaby in the English Channel off the South Foreland, which was to comply with the pilotage requirements to take the vessel as far as the port of Great Yarmouth, Norfolk, where there was to be an exchange of Pilots. Following the sinking of the S.S. Thornaby, a body with injuries to the head was found in the sea, which members of the crew of a passing steamer had lifted into a lifeboat, but the lifeboat had then broken loose. The crew of the steamer had contacted the Southwold, Suffolk lifeboat, "Alfred Godly," which later had towed the steamer lifeboat with the body on board into the port of Lowestoft, Suffolk. Thomas' death was recorded in the Mutford, Suffolk, Registration District during the first quarter of 1916. The UC I type UC coastal minelayer class German submarine UC-3, which at the time of the loss of the S.S. Thornaby was being commanded by Kapitänleutnant Erwin Wabner, had laid the mine which sank the S.S. Thornaby, she being one of the nineteen vessels sunk by the UC-3 mines before it was itself mined on Saturday 27 May 1916, north of Zeebrugge, Belgium with the loss of 18 hands on board. At the time of the submarines loss Oberleutnant zur See Günther Kreysern was in command, having only taken over from Erwin Wabner on Wednesday 17 May 1916. Nicknamed "Ropner's Navy," during the years of the Great War, Ropner & Son of Stockton lost 27 of their ships due to enemy action, it being half of the company' fleet. During the Second World War another 43 of the ships which were owned and managed by Ropner & Son were also lost due to enemy action. Aged 49, Erwin Wabner died on Tuesday 24 August 1937.

FLETCHER, WILLIAM.

Mercantile Marine, Cinque Ports Pilot, (Permanent).

S.S. Trignac (Nantes).

Died Friday 25 February 1916. Aged 42.

Son of the late William and Jane Fletcher (née Duff) of Whitby, Yorkshire.

Husband of Flora Fletcher (née Barttrum) of Sydenham House, The Strand, Walmer, Kent.

Commemorated on the Tower Hill Memorial, London.

William was born at Whitby, Yorkshire in 1884. When the 1891 census was conducted, the then 17 year old William was serving as an Apprentice on board the "Margaret Nixon" which was moored on the River Thames off Greenhithe, Kent. The ships Master was Williams' 49 year old father William Fletcher (senior), who was also a native of Whitby, Yorkshire. The marriage of William (junior) to Northbourne, Deal, Kent native Miss Flora Barttrum was recorded in the Eastry, Kent, Registration District during the second quarter of 1906. Flora was the youngest daughter of Tilmanstone, Kent natives John Barttrum and Mary Harriet Baker Barttrum (née Hogben). At the time of the 1911 census, William was recorded by the enumerator as being the 37 year old head of the house at 21, Water Street, Deal, Kent, and as being employed as Cinque Port Pilot, Trinity House London. In addition to William and his 30 year old wife being recorded by the enumerator, Williams' father in law was also residing with them on the night of the census, and was recorded as being a 68 year old retired farmer and a widower, as the death of his wife Mary was recorded in the Eastry, Kent, Registration District during the first quarter of 1910. On Thursday 24 February 1916 the 2,375 ton French steamship S.S. Trignac struck a mine and sank in the North Sea approximately 7 miles west from the Outer Downsing light vessel during a voyage from Nantes to Newcastle whilst in ballast. The mine had been laid by the German minelaying submarine UC-6 which at the time was being commanded by the U-Boat 'ace' Matthias Graf von Schmettow. Most of the variuos data sources accessed by the transcriber of these brief commemorations show that there were no casualties recorded appertaining to the loss of the SS Trignac on Thursday 24 February 1916, and as such it would seem likely that Williams' death was possibly due to injuries that he had suffered the previous day. It should be noted however that the former Imperial War Graves Commission (now the CWGC) relevant Memorial Register entry records William as "Drowned, as the result of a mine explosion, 25th Feb., 1916." The SS Trignac was built by Chantiers Nantais de Construction Maritimes, of Nantes, France in 1903, and was owned at the time of her loss by Soc. Anon. des Chargeurs de l'Ouest, of Nantes. Between Saturday 14 August 1915, and when the UC-6 was sunk in a mined net in the English Channel off the North Foreland with the loss of all 16 hands on Thursday 27 September 1917, the submarine had sunk a total of 55 ships and damaged another 9. Of the 64 vessels sunk or damaged by the submarine, 42 were whilst Matthias Graf von Schmettow had been in command. Whilst he was in command of the UB-23, the then Kapitänleutnant Matthias Graf von Schmettow died in the Dover Straits of the English Channel on Wednesday 9 May 1917, it being exactly a month after taking he took command of the U-Boat.

FERGUSON, JOHN.

Mercantile Marine, Cinque Ports Pilot, (Permanent).

S.S. "Ren."

Died Monday 29 October 1917. Aged 65.

Son of Andrew Ferguson.

Husband of Margaret Oliphant Ferguson (née Ferguson).

Commemorated on the Tower Hill Memorial, London.

Johns' marriage to Kelso, Roxburghshire, Scotland native Margaret Oliphant Ferguson was recorded in the Fylde, Lancashire, Registration District during the third quarter of 1895, the couple having married at Kirkham, Lancashire. At the time of the 1901 census, the Ferguson family resided at 621, Alexandra Parade, Dennistoun, Glasgow. Head of the house as recorded by the census enumerator was 36 year old Margaret Oliphant Ferguson, doubtless at the time of the census John was at sea. It was noted by the transcriber of these brief commemorations that John is commemorated with his surname spelt FURGUSON in the Book of Remembrance in the parish church St. Mary the Virgin, Preston Street, Dover. Due to several factors, John has proved to be by far the most difficult and time consuming of the ten Cinque Ports Pilots to research for commemoration on the www.kentfallen.com website. At the time of John's death, the home address of his wife Margaret Oliphant Ferguson was recorded as being at 114, Viewforth, Edinburgh, Scotland, with the date of his death being entered as having occurred on Tuesday 30 October 1917. Whilst normally the deaths of Great War casualties are far easier and therefore less time consuming to research and commemorate, that those who died in or resultant of the Second World War, the restrictions which are applicable to the records of the General Register Office for Scotland is sometimes a hindrance when researching, the life and demise of John regrettably being one such case. The date 29 October 1917 and his age when he died as shown above, are as John was commemorated by the then Imperial War Graves Commission. With the transcribers' limited knowledge, time available and restricted financial resources etcetera, it has also not been possible to find out more details appertaining to Johns' death at the time of this update. Whilst the difference of one day i.e. 29/30 October 1917 is of little real significance, but of significance is the fact that John is shown as S.S. "Ren" on his Commonwealth War Graves Commission commemoration, does not fit with the only date (thus far) located for a Great War vessel sunk or damaged etcetera named the S.S. "Ren." A Norwegian coastal cargo ship of about 1,000 tons named S.S. "Ren" which was built in 1903, sunk in the North Sea when she was approximately 7 miles off the coast of Lowestoft, Suffolk, but her loss is recorded as being on Sunday 30 July 1916. An obvious but not necessarily correct assumption to make is that John had been on board the S.S. "Ren" at the time of her loss, and survived the sinking but died over a year later, never having returned to sea due to injuries to which he ultimately succumbed, which was possibly in the city of Edinburgh on Monday 29 October 1917. An alternative reason being that there was another later S.S. "Ren" which the transcriber has not been able to locate in books or on the web etcetera, and that it was the latter vessel with which Johns' death on Monday 29 October 1917 or on the following day is connected.



KNOX, ALFRED GEORGE JOHN.

Mercantile Marine, Cinque Ports Pilot, (Permanent).

S.S. "Estrella" (London).

Died Tuesday 5 March 1918. Aged 37.

Born Great Yarmouth, Norfolk. Resided Goole, Yorkshire.

Son of Alfred William Knox and Martha Knox (née Craven) of 32, Sotheron Street, Goole, Yorkshire.

Husband of Annie Matilda Knox (née Steel) of 22, Cecil Street, Goole, Yorkshire.

Commemorated on the Tower Hill Memorial, London.

When the 1881 census was conducted, Alfred was recorded as being at Poplar, on board the Goole, Yorkshire registered vessel "Onward," and as being the 9 month old Masters son of the "Onward." In addition to 26 year old Great Yarmouth, Norfolk native Alfred William Knox being on board, was 23 year old Wakefield, Yorkshire native Martha Knox. The marriage of Alfred (junior) to 21 year old Laxton, Yorkshire native Miss Annie Matilda Steel, was recorded in the Riding, Northumberland, Registration District during the fourth quarter of 1904. At time of the 1911 census, the then 30 year old Alfred was recorded by the census enumerator as being the head of the house at 60, Richard Cooper Street Goole Yorkshire, and as being a Master Mariner. The S.S. "Estrella" (London) on which Alfred was the Pilot at the time of her loss was built in 1912 by the Clyde Shipbuilding Company Port Glasgow, and was originally named the "S.S. Sanwarine," by the Sanwarine Steamship Company of Manchester, Lancashire. In 1914 the 1,740 ton vessel was purchased by the Bergen Line and registered at the port of Bergen, Norway. She was owned by the Det Bergenske Dampskibsselskab when in 1917, she was requisitioned by the British. On Tuesday 5 March 1918 she was on a voyage in convoy from the French port of Havre to the river Tyne and was in ballast. The ship was sunk in the North Sea by a mine when she was off the coast of Harwich, Essex, approximately 5 miles to the south west of the Shipwash Light Vessel. Alfred was numbered amongst the 20 people that were lost when the S.S. "Estrella" sank. The mine which sank the S.S. "Estrella" had been laid by the German minelaying submarine UC-4, which at the time was being commanded by 27 year old Oberleutnant zur See

Ernst Berlin. At the time of her loss the S.S. "Estrella" was owned by The Shipping Controller, and was being managed by Elder Dempster & Co. The 2,257 ton British steamer Coalgas, which was owned by the Gas, Light & Coke Co. and managed by Stephenson Clarke & Co., London, and also the 1,136 ton Norwegian steamer Tusnastabb were travelling the same convoy as the S.S. "Estrella" when they too were also both sunk on the same day, and in the same minefield with all three vessels sinking in close proximity to each other.

The Second World War

1939 -1945

SMITH, EDWARD MITCHELSON.

Lighthouse and Pilotage Authorities. Trinity House Service.

S.S. Blackhill (Newcastle-on-Tyne).

Died Saturday 18 November 1939. Aged 60.

Son of the late Edward Mitcholson Smith and Clara Jane Smith (née Churley).

Husband of Gertrude Smith (née Austin) of 57, Barton Road, Dover, Kent.

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

Edward was a native of Maidstone, Kent where he was born in 1879, but he had not resided in the county town of Kent for very long, as at the time of the 1881 census the Smith family resided at 12, Wilfred Street, Milton, Gravesend, Kent. Head of the house was 30 year old Berwick on Tweed, Northumberland native Edward Mitcholson Smith (senior), who was employed as a Railway Travelling Inspector. The marriage of Edward (junior) to 24 year old Fulham native Gertrude Austin was recorded in the Edmonton, Middlesex, Registration District during the fourth quarter of 1908. Gertrude was the daughter of George Austin and Mary Jane Austin, (née Fox). When the 1911 census was conducted, Edward was recorded as being the 32 year old head of the house at 21, Helena Avenue, Margate, Isle of Thanet, Kent, and as being employed as a Pilot. It would appear to be the case that the Mitcholson as a Christian names was used by the Smith family on several instances, as in addition to Edward and his wife being recorded on the 1911 census entry, their first child who was born on 5 April 1909 was also named Edward Mitcholson Smith. In later life he became an Engineer, and was employed as such when he qualified as an aircraft pilot at the Cinque Ports Flying Club, Lympne, Kent on 25 June 1934 flying a D.H. 60 Gypsy Moth, at which time he resided with his parents at 57, Barton Road, Dover, Kent. He died at Bournemouth in June 2000 aged 91. The other son of Edward and Gertrude was Austin Mitcholson Smith who was born at Dover, Kent on 19 October 1919, and died at Deal, Kent on 15 February 1997 aged 77. Whilst she was heading for the river Tees from Salta Caballo, Spain, the 2,492 ton S.S. Blackhill was sunk by a mine in the Thames Estuary on the day that Edward died. Various checks made the transcriber of these brief commemorations point to Edward being the sole death onboard the ship on Saturday 18 November 1939. The death of 85 year old Gertrude Smith was recorded in the Dover, Kent, Registration District during the third quarter of 1969 following her death in August.

ENSOR, FRANCIS OLIVER. R.D.

Lighthouse and Pilotage Authorities. Trinity House Service.

S.S. Georgio Ohlson.

Died Wednesday 14 February 1940. Aged 53.

Born near Longhull, County Armagh, Ireland Monday 22 November 1886.

Son of Charles Ensor.

Husband of Lizzie Florence Ensor (née Teague) of 136, Crabble Hill, Dover, Kent.

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

On Wednesday 14 February 1940 Francis was the Pilot on board the 5,694 ton Italian steamer S.S. Georgio Ohlson when she struck a mine in the North Sea and sunk with the loss of 17 lives. The 1,969 ton Hudson Steamship Co. owned SS Lolworth rescued 16 survivors of the sinking. On 23/24 April 1940, SS Lolworth was the largest of the three British cargo steamers that were sunk by aerial mines, off the Thames estuary, at which time she was in ballast sailing from Portsmouth to the river Tyne. During the night of 9/10 February 1940 three 2,171 ton 1934 class German Kriegsmarine destroyers, the Richard Beitzen (Z4), Friedrich Eckholdt (Z16), and Max Schultz (Z3) had laid a total of 110 magnetic mines in the Orfordness-Shipwash area of the North Sea, and the S.S. Georgio Ohlson was one of six merchant ships that were lost in the Orfordness-Shipwash minefield which had been laid by the destroyers. Francis was granted his Certificate of Competency as a Second Mate of a foreign going ship by the Board of Trade on Friday 17 July 1908, that of a First Mate on Friday 22 October 1909, and that of a Second Master on Saturday 25 November 1911. From Thursday 23 May 1912 to Saturday 6 December 1913, Francis served as the Second Mate on board the 1,545 ton Western Telegraph Company cable ship "Norseman." During the Great War confirmation of Francis' rank of a Sub-Lieutenant in the Royal Naval Reserve with effect from Wednesday 1 July 1914, was published in The London Gazette dated Tuesday 29 September 1914. On being posted from H.M.S. Implacable, Francis served as a Gunnery Officer on board the 12,950 ton Canopus class battleship H.M.S. Albion from Monday 3 August 1914 to Wednesday 21 April 1915 "With great zeal and ability." He served on H.M.S. Albion for part of his war time service in the Royal Naval Reserve, which included service on the ship in the Atlantic and South Africa, and had also included later taking part in the Allied operations against German South-West Africa. On one occasion whilst engaging his 12inch guns "To a high state of efficiency," Francis crushed a foot which resulted in him being placed on the sick list. He was hospitalized at the Royal Navy Hospital, Upper Mount Pleasant, Simon's Town, Western Cape, South Africa on Saturday 10 April 1915, and was returned to duty with H.M.S. Albion on Saturday 4 September 1915. After leaving H.M.S. Albion, Francis later served on H.M.S. Hazard and H.M.S. Boadicea, and he was promoted to the rank of Lieutenant R.N.R. on Monday 15 January 1917. Francis' was demobilized from war service with the Royal Naval Reserve on Saturday 5 July 1919. His marriage to Lizzie Florence Teague was recorded in the Kensington, London, Registration District during the fourth quarter of 1919, at which time he was employed as the First Officer on the 4,635 ton vessel

“Stephen” which was managed by the North Atlantic Shipping Controller. It was shortly after his marriage to Lizzie Teague that Francis was first employed as a Trinity House Cinque Ports Pilot, whilst still continuing to serve as an officer in the Royal Naval Reserve. He later resided at 9, Penshurst Road, Ramsgate, Isle of Thanet, Kent whilst in the employ of Trinity House, afterwards Francis lived at 6, Lion Hill, Ramsgate, prior to moving to 2, Royal Road, Ramsgate, and then moved to reside at 142, Crabble Hill, Dover, Kent in 1925. Francis was placed on the R.N.R. Retired List with seniority effective from 22 November 1931. At the time of being commissioned in the Royal Naval Reserve, Francis’ home address was Address House, Annaghmore, County Armagh, Ireland. Annaghmore is a small village and townland near Loughgall in County Armagh, Northern Ireland, and it is probably at Address House that Francis was actually born. Address House was originally a modest farmhouse which was transformed in 1760 by the Dublin Architect George Ensor, and it is now run by the National Trust. The house was also the base of the 1st Battalion (Armagh) County Armagh Regiment, U.V.F., of which ‘K’ Company (Annaghmore) was commanded by Captain Charles Howard Ensor, who was subsequently commissioned in the 9th (Service) Battalion, Royal Irish Fusiliers (County Armagh) in the Great War, serving in France with the battalion from Friday 15 October 1915. Charles was awarded a Silver War Badge (No.80412) on Wednesday 19 February 1919.



MacDONALD, DONALD.

Lighthouse and Pilotage Authorities. Trinity House Service.

S.S. Stokesley.

Born Glasgow, Lanarkshire, Scotland 1899.

Died Wednesday 24 April 1940. Aged 41.

Son of John MacDonald and Christina Howat MacDonald (née Anderson).

Husband of Bessie A.L. MacDonald of Glasgow, Scotland.

Commemorated at Charing, Ashford, (Kent County) Crematorium, as shown above, and on a family headstone at Eastwood Cemetery, Glasgow, Scotland.

At the time of the 1901 census, Donald, his parents and 7 month old sister Marion Frazer MacDonald resided at 5, Cecil Place, Paisley Road West, Govan, Lanarkshire, Scotland. Head of the house was Donald’s grandfather, 60 year old Darvel, Ayrshire, Scotland native Ninian Anderson, who was employed as a Preserve & Confectionary Manager. The then 2 year old Donald was destined to follow in his fathers footsteps, as the census enumerator recorded 33 year old John MacDonald as being a Master Mariner. Donald was granted his Certificate of Competency as a First Mate of a foreign going ship by the Board of Trade on Monday 23 May 1921 and that of a Master on Monday 12 November 1923. The 1,149 ton S.S. Stokesley was built for W. A. Souter & Co. Ltd., of Newcastle by Verschure & Company, in Amsterdam, Holland and launched in April 1922 as the S.S. Wynding. In 1937 the vessel was sold to Frances Duncan Steamship Co. Ltd., Cardiff, (J. T. Duncan & Co. Ltd., Managers), and renamed the S.S. Stokesley. She was still owned by Frances Duncan Steamships when she was

lost after hitting a mine and sunk in the Thames Estuary, about 11 miles NNW of Margate, Isle of Thanet, Kent. At the time that she was sunk, the ship was on passage from Antwerp to London with a cargo of 1,600 tons of sulphate of ammonia. Fourteen of her crew onboard were also lost in addition to Donald, and four survivors were rescued by H.M. Drifter Plummer. Donald's death was recorded in the Sheppey, Kent, Registration District during the second quarter of 1940. At the time of his death Donald resided at 9, Park Avenue, Dover, Kent. During the Second World War 60 servicemen and women were cremated at the Charing, Ashford, (Kent County) Crematorium. They are commemorated by name on a Portland stone panel which is set into a recess on the west pavilion of the crematorium building.

HOPKINS, WILLIAM HENRY.

Lighthouse and Pilotage Authorities. Trinity House Service.

M.V. Arinia (London).

Died Thursday 19 December 1940. Aged 67.

Born Whitstable, Kent.

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

Husband of Fanny Edith Hopkins (née Anderson) of The Knoll, Archers Court, Whitfield, Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 122, and in the Dover, Kent, Second World War Book of Remembrance, also on Second World War memorial plaque in the parish church of St. Peter, Whitfield, Dover, Kent.

William married Eastling, Faversham, Kent native Fanny Edith Anderson, the daughter of Stephen Thomas Anderson and Fanny Anderson (née Fullagar) at Whitstable, Kent in 1899. At the time of the 1911 census, the Hopkins family resided at 21, Godmersham Villa, Crabble Hill, Dover, Kent. Head of the house was 37 year old William, who was recorded by the census enumerator as being employed as a Trinity Pilot London District. Off the pier of Southend-on-Sea, Essex, on Thursday 19 December 1940 the 8,024 ton tanker M.V. Arinia (London), which was owned by the Anglo Saxon Petroleum Co, and commanded by 48 year old Benjamin B. Bannister from Southsea, Hampshire, was sunk by a mine. Having travelled from the island of Aruba in the Caribbean to the Isle of Grain, Kent, the tanker had dropped anchor and were waiting for the gates to open. The First Officer instructed the engines to be shut off, which resulted in fatal consequences. With the engines off, the vessels anti-magnetic system was simultaneously also turned off. This system allowed ships to avoid mines that had been placed in the water. Unfortunately the tanker had dropped anchor directly adjacent to a mine, which was amongst 186 acoustic mines which had been dropped by a force of 93 German bombers in the Thames Estuary on the night of 12/13 December 1940, and when the tankers engines were turned off the mine exploded. In addition to William, 54 merchant seaman, and 5 D.E.M.S. Gunners were lost. Eyewitness accounts of the tragedy state that following the initial explosion, the tanker was quickly ablaze from stem to stern. The M.V. Arinia was amongst the sixteen vessels that were lost as the direct result of the 186 acoustic mines which were dropped by the Luftwaffe bombers.

PEVERLEY, WATSON EVANS.

Lighthouse and Pilotage Authorities. Trinity House Service,
S.S. Stora (London).

Died Wednesday 3 November 1943. Aged 51.

Born Broadstairs, Isle of Thanet, Kent Saturday 11 June 1892.

Son of William Cheevers Peverley and Elizabeth Bickford Peverley.

Husband of Dora Peverley of 257, Folkestone Road, Dover, Kent.

Commemorated on the Tower Hill Memorial, London. Panel 122, and in the Dover, Kent Grammar School for Boys Second World War Book of Remembrance.

A former pupil of the Dover, Kent Grammar School for Boys, and it would appear that on leaving school, Watson who was the son of a Master Mariner and long serving Cinque Ports Pilot, went straight to sea, as the transcriber of these brief commemorations noted that Watson had been recorded as serving as a 16 year old Apprentice on the 2,436 ton four mast steel barque SV Colonial Empire when it arrived at Sydney, New South Wales, Australia from Montevideo, Uruguay on Thursday 19 March 1908. Watson was granted his Certificate of Competency as a Second Mate of a foreign going ship by the Board of Trade on Friday 23 August 1912 and for a First Mate on Sunday 14 May 1915, although it was as a Second Mate that he had served on board the 3,409 ton SS Enosis from Friday 4 June 1915. On Thursday 18 November 1915 the SS Enosis was on a voyage from the port of Barry, South Wales to the island of Malta with a cargo of coal, when she was sunk by the German submarine U-33 which was commanded by 33 year old Kapitänleutnant Konrad Gansser, when the ship was approximately 150 miles ESE of Malta. The only person lost when the SS Enosis was sunk was her 54 year old Master, Alfred Bowling of Birchington, Isle of Thanet, Kent, whose 18 year old son Second Lieutenant Victor MacDonald Bowling, of the 12th Squadron, Royal Flying Corps lost his life in France on Sunday 4 March 1917. During the Great War, Watson was commissioned as a Temporary Sub-Lieutenant in the Royal Naval Reserve 'For Period Of War Only' on Saturday 6 November 1915, as was published in The London Gazette dated Tuesday 9 November 1915. On Tuesday 28 December 1915, Watson obtained a Gunnery Certificate whilst serving at H.M.S. Pembroke, the Chatham, Kent land based Royal Naval establishment. He was posted to serve on the 4,800 ton Town class light cruiser H.M.S. Gloucestershire on Monday 17 January 1916. Watson later served on the 16,304 ton Armed Merchant Cruiser H.M.S. Almanzora, and the 5,600 ton Eclipse class cruiser H.M.S. Juno. He was promoted to the rank of Temporary Lieutenant R.N.R. on Wednesday 31 October 1917. On Saturday 17 May 1919, Watson was granted his Certificate of Competency as a Master of a foreign going ship by the Board of Trade. He was demobilized from the Royal Naval Reserve on Sunday 8 June 1919. In 1925, 32 year old Watson followed the family tradition and joined the Trinity House Pilot Service, working at the Dover Pilots Station until it was transferred to Gravesend, Kent in 1940. Watsons' father had also served with Trinity House as a Pilot for many years until being forced to retire when reaching the age of 70, it being the maximum age for service. Born at Broadstairs, Isle of Thanet, Kent on Tuesday 16 September

1890, Watsons' elder brother Captain Leonard Sidney Peverley was also employed by Trinity House for many years at Gravesend, Kent. On Tuesday 2 November 1943 the 1,980 ton British cargo ship S.S. Storaa left Southend, Essex as part of Convoy CW 221, the convoy proceeding along the English Channel in a westerly direction transporting 2500 tons of tank parts to a weapons factory in Cardiff, Wales. H.M.S. Whitehead was the escort to the convoy which was comprised of 19 Merchant ships including the S.S. Storaa. The bills of lading show that it had a cargo of 376 tons of steel slabs, 250 tons of steel billets and 608 tons of pig iron (a total of 1234 tons). However, a contemporary account by a survivor, the 3rd officer, Mr. H.B. Knudsen, describes the cargo as "tank parts and aircraft." Just after midnight on Wednesday 3 November 1943, a number of German E-boats (Schnellboots) were sighted by the convoy, and H.M.S. Whitehead and the S.S. Storaa which was armed with a 12 pounder gun, four Oerlikon 20mm cannons, a Strip Lewis Gun and a couple of Unrotated Projectiles opened fire on the German E-boats and the attacking E-boats were initially driven off by the fire from both ships, but approximately a quarter of an hour later a torpedo fired from the S103 struck the S.S. Storaa amidships. She was heavily laden and sank quickly approximately 9 nautical miles off the coast of Hastings, Sussex. Of the total of 36 people onboard, 22 were lost, they being her Master, the 1st and 2nd Officers, 2nd and 3rd Engineers, Steward, Cook, 1 Naval and 2 Army D.E.M.S. Gunners, 11 of her crew and of course Watson. Seven survivors from the vessel were picked up by an English coaster which was also part of the convoy, the rest being rescued by a motor launch and taken to the port of Newhaven, Sussex. The loss of Watson was the second tragedy suffered by Mrs. Dora Peverley during the Second World War as in March 1943 her 19 year old son Kenneth William Peverley lost his life during an air crash. Serving as Sergeant (Pilot) 1334693, Royal Air Force Volunteer Reserve, Kenneth was in the 6 man crew of a 1652 Heavy Conversion Unit, Royal Air Force Handley Page Halifax bomber BB218 GV-F which was being flown by 21 year old Sergeant (Pilot) Frank Heydon Thomas of Weston Favell, Northamptonshire when it took off from R.A.F. Marston Moor, Yorkshire at 1450 hours on 24 March 1943 on a general training flight. As the Halifax climbed away from the runway, flames were seen coming from the outer port engine. It was later reported during an enquiry into the loss of the aircraft and 3 of the crew that the pilot had turned off the petrol supply to the outer port engine, but unfortunately had failed to feather the propeller. The Halifax crashed close to the airfield near the village of Bickerton. The crash had resulted in the loss of the pilot, and 21 year old Sergeant (Flight Engineer) Rino Guiseppe Arturo Platoni of Finchley, London, plus Kenneth who is commemorated at Harrogate Crematorium, Yorkshire in addition to a number of forms of his remembrance at Dover, Kent.

Addendum. In view of the long term importance regarding maritime war graves, it seemed right to add the following information to the above re the S.S. Storaa, although both the Dover Grammar School commemorations and the Dover, Kent Second World War Book of Remembrance transcriptions were *completed?* in 2003, and the initial Cinque Ports Pilots commemorations were transcribed by the transcriber of these brief commemorations in 1987, but since initially

researching and transcribing these three forms of remembrance, there has been a welcome development re the wreck of the S.S. Storra. In 1986 (long overdue), the Protection of Military Remains Act 1986 came into law. Local historian and Maritime Archeologist, Dr. Peter Marsden, D.Phil, FSA the Director of the Hastings Shipwreck Heritage Centre, Rock-A-Nore Road Hastings, East Sussex, wrote to the Ministry of Defence in April 2000, requesting that the S.S. Storra, should be designated under the 1986 Act. On Thursday 25 May 2000 the Ministry of Defence wrote back to Dr. Marsden, refusing his request on the grounds that the vessel was not eligible to be designated under the Act, because it was not in military service at the time. Petty Officer, P/J 34814. James Varndell, aged 44, was amongst the 22 men who were lost when the S.S. Storra was sunk. Sisters Mrs. Rosemary Fogg and Mrs. Valerie Ledgard, James' daughters having made an application to the Ministry of Defence to designate the wreck to protect it as a war grave in 2003, but their request was also refused by the Ministry of Defence. However, supported by Dr. Peter Marsden and by the Merchant Navy Association, the sisters launched a request for a judicial review of the decision which was heard by the High Court on Wednesday 26 October 2005. At the hearing, Rosemary Fogg and Valerie Ledgard, had argued quite rightly that their late father was on "active military service" when his ship was sunk by the Germans on Wednesday 3 November 1943. Presiding Judge Mr. Justice Newman heard that because the S.S. Storaa was armed and being protected by H.M.S. Whitshead, and that as Petty Officer Varndell was a member of the Royal Navy, the wreck should be preserved under the Protection of Military Remains Act 1986. The sisters' judicial review challenge was fought by the Ministry of Defence, and Hastings Sub Aqua Association member Mr. John Short, who was sold the diving rights to the S.S. Storaa in 1985, it being only a year prior to the Protection of Military Remains Act 1986 coming into force. Mr. Justice Newman, who found in favour of the two sisters, said: "The Storaa was obliged to travel into one of the most dangerous sea passages off the coast of England to face the known risk of being attacked by the enemy. If threatened with attack, by reason of being armed, it was required to engage in combat with the enemy for its own protection and for the benefit of the convoy." Following the ruling by Mr. Justice Newman, the Ministry of Defence had to declare the wreck of the S.S. Storaa a war grave. Mrs. Rosemary Fogg and Mrs. Valerie Ledgard said they were delighted with the court ruling. The Ministry of Defence subsequently appealed the decision, which was heard by the Appeal Court on Thursday 5 October 2006, but it upheld the decision of the earlier High Court ruling. The wreck of the S.S. Storaa was subsequently officially designated as a maritime war grave under the Protection of Military Remains Act 1986 in 2008. The Kriegsmarine Schnellboot S103 which sunk S.S. Storaa, was sunk by rockets fired from several allied aircraft on Friday 4 May 1945 with the loss of about 30 lives, near to what is now the modern port of Mommark, Denmark.