

Gillingham Congregational Church



The Gillingham Congregational Church Great War memorial plaque as shown above was unveiled by former Royal Engineer, Major-General Henry Fleetwood Thuillier, C.B., C.M.G. on the evening of Sunday 30 September 1923. The dedication and unveiling of the memorial plaque was at the culmination of the services which had been held during the week to celebrate the fifty-fourth anniversary of the opening of the Congregational Church at Gillingham. At the morning and evening service the preacher was the Reverend F. H. Wheeler, D.S.O., Moderator of the Southern Province. Although this addition to www.kentfallen.com is in remembrance of twelve members of the congregation of the Gillingham Congregational Church who died during the Great War, it would seem somewhat remiss to make brief mention that the Reverend Wheeler had served as an Army Chaplain in France since 3 May 1915, serving as the much respected and admired Chaplain of the 143rd (Warwickshire) Brigade, 48th (South Midland) Division. Following a promotion he later served as the Principal Chaplain to the 2nd Corps, and saw (hands on) service at Messines and a number of other battles in the Ypres area of Belgium, and had also served on the Somme. At the conclusion of the hostilities, Reverend Wheeler served in Germany at Cologne with the Army of Occupation prior to transferring to the Royal Air Force in 1919. On relinquishing his commission in the R.A.F. he was appointed an Honorary Chaplain to the Royal Air Force on 31 January 1920. On Sunday 30 September 1923 Major-General Thuillier was escorted by a Guard of Honour, which was formed by the then new company of the 5th Gillingham (Congregational) Scouts under Scoutmaster J. Cummin; that lined up for inspection for the Major-General outside the church. The Mayor of Gillingham; Councillor John James Knight who was accompanied by the Mayoress presided over the evening meeting, supported by Major-General Thuillier, and the church minister the Reverend Alfred Isaac Anthony. In addition to the Reverend Anthony, other members of the clergy were also in attendance, they were the Reverend Edmund J. Burson, Reverend Arthur Haig, R.N., and T. Percy Philips of the Ebenezer Chapel Chatham, Kent, plus Messrs A. Johns and Henry Clother. Former Medway, Kent resident Mr. G. Still who very kindly provided the above photograph for inclusion here, informed us that in 1939 the memorial plaque was relocated to the United Reformed Church, Balmoral Road, Gillingham. The Ebenezer Chapel Chatham, which during the Great War era had strong ties with the Gillingham Congregational Church, is now the Emmaus Church Centre, which is a combination of United Reformed Church and St. John's Church of England Church. The memorial plaque bears the following inscriptions:-

To the Glory of God. This tablet was erected by the members of church and congregation in grateful and loving memory of those of their number who fell in the Great War 1914-1918.

“DEATH IS SWALLOWED UP IN VICTORY”

The Great War

1914 -1919

BATES, ALFRED GEORGE. Private, 308500.

187th Company, Labour Corps.

Died Thursday 14 November 1918. Aged 29.

Born Rochester, Kent. Enlisted Chatham, Kent. Resided Gillingham, Kent.

Son of George Baker and Mary Ann Bates of 38, Church Road, Gillingham, Kent.

Buried St. Sever Cemetery Extension, Rouen, Seine-Maritime, France.

Grave Ref: S. III. EE. 14.

Formerly Private, 12158, 3rd (Reserve) Battalion, Queen's Own (Royal West Kent Regiment). At the time of the 1911 census, the Bates family resided at 38, Church Road, Gillingham, Kent. Head of the house was 55 year old Chatham, Kent native George Baker, who was employed as a Boiler Maker. The census enumerator recorded 22 year old Alfred as being employed as a Paper Hanger.

DIER, FRANK JOHN. M.M. Private, T/270082.

"A" Company, 10th (Royal East Kent and West Kent Yeomanry) Battalion, The Buffs (East Kent Regiment).

Died Saturday 21 September 1918. Aged 32.

Born and resided Gillingham, Kent. Enlisted Rochester, Kent.

Son of Gertrude Dier (née Rees) of 91, Beresford Road, Gillingham, Kent and the late William Dier.

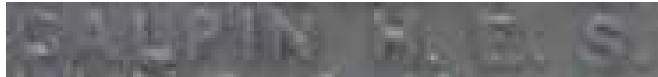
Husband of Ellen Lovica Brown (formerly Dier), (née Hunter) of 10, Hilldrop Road, Camden Road, London.

Commemorated on the Vis-en-Artois Memorial, Pas de Calais, France. Panel 3, and on the Great War memorial plaque at Goldsmiths College, Lewisham Way, New Cross, London, SE14 6NW.

Formerly Private, 1634, 3/1st Royal East Kent Yeomanry. At the time of the 1911 census, the Dier family resided at 109, Balmoral Road, Gillingham, Kent. Head of the house was 55 year old widowed Newport, Monmouthshire, Wales native Gertrude Dier. The census enumerator recorded 24 year old Alfred as being employed as an Assistant Teacher. Frank was posted to serve in the Balkan war theatre on 25 September 1915. Frank was numbered amongst the officers and other ranks that were posted to serve as members of "A" Company of his battalion on Thursday 1 March 1917. Frank had served with his regiment at Gallipoli, Egypt, Palestine, and on the Western Front. Franks' marriage to Ellen Lovica Hunter was recorded in the Medway, Kent, Registration District during the third quarter of 1918. The Military Medal awarded to Frank was presented to his widow in March 1919. Prior to getting remarried and moving to London, Franks' widow Ellen resided at the home of her parents George and Ellen Jane Hunter at 4, Stuart Road, Gillingham, Kent, which is also where her family resided when the 1911 census was conducted, at which time she was recorded by the enumerator as being a 22 year old native of Portsmouth, Hampshire, and employed as an Assistant School Teacher by the Borough Council.



ELLIOTT, STANLEY CARLYON. Private, 1894.
10th (Royal East Kent and West Kent Yeomanry) Battalion, The Buffs (East Kent Regiment).
Died Thursday 15 February 1917. Aged 21.
Born and resided Gillingham, Kent.
Son of Edwin John Elliott and Margaret Elizabeth Gage Elliott (née Carlyon) of 42, Seaview Road, Gillingham, Kent.
Buried Fort Pitt Cemetery, Chatham, Kent. Grave Ref:1438.
At the time of the 1911 census, the Elliott family resided at 42, Seaview Road, Gillingham, Kent. Head of the house was 56 year old Milton, Gravesend, Kent native Edwin John Elliott, who was recorded by the enumerator as being employed as a Skilled Labourer Ships Engineering, and recorded 15 year old Stanley as being employed as an Apprentice Printer. It was noted that on Stanley's Commonwealth War Graves Commission commemoration details, his mother is shown as Margaret Elizabeth Gage Carlyon Elliott. This would have originally been recorded by the then Imperial War Graves Commission, using details which had been provided by family members, but unfortunately it is not correct. All other data checked shows her to have been Margaret Elizabeth Gage Elliott (née Carlyon), who had been baptized at the parish church of St. Melorus, Mylor, Falmouth, Cornwall on Wednesday 22 August 1860.



GALPIN, HAROLD ERNEST SYDNEY. Bugler, CH/17926.

Royal Marine Light Infantry, H.M.S. Hogue.

Died Tuesday 22 September 1914. Aged 16.

Born Gillingham, Kent Thursday 3 August 1898.

Son of Algernon Ernest Galpin and Jane Anne Irvin Galpin (née Rickard) of 22, Devonshire Road, Gillingham, Kent.

Commemorated on the Chatham Naval Memorial. Panel 7, as shown above.

Harold had served in the Royal Marine Light Infantry, Chatham Division from 17 May 1913. Harold's father Algernon Ernest Galpin who was born at Hounslow, Middlesex on 7 February 1875, was a member of the Royal Navy who served from 1900 to 1917 with the Official Number 350186. Early in the Great War, the Royal Navy maintained a patrol of old Cressy class armoured cruisers which was called 'Cruiser Force C,' in an area of the North Sea known as the Broad Fourteens. On Thursday 16 July 1914 the German submarine U-9 had become the first submarine in history to reload torpedoes whilst still submerged, and on Tuesday 22 September 1914, the same submarine under the command of 32 year old Kapitänleutnant Otto Weddigen who had commanded the U-Boat U-9 since Saturday 1 August 1914, sighted H.M.S.Cressy, H.M.S.Aboukir and H.M.S.Hogue all steaming North-North-East at 10 knots without zigzagging, although the patrols were supposed to maintain a speed of 12 to 13 knots and zigzag, the old cruisers were unable to maintain that speed, and the zigzagging order was widely ignored mainly due to the fact that there had been no enemy submarines sighted in that area of the North Sea at that stage of the war. Otto Weddigen and his crew later the same day put into practice under wartime conditions what they had perfected in peacetime, and were able to reload torpedoes beneath the waves. Otto Weddigen maneuvered the U-9 to attack the three cruisers, and at approximately 0625 hours fired a single torpedo at H.M.S.Aboukir which struck her on her port side. H.M.S.Aboukir rapidly suffered heavy flooding and despite counter flooding developed a 20 degree list and lost engine power. It was soon clear that she was a lost cause and Captain Drummond ordered her to be abandoned although only one boat had survived the attack, as the result of which most crew had to jump into the sea. At first Captain Drummond thought that H.M.S.Aboukir had been mined and signaled the other two cruisers to close and assist with the rescue of his crew, but he soon realised that it was a torpedo attack and ordered the other cruisers away, but too late. As H.M.S.Aboukir rolled over and sank only half an hour after being attacked, Otto Weddigen fired two torpedoes at H.M.S. Hogue that hit her amidships and rapidly flooded her engine room. Captain Nicholson of H.M.S. Hogue had stopped his ship to lower boats to rescue the crew of H.M.S.Aboukir, thinking that as he was the other side of H.M.S.Aboukir from the enemy submarine he would be safe. Unfortunately the U-9 had managed to maneuver around H.M.S.Aboukir and attacked H.M.S.Hogue from a range of about only 300 yards, and it only took H.M.S.Hogue ten minutes to sink as the U-9 headed for H.M.S.Cressy, which was commanded by Captain Johnson. H.M.S.Cressy

had also stopped to lower boats but she quickly got underway on sighting a submarine periscope. At about 0720hours Otto Weddigen fired two torpedoes, one of which just missed, but the other hit H.M.S.Cressy on her starboard side. The damage to H.M.S.Cressy was not fatal but the U-9 then turned round and fired her last torpedo as a coup de grace, which hit H.M.S.Cressy sinking her within a quarter of an hour. Survivors of the disaster were picked up by several nearby merchant ships including the Dutch vessels Flora and Titan, and the British trawlers JGC and Corainder, before the Harwich force of light cruisers and destroyers arrived. Flora returned to Holland with 286 rescued crew who were quickly returned to Britain, even though the neutral Dutch should have interned them. In all 837 men were rescued but 1459 died, many of whom were reservists or cadets. On Thursday 18 March 1915 the German uboat U-29 was rammed and sunk by the 20,730 ton battleship H.M.S. Dreadnought in the Pentland Firth, Scotland, and all 32 submariners onboard perished, including Otto Weddigen who had been in command of the uboat since Tuesday 16 February 1915.

HADWICK, ALFRED. Gunner, 69195.

63rd Battery, 10th Brigade, Royal Field Artillery.

Died 29 April 1916. Aged 28.

Born South Green, Stockbury, Sittingbourne, Kent. Enlisted Chatham, Kent.

Son of George Hadwick of 105, Napier Road, Gillingham, Kent, and the late Harriett Hadwick (née Alexander).

Commemorated on the Jerusalem Memorial, Israel. Panel 7.

Formerly Driver, 22014, Army Service Corps. During the Great War Alfred served in the Royal Field Artillery using the alias Alfred Hayward, which due to the fact that he had previously served as a regular soldier in the Army Service Corps from Thursday 18 February 1904, until he failed to report for duty with the Army Reserve on Monday 1 April 1912, having been transferred to the Army Reserve as a Driver on 17 February 1912, at which time he was serving in 66 Company, Army Service Corps. He sailed to America via Canada on the Nanoose which arrived at Seattle, Washington on Wednesday 14 August 1912. When he had enlisted in the army as a regular soldier, Alfred stated that he was 18 years and 3 months old, employed as a Carman, and that was a serving in the Militia as a member of the 3rd (Volunteer) Battalion, The Buffs (East Kent Regiment). Having been attested to serve in the Army Service Corps, Alfred joined the corps at Woolwich on Saturday 20 February 1904. On Saturday 17 February 1906, Alfred was awarded his 3rd class Army Education Certificate, which was the same day that his service was extended to serve for 8 years with the Colours. The day after his terms of service were altered, Alfred was granted additional class pay of 4d a day, and awarded his first Good Conduct Badge. He was the subject of a Court of Enquiry in June 1910, which was the result of him fracturing his left leg (both bones) on Saturday 14 May 1910 whilst taking part in a football match, playing for 66 Company, Army Service Corps, who were playing against D Supply Company, Army Service Corps. At the time of the Court of Enquiry, the Hadwick family resided at 52, Jefferies Street, New Brompton, Kent. Alfred was posted to Egypt as a Gunner in the Royal Field Artillery on Saturday 7 November 1914.

KINGDON, JAMES JOHN. Petty Officer, PO/128972.

Royal Navy, H.M.S. India.

Died Sunday 8 August 1915. Aged 45.

Born Portsea, Hampshire Friday 20 August 1869.

Son of James George Kingdon and Elizabeth Kingdon (née Elms).

Husband of Elizabeth Harriet Kingdon (née Rudd) of 24, Greenfield Road, Gillingham, Kent.

Buried Narvik Old Cemetery, Norway. Grave Ref: 13.

James and a number of his brothers were educated at Greenwich Hospital School, Kent, which was a boarding school for the sons of serving sailors, James George Kingdon having enlisted in the Royal Navy on Friday 1 July 1853. James' marriage to 26 year old Burnham Overy, Norfolk native Miss Elizabeth Harriet Rudd, took place at the parish church of St. Clements, Burnham Overy, Norfolk on 28 June 1900. For several years James served with H.M. Coastguard which had included time spent in Norfolk, and at the time of the 1901 census James and Elizabeth resided at Thornham, Norfolk when he was recorded by the enumerator as being the head of the house and serving as a Coast Guard Boatman. The 7,940 ton armed merchant cruiser H.M.S. India on which James and other recalled Coastguards were serving at the time of his death, was torpedoed and sunk by the German U-Boat U-22 off the island of Helligvaer, near Bodo, Norway, with the loss of 10 officers and 150 ratings. Of the survivors, 10 officers, 72 men and 4 dead were picked up by the Swedish ship Gotaland and landed at Narvik 8 officers, 52 men and 7 dead were picked up by the armed trawler H.M.S. Saxon, and they too were landed at Narvik. 48 men and 3 dead came ashore in two of H.M.S. India's ships boats at Helligver. According to the maritime rules of war the men who were landed by the Gotaland by virtue of the fact she was a neutral vessel were allowed to return back to the United Kingdom, but the remainder were interned for the rest of the war. H.M.S. Saxon, again due to the rules of war, was allowed to stay a maximum of twenty four hours in a neutral port. Although H.M.S. Saxon left within the permitted time, she had to do so without any of the crew from H.M.S. India, as she would have been too overcrowded. Commander Kennedy of H.M.S. India was offered the chance to return back home on H.M.S. Saxon, but he refused having taken the decision to remain with his crew. Commanding the U-22 at the time of the loss of H.M.S. India was 32 year old Kapitänleutnant Bruno Hoppe, who perished to the south west of Ireland on Saturday 17 February 1917 whilst in command of the U-Boat U-83, which was sunk by gunfire by the Q-Ship H.M.S. Farnborough. Narvik Old Cemetery where James is at rest contains 13 Commonwealth burials of the Great War, all of whom are sailors from H.M.S. India. The graves are marked by a private memorial which is in the form of a granite obelisk ten feet high surrounded by bollards and chains. Elizabeth did not remarry following the loss of James, and at the time of her death aged 66 on Friday 5 January 1940 she resided at 57, Woodlands Road, Gillingham. Four of James' brothers had served in the Royal Navy, including Charles Walter Kingdon who having served as a Boy in the Royal Navy, later enlisted in the army and served during the Great War as Sergeant, 47983 in the Royal Field Artillery.

MANTON C.

MANTON, CHARLES. Artificer Engineer.

Royal Navy, H.M.S. Cressy.

Died Tuesday 22 September 1914. Aged 37.

Born Monday 4 December 1876.

Husband of Grace Theresa Manton

Commemorated on the Chatham Naval Memorial. Panel 1, as shown above.

For details about the loss of H.M.S. Cressy, please also see the brief commemoration of Harold Galpin. At the time of the 1911 census, the Manton family resided at 91, Cleave Road, Gillingham, Kent. Head of the house was 30 year old Greenwich, London native Grace Theresa Manton, due to the fact that Charles was at sea. Prior to joining the Royal Navy in 1898 Charles had been employed as a Brass Dresser, and by the time of his death had served in the Royal Navy for 16 years.

MUNDEN, WILLIAM SILVESTER. Leading Seaman, J/3642.

Royal Navy, H.M.S. Leda.

Died Saturday 20 October 1917. Aged 24.

Born Gillingham, Kent Wednesday 26 April 1893.

Son of William George Munden and Ellen Munden (née Wilson) of 23, Cowper Road, Gillingham, Kent.

Husband of Dorothy Ann Christmas (formerly Munden), (née Boorman).

Buried Woodlands Cemetery Gillingham, Kent. Grave Ref: H. 163.

At the time of the 1911 census, William was serving as a Signal Boy in the Seaman Branch of the Royal Navy at Sheerness, Isle of Sheppey, Kent. His marriage to New Cross, London native Dorothy Ann Bowman was recorded in the Medway, Kent, Registration District during the fourth quarter of 1915. Dorothy was the daughter of Ernest Boorman and Emily Glaysheer Boorman (née Pottle). Williams' death was not due to enemy action, as he died of Typhoid. William's widow married Portsmouth, Hampshire native Walter Christmas (1892 – 1955) at Gillingham, Kent on Wednesday 11 February 1920. The death of 81 year old Dorothy Ann Christmas who was born on Saturday 11 November 1893, was recorded in the Chatham, Kent, Registration District during the fourth quarter of 1974.

SAINSBURY C. W.

SAINSBURY, WILLIAM CHARLES. Carpenter.

Royal Navy, H.M.S. Hawke.

Died Thursday 15 October 1914. Aged 34.

Husband of Annie Sainsbury.

Commemorated on the Chatham Naval Memorial. Panel 1, as shown above.

Of all the vessels of any nation that were lost during either of the two world wars without a doubt the loss of H.M.S. Hawke, has been the easiest to ascertain 'facts' by the transcriber of these brief commemorations for inclusion on this or

any other website. One of the sixty survivors of the sinking of H.M.S. Hawke was Royal Naval Reservist, and peacetime Postman, Joseph Edward Cooke of Parracombe, Barnstaple, Devon. One of Joseph's grandsons Kenneth Cooke, is like his late grandfather a former member of the Royal Navy, and has been a long time friend of the transcriber of these brief commemorations. On several occasions in the past Ken has helped in explaining obscure nautical phrases, and also provided other information appertaining to the Royal Navy. About thirty years ago Ken furnished the transcriber with data appertaining to the loss of H.M.S. Hawke, including a copy of a newspaper interview that his grandfather had given after his safe return to Parracombe. The newspaper cutting is incredibly accurate and consistent with that of other data which has been accessed from books and the internet. Commanded by 40 year old Captain Hugh P.E.T. Williams, R.N. who was a recipient of a Royal Humane Society Medal. H.M.S. Hawke was a 7,770 ton armoured cruiser of the Edgar class, which at the time of her loss was operating as part of the 10th Cruiser Squadron assigned to the Northern Patrol. H.M.S. Hawke was laid down on 17 June 1889, and had been launched at Chatham, Kent on 11 March 1891, which meant that she was one of the oldest ships still in service with the Royal Navy at the time of her loss. She had been re-commissioned in February 1913 with a nucleus crew, and had come up to her full complement at the commencement of the Great War. On 15 October 1914 H.M.S. Hawke was being used as a training ship and had many young naval cadets on board, and was sailing in company with H.M.S. Theseus. When the ships were approximately sixty miles off the coast of Aberdeen, H.M.S. Hawke turned to intercept a neutral Norwegian collier, shortly after doing so both ships were attacked by the faster German submarine U-9, which was commanded by Kapitänleutnant Otto Weddigen, who had been tracking the ships for some time. When he commenced his attack Otto Weddigen fired his first torpedo at H.M.S. Theseus, but fortunately it had missed her. Quickly turning his attention to H.M.S. Hawke, Otto Weddigen then fired a torpedo which struck her amidships near the magazine. The initial detonation which shook the ship violently was followed by a second terrific explosion, which resulted in a large number of the crew of H.M.S. Hawke being killed. From when she was first hit, H.M.S. Hawke sank in less than minutes, and as such it was only possible to launch one of the ships cutters which was the mail dory, which perchance had been lowered before the torpedo had hit the ship. Captain Hugh Williams, 26 officers and approximately 500 ratings were lost with the sinking of H.M.S. Hawke, but 4 officers and 60 men survived. Although only designed to carry 29 people, the sole ships cutter which had got away, eventually contained 49 sailors who were picked up about five hours later by a Norwegian steamer, all of whom were later transferred to a trawler and safely landed at Aberdeen. In addition to those who survived in the ships cutter, another 15 of the crew clinging to a raft were spotted and picked up by a passing ship, and were all landed at Grimsby, Lincolnshire. Joseph Cooke commented that after he had plunged into the icy waters of a heavy sea, he had swam for about three quarters of a mile before being picked up by the cutter, and whilst swimming he had passed the life raft at which time it had about 150 clinging to it, and that he was later informed that only

15 of their number had survived. Joseph also made mention that shortly after firing the torpedo which sunk H.M.S. Hawke, the German submarine briefly surfaced to see the effects of its discharge, disappearing again beneath the waters immediately. H.M.S. Theseus had been under strict Admiralty orders not to attempt to pick up survivors, as on 22 September 1914 there had been the well documented disaster involving three other Royal Navy ships, they being H.M.S. Cressy, H.M.S. Aboukir and H.M.S. Hogue, all were sunk by Kapitänleutnant Otto Weddigen with the U-9. The following is a brief account (verbatim), of the events on 14 October 1914, written by a crewman of the U-9, relevant to the sinking of H.M.S. Hawke. "I gazed at the little picture of the upper ocean. The distant three cruisers were some wide space apart, but were converging, and were steering for a point and that point was apparently in the vicinity where we lay. No wonder the Commander thought they must want a torpedo. We imagined they were bent on joining forces and steaming together, but it presently became apparent that they intended to exchange signals, drop a cutter in the water, and deliver mail or orders, and then go their respective ways. We steered at full speed for the point toward which they were heading, our periscope showing only for a few moments at a time. The Cruisers, big armoured fellows, came zigzagging. We picked one, which afterward turned out to be H.M.S. Hawke, and maneuvered for a shot. It was tricky work. She nearly ran us down. We had to dive deeper and let her pass over us; else we would have been rammed. Now we were in a position for a stern shot at an angle, but she turned. It was a fatal turning, for it gave us an opportunity to swing around for a clear bow shot at 400 metres. We dived beyond periscope depth, ran underwater for a short distance, and then came up for a look through our tall, mast-like eye. The Hawke had already disappeared. She sank in eight minutes. Only one boat was in the water. It was the mail dory that had been lowered before the torpedo explosion. At the rudder the boat officer hoisted a distress signal on the boat's staff. That little dory with half a dozen men aboard was all that was left of the proud warship."



SAVAGE, HARRY. Chief Armourer, 340576. (Ch).

Royal Navy, H.M.S. Aboukir.

Died Tuesday 22 September 1914. Aged 39.

Born Portsmouth, Hampshire 22 August 1875.

Husband of Louisa Savage (née Denn) of 18, Devonshire Road, Gillingham, Kent.

Commemorated on the Chatham Naval Memorial. Panel 6, as shown above.

For details about the loss of H.M.S. Hogue, H.M.S. Cressy, and H.M.S. Aboukir please also see the brief commemoration of Harold Galpin.

SPURGE, HENRY WESLEY. Captain.

5th (Service) Battalion, Oxford and Buckinghamshire Light Infantry.

Died Monday 17 September 1917.

Born Sheerness, Isle of Sheppey, Kent.

Son of Charles Henry Spurge and Dorothy Ann Spurge (née Vile).
Husband of Gladys M. Spurge (née Martin) of "Meiringen," London Road., North End, Portsmouth, Hampshire.
Buried Etaples Military Cemetery, Pas de Calais, France.
Formerly Private, 2237, Royal East Kent Yeomanry. At the time of the 1911 census, the Martin family resided at 171-173 High Street, Gillingham, Kent. Head of the house was 47 year old Faversham, Kent native Charles Henry Spurge, who was a Watch Clock & Jeweller Dealer. Henry was recorded by the census enumerator as being a 17 year old Tailors Cutter Apprentice. Henry's marriage to Gladys M. Martin was recorded in the Medway, Kent, Registration District during the fourth quarter of 1914. At the time of being posted to serve in France with the British Expeditionary Force Henry was serving as Private, 2237, Royal East Kent Yeomanry. He was commissioned as a Second Lieutenant in the Oxford and Buckinghamshire Light Infantry with effect from Wednesday 12 May 1915, as was published in The London Gazette dated Tuesday 11 May 1915.

BULL W. A.

BULL, WILLIAM ALFRED. Stoker 1st Class, 280624.
Royal Navy, H.M.S. Hogue.
Died Tuesday 22 September 1914.
Born Beckley, Rye, Sussex Thursday 9 December 1875.
Son of William Bull and Sarah Bull.
Husband of Ellen Louise Bull (née Crisp) of 20, Longfellow Road, Gillingham Kent.
Commemorated on the Chatham Naval Memorial. Panel 4, as shown above.
William married Miss Ellen Louise Crisp in the Rye, Sussex, Registration District during the first quarter of 1902, which was probably at the parish church of All Saints, Beckley, Sussex. When the 1901 census was conducted, William was recorded by the census enumerator as being a Royal Navy Seaman, residing as a boarder at 21, Franklin Road, Gillingham, Kent. Head of the house was 34 year old Maidstone, Kent native Walter J. Piggot, who was employed as a Skilled Labourer in the Engine Fitting Shop, which was probably at the Chatham, Kent Naval Dockyard. At the time of the 1911 census, William was recorded as being the head of the house at 60, Gardiner Street, Gillingham, Kent, where he resided with his wife Ellen who was born in Bermuda, West Indies, and he was recorded by the enumerator as being employed as a Dockyard Skilled Labourer. For details about the loss of H.M.S. Hogue, H.M.S. Cressy, and H.M.S. Aboukir please also see the brief commemoration of Harold Galpin.