

Clare in WW2 / The Emergency

Individual Profiles

D Day 1944 - The 2nd US Rangers



By Ger Browne

The aim of this project is to find out how many men and women from Clare took part in WW2, and the effect of the war on Clare. It is hoped that an extension will be added to the Great War Memorial in Ennis that will include the names of the Clare War Dead from WW2 / The Emergency. At the moment we know that 86 died from Clare as well as in Clare.

I would like to thank Keir McNamara, and his late father Peadar McNamara for all their research on WW1 and WW2. Eric Shaw, who has been providing me with amazing WW1 and WW2 information for years, and all the following who have helped make this project possible. Paddy Waldron, The Local Studies Centre, Peter Beirne, Brian Doyle, Guss O'Halloran, Sean Glennon, Jim Molohan, Joe Ó Muircheartaigh, Eddie Lough, Local Parish Booklets, The Clare Champion and The Clare People. I have also named the sources, with many of the names below. I thank them all.

The following websites: findagrave website, ancestry.com, fold3.com, <http://www.ww2irishaviation.com>, and the Commonwealth War Grave Commission.

Finally thanks to the Clare Library for publishing all the information, and Larry and James Brennan along with the Clare Roots Society, for all their help.

Trooper Martin Barry

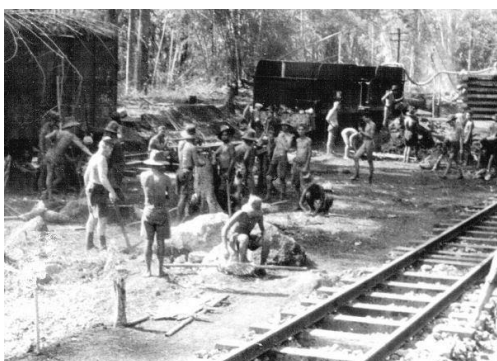


Trooper Martin Barry: Kilrush. 18th (5th Bn. The Loyal Regt.) Regt., Reconnaissance Corps 6915422. He died as a POW on the 22nd June 1945 aged 26 in Hong Kong, where he was buried in the Sai Wan War Cemetery. He was the son of Timothy and Kathleen Barry, of Kilrush. From Dec 1941 to Aug 1945 Hong Kong was under the control of Japan.



Sai Wan War Cemetery
Cape Collinson Rd,
Chai Wan, Hong Kong
Island, Hong Kong

*'Following inspection by the King on 22 October 1941 the battalion embarked on an odyssey that was to end in the tragedy of Singapore...From India 18th Division sailed for Singapore as a result of the worsening situation in the Far East....At about 1100 hours, when the leading ships were close to Singapore and the slowest ship, the Empress of Asia, was south-west of the Sembilan Islands, the convoy was attacked by enemy dive-bombers. The Empress of Asia received several direct hits and soon began to sink....troops had to take to the water owing to fire on the ship...The loss of life fortunately was small, but nearly all weapons and equipment on board were lost... It thus happened that some of these units landed without their equipment.. By the end of the war 264 members of the regiment had died as prisoners against 55 killed at the time of the surrender of Singapore. Officers and men of 18 Recce were imprisoned in a camp at Changi until November 1942 when those fit to work were moved to Thailand to construct the **Bangkok-Rangoon railway** which task ceased in mid-1943 after which the prisoners were put to work in labour camps.'* (ww2talk.com)



The Burma Railway is a 415 km (258 mile) railway between Bangkok, Thailand and Rangoon, Burma (now Myanmar), built by the Empire of Japan during World War II, to support its forces in the Burma campaign. Forced labor was used in its construction. About 60,000 Asian laborers and 100,000 Allied prisoners of war (POWs) worked on the railway. Of these, around 9,000 Asian laborers and 16,000 Allied POWs died as a direct result of the project.

Aircraftman 1st Class Albert Overall Bennett



RAF Aircraftman 1st Class Albert Overall Bennett: Liverpool. Service Number 1081395, 201 Squadron., Royal Air Force Volunteer Reserve who died age 19 on the 03 December 1941, when his Sunderland Flying boat, crashed into the sea near Doonbeg. Son of Thomas and Annie Bennett, of Liverpool; husband of Norah Elizabeth Bennett, of Liverpool. Buried in Killard Church Of Ireland Churchyard. Killard Graveyard is situated in the townland of Killard, north west of Doonbeg village, Killard Parish.

Short Sunderland W3988, Doonbeg, Co. Clare, 3rd December 1941



By 1940, 201 squadron RAF received Sunderland Flying boats and commenced anti-submarine patrols over the Atlantic until the U-boat menace had been defeated.

On the 3rd Dec 1941 at 5.30pm a British Sunderland flying boat dropped flares in the vicinity of Carrowmore near Doonbeg. Conditions were terrible – storm and rain. An hour later after two attempts it crashed at sea. The crew of 11 left the aircraft, but in the rough seas they were unable to stay in their dinghies and row the 2 to 3 miles to the shore. All had life jackets on. Three of the crew drifted ashore unconscious, two of whom survived - **Fleming and Masterson. Gerald Fox** died later.

The remaining 8 occupants were drowned, of which 5 were washed ashore. Two bodies were washed ashore on White Strand and identified as **Arthur E Bennett** and **Arthur Doncaster**. Both were buried in the Killard Protestant Graveyard at Doonbeg with full military honours. On the 6th Dec two further bodies were washed ashore on the strand 1 ½ miles west of Quilty. These were identified as Aircraftsman **Frederick Lea**, and Sergeant **S. F. Epps**. Both were buried at Miltown Malbay, along with Gerald Fox. **One body** was unidentified and also buried in Miltown Malbay. Three bodies were never recovered. The aircraft was later washed ashore on the strand in a wrecked condition.



Carrowmore Point

Aircraftman 1st Class Albert Everal Bennett continued



Killard Church of Ireland Churchyard



CLARE PLANE CRASH.
Funeral of Victims.
Fred Lee and Sydney Epps, of the Royal Air Force, who met their deaths when their seaplane crashed into the sea at Doonbeg, were buried with full military honours at Miltown Malbay Protestant Church on Sunday.
Their bodies were washed ashore at Quilty on Saturday, and the cortege from Quilty was large and representative.
Military formed a guard of honour, three volleys were fired over the grave, and the Last Post sounded.
At the graveside was Flight-Lieut. Commander Fleming, one of the two survivors. Another survivor was J. C. Masterson.
Two other members of the crew, who were taken from the water dead after the crash, A. G. Bennett and Arthur Doncaster, were also buried with full military honours.

Dec 13th 1941 CC



Killard Church of Ireland Churchyard is across the road from the Doonbeg GAA Grounds.

Lt. Colonel Charles Bingley Benson DSO And Bar MID



Lt. Colonel Charles Bingley Benson DSO And Bar MID: He is buried in Kilteneane (Kiltinnaun, Lisdeen, Bansha Kilkee) ancient graveyard in Co. Clare.

'Born on 21st August 1876, the son of J.R. Benson, MD, and was known as being a gung-ho kind of individual. After his education, he joined the army as 2nd Lt in the Oxford & Buckinghamshire Light Infantry (1st Green Jackets). During the Boer War, he took part in operations in Orange River Colony and in Cape Colony. During this time, he was mentioned in dispatches and was given the Queen's Medal with four clasps and was also awarded the DSO for his services in South Africa. In March 1914, he was on retired pay, but then went on to serve in France, Germany and Belgium from 1917-1919 where he was wounded, and again mentioned in despatches and awarded a bar to his DSO.

The Lt Col died on the 4th July 1947, and was buried in the old graveyard at Kilteneane where he rests with his wife, Maud Margaret. The plain cross which once was on top of his headstone had been dislodged and now sits broken in threepieces and placed on the grave. Kilrush Co Clare.' (Kilrush Co Clare First World War Memorial Facebook Page)

'He commanded the Indian 3rd Corps in Malaya between 1941 and 1942, and was captured in Singapore. He spent the rest of the war in Manchuria and Taiwan and retired in 1946. He was married twice and fathered six children. Charlie died in 1946, leaving a son, Captain Charles William Benson (who married Patricia Boyd, only daughter of Maj-Gen Ian Herbert Fitzgerald Boyd). He also had a daughter, Margaret Adria, who died 'under tragic circumstance' in Portugal in 1905.'
(www.turtlebunbury)



Kiltinnaun Graveyard Lisdeen, Bansha Kilkee

Maurice Benson (Major Borys Iwanowicz Kuciasz Szajcuk)



Maurice Benson (Major Borys Iwanowicz Kuciasz Szajcuk): Born on the 22nd Oct 1922 in Kovel in Poland that later became part of the Ukraine. His parents were Leokadia and Jan. He was a pilot in the Polish Air Force and later a Major in the Russian Army. Towards the end of the war he came to England, and joined the RAF. There he met and married a Miss McMahan in 1955, and they returned to Kilkee in 1959. They opened a garage, ran a caravan site and owned a pub. He also changed his name to Maurice Benson. He never returned to Poland and died in 1978. (Shirley Benson) He is buried in Lisdeen Burial Ground.

Borys Iwanowicz Kuciasz Szajcuk became a Major in the Russian Army on the 17th March 1941, and was trained in Kujbyszew in sabotage and explosives. In his diary he describes the retreat of the Russian Army in 1941 back to Moscow. He also amazingly gives details of meeting Martin Bormann (Yes - the Martin Bormann) at Hitler's bunker on the 1st May 1945, the day after Hitler committed suicide. He describes Martin Bormann as the highest paid Russian agent (\$10,000 per month). *'Stalin called him our man in Hitler's office. He didn't have direct connectivity with Moskva, there was a group of 10 Russian agents with whom he made contact.'*

'8th June 1941: I haven't slept 4 days and nights, I am hungry.... 13th June: Smolensk – Germans are close. We have got modern weapon it's called katjusza..... 15th June: We tried 28 of kajusztes, 600 shots per minute, everything is ablaze, fascists were running away like dogs, wonderful view. 841 people killed..... 28th June: Germans are killing innocent people, mostly Jews.... I am ordered to prepare lists of people collaborating with fascists, and to shoot them wherever possible... 23rd June: Moscow 10 days of rest, everything is dirty, lice... 5th September: 2 months under fire, Ukraine and Belarus are lost. Red Army are retreating for strategic reasons....'

'Siege of Berlin 1st May 1945 9.30pm: Bloklin (intelligence officer) ordered me to go to the area of Hitler's bunker to meet 2 Germans, Bormann and Stumpf (Luftwaffe)... both were wearing Nazi uniforms. It was dangerous, so they went to the hotel to get changed.. 3rd May 1945: I stayed in Moscow as Bormann's personal staff ...Everyday in the morning I was taking him to the NKVD headquarters and bringing him home in the evening... Later he had plastic surgery in Leningrad. I couldn't recognise him myself. Bormann had been poisoned in Kujbyszew with mushrooms (or caviar) in March 1947 or 1948.' (The Diary of **Borys Iwanowicz Kuciasz Szajcuk** - Kayla Benson)



Bormann officially died on the 2nd May 1945, near Lehrter station. His remains were conclusively identified in 1998 when German authorities ordered genetic testing on fragments of a skull found buried near the station. Tests using DNA from one of his relatives were used. The Russians deny he ever was a Russian spy.



Civilian Patrick Boyle



Civilian Patrick Boyle: He was born in Kilkee in 1903. He died on the 17th March 1944 at **Dallachy Aerodrome**, Moray, Scotland, at the age of 41. He was the son of Mrs James Boyle, Kilkee, and husband of Nellie Boyle, of Struan, Nether Dallachy, Spey Bay. He is buried in Bellie Graveyard, Moray, Scotland. According to the CWGC all those interred in the Moray County Cemetery are RAF related deaths. These would have been people who were perhaps killed in an air raid, or similar circumstances.



Bellie Graveyard

B9104 road,
Fochabers , Moray,
IV32 PT Scotland

Dallachy Aerodrome was built for Coastal Command in 1942 and early 1943. This airfield only had two runways instead of three. Bomber Command indicated an interest in the site, due to the short runways, this ruled out Heavy Bomber use. The Navy also had an urgent requirement for an Observer School, Dallachy was offered for use. The navy was unhappy with the two runways and the inevitable cross winds, which would make training very difficult.

In Late May 1943, the airfield was lent to Flying Training command 14 PAFU that brought Oxfords to Banff. Separate day and night flights were set up and began on 25th June 1943. A large amount of multi-engined flying hours were amassed during 1943/44. As with most other training airfields, Dallachy had it's share of crashes. In the year's stay at Dallachy, the Advanced Flying Unit produced over 660 pilots with 65,721 flying hours.



404 Squadron RCAF based at Dallachy, Morayshire, breaking formation during a flight along the Scottish coast during WW2.

Frederick and Eddie Brady - Browne



Frederick A. Brady- Browne: Son of Captain Thomas Brady-Browne (who served in France throughout WW1) and Mabel Mayne, of Newgrove, Tulla. He was born in Newgrove in 1921, and died at his home in Longford on 5 December 2010. He was buried in St. John's Church, Longford. *'Frederick Brady-Browne of Newgrove, Tulla, served in the RAF as a flight engineer, keeping Hurricane fighters flying in the Middle East and North African campaigns.'* His brother was Edmund Brady-Browne, and he was a cousin of Eric Shaw. (Eric Shaw)



Hurricane Mk IV KX413 FJ-H

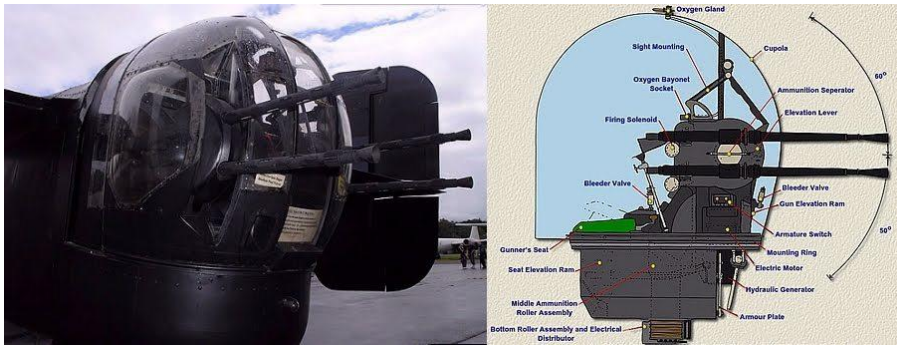


Edmund (Eddie) N Brady-Browne: Son of Captain Thomas Brady-Browne (who served in France throughout WW1) and Mabel Mayne, of Newgrove, Tulla. He was born in Newgrove in 1924, and died at his home in Wombourne, Wolverhampton, England on 29 Sept. 2016. He served in the RAF during WW2. His brother was Frederick Brady-Browne, and he was a cousin of Eric Shaw.

"And so, like tens of thousands of his compatriots, aged 18, Pop ventured north to Belfast to take the Queen's shilling and join the fight against Hitler.....He followed elder brother Fred into the RAF and, after training, spent his first year preparing the bombers for their nightly raids. But he was 19 and, like any 19 year old will tell you, invincible. The real adventure was in the air. So he volunteered for aircrew training; opting to be a gunner because he didn't want to feel helpless when Gerry was bearing down in his Messerschmitt....."

Given the dangers, today we might marvel that there was no shortage of aircrew volunteers and, as a Tail-End Charlie, Pop was sat in the seat with the lowest survival rate of all, with an average life expectancy of just four missions. Psychologically it is impossible for any of us to really understand what that feels like; to know that you would, on any given night, participate in an activity in which you had a 25% chance of not coming home. And in order to return, you might have to take the life of a young German boy who's circumstances were no so different to your own.....Pop knew that feeling, a point worth dwelling on for those of us who knew him only as an old man.

Frederick and Eddie Brady - Browne



Though he couldn't have known it at the time, Pop was fortunate that, flying on operations in 1944, the most dangerous times had passed. But he did know tragedy first hand. Crews trained in pairs and his sister crew were all killed in a low-flying accident - I only heard him talk of this once and when he did, he couldn't help but become overwhelmed by emotion. These were young boys he knew like brothers. For the rest of his life thereafter he considered every day a blessing.

So mostly he talked of the camaraderie - his crew pooling their money to buy a little car to escape the monotony of the base during downtime; competing for the attention of the young WAAFs in the Nissen Hut-cum-Dance Hall..."The extract above from his eulogy is just to give you an idea of Eddie.(Eric Shaw)

"On the occasion of his 90th Birthday, we took him to Lincolnshire for a taxi ride in one of the only still-operational Lancaster bombers; on a special day - serendipitously the exact 70th anniversary of his qualifying as aircrew - he joined a host of other bomber command veterans and was feted like a hero.....Hero is of course a much too overused noun in modern parlance. But to me he is the only genuine, bone-fide hero I've ever known. And what made Pop a hero - and all of his comrades - was their very ordinariness. Cometh the hour, cometh the man, as they say - but never once did it cross his mind that he'd done anything special at all.

I'm going end on an anecdote from that day in Lincolnshire. After his safety briefing, the Squadron Leader in charge wanted to give him some advice on how to manoeuvre down into his old seat in the rear turret. But she couldn't stop him before he had clambered up into the aircraft, slid down the cramped rear fuselage on his backside, feet first in the air - just like you're meant to - and plopped down into place, turning around with thumbs up and a big grin.....She looked at me and said "Crikey, he's a bit spritely for a 90 year old!" Now, given he'd not done this for nigh-on 70 years I was equally amazed, particularly as I was to learn there's a real knack to getting in, which he'd not forgotten..."
(Eric Shaw)



Civilian Anne Josephine Brazil



Civilian Anne Josephine Brazil: She was born in 1927 in Killaloe Co Clare, the daughter of Bridget Brazil, of Bally Logue, Killaloe. She died, aged 17, on Monday 30th Oct 1944 when a V1 fell on St. Marie's Hotel, Dale Road, Purley. She is remembered Coulsdon and Purley (now in the London Borough of Croydon), Urban District, in Surrey.

'A V1 fell on the St. Marie Hotel in Dale Road, Purley next to Purley railway station - Godstone Road side - on 31st October 1944. 17 people died and 31 were injured in that single hit, the biggest number of casualties from one bomb in Croydon.' (cpfc.org)

In Memory of
Civilian

Anne Josephine Brazil

Civilian War Dead who died on 30 October 1944 Age 17

Daughter of Bridget Brazil, of Bally Logue, Killaloe, Co. Clare, Irish Republic. Died at St. Marie's Hotel, Dale Road, Purley.

Remembered with Honour
Coulsdon and Purley, Urban District

The Croydon Advertiser

SPECIAL EDITION October, 1944 PRICE TWOPENCE

IN THE FRONT LINE OF THE SECOND BLITZ



This is what a flying bomb did in the Brigstock Road district, Thornton Heath.

Croydon the Worst-Hit Borough in Greater London

**141 FLYING BOMBS
211 People Killed, 1,991 Injured:
1,400 Dwellings Destroyed,
54,000 Damaged**

THE WORST WEEK
The worst week of the flying bomb raids was the third, during which 27 fell. This was an increase of three on the preceding week. During the first week of the attack 22 dropped in the borough. The totals for the succeeding six weeks were respectively 10, 9, 12, 19, 11, 7.

Roads or buildings hit by the flying bombs include the following:
Addington Palace golf course; Acacia Road; Ash Road, Shirley; Auckland Road, Upper Norwood; Addiscombe Road (junction of Mapledale Avenue);
Bethlem Hospital, Monks Orchard; Brownlow Road, East Croydon; Beckford Road (corner of Tannison Road), South Norwood; Brigstock Road, Thornton Heath; Bishop's Walk, Shirley; Bredon Road, Addiscombe; Bram-

more flying bombs landed in more or less the same place.
People living in the vicinity of Lloyd Park will look in vain for a spot on the map to commemorate the flying bomb that spread destruction around late one Thursday afternoon, incidentally breaking the plate glass window of the "Advertiser" office. This particular doodle-bug was caught by a Spitfire and shot up, exploding in the air. The pieces crashed down in Lloyd Park, but officially it was not deemed to have fallen in the borough.

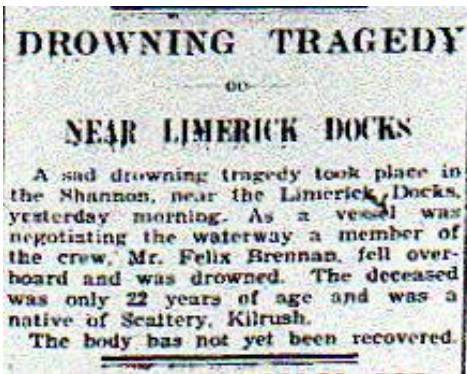
DOODLE BUG MEMORIES
Early in the attack we tried to find, with our characteristic sense of humour, a suitable name for the pilotless aircraft, as they were technically called. The R.A.F. coined the phrase "dive bats" while the Army termed

broke nearly every plate glass window in North End. Not long before, blast from the bomb which fell near Spurgeon's Bridge caused similar havoc in Croydon's principal shopping thoroughfare.
Several houses in Oakfield Road were badly damaged by blast from a flying bomb which fell on the railway near West Croydon Station on the night of June 22. The signal-box at the station was destroyed, and considerable damage was caused to an electric train standing in the station.
About 60 passengers in the Croydon to London Bridge train suffered injury from blast or broken glass one morning when a flying bomb exploded at Norwood Junction, near the railway.
Many places of worship suffered from the flying bomb raids. Spur-

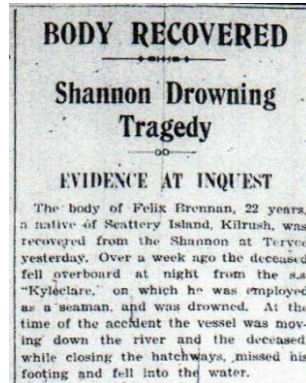
Seaman Felix Brennan



Seaman Felix Brennan: Scattery Island. He was lost overboard on the 17th Sept 1940, from the merchant ship *SS Kyleclare* (ON 152256) in the Shannon Estuary near Limerick. His brother Gerard Brennan born c1928 was lost at sea when the schooner *Ellie Park* sank near the Isle of Man on 11/11/1947. He is remembered on the monument on City Quay in Dublin that records the names of those lost in Irish ships during the Second World War.



LL 18/9/1940



LL 25/9/1940

'Ten minutes after leaving Limerick in a steamer (Kyleclare) Mr Felix Brennan (22), seaman a native of Scattery was lost overboard. He was apparently closing the hatches when he fell into the water and disappeared before help could reach him. The accident occurred in the vicinity of Spillane's Tower and the steamer put back to Barrington's Pier, where the tragedy was reported.' 1940 Thursday 19th September (*Irish Independent*) Shannon Tragedy



The monument on City Quay in Dublin that records the names of those lost in Irish ships during the Second World War.

Seaman Felix Brennan



Private John Carmody



Private John Carmody: Ennistymon. *'I recently came across a man named John Carmody. He was killed in action in WW2, on the 24th Sept 1944 aged 26. Regimental Number 6209855, Duke of Cornwall's Lite Infantry. Buried in Groesbeek Canadian War Cemetery, Gelderland, Netherlands, Grave Ref VI.H.12. He was married to a lady named Nora and they came from Deer Park East, Ennistymon, Co. Clare. There is no information about him on the CWGC website and I have written to CWGC saying he should be remembered as coming from Ennistymon, Co. Clare. They kindly wrote back saying, that while they agree with me, to verify him, they would need a birth cert or baptismal cert or any legal document that could verify him.'* (Tom Burke – Keir McNamara)



Groesbeek Canadian War Cemetery and Memorial

Groesbeek, Berg en Dal Municipality, Gelderland, Netherlands. Plot VI. H. 12.



Rifleman William Francis Carrig



Rifleman William Francis Carrig: Born in Kildysart in 1915. 2nd Bn The London Irish Rifles, Royal Ulster Rifles.(38th (Irish) Infantry Brigade) 7017516. He died on the 16th April 1943 in Tunisia aged 28, during the final battles in the mountains west of Tunis. He is buried in the Medjez-el-Bab War Cemetery Medjez el Bab, Béja, Tunisia. He was the son of William and Mary Carrig, of Kildysart, Co. Clare.



Medjez-el-Bab War Cemetery Medjez el Bab, Béja, Tunisia.

There are 2903 Commonwealth servicemen of the Second World War buried or commemorated in Medjez-el-Bab War Cemetery which is 60 kilometres west of Tunis.

The story of the 38th (Irish) Brigade in the Second World War: The 38 (Irish) Infantry Brigade was created at the instigation of UK Prime Minister Winston Churchill. It was inspired by earlier fighting units with the same name : Irish brigades had been formed by exiled Irish soldiers fighting in the armies of France in the 17th and 18th centuries, and another participated in the American Civil War (1861-65). The newly formed Irish Brigade comprised three battalions: the 1st Battalion of the Royal Irish Fusiliers; the 6th Battalion of the Royal Inniskilling Fusiliers and **the 2nd Battalion of the London Irish Rifles.**

All three battalions were subsequently involved in battles around Bou Arada in January and February 1943 and then played a critical role, after being transferred to the 78th Infantry Division, **in the final battles in the mountains west of Tunis in April 1943.** The city fell to the Allies on 7th May and the Irish Brigade was given the distinction of being the first marching troops into the Tunisian capital. Caught between Allied armies advancing from the west and General Bernard Montgomery's 8th Army advancing from the east, hundreds of thousands of Germany and Italian soldiers were taken prisoner. (www.irishbrigade.co.uk)



The Irish Brigade enter Tunis in May 1943.

Flight Sergeant Richard Francis Carroll



RAF Flight Sergeant Richard Francis Carroll: He was born in Ennis in 1916. He joined 218 (Gold Coast) Sqdn., Royal Air Force Volunteer Reserve 994961. He died on the 26th June 1942 aged 26. He was part of the final thousand bomber raid that took place on the 25/26th (June 1942) with Bremen as the target. W7503 was shot down by a nightfighter onto the banks of the IJsselmeer in northern Holland, killing the entire crew. He was the son of Patrick and Clara Carroll, of Ennis, Co. Clare, Republic of Ireland. He is remembered on the Runnymede Memorial, Coppers Hill Lane, Englefield Green, Runnymede Borough, Surrey, TW20 0LB England.

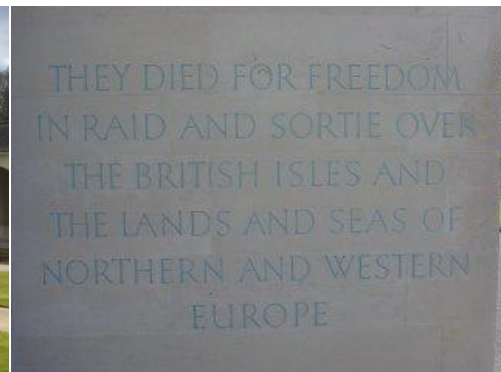


The Stirling 1942

218 Sqdn *'The final thousand bomber raid took place on the **25/26th (June 1942)** with Bremen as the target. Bomber Command was able to amass 960 aircraft, while Coastal Command, ordered by Churchill to participate, sent a further 102 aircraft, in what was classified as a separate operation. Never-the-less, the numbers converging on Bremen on this night exceeded those going to Cologne at the end of May.*

*218 Squadron contributed fourteen Stirlings to what was a moderately successful operation, which fell well short of Cologne, but far surpassed the debacle at Essen. 572 houses were destroyed, and many important war industry factories sustained damage, as did one of the shipyards, but the cost in bombers was a new record forty eight, **including one from 218 Squadron. W7503 was shot down by a nightfighter onto the banks of the IJsselmeer in northern Holland, killing the entire crew.'***
(218squadron.wordpress.com)

The Air Forces Memorial at Runnymede, overlooking the Thames on Cooper's Hill four miles from Windsor, commemorates the names of over 20,000 airmen who were lost in the Second World War during operations from bases in the United Kingdom and North and Western Europe and who have no known graves.



Private James Coady



Private James Coady: Carrick on Suir Co Tipperary. A soldier in the Irish Army. He was killed on the 5th Oct 1941, when the military lorry in which he was travelling, crashed into a road fence at a dangerous bend on the Limerick Ennis road, near Bunratty, in the early hours of a Sunday morning. Fifteen other soldiers were seriously injured. *'It would appear that the vehicle struck against the road fence with great force, rebounding off it, and careered for some distance along the road. In the meantime, all the occupants were scattered about the road, together with a considerable quantity of ammunition, all of which was recovered. Almost immediately other military lorries were on the scene and the injured were rushed to Limerick hospitals.'* Clare Champion Oct 11th 1941.

Soldier Killed

CRASH OF MILITARY LORRY.

OVERTURNS AT BUNRATTY.

Fifteen soldiers were seriously injured, one fatally, when the lorry in which they were travelling collided with a road fence at a dangerous bend on the Limerick-Ennis road near Bunratty, in the early hours of Sunday morning.

The name of the dead soldier is James Coady, stated to be a native of Carrick-on-Suir.

The names of the injured are:—Michl. O'Halloran, Tim O'Connell, Ml. O'Malley, Ml. Clobessy, Edward O'Sullivan, Denis O'Sullivan, Richard Brady, Jos. Terrell, Wm. Butler, Vincent Maher, T. Duggan, Dl. Deamond and Wm. Wall.

It would appear that the vehicle struck against the road fence with great force, rebounded off it, and careered for some distance along the road. In the meantime, all the occupants were scattered about the road, together with a considerable quantity of ammunition, all of which has been recovered. Almost immediately other military lorries were on the scene and the injured were rushed to Limerick hospitals.

All the injured men, with the exception of O'Malley and Maher, who are suffering from injuries to the spine, are making satisfactory progress. The driver sustained serious injuries.

A sixteenth soldier, Private Corridan, is in the Military Barracks, Sarsfield Barracks, Limerick, suffering from fractured fingers. The troops were engaged on manoeuvres.

Oct 11 1941 Clare Champion

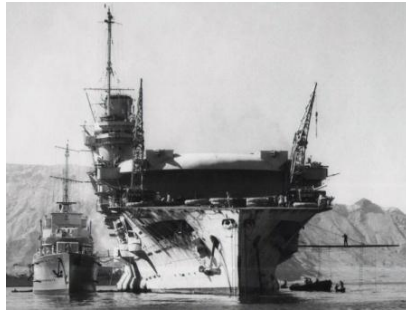
Sgt. McElligott gave details of the equipment carried in the lorry, such as ammunition boxes and gun chests, also two bicycles, road-blocking equipment, three boxes of grenades and two Lewis guns. There was no seating accommodation in the lorry and some of the soldiers were sitting on the gun chests or ammunition boxes. Before the accident the lorry was travelling about 25 to 30 miles an hour. He noticed the lorry slowed down all of a sudden and then struck something after the left side of the lorry had lifted. When rounding the bend, all the soldiers were shifted to one side of the lorry. Witness had loaded the lorry and made provision for six or seven men also, who could stand on the lorry. The equipment had not been re-arranged to make room for the eighteen men who later entered the lorry.

Jan 24 1942 Clare Champion

Stoker 1st Class James Collins



Stoker 1st Class James Collins: Kilnaboy Co Clare. D/KX 91837, H.M.S. *Glorious*, Royal Navy. He died on the 8th June 1940, when the HMS *Glorious* was attacked by the German battleships Gneisenau and Scharnhorst. He was the son of Michael and Mina C. Collins of Kilnaboy. He is remembered on the Plymouth Naval Memorial Panel 41, Column 1 Devon, United Kingdom.



HMS Glorious

8th June 1940: *'The aircraft carrier HMS Glorious was returning to Scapa Flow from Norway separately from the other ships in the British Force, accompanied by only her destroyer escorts HMS Acasta and HMS Ardent. It was a fine clear day with light wind but HMS Glorious apparently did not have a lookout posted, did not have an aircraft on patrol – which would have given her all round visibility of approximately 40 miles, and did not have any of her aircraft on deck ready for immediate launch.*

She was therefore surprised when spotted by the German battleships Gneisenau and Scharnhorst at about 1600. Although Acasta and Ardent attempted to lay a smoke screen and engaged the German ships, Glorious was first hit at 1638. The third salvo from the Scharnhorst reached Glorious from 24,175 meters (26,450 yards), possibly the longest gunfire hit on any enemy warship ever achieved. It hit her hangars and made it impossible to launch the aircraft that were on the point of readiness. The actions of the two destroyers who both went down fighting against vastly superior battleships... But there were no medals for this action, which was a disaster that the Royal Navy would have no wish to advertise, either now or after the war.... At the end of the action Gneisenau and Scharnhorst made off without stopping to look for survivors....

For unknown reasons neither Acasta nor Ardent made radio signals about the engagement. There were at least 900 men in the water or on floats from the three abandoned ships, including some of the pilots from 46 Squadron who had flown the Hurricanes on board the previous day. But the Royal Navy was unaware of the battle and no immediate rescue plan was put into action. It was nearly three days later when the first of only 45 survivors were pulled from the sea by a Norwegian boats. In total 1,515 men died.'(ww2today.com)

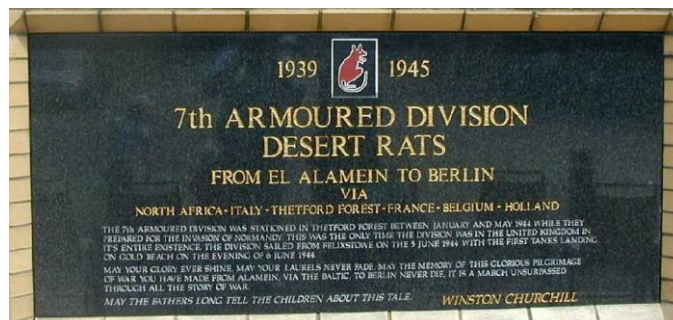


The Plymouth Naval Memorial

Major-General Sir Michael O'Moore Creagh KBE MC



Major-General Sir Michael O'Moore Creagh KBE MC: (16 May 1892–1970) Cahirbane, County Clare. He served in both the First and Second World Wars. He commanded the 7th Armoured Division, **the Desert Rats (15,000 men)**, between 1939 and 1941. Creagh was born on 16 May 1892 and educated at Wellington College. He entered the Royal Military College, Sandhurst, and was then commissioned into 7th Queen's Own Hussars in 1911.



During the Italian retreat in January 1941, Major-General O'Connor ordered the Desert Rats to travel south of the Jebel Akhdar and cut off the Italian forces at Beda Fomm, while Australian forces pushed the Italians west. On 7 February, as the tanks were unable to travel fast enough, the manoeuvre was led by an *ad hoc* brigade of armoured cars, towed artillery and infantry, which completed the trip in 30 hours, that cut off the Italian retreat and destroyed the Italian Tenth Army. Lieutenant Colonel John Combe led this *ad hoc* group, which was known as "Combe Force" after him.

After this, the tanks of the 7th Armoured Division, after eight months of fighting, needed a complete overhaul and the division was withdrawn to Cairo and temporarily ceased to be available as a fighting formation being replaced in the line by the 2nd Armoured Division.

On 3 September 1941, Creagh was replaced as commander of the division by Major General William Gott following the costly failure of Operation Battleaxe. From 1941 to 1942, Creagh commanded the 3rd Armored Group. He retired from the Army in 1944.



In retirement Creagh worked for the United Nations Relief and Rehabilitation Administration.

Staff Nurse Veronica (Vera) Margaret Creighton



Staff Nurse Veronica (Vera) Margaret Creighton: She born in 1919, the daughter of Michael and Rose Ann Creighton of Ruan (Corofin on her headstone). She was one of 14 nurses killed by the German bombing of the Salford Royal Hospital on the the 2nd June 1941 - 4 of whom were Irish. She was aged 22. Staff Nurse Maureen Lynch from Kilmaley also died. They were buried together at St Mary's Catholic Cemetery Wardley, Greater Manchester. Prior to Committal, the coffins of the five Catholic nurses were taken to the R.C. Cathedral, Chapel Street, Salford where a Requiem Mass was celebrated. She is also remembered on the Salford Royal Hospital Memorial.

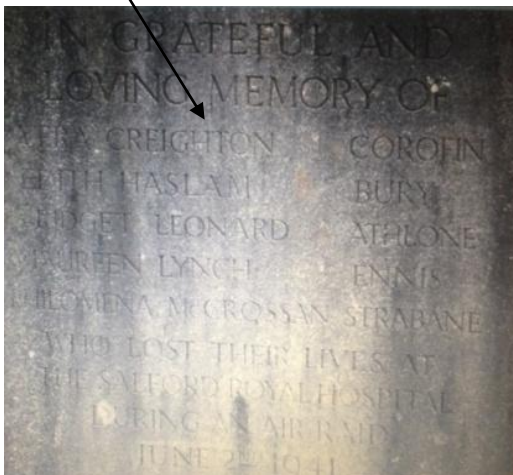


Manchester Blitz - Monday June 2nd 1941: German bombers attacked Manchester and neighbouring Salford, killing 70 and severely injuring 86.

Salford Royal Hospital after the bombing.



**St Mary's
Catholic
Cemetery
Wardley,
Greater
Manchester**



**The Salford
Royal Hospital
Memorial.**

Gunner James Crowley



Gunner James Crowley: He was born in 1915 in Labasheeda. 4th Field Regt., Royal Artillery (4th Indian Infantry Division) 856406. He died on the 11th April 1941 (after the Battle of Keren) age 26. He was the son of James and Bridget Crowley, of Labasheeda, Co. Clare. He was buried in Keren War Cemetery, Keren, Anseba, Eritrea.



Keren War
Cemetery,
Keren,
Anseba,
Eritrea.

*'The **Battle of Keren** (or Cheren) was fought as part of the East African Campaign, from 5 February to 1 April 1941 between a mixed Italian army of regular and colonial troops and the attacking British and Free French forces. The town of Keren, in the colony of Italian Eritrea, was of strategic importance to both the Italian and the British forces in 1941. The road and railway through Keren were the main routes to Asmara (the colonial capital) and the Red Sea port of Massawa, both of which surrendered to the British after the battle. In 1993, Raugh wrote that 3,000 Italian troops were killed and that **British casualties were 536 men killed and 3,229 wounded** as did Dear and Foot in 2005.'* (wikipedia)



Indian Division
Artillery in action
during the battle
for Keren, Eritrea,
1941.

Gunner Thomas Brady Cullinan



Gunner Thomas (Tommy) Brady Cullinan was born at Brookville House, Ennis on the 15th May 1906. He joined the 90 Bty., 35 Lt. A.A. Regt Royal Artillery 1543457 during the Second World War as an anti-aircraft gunner, and died in service age 33 on the 11th April 1940. He was the son of Frederick George Cullinan and Frances Emily Brady-Browne. In 1930 he achieved the unique treble of **winning the Cheltenham Gold Cup on Easter Hero, the Champion Hurdle on Brown Tony and the Grand National on Shaun Goilin**, a chance ride. He is buried in Christ Church Cemetery, Swindon, Wiltshire, England. Grave 477.

'Tommy served as a private in an English anti-aircraft unit during the War. Based at an RAF station in Oxford in the spring of 1940 on April 11, Tommy Brady Cullinan was shot dead by a nervous sentry as he was returning home after a night out on the town. Or that was the story put about at the time. In fact, Tommy committed suicide when depressed.' (<https://sites.google.com/site/carverwilliamjockey/cullinan-tommy>)



IRISH JOCKEY FOUND SHOT DEAD

Verdict Undisclosed

Following an inquest in private on Tommy Cullinan (33), the Irish jockey, found shot dead at an Air Force station in Oxfordshire, neither the evidence nor the verdict was disclosed.

Asked what verdict he had recorded, Mr. A. Lett, the South Oxfordshire Coroner, said: "It is not in the national interest that I should reveal it."

Mr. Cullinan, who was a member of a well-known Limerick family, was a gunner in the A.A. battery. He won the Grand National in 1930 on Shaun Goilin, and was one of only two jockeys who have won the "National" and Champion Steeplechase at Liverpool in the same year.

In 1936 he married Miss Doreen Stella Barlow, daughter of the head of a Kettering confectionery firm. His father was High Sheriff of County Clare.



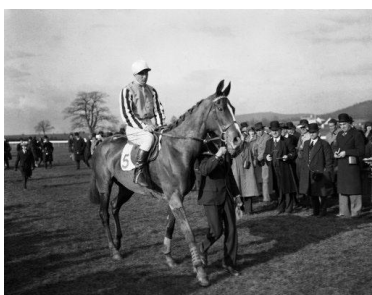
BROOKVILLE
also CUSHNAHOWN, ENNIS
The township beside the brook. (Eng. Fr.)

Associated families, etc.
Janns, Finucane, Greene, Mahon, Brady, Rynne, Studdert, Paciene, C.C.E.

**SWINDON (CHRIST CHURCH)
BURIAL GROUND**

Index No. U.K. 5293

CULLINAN, Gnr. THOMAS BRADY, 1543457.
90 Bty., 35 Lt. A.A. Regt., Royal Artillery. 11th April, 1940. Age 33. Son of Frederick George and Emily Frances Cullinan, of Swindon. Northern. Grave 477.



8/11F

EASTER HERO (10 yo)

1930 saw Tommy achieve the unique treble, winning the Cheltenham Gold Cup on EASTER HERO, the Champion Hurdle on BROWN TONY and the Grand National on SHAUN GOILIN.

Sergeant (Nav.) Brian Ignatius Joseph Daly



Sergeant (Nav.) Brian Ignatius Joseph Daly: His father was Michael Leo Joseph Daly from Kilmihil, who was a soldier and a Balloonist in WW1. Brian was born in July of 1919.

In WW2 he was a navigator in an Avro Lancaster Bomber with the rank of Sergeant. On April 17th 1942, 12 Lancasters took off from 2 airfields in Britain. Each had 4 1000 lb bombs on board. The target of the mission was the MAN diesel engine plant at Augsburg. The plant supplied engines to the German U Boat fleet. Near Evreux in France, the formation was attacked by German fighters and Brian Daly's plane, under George Thomas Rhodes was shot down.

All 7 crew members were killed, and are buried in Evreux Communal Cemetery. Row C. Grave 2-8, Collective Grave. Row C Grave 2 - 8. (Niall Mathews)



This is a painting by Gordon Sage of the Augsburg Raid and shows one of the Avro Lancaster under attack.

Leading Aircraftman Arthur Doncaster



Leading Aircraftman Arthur Doncaster: Nottingham. Service Number 743595, 201 Squadron., Royal Air Force Volunteer Reserve. He died age 30 on 03 December 1941, when his Sunderland Flying boat, crashed into the sea near Doonbeg. Son of Ernest Arthur and Ida Dorothy Doncaster. He is buried in **Killard Church Of Ireland Churchyard** which is situated in the townland of Killard, north west of Doonbeg village, Killard Parish. (ww2irishaviation.com)

'LAC Arthur Doncaster 743595 Royal Air Force Volunteer Reserve Aged 30, Son of Ernest Arthur and Ida Dorothy Doncaster. Buried in Killard Church of Ireland Churchyard. Arthur was born in 1912 in Mansfield, Nottingham. He had an infant brother who passed away in 1916 while only in his second year. Arthur's mother passed away in 1923 it seems and his father died in June of 1941. He is listed in the 201 Squadron Record Book as being a Fitter and was flying as an air gunner similar to Fred Lea. The Nottingham Evening Post of January 21st, 1942 carried an obituary. The obituary mentions the name of a brother, Albert who lived in Hucknall.'

Short Sunderland W3988, Doonbeg, Co. Clare, 3rd December 1941



By 1940, 201 squadron RAF received Sunderland Flying boats and commenced anti-submarine patrols over the Atlantic until the U-boat menace had been defeated.

On the 3rd Dec 1941 at 5.30pm a British Sunderland flying boat dropped flares in the vicinity of Carrowmore near Doonbeg. Conditions were terrible – storm and rain. An hour later after two attempts it crashed at sea. The crew of 11 left the aircraft, but in the rough seas they were unable to stay in their dinghies and row the 2 to 3 miles to the shore. All had life jackets on. Three of the crew drifted ashore unconscious, two of whom survived - **Fleming and Masterson**. **Gerald Fox** died later.

The remaining 8 occupants were drowned, of which 5 were washed ashore. Two bodies were washed ashore on White Strand and identified as **Arthur E Bennett** and **Arthur Doncaster**. Both were buried in the Killard Protestant Graveyard at Doonbeg with full military honours. On the 6th Dec two further bodies were washed ashore on the strand 1 ½ miles west of Quilty. These were identified as Aircraftsman **Frederick Lea**, and Sergeant **S. F. Epps**. Both were buried at Miltown Malbay, along with Gerald Fox. **One body** was unidentified and also buried in Miltown Malbay. Three bodies were never recovered. The aircraft was later washed ashore on the strand in a wrecked condition.

Leading Aircraftman Arthur Doncaster continued



Killard Church of Ireland Churchyard



CLARE PLANE CRASH.
Funeral of Victims.
Fred Lee and Sydney Epps, of the Royal Air Force, who met their deaths when their seaplane crashed into the sea at Doonbeg, were buried with full military honours at Miltown Malbay Protestant Church on Sunday.
Their bodies were washed ashore at Quilty on Saturday, and the cortege from Quilty was large and representative.
Military formed a guard of honour, three volleys were fired over the grave, and the Last Post sounded.
At the graveside was Flight-Lieut. Commander Fleming, one of the two survivors. Another survivor was J. C. Masterson.
Two other members of the crew, who were taken from the water dead after the crash, A. G. Bennett and Arthur Doncaster, were also buried with full military honours.

Dec 13th 1941 CC



Killard Church of Ireland Churchyard is across the road from the Doonbeg GAA Grounds.

Private Thomas Downes

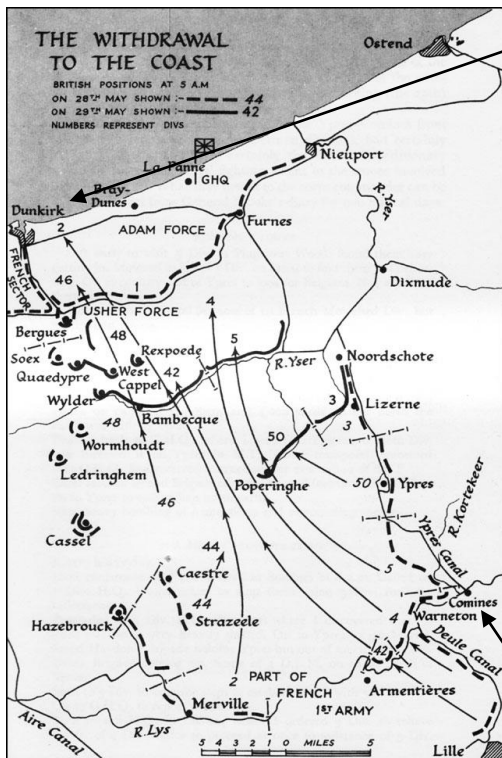


Private Thomas Downes: He was born in Kilkee in 1921. 1st Bn. Oxford and Bucks Light Infantry, 48th Div (5383762). He died on the 28th May 1940 aged 19 in the Battle of the Ypres-Comines Canal 26th – 28th May 1940. He was the son of William and Mary Downes, of Kilkee, and was buried in the Comines (Komen) Communal Cemetery, Comines-Warneton, Arrondissement de Mouscron, Hainaut, Belgium. Grave 90.

The **Battle of the Ypres–Comines Canal** was a battle fought between the British Expeditionary Force (BEF) and German Army Group B during the BEF's retreat to Dunkirk in 1940. It started in the afternoon of 26 May and reached its maximum intensity on 27 and **28 May**. The 1st Bn., Oxford and Bucks Light Infantry were in action in the Battle of the Ypres-Comines Canal and were rescued from Dunkirk after suffering **over 300 casualties**.



Comines (Komen) Communal Cemetery, Comines-Warneton, Arrondissement de Mouscron, Hainaut, Belgium.



Dunkirk

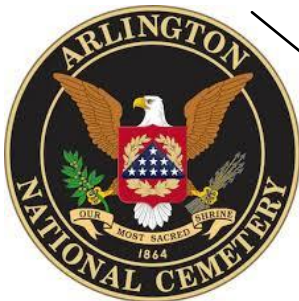
*"The Commander II Corps has asked me to convey his warmest congratulations, and thanks to the 5th Division and to other attached troops who fought so gallantly on May 27 and May 28. It is in his opinion that it was entirely due to our action that the whole Corps was able to effect a withdrawal, and that, unless we held the **Ypres-Comines Canal** successfully, the safety of the whole BEF might have been put in serious danger. He emphasised his complete confidence that this fact will be confirmed in history." Maj-General Franklyn issued a congratulatory order, May 29th at the conclusion of the battle.*

The Ypres–Comines Canal

Technical Sergeant Michael Downey



Technical Sergeant Michael Downey: Market St Ennis. He died due to wounds, on the 10th Nov 1943 at **Rabaul, New Guinea**, in the South West Pacific, when an American bomber, in which he was one of the crew, was shot down. The funeral of Michael Downey took place to Arlington National Cemetery (Section 34 Site 4746) on March 14th 1950. His mother went to Washington for the funeral ceremonies, and an Army Guard of Honour was provided for her. He had two brothers and one sister Nora. For his service to the United States, Technical Sergeant Michael Downey, A.S. No. 32421791, son of Mrs M A Downey and Timothy Downey Market Street, Ennis, was posthumously awarded the Purple Heart.



Bombing of Rabaul (2–11 November 1943)

Japanese cruiser *Chikuma* under attack on 5 November 1943.

The Allies of World War II conducted an air attack upon a cruiser force at the major Japanese base of **Rabaul** in November 1943. In response to the Allied invasion of Bougainville, the Japanese had brought a strong cruiser force down from Truk, their major naval base in the Caroline Islands about 800 miles north of Rabaul, to Rabaul in preparation for a night engagement against the Allied supply and support shipping. **Allied carrier- and land-based planes** attacked the Japanese ships, airfields, and port facilities on the island of New Britain to protect the Allied amphibious invasion of Bougainville. As a result of the Rabaul raids, the Japanese naval forces could no longer threaten the landings. The success of the raid began to change the strongly held belief that carrier-based air forces could not challenge land-based air forces.

The strike had been a stunning success, effectively neutralizing Koga's cruisers as a threat to the Bougainville mission. Under the threat of additional airstrikes most of the Japanese warships departed for Truk the next day, practically ending Japanese naval presence in the area. **Losses among the attacking aircraft were light.**

Marine John Egan



Marine John Egan: He was born in Miltown Malbay in 1920. No. 41 Royal Marines Commando., PLY/X103476. He died of wounds on the **7th June 1944**. He landed at Sword Beach on D-Day and died the day after, aged 24. He was the son of John and Norah Egan; nephew of Margaret Shanahan, of Miltown, Malbay. He is buried at Hermanville War Cemetery, located at Hermanville-sur-Mer which lies 13 kilometres north of Caen on the road to Lion-sur-Mer, Basse-Normandie, France.



Royal Marine Commandos attached to 3rd Division move inland from Sword Beach on the Normandy coast, 6 June 1944.

D-Day 6th June 1944 (41 Royal Marine Commando War Diary)

0825 - Coastline now perfectly visible and Troop Commanders were able to identify their beach from previous study of low obliques during the briefing. The beach appeared a bit of a shambles. It was littered with dead and wounded and burnt out tanks and with Flails flailing through wire and mines, Bulldozers clearing gaps etc. The beach was quite obviously still under fire as mortar bombs and shells were crashing down fairly plentifully. It appeared however that Red Beach was getting a better share of this fire than White.

0940 - By this time a dozen men of 'X' Troop had joined up and reported that their Troop Commander Captain H.E. Stratford, M.C. had been wounded on landing and that they had also lost about 25 men killed and wounded, on the beach.

1930 - Except for sniping and L.M.G. fire from the houses where Germans had been left behind, all was quiet during the rest of the light. **Casualties for the day were approximately 140 killed, wounded and missing.**



HERMANVILLE WAR CEMETERY,

Hermanville-sur-Mer,
Departement du Calvados,
Basse-Normandie, France.

Sergeant Sydney James Epps



RAF Sergeant S J Epps. Essex. Wireless Operator / Airgunner, Royal Air Force 201 Sqn 522263. He died on the 3rd December 1941 aged 25, when his Sunderland Flying boat, crashed into the sea near Doonbeg. He is buried in Miltown Malbay Church of Ireland Graveyard, Miltown Malbay. Son of Sydney Read and Elizabeth Epps.

'Sgt Sydney James Epps 522263 (W.Op./Air Gnr.) Royal Air Force Aged 25, Son of Sydney Read and Elizabeth Epps. Buried in Milltown Malbay Church of Ireland Churchyard His sister visited Ireland in 1990's and passed on details to historian Martin Gleeson of Limerick. She visited his grave and was able to meet with a localman. He was born 14 April 1914 at Ilford, Essex. He joined the RAF in 1936, aged 18 and was posted to Iraq the same year. Trained as a WOp/AG in 1940 and joined 201 Squadron later the same year.' (ww2irishaviation.com)

Short Sunderland W3988, Doonbeg, Co. Clare, 3rd December 1941



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Sergeant Sydney James Epps Continued



Miltown Malbay
Church of Ireland
Graveyard

Dec 13 1941
Clare Champion

CLARE PLANE CRASH.
Funeral of Victims.

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Their bodies were washed ashore at Quilty on Saturday, and the cortege from Quilty was large and representative.

Military formed a guard of honour, three volleys were fired over the grave, and the Last Post sounded.

At the graveside was Flight-Lieut. Commander Fleming, one of the two survivors. Another survivor was J. C. Masterson.

Two other members of the crew, who were taken from the water dead after the crash, A. G. Bennett and Arthur Doncaster, were also buried with full military honours.



Staff Sergeant Joseph Flanagan



Staff Sergeant Joseph L Flanagan: Clouna Ennistymon. US rangers 2nd Bn. Lived in Massachusetts. Died on the 31st Aug 1944. He is buried in the Brittany American Cemetery and Memorial Saint-James, Departement de la Manche, Basse-Normandie, France.

'Joseph Flanagan, whose mother Kathleen McNamara (daughter of Michael McNamara and Bridget Delia Ryan) came from Clouna near Ennistymon, was killed in Normandy in the hours leading up to the D-Day landings. He was among the first US Rangers 2nd Bn to be killed at Normandy, most likely near Omaha Beach, on the night of June 5 or morning of June 6 1944 (Aug 31 1944 on headstone). Joseph was part of the pre-invasion forces, whose job it was to knock out the German coastal defense guns. An auditorium at the Southern Junior High School, Summer Street, Somerville, Massachusetts, USA, was named after him. It has since been torn down. Joseph's brother Daniel, served in the Merchant Marine during World War 2.' (Clare Herald)



SSgt. Joseph L Flanagan

**Brittany American Cemetery and Memorial Saint-James,
Departement de la Manche, Basse-Normandie,
France**



On the morning of D-Day 6 June 1944 a crack unit of US 2nd Ranger Battalion scaled the 90-foot cliffs under relentless enemy fire and disabled the German guns trained directly onto the landing beaches.

D Day - The 2nd Rangers had planned to land at the base of the cliffs at 0600 hours, however, because of a navigational error, they landed nearly an hour late. This cost the lives of more Rangers as well as the element of surprise. During the attack, the 190 remaining Rangers scaled the cliffs utilizing rope ladders, but only 90 Rangers were still able to bear arms after two days of relentless fighting. During the assault, 2nd Battalion managed to disable a battery of 155mm French artillery captured by the Germans, which was their primary objective. These guns were to be aimed at Utah Beach, however, the Rangers prevented their use, saving American lives on the shores of Normandy. The 2nd Rangers were later involved in the **Battle for Brest** (7th Aug -19th Sept).

Corporal Joseph Flanagan



Corporal Joseph Flanagan: Born in 1916. He was the son of Martin and Mary Flanagan, of Ennis, Co. Clare. 8th Bn. Royal Scots 6979266, 15th (Scottish) Division. He died on the 15th Sept 1944 aged 28, during a battle with German forces in the village of Ten Aard (**Geel**), near Antwerp in Belgium. This was just two days before the beginning of Operation Marketgarden. He died on what is regarded as the opening day of the Allied advance from Paris to the Rhine. He is buried in Kasterlee War Cemetery, Kasterlee, Arrondissement Turnhout, Antwerp (Antwerpen), Belgium.



The **Battle of Geel**, was a major battle between British and German troops in Belgium. It occurred between **8–23 September 1944**, in and around the Flemish town of Geel (Gheel), and was one of the largest and bloodiest battles to occur during the Liberation of Belgium.

On the 12th the badly battered 50th Division received orders to pull out and move to the recently captured Joe's Bridge, to free Guards Armoured Division to spearhead Operation Market-Garden. On that same day, the 50th Division was replaced by the **15th (Scottish) Division**.

After eight days of heavy fighting the Scots secured a bridgehead that was repeatedly counter-attacked by the Germans. All assaults were repelled but the Scots were unable to advance any further.^[4] The bridgehead was no greater than 900 meters long and 900 meters wide. Each time the Scots tried to expand the bridgehead they were met by heavy German counterattacks. Fighting took place until the final German withdrawal on 23 September and Ten Aard was finally liberated.



Infantry of the 8th Battalion, Royal Scots, 44th Brigade in 15th (Scottish) Division, in Kangaroo APCs.

Lance Corporal Denis Joseph Foran MID

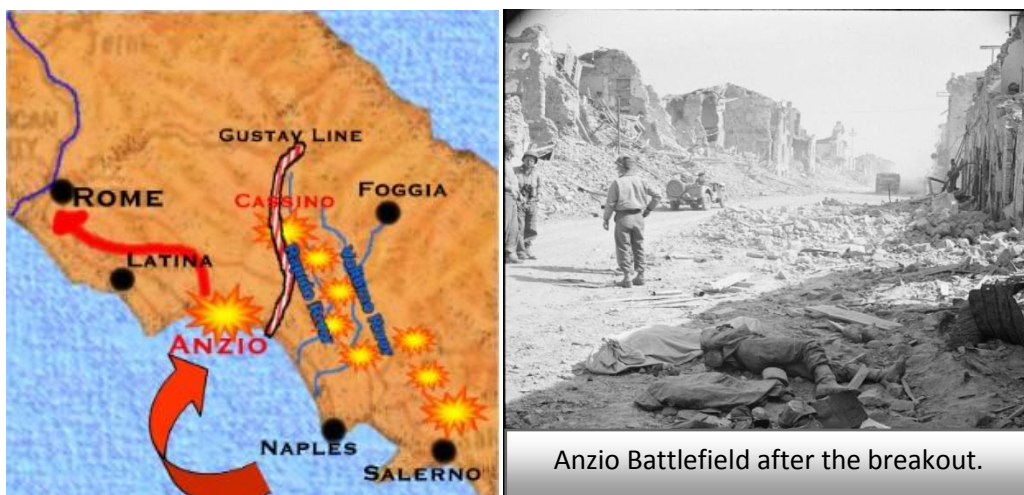


Lance Corporal Denis Joseph Foran: Born in 1919. Son of Denis and Margaret Foran, of Labasheeda, Co. Clare. 1st Bn., Irish Guards 2718838. Mentioned in Despatches. He died on the 4th Feb 1944 aged 25, and is buried in the Anzio War Cemetery, Anzio, Città Metropolitana di Roma Capitale, Lazio, Italy.



The site for this cemetery was selected after the landings at Anzio. There are 1,056 WW2 Commonwealth burials.

The **Battle of Anzio** took place from January 22, 1944 (beginning with the Allied amphibious landing known as **Operation Shingle**) to June 5, 1944 (ending with the capture of Rome). The operation was opposed by German forces in the area of Anzio and Nettuno. The operation had the intention to outflank German forces at the Winter Line and enable an attack on Rome.



By early February 1944, German forces in Fourteenth Army numbered some 100,000 troops. Allied forces by this time totalled 76,400. After making exploratory probes on the Campoleone salient on the afternoon of February 3 the German forces launched a full counterattack at 23:00 in order to reduce the salient and "iron out" the front line. Some hours after the attack started the coherence of the front line had been completely shattered, and the fighting for the salient had given way to small unit actions, swaying back and forth through the gullies. In the morning of February 4 the situation was becoming more serious, with the **1st Battalion, Irish Guards** (of 24th Guards Brigade), only having one cohesive rifle company left and on the opposite side of the salient.

Sergeant Maurice Walter Gerald Fox



RAF Sergeant Maurice Walter Gerald Fox. Kent. Wireless Operator/Air Gunner, Royal Air Force 201 Sqdn 933498. He died on the 3rd December 1941 aged 20, when his Sunderland Flying boat, crashed into the sea near Doonbeg. He is buried in Miltown Malbay Church of Ireland Graveyard, Miltown Malbay. Son of Lionel Thomas Andrew and Edith Emma Fox, of Erith, Kent.

'Sgt Maurice Walter Gerald Fox 933498 (W.Op./Air Gnr.) Royal Air Force Volunteer Reserve Aged 20, Son of Lionel Thomas Andrew and Edith Emma Fox, of Erith, Kent. Buried in Milltown Malbay Church of Ireland Churchyard. Little else is known about Sgt Fox at this time. His brother Peter Thomas Fox, a Corporal in the 11th Kings Royal Rifle Corps was killed in Greece in December 1944. Their father Lionel was an infantry veteran of the First World War and had been injured twice in 1916.'

(ww2irishaviation.com)

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Miltown Malbay Church of Ireland Graveyard

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Sub-Lieutenant Patrick Anthony Stirling Frost

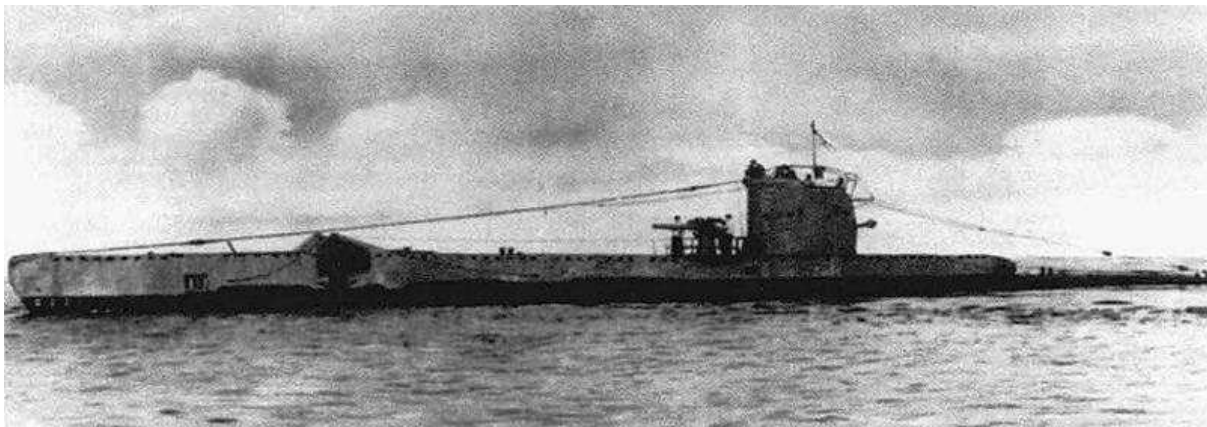


Sub-Lieutenant Patrick Anthony Stirling Frost: Born in 1922. Son of Col. William A. Frost and Josephine Marion Frost, of Beechlawn Newmarket-on Fergus, Co. Clare. H.M. Submarine *Usurper*, Royal Navy. He died on the 12th October 1943, aged 21. He is remembered on the Portsmouth Naval Memorial Panel 73, Column 1.

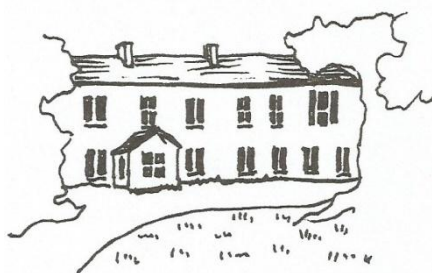


The Portsmouth Naval Memorial

Usurper had left Algiers on 24 September 1943 with instruction to patrol off La Spezia. On 3 October 1943 she was ordered to move to the Gulf of Genoa. No further contact was made and she failed to return to Algiers on 12 October 1943 as expected. The German anti-submarine vessel UJ-2208/*Alfred* reported attacking a submarine in the Gulf of Genoa on 3 October 1943 and it is believed that this may have been the *Usurper*.



H.M. Submarine *Usurper*



Beechlawn Newmarket on Fergus:

Patrick's brother treated Rudolph Hess when he landed in Scotland in 1941. (Houses of Clare H Weir)

Able Seaman Joseph Garvey



Able Seaman Joseph Garvey, P/JX294599, Royal Navy, HMS *Victory* (RN Barracks Portsmouth), died of illness 4/2/1945, Age 53, Son of John and Catherine Garvey. Buried in Drumcliff Cemetery Ennis, with a Merchant Navy Headstone.



Many RN sailors were posted to HMS *Victory* during WW2 as a holding shore based establishment whilst waiting for assignment to another ship. Although HMS *Victory* is on the Royal Navy list as active (and still is) it is more of a symbolic gesture to Nelson's Navy than anything else although it must be said it does have a serving RN Captain and a small maintenance crew of RN sailors. I have the impression that it was a training establishment at Portsmouth, presumably based around the famous HMS *Victory*.

HMS *VICTORY*, Nelson's old flagship, was a holding name for men who were posted into the Portsmouth area. Every man in the RN had to be assigned to a vessel because of the naval discipline regulations.

Major Denis Graham RA (Royal Artillery) MBE



Major Denis Graham RA (Royal Artillery) MBE: *'In loving memory of Major Denis Graham R.A., M.B.E. of Mountshannon and Whitegate died- 21st August 1994 aged 81 years.'* From his headstone in the graveyard attached to St Caimins Chuch of Ireland in Mountshannon. Major Graham was a 29 year old gunner when captured during the fall of Singapore in Feb 1942. Of the 600 gunners who left Changi Jail on the 16th October 1942 there were only 6 survivors. One of them was Denis Graham. He was released in 1945. After the war he fought communist bandits in Malay for which he was awarded the MBE. His father Major J F Graham Royal Artillery was killed on the first day of the Battle of the Somme July 1st 1916. (Sean Glennon)



Major Denis Graham's medals for bravery in the second World War and for fighting Chinese communist bandits in the Malay jungle.

Major Graham's Medals

Private Michael Griffin



Private Michael Griffin: Born in 1907. Son of John and Ellen Griffin, of Quilty, Co. Clare. Princess Patricia's Canadian Light Infantry (**PPCLI**) H/8547. He died on the 18th September 1944 aged 37. He is buried in the Coriano Ridge War Cemetery, Coriano, Provincia di Forli, Emilia-Romagna, Italy XIII, F, 10. In May 1944, Princess Patricia's Canadian Light Infantry took part in the offensive against the Hitler Line, west of Monte Cassino, during the allied offensive against Rome. At that point the regiment was a component of the newly formed I Canadian Corps. In August the unit took part in the offensive against the Gothic Line and in the assaults on San Fortunato and Rimini.



The Coriano Ridge was the last important ridge in the way of the Allied advance in the Adriatic sector in the autumn of 1944. Its capture was the key to Rimini and eventually to the River Po. German parachute and panzer troops, aided by bad weather, resisted all attacks on their positions between 4 and 12 September 1944.

On the night of 12 September the Eighth Army reopened its attack on the Ridge, with the 1st British and **5th Canadian Armoured Divisions**. This attack was successful in taking the Ridge, but marked the beginning of a week of the heaviest fighting experienced since Cassino in May, with daily losses for the Eighth Army of some 150 killed.

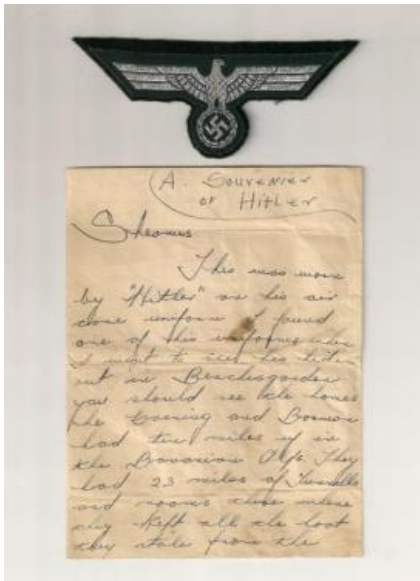


The site for the cemetery was selected in April 1945 and was created from graves brought in from the surrounding battlefields. Coriano Ridge War Cemetery contains 1,939 Commonwealth burials of the Second World War.

Pala Hayes

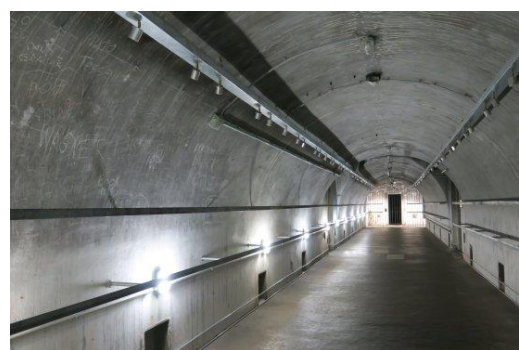


Pala Hayes: Cloneyogan. *'Pala Hayes from Cloneyogan, a close neighbour of Séamus's (Moy Lahinch), emigrated to the United States and served in the U.S. Army during World War II. He wrote an undated letter to Séamus sometime after. With it he included a Nazi breast eagle, or wehremachtsadler, a souvenir of his time in Germany at the end of the war in May 1945.'* (Witness to War 1917 – 1923: Commandant Séamus Hennessy by Colin Hennessy)



'Séamus, This was worn by "Hitler" on his air cone (Corp) uniform. I found one of his uniforms when I went to see his hide out in Berchtesgaden. You should see the homes he, Göring and Bormann had ten miles up in the Bavarian Alps. They had 23 miles of tunnels and rooms where they kept all the loot they stole from the countries they conquered, before the Yanks came over and beat hell out of them.

I sure hope you will like this souvenir. You can show it to all my old pals and tell them, you fellows who were in the Rineen ambush would have one hell of a time if you tried to capture Hitler's hideout; it is called the Eagles Nest. Bye old Pal, The Best of luck To you and yours, As ever Pala'.



Private Bartholomew Hennessy



Private Bartholomew Hennessy: Limerick City. National Army. He died on Sunday 12th September 1943 when the carrier in which he was travelling overturned. Two other soldiers and an Officer were injured. The accident occurred in the townland of Shallee, about 4 miles from Ennis. The carrier was travelling from Inagh to Dromoland, and on reaching a place known locally as Mat McGrath's Cross, the carrier is stated to have mounted a bank and overturned. He was 34 and unmarried.

ENNIS : SATURDAY, SEPT. 18, 1943.

**EARLY MORNING
TRAGEDY**

SOLDIER KILLED

THREE OTHERS INJURED

Private Bartholomew Hennessy, of the National Army, was killed and two other soldiers and an officer injured when a carrier on which they were travelling overturned.

The accident occurred in the townland of Shallee, about 4 miles from Ennis, in the early hours of Sunday morning. The carrier was being taken from Inagh to Dromoland, and, on reaching a place known locally at Mat McGrath's cross, the carrier is stated to have mounted a bank and overturned.

Medical and spiritual aid was summoned, and, with the assistance of military and civilians, Private Hennessy was extricated, but he was dead at the time. Lieut. Sheehan and Private Donoghue and Private Cullen, who were also in the carrier, were injured. They were taken to Mallow Military Hospital, where they are detained, but it is expected they will be sufficiently recovered to attend the resumed inquest on Monday next, when full details of the sad tragedy will be unfolded.

September 18 1943 Clare Champion

Sergeant Frederick Hennessy



RAF Sergeant Frederick Hennessy: Querrin. RAF. Died 11th Feb 1952 aged 36.

Buried in Templemeagh Cemetery Querrin. 'In loving memory of Michael Hennessy, Querrin died 12th April 1950 aged 72 years his son Frederick Sergt. R.A.F. Died 11th Feb 1952 aged 36 years and his wife Mary died 28th March 1953 aged 66 years R.I.P. Erected by the family. HENNESSY.'



In loving memory of Michael Hennessy, Querrin died 12th April 1950 aged 72 years his son Frederick Sergt. R.A.F. Died 11th Feb 1952 aged 36 years.

19 52		Dáiríona Clárúite i gContae (Deaths Registered in the District of) <u>Kilrush</u>			i gContae an Chláir (in the County of) <u>Clare</u>			i gContae an Chláir (in the Superintendent Registrar's District of) <u>Kilrush</u>		
Uimhir (No.)	Dáta agus Ionad Dáis (Date and Place of Death)	Áinm agus Sloinne (Name and Surname)	Inneann nó Dáinneann (Sex)	Stádas (Ádara, pósta nó dáinneann) (Condition)	Áois (Áis iad) (Age last Birthday)	Fachlár (Dúla, Fíriche, nó Oibríocht) (Rank, Profession, or Occupation)	Cás Dúis agus fáil cinntis (Certified Cause of Death and Duration of Illness)	Siúgnó, Cúlúicé agus áic Comhárta an Físicéir (Signature, Qualification, and Residence of Informant)	Dáta Clárúcháin (When Registered)	Siúgnó an Clárúcháin (Signature of Registrar)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
89	10.2.52 Kilrush Hospital Kilrush Co. Cl.	Frederick Hennessy Querrin	m.	Bachelor	37	R.A.F. British Soldier Service	Thromphléigé búcha Páirceáil Kilrush Co. Cl.	Dr. Aloysius Crowley Occupier District Hospital Kilrush	10.2.52	Francis Madigan Registrar

'Hi all, Frederick Hennessy was my mother's Uncle and died on 10th February, 1952, in Kilrush Hospital, County Clare, Ireland, after having been found near death on Kilkee Beach. He had, according to family lore, been invalided out of the RAF due to a lung disease (malaria?). He was a native of Querrin, County Clare. He was born in 1917 (one source gives him as born in 1915). My mother says that the story was that he was serving in Korea, got ill and was essentially sent home to die, as he was found to be too far gone. We don't know his Service Number or any actual details of his Unit, length of service, awards or even if he served in WW 2, as he would have been of age to have served in WW 2. regards, Mick Bevan.' His service number appears to be 531128.(The Aviation Forum)

Captain Edmond Ivan Gore Hickman



Major Edmund Ivan Gore Hickman: Born in Kilmore House Knock in 1898. Cheshire Regiment 12278. He died on the 25th June 1940. He is buried in the Brugge General Cemetery. Bruges, Arrondissement Brugge, West Flanders (West-Vlaanderen), 8000 Belgium Plot 63. Row 2. Grave 15. During the Great War he was 2nd Lieutenant in the Connaught Rangers. After that war he lived in Dublin but moved to England later on (probably after 1921).



The British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk (26 May – 4 June 1940).



Brugge General Cemetery. Bruges, Arrondissement Brugge, West Flanders (West-Vlaanderen), 8000 Belgium. Plot 63. Row 2. Grave 15.

Flight Sergeant Gerard Francis Hogan



RAF Flight Sergeant Gerard Francis Hogan: Born in 1918. Son of John J. and Bridget Hogan, of Kilfenora, Co. Clare. Royal Air Force Volunteer Reserve 278 Sqdn 970864. Died on the 4th April 1943 age 25. He is remembered on the Runnymede Memorial, Englefield Green, Runnymede Borough, Surrey, United Kingdom.

No 278 Squadron was formed on 1 October 1941 from No.3 ASR Flight at Matlaske for air-sea rescue duties off the East-Anglian coast. In February 1943, it received **Ansons** for spotting downed aircrew and by the end of the year had extended its area to include the north east of England. **RAF Matlaske** was a satellite air field of the Royal Air Force to RAF Coltishall, situated near Matlaske in Norfolk, England.

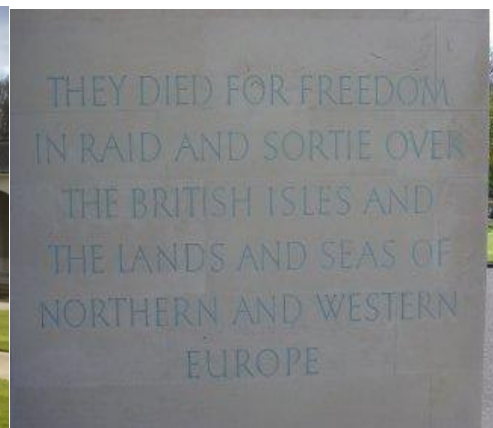


RAF Matlaske



The Avro Anson

The Air Forces Memorial at Runnymede, overlooking the Thames on Cooper's Hill four miles from Windsor, commemorates the names of over 20,000 airmen who were lost in the Second World War during operations from bases in the United Kingdom and North and Western Europe and who have no known graves.



Sergeant (Air Gunner) Patrick Raymond Hogan



Sergt Patrick Hogan: Derrycon Co Clare. Royal Air Force. *“I have a query and request from a man called Tim Tully, who is from Rossmore, Woodford, Co Galway. He is searching for information on a man from Derrycon which is the townland above me here in Mountshannon. His name was **Sergt Patrick Hogan, Royal Air Force who was killed in Air Operations over France on the 30th of August 1943 and is interred in St. Omar Cemetary in France. He was 30 years of age.**’ Pat Donnellan in Mountshannon. (Pat Kirby)*

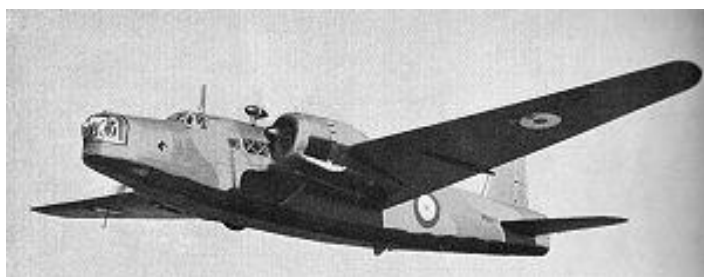
Patrick Raymond Hogan: Birth registered Jan-Feb-Mar 1913 in the Scariff District. (Ireland, Civil Registration Births Index, 1864-1958- Ancestry.com)

Sergeant (Air Gunner)Patrick Raymond Hogan. Service Number 1390972. Died 30/08/1943. 26 O.T.U. Royal Air Force Volunteer Reserve (CWGC) Buried at LONGUENESSE (ST. OMER) SOUVENIR CEMETERY Pas de Calais, France.



**LONGUENESSE (ST. OMER)
SOUVENIR CEMETERY
Pas de Calais, France
Plot 4. Row AA. Grave 15.**

26 OTU (Officer Training Unit) was formed in January 1942 at RAF Wing as part of No. 7 Group RAF Bomber Command to train night bomber crews using the Vickers Wellington. RAF Wing was a former Royal Air Force bomber training station, situated just west of the village of Wing, in the Aylesbury Vale district of Buckinghamshire, established on the site of a small aerodrome.



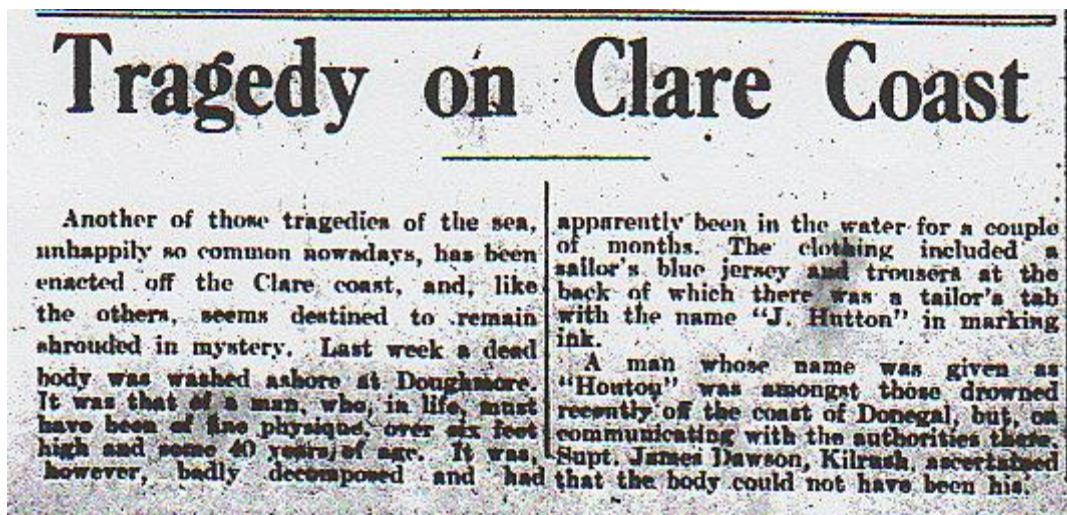
The Vickers Wellington

'J Hutton'

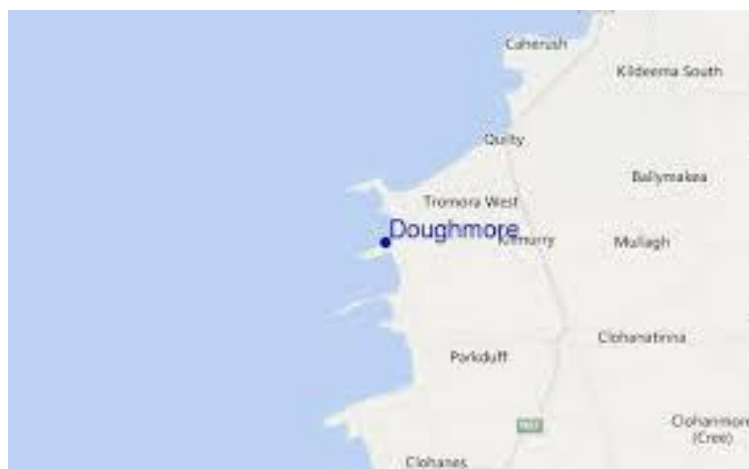


J Hutton: June 7th 1941 (Clare Champion) Tragedy on Clare Coast :

*'Another of those tragedies of the sea, that unhappily so common nowadays, has been enacted off the Clare coast, and like the others, seems destined to remain shrouded in mystery. Last week a dead body was washed ashore at **Doughmore** (South of Quilty). It was that of a man, who in life, must have been of fine physique, over six foot high and some 40 years of age. It was however badly decomposed and had apparently been in the water for a couple of months. The clothing included a sailor's blue jersey and trousers at the back of which there was a tailor's tab with the name 'J Hutton' in marking ink.'*



June 7 1941 Clare Champion



Squadron Leader Norman Lancelot levers



Squadron Leader Norman Lancelot levers: Mount

leversSixmilebridge. He was the third son of George and Ada levers. He was born at Patrickwell, Co. Limerick, on 16th March 1912 and educated at Aravon. In September 1926, he entered Campbell College, Belfast. His older brother Freddie died in a Japanese POW camp in 1943.



'After a short posting to the Fleet Air Arm Flying School he was posted on 19th October 1940 (Battle of Britain 10 July – 31 October 1940) to the newly-formed 312 Squadron, composed of Czechoslovakian pilots with English commanders and operating Hurricanes from Speke. Their role was to intercept bombers attacking Liverpool. Although operational sorties were flown during his time with 312, no contact with the enemy was made.....Returning to Fighter Command, his next posting was to 257 Squadron at Coltishall on 28th July 1941. Their role was convoy protection over the North Sea. This posting was interrupted when he was offered command of a squadron in North Africa and he accepted, setting off on 3rd November. Travelling by Sunderland via Gibraltar, Malta and Cairo he arrived at the base of 80 Squadron on the 13th.

80 Squadron operated Hurricanes in the ground attack role and their job was to disrupt Rommel's supply lines thus slowing his advance towards Cairo.... 80 Squadron moved forward as far as Tobruk in Libya before being withdrawn from service for re-equipping, levers, now a Squadron Leader, was sent to the Air Staff, Cairo on 23rd January 1942... Norman was kept in India for the remainder of his RAF service, serving on the staffs of 221, 222 and 224 Groups and on 20th August 1942 was appointed Acting Station Commander at RAF Kanchrapara. His final posting was to 320 MU at Karachi on 20th February 1943... He was released from the RAF in 1944 and returned to Ireland, eventually settling at Mount levers which he purchased from his cousin in 1945.'

(Battle of Britain website – Limerick Royal British Legion)

Norman levers died on 21st November 1993, and is buried in Kilfinaghty Church of Ireland Church and Graveyard, Sixmilebridge. He is also remembered on the Battle of Britain Monument on the Thames Embankment.



The Battle of Britain Monument on the Thames Embankment, London.

Lt. Cdr. Tobias Joshua Aloysius King (Spike) Joyce



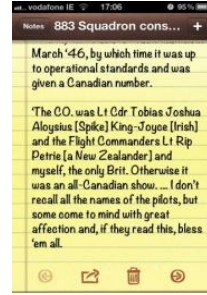
Lt. Cdr. Tobias Joshua Aloysius (Spike) King Joyce: Newhall, Ennis (1916-1948). Royal Navy, C Squadron A&AE TP. Pilot on the Ark Royal aircraft carrier during WW2. He died on the 22nd June 1948 when he was test piloting the concept version of the British Navy's first ever jet fighter – the Supermarine Attacker, at Durrington, Amesbury, Wilts. He is buried in Boscombe Downs, Wiltshire, England.



Newhall House



The Ark Royal



'Newhall was the birthplace of lieutenant commander Tobias Joshua Aloysius King Joyce – or Spike, as he was more commonly known to his wartime colleagues. Spike King Joyce was a derring-do British forces naval aviator whose flying skills with experimental aircraft would become essential in the development of the new British jet-era fighter aircraft of the post-war era. The energetic scion of the Newhall was typical of the adventurers that Ireland's big country houses produced for the British armed forces.

During the war, he made his name flying sub-standard and cumbersome Blackburn Rocs off the decks of the Ark Royal aircraft carrier on dangerous cover duty for munitions destined for Malta. He survived the sinking of the carrier by a German U-boat 25 miles off Gibraltar but was soon back flying by the seat of his pants as a test pilot for top secret concept planes including those on the early British jet programme.

Spike King Joyce's luck ran out as he was test piloting the concept version of the British Navy's first ever jet fighter – the Supermarine Attacker. The tail collapsed causing him to crash and led to a complete redesign which enabled this fighter to be safely introduced to service the following month in time for the Cold War faceoff with the Soviets.' (www.independent.ie)



Major John Colpoys Keane



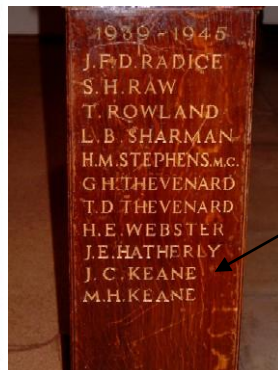
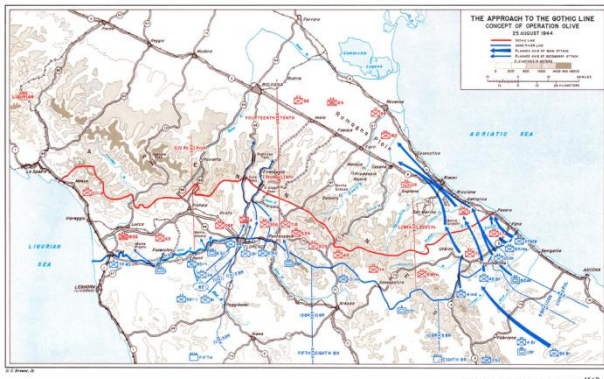
Major John Colpoys Keane: Born 24 July 1905 at Clonlara. He was a Major in 5th Bn Hampshire Regiment 33713, and died Friday 15 September 1944 in Italy age 39, during **Operation Olive**. He is buried at Gradara War Cemetery, Italy. Son of Frederick Colpoys Keane & his wife Rose Farmar, and grandson of Marcus Keane of Beechpark, Ennis. Brother of Marcus Hugh Keane who was killed in action 21 May 1940 in Flanders. They lived in a rented house (Landscape House) in Clonlara from 1901 to 1911. (Freddie Bourke) They are both also remembered in Bedfordshire on the Bedford St Andrew's War Memorial.

Operation Olive has been described as the biggest battle ever fought in Italy. Over 1,200,000 men participated in the battle, that took the form of a pincer manoeuvre, carried out by the British Eighth Army and the U.S. Fifth Army against the German 10th Army and German 14th Army at the **Gothic Line**. Rimini, a city which had been hit by previous air raids, had 1,470,000 rounds fired against it by allied land forces. According to Lieutenant-General Oliver Leese, commander of the British Eighth Army: *'The battle of Rimini was one of the hardest battles of Eighth Army. The fighting was comparable to El Alamein, Mareth and the Gustav Line (Monte-Cassino)'*



Gradara War Cemetery
Pesaro, Provincia di Pesaro e Urbino, Marche, Italy . **Plot II, E, 15.**

Gradara War Cemetery is situated in the Commune of Gradara in the Province of Pesaro. The site for the cemetery was chosen in November 1944 and it contains the graves of casualties incurred during the advance from Ancona to Rimini, which broke the German's heavily defended **Gothic Line**, and in the heavy fighting around Rimini, which was taken by the Allies on 21 September 1944. Gradara War Cemetery contains 1,191 Commonwealth burials of the Second World War.



Bedfordshire - Bedford St Andrew's War Memorial. It is believed that many of those listed attended Bedford School.

Major Marcus Hugh Keane



Major Marcus Hugh Keane: Born 23 November 1901 at Clonlara. They lived in a rented house (Landscape House) in Clonlara from 1901 to 1911. (Freddie Bourke)

He was a Major in the 4th Bn Queens Own Royal (West Kent) Regiment 20747 44th (Home Counties) Infantry Division, and was killed in action on the 21st May 1940 age 37 in The **Battle of France**. He is buried at Oudenaarde, East Flanders (Oost-Vlaanderen), Belgium. Son of Frederick Colpoys Keane & his wife Rose Dorothea Farmar, and grandson of Marcus Keane of Beechpark, Ennis. Brother of John Colpoys Keane who was killed in action 15th Sept 1944 in Italy. Husband of Eyvor Florence Sibyl Keane, of Wootton Green, Bedfordshire.

The **Battle of France 10th May – 25th June 1940**), also known as the **Fall of France**, was the German invasion of France and the Low Countries during the Second World War. In six weeks from 10 May 1940, German forces defeated Allied forces by mobile operations and conquered France, Belgium, Luxembourg and the Netherlands. On the morning of 20 May 1940, Gamelin ordered the armies trapped in Belgium and northern France to fight their way south and link up with French forces attacking northwards from the Somme river.

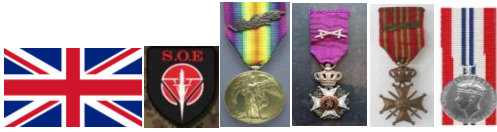


Bevere Communal Cemetery

Oudenaarde, Arrondissement Oudenaarde, East Flanders (Oost-Vlaanderen), Belgium Grave 704. The British Expeditionary Force was involved in the later stages of the defence of Belgium following the German invasion in May 1940, and suffered many casualties in covering the withdrawal to Dunkirk. Bevere Communal Cemetery contains two Commonwealth burials of the Second World War.



Major Dominick Kelly



Major Dominick Kelly: Clonina House, Cree. **Special Operations Executive.** (The SOE conducted espionage, sabotage and reconnaissance in occupied Europe against the Axis powers, and aided local resistance movements.) He was **Mentioned in Despatches** by the British, by the Belgian Secret Army and by the French Forces of the Interior (FFI). He was awarded the **Knight of the Order of Leopold, the Croix De Guerre Avec Tour** by the Belgium Government, and the **Franco-British medal of Courage.**

Major Dominick Kelly was born in Clonina House in Cree in April 1915. He went to the national school of Cloughanbeg until he was nine years old. Shortly after Irish independence in 1924 he and his brother Tom were taken to France to stay with his aunt, Margaret Mary Cecilia O'Keefe. His aunt, known as Cissie, was the governess to the family of the Duc de Mass, who lived on the Champs Elysees. According to Dominick it was hard to imagine a scene further from the countryside of Clonina, with the servants and best of everything lifestyle in Paris. It did not take him long to learn to speak perfect French and Dominick completed his education in Paris. It was here that he became an accomplished athlete, achieving high levels in boxing, wrestling and soccer, and it was in this sport that he excelled playing for the Parisian youth championship team. He also excelled academically obtaining a Diplome de Fin d'Etudes, Brevet d'Enseignement Primaire Superior, which was a teaching degree, from Paris University. He spoke English and French fluently and German and Flemish very well. Dominick became a secondary school teacher in Paris from 1934-1937 and he continued his outstanding soccer career, playing for the professional Red Star team in Paris.

Dominick decided teaching wasn't for him and his spirit of adventure took him to London on 1938 where he joined the London Metropolitan Police. He continued playing soccer and he played for the successful London Police team. In was while he was on the beat in London that he met his future wife, Zizi.

When the second world war broke out in 1939, Dominick joined the British Army. Although this was a war in which his native country, Ireland, remained neutral, Dominick wanted to be part of the Allied forces. Because of his language skills, he was transferred to the Special Operations Executive. In 1943 he was parachuted behind into occupied France, and operating undercover he set up an evacuation line from Brussels to Madrid. He remained behind enemy lines for several years organising airdrops of guns and ammunition. During his very distinguished and secret career in the army he achieved the rank of Major and received many distinctions. He was mentioned in despatches by the British, by the Belgian Secret Army and by the French Forces of the Interior (FFI). He was awarded the Knight of the Order of Leopold, the Croix De Guerre Avec Tour by the Belgium Government, and the Franco-British medal of Courage. While he was accomplishing all this he still found time to marry Zizi in 1943 in London. After the war he was transferred to Germany where he became the British Military Government Prosecutor for the Allied administration in Germany, at Dortmund in 1945 and 1946, with responsibility for prosecuting war criminals.

Major Dominick Kelly continued

He was demobilised in 1949 and Dominick and Zizi settled in Brussels, Belgium. An unknown hero of the war, Dominick's military ventures were of fascinating interest and in 1954 he had his life story published in the English newspaper, 'The People'. This was shortly after he had been tried and acquitted for espionage in Belgium. After retiring from the Army, Dominick worked for a Belgian investment bank for several years, before embarking in a career in business. He finally retired in 1981. He now lives in a suburb of Brussels and he enjoys reading, music, gardening, traveling and drinking fine wines. Dominick was very proud of his family and loves the visits of his grandchildren. "Sometimes when I look at them I see again that barefoot little boy back in Clonina setting out for Paris and life's great adventure." Dominick's uncle Patrick Michael Kelly was TD for Clare until 1934.(Jim Molohan)



Major Dominick Kelly and his wife Zizi

Sergeant James Kelly



RAF Sergeant James Kelly: Born in 1918. Son of Catherine Kelly, and stepson of Martin Golden, of Cree, Co. Clare. 78 Sqdn., Royal Air Force Volunteer Reserve 935752. Died on the 15th Sept 1940 (Battle of Britain Day), age 22, and is remembered on the Runnymede Memorial, Panel 16, Englefield Green, Runnymede Borough, Surrey, United Kingdom.

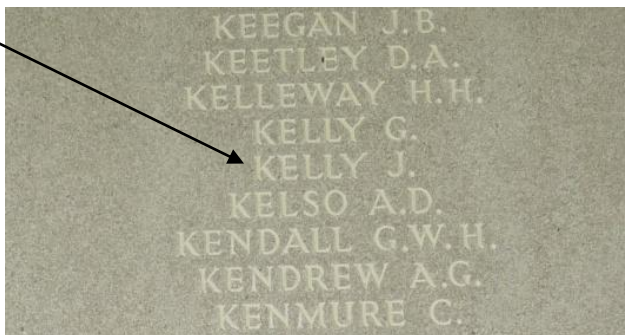


At the outbreak of WW2, **78 Squadron** was tasked with the training of newly formed crews before their posting to operational squadrons.

The Squadron with their **Whitleys**, joined the front line bomber force in July of 1940, taking up night bomber duties, and flew from Ternhill from the 1st to the 15th Sept 1940.

15th Sept 1940 - Battle of Britain Day: On this day the Luftwaffe embarked on an all-out attack against London. Around 1,500 aircraft took part in the air battles which lasted until dusk. The action was the climax of the Battle of Britain.

There was also air activity over German-held territory. RAF Bomber Command flew 92 sorties against German invasion targets at Boulogne, Calais, Ostend, Dunkirk, and Antwerp. The remaining sorties were directed at Brussels marshalling yards, Hamm and Krefeld. **One Armstrong Whitworth Whitley failed to return. It was lost to ground fire over the Netherlands.** A total of 157 sorties were flown overall. In the aftermath of the raid, Hitler postponed Operation Sea Lion. Having been defeated in daylight, the *Luftwaffe* turned its attention to The Blitz night campaign which lasted until May 1941.



The Air Forces Memorial at Runnymede, overlooking the Thames on Cooper's Hill four miles from Windsor, commemorates the names of over 20,000 airmen who were lost in the Second World War during operations from bases in the United Kingdom and North and Western Europe and who have no known graves.

Lt Colonel John Edward Kelly DSC



Lt Colonel John Edward Kelly DSC (1911-1995) was a career soldier who commanded a battalion of the US Army in Europe in WW2. His father was Michael Andrew Kelly DSC (Dynamite Mike), born in Cloghauninchy near Quilty, in Kilmurry Ibrickan Parish. He fought in WW1.

John E (Jack) 1911-1995 entered West Point in 1932 & graduated in 1936. In 1944 he was a Lt Colonel & fought in France & Germany where he commanded the 378th Infantry Battalion (95th Div) of the US Army. He was awarded the DSC in 1945.



American soldiers of the 378th Infantry Regiment enter Metz, 1944.

The 95th division was sent into combat on 19 October 1944 in the Moselle bridgehead sector east of Moselle and South of Metz and patrolled the Seille near Cheminot, capturing the forts surrounding Metz and repulsing enemy attempts to cross the river. It was during the defense of this town from repeated German attacks that the division received its nickname, "The Iron Men of Metz."

In 1954 he commanded the 160th Infantry Regiment in Korea. He was appointed Chief of Staff of the US Element, Standing Group NATO in 1955. He was promoted Brigadier General & served as an adviser to the Indian Army for two years during the India-China War in 1962. He later commanded the 2nd Armoured Division & was promoted to Lieut General in 1968 & was appointed Commandant of the National War College in Washington. His son Jack Junior, a Captain in the US Army, was killed in Viet Nam in 1969.

He commanded the 160th Infantry Regiment in Korea in 1954. He later served as an adviser to the Indian Army during the border war with China. He was subsequently promoted Lieutenant General & commanded the 2nd Armoured Division. Afterwards he served in the Pentagon & then commanded the National War College in Washington DC. He married Jane Elizabeth Oseth. They had seven children. Three of their sons Patrick, (Lt Col) b.1940, John, (Capt) (1943-1969), & Richard (Lt Col) b. 1948, followed their father into the army. Their other children were Jane, b.1939, Maureen, b.1950, Timothy, b.1953, & Erin Margaret, b.1957. Captain John Edward Kelly Jr was killed in action in Vietnam in 1969. (Jim Molahan – Paddy Waldron)

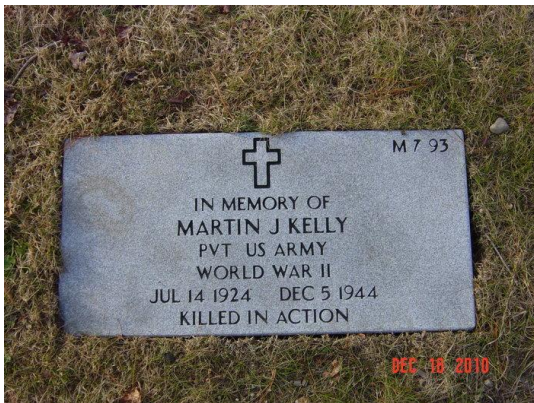
Private Martin J Kelly



Private Martin J Kelly: Nephew of Patrick Kelly, Derry, Maurices Mills. He died during World War II while on active service with the U.S. Armed Forces in Europe. His remains were repatriated on the 5th July 1949. His grave in Clare is unknown. **Not in Killuran Graveyard O'Callaghans Mills, or Feakle, or Bodyke! Was he repatriated again to the US?**

'The Irish-born soldiers listed below all died during World War II while on active service with the U.S. Armed Forces in Europe. They were initially interred in various U.S. military cemeteries on the Continent. After the War, their remains were returned to Ireland for reinterment at the request of their next-of-kin. In 1948 and 1949, U.S. military aircraft repatriated the remains to Collinstown Airport, Dublin. Each casket, draped in the Stars and Stripes, was accompanied by a U.S. Army escort. At the airport, the Irish and American flags flew at half-mast as representatives of the U.S. Legation and Ireland's Department of External Affairs officially received the remains. Irish Army chaplains presided over religious services. The Irish Army rendered full military honours. Army buglers sounded "The Last Post" and "Reveille." The individual caskets, each accompanied by a U.S. escort, were then placed on Irish Army lorries for transport to railway stations and removal to the home parishes of the deceased.' (<https://www.illyria.com/irish/irish>)

MARTIN J. KELLY PVT, U.S. ARMY	DERRY, MAURICE MILLS, CO. CLARE Patrick Kelly, Uncle	JUL 5, 1949
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Private Martin J Kelly WW2

Born on the 14th July 1924

Killed in Action 5th Dec 1944 (Age 20)

Same Person ?



Rhode Island Veterans Memorial Cemetery

Exeter, Washington County, Rhode Island, USA

Section M

John Kenny



John Kenny: Dublin.

Parachute Landings in Clare.

The story of the parachute landings on 16th and 19th December near Kilkee was made available on Wednesday. The parachutists were John P. O'Reilly (28), a native of the Kilkee district, and John Kenny (35), a native of Dublin. O'Reilly is stated to have been dropped from a German aircraft at dawn on 16th December near his father's house. Kenny baled out of another machine three days later, but was carried along by a high wind, which threw him against a gate, hurting his head and seriously injuring his back. He was subsequently treated in the Co. Hospital. Both men are now in custody. O'Reilly is stated to be well educated, speaking French, German, Italian, Spanish and Irish, and for a long time broadcast on the German radio on Irish events of 22 years ago under the title "The Flash Back."

In reply to a question in the British House of Commons, Mr. Emrys Evans said the two men were dropped by parachute from German aircraft presumably for espionage purposes, were arrested by the Air authorities and are held in custody. He had no doubt that any similar incidents which might occur in future would be effectively dealt with.

Jan 22 1944 Clare Champion

'On this day (17 Sept) in 1999, a British Secret Intelligence Service file, released in London, shed new light on two of Ireland's least successful German agents, who were arrested and interned shortly after they parachuted into fields in Clare in December 1943. John Francis O'Reilly landed near Kilkee, Co. Clare on 16 December 1943. He was arrested on 16 December 1943.

John Kenny landed near Kilkee, Co. Clare at approximately 3.00 am on 19 December 1943. He was arrested 19 December 1943.' (The Clare Herald September 17, 2015)

Sergeant William Robert King



Sergeant William Robert King: He was born in 1902 at Kilkishen Rectory, Co Clare. He joined the Straits Settlements Volunteer Force (SSVF), and became a POW in Thailand in 1942. (Japanese Index Cards of Allied Prisoners of War and Internees, Second World War, 1942-1945 - findmypast)

收容所 Camp	馬 昭 泰 年 月 日	番 號 No.	泰 馬 本 2627
姓名 Name	KING, William Robert	生 年 月 日 Date of Birth	20th July, 1902
國 籍 Nationality	British (Irish-Eire) 英	所 屬 部 隊 Unit	No. 11838 S.S.V.F.
階 級 身 分 Rank	SERGEANT 軍 曹	捕 獲 年 月 日 Date of Capture	15 February 1942 昭和 17 年 2 月 15 日
捕 獲 場 所 Place of Capture	Singapore 新 加 坡	母 之 名 Mother's Name	MILDRED FERIDAH
父 之 名 Father's Name	SAMUEL WALDROW	職 業 Occupation	Share Broker 株式仲買
本 籍 地 Place of Origin	KILKISHEN RECTORY CO. CLARE, EIRE.	特 記 事 項 Remarks	Nil
通 報 先 Destination of Report	Canon S.W. KING, KILRUSH RECTORY, CO. CLARE, EIRE.		

The **Straits Settlements Volunteer Force** was a military reserve force.

It including four infantry battalions and took part in the Battle of Singapore in 1942, and most of its members were captured on 15 February 1942 when their positions were overrun.

Ldg Aircraftman F W Lea



Ldg Aircraftman F W Lea. Norfolk. Royal Air Force 201 Sqdn 904349. He died on the 3rd December 1941 aged 21, when his Sunderland Flying boat, crashed into the sea near Doonbeg. He is buried in Miltown Malbay Church of Ireland Graveyard, Miltown Malbay. Son of Walter and Elizabeth Ethel Lea, of Poringland, Norfolk.

'LAC Frederick Walter Lea 904349 (Flt. Mech.) Royal Air Force Volunteer Reserve Aged 21, Son of Walter and Elizabeth Ethel Lea, of Poringland, Norfolk. Buried in Milltown Malbay Church of Ireland Churchyard. Fredericks two nephews, Greg and Mark were kind enough to assist in some memories of LAC Lea. Their mother, sadly passed away last in November 2009. Many years ago Mark and his wife visited 'Freddys' grave in Ireland on his mothers behalf. She had never seen the grave so they managed to take some pictures for her. He is listed in the 201 Squadron Record Book as being a Rigger. At this time the role of trained air gunner had not been arranged in the RAF and ground tradesmen flew as the aircraft defensive gunners. Later, the minimum rank for flying aircraft was raised to Sergeant and the air gunner role became an specialised role in itself.'

(ww2irishaviation.com)

Short Sunderland W3988, Doonbeg, Co. Clare, 3rd December 1941



By 1940, 201 squadron RAF received Sunderland Flying boats and commenced anti-submarine patrols over the Atlantic until the U-boat menace had been defeated.

On the 3rd Dec 1941 at 5.30pm a British Sunderland flying boat dropped flares in the vicinity of Carrowmore near Doonbeg. Conditions were terrible – storm and rain. An hour later after two attempts it crashed at sea. The crew of 11 left the aircraft, but in the rough seas they were unable to stay in their dinghies and row the 2 to 3 miles to the shore. All had life jackets on. Three of the crew drifted ashore unconscious, two of whom survived - **Fleming and Masterson**. **Gerald Fox** died later.

The remaining 8 occupants were drowned, of which 5 were washed ashore. Two bodies were washed ashore on White Strand and identified as **Arthur E Bennett** and **Arthur Doncaster**. Both were buried in the Killard Protestant Graveyard at Doonbeg with full military honours. On the 6th Dec two further bodies were washed ashore on the strand 1 ½ miles west of Quilty. These were identified as Aircraftsman **Frederick Lea**, and Sergeant **S. F. Epps**. Both were buried at Miltown Malbay, along with Gerald Fox. **One body** was unidentified and also buried in Miltown Malbay. Three bodies were never recovered. The aircraft was later washed ashore on the strand in a wrecked condition.

Ldg Aircraftman F W Lea Continued



Miltown Malbay
Church of Ireland
Graveyard

Dec 13 1941
Clare Champion

CLARE PLANE CRASH.
Funeral of Victims.

Fred Lee and Sydney Epps, of the Royal Air Force, who met their deaths when their seaplane crashed into the sea at Doonbeg, were buried with full military honours at Miltown Malbay Protestant Church on Sunday.

Their bodies were washed ashore at Quilty on Saturday, and the cortege from Quilty was large and representative.

Military formed a guard of honour, three volleys were fired over the grave, and the Last Post sounded.

At the graveside was Flight-Lieut. Commander Fleming, one of the two survivors. Another survivor was J. C. Masterson.

Two other members of the crew, who were taken from the water dead after the crash, A. G. Bennett and Arthur Doncaster, were also buried with full military honours.



Captain John Leyden



Captain John Leyden: Loughnagown, Maurices Mills. He died aged 26, on the 13th Feb 1943 due to a kidney infection, in the Military Hospital in Mallow. He was buried with full military honours in Clouna Cemetery. His father was Patrick Leyden.

10.4.3... Thirteenth February Military Hospital Mallow	John Leyden	M	Bachelor	26 years	Lieutenant Irish Army	Chronic Nephritis (11 months) Uræmia Septic	J.J. Hogan (Comdt.) Occupier Military Hospital Mallow.
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Clouna
Cemetery
Ennistymon

<h2>CLARE OFFICER'S DEATH</h2> <p>The funeral, with military honours, took place on Monday from Clouna Church, Ennistymon, to the local cemetery, of Lieut. John Leyden, whose death took place in Mallow Military Hospital on Saturday last. He was son of Mr. Patrick Leyden and the late Mrs. Leyden, Loughnagown, Maurice's Mills.</p> <p>The chief mourners were:—Mr. P. Leyden (father), Lieut. Jas. Leyden and Messrs. Patrick, Michael, Martin and Joseph Leyden (brothers); Miss B. Leyden, Mrs. Warry and Mrs. McNamara (sisters).</p> <p>Capt. McNamee represented the Minister for Defence. Lieut. Kirby</p>	<h2>£130 SUBSCRIPTION</h2> <p>The Chairman and members of the Ennis Branch of St. Vincent de Paul Society desire to thank the Ennis Progress Association for a subscription of £130 towards their funds.</p> <p>represented G.O.C. 1st Southern Division, and Lieut. Trehy represented O.C. 3rd Brigade.</p> <p>The attendance also included Rev. D. O'Connell, Chaplain; Comdt. Dalton, Comdt. McKenna, Capt. Rounne, Capt. Blake, Lieut. Ryan, Lieut. Murphy, Lieut. Wyse, Lieut. McSweeney, Lieut. Dunphy, Supt. McCarron, G.S., Ennistymon.</p>
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20 Feb 1943 CC

Civilians Bridget & Mary Linnane



Civilians Bridget & Mary Linnane: Sisters from Coopers Park, Tulla Co Clare. Both were killed on the night of the 10th January 1941, when one of the biggest air raids on Portsmouth brought devastation to the city. One of the buildings destroyed was the Bishop's House attached to the Roman Catholic, St John's Cathedral in Edinburgh Road. The bomb killed six of the residents sheltering in the cellar including two sisters Mary and Bridget Linnane. Bridget was aged 23 and Mary was 30. They were possibly buried in the mass grave for civilians at Kingston Cemetery, Portsmouth.



The Bishop's House and Cathedral

10th January 1941 the "Night of Terror" : At around 7pm the German Luftwaffe attacked Portsmouth for the first time that night in a raid lasting two hours, only to return again a couple of hours later. Nearly 300 raiders dropped a total of 25,000 incendiaries and hundreds of high explosive bombs which damaged the city to an extent no one could have imagined. 170 people lost their lives.

*'It was early in the raid that the Bishop's House was struck by three high explosive bombs, and the whole building collapsed in a heap of ruins. The inner wall of the cellar crumbled under the shock and terrific weight, and buried the occupants on that side. The three priests and six others were saved by girders which held on one side and kept the debris off them. The work of rescue went on for seven hours before eight persons were brought to safety. Ignoring all thought of personal danger, frantic efforts were made to reach the other six persons who were known to be buried beneath the wall which had fallen upon them, and it was not until three o'clock in the morning that hope at getting them out alive was abandoned. It was later found that the party of rescuers had been trampling over a delayed action bomb buried in the ruins. The six who were killed were Maud Bushell, **Mary and Bridget Linnane**, Kitty Tribbeck, Mary Wakeford and William Woodward. They were probably buried in the mass grave for civilians at Kingston Cemetery, but it seems likely that they were all amongst the "Unidentified" bodies listed on the original memorial stone.'* Tim Backhouse March 2014 (<http://historyinportsmouth.co.uk/events/bishops-house-bomb.htm>)

Kingston Cemetery – Portsmouth. The memorial commemorates those civilians who lost their lives in bombing raids during WW2.



Staff Nurse Maureen Lynch



Staff Nurse Maureen Lynch: She was born in 1920, the daughter of Elsie Lynch and the late Daniel Lynch, Fairyhill, Kilmaley. She was one of 14 nurses killed by the German bombing of the Salford Royal Hospital on the the 2nd June 1941 - 4 of whom were Irish. She was aged 21. Staff Nurse Vera Creighton from Ruan also died. They were buried together at St Mary's Catholic Cemetery Wardley, Greater Manchester. Prior to Committal, the coffins of the five Catholic nurses were taken to the R.C. Cathedral, Chapel Street, Salford where a Requiem Mass was celebrated. She is also remembered on the Salford Royal Hospital Memorial.



Manchester Blitz - Monday June 2nd 1941: German bombers attacked Manchester and neighbouring Salford, killing 70 and severely injuring 86.

Salford Royal Hospital after the bombing.



St Mary's
Catholic
Cemetery
Wardley,
Greater
Manchester



The Salford
Royal Hospital
Memorial.

Private Michael Kevin Lynch



Private Michael Kevin Lynch: Born in Ennis on the 2nd June 1916. Son of Mrs. E. J. Lynch, of Quin, Co. Clare. A.C.M.F.(Australian Commonwealth Military Force), Australian New Guinea Administrative Unit (ANGAU) NG3050. He died on the 5th August 1943 age 27. He is buried in the Port Moresby (Bomana) War Cemetery, National Capital, Papua New Guinea B2. F. 16.



**Port Moresby (Bomana) War Cemetery,
National Capital,
Papua New Guinea
B2. F. 16.**

The civil administration of the Mandated Territory of New Guinea effectively ended on 24 January 1942, following Japanese landings in New Britain and New Ireland and attacks on airfields on the mainland of New Guinea. In Papua the Lieutenant-Governor announced the cessation of civil government on 14 February 1942. The army immediately began inducting administration officers and local civilians in both territories into administrative units and on 10 April 1942 they were combined to form the **Australian New Guinea Administrative Unit (ANGAU)**. At first ANGAU was a small staff section at the military headquarters in Port Moresby controlling policing, welfare, labour, food supply, transport and plantations. It quickly expanded and took on additional functions and by the end of the war had more than 2000 Australian and 36,000 local employees.

Air Marshall Sir Harold John Maguire KCB, DSO, OBE



Air Marshall Sir Harold John Maguire KCB, DSO, OBE: Derry House, Kilkishen.

Born on the 12th April 1912 and baptised in Clonlea Church.

*'Harold Maguire was born in Kilkishen in County Clare, Ireland. Educated at Wesley College, Dublin and Trinity College Dublin, Maguire joined the Royal Air Force in 1933. He served in the Second World War as officer commanding **No. 229 Squadron** (at RAF Northolt, NW London during the **Battle of Britain** 10 July – 31 October 1940) and then as officer commanding No. 226 Wing based in Sumatra. He was awarded the Distinguished Service Order in 1946 for the gallant example he had set to his fellow captives while he was a prisoner of war during the Japanese invasions of Sumatra and Java in 1942.*

After the war he became station commander at RAF Linton-on-Ouse and then group captain, operations at RAF Fighter Command. He was appointed an Officer of the Order of the British Empire and made station commander at RAF Odiham in 1950, became senior air staff officer at AHQ Malta in 1952 and director of tactical and air transport operations in 1956. Appointed a Companion of the Order of the Bath in 1958, he went on to be senior air staff officer at Headquarters No. 11 Group later that year, air officer commanding No. 13 Group in 1959 and air officer commanding No. 11 Group in 1961. After that he was made senior air staff officer at Headquarters Far East Air Force in 1962, Assistant Chief of the Air Staff (Intelligence) in 1964 and Deputy Chief of the Defence Staff (Intelligence) in 1965 before retiring in 1968. He had been knighted as a Knight Commander of the Order of the Bath in 1966. In retirement he was director-general of intelligence at the Ministry of Defence from 1968 to 1972. In 1940 he married Mary Elisabeth Wild; they had a son and a daughter.' He died on the 1st Feb 2001 (aged 88). (Kilkishen's World War Two Ace by Michael McNamara – Kilkishen Cultural Centre 2014))



RAF Northolt -London



Hawker Hurricane, MK I, from the Battle of Britain.

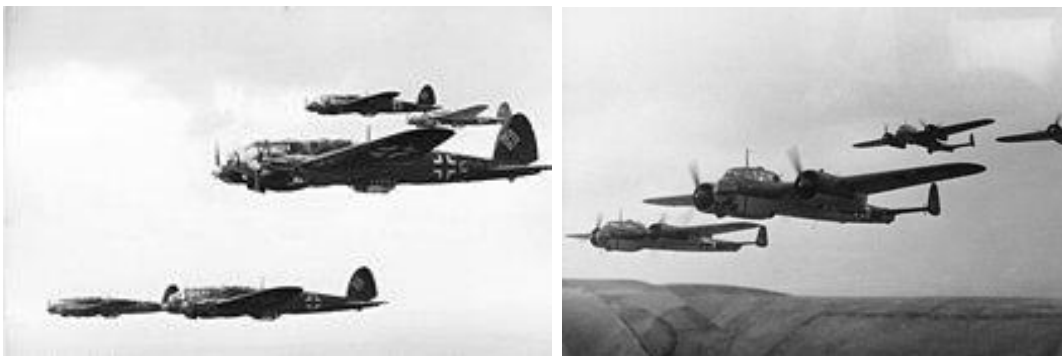
In Sept 1939 Maguire was in command of **no 229 Sqn**, a fighter squadron flying Bristol Blenheims on convoy patrols and night-fighter radar trials. In March 1940 it was re-equipped with Hurricanes, and Maguire led it first from Biggin Hill Kent to cover the retreat of the British Expeditionary Force.

After flying defensive patrols over the East Coast, No 229 moved to **RAF Northolt No. 11 Group RAF** in September and remained there for the rest of the **Battle of Britain** (10 July – 31 October 1940).

Air Marshall Sir Harold John Maguire KCB, DSO, OBE continued

Sunday 15th Sept 1940 -Battle of Britain Day:

On this day the Luftwaffe embarked on an all-out attack against London. Around 1,500 aircraft took part in the air battles which lasted until dusk. The action was the climax of the Battle of Britain. In the aftermath of the raid, Hitler postponed Operation Sea Lion.



German He 111s and Dornier Do 17s.

'At 11:50, they attacked out of the sun. Taken by surprise, four or five of I./JG 53s Bf 109s were hit by the Spitfires....Northolt's **No. 229** and No. 303 Squadron RAF were also arriving and engaged JG 52.

The Main Battle - 14:35- The vast bulk of the remaining squadrons were heading to London. A total of 185 fighters in 19 Squadrons were ready to engage. The battle would involve over 600 aircraft...As 257 engaged KG 26, KG 53 came under attack from No. 1 (Canadian), 66, 72, **229** Squadrons...the Hurricanes engaged the Bf 109s while the Spitfires went for the bombers. While they failed to deliver their anti-bomber attacks, they drew in the Bf 109 escorts and free-hunting German fighters making it easier for other RAF fighters to reach the bombers.... By 14:40, the bombers reached London...One of the reasons the bombers had sustained so little damage was the cloud base. Its density had made it difficult for RAF fighter controllers to direct their squadrons with accuracy. The same cloud that helped shield the bombers was to obscure the target area...The skies were clear over West Ham and the bombers concentrated on the borough...As the Germans retreated back out over the channel, some bomber groups scattered while others formed uneven formations and were pursued by RAF fighters. With fuel dwindling, the Bf 109s headed back to France, unable to help the hard-pressed bombers...in total, the *Luftwaffe* had lost 21 bombers destroyed, and scores damaged. It also lost at least 12 fighters. The RAF had lost 15 fighters destroyed while 21 were damaged.'

11 Group's most famous period was during the **Battle of Britain** when, due to its position, 11 Group bore the brunt of the German aerial assault. Pilots posted to squadrons in 11 Group knew that they would be sent into certain action while pilots and squadrons transferring out of 11 Group knew that they were going to comparatively safer duty. During the Battle of Britain, 11 Group was commanded by New Zealander Air Vice Marshal Keith Park.

Air Marshall Sir Harold John Maguire KCB, DSO, OBE continued

'Early in February 1942, Maguire arrived in Batavia (now Jakarta) to assume command of No 266 Fighter Wing. This consisted of some 40 Hurricane pilots, for the most part inexperienced recruits from the Dominions, although Maguire himself was a veteran of the Battle of Britain and seven other pilots had had some taste of combat....

By early March, further resistance proved impossible and Maguire was allocated a seat in one of the last aircraft to leave Java. He gave his spot up for a wounded pilot, however, and so was taken prisoner when the island eventually fell. He was sent to the Boei Gledale camp, Java, where he exhibited great devotion to those under his command in conditions of tremendous hardship. He was remembered by many prisoners for the way in which he stood up to the bullying treatment of the Japanese. After the return of peace, Maguire compiled a detailed dossier on the war crimes perpetrated by his captors, but otherwise succeeded in putting the experience behind him. If asked, he would only describe his life in the camp as "a bad time".

..... In 1959 Maguire, by now an air vice-marshal, was forced to land a Spitfire on a cricket pitch in Bromley only 10 minutes after flying over Whitehall in a display commemorating the Battle of Britain. As his engine failed, he spotted the company sports ground of Oxo and managed to put the aircraft down on the square, breaking the stumps at one end while the teams were off having tea. When he entered the pavilion, nursing an injured back, he was welcomed by the players with a strong cup of Darjeeling.' (12 Feb 2001 Daily Telegraph Obituary)

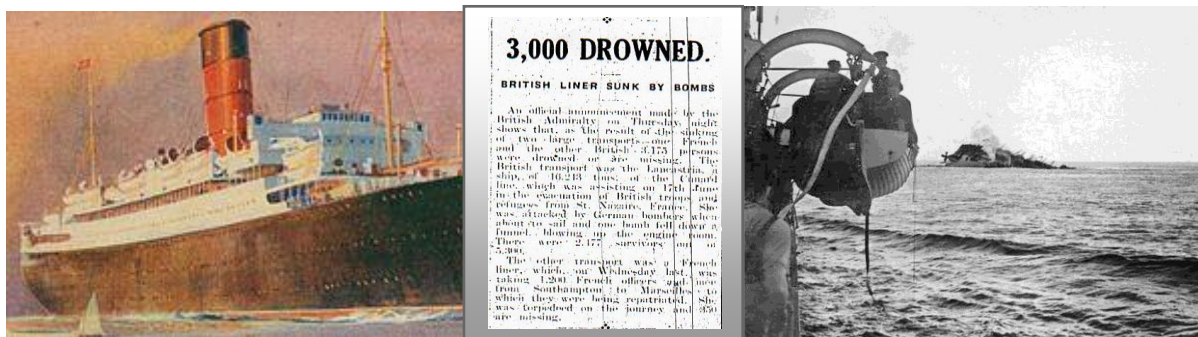


Private James Maloney



Private James Maloney: Born in 1907. Son of James and Anne Maloney, of Sixmilebridge, Co Clare. 2nd Bn The Buffs (Royal East Kent Regiment) 6285455. He died on the 17th June 1940, age 33. He is buried in the Escoublac-La-Baule War Cemetery, Loire-Atlantique, France 1. E. 37. He was one of a number of British servicemen whose bodies were washed ashore after the sinking of the troopship "Lancastria" in the Bay of Biscay on 17 June 1940. Aircraftman 1st Class, James Dominic Niall from Killaloe also died on the Lancastria.

The 2nd Battalion The Buffs (Royal East Kent Regiment) was sent to France in 1940 with the 132nd Infantry Brigade attached to the 44th (Home Counties) Infantry Division to join the British Expeditionary Force and fought in the short but fierce Battle of Dunkirk, after which it was evacuated back to Britain.



A postcard of RMS *Lancastria* from 1927

Lancastria sinking off Saint-Nazaire

RMS *Lancastria* was a British Cunard liner requisitioned by the UK Government during World War II. She was sunk off the French port of St. Nazaire on 17 June 1940 during Operation Ariel, the evacuation of British nationals and troops from France, two weeks after the Dunkirk evacuation. Having received an emergency order to evacuate British nationals and troops in excess of its capacity of 1,300 passengers, modern estimates range between 3,000 and 5,800 fatalities—the largest single-ship loss of life in British maritime history. The sinking of HMT *Lancastria* claimed more lives than the combined losses of the RMS *Titanic* (1,517 passengers and crew) and RMS *Lusitania* (1,198 passengers).

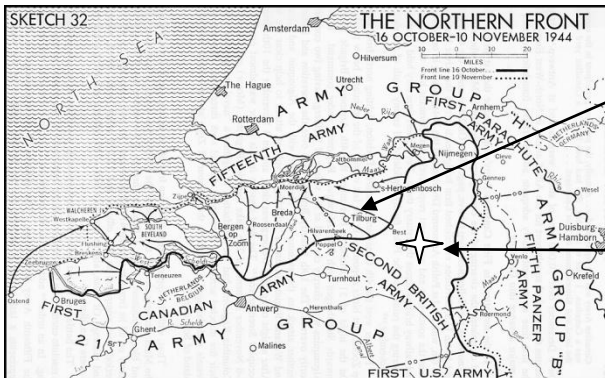
Escoublac-la-Baule Cemetery contains 325 Commonwealth burials of the Second World War.



Private Michael McGrath



Private Michael McGrath: Born in 1925. Son of Sarah McGrath; grandson of Mrs. M. McGrath, of O'Briensbridge, Co. Clare. 2nd Bn. Gordon Highlanders 14440206 (15th Scottish Div). He died on the 30th Oct 1944 at Noord-Brabant, Netherlands. McGrath had participated in the battle of Tilburg just two days before his death. He is buried in Mierlo War Cemetery, Geldrop-Mierlo Municipality, Noord-Brabant, Netherlands VIII. A. 2. The 15th Scottish Division landed in Normandy on D-Day, and later on 27 October 1944 Tilburg (The Netherlands) was liberated by the 15th Scottish Division, the Free Dutch (Prinses Irene Brigade) and the 6th Guards Tank Division.



Tilburg

Mierlo (Where he is buried)



The **MIERLO WAR CEMETERY** was started in the spring of 1945 with most of them being casualties of September-November 1944.

Mierlo War Cemetery now contains 664 Commonwealth burials of the Second World War.



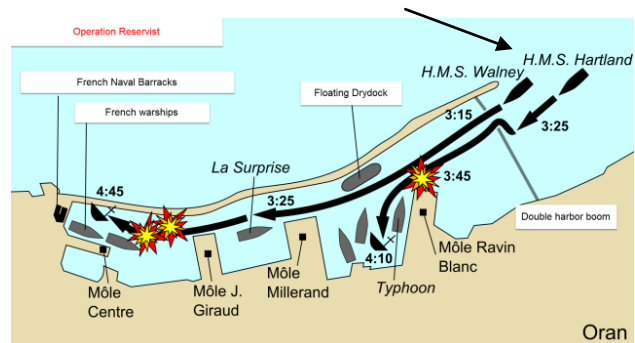
Leading Seaman Thomas McInerney



Leading Seaman Thomas McInerney: Born in 1920. Son of Thomas and Christina McInerney, of Lisdeen, Co. Clare. H.M.S. *Hartland*, Royal Navy D/JX 152523. He died on the 8th Nov 1942 aged 22 during **Operation Reservist**. He is names on the Plymouth Naval Memorial Panel 64, Column 1.

November 8, 1942: One of the operations that took part in the Allied invasion of North Africa was **Operation Reservist** – the direct attack on the port of Algerian port of Oran, under Vichy French control. The goal was to neutralise the coastal defence and encircle the city of Oran, thus cutting it off from the reinforcement troops from other inland outposts. The Oran division was 10,025 strong, but the troops were dispersed around the area. Besides securing the port, the goal was capturing some 31 French warships (most of them not functional) stationed in the harbor.

The operation couldn't have started at a worse time – on November 8, at 2.45am, just after the French sounded the general alarm and were eager to face their opponents. The task force was given orders to shoot only if necessary, for they still counted on the surrender of the defenders. But the French did the opposite of what was expected. They fired shells in the direction of HMS *Walney*, damaging it severely while the ship was trying to charge the eastern end of the harbor. It passed through the coastal gun line which shifted its attention on the **HMS *Hartland***, following behind.



HMS *Hartland* continued the attack, desperately trying to land a small force. Most of her gun crews and many of the troops crouching below decks were wounded or killed during this approach. The ship failed to find the entrance and struck the jetty south of it. As she swung around the end of the point near its base, her course took her past the French destroyer *Typhoon* anchored at one of the docks. Pointblank fire tore through the thin unarmored hull, exploded inside, set the *Hartland* blazing at several points, and put her wholly out of control. As she drifted, in danger of exploding, Commander Billot ordered that she be abandoned. One hour after the ***Hartland*** had come under fire outside the harbor, all survivors left the doomed and blazing vessel in two motor launches which then withdrew seaward. Royal Navy losses numbered 113 killed and 86 wounded.



Plymouth Naval
Memorial

S. Sergeant Victor I McKay



S. Sergeant Victor I McKay: Born in Seattle, Washington. 'McKay, Victor I, b. 20 Feb 1924, d. 12 Nov 1987, S.Sgt. U.S. Army WWII' The inscription on his headstone in Kilmacreehy Cemetery Liscannor, County Clare. He was captured in the Battle of the Bulge in 1944 and released after the war. He moved to Co Clare after he retired as a teacher in Maryland USA.

'Victor I. McKay was a Technician, Fourth Grade (19148269) in the Army during World War II. Victor resided in King County, Washington before enlisting on November 16, 1942. At the time of enlistment, Victor was 18 years old, had 2 years of high school education and was single, without dependents. Two years later, Victor was captured by the Nazis while serving in Germany, and was sent to Stalag 13D (Oflog 73) near Nuremburg, Germany where 588 other American POWs were held. Victor's capture was first reported to the International Committee of the Red Cross on December 16, 1944, and the last report was made on May 31, 1945. Based on these two reports, Victor was imprisoned for at least 166 days (~6 months), one of the shorter durations of captivity recorded, the average being 363 days. Ultimately, Victor was returned to military control, liberated or repatriated.' (wwii-pows.mooseroots.com/l/56446/Victor-I-McKay)



Situated on the site of a ruined churchyard and facing the Atlantic Ocean on Liscannor Bay, with Lahinch in the distance.

FIRED AID WHISTLE-BLOWER VICTOR MCKAY DIES

Victor McKay, 65, a retired Treasury Department official who earlier had been fired from the Agency for International Development after complaining of waste and mismanagement in the agency, died of heart and liver ailments Nov. 12 at a hospital in County Galway, Ireland. Mr. McKay retired this year from the Treasury Department, where his duties involved the allocation and use of space and equipment. He had worked at Treasury for about four years. He joined AID as an immigration liaison officer in 1973 after having worked in the 1972 re-election campaign of President Richard M. Nixon. The next year he was fired after complaining that the agency was wasting between \$5 million and \$10 million a year in a program aimed at educating foreign students in the United States for future service in their home countries. Mr. McKay discovered many of the foreign students were remaining in the United States after completing their education, thus defeating the purpose of the program. He was reinstated after his initial firing, but then discharged again in 1977. A U.S. Court of Claims judge ruled in 1981 that Mr. McKay's dismissal was proper. After leaving AID, Mr. McKay worked nights at the Post Office before joining the Treasury Department.

He was born in Seattle. He served in the Army during World War II and was taken prisoner by the Germans in the Battle of the Bulge in 1944. In the early 1950s, he attended the Discalced Carmelites Seminary in Washington. Later he taught at Allegany High School in Cumberland, Md. In the 1960s, he returned to Washington and taught at Elizabeth Seton High School in Bladensburg. A former resident of Falls Church, Mr. McKay moved to County Clare in Ireland upon retiring. Survivors include his wife, Aloma McKay, and six children, Patrick, Malachy, Christian, Dominic, Martin and Jeanne McKay, all of County Clare. (The Washington Post - November 14, 1989)

Private Charles McKillop



Private Charles McKillop: Air Corps. Whitehall Dublin. He died on Saturday the 4th Sept 1943, in Barrington's Hospital Limerick, from injuries in a road crash earlier that morning. The military lorry he was travelling in, crashed into a wall, and then overturned near Sixmilebridge railway station. Two other soldiers were killed and six more badly injured. The two that died were Private Patrick Quirke from Claddagh Galway and Private Noel Mullally Co Dublin. McKillop had been attached to the Air Corps for 18 months. (Clare Champion Sept 11th 1943)



Sixmilebridge Railway Station.

View of station house and railway at Sixmilebridge.

Three Soldiers Killed
LORRY CRASHES INTO WALL
TRAGEDY NEAR SIXMILEBRIDGE

Three soldiers were killed and six badly hurt on Saturday morning when a military lorry crashed into a wall near Sixmilebridge railway station.

On the lorry striking the wall it overturned. Private Patrick Quirke, of Claddagh, Galway, was thrown over the railway gates and killed instantly. Private Charles McKillop, Whitehall, Dublin, was so gravely injured that he died later in Barrington's Hospital, Limerick, and Private Noel Mullally, Tallaght, Co. Dublin, died on Monday in St. Bricin's Hospital, to which he had been transferred. Lieut. McMahon, who was in charge of the party, and the driver both escaped without injury.

Mr. J. S. McNiece, solicitor, Deputy Coroner, opened an inquest at Barrington's Hospital, Limerick, on Saturday into the circumstances of the death of Pte. McKillop. Inspector P. Comer, Killaloe, conducted the inquiry.

Dr. P. Crowe, house surgeon, Barrington's Hospital, gave evidence of performing a post-mortem examination on the body of deceased, who was admitted to the hospital at 1.30 a.m. on the 4th September and died at about 6 p.m. He had severe head injuries. Death, in his opinion, was due to shock and cerebral haemorrhage.

Lieut. Henry F. Howard, Air Corps, stated he knew the deceased, Private McKillop, for the past 18 months. He was attached to witness's squadron. He saw the body of the deceased at Barrington's Hospital and identified it. The deceased was 26 years and single.

The Inspector said that in view of the fact that there were a number of witnesses who were injured and in an unfit state to appear, he asked for an adjournment to an indefinite date.

The Coroner, adjourning the inquest, said that the jury might not again be called. He sympathised deeply with the relatives of the unfortunate men who were killed.

Inspector Comer, on behalf of the Garda, joined in the Coroner's expression of sympathy with the relatives.

The injured men are Corporal J. Coleman, 67 Connolly St., Fermoy, Co. Cork; Private L. Hickey, Newmarket-on-Fergus; Private Kevin McNally, Rathmackin, Sixmilecross, Co. Tyrone; Private James Coyne, Urlingford, Co. Kilkenny; Private Eugene Caulfield, Battensbridge, Co. Cavan; Private M. Skelly, Bective St., Kells, Co. Meath.

Clare Champion

Sept 11
 1943

Leading Stoker John Joseph McMahon



Leading Stoker John Joseph McMahon: Born in 1915. Son of Timothy and Julia McMahon, of Querrin, Co. Clare. H.M.S. *Barham*, Royal Navy P/KX 92455. He died on the 25th Nov 1941 aged 26. He is named on the Portsmouth Naval Memorial, Hampshire, United Kingdom.



H.M.S. *Barham*

On 25 November 1941 at 4.25pm, while steaming to cover an attack on Italian convoys with the battleships Queen Elizabeth, Valiant and an escort of eight destroyers, **Barham** was hit by three torpedoes from the German submarine U-331, commanded by Lieutenant Hans-Dietrich von Tiesenhausen. The torpedoes were fired from a range of only 750 yards providing no time for evasive action, and struck so closely together as to throw up a single massive water column. As she rolled over to port, her magazines exploded and the ship quickly sank with the loss of nearly two thirds of the crew.

The explosion was caught on camera by Gaumont News cameraman John Turner, who was on the deck of the nearby Valiant. The filming of her turning over onto to her port side and subsequent explosion, is one of the most powerful non-nuclear explosions caught on film. Out of a crew of approximately 1,184 officers and men, **841 were killed**. The survivors were rescued by the other British ships that were sailing with Barham.



Portsmouth Naval Memorial,
Hampshire, UK Panel 54,
Column 2.



Able Seaman Michael McMahon



Michael Mc Mahon: Scattery Island and his cousin Stephen Mc Mahon of Scattery Island died on the 22nd Oct 1940. Their ship 'Kerry Head', of the Irish Mercantile Marine, was sunk by a German bomber near Cape Clear Island, Co. Cork. He is named on the monument on City Quay in Dublin that records the names of those lost in Irish ships during the Second World War.

*'On 1 August 1940, **Kerry Head** was four miles ESE of the Old Head of Kinsale with a cargo of coal and some tinsplate from Swansea bound for Limerick. She was attacked by a German bomber. Fortunately there was no structural damage, but there was considerable other damage. Ireland protested to Germany. Germany apologised, accepted that it was their fault and compensation was paid. On 17 August, Germany required Ireland to cease exports, which were almost entirely agricultural products, to Britain. Ships in the prescribed zone would be attacked without warning. On 22 October, Kerry Head left Limerick bound for Newport Monmouthshire. She was five miles west of Sheep's Head when the Luftwaffe attacked. There was a direct hit. She sank immediately with the loss of all aboard. No bodies were ever recovered. On this occasion Germany refused to acknowledge liability.'* (<http://lugnad.ie/kerry-head/>)



The **SS Kerry Head** sunk by German bombs off Cape Clear, on 22/10/1940. Twelve crew died, among them were cousins Stephen and Michael Mc Mahon of Scattery Island. (Painting by Kenneth King – Maritime Institute of Ireland)

*'The sacrifice of those civilian seamen who supplied Ireland in the Second World War is no less heroic than those of their brothers in the British merchant navy, if less recognised by modern Ireland. **Sixteen merchant ships** were sunk in nearly 40 attacks; 149 men were killed and 32 wounded owing to belligerent action. This was out of no more than c. 800 at most. It is also worth mentioning that Irish ships rescued 521 men of all nationalities from ships attacked or sunk during the war. An impressive monument on City Quay in Dublin records the names of those lost in Irish ships during that war. A series of sparsely attended ecumenical services organised by the Maritime Institute of Ireland take place in Dublin and Cork each November.'* (historyireland.com)



The monument on City Quay in Dublin that records the names of those lost in Irish ships during the Second World War.

KERRY HEAD 22 10 40
BEGLEY T BYRNE R DAVIDSON W DRUMMOND C MCMAHON M MCMAHON
O NEILL P TOBIN J WILSON J

Second Officer Stephen McMahon



Second Officer Stephen Mc Mahon: Scattery Island and his cousin Michael Mc Mahon of Scattery Island died on 22/10/1940. Their ship 'Kerry Head', of the Irish Mercantile Marine, was sunk by a German bomber near Cape Clear Island, Co. Cork. He is named on the monument on City Quay in Dublin that records the names of those lost in Irish ships during the Second World War.

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The monument on City Quay in Dublin that records the names of those lost in Irish ships during the Second World War.

KERRY HEAD 22 10 40
BEGLEY T BYRNE R DAVIDSON W DRUMMOND C MCMAHON M MCMAHON
O'NEILL P. TOBIN J WILSON J

Joseph F Meade SI



Joseph F Meade: (12th Feb 1907 – 14th Oct 1970) House No. 4 Carrowkeel, Miltown Malbay. US Navy SI (SI-United States Navy Reserve Officer designation for Special Service, Intelligence Duties.) He survived Pearl Harbour after his battleship was sunk. He died in 1970 aged 63 and is buried in Kilfarboy Graveyard (grave 329) in Miltown Malbay. His parents were Thomas and Norah, and brothers John, Thomas, Michael and sister Mary. **(Connie Corry)**



Joseph F
Meade
Ireland
SI
US Navy
World War II

February 12 1907
October 14 1970

The **attack on Pearl Harbor** was a surprise military strike by the Imperial Japanese Navy Air Service against the United States naval base at Pearl Harbor, Hawaii Territory, on the morning of December 7, 1941. The attack commenced at 7:48 a.m. Hawaiian Time (18:18 GMT). The base was attacked by 353 Imperial Japanese aircraft (including fighters, level and dive bombers, and torpedo bombers) in two waves, launched from six aircraft carriers. All **eight U.S. Navy battleships** were damaged, with **four sunk (Arizona, West Virginia, California and Oklahoma)**.

All but the USS *Arizona* were later raised, and six were returned to service and went on to fight in the war. The Japanese also sank or damaged three cruisers, three destroyers, an anti-aircraft training ship, and one minelayer. One hundred eighty-eight U.S. aircraft were destroyed; 2,403 Americans were killed and 1,178 others were wounded. Important base installations such as the power station, dry dock, shipyard, maintenance, and fuel and torpedo storage facilities, as well as the submarine piers and headquarters building (also home of the intelligence section), were not attacked. Japanese losses were light: 29 aircraft and five midget submarines lost, and 64 servicemen killed. One Japanese sailor, Kazuo Sakamaki, was captured. (Wikipedia)

Brigadier General Martin Meaney



Brigadier General Martin Meaney: Chohanmore Cree, Co Clare. DOB 27/8/1886.

Second youngest son of Michael and Hannah Rohan Meaney. Emigrated to New York in 1908. Enlisted in the 69th New York Infantry (165th Infantry 42nd Div) in 1913. He fought in both WW1 & WW2.

'Entered active Federal Service on the 15th October 1940 as Lieutenant Colonel, Executive Officers, promoted to Colonel, Infantry, 1st January 1942, and assigned to command the 108th Infantry New York National Guard. Served in the Pacific Theatre, Hawaiian Islands April 1942 to January 1943. Appointed Commanding Officer of Prisoner of War Camp at Fort McClellan, Alabama 1st February 1943 (3000 German Prisoners of War).



Fort McClennan housed approximately 3,000 German and Italian prisoners of war (mainly from North Africa) between 1943 and 1946. Their most lasting legacy is the art they created, particularly murals depicting scenes from their homeland on the walls of Remington Hall, the former officer's club

Transferred to Military Government, September 1943 and assigned to the Military Government Section in the Mediterranean Theatre of Operations with Headquarters at Algiers. Arrived in Algiers on the 16th October 1943.

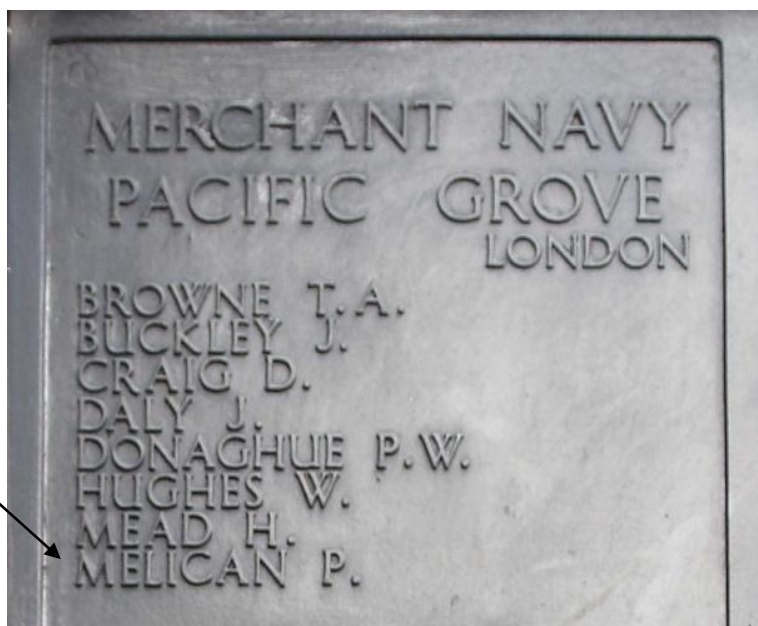
Assigned to the Allied Commission for Italy Section of Military Government. Arrived in Palermo Sicily on the 31st October 1943, and assigned as Superintendent of Civil Police for Liberated Italy. In Naples 23rd December 1943, Salerno 22nd January 1944, and Rome on the 8th June 1944.

Returned to the United States and to inactive service on the 1st March 1945. September 1945 was ordered to active National Guard duty as Colonel, Infantry and directed to reorganize the 165th Infantry New York National Guard as a Federalized National Guard Unit. Federalization completed on the 6th April 1946. Promoted to Brigadier General, New York National Guard in August 1948. Retired from active National Service effective 1st September 1948.' (D Murrhy) He died on the 31st May 1970, aged 83 and was buried in Long Island National Cemetery.

Able Seaman Peter Melican



Able Seaman Peter Melican: Son of John and Christina Melican, Scattery Island. M.V. *Pacific Grove* (a 7,114 GRT motor refrigerated cargo ship) Merchant Navy. He died on the 12th April 1943 age 28, when the M.V. *Pacific Grove* was sunk in Mid-Atlantic by U-563. He is named on the Tower Hill Memorial, London Borough of Tower Hamlets, London, Panel 79.



**Tower Hill Memorial
Panel 79**



The Tower Hill Memorial is divided in two sections. The front section is dedicated to those who died during World War 1 between 1914 to 1918. The larger section which approximates a circle is dedicated to those who died during World War II between 1939 to 1945. It is specifically for the Merchant Navy and Fishing Fleet members who died at sea and have no known grave. A large inscription at the front of the World War II section reads: "The Twenty Four Thousand of the Merchant Navy and Fishing Fleets whose names are honoured on the walls of this garden gave their lives for their country and have no grave but the sea."



1939 – 1945
The names of the dead are to be found under the names of the ships in which they were serving. The ships of the Merchant Navy are arranged in alphabetical order on panels 1 to 121 and panels 130 to 132.

Leading Seaman John Melville



Leading Seaman John Melville: Born in 1919. Son of Joseph Lawrence Melville and Margaret Melville, of Kilrush, Co. Clare. H.M.S. *Trinidad*, Royal Navy D/JX 141937. He died on the 14th May 1942 age 23. He is named on the Plymouth Naval Memorial, Devon, United Kingdom Panel 64, Column 1.

14th May 1942: While escorting Convoy PQ-13 in March 1942, **H.M.S. *Trinidad*** and other escorts were in combat with German Narvik-class destroyers. She hit and sank the German destroyer Z26 and then launched a torpedo attack. One of her torpedoes had a faulty gyro mechanism possibly affected by the icy waters. The path of the torpedo formed a circular arc, striking *Trinidad* and **killing 32 men**. *Trinidad* was towed clear of the action, and was then able to proceed under her own power towards Murmansk.



The Plymouth Memorial was developed after World War One (architect Sir Robert Lorimer, sculptor Henry Poole) as a way of recognizing members of the Royal Navy who gave their lives at sea and were either lost or buried at sea. The Memorial is one of three, the other two located at Chatham and Portsmouth.



Leading Aircraftman George Henry Moore



Leading Aircraftman George Henry Moore: Born in Loophead Co Clare on the 30th Aug 1909. Lived on Blair St, Bondi, Sydney New South Wales. He was a Mechanic, and unmarried, when he enlisted on the 3rd June 1940 into the Royal Australian Air Force 15508. He was missing presumed dead on the 23rd June 1942 due to an accident at the Central Flying School Camden NSW. He is remembered on the Sydney Memorial Rookwood, Cumberland Council, New South Wales, Australia. Panel 7.



The Sydney Memorial
Panel 7



Seaman John Moran



Seaman John Moran: Born in 1885. Son of Patrick and Margaret Moran, of Scatterry Island, Co. Clare. , S.S. *Empire Mallory* (Glasgow). Merchant Navy. He died on board the *Empire Mallory* on the 5th May 1945 aged 68. He is buried in **Maala Cemetery, Yemen**. *Empire Mallory* was a 6,327 GRT cargo ship which was built by C Connell & Co Ltd, Glasgow. Launched on 9 July 1941 and completed in August 1941.

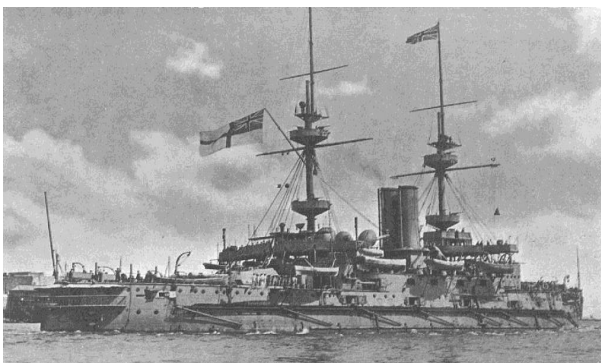


Maala Cemetery, Yemen

Maala lies on the Southern side of Aden Harbour, halfway between the Steamer Point and Crater on the main road south of Khormaksar Airport. The Cemetery is located south of the main road to Crater.

There are 157 Commonwealth war burials of the 1939-1945 War in Maala Cemetery.

Most of those buried in other parts of Yemeni territory, whose graves could not be maintained, were later transferred to this cemetery. Aden was a naval and air base of vital importance during the war. The cemetery is surrounded on four sides by a wall. The entrance, on the northern side, leads to the central avenue, and half-way along stands the Cross of Sacrifice at the intersection of two paths.



HMS Majestic

WW1 – John's brother Stoker William

Moran lived in Cappa, died 6th Oct 1914 age 39 on the battleship **HMS Majestic** off Gallipoli. Husband of Annie Moran of Cappa. He had 5 children. Son of Patrick and Margaret Hannah Moran Scatterry Island. John's nephew Siney (Simon) Moran born c 1912 (Son of William) was lost when *HMS Orchis* was mined in the English Channel on the 21st August 1944.

Stoker Simon Moran



Stoker 1st Class Simon Moran: (Siney- Scatterry Island) Born in 1912, the son of William and Annie Moran, of Kilrush, Co. Clare. H.M.S. *Orchis*, Royal Navy D/KX 80719. He was killed on the 21st August 1944 age 32, when the H.M.S. *Orchis* struck a mine off the coast of Normandy. He is named on the Plymouth Memorial Panel 90, Column 1. On the 15th August 1944, just 6 days before Moran's death, his ship sank the German U-boat U-741 using depth charges in the English Channel, north-west of Le Havre.

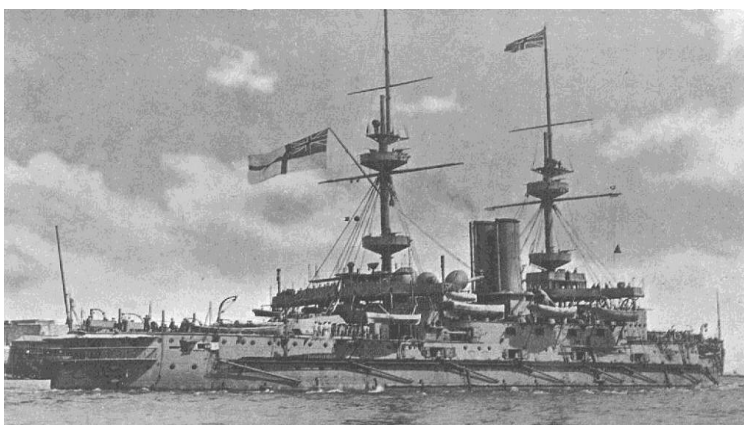


The 205-ft **H.M.S. *Orchis***, a flower-class corvette built by Harland & Wolff Ltd., struck the mine destroying the bow back to the 4-inch gun. The damaged ship was beached on Juno Beach and declared a total loss.

HMS *Orchis*



The Plymouth Memorial was developed after World War One as a way of recognizing members of the Royal Navy who gave their lives at sea and were either lost or buried at sea. The Memorial is one of three, the other two located at Chatham and Portsmouth.



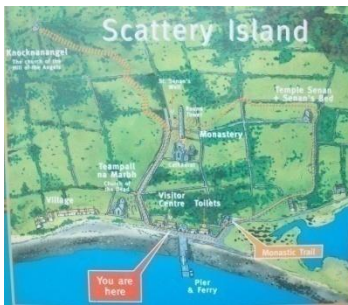
HMS *Majestic*

Simon's father Stoker William Moran, Scatterry Island, died 6th Oct 1914 age 39 on the battleship **HMS *Majestic*** off Gallipoli, Royal Navy. His mother was Annie Moran, and he was one of 5 children. His uncle John Moran born 27/01/1885, died on board SS *Empire Mallory* in the Indian Ocean on the 5th May 1945.

William Moran



William Moran: Scattery Island. He served on the HMS *Queen Elizabeth*. His medals below which are on display in the Visitor Centre on Scattery Island are (L to R) The 1939-1945 Star, The Atlantic Star, The Africa Star, The Africa Star, The Burma Star, The 1939-1945 Defence Medal, The 1939-1945 War Medal and the Long Service and Good Conduct Medal. The Scattery Islanders were renowned as expert seamen and several of them served in the British Navy and Merchant Marines in WW2.



In Fond Remembrance of
the Scattery Island seamen
who died during the Great Wars
and Atlantic Storms.
Go ndéana Dia Trócaire orthu
Lúnasa 2006



HMS Queen Elizabeth 1943 (Courtesy: Maritime Quest)

HMS *Queen Elizabeth* rejoined the Mediterranean Fleet, covering the evacuation of Crete in June 1941. She was mined and seriously damaged by Italian frogmen, in an attack on 19 December 1941 in shallow water in the harbour at Alexandria, Egypt, with the loss of nine men of her complement. *Queen Elizabeth* went to the Home Fleet in July 1943, and in December she left for the Eastern Fleet, which she joined in January 1945.



These 4 medals were awarded to other Scattery Islanders who also served in the British Forces in WW2. (L to R) The 1939-1945 Star, The Atlantic Star, The Africa Star (incorrect ribbon) and the The 1939-1945 Defence Medal.

Private Noel Mullally



Private Noel Mullally: Tallaght Co Dublin. He died on Monday the 6th Sept 1943, in Barrington's Hospital Limerick, from injuries in a road crash two days earlier. The military lorry he was travelling in, crashed into a wall, and then overturned near Sixmilebridge railway station. Two other soldiers were killed and six more badly injured. The two that died were Private Patrick Quirke from Claddagh Galway and Private Charles McKillop, Whitehall Dublin. (Clare Champion Sept 11th 1943)



Sixmilebridge Railway Station.
View of station house and railway at Sixmilebridge.

Three Soldiers Killed
LORRY CRASHES INTO WALL

TRAGEDY NEAR SIXMILEBRIDGE

Three soldiers were killed and six badly hurt on Saturday morning when a military lorry crashed into a wall near Sixmilebridge railway station.

On the lorry striking the wall it overturned. Private Patrick Quirke, of Claddagh, Galway, was thrown over the railway gates and killed instantly. Private Charles McKillop, Whitehall, Dublin, was so gravely injured that he died later in Barrington's Hospital, Limerick, and Private Noel Mullaly, Tallaght, Co. Dublin, died on Monday in St. Ebric's Hospital, to which he had been transferred. Lieut. McMahon, who was in charge of the party, and the driver both escaped without injury.

Mr. J. S. McNiece, solicitor, Deputy Coroner, opened an inquest at Barrington's Hospital, Limerick, on Saturday into the circumstances of the death of Pte. McKillop. Inspector P. Comer, Killaloe, conducted the inquiry.

Dr. F. Crowe, house surgeon, Barrington's Hospital, gave evidence of performing a post-mortem examination on the body of deceased, who was admitted to the hospital at 1.30 a.m. on the 4th September and died at about 6 p.m. He had severe head injuries. Death, in his opinion, was due to shock and cerebral hæmorrhage.

Lieut. Henry F. Howard, Air Corps, stated he knew the deceased, Private McKillop, for the past 18 months. He was attached to witness's squadron. He saw the body of the deceased at Barrington's Hospital and identified it. The deceased was 26 years and single.

The Inspector said that in view of the fact that there were a number of witnesses who were injured and in an unfit state to appear, he asked for an adjournment to an indefinite date.

The Coroner, adjourning the inquest, said that the jury might not again be called. He sympathised deeply with the relatives of the unfortunate men who were killed.

Inspector Comer, on behalf of the Garda, joined in the Coroner's expression of sympathy with the relatives.

The injured men are Corporal J. Cokeman, 67 Connolly St., Fermoy, Co. Cork; Private L. Hickey, Newmarket-on-Fergus; Private Kevin McNally, Rathmackin, Sixmilecross, Co. Tyrone; Private James Coyne, Urlingford, Co. Kilkenny; Private Eugene Caulfield, Battersbridge, Co. Cavan; Private M. Skelly, Bective St., Kells, Co. Meath.

Clare Champion
Sept 11
1943

Aircraftman 1st Class James Dominic Niall



Aircraftman 1st Class James Dominic Niall: Born in 1921, the son of John and Mary Niall, of Killaloe, Co. Clare. Royal Air Force 619958. He died aged 19 on the 17th June 1940 when the S.S. *Lancastria* sank. He is remembered on the Runnymede Memorial, Englefield Green, Runnymede Borough, Surrey, Panel 25. Private James Maloney from Sixmilebridge also died on the *Lancastria*. James Niall is also remembered on the family headstone in St Flannan's Cathedral Graveyard Killaloe.



A postcard of RMS *Lancastria* from 1927



Lancastria sinking off Saint-Nazaire

RMS *Lancastria* was a British Cunard liner requisitioned by the UK Government during World War II. She was sunk off the French port of St. Nazaire on 17 June 1940 during Operation Ariel, the evacuation of British nationals and troops from France, two weeks after the Dunkirk evacuation. Having received an emergency order to evacuate British nationals and troops in excess of its capacity of 1,300 passengers, modern estimates range between 3,000 and 5,800 fatalities—the largest single-ship loss of life in British maritime history. The sinking of HMT *Lancastria* claimed more lives than the combined losses of the RMS *Titanic* (1,517 passengers and crew) and RMS *Lusitania* (1,198 passengers).



The Air Forces Memorial at Runnymede, overlooking the Thames on Cooper's Hill four miles from Windsor, commemorates the names of over 20,000 airmen who were lost in WW2 during operations from bases in the United Kingdom and North and Western Europe and who have no known graves.



St Flannans Cathedral Graveyard Killaloe.

In Loving Memory of Michael Niall, Killaloe, died July 1st 1894 aged 71 years.....
And their son James, died June 17th 1940 aged 19 years. Their daughter Anne, died Nov. 27th 1943. Matthew Lua Niall, died 13 May 1998 aged 92. Sweet Jesus give them eternal rest.

Major William Hugh Niall



Major William Hugh Niall: Son of William George and Margaret Grant Niall, of Chatham. He served in India. 9th Bn. 8th Punjab Regiment. Service Number IA/123. He was killed in action on Wednesday the 3rd May 1944, aged 35. He is buried in Madras War Cemetery Chennai, Tamil Nadu, India. He is also remembered on a family gravestone in St Flannan's Cathedral Graveyard Killaloe.

The British recruited heavily from **Punjabi Muslims** for service in the colonial military. During World War-II over 380,000 joined (about 14% of the total). No other class came close to these figures. Almost 70 per cent of the wartime Muslim recruitment was from what became Pakistan from the undivided Punjab. The 9th Bn. 8th Punjab Regiment was raised in 1941, and served in India, Ceylon, Cyprus.

Madras War Cemetery Chennai (Madras), Tamil Nadu, India. MADRAS WAR CEMETERY was created to receive Second World War graves from many civil and cantonment cemeteries in the south and east of India where their permanent maintenance could not be assured. The cemetery contains 856 Commonwealth burials of the Second World War.



Killaloe St Flannans – Grave 208



**Madras War Cemetery Chennai,
Tamil Nadu, India.**

In Loving Memory of John M. Niall, Killaloe, who died in the year 1902. His wife Nora Niall nee McKeogh, died 1909. And their sons, John M. Niall and Dr. William George Niall M.D., who died July 1934, interred at Chatham, England. And his brother Dr. Eugene Niall M.D., interred at Putney, England. Also his nephew Dr. Eugene Niall M.D. May their Souls Rest in Peace Amen. Erected by their son Mitchell as a lasting tribute to their memory. To the memory of H.C. Niall, who died Jan 1938. **Also Major H. Niall, killed in action May 1944.**

Pilot Officer (Navigator) Vincent Anthony Nono



Pilot Officer (Navigator) Vincent Anthony Nono: Son of James and Nora Nono, Ennis, Co. Clare. RAF Volunteer Reserve 106 Squadron 127018. He died on the 1st May 1943 age 33. He is buried in the Reichswald Forest War Cemetery, Klever Landkreis, Kleve, Nordrhein-Westfalen, Germany. Husband of Jean Ramsay Henry Nono.

01.05.1943 navigator, 106 Squadron RAF
 His Lancaster [ED451 ZN-O] took off 2355 hrs 30.04.1943 from Syerston for an operation against Essen. Crashed at Wulfen, a town on the E bank of the River Wient, 7 km NE of Dorsten. Complete crew was killed.
 (www.unithistories.com/officers/RAFVR_officers)



106 Squadron RAF: After a short spell in early 1942 with Manchesters, from May 1942 No 106 started replacing them with **Lancasters** and participated in the 1,000-bomber raids on Cologne, Essen and Bremen.



The Crew of ED451, L to R: Douglas Brown, Stanley Plaskett, **Vincent Nono**, John Alderson, Sydney Abel, Charles Harrower, Alfred Barber.



Reichswald Forest War Cemetery is the largest Commonwealth cemetery in Germany, with 7,580 Commonwealth servicemen of WW2.

Some of the airmen buried in the cemetery lost their lives in supporting the advance into Germany, but most died earlier in the war in the intensive air attacks over Germany.

Air Mechanic (E) 2nd Class James O'Brien



Air Mechanic (E) 2nd Class James O'Brien: Born in 1917. Son of John and Mary O'Brien, of Cree. H.M.S. *Peregrine* (Royal Naval Air Service- *Ford*) Royal Navy. Fleet Air Arm FX76797. He died on the 6th June 1940 age 23. He is buried in Arundel Roman Catholic Cemetery, Arundel, Arun District, West Sussex, United Kingdom Grave 50. His brother was John O'Brien

With WW2 looming large, the Navy re-commissioned **Ford Airfield** (Situated in Yapton, West Sussex) and it became "HMS *Peregrine*" a land base for the training of Fleet Air Arm personnel. Shortly after the bombing in August 1940, the station was taken over by the RAF with one of the main purposes was a base for night fighting aircraft. After the cessation of hostilities Ford was handed back to the Navy.



Arundel Roman Catholic Cemetery, Arundel, Arun District, West Sussex, United Kingdom Grave 50.



Fleet Air Arm training units employed Ford in WW2 but their base suffered extremely heavy damage and loss of life following a ferocious attack by Junkers Ju 87s on August 18 1940. As a result the RAF quickly returned and Ford gained prominence in its best known role as various intruder squadrons notably No 23 – roamed enemy-occupied territory to attack targets at will with considerable success.

Sergeant J J O'Brien



Sergeant J J O'Brien: Son of Timothy and Mary K O'Brien, of Hacketstown, Co. Carlow. Wireless Operator Royal Air Force 1030890. He died on the 19th Aug 1943, and is buried in Templehollow Graveyard Ballina.

'O'Brien was on Halifax R9497 of 1658 HCU (heavy conversion unit) which took off at 10:50 from Riccal on cross country exercise. 5 mins later while climbing on NE heading they collided with a 1663 HCU Halifax which was tracking sth. East as it climbed from Rufforth. Both machines pulnged into fields at Manor farm, just west of Copmanthorpe, 4 miles SW of York. All were claimed by Next of Kin.' Info from Chorley's Bomber Command losses Vol8 HCU's and misc units. **Crew:** Sgt T C Ashley, Sgt T R McMeekan, Sgt A J Allan, F/O R F Walker, **Sgt J J O'Brien**, Sgt F Cosford, Sgt D L H Wooster.



The other Halifax in the collision had 7 on board who were killed. Also 2 civilians were badly burned on the ground. A book has been written which details the incident. (<http://www.rafcommands.com>)



Templehollow Graveyard Ballina.

'I wrote the book "Wings Over York" and on pages 55 and 56 there is an account of the crash and the full details of both crews. Also there are accounts of three eye witnesses.... The crews only spent sufficient time on a HCU to complete their training (as a crew) and then moved to a front line Squadron. Sadly there were many training accidents resulting in loss of life.

The site of the crash is adjacent to the A64 outside York and opposite the Agricultural College. It is a very big field and from what I can ascertain the Rufforth aircraft finished up in the middle of the field. There is a tree in the middle which I was told by the eye witness was alight following the crash.' Brian Mennell

Petty Officer Thomas Martin O'Donnell



Petty Officer Thomas Martin O'Donnell: He was born on the 22nd Nov 1917, the son of Thomas and Elizabeth O'Donnell, of Kilrush, Co. Clare. H.M.S. *Charybdis*, Royal Navy D/JX 157478. He died on the 30th September 1942, age 25. He is named on the Plymouth Naval Memorial, Devon, United Kingdom, Panel 63, Column 3.



The focus of *Charybdis's* operations changed in September 1942, and she was assigned to patrol in the Atlantic, searching for German blockade runners attempting to reach Atlantic ports from the Far East.

PLYMOUTH NAVAL MEMORIAL, Devon, United Kingdom.



The Plymouth Memorial was developed after World War One as a way of recognizing members of the Royal Navy who gave their lives at sea and were either lost or buried at sea. The Memorial is one of three, the other two located at Chatham and Portsmouth.

The memorial commemorates more than 7,200 naval personnel of the First World War and nearly **16,000 of the Second World War** who were lost or buried at sea.

Sister Catherine O' Loughlin



Sister Catherine O' Loughlin: Co Clare. Queen Alexandra's Imperial Military Nursing Service (QAIMNS) 325344. She died on the 24th June 1945 (CWGC). She is buried in Celle War Cemetery, Niedersachsen, Germany.

Sister Catherine O'Loughlin QAIMNS, originally from County Clare, died on 24 June 1945 in what was then RAF Celle in Germany. She is buried in a small CWGC cemetery in Celle, next to Trenchard Lines. She had been in service less than 10 months. Celle Air Base is located near the city centre of Celle and 18 miles (30 kilometres) northeast of the city centre of Hanover. Without having suffered any serious damage the air base was surrendered by a German NCO to the British Army on 11 April 1945.



**Celle War
Cemetery,
Niedersachsen,
Germany.**



Civilian Margaret O'Loughlin



Civilian Margaret O'Loughlin: Born in 1913, the daughter of Mr. and Mrs. Carroll, of Knockanes, Kilnaboy, Co. Clare. She died at 14 Florian Avenue, which was hit by a V1 bomb on the 5th July 1944, age 31. She was buried in Cuddington Cemetery, (also known as Sutton and Cheam Cemetery) 1 Lindsay Road, Worcester Park, London Borough of Sutton, Greater London KT4 8LF, England.



She was the widow of Able Seaman Louis James O'Loughlin (from Ireland), R.N. who died on the 17th Dec 1942 and is named on the Chatham Naval Memorial. On the 17th Dec 1942 while escorting the convoy ON 153, the British destroyer ***Firedrake*** was torpedoed and sunk by German submarine *U-211*. 140 men were lost.



From 13 June 1944 to 29 March 1945, Hitler launched new 'Vengeance weapons' against London. Over 3,000 of these hit the capital and its suburbs. Almost 9,000 people were killed. At least 24,000 others were seriously injured. Each **V1** delivered a powerful warhead: 1,870 lb (850kg) of high explosive.



Cuddington Cemetery 1 Lindsay Road, Worcester Park, London Borough of Sutton, Greater London KT4 8LF, England. Plot Section F Grave 713.

John Francis O'Reilly



John Francis O'Reilly: Kilkee. A captive who became a German spy. *'He parachuted from a German Keinkel bomber to near his birth place in Kilkee in December 1941, after many years in Germany. He was captured when the Germans took over the Channel Islands.... Oddly O'Reilly was son of Sergeant O'Reilly of the RIC who had captured Sir Roger Casement at Banna Strand in 1916. John was arrested on the day after his jump. He escaped from Arbour Hill, hid under a seat on the Limerick train and made his way across country to Kilkee. He was re-arrested the next day.'* (Keir McNamara)

Parachute Landings in Clare.

The story of the parachute landings on 16th and 19th December near Kilkee was made available on Wednesday. The parachutists were John P. O'Reilly (28), a native of the Kilkee district, and John Kenny (38), a native of Dublin. O'Reilly is stated to have been dropped from a German aircraft at dawn on 16th December near his father's house. Kenny baled out of another machine three days later, but was carried along by a high wind, which threw him against a gate, hurting his head and seriously injuring his back. He was subsequently treated in the Co. Hospital. Both men are now in custody. O'Reilly is stated to be well educated, speaking French, German, Italian, Spanish and Irish, and for a long time broadcast on the German radio on Irish events of 22 years ago under the title "The Flash Back."

In reply to a question in the British House of Commons, Mr. Emrys Evans said the two men were dropped by parachute from German aircraft presumably for espionage purposes, were arrested by the GRC authorities and are held in custody. He had no doubt that any similar incidents which might occur in future would be effectively dealt with.

22 Jan 1944 CC

'On this day (17 Sept) in 1999, a British Secret Intelligence Service file, released in London, shed new light on two of Ireland's least successful German agents, who were arrested and interned shortly after they parachuted into fields in Clare in December 1943. John Francis O'Reilly landed near Kilkee, Co. Clare on 16 December 1943.

He was arrested on 16 December 1943. John Kenny landed near Kilkee, Co. Clare at approximately 3.00 am on 19 December 1943.' (The Clare Herald September 17, 2015)

STILL DETAINED

John F. O'Reilly, a native of Kilkee, who landed by parachute from a German plane near Kilkee and who was taken into custody, is still interned. John Kenny, a native of Dublin, who landed with O'Reilly, has been released. O'Reilly was severely injured after landing from his parachute and had to be taken to hospital in Ennis, where he was kept under a heavy guard before his transfer to Dublin. The number of Irish internees now does not exceed forty.

2 May 1944 CC

Radioman 2nd Class Eugene David O'Shaughnessy



Radioman 2nd Class Eugene David O'Shaughnessy (Dec 22nd 1923 – Oct 3rd 1945): He was the son of Michael J O'Shaughnessy, who was born on the 16th April 1891 in Kilkee. Michael emigrated to the USA, and served with the 92 Spruce Squadron (Spruce Production Division) in Wisconsin during WW1. He died on the 3rd September 1938 (aged 47) in Clinton, Clinton County, Iowa, USA, and is buried there in Saint Boniface Cemetery. Michael was married to Theresa Grace *Smrekar* O'Shaughnessy, who died in June 1980, and is also buried in Saint Boniface Cemetery, Clinton, Iowa.

They had two sons Winfield Joseph (who died in 1983) and Radioman 2ND Class Eugene David who died in WW2 with the US Naval Reserve on the 3rd October 1945. The war ended on the 2nd September 1945. He is also buried in Saint Boniface Cemetery, Iowa. (Paddy Waldron) His headstone is similar to one that was given to those who survived the war, rather than one who died during the war. He could have died from wounds or illness at home.



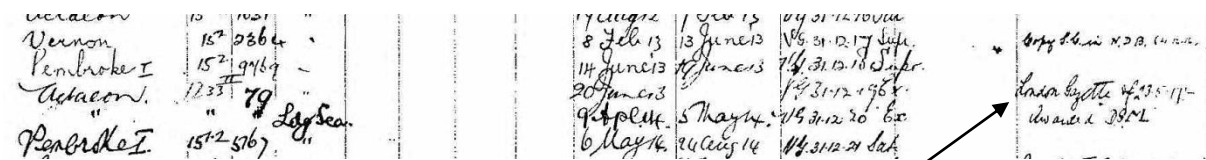
P.O. James Power DSM



James Power DSM: Querrin. WW1 Royal Navy on *HMS Hermes*. He survived after it was torpedoed and sunk in Oct 1914. 'Buried here also is James Power D.S.M. Died 19th March 1978 in his 86th year **veteran of two World Wars**, Royal Navy 1909-1932 Irish Marine Service 1939-1964 R.I.P.' Taken from his gravestone in Querrin Cemetery (Templemeekagh).



Buried here also is
James Power D.S.M.
Died 19th March 1978
in his 86th year
veteran of two World Wars
Royal Navy 1909-1932 Irish
Marine Service 1939-1964 R.I.P.



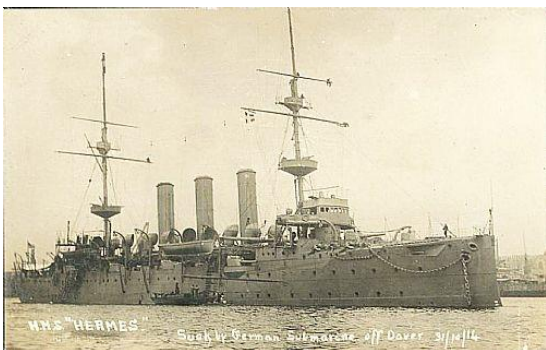
London Gazette 23/5/17 Awarded **DSM**



London Gazette 30088 - 22 MAY 1917

Honours for Service in **Destroyer Patrol Flotillas, Armed Boarding Steamers, &c.** in recognition of their services in the Destroyer Patrol Flotillas, Armed Boarding Steamers, &c., during the period which ended on the 30th September, 1916: To receive the **Distinguished Service Medal.**

P.O. James Power, O.N. J.6201 (Ch.).



HMS Hermes was a *Highflyer*-class protected cruiser built for the Royal Navy in the 1890s. She was recommissioned at the beginning of World War I in August 1914 for service as an aircraft ferry and depot ship for the Royal Naval Air Service. She was torpedoed and sunk by a German submarine in the Straits of Dover in October 1914 with the loss of 44 lives.

Guardsman Michael Joseph Quinn



Guardsman Michael Joseph Quinn: Born in 1922. Son of Michael and Anne Quinn, of Spanish Point, Co. Clare. 3rd Bn Irish Guards 2724079. He died on the 3rd August 1944 age 22, during the liberation of the village of St. Charles de Percy, roughly 44 kilometres south-west of Caen on the Normandy coast. He is buried in the St. Charles De Percy War Cemetery, Departement du Calvados, Basse-Normandie, France I. F. 10.

In 1944 the 2nd and **3rd Irish Guards** took part in the Normandy Campaign. The Irish Guards, as part of the Guards Armoured Division, took part in Operation Goodwood (18–20 July). The Division's objective was Cagny, Vimont and the surrounding area. The Irish Guards were involved in further action that day. Cagny, devastated by heavy bombing, was finally liberated on 19 July. The Irish Guards also saw action in the Mont Pincon area. On 29 August the 3rd Irish Guards crossed the Seine and began the advance into Belgium with the rest of the Guards Armoured Division towards Brussels.



A Sherman tank and infantry of the Irish Guards advance along a road near St Martin-des-Besaces, 1 August 1944.

St. Charles De Percy War Cemetery, Departement du Calvados, Basse-Normandie, France I. F. 10.



Private Patrick Quirke



Private Patrick Quirke: Claddagh Galway. He died on Saturday the 4th Sept 1943 in a road crash. The military lorry he was travelling in, crashed into a wall, and then overturned near Sixmilebridge railway station. Quirke was thrown over the railway gates and killed instantly. Two other soldiers were killed and six more badly injured. The two that died were Private Noel Mullally Tallaght Co Dublin, and Private Charles McKillop, Whitehall Dublin. (Clare Champion Sept 11th 1943)



Sixmilebridge Railway Station.

View of station house and railway at Sixmilebridge.

Three Soldiers Killed
LORRY CRASHES INTO WALL
TRAGEDY NEAR SIXMILEBRIDGE

Three soldiers were killed and six badly hurt on Saturday morning when a military lorry crashed into a wall near Sixmilebridge railway station.

On the lorry striking the wall it overturned. Private Patrick Quirke, of Claddagh, Galway, was thrown over the railway gates and killed instantly. Private Charles McKillop, Whitehall, Dublin, was so gravely injured that he died later in Barrington's Hospital, Limerick, and Private Noel Mullaly, Tallaght, Co. Dublin, died on Monday in St. Bricin's Hospital, to which he had been transferred. Lieut. McMahon, who was in charge of the party, and the driver both escaped without injury.

Mr. J. S. McNiece, solicitor, Deputy Coroner, opened an inquest at Barrington's Hospital, Limerick, on Saturday into the circumstances of the death of Pte. McKillop. Inspector P. Comer, Killaloe, conducted the inquiry.

Dr. P. Crowe, house surgeon, Barrington's Hospital, gave evidence of performing a post-mortem examination on the body of deceased, who was admitted to the hospital at 1.30 a.m. on the 4th September and died at about 6 p.m. He had severe head injuries. Death, in his opinion, was due to shock and cerebral hæmorrhage.

Lieut. Henry F. Howard, Air Corps, stated he knew the deceased, Private McKillop, for the past 18 months. He was attached to witness's squadron. He saw the body of the deceased at Barrington's Hospital and identified it. The deceased was 26 years and single.

The Inspector said that in view of the fact that there were a number of witnesses who were injured and in an unfit state to appear, he asked for an adjournment to an indefinite date.

The Coroner, adjourning the inquest, said that the jury might not again be called. He sympathised deeply with the relatives of the unfortunate men who were killed.

Inspector Comer, on behalf of the Garda, joined in the Coroner's expression of sympathy with the relatives.

The injured men are Corporal J. Coleman, 67 Connolly St., Fermoy, Co. Cork; Private L. Hickey, Newmarket-on-Fergus; Private Kevin McNally, Rathmackin, Sixmilecross, Co. Tyrone; Private James Coyne, Urlingford, Co. Kilkenny; Private Eugene Caulfield, Battensbridge, Co. Cavan; Private M. Skelly, Bective St., Kells, Co. Meath.

Clare Champion

Sept 11
1943

Sergeant (Air Observer) Cornelius Gerard Roughan



Sergeant (Observer) Cornelius Gerard Roughan: Cusack Road Ennis. RAF Air Observer serving with No. 1143 Flight, 15th Officer Training Unit 581108. He lost his life in a Wellington DV442. which crashed 1/2 miles north of South Stack Lighthouse, Anglesey at 13:50hrs on the 30th April 1942. Cornelius Roughan is buried in in Drumcliffe Old Cemetery, Ennis, Grave 451.



30th April 1942: The crew of DV442 was undertaking a five-hours' fuel consumption test. Around half-a-mile north of South Stack Lighthouse, Anglesey, the crew made a forced landing due to engine trouble. The sea was rough and the aircraft made a heavy landing and began to sink immediately. Three of the five crew lost their lives. Sgt Eric Boaler and Sgt Alfred Longhurst also died. Sgt A. L. Hayers RAAF and Sgt Frederick James Ottaway WO/AG survived.

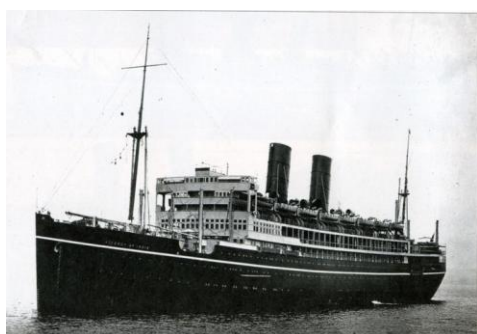


Pray for the souls of
Patrick Roughan
Conville, Cusack Road, Ennis
who died June 11th 1942.
His wife Mary, died Feb. 5th 1948.
And his sons
James died May 21st 1937.
Cornelius died April 30th 1942.
And his daughter Maureen died
June 3rd 1979.

Colour Sergeant John Rowe



Colour Sergeant John Rowe: Born in 1897 the son of William and Elizabeth Rowe; husband of Mary A. Rowe, of Kilrush. Royal Marines CH/17737, S.S. *Viceroy of India*. He died on Tuesday 25th March 1941, on passage, aged 44. He is named on the Chatham Naval Memorial, Kent, UK. Reference 49.2. He is also remembered on the family headstone in the New Shanakyle Cemetery Kilrush. 'In loving memory of Mary Rowe died 22nd Feb 1975 her husband John Rowe buried at sea 25 March 1941 Kathleen P Ryan died 17th Feb 1984 R.I.P. ROWE.'



S.S. *Viceroy of India* (Steamship)

'The CWGC website notes that he served on board the SS Viceroy of India. His name is recorded on a headstone in this cemetery (New Shanakyle), as "buried at sea", with no indication of his War Service. It is presumed that he died on board from illness, rather than combat action, because the "Viceroy of India" was sunk in the Mediterranean, off Algeria, in November 1942.'
(findagrave.com)



In loving memory of
Mary Rowe
died 22nd Feb 1975
**her husband John Rowe
buried at sea 25 March 1941**

R.I.P.

Kilrush New Shanakyle
Grave No. 295



Chatham Naval Memorial

Overlooking the town of Chatham in Kent is the *Chatham Naval Memorial*. It commemorates more than 8,500 Royal Navy personnel of the First World War and over 10,000 of the Second World War who were lost or buried at sea.

Sergeant Stephen Ryan



Sergeant Stephen Ryan, Mullagh, Irish Army. Murdered by James Fennell at Collins Barracks, Cork, 11/02/1940 age 37. (Feb 13 on Death Cert). Fennell was sentenced to death.

19.4.0.	Stephen Ryan	m	Bachelors	37	Sergeant 4th Battalion	Shock & haemorrhage following multiple bullet wounds	On information received from Joseph Mc Cabe
364	February 11th	Collins Barracks	Cork	no.	Machine gun Coy Collins Barracks Cork	James Fennell James Gully & Seaburne	deputy Corporal 1st Cork Battalion
10.4.0.						Death certificate in connection with refusal to appear	12th of February not recorded

Clare Soldier Shot.

STARTLING AFFAIR IN CORK BARRACKS.

Two non-commissioned officers were removed to the Mercy Hospital, Cork, in a critical condition, one with five bullet wounds, following a shooting incident which took place at Collins' Barracks, Cork, in the early hours of Sunday morning. The injured men are: Sergeant Stephen Ryan (38), a native of Mullagh, Clare, and Sergt. Patrick Fitzgibbon (39), a native of Newcastle West, Co. Limerick.

It is stated that Sergt. Ryan received five bullet wounds, two in the left arm, one in the right arm and two in the body, one of which penetrated the breast above the heart and lodged in his back, and is in a very critical condition. Sergt. Fitzgibbon was struck by one bullet, which entered his chest and came out at his back. His condition is considered grave.

The wounded men are unmarried. Both have been members of the Army since its inception in 1922.

Sergt. Ryan was a member of the party which attacked and took Ennistymon R.I.C. barracks during the war of Independence.

Sergt. Fitzgibbon was a prominent member of the Collins' Barracks hurling team when it competed in the county championships some years ago.

Sergt. Ryan has been in Cork for six years and was stationed in Dublin for a period.

It is stated that the shooting took place about 1 a.m. following the arrival in the barracks of a party of soldiers who had escorted a military prisoner from Kerry.

It appears that one of the wounded men went to the billet of a private soldier and questioned him about a revolver which he carried with him on the escort and which, it was alleged, he had not surrendered.

A shot is stated to have been fired and Sergt. Fitzgibbon fell wounded. More shots, it is alleged, followed and a sergeant-major rushed in and found Sgts. Ryan and Fitzgibbon lying wounded. First-aid was rendered immediately and the wounded men were taken to the Mercy Hospital in the military ambulance.

Sergt. Ryan has received three blood transfusions but was too weak for an operation. He was X-rayed with the object of locating the bullets.

Some time later, Pte. Joseph Fennell, who is a native of Co. Kildare, and has three years' service in the Army, was taken into detention.

SYMPATHY

At a meeting of the Ballyea Hurling Club, sympathy was tendered to the Gleeson family, Claremount, on their recent bereavement; also to James Monahan, Ballyea, on the death of his wife.

Ballycorrick F.F.—To the family and relatives of the late Mr. John O'Shea, Poulaphuca.

17 Feb 1940 CC



Collins Barracks Cork

Sapper William Ryan



Sapper William Ryan: Born in 1912, the son of William and Margaret Ryan, of Ennis, Co. Clare, husband of Ellen Ryan of Ennis. 154th Railway Operating Company, Royal Engineers 1945799. Died on the 30th September 1941, Age 29. Buried in Cambridge City Cemetery, Newmarket Road, Cambridge, Cambridgeshire, CB5 8PE England.



**Cambridge City Cemetery,
Newmarket Road,
Cambridge,
Cambridgeshire, CB5 8PE
England.**



Leading Stoker John Scanlan



Leading Stoker John Scanlan: Born in 1913, the son of John and Bridget Scanlan, of Kilrush, Co. Clare; husband of Rosina Scanlan, of Hindhead, Surrey. H.M. Submarine P.222, Royal Navy P/KX 84238. He died on the 21st Dec 1942, age 29. He is named on the Portsmouth Naval Memorial, Hampshire, United Kingdom Panel 68, Column 1.



This submarine was sunk before her name could be formally assigned, and is therefore known by her pennant number, P222.

P222 left Gibraltar to patrol off Naples on 30 November 1942. She sent a number of messages on 7 December but after that date no further communication was made. She failed to arrive at Algiers on her due date and was reported overdue on **21 December 1942**. The Italian torpedo boat *Fortunale* claimed to have sunk a submarine with depth charges on 12 December, south-east of Capri. This remains the most probable cause of the submarine's loss but there has been no confirmation.



Portsmouth Naval Memorial, Hampshire, United Kingdom Panel 68, Column 1.

The memorial commemorates approximately 25,000 British and Commonwealth sailors who were lost in the World Wars, around 10,000 sailors in the First World War and 15,000 in the Second World War.



Assistant Lighthouse Keeper Patrick Scanlon



Assistant Lighthouse Keeper Patrick Scanlon: Born 23rd Sept 1892 on Scattery Island. He died of injuries on 3rd Dec 1941 following a mine explosion at Tuskar Rock Lighthouse, Co. Wexford. The mine struck the lighthouse.

'In December 1941, yet another mine struck Tuskar Rock lighthouse and exploded, killing lightkeeper Patrick Scanlon and injuring keeper William Cahill, who has since died. The third keeper, Peter Roddy, was brought ashore next day by Rosslare Harbour lifeboat.' (wexfordpeople.ie) His brother Sinon Scanlan born 07/08/1886 was lost at sea near Newfoundland from the *SS Derville (ON 146348)* missing since 15th October 1925.



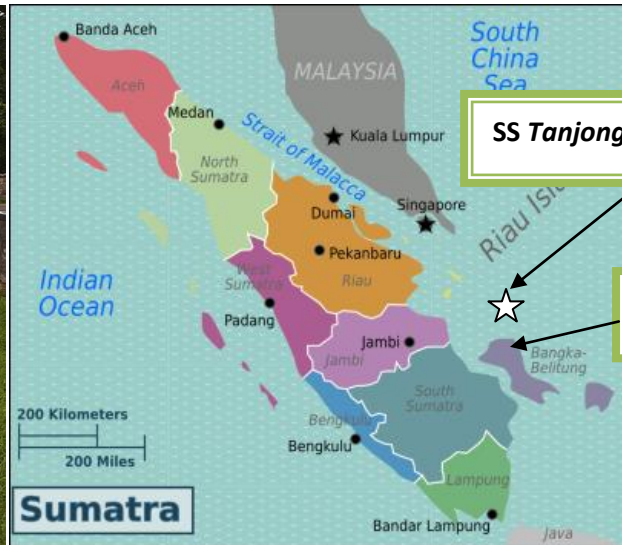
Tuskar Rock (Irish: *An Tuscar*) is a group of rocks topped by a lighthouse 11 kilometres (6.8 miles) off the southeast coast of County Wexford, Ireland. It has probably destroyed more ships than any other Irish coastal feature. One hundred and seventy-six wrecks are listed for the Tuskar Rock area at *Irish Wrecks Online*.

'One lighthouse keeper was killed and another badly injured when a drifting mine struck the Tuskar Rock, some miles off the coast of Wexford, on Tuesday night----- The dead man is Patrick Scanlan, father of seven children, and a native of (Scattery Island), Kilrush, County Clare: the injured keeper is William Cahill, who is also married, with one child, and who is at present in Wexford County Hospital.' **Kilrush, County Clare: Notes from c 1760 to 1960 by Senan Scanlan**

Nurse Mary Skehan



Nurse (Sister) Mary Skehan: Born in 1915, the daughter of John and Anne Skehan, Kilbane, Broadford. Malayan Nursing Service, General Hospital. She died on the 17th Feb 1942, age 27, following the sinking of *SS Tanjong Penang* by the Japanese, east of Sumatra. She was lost at sea. She is remembered on the Skehan/Rohan family headstone in Kilbane Graveyard (between Broadford and Killaloe), 'and Mary Skehan who died Feb 24th 1942 War victim Singapore'.



Sunk by Japanese submarine on 17 February 1942

This very little ship (a 97 foot converted 'tug') was trying to make its escape with about 180 women and children, plus about eight wounded men, from Pom Pong Island where they had been shipwrecked and also had on board five ocean shipwreck survivors (who had been plucked from the sea by the "Tanjong Pinang" on the day before).

The ship left Pom Pong Island at dawn on the 17.2.42. One crew man said that a lifeboat came from the beach eight times with 20 people on board each time – except for the last trip when it only had 12 people in the lifeboat. Another crewman said there were 250 passengers on board.

The ship was stopped at sea approximately 30 miles north of the Tanjung Ular lighthouse (off the north west coast of the large Indonesian island of **Banka Island**) at 2030/2130 hrs., on the night of the 17.2.42, by a warning shot across its bows and, whilst some women and children were being lowered in the ship's only two small boats (there were no real lifeboats), the Japanese submarine or torpedo boat opened fire at point blank range whilst its searchlights were trained on the "Tanjong Pinang", directly hitting the starboard side ship's boat. The ship then sank within five to ten minutes, inevitably taking down with it many of its women and children passengers who had been trapped in the hold and cabins.

Private Patrick Slattery



Private Patrick Slattery, Newmarket-on-Fergus, Irish Army, killed accidentally at Gormanstown Barracks. 19th Feb 1940, age 22. He died in St Bricin's Military Hospital in Dublin.

19... His...	Patrick Slattery	Private	Single	22	Soldier	1918-1940	Information received from a. Mac Lellan Coroner for the City
Dist. in February	Newmarket-on-Fergus						
St. Bricin's Hospital							

Soldier	Information received from a. Mac Lellan Coroner for the City
in National Army	implied accidentally in Dublin by Corporal George Ingham held at Court at Gormanstown on 18 Feb 1940



St Bricin's Military Hospital

Civilian Margaret Julia Slyfield



Civilian Margaret Julia Slyfield: Born in 1891, the daughter of Mr. and Mrs. Sharry of Lisheen, Kilrush, Co. Clare, and wife of Frederick Charles Slyfield, of Glen View, Hever Avenue, Kingsdown, Sevenoaks. She died at her home Glen View, when it was bombed on the 9th Nov 1940, age 49. She is buried in Watling Street Cemetery Dartford, Dartford Borough, Kent, England.



**Watling Street Cemetery
Dartford,
Dartford Borough,
Kent, DA2 6AA
England**



The Memorial to Dartford civilians who died in WW2.

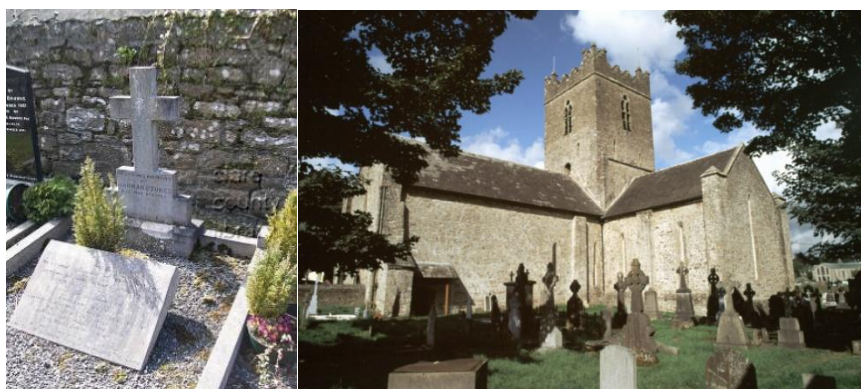
In early World War Two - from autumn 1940 to spring 1941 - German bombs killed 43,000 people across the UK. By mid-November 1940, when the Germans adopted a changed plan, more than 13,000 short tons (12,000 t) of high explosive and nearly 1,000,000 incendiaries had fallen on London.

Squadron Leader Maurice Arthur Stokes & Captain Arthur Oliver Stokes



Squadron Leader Maurice Arthur Stokes & Captain Arthur Oliver Stokes

MC: 'In Loving Memory of Hannah Stokes, died May 6th 1948. R.I.P. Also In Loving Memory of her husband, **Captain Arthur Oliver Stokes M.C.**, died December 2nd 1969. And their only son, **Squadron Leader Maurice Arthur Stokes M.B. R.A.F.**, died May 24th 1958, buried in war cemetery at Harbanya (Habbaniya War Cemetery), Iraq. At the going down of the sun and in the morning we shall remember them.' St Flannans Cathedral Killaloe.



Also In Loving Memory of her husband, **Captain Arthur Oliver Stokes M.C.**, died December 2nd 1969. And their only son, **Squadron Leader Maurice Arthur Stokes M.B. R.A.F.**, died May 24th 1958, buried in war cemetery at Harbanya (Habbaniya War Cemetery), Iraq.



THE REGISTER OF GRAVES AT RAF HABBANIYA: STOKES, M A, Maurice Arthur.

Habbaniya War Cemetery, circa 1950s. The RAF were forced to leave in 1959.

Habbaniya War Cemetery is situated in Iraq, on the banks of the River Euphrates, 60 miles from Baghdad. There are 290 British and Commonwealth servicemen and civilians, including women and children who still lie buried there. Habbaniya was a peace-time Royal Air Force station, maintained under the Anglo-Iraqi treaty of 1930 which permitted a British base west of the Euphrates, and the permanent Headquarters of the R.A.F. in Iraq. It was originally the pre-war R.A.F. cemetery, but it was used during the war not only for R.A.F. casualties but for the burial of soldiers killed during the 1941 operations, and for all servicemen who died through illness or accident while serving in PAIFORCE. There are also graves of servicemen who died after the war

No. 8 Squadron RAF and No. 73 Squadron RAF were among the last flying squadrons to depart the base in the mid 1950s, along with No. 104 Maintenance Unit RAF and the RAF Hawker Hunter Servicing Flight/(Royal Iraqi Air Force) (the last active in 1957–1958). The base closed on 31 May 1959 when the British were finally withdrawn following the July 1958 Revolution.

Flight Sergeant Hugh O'Brien Talty



Hugh O'Brien Talty: Born in Manchester. His father was from Rahaniska near Carrigaholt. Royal Air Force Volunteer Reserve **148 Squadron** based in Egypt. He died on the 13th Nov 1941 and is remembered on the Alamein Memorial in Egypt. He was newly married to Veronica Dwyer. The best source on the Talty family of Rahaniska and the members who emigrated to Manchester is the chapter in Lucille Ellis's book on notable Clare Women. (Paddy Waldron)



The 148 Squadron moved to Kabrit in Egypt in March 1941, to support the 8th Army in the North African desert. It was a bomber squadron equipped with **Wellingtons**. Operation Crusader was a military operation by the Eighth Army against the Axis forces in North Africa between 18 November and 30 December 1941.

Operation Crusader was intended to relieve the 1941 Siege of Tobruk; the Eighth Army tried to destroy the Axis armoured force before advancing its infantry. The plan failed when, after a number of inconclusive engagements, the British 7th Armoured Division was defeated by the *Afrika Korps* at Sidi Rezegh.



**Alamein Memorial El
Alamein, Matruh,
Egypt
Column 242.**

The Alamein Memorial forms the entrance to the El Alamein War Cemetery in Egypt. The memorial commemorates nearly 12,000 servicemen of the British Empire who died in the Western Desert campaigns of the Second World War including the Battle of El Alamein. The Air Forces panels commemorate more than 3,000 airmen of the Commonwealth who died and have no known grave. For both sides the objective was the control of the Mediterranean, the link with the East through the Suez Canal, the Middle East oil supplies and the supply route to Russia through Persia.

2nd Lt Alphonsus J Thornton



2nd Lt Alphonsus J Thornton: Army Air Corps. On Jan 9th 1942, he flew an Air Corps aeroplane (Walrus No 18) from Rineanna Aerodrome (Shannon Airport today) to Cornwall without permission. He along with three others were trying to fly to Cherbourg and defect to the German Luftwaffe. They were Republicans and wished to fight the British. Their navigation skills were poor, and they landed in Cornwall. They were arrested and returned to Ireland. Thornton was tried by courtmartial and sentenced to 18 months imprisonment without hard labour.



**Irish Air Corps Walrus No.19
delivery scheme (Asisbiz.com)**

'... a few hardliners remained and wanted to fight against the British on the side of the Germans. One such man was Irish Air Corps pilot Alan Thornton who by late 1941 had become increasingly frustrated with his country's position and he convinced three of his fellow servicemen to join him in defecting to the German Luftwaffe. With the promise of adventure fuelling the spirit of resistance against the British the three men agreed to follow him.

On the 9th of January 1942 the four men made their move; secretly fuelling Supermarine Walrus No.18 and then quickly taking off. There was much confusion at Baldonnel (Rhyanna in the newspaper reports) as to what was happening but when it was realized that the aircraft didn't have permission to take-off an Irish Air Corps Westland Lysander was quickly scrambled to go after them. However the defectors had got too much of a head start and the Lysander was unable to locate the lumbering Walrus as it flew south east. Thornton and his followers were aiming for Cherbourg where they intended to display their aircraft's neutral colours to any intercepting Luftwaffe fighters in the hope this would be enough to avoid getting shot down on sight. This was an extremely dangerous thing to do as Luftwaffe pilots were well aware of the shape of the British-designed and built Supermarine Walrus aircraft that regularly operated in the channel. Knowing they couldn't fly directly over the extremely heavily defended UK they planned to fly around the tip of Cornwall and then make a dash for the French coast.

While they had passion and enthusiasm by the bucket-load it soon became apparent that they were somewhat lacking in their skills as navigators particularly over the Irish Sea where there are few landmarks to plot. They began wasting valuable fuel trying to get their bearings but with a large landmass in sight they decided to risk flying over it to try and identify just where they were. To their horror they soon found they were heading straight for Cornwall itself and no sooner had this realization come to them that they truly experienced what a country at war is like when four high speed monoplanes swooped down on them. They were another Supermarine product – Spitfires.

2nd Lt Alphonsus J Thornton continued

The high speed fighters contrasted sharply to the lumbering biplane amphibian that solemnly lowered its landing gear and touched down, its crew knowing they had failed in their attempt to join the Luftwaffe. As the aircraft was taxied off the runway it garnered a lot of fascination by the RAF personnel many of whom were unfamiliar with the orange, white and green Irish markings which led to some believing they were looking at a Dutch aircraft despite Holland having been overrun by Germany almost two years earlier. Thornton and his men gave no resistance as they were arrested by the RAF Police.’ (<https://defenceoftherealm.wordpress.com>)



AIRMAN'S ESCAPE

UNAUTHORISED FLIGHT FROM RHYNANNA

Second-Lieutenant Alphonsus J. Thornton (20), of the Army Air Corps, who was tried by courtmartial in Cork last month, has been sentenced to 18 months' imprisonment without hard labour as from January 16th.

He had been charged with deserting by absenting himself without leave from Rhyanna Aerodrome on January 9th with the intention of deserting the forces, and remaining absent until taken into custody at Holyhead; with conduct prejudicial to good order and military discipline at the aerodrome by flying an aircraft for private purposes; with the larceny of 150 gallons of petrol, the property of the Minister for Defence, at the aerodrome on January 9th; with absenting himself without leave from the aerodrome from January 3rd till January 8th, and with losing, by neglect, a revolver and 18 rounds of ammunition. He pleaded guilty to having been absent without leave for five days, and not guilty on the other charges. The Court convicted him on all charges.

14 March 1942 CC

This is the actual plane that flew to Cornwall. The Supermarine Walrus L2301 is now located at Yeovilton FAA Museum in Somerset. .

Lieutenant-Colonel Giles Alexander Meysey Vandeleur DSO



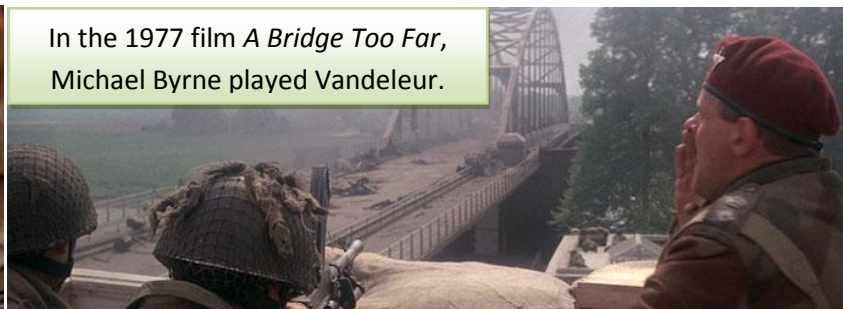
Lieutenant-Colonel Giles Alexander Meysey Vandeleur, DSO (2 September 1911 – 9 March 1978) was a British Army officer during the Second World War. He was the only son of Alexander Moore Vandeleur and the Hon. Violet Meysey -Thompson. His father belonged to the prominent landowning family from Kilrush, County Clare. His mother was a daughter of Henry Meysey-Thompson, 1st Baron Knaresborough. His father was killed in action in the early months of World War I; his mother remarried Sir Algar Howard.

He was commissioned into the Irish Guards as a 2nd Lieutenant in 1931. As acting Commanding Officer of the 2nd Armoured Battalion Irish Guards he served under his cousin Joe Vandeleur (their grandfathers were brothers) in the breakout of XXX Corps during Operation Market-Garden. He went on to become acting commander of the British 5th Guards Armoured Brigade in 1945. He retired from the Army in 1949.

In the 1977 film *A Bridge Too Far*, based on Operation Market-Garden, Michael Byrne played Giles Vandeleur and Michael Caine played Joe. He was married four times: firstly to Jean Salmond, and secondly to Pamela Wood: both marriages ended in divorce. He married thirdly Margarita de López, who died in 1970, and fourthly Esmée Hutcheson, who died in 1973. Vandeleur died on 9 March 1978. (Non-Cemetery Burial, Specifically: Somewhere in England.)



In the 1977 film *A Bridge Too Far*, Michael Byrne played Vandeleur.



His father Captain Alexander Moore Vandeleur: Lived in Cahercon, Kildysart, killed in action 30th Oct 1914 age 30, the 2nd Life Guards, G/M in Ypres (Menin Gate) Belgium. He was killed in action in the **Battle of Gheluvelt** (28th-31st Oct 1914 First Battle of Ypres) in Zandvoorde in Belgium, where fierce fighting led to the British Expeditionary Force suffering many casualties. He leaves behind a three year old son and heir **Giles** Alexander Meysey and his wife of four years Violet Ethel Meysey-Thompson. The Vandeleur family, of Dutch descent, were the big landowners in west Clare since the early 1800's. **(Clare People)**

Brigadier John Ormsby Evelyn (Joe) Vandeleur DSO and Bar



Brigadier John Ormsby Evelyn (JOE) Vandeleur, DSO and Bar, ON (14 November 1904 – 4 August 1988 – age 83), usually known as **Joe Vandeleur** from his initials, was an Anglo-Irish British Army officer who served in the Second World War. He was the son of Colonel Crofton Bury Vandeleur and Evelyn O'Leary. His family was originally from Kilrush, County Clare, where they were the local landlords. Vandeleur was born in Nowshera, India (now Pakistan).

He was commissioned into the Irish Guards as a second lieutenant in 1924, serving in Sudan and Egypt before the war. As commanding officer of 3rd Battalion, Irish Guards, he led the breakout of XXX Corps during Operation Market-Garden. His second cousin Lieutenant-Colonel Giles Vandeleur (their grandfathers were brothers) was acting commanding officer of the 2nd Armoured Battalion, Irish Guards. He went on to command the 129th Infantry Brigade and 32nd Guards Brigade. He retired from the Army in 1951.

His memoirs *A Soldier's Story* were privately printed by Gale & Polden in 1967. In the 1977 film *A Bridge Too Far*, Michael Caine played Vandeleur and Michael Byrne played Giles Vandeleur. Vandeleur acted as military consultant to the production.

He lived out his life after the war in a magnificent manor house in Pinkneys Green, near Maidenhead in Berkshire. He married firstly Felicity Bury-Barry, who died in 1948, and secondly Norah Christie-Miller (who was a Vandeleur cousin on her mother's side). Vandeleur died in Maidenhead, England in 1988. He is buried in Brookwood Cemetery. His grave is marked by a simple headstone inscribed only "J.O.E. V 1903 - 1988" and underneath "Once an Irish Guardsman".



In the 1977 film *A Bridge Too Far*, Michael Caine played Vandeleur.



Lt. Col. Joe Vandeleur Played by Michael Caine in "A Bridge Too Far"

J.O.E.V
ONCE AN IRISH
GUARDSMAN

Brookwood Cemetery,
Brookwood, Woking
Borough, Surrey, England

Patrick Joseph Walsh



Patrick Joseph Walsh: Born in 1919 in Lisdoonvarna. Airman, Airforce E 84 Squadron RAF, Bandoeng. POW in Java 1942. The 84 Sq RAF were all taken prisoner in Java in 1942. (Japanese Index Cards of Allied Prisoners of War and Internees, Second World War, 1942-1945- findmypast)

收容所 Camp	爪哇 1917年9月1日	番 No. 號	爪哇 899
姓名 Name	Walsh, Patrick Joseph. ワシリス パトリック ジョセフ	生年月日 Date of Birth	1919. 4. 2.
國籍 Nationality	英	所屬部隊 Unit	No. 549567. Bandoeng.
階級身分 Rank	Airman. Air Force. 空軍 兵隊.	捕獲年月日 Date of Capture	昭和 17 年 3 月 8 日
捕獲場所 Place of Capture	爪哇	父ノ名 Father's Name	Martin (deceased)
父ノ名 Father's Name	Martin (deceased)	母ノ名 Mother's Name	Pannie Victoria.
本籍地 Place of Origin	Lisdoonvarna. Co. Clare. Ireland.	職 業 Occupation	雜勞働者 死亡 理濟
通報先 Destination of Report	Mrs Fitzgerald. Style Park. Croom. Co. Limerick. Ireland.	特記事項 Remark	

Japanese invasion of Java 1942



Battle of Java (1-12 Mar 1942)

The Allied forces were headed up by Royal Netherlands East Indies Army General Hein Ter Poorten, with 25,000 Indonesian under his command; although the number was impressive, most of the men were poorly trained. The Dutch forces were divided up so that two regiments guarded the Jakarta region, and one regiment guarded each of the north central, southern, and eastern regions of the island. A garrison of 7,000 men, British, Australian, and American, under the command of British Major General H. D. W. Sitwell, was available to assist. The 3,500 British were predominantly anti-aircraft units, though one armored unit, the British 3rd Hussars, was present. The 2,500 Australians were of Blackforce of Brigadier Arthur Blackburn. The 1,000 Americans were of the 2nd Battalion of the 131st Field Artillery, a Texas National Guard unit, was attached to Blackforce.

By 7 March 1942, defeat was inevitable, with Tjilatjap already in Japanese hands. Soerabaja was being evacuated while Japanese troops were rapidly converging on **Bandoeng** from both the north and the west. At 09:00 on 8 March, the Commander-in-Chief of the Allied forces — Ter Poorten — announced the surrender of the Royal Netherlands East Indies Army in Java.

On 12 March, the senior British, Australian and American commanders were summoned to Bandoeng where the formal instrument of surrender was signed in the presence of the Japanese commander in the **Bandoeng area**, Lieutenant-General Masao Maruyama, who promised them the rights of the Geneva Convention for the protection of prisoners of war. (ww2dbase)

'An Airman Of The 1939-1945 War. RAF. 3rd Dec 1941'

Short Sunderland W3988, Doonbeg, Co. Clare, 3rd December 1941



By 1940, 201 squadron RAF received Sunderland Flying boats and commenced anti-submarine patrols over the Atlantic until the U-boat menace had been defeated.

On the 3rd Dec 1941 at 5.30pm a British Sunderland flying boat dropped flares in the vicinity of Carrowmore near Doonbeg. Conditions were terrible – storm and rain. An hour later after two attempts it crashed at sea. The crew of 11 left the aircraft, but in the rough seas they were unable to stay in their dinghies and row the 2 to 3 miles to the shore. All had life jackets on. Three of the crew drifted ashore unconscious, two of whom survived - Fleming and Masterson. Gerald Fox died later.

The remaining 8 occupants were drowned, of which 5 were washed ashore. Two bodies were washed ashore on White Strand and identified as Arthur E Bennett and Arthur Doncaster. Both were buried in the Killard Protestant Graveyard at Doonbeg with full military honours. On the 6th Dec two further bodies were washed ashore on the strand 1 ½ miles west of Quilty. These were identified as Aircraftsman Frederick Lea, and Sergeant S. F. Epps. Both were buried at Miltown Malbay, along with Gerald Fox.

One body was unidentified and also buried in Miltown Malbay. Three bodies were never recovered. The aircraft was later washed ashore on the strand in a wrecked condition.



Miltown Malbay Church of Ireland Graveyard

One of the 4 named below

Pilot Wilfred Emmett - New Zealand
Pilot Eric Jackson - Leeds
Observer Eric Marker - Devon
Fitter Andrew Patrick Walker - Glasgow



‘An Airman Of The 1939-1945 War. RAF. 3rd Dec 1941’



P/O Wilfred Sefton Emmett 401377 Royal New Zealand Air Force 201 Sqdn.

He died on the 3rd December 1941 aged 26, when his Sunderland Flying boat, crashed into the sea near Doonbeg. Son of James and Mary Emmett, of Wanganui, Wellington, New Zealand; husband of Peggy Viola Emmett. Name entered on Panel 63, Runnymede Memorial. P/O Emmett is recorded as shown above on the Commonwealth War Graves Commission database. No trade is listed for him but he was the co-pilot of the aircraft. Wilfred began his campaign against Germany it seems a little earlier than his crew mates. New Zealand newspapers carried the story of his being fined in January 1939 for commandeering a wind vane from a German vessel in a harbour in New Zealand. His many surviving cousins and nephews in New Zealand remember him with fondness. A letter to the local newspaper there received a great number of replies from family members sharing information. (ww2irishaviation.com) He could be the unidentified body that was buried in Miltown Malbay.



RAF Sgt Eric Willows Jackson 999009 Royal Air Force Volunteer Reserve 201 Sqdn.

He died on the 3rd December 1941 age 24, when his Sunderland Flying boat, crashed into the sea near Doonbeg. Son of Thomas Norman and Dorothy Marguerite Jackson, of Leeds, Yorkshire. Name entered on Panel 46, Runnymede Memorial. Sgt Jackson's death was reported in The Yorkshire Evening Post, on Monday, December 22, 1941 in an article about his father's death which occurred just 17 days after his sons. He left one sister named June who passed away in 1985. He was the third pilot on the aircraft and would have taken over from Fleming or Emmett during the long patrol missions. (ww2irishaviation.com) He could be the unidentified body that was buried in Miltown Malbay.



P/O Eric Gerald Marker 101048 Royal Air Force Volunteer Reserve 201 Sqdn.

He died on the 3rd December 1941 age 20, when his Sunderland Flying boat, crashed into the sea near Doonbeg. Son of Edward Richard and Margaret Anne Marker, of Gittisham Hill, Honiton, Devon. Name entered on Panel 33, Runnymede Memorial. A photo of Eric supplied by his nephew Richard Marker. Richard believes that his grandmother was so upset by her son's tragic loss that many photos of him were destroyed. Marker was the Observer on the crew, better described as the Navigator. His photo shows him to carry the winged O badge for this trade. The Devon and Exeter Gazette carried a short notice of his having gone missing on December 19th, 1941. (ww2irishaviation.com) He could be the unidentified body that was buried in Miltown Malbay.



LAC Andrew Patrick Walker 972825 Royal Air Force Volunteer Reserve 201 Sqdn.

He died on the 3rd December 1941 age 19, when his Sunderland Flying boat, crashed into the sea near Doonbeg. Son of Thomas and Anna M. Walker, of Glasgow. Name entered on Panel 57, Runnymede Memorial. He is listed in the 201 Squadron Record Book as being a Fitter and was flying as an air gunner similar to Fred Lea. (ww2irishaviation.com) He could be the unidentified body that was buried in Miltown Malbay.

A British Merchant Seaman



A British Merchant Seaman whose body was found washed ashore on the 8th Nov 1940 near Loop Head. He was buried in Kilballyowen Graveyard, Cree.

'On the evening of November 8, 1940, Thomas Griffin (based at the Look Out Post at Loop Head) of Cloughansavaun was walking along the cliff top. At Ferad he saw a naked body washed onto the rocks two hundred feet below. It was headless, badly decomposing after weeks in the water and was missing hands and legs. The local gardaí were informed, as were the coast watchers and John Joe Haugh was sent to keep the body under observation. Griffin told gardaí that it would be impossible to recover the body as in the memory of the oldest resident of the locality no one had ever been known to scale down the cliffs.

Overnight, a group of gardaí from Carrigaholt and coast watchers from Loop Head hatched a daring and risky plan. The cliffs were 200ft high with a sheer drop to the sea without any ledges or footholds. However, Corporal Crotty and Volunteer Marty Austin volunteered to scale the cliffs. The gardaí got rope from a local trader and the two men were lowered, one by one, down the cliff face to the body on the rocks below.

*"Corporal Crotty searched the badly battered body, finding two Bank of England £1 notes in the belt around the corpse's waist. He and Austin secured the remains onto a stretcher and it was hauled up the cliffs. The rope was lowered again and one by one the two coast watchers were raised back up to the top. The recovery of the remains took the entire day and it was after 7pm when it was taken to John Cusack's public house in Cross, now Foley's bar, in preparation for an inquest," Dr Kennedy said. There were no identifying papers on the corpse but there were a large number of tattoos – the head of a girl with the name Mary Barbara on the left wrist, a figure of Christ on the cross on the left bicep, on the right forearm further tattoos of a serpent and a ship and on the right shoulder the tattoo of a girl with the words 'Forget me not' over the head. There were no other marks or means of identification. It is believed the unknown man was a **British merchant seaman**.*

County Coroner MJ Hillery began his inquest at Cusack's at 9.30pm, taking evidence from Griffin, the gardaí and the coast watchers. He concluded death by drowning. The man's body was never identified.

*"He was buried in **Kilballyowen cemetery** that night, immediately after the inquest, where, to this day, he rests in an unmarked grave of which no record remains in the cemetery records," Dr Kennedy said. "When I asked John Joe Haugh about the burial he said he could identify the ground immediately. It was a little bit in from the steps on the left-hand side, perhaps one or two body lengths. He added that Mary Barbara was the unknown sailor's girlfriend and that a year or two after the burial, having read in the British press about the discovery of the body of a man with her name tattooed on his left wrist, she arrived in Kilbaha searching for the grave," Dr Kennedy recalled.' **Clare Champion***

The bodies of two men in a lifeboat which drifted ashore at Moneypoint



Two Dead Men; 29th March 1941 (Irish Independent) Dead Men in Boat:

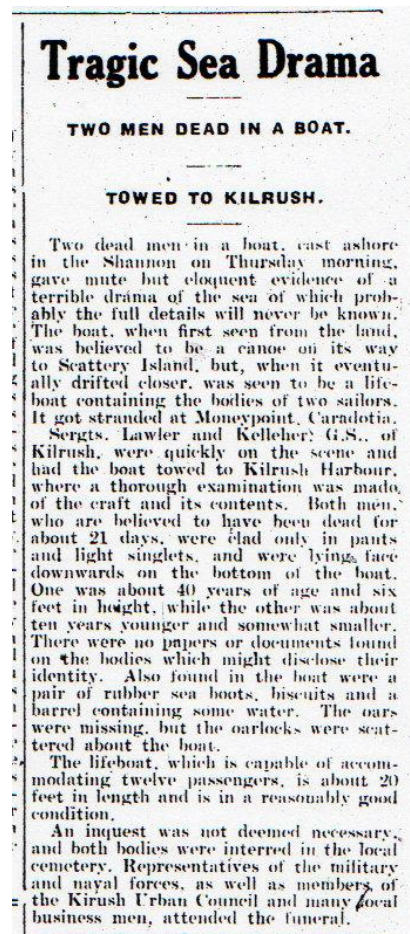
'A lifeboat, which drifted ashore at Moneypoint, near Kilrush, contained the bodies of two men who appeared to have been dead for about 21 days. There were no documents on the bodies, which would disclose their identity. Biscuits and a barrel containing water were in the boat, which was capable of accommodating 12 passengers. The bodies were interred at Kilrush cemetery.' Kilrush, County Clare:

Notes from c 1760 to 1960 by Senan Scanlan

29th March 1941 (Irish Independent). Dead Men in Boat:

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Notes from c 1760 to 1960 by Senan Scanlan



April 5 1941 Clare Champion

Kilrush Cemetery

Old Shanakyle



The Great War Memorial in Ennis



The new Clare Great War Memorial in Ennis. It is hoped to add to this soon, and include the Clare War Dead from WW2.



The Memorial commemorates over 680 Claremen and women who died in the Great War. They are listed by parish or town on three glass panels, that have the silhouette of 'A Tommy' an 'Anzac' and a 'Doughboy'.

The Memorial Stone and benches are all made of Portland Stone, the same stone used to make WW1 headstones throughout the world.