



Founded 1961

NEWSLETTER

NO. 33

June 2010

EDITORIAL

This edition of the *Newsletter* has a couple of short articles which relate to naval aspects of the Occupation.

The article on the *Bernhard von Tschirschky* by Simon Hamon in the 2010 *Review* recently published, included a reference to the ship's deck gun as being only provisionally identified. This query was then passed to Terry Gander, together with an uncommon cartridge case recently recovered from the harbour alongside the new quay in Alderney. The result is two very interesting short articles by Terry on the little-known armament of ships that plied between the islands during the war.

TREVOR DAVENPORT

EXECUTIVE COMMITTEE 2010

President: Phil Martin
Vice-President: Paul Le Pelley
Secretary: Liz Boxall
 PO Box 338, St Peter Port.
Asst. Sec/Press Officer:
 Tony Durman
Membership Secretary: Peter Gillson
Treasurer: Pierre Renier
 Tel: 01481 257520
Archivist: John Goodwin
 Tel: 01481 237015
Fortress Sub-Committee Chairman:
 Paul Bourgaize
Newsletter and Review Editor:
 Trevor Davenport
Members: Richard Heaume
 June Money
 Jim Adamson

Opposite: Plaque commemorating 1003 deportees from Guernsey and Sark

PROGRAMME AND FUTURE EVENTS FROM MARCH UNTIL END OF SEPTEMBER 2010

Saturday 19 June: Ramble around Fort Hommet with Ian Brehaut (and members of Jersey CIOS); meet at Vazon Bay Café car park 2.00pm

Thursday 29 July: Ramble around *Batterie Mirus* including Guernsey Armouries weapons' collection, battery mess, and FI242 Flak tower. Start 7.00pm Hougette School car-park

Open days at Batterie Dollmann: 4 July and 1 August.

Thursday 26 August: Lecture by Neville Martel on 'The Forest School Evacuation'; 7.30pm at La Villette Hotel.

2nd Weekend September: French Trip – details to be announced/confirmed.

Sunday 26 September: Ramble – 'In the Footsteps of Jack Sauvary' with Jane Davey and Richard Heaume; meet at 2.30 p.m. at the Clock Tower on South Side

COMMEMORATIVE PLAQUE

A plaque to mark the deportation of 1,003 non-local born residents from Guernsey and Sark in September 1942 and February 1943 was unveiled at the White Rock. It also commemorated sixteen of them who did not return. The plaque serves as a lasting testament to the deportee's war and now joins other memorials, including the 1945 plaque made by 224 Works Section RE (Royal Engineers) whilst repairing the wall following the Liberation. This plaque looks a little dishevelled; it is suspected that it has been painted in the past and could now benefit from a repaint. **SH**



LIBERATION DAY 65th ANNIVERSARY DINNER

Seventy-five members and guests attended the Liberation Day 65th Anniversary Celebration Dinner at Les Cotils; it was a most enjoyable evening with good food and good company.

Guests of Honour were Mr and Mrs John Greenfield, and Mr and Mrs David Steadman. Mr Greenfield, who was General Snow's driver and is well-known to CIOS members, thanked the CIOS for yet another opportunity to attend the Liberation Day celebrations and said how much he appreciated the warm welcome he and his wife always received. David Steadman is Chief Guide at Bletchley Park. He too thanked the CIOS for its hospitality and announced that, with shared interests in communications, the CIOS is to become Bletchley Park's first affiliate organization. With 100,000 visitors passing through Bletchley each year, this will give the Society a much higher profile on the mainland.

After a spirited rendition of '*Sarnia Cherie*' accompanied by Edgar Blampied, members and their guests enjoyed a spectacular view of the fireworks from the balcony. Copies of the latest edition of the 2010 *Review* were available for members to take away at the end of the evening.

Many thanks are due to Richard Heaume and Phil Martin for decorating the room, to the Social Committee for arranging the event, and, in particular, to June Money whose expert organization made sure it all ran so smoothly.

The raffle raised £260 for the Red Cross.

LIZ BOXALL

REPORT ON SOCIETY EVENTS

March Lecture: Twenty-five members enjoyed Roy Burton's excellent and most amusing recollection of his Occupation memories. Roy handed his photos round the room for all to see and also brought his butchery tools from the Occupation, explaining their use in full gory detail.

April Lecture: Twenty-two members attended John Carman's fascinating lecture on Civilian Transport during the Occupation. It was an excellent lecture, deeply researched and impressively full of detail. Richard Heaume urged John to hurry up and publish his research so that everyone can enjoy his findings.

LIZ BOXALL

MEMORIAL PLAQUE TO ALLIED AIRMEN



Above: The memorial plaque and Spitfire boss

A memorial plaque commemorating the 111 Allied Airmen who were lost in Guernsey's territorial waters during the Second World War was recently unveiled; it is located on the path from the car park to the entrance of the German Occupation Museum.

It will serve as a temporary memorial as in the long term it is hoped that, after a two-year struggle, the States and the Lt. Governor will finally agree that a full memorial will be located at the States Airport as the most fitting place for a permanent memorial to Airmen of WW2.

The temporary memorial is a propeller boss from a Mk5c Spitfire which was recovered in 1977 and was placed in store at the museum. It was found in the sea near Jerbourg Point and therefore it is most likely that it was from the Spitfire of Flying Officer Jaroslav Novak of 312 Czech Squadron RAF who crashed and died on 14 May 1943 following an anti-shipping strike on St Peter Port. Research for the permanent memorial has been compiled by Aviation Historian and Society Archivist John Goodwin and strongly supported by Richard Heaume.

Let us hope this temporary memorial helps to encourage the sponsorship and States approval for a permanent memorial in the not too distant future.

SH

A MINOR MYSTERY SOLVED

Over the years I have come across several references to the armament of the *Artillerieträger* convoy escort barges that plied between the Islands but have never had cause to actually investigate one particular component of that armament. According to the references the air defence weapons carried by these vessels comprised two 8.8cm SK C/35, two 3.7cm FlaK, two 2cm FlaKvierling 38s, and a single 15mm heavy machine gun of supposedly Belgian origin. The latter item has often intrigued me but as I was aware that *Fabrique Nationale* (FN) of Liege, Belgium, had investigated the 15mm calibre for heavy machine guns over the years (the last time during the 1980s) I thought no more of the matter and as a result I have several times quoted the 15mm heavy machine gun in my own writings.

That all changed when Trevor Davenport showed me a 15mm cartridge case taken from the depths of Alderney Harbour. Having been asked to help out with its identification I soon had to correct several assumptions. One correction was that there never has been a Belgian 15mm machine gun in Belgian or any other service – the few examples ever produced by FN remained prototypes. A look through the German *Kennblätter Fremden Gerät* (Recognition Pages for Foreign Equipments) for Belgium drew a blank as far as 15mm was concerned. The German MG 151 seemed to be an alternative candidate but it soon emerged that our case was too long – the MG 151 case length was 96.5 mm and our case measured 104 mm. There was only one 15mm case of that length, that for the Czech ZB60 heavy machine gun.

Between the wars Czecho-Slovakia developed a thriving small arms industry with machine guns becoming their *forte*. The ZB60 emanated from the *Zbrojovka Brno* (ZB) concern based in Brno; it was a companion model to the 7.92mm ZB26 and ZB52. Both these latter models were adopted by the Czech armed forces and several other nations, including the UK who manufactured both under licence as the Bren and Besa Mark 2. The 15mm ZB60 was not adopted by the Czechs but some production did take place for Iran (70), Yugoslavia (477), Spain (250) and, as mentioned, the UK (140 examples - in addition to the manufacturing licence for the Besa Mark 1). Some guns ended up in Greece (where the accompanying photograph below was taken some 30 years ago). But for our purposes the most significant

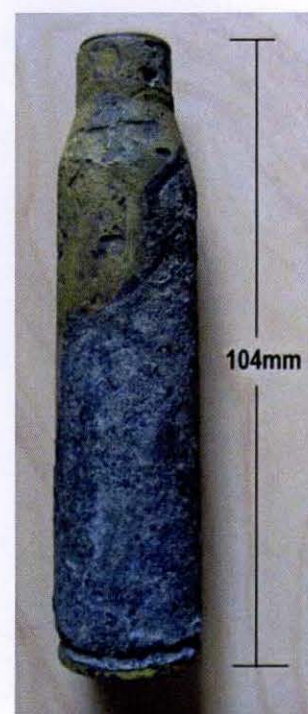
production was for the *Kriegsmarine*, for whom at least 200 were manufactured from about 1940 onwards. By then the ZB60 had become the 15mm M38.

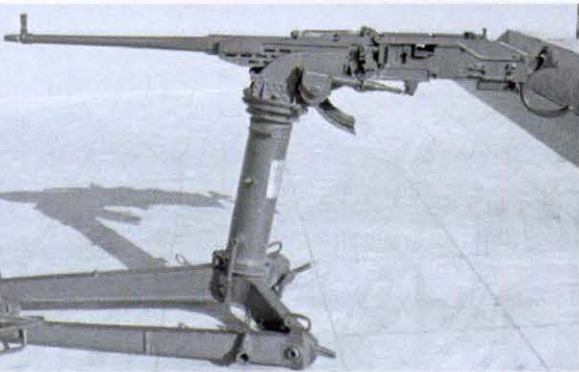
It should not be forgotten that by 1940 Czecho-Slovakia had been an integral part of the *Dritte Reich* for well over a year and ZB had become the *Waffenfabrik Brünn*. Examination of the case head stamps emphasised the German connection. Although no expert on ammunition head stamps, following Trevor's removal of the clag that had previously concealed the stampings, the detail **15mm M38** emerged along with what appears to be a *Kriegsmarine* symbol.



It all indicates that the 15mm machine gun carried by the *Artillerieträger* had nothing to do with Belgium but was indeed the Czech ZB60 – despite a careful examination of German military weapon listings no other 15mm candidates emerge. The 15mm MG151 case was a different length as was that for the 15mm Mauser 215, an aircraft gun which was never accepted for service by the *Luftwaffe*.

For the record, the actual 15mm ZB60 case length was 104.4mm – overall round length was 148.2 mm. The usual ball cartridge weighed 165 grams, the projectile weighing 75 grams. Muzzle velocity for this round was a





Above: Czech 15mm ZB 60 (later to be designated by the Germans 15mm M38)

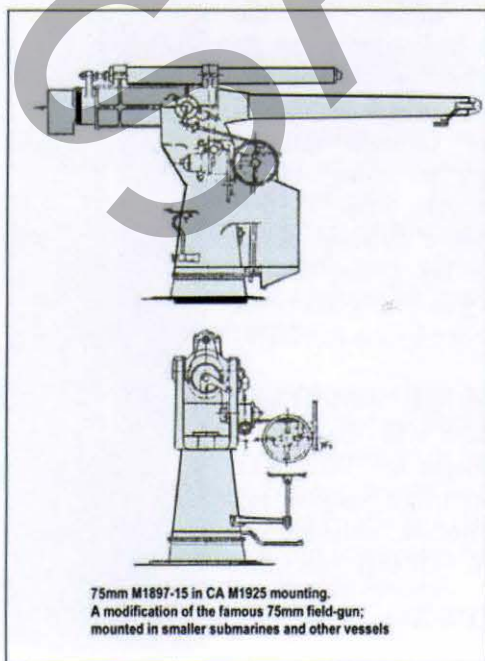
nominal 900 m/s. There were armour-piercing and explosive rounds as well. The air-cooled, belt-fed ZB60 was a hefty beast. The gun alone weighed 58.5 kg without its mounting (usually an air defence pintle) and was 2,050 mm long overall. Rate of fire was 400 rpm.

TERRY GANDER

DECK GUN OF THE *BERNHARD VON TSCHIRSCHKY*

(In the article on the Bernhard Von Tschirschky (BVT) in the CIOS REVIEW 2010 recently published, the deck gun had only been provisionally identified. Terry Gander has submitted the following short article which identifies this unusual gun – Ed):

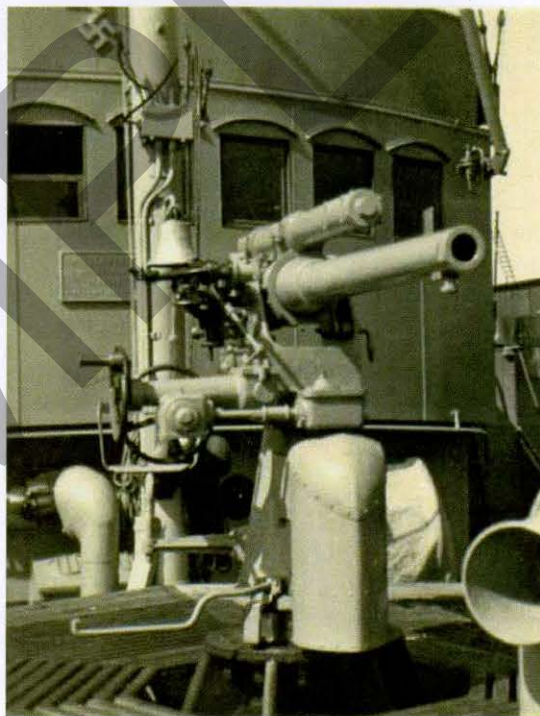
The gun on the deck of the *Bernhard Von Tschirschky* illustrated in the recent CIOS Review, and opposite, has been identified as a captured French naval gun, a 75 mm *modelle 1897-15* (M1897-15) - a naval variant of the widely-used mle 1897 field gun used in both world wars.



It was introduced during the 1920s to arm French Navy submarines, one recipient being the submarine *Rubis*.



Above: 75 mm *modelle 1897-15* (M1897-15) on the French submarine *Rubis*



Above: M1897-15 on the *BVT*

By the time all the suitable water-proofing and other modifications had been introduced to suit the submarine role only the main ordnance and breech mechanism of the original had been retained, but with the usual lugs under the muzzle replaced by a hinged device that acted as a closure to keep water out of the bore when submerged. Other obvious changes included a revised and relocated recoil/recuperator system. In time the M1897-15 was also installed on some minor surface ships, the *Bernhard Von Tschirschky* being a typical support vessel recipient (even though unintended as far as the French were concerned). The ammunition fired was virtually

identical to that used with the field gun. A high explosive projectile weighed 6.175kg and was fired at a muzzle velocity of 570 m/s. There was also a heavier semi-armour piercing (SAP) projectile for use against naval vessels - it weighed 7.98kg; and its muzzle velocity was 505 m/s. The naval carriage shown in the photograph was known as a CA M1925 so the barrel could be elevated to +78°, giving the gun a theoretical anti-aircraft capability.

A further detail is that the carrier vessel's name, the *Bernhard Von Tschirschky*, was bestowed in honour of the commander of the German Navy's seaplane arm in 1918.

Incidentally the 2cm FlaK gun shown on the same page in the *Review* as the above, is an Oerlikon, either a FlaK 28 or 29 Örlikon.

TERRY GANDER

NEW EXHIBITION AT THE OCCUPATION MUSEUM

The new exhibition at the Occupation Museum is now open after more than two years of work. Known as the 'Transport Hall', it was opened by Richard's daughter, Emma, on 20 April 2010 and is a worthwhile extension to the museum. Although it is unlikely to draw huge numbers that otherwise would not have visited, it will help to further illuminate certain aspects of the Occupation as well as ensuring the long-term preservation of some very significant vehicles.

These include the only German wooden horse-drawn wagon believed to survive in the Channel Islands.

There have been a few other changes in the displays and for those who have not visited the museum for a while, now is the best time to go and view the changes before it gets too busy.

SIMON HAMON

The Newsletter of the Channel Islands Occupation Society (Guernsey) is published in February, June and October of each year. Material submitted for publication should reach the Editor at the address shown below, not later than the middle of the preceding month in each instance. The opinions expressed in the *Newsletter* are those of the Editor or the contributors, and do not necessarily represent the views of the CIOS.

Editor: Trevor Davenport

The Haize, Alderney, Channel Islands.

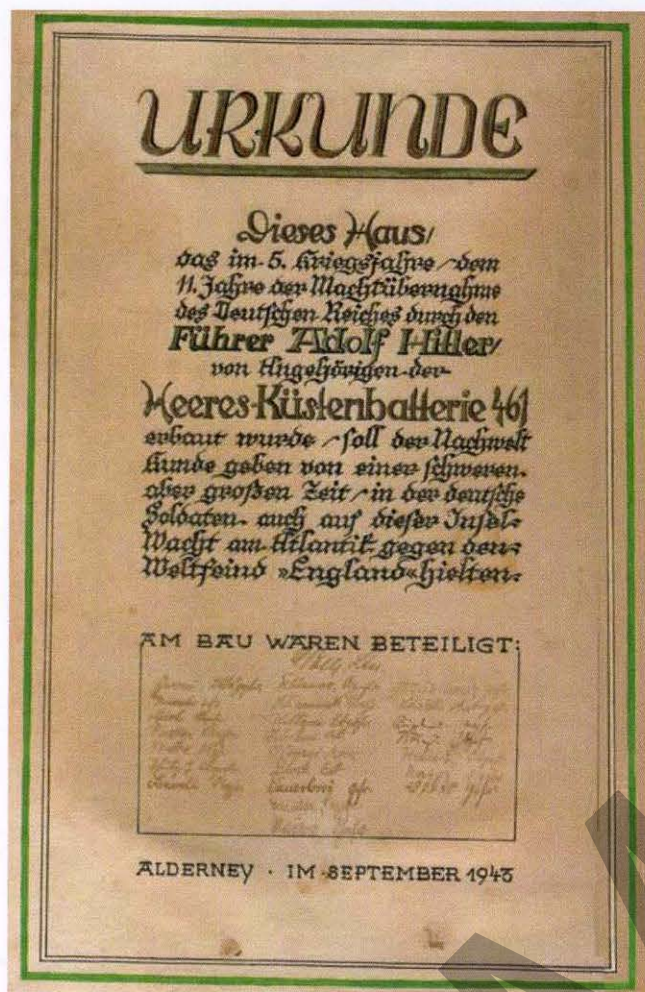
Tel: (01481) 822972 Fax: (01481) 824294

e-mail: tdavenport@kryso.com

Below: The new exhibition in the Occupation Museum – 'Transport Hall'



'BUILDING CERTIFICATE'



TRANSLATION:

This House which in the fifth year of the war, the eleventh since the assumption of power in the German Reich by the FÜHRER, ADOLPH HITLER, was built by members of the ARMY COASTAL ARTILLERY, TROOP 461, shall bear witness to posterity of a hard but great time when German soldiers kept watch on the Atlantic, even on this island, against the World enemy, 'ENGLAND'

ALDERNEY - SEPTEMBER 1943

During April, Louis Jean, looking through some of the latest items for sale in the Charity Shop in Alderney, came across three old CIOs Reviews which he promptly bought.

The lady running the shop then casually pointed out some old framed black and white photographs of Alderney which had recently arrived – apparently cleared from the old States offices – and asked if he was interested.

Amongst them was a yellowing German document in a rotten wooden frame.

It is apparently a semi-humorous 'Building Certificate' for members of the Army Coastal Artillery Troop 461 (*Batterie Blücher*). One is not sure whether to take the comments at the top of the document at face value or are they actually implied criticism of both Hitler and the whole Atlantic Wall concept? We will never know the answer to this.

Apart from the novelty of the German tongue-in-cheek humour, what was of equal interest was that the 'document' had been presented (when and where is not known) by his late uncle Archie Rowe. On the whole it was a very unusual and interesting Charity Shop purchase.

TGD

FORT SAUMAREZ FOR SALE

With a price tag of £6,500,000 it may be a little expensive for most but what a site for an Occupation enthusiast! Not listed as part of the sale's pitch are the numerous German defences on this one site. The most obvious is the naval range finding tower (seen distorted in the photograph below); adjacent are a 150cm searchlight position, a dummy gun position, a 7.5cm anti-tank gun position, trench system with associated shelters, twin 60 cm searchlight positions and a bunker (now used for water storage), a 10.5cm casemate, a 4.7cm casemate, shelters and garage and, of course, its very own tunnel complex.

Sadly it would not include the APX-R tank turret position, which is just twelve feet outside the boundary. I understand the site was sold in the mid 1960s and Richard Heaume *did* look at it as a possible site for his museum but with his current museum nearing opening in 1966 and a huge price tag (then) of £230,000 it was left to others. What a museum complex it could have made!

SH



FESTUNG GUERNSEY PROJECT



Type 633 M19 Automatic Mortar Bunker - *Stp. Rotenstein:*

We have previously mentioned submitting an application to the Environment Department to allow the excavation of the M19 mortar bunker at Fort Hommet, Vazon. This has since been passed and we have spent a lot of time and effort over the last couple of months working on the site.

First of all we needed large machinery to actually dig up the car park and unearth the bunker, as all that was previously visible was the roof. The edges of the car park have now been banked up close to the bunker, and all of the area directly round it has been raked and seeded so that the new banks will blend in with the surrounding area.



Above: Excavated M19 bunker showing original camouflage paint and re-seeded bank

Most of the rooms in the bunker were flooded and had to be pumped out whilst work was carried out on the outside. The stone-walled gravel pathways to the bunker entrance have now been completed to a high standard, and a grill has been fitted covering the excavated escape shaft.

When viewing the bunker from the top of the bank, the original camouflage stands out well considering that it has been buried for over 60 years. Discussions have taken place as to whether we should re-paint the bunker with new camouflage paint to match the casemate for the 10.5cm gun on the opposite side of the car park, or whether to leave the original paint in place. There is yet to be a final decision as to how we finish this site off, as there are other considerations regarding how far we restore the inside of the bunker. There will be more news to come on this exciting new addition to the Festung Guernsey list of sites.

Batterie Scharnhorst:

Following the winter break, we finally restarted work at the *Batterie Scharnhorst* site - on the trenches and ancillary fieldworks of the 15cm gun pits. To our dismay we found that two of our excavated trenches had collapsed due to the amount of rain and stormy weather since December when work on this site became impossible.

After a couple of hard Saturday mornings, the collapsed trenches have now been cleared and work is again continuing on the blown-up double ammunition bunker that we are re-roofing. All of the shuttering is now in place and we are a couple of weeks away from being ready to have the concrete cap poured so that we can re-instate access to the field beyond it, and therefore able to continue to clear the trench leading to the personnel shelter adjoining the first gun pit.

DAZ CARRE

LIBERATION DAY GOES WITH A BANG

On the morning of 9 May a man walking on Grande Rocque beach found, uncovered in the sand, a 5 cm motor bomb minus its tail fins; it was suspected that it had come from the M19 on the headland. The Police were called and, due to its location, removed it to a safe location for disposal.

SH

PETER BARTON

It is with great regret that we have to report the death of Peter Barton, who was a valued member of the Guernsey Branch of the C.I.O.S.

He was well-known as a purser on the cross-Channel British Rail and then Sealink ferries, but his career began aboard the cross-Channel passenger vessel *Falaise*, which he left in 1950 to go deep sea trading to Australia and New Zealand. He later returned to the *Falaise* and went on to serve on other passenger vessels serving the Channel Islands.

His interest in the German Occupation started when he had to run for shelter as *Heinkels* bombed St Peter Port Harbour and machine-gunned along the west coast of Guernsey. Peter was playing on Cobo Bay and had to run for shelter.

He treasured the diaries of his grandfather, Frank Barton who, with Peter, lived through the Occupation. These handwritten books give a day-to day account of life in Guernsey under the jackboot, and have proved to be a valuable record of this historical period.

Peter has been described by his family as 'a man with a heart of gold', and this will be echoed by his many friends in Guernsey and beyond. He had recently expressed the wish to speak with actor John Nettles about the occupation years, as the actor was preparing three television programmes on the subject. Sadly this will now not be possible.

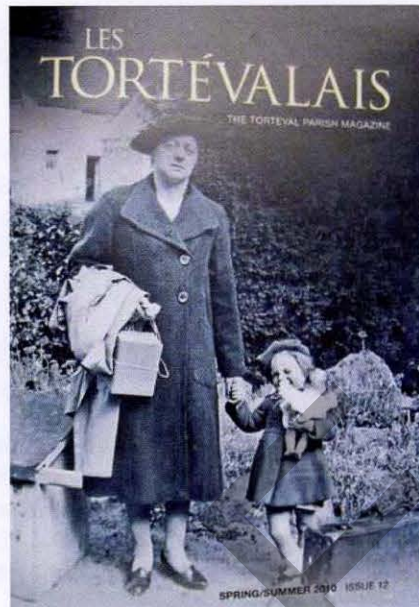
Peter did not have an enemy in the whole world. He was kind, considerate and understanding of other peoples point of view, but he preferred the traditional way of doing things, including saying 'Thank you' for jobs well-done.

HERBERT WINTERFLOOD

RECENT PUBLICATIONS

It is well worth getting a copy of the latest edition of *Les Tortévalais*. The spring/summer 2010 Issue 12 has no less than six articles relating to the Occupation and can be picked up free from many places in the island; mine came from the Forest Stores.

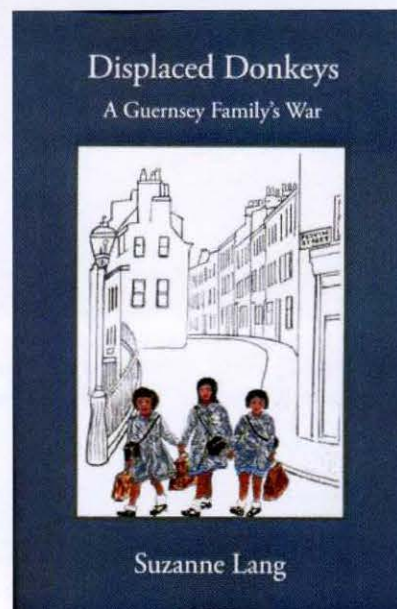
SH



Above: *Les Tortévalais*.

Displaced Donkeys – A Guernsey Family's War by Suzanne Lang.

I am not sure how recent this book actually is but I understand that it was published towards the end of 2009. I had only seen it for sale at Key Price at £9.99. It is a 222-page paperback which recalls the story of the highs and lows of a Guernsey family that evacuated to Glasgow and Stockport in 1940. At the time of printing I have not had chance to read or review the book but I am sure that the subject will be of interest to many readers as there was hardly a Guernsey family which did not know or was not related to someone who did evacuate.



Those interested can obtain copies from Susan Knott, Je Reviens, Grande Cloutre, Portinfer, Vale. Guernsey. GY6 8LJ (tel:01481 259170)

or email

gateandgaragedoorco@cwgsy.net

SH