



Founded 1961

## NEWSLETTER

NO. 34

October 2010

### EDITORIAL

#### Affiliation with Bletchley Park:

The CIOS (Guernsey) is honoured to become Bletchley Park's first affiliate organisation. On Saturday 20 November 2010, the Committee, joined by the Bailiff Sir Geoffrey Rowland, will represent the Society at an official meeting at Bletchley Park to confirm the affiliation. There will be more news of this exciting development at the AGM.

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

#### PROGRAMME AND FUTURE EVENTS FROM OCTOBER UNTIL MARCH 2011

**Saturday 2 October:** Charybdis Survivors and Families 'At Home' from 8.30 p.m. at La Villette Hotel

**Sunday 3 October:** Charybdis wreath laying; 3.00 p.m. at Le Foulon Cemetery

**Thursday 14 October:** Lecture – Don Smith 'Memories of the Occupation'; 7.30 p.m. at La Villette Hotel

**Sunday 14 November:** Remembrance Day lunch; 12.30 p.m. at Moores Hotel (see enclosed leaflet)

**Saturday 20 November:** Committee affiliation visit to Bletchley Park

**Sunday 12 December:** Christmas lunch; 12.30 p.m. at La Villette Hotel (see enclosed leaflet)

**Thursday 13 January:** Lecture – John Goodwin 'Air War over Guernsey 1940'; 7.30 p.m. at La Villette Hotel

**Thursday 10 February:** AGM; 7.30 p.m. at La Villette Hotel

**Thursday 17 March:** Quiz Evening and basket meal; 7.30 p.m. at La Villette Hotel

#### REPORTS ON SOCIETY EVENTS

**June Ramble:** More than 40 members were joined by 26 members of CIOS (Jersey) for Ian Brehaut's excellent well-planned and well-informed ramble round Fort Hommet. Although the size of the group made getting in and out of buildings slow, those who wanted to were able to see and hear everything thanks to Ian's skill at making himself seen and heard and everyone enjoyed a most interesting afternoon. The ramble ended with Pimms and gâche served by Richard Heaume at the casemate.

**July Ramble:** Ian Brehaut led another large group of well over 40 members on a wide-ranging, fascinating ramble around *Batterie Mirus*. There was plenty of time to explore the gun emplacement and accommodation at La Hougette School, where Roland Duquemin described what it was like when the guns were fired, before going on to see the rest of the site and ending with a visit to Guernsey Armouries' impressive weapons collection.

**August Lecture:** 27 members heard Neville Martel's delightful introduction to his father's wartime diaries which recorded in considerable detail the Forest School's evacuation to Cheadle Hume. It is amazing that Peter Martel had time to write such a full account given that, as well as his duties as Headmaster and all the additional responsibilities that the evacuation entailed, he was also expected to go out fire-watching at night. Owen Le Tissier, who was one of the evacuees, added to the enjoyment of the evening by recalling his child's eye view of events.

LIZ BOXALL



## HOUSE FOR SALE



Above: House in Victoria Avenue 1940



Above: Same house in Victoria Avenue 2010

This house is currently for sale in Victoria Avenue. The top photo is of same house taken in 1940, showing perhaps one of the occupants. In the window is a 'This house is Occupied' notice. The soldier is from the 296 Infantry Regiment which formed part of the 216 Infantry Division.

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## A LETTER FROM JOHN BENNET

In this year's CIOS *Review* No. 38 on Page 100 in the Dudley Barker article, it mentions the German's dismantling of the telephone exchange.

My father Ernest Henry Bennett was the man in charge of the exchange and I am glad to say it stayed intact throughout the war to serve the island. What no doubt he is referring to in the text was the disconnecting of the cable to England at L'Ancrese. That job actually was completed by my father and he had a line-testing phone connected to an operator in England as he was doing it.

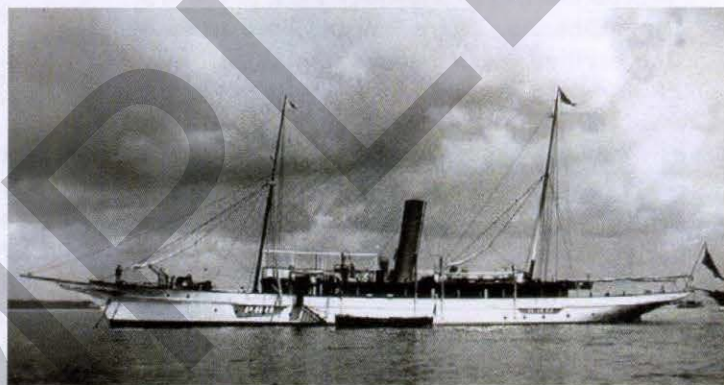
A German soldier realising the phone was soon to be cut off sent the last known call to England in July 1940 on this open line; he gave his

name, rank, and number and stated 'Tell Mr. Churchill we are German soldiers on your island of Guernsey and we will soon be in England and we will knock that cigar out of your mouth!' After the words were spoken the line went dead.

I hope this little story would be of interest to your readers,

## THE GERMAN YACHT *GEORGI*

CIOS members might be interested in yet another follow-up to my original article on the *Bernhard Von Tschirschky* in this year's CIOS *Review*. As frequently happens, new information comes to light after going to print. This is the case with the German Yacht *GEORGI* which sunk in St. Peter Port in October 1940.



Above: *ARIANA*- later renamed *GEORGI*

The ship was built by Ramage & Ferguson in Leith in Scotland in 1902 of 285t and named *ARIANA*; she is described as a steam yacht. The first owner was G A Clark Hutchinson from Leith. During WW1 she was hired by the Admiralty from 1917-1918 and described by them, for some reason, as a *trawler* (!).

At the end of hostilities she was handed back to her owner and in 1924 she was bought by Sir Thomas Dunlop of Glasgow; Sir Thomas was Commodore of the Clyde Cruising Club, had been Vice-Commodore and Commodore of the Royal Clyde Yacht Club and of the Royal Gourock Yacht Club. With advancing years Sir Thomas had stopped competing in races, but played an active role in the administration of these yacht clubs of which he was a member, and often placed his steam yacht, the *Ariana*, at their disposal as a commodore vessel.

At the time of his death in January 1938, the vessel changed hands and she was re-named *Georgi*. It is still unclear as to how she came to be in Occupied France and who the owner was



at the time, but certainly in July 1940 she came under the control of the *Hafenkommandanten* Cherbourg, who employed her first as a troop transport ship. In September that year, the ship was handed over to the *Luftwaffe* as a training yacht when it is understood she had a crew of 39.

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EVENING POST JERSEY 26/10/1945

## OPTIMISTIC!

### German's Design for Fireplace Surround

SOME time ago the launch Tardenois paid a routine visit to Alderney, and while she was there Mr. J. H. Dixon, one of her engineers, went ashore. While rambling along he came across, among some German stores, a case



of tiles for a fireplace surround. Every tile was just a plain cream with the exception of one, which was obviously the key-tile, a photograph of which we reproduce here-with.

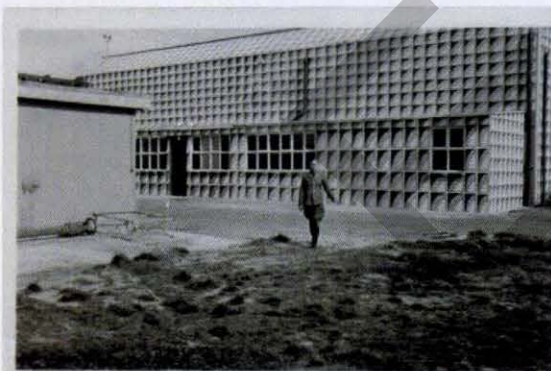
Presumably the design is meant to illustrate the German blitz on England, for it shows a rough outline map of the south and east coasts of England and the north-west coast of Europe in blue, with a red arrow and black anchor to show the direction of the combined naval and land forces attack.

Some optimistic German officer must have hoped to have these tiles surround the fireplace of the lounge in the English home which he would choose for his own following the success of the plan which the key-tile illustrates.

Mr. Dixon is prepared to consider an offer for the tile.

## CAMOUFLAGED AIRPORT HANGER

Recently on eBay a photo of a RAD officer standing in front of one of the pre-war hangers at the Airport in Guernsey came up for auction. It would appear that within weeks of the island being occupied, the German forces chose to camouflage the hanger at the airport. Both ends were painted to resemble a Guernsey glasshouse with the middle strip left to resemble ground between the two.



Above: RAD officer outside the camouflaged airport hanger

This raises a few questions: firstly, why camouflage the hanger that the British knew was there, and secondly why as a glasshouse? There were many glasshouses near the airfield so it must be assumed that it was carried out to disorientate Allied pilots who might attack the airport. However, it couldn't have been very successful as bullet holes were still evident on the structure prior to its removal.

Quite by chance, as I was driving past the Passiflora Hotel by the airport, I saw a building that has always puzzled me as to why it had a strange pattern on the corrugated iron roof of the shed. It was obviously part of the hanger that at some stage had been salvaged and used to re-roof the building.



Above: Re-used corrugated iron on roof

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**GUERNSEY TO ALDERNEY  
MOVEMENT CONTROL TRAVEL  
PERMIT 1946**

Following the Liberation of the Channel Islands in May 1945 by British troops of Force 135, you would think that permits would no longer be required; however this was not so. Channel Islanders, for their own safety, were denied access to certain military areas and fortifications unless they were on official business or had a specific reason. If this was the case then the individual concerned required from Force 135 Headquarters or the appropriate British military unit official authorisation in the form of a permit bearing the unit stamp and signature of the senior officer or his representative. This included entry into harbour areas, travel between the islands and the UK, civilians working with military units, German prisoners of war working unsupervised, and leave permits for members of Force 135 travelling to and fro between the Channel Islands and the UK.

The post-Liberation permits issued by Force 135 were not issued in such great quantity and are less elaborate than the ones issued by the Germans during the Occupation period and, therefore, perhaps not as desirable to collectors. This may also explain their rarity as they were discarded when finished with due to the fact that they were not considered to be a potentially valuable souvenir or have any future historical interest.

Illustrated is a permit (8½ x 7ins) allowing civilians to travel on British WD (War Department) craft issued by Movement Control Headquarters, St Peter Port, Guernsey. Movement Control consisted of three officers and fifteen other ranks, mainly from the Royal Engineers, who established their headquarters in the Crown Hotel, North Esplanade. The permit, No. 183, was issued to Mrs. M. Temple, British identity card number CXRO 82.2, authorising her to travel on WD Craft MV III at 3.30 p.m., on 13 July 1946, from Guernsey to Alderney. It is clearly stated that any person travelling on board a WD craft does so entirely at their own risk. As the permit is for a one-way crossing, perhaps Mrs. Temple was evacuated from Alderney prior to the German Occupation and was returning to the island after spending the war as an exile in the UK.

The permit bears the HQ Movement Control hand stamp, date of travel and has been endorsed by Captain P. Brooks on behalf of the DAQMG(M) (Deputy Assistant Quartermaster-

General (Movements) who was Major R. Hoyle, Royal Engineers).

Subject: Civilians travelling on W.D. Craft.  
 From: H.Q. Movement Control St Peter Port Guernsey, Channel Islands.  
 To: Skipper W.D. Craft... M.V. III... at 3.30 PM 13/6/46.

Name: Mrs M. Temple H/o L.F. Identity No. CXRO 82.2  
 has been authorised to travel on the craft mentioned above, on the date franked below between GUERNSEY - ALDERNEY ~~ALDERNEY - GUERNSEY~~

The person travelling on this permit must clearly understand that he/she is travelling on W.D. Craft entirely at their own risk.

H.Q. Movement Control,  
 St Peter Port,  
 Guernsey G.I.

13 JUN 1946  
 GUERNSEY, G.I.

Date  
 Authorisation  
 stamp.

No. ....



**Above: Travel Permit (top) and members of the Movement Control Unit of St Peter Port**

In 2006, Force 135 veteran, Mr. Ernie Nugent kindly gave me a photograph of the officers and men of Movement Control gathered on St Julian's Pier at St Peter Port Harbour during the late summer of 1945. The men in the back row (Sappers Shaw, Charles and Smith) are proudly displaying a souvenir that they found in the White Hart public house, which they were initially using as billets. Ernie is in the second row, second from the left. Also in the photograph are three RAF personnel who were from an Air/Sea rescue launch that visited Guernsey.

**MARK LAMERTON**

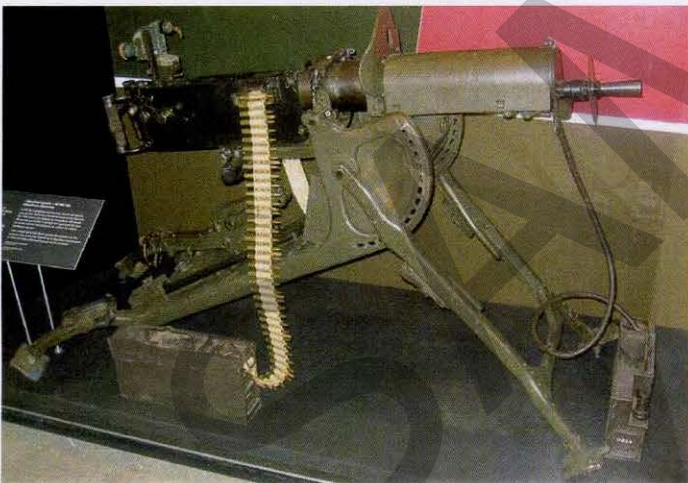


## TWO RECENT FINDS IN ALDERNEY

During the summer, two German items were handed in to the Alderney Museum; they were both found on the cliffs adjacent to the 88mm Flak Battery *Wirbelberg* on Essex Hill above Longis Bay:



Above: Water cooler container for the MG 08 machine gun found on the cliffs.



Above: Water cooler can and MG 08 with can at the bottom right of photograph

Also lying in the bushes was a reasonably preserved *Berichtigungslatte* although unfortunately the level bubble was broken - probably why it was dumped over 65 years ago; it has lain there undiscovered all this time.

The *Berichtigungslatte* or correction slat/rod was used to calibrate the EM 1m R36 hand-held rangefinder; various types - all similar - were made by several different German manufacturers



Right and above: A *Berichtigungslatte* with broken levelling bubble found recently on the cliffs near Essex Hill in Alderney



Above: A *Berichtigungslatte* or correction slat/rod with the EM 1m R36 hand-held and tripod-mounted rangefinder. TGD

## FESTUNG GUERNSEY PROJECT



*Wn.Coboufer*: 4.7cm PakK 36(t) casemate

We were recently contacted by the Environment Department over concerns about one of the



4.7cm *Festungspak* casemates at Cobo. The embrasure had been open for many years and the interior was badly flooded. We suggested pumping out the interior and investigating the lower spent shell room following the discoveries made in the 4.7cm casemate at L'Eree.

The remaining bunker fittings were in very poor condition, as would be expected having been subjected to salt water for so many years. Once we had pumped out what we estimated to be approx. 16,000 gallons from the top floor, and cleared through the pile of sand and stones, we were surprised to find the steel trap door to the lower room still in place and intact. This was a good indication that the room could be clear of debris.

We removed the trap door, and found the room to be relatively empty and this was also pumped out. More finds began to surface and, as well as a number of spent Czech machine gun cartridges, we also recovered six spent 4.7cm Pak shell cases and other small items. Once cleared, we then sealed the embrasure with concrete, faced with granite blocks.



Above: 4.7cm Pak shell cases inside the bunker

While we continue to carry out restoration and excavation at various sites, investigations such as this are an important part of our remit, and several more are scheduled for inspection later this year.

### ***Batterie Scharnhorst:***

In the last report readers will have read that we had a lot of clearing up and repairs to do after the rough winter weather had damaged areas of the trenches surrounding the *Schwabenland* gun pit; these have now been carried out. The roof of the demolished double ammunition bunker is also finished. The final pour of concrete was completed and the landscaping has been finished so that access to the back of the field is now possible.



Above: Trench to personnel shelter

This has enabled us to continue the trench from gun pit No.1 to the personnel shelter, and on into the next field where we hoped to find a mortar emplacement. Yet again Festung volunteers were met with disappointment as we found only the remains of what appears to be the base of the mortar position we were looking for. It wasn't all bad news though, as we found another set of steps that did not show up on any plans or wartime aerial photographs.

Work is progressing well at the moment and last weekend saw the undergrowth surrounding the fieldworks cut down, opening the site up again from the latest growth of vegetation.

Community Services are once again helping us out on a Saturday morning which is a great help. This normally enables the Festung team to actually get down to some serious excavation rather than the less exciting jobs such as strimming and weeding. A close relationship has been made with the Community Service and it is a great way to keep these sites in an excellent state for members of the CIOS and other organisations to come and visit.



### Beau-Sejour:

Work is progressing slowly at present, as several other projects are also ongoing. Hopefully over the winter we will see more volunteers available to help out, as there is still a vast amount of work to be done.

Approximately 1 metre of soil and debris has now been removed from the ditch, but with the recent heavy rains we are finding ourselves constantly having to pump it out if we want to carry on excavating. The next step is to organise fabrication of the second replacement gate and steel bridges to span the ditch. When these are in place, the new mains cable and water main can be installed in the bunker.

Several more rooms have been finished internally, and work on the toilet area is now in progress. This is probably the worst area of the bunker. An ongoing water leak over a long period of time has left all the timber rotted, and this will all need to be replaced. The paintwork is flaking badly, and this is being scraped back to the original. The old sanitary ware and cubicles are being removed ready to be replaced with new.

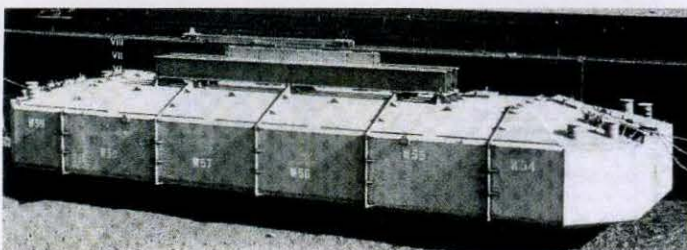
Water ingress through the stove pipe, aerial and periscope tubes will also need to be addressed to allow work to progress in the affected rooms.

**PAUL BOURGAISE & DAS CARRE**

### MULBERRY HARBOUR RELIC

Although not directly related to the occupation, an interesting relic recently came to light during the demolition of a greenhouse site at Le Passe, St Sampson. Following a tip-off that a piece of Mulberry harbour (constructed by the Allies on the Normandy coast following the D-day landings), was about to be scrapped on site.

A site visit was made, and this revealed an oddly shaped oil tank that was subsequently identified as a section of one of the pontoons known as 'beetles', which supported the floating roadways that linked the pier heads to the shore.



Above: Mulberry Harbour pontoon and, opposite, floating roadways.



Above: The Guernsey 'beetle' Section

Each pontoon comprised of six watertight sections bolted together so that in the event of one section being damaged by enemy shell fire etc, the pontoon would remain afloat and the damaged section easily replaced. Close inspection revealed the tank was manufactured by Arco, Fleet, Hampshire and was coded W-06.

How it came to be in Guernsey is something of a mystery. It is believed to have come to the island from England and so was either a spare section that was never used in Normandy, or following the dismantling of the Mulberry harbour it was returned to the UK and sold as surplus.

This begs the question was the oil tank conversion a one off, or did an enterprising entrepreneur buy a number of 'beetles' and subsequently convert and sell them as oil tanks? If the latter, are there any other 'beetle' oil tanks lurking at the back of old vineries?

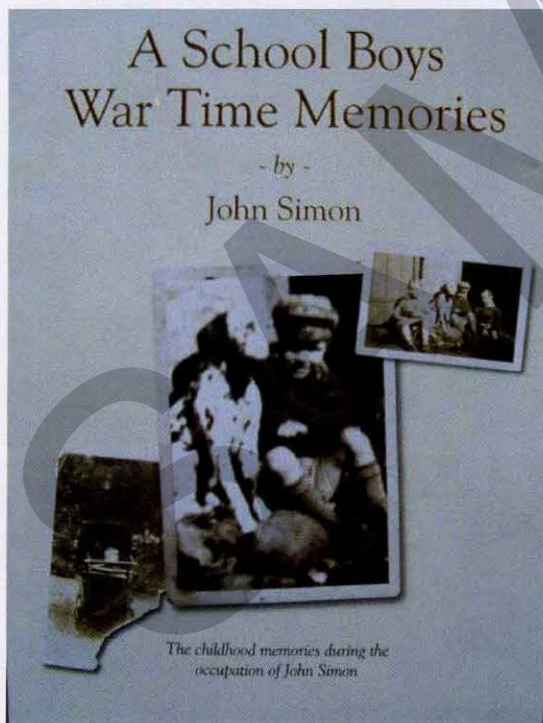
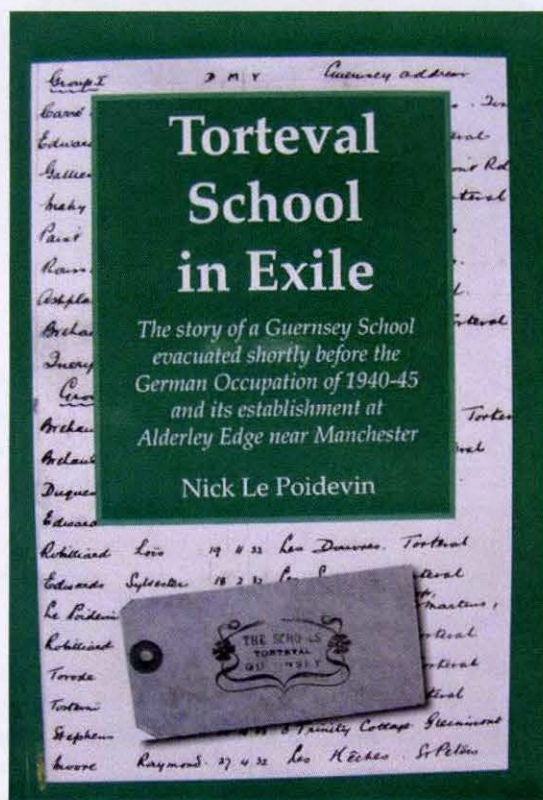
Unfortunately due to its size and difficulty in displaying it, this interesting and perhaps unique D-day relic has had to be scrapped.

**IAN BREHAUT**





## RECENT PUBLICATIONS



**Torteval School in Exile** by Nick Le Poidevin is of eighty pages and is great value at £4.95. It contains much detail from Nick's father's wartime logbook as well as personal memories and other research.

Available at the Frest Stores, Occupation Museum and several book shops.

**A School Boys War Time Memories** by John Simon is of sixty-two pages and is priced at £7.50 and is available at most good book shops.

## HITLER IN ALDERNEY?

Swoffers Ltd in Guernsey is the estate agent selling The Town House in the High Street in Alderney; the advert says:

"Hitler was allegedly billeted to the large bunker beneath the walled garden of the Town House in Alderney, Channel Islands". I rang Swoffers to ask where the information came from and they said from their PR people!

I am amazed these people can just say anything they want!

**SALLY BARBER**

## NEW MEMBERS

**Mr Peter and Mrs Yvonne Froggatt:** 10 Valnord Court, Valnord Lane, St Peter Port Guernsey GY1 1YG

**Adrian & Jane Didcock:** Mi Amigo, 5 The Willows, Castel, Guernsey GY5 7YG

**Ivan & Christine Babbe:** Rosamunda, Route de L'Issue, St Saviour, Guernsey GY7 9UN

**Claire Le Pelley:** Le Pont, St Pierre du Bois, Guernsey GY7 9AJ

**Mr Roy and Mrs Brenda Burton:** La Bemont Farm, St Andrew, Guernsey GY6 8RF

**Mr O Jones:** 18 Nicolas Road, Chorlton, Manchester M21 9LR

**B Chappell:** 1 Polly Parns Hill, Hanham, Bristol BS153BH

**Mrs Linda Falloon:** AP 1178 Camposol, Mazarron 30875, Murcia, Spain

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