AMBLE REMEMBERS

World War II

Written and Compiled

by Helen A. Lewis

on behalf of Amble Town Council

The assistance of the following is gratefully acknowledged:

Ancestry

Commonwealth War Graves Commission

Descendants of the Individuals

The Morpeth Herald

The Northumberland Gazette

Woodhorn Museum Archives

Jane Dargue

In addition, the help from the local churches, organisations, and individuals whose contributions were gratefully received and without whom this book would not have been possible.

No responsibility is accepted for any inaccuracies as every attempt has been made to verify the details as of February 2021.

If you have any personal information concerning those listed, especially where no or few details are recorded, or information on any person from the area covered, please contact Amble Town Council on

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DAILY LIFE IN AMBLE DURING THE WAR YEARS

When war started everyone was optimistic believing that Hitler needed to be stopped but hoping it would be over quickly. However, with the events at Dunkirk and the fall of France, all realised things would be changing. Britain was to endure hardship as the years progressed, but the people faced it all with great stoicism and communities pulled together to cope with shortages and bereavements.

The Military Training Act passed in April 1939 meant all men aged 20 and 21 were compelled to complete six month's training. However, when war broke out, the National Service (Armed Forces) Act meant all men between 18 and 41 were liable to be conscripted into the forces. Some skilled workers were exempt so as not to leave major war production schemes without sufficient workforce. These included railway workers, dockers, miners, farmers, agricultural workers, schoolteachers, and doctors; not all were immediately exempt as these were reviewed over time as the situation changed. Amble men mainly worked in fishing, building, mining or shipping related industries and so most were free to volunteer at the beginning of the war or to be conscripted before the shortage of manpower made some into restricted occupations. Many in reserved occupations worked long hours often in difficult conditions and some were faced with the high possibility of working in areas subject to enemy bombing such as the port areas and munition factories. Those in work of greater need could find themselves forced to leave their families and homes and move to another part of the country such as dockworkers being moved from Southampton to Clydeside.

Identity cards were issued to everyone so you could prove you were not an enemy spy! All were issued with a gas mask- even babies- which had to be carried at all times. Although these were unattractive, they would prove invaluable for survival if gas bombs were dropped.

Some children did not go to school for full days as others had been evacuated from the cities to the more rural areas and this influx meant split classes and days so that all could still receive some tuition. Evacuees were taken in usually by those with children or spare space to accommodate them. The evacuees came on trains from the city and each wore a label with their name and any ailments written on. They had few possessions, and it was generally left to the 'foster' families to provide for them. They were taken to the Church Hall and prospective families chose who to take. Some expected the children to help out with housework or in the businesses or farms where they lived.

After school and at weekends, most children ran about outdoors and played games in the street as the very few cars were even more restricted due to petrol rationing. Boys could join the Air Training Corp Cadets where they learnt morse code, aircraft recognition using silhouettes, had a little rifle practise and even learnt some cooking. Girls could join the Girl Guides where they also learnt morse code as well as first aid and home nursing.

In the evening whilst children did their homework, women knit cosy jumpers or blanket squares or gloves for loved ones abroad, whilst men tinkered and mended household items to make them last longer or mended shoes and boots. Whilst many served abroad, at home there were local Defence Volunteers and Home Guards preparing to defend the country. The Home Guard in Amble had a section made up of mainly younger men who, returned from active service or deferred due to their occupation in the coal mines, had experience of dynamite handling. With their local knowledge of the area, they would have been invaluable as a reserve force to carry out undercover operations if the country had been invaded.

Others were Air Raid Wardens who were on fire watch in case of enemy disruption and assisted those who had joined the Auxiliary Fire Service or they were Special Constables as it was felt that there might be an increase in crime during the blackout periods or they joined the Observer Corps training to watch for and recognise enemy aircraft approaching.

The Amble Air Training Corps held a summer camp based at R.A.F. Acklington under Flight Lieutenant Bruce Aisbit in 1943 so that the cadets could get some experience of aircraft, their firing capabilities and range and communications equipment. The importance of this knowledge to aid plane recognition had been highlighted in June 1941 when a plane heading north had machine gunned from Hauxley colliery through the town- the Coastguard Station, The Amble Camp, Queen Street, the Brickworks, the Station- and then out by High Street. A member of the R.A.F. Marine section and a railway guard were injured by the machine gun fire. During the latter years of the war, they helped to operate a radar station built just south of Amble, designed to offer both coastal and airborne defensive duties.

Some adults trained in the Red Cross to be able to help out should there be bombing raids and casualties.

Mary Coulson (later Mrs Sherwood) joined the Voluntary Fire Service and at 16 became a telephone switchboard operator. She was on duty when there was a fire at the Gas Works and realising that the local firefighting team was away on an exercise, she called out the team from Alnwick. However as that would take some time to arrive, her father and other volunteers called some men from the street and headed down the Wynd. Thankfully, they were able to control the fire and prevent extensive damage. She later volunteered as a nurse and worked at Newcastle helping returning men suffering from mental problems and combat stress. As a lot of the auxiliary helpers had left to work in the munition's factories on the Tyne, she found herself carrying out menial tasks and this left little time for proper training. She went on to become a cook at R.A.F. Acklington.

News was in daily printed newspapers but more often heard on the radio. Instead of the live action reports we have today, it was often many days or even weeks before the details of battles, casualties and deaths were reported to the general public. Entertainment was either by radio or home made with no television, no games machines, and few cinemas- although these all had Movietone and Gaumont newsreels. Children listened to Children's Hour or Toytown; adults had Worker's Playtime with music and comedians. The family played cards or board games or danced to the Big Band music from the likes of Joe Loss or sang or hummed along with the latest hits from those such as Louis Armstrong or Vera Lynn. Lots played musical instruments such as the piano, violin or 'the spoons' and held 'concerts' for neighbouring families in backyards; others volunteered and played their parts in the fund-raising activities for the war effort. Amble raised money for 'Salute the Soldiers', 'Salute the Sailor', 'Wings for Victory' and the Spitfire Fund as well as holding concerts, jumble sales etc. to send comforts to those serving abroad. All tried to block out the danger and horror of the war for a short while together as a family in the warmth of their little homes.

Evening also brought 'Blackout'- no chink of light shining out was allowed as it was thought this could enable enemy aircraft to pinpoint targets. To achieve this heavy black material or blinds of similar material was stretched over windows, even those with shutters already there! Underneath the glass panes were crisscrossed with tape to contain the glass should there be a hit. Wardens who patrolled the streets, in case of emergencies, also ensured everyone kept

to the blackout conditions. This included no streetlights and hooded car headlights which made movement quite hazardous after dark.

In many areas the night sky would be broken with searchlights crossing the sky to highlight any enemy aircraft flying over so the guns could target them and try to deter them or bring them down before they inflicted too much damage or destruction. The approach of these aircraft would be heralded by a wailing siren to warn everyone to take shelter. Adults were very nervous and frightened but many children, not realising the danger, mixed their fear with a bit of excitement at the disruption to their normal routine. In cities there were communal shelters but here in Amble most people either had a form of Anderson Shelter built in their garden or yard (although some shared these with their neighbours) or a Morrison shelter- an indoor table type made of an iron sheet and steel mesh sides. Although the outdoor ones were very basic at first, over time people made them more comfortable with makeshift beds, blankets, and even little stoves to boil a kettle. Some still took refuge under the stairs or in cellars. There were bombing raids which came very close to the town as the enemy aircraft tried to attack Acklington Airfield a few miles away.

As the war progressed and fresh food was in shorter supply, people were encouraged to 'grow their own'. Gardens were changed into vegetable patches with hen houses, back yards housed pigs and rabbits for consumption. Food was rationed- meats, butter/ margarine, cheese, tea, sugar, milk, sweets, 1 egg a fortnight- and clothing and other foods such as jam, biscuits, tinned fish were available with coupon 'points'. Dried egg and powdered milk became the norm for many. To some children's delight in 1941 even soap was rationed but they were not so happy with the daily doses of cod liver oil! Rice and bread were great 'filler-uppers' but the National loaf was between brown and white with added chalk for calcium; a treat was banana essence mixed with mashed parsnips. Here in Amble there was usually plenty of fish to make a meal. Offal took the place of meat cuts which were in short supply; animal bones were used to make glue for aircraft; metal railings and aluminium pots were recycled; clothes were either handed down or unpicked and remade- even army blankets were turned into winter coats. Everything and anything was used and reused as austerity took hold.

With many men at war and new factories opening to produce army clothing and munitions, lots of women now began working instead of staying at home all the time. Before the war, women who had worked were made to leave when they got married- now employers were only too pleased to retain them. Women who were not eligible for service were also very active outside of the home, not just filling office and factory jobs left by men going to war, but in the Land Army helping the farms to keep producing food to feed everyone or in the forests cutting much needed timber. Some became nurse's aides helping tend the wounded in the hospital camps set up for their return. Others joined the Red Cross helping wherever needed including handing out refreshments in railway stations to the returning soldiers and the wounded. Many organised groups to raise money for parcels to go abroad, also knitting woollen items to include in the parcels.

Fashion changed as long flowing skirts- too much material needed- and wayward hair was not the best for production lines- trousers and ponytails or buns became the order of the day. Women learnt to drive heavy machinery such as wagons, cranes, and forklift trucks as well as buses.

Posters urged everyone to ‘Be like Dad- keep Mum’ or to remember ‘Careless Talk costs Lives’ and ‘Walls have Ears’.

WARTIME CHANGES

In preparation for war, the Council offices had been fortified to become a control centre and workmen were busy digging trenches and erecting shelters.

In 1940 a RAF Marine Craft Unit used for air sea rescue was built on the north side of the harbour to provide range safety and other maritime support for RAF Acklington which had just been opened. Speed boats were manned by civilian crews who rescued pilots and crew who had been forced to ditch their crafts and gone down in the North Sea.

The Lord Mayors Camp site, originally used from 1934 until 1938 for the Lord Mayor of Newcastle's scheme to give city children a seaside holiday, became a Displaced Persons camp housing mainly Polish and Russian internees during part of the war years. Nissan huts, guard towers and barbed wire barricades were erected to augment the rows of wooden huts. Local people worked there carrying out mainly cooking duties, but all reports said how well behaved the people were and there are reports of Polish airmen entertaining locals and Russian internees making children's toys.

Along the coastline heading to Hauxley, just beyond the picnic spot of Wellhaugh Point is the site of the former Amble Coastal Defence Battery for the Northern Command, operational from March 1941- a vital necessity to help protect shipping, the harbour area and R.A. F. Acklington. The site of Signal Cottage- now Lighthouse View- is the approximate location and some concrete remains are still visible in that area. The area had huts, pillboxes and a signal station all surrounded by barbed wire obstructions to make enemy entry difficult. In 1944-45, it was armed with two 6-inch naval guns at the north corner of the quarry area of Wellhaugh Point operated by 313 battery of 510 Coast Regiment of the Royal Artillery consisting of 108 men and 4 officers. 103 of the men were from the Home Guard and 80 were trained as gunners. Nothing except some concrete plinths and pads now remain of this once impressive site.

There is also written evidence of a Radar Station being built south of the town which was operated during the second half of the war and employed on both coastal and airborne defence duties.

At Island View- the ‘Saltpans’- there was a 90cm searchlight with a generator building for a 22kw Lister generator in case it should be needed. The building is still here.

Regular patrols were needed to inspect the ‘Coquet Stop Line’ which was a series of pill boxes. It formed part of the Coquet Valley defences designed to meet the threat of a German invasion. The theory was that it would slow their advance from the North, giving time for a field army to assemble at the ‘Tyne Stop Line’ near Newcastle. The pill boxes were of a lozenge shape with open ground to the front overlooking the river or flood plain and the entrance at the rear with cover for a retreating force if needed. Most of these have now been lost over time but if you look carefully there are some remains visible.

The various intakes of men in the 15th Scottish Division, Northumberland Fusiliers spent time in Amble from Autumn 1941 to September 1943 training for duties abroad. They were welcomed by the town and given small tokens of appreciation

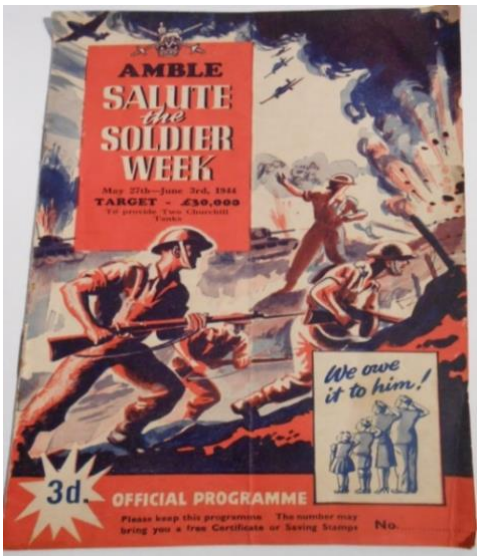
In general Church halls, when not in use for religious purposes, were widely used for fundraising events and commandeered for training purposes. However the Parish Hall and the Masonic Hall which had been set up as first aid posts and field hospitals came into greater use to house survivors when a U boat attacked a convoy in the North Sea just off the coast of Amble.

FUND RAISING

Although food rationing and clothing coupons were introduced to combat the shortages, there were still many activities engaged in raising funds to help the war effort as well as those serving and returning. These ranged from national schemes such as Metal Collections, Conserve Fuel Ideas, National Savings Scheme, 'Salute the Soldiers', 'Salute the Sailor', 'Wings for Victory' and the 'Spitfire Fund' to simpler local ideas such as concerts, jumble/nearly new sales and faith teas. There is even a tale of a local man who knew he was too old to enlist but he would help the war effort by enlisting his loft of pigeons!

Few people will recall Amble's very successful campaign under the National Savings 'Wings for Victory' scheme. A target of £20,000 was set to pay for a Wellington Bomber- Amble raised £42,530 which not only bought the bomber but four fighter aircraft too! A logbook was presented to the town which recorded the operational activities of the Wellington bomber. The plane was put into service in February 1944 and had two crews until sadly it failed to return from a mission in June that year. It carried out coastal patrols, search duties and air/sea rescue in Europe and the Mediterranean to protect shipping. On occasions it spotted U-boats and attacked them to prevent convoys being damaged.

After the success of this fundraising, Amble held a 'Salute the Soldier' week from 27th May to 3rd June 1944. Under this National Savings Scheme the aim was to raise £30,000 for two Churchill tanks. The opening parade on the Saturday evening was led by the band of the King's Own Yorkshire Light Infantry who also performed a concert the next day. The week following saw more concerts held by various bands and entertainers, dances, children's sports and entertainments, a cricket match, whist drives, several film shows, talks about the military including the Eight Army, a display by the Home Guard before the grand finale closing ceremony. Sadly, it is not known if the sum needed was raised.



COASTAL & SHIPPING

Many city and port areas were subject to heavy air raids however Amble mainly heard attempts to locate and destroy nearby R.A.F. Acklington. There was an incident in Spring 1940 when a German plane came over the harbour, flying low so as to machine gun the ships there. It also strafed the Fish Market area and the bottom of the main part of Queen Street. Until the end of the last century marks from the strafing were still visible if you looked closely in the straight part of the street at the last property with the junction with Bridge Street (currently Lawrences). Two service personnel were slightly wounded and taken to hospital.

In August 1942, an explosion on Hauxley beach killed a local auxiliary coastguard, Joseph Wood. He had been discharged from the Royal Navy in January and was carrying out a coastal patrol when he saw the container. Although it was a mortar bomb, he knew it had been there for some weeks as he had reported it previously. Believing it had exploded, he had handled it several times and noted that the bottom was out and part of the side had fallen away. He planned to show the 'exploded' bomb to the other men. Picking it up, he shook it to let the loose sand fall off, and it exploded. He crawled away from the bomb site even though he had several puncture wounds, had lost a lot of blood and his right hand. He lay for over five hours before the next person on duty found him by following his footprints in the sand. He was treated by a doctor and transferred to hospital where he died that evening from blood loss and shock.

Times of stick bombs missing their target and landing in fields near the town were recorded- on one occasion the local butcher obtained some lambs killed in this way!

Although Amble's harbour had mainly been used for fishing fleets and the export of coal, it became a vital resource during WW2. However, like many such small ports, its sailing population had more than its share of incidents and tragedies.

The **S.S. Amble**, a collier on a North Sea voyage with seventeen crew of mainly Amble men, struck a German mine on 16th December 1939; there was an explosion and the men abandoned ship but were picked up seven hours later. However, the ship did not sink but was later found severely damaged and adrift on the coastal rocks; it was towed to Sunderland and broken up. Captain Punshon had previously been torpedoed in the Atlantic; Boatswain Lisle

was injured; the Donkeyman, Joseph Park, had worked for the company for over fifty years and had been aboard fourteen years earlier when the ship ran aground; the Second Mate, James Shewen, had been a boy deckhand on a minesweeper in WW1 which had been struck by a mine in the same area in December 1914.

At that time, the Chairman of the Council, Mr Alfred E. Green, in his Christmas message stoutly said that Britain would not be beaten by the actions of the Germans. The town itself may be small but it could lay claim to already having men in every branch of the services. He particularly praised the crew of the S.S. Amble who were determined to go back to sea despite their ordeal.

S.S. Bondicar with nineteen crew, eleven from Amble, had been attacked by a German submarine in the Bristol Channel during WW1 but the torpedo missed; however, in WW2 it was damaged twice by bombs during convey operations.

S.S. Chevington carrying a cargo of cement from London to Grangemouth was torpedoed and sunk off the Norfolk coast by an E-boat 12th October 1941; seven crew and gunners died- five were from Amble. Richard A.D. Charlton, a Fireman, had a wife and two children; William B. Hedley, a Fireman, also had a wife and two children; Charles M. Hultgren had served on local ships for many years; James B. Murray, a Mess Room Steward, had been at sea for fourteen years and Charles R. Straker who had served in the Northumberland Fusiliers in WW1 where he was awarded a Military Medal, left a wife and nine children. Three of Mr Straker's family were involved in WW2- a son had fought at Dunkirk and been discharged after suffering from severe exposure; another son was serving in the Royal Air Force and a daughter was in the Women's Auxiliary Air Force.

MV Clifton Hall was torpedoed and sunk in the Red Sea by a Japanese submarine 12th June 1942 and the Fourth Engineer, James Beverley from Amble died.

Dredger Coquet Mouth, Amble's dredger, was dredging the North Side so a R.A.F. Sea Rescue base could be built there. She was sailing out to sea on 4th July 1940 when she triggered a German magnetic mine Six days later a minesweeper swept a channel from the harbour, six miles out to sea to clear any other mines.

There are no available written accounts of the incident- local knowledge saying that at the time the authorities did not want shipping or the crews to feel harbours were not safe and so it was kept secret with the survivors under strict instructions to remain silent on the event. Whilst the

above are the facts, local people recall the event in different ways. Some say it happened around 8-9am, others around noon; some say she was taking a load of sludge out to sea, whilst others say she was sailing out to allow another bigger boat access; some say one man was trapped inside but dispute who he was, others say more; there is even some debate about whether a man was left trapped despite the rescue attempts and his body left aboard or whether it was recovered the next day.
Regardless of the exact details, this was a tragic loss of local lives and today there are plans to erect an information board to commemorate the men and the contribution made by merchant seamen to the war effort.

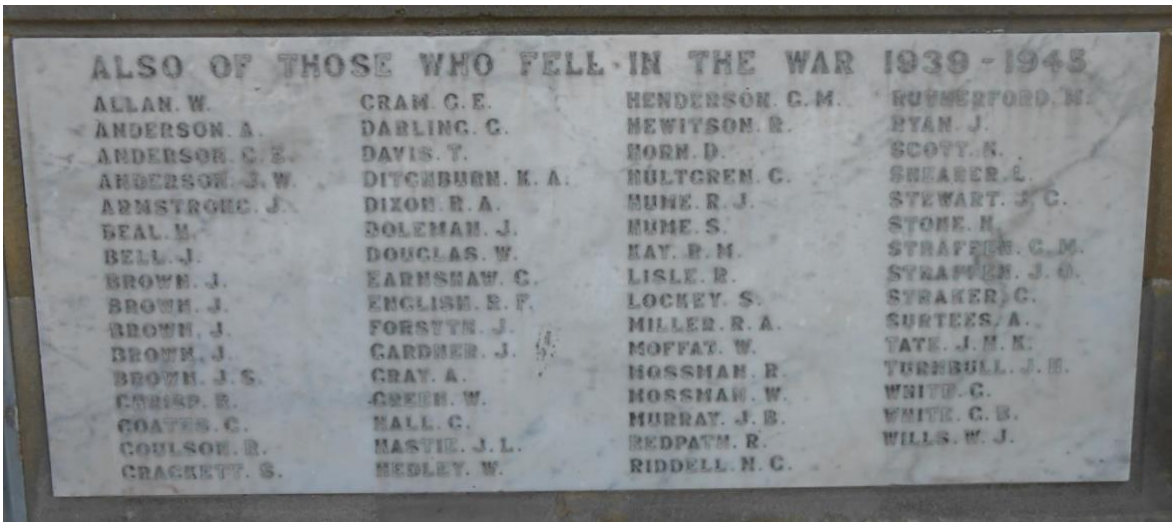
S.S. Empire Statesman developed engine trouble whilst in a convoy from Freetown. On 11th December 1940, she was torpedoed by a German submarine and sank with the loss of all thirty-one crew. Three Amble men died- Captain James Brown; Third Officer James Brown and Able Seaman Thomas Davis leaving a wife and child.

S.S. Hauxley in convoy from London to Warkworth 17th October 1940 with ballast was torpedoed by an E boat 6 miles off Smith's Knoll, Cromer on the Norfolk coast. She was towed ashore but later sank. Eleven of her twenty-man crew were from Amble but all were lucky to survive despite one death.

S.S. Togston was carrying a cargo of coal from Blyth to London 8th March 1941 when it was torpedoed and sunk by an E boat off the Norfolk coast. Of the nineteen crew, eight were lost, five of whom were from Amble- Able Bodied Seaman Charles Anderson; Able Seaman John R. Armstrong; Fireman Robert A. Miller; Donkeyman Mark Rutherford and Mess Room Steward Robert S. Mossman.

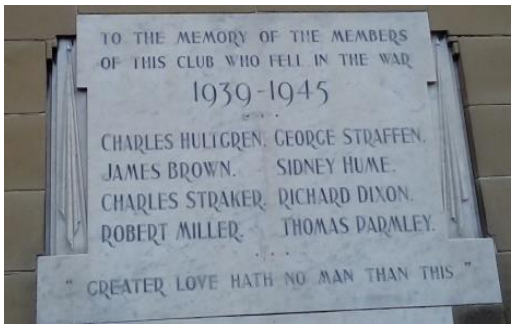
MEMORIALS

Names were added to the Clock Tower Memorial, Radcliffe Memorial and Amble Club.



Clock Tower Panel

Radcliffe Panel



Amble Club

The churches had new tablets and plaques made. St. Cuthbert's is a stone tablet mounted on a wall. Trinity Methodist Church has a Brass plaque with names in two columns using Roman Capitals sunk in casting and enamelled black.

St. Marks United Reformed Church has a brass plate mounted on a wooden pattress with a single line border around the edge with the lettering sunk in casting and enamelled Roman Capitals in black. The names are in 4 columns, two each side of a central dedication. The organ was rebuilt as a memorial in 1948 but this was water damaged in a fire in 1970, removed during refurbishment in 1983, and subsequently replaced by an electronic one which is not a memorial.

A unique memorial of a heart wrenching incident is that at Cliff House Farm Estate (Gloster Meadows) on Acklington Road. Part of this housing estate - 28 houses- are named after the 5 children who died at Cliff House Farm, North Togston. On Dec 2nd, 1943 at 22:40hrs several Bombers of 75 Squadron (New Zealand), were returning from mine laying operations off Denmark when they were diverted to R.A.F. Acklington because of poor weather conditions. The Robson children were all in bed upstairs sleeping with their parents downstairs playing

cards with company, when a R.A.F. Sterling Bomber on its second approach in dense fog, caught overhead wires and took the roof and whole top storey off, killing all the children and six of the seven crew members. The streets are Sylvia's Close- Sylvia aged 9, Ethel's Close- Ethel aged 7, Margery's Close- Margery aged 5, William's Close- William aged 3 and Sheila's Close- Sheila aged 18 months. They were buried together in Amble West cemetery. The parents moved from the area, had a still born child and never got over the shock of losing all the children.

WAR ENDS

When war ended it was a tremendous sense of relief but also of pride not just at how people had coped but how Britain had defeated an aggressor. Colliery buzzers signalled no work that day; amusement rides re-opened for free until the early hours of the next morning. Church bells rang out and a thanksgiving service was held at the War Memorial. There was bunting and flags hung everywhere; a huge bonfire with community singing took place on the Links; street parties were held to celebrate- no more blackouts, no more gas masks- happiness but tinged with sadness for all those lives lost and all those who had returned but were maimed or affected in some dire way by the things they had witnessed or took part in. Soon mines and railways were nationalised, and new Health and Education Services began.

Men returning told of the terrible conditions they had endured under fire, the horrific casualties, the dreadful noise of guns, tanks and bombs, the deaths of close friends and comrades, the fear of whether they would survive or even live, with physical or mental problems, to see their family again. Prisoners of War had even worse experiences of starvation and deprivation with Red Cross parcels and letters- widely censored- delayed or not received so that they often felt abandoned. Even more horrific stories emerged when those who had been interred in Japanese camps returned home.

Some returning soldiers and families were housed in buildings which had originally been part of the Isolation Hospital of Battery Camp- a lot of these disappeared after the violent storms in 1953.

Society had changed over the war years and those returning must have been a little perplexed to find women working and being able to cope so independently. After all they had seen and experienced it would be hard to fit into domestic life again even without all the changes. Life and social conditions could not be the same as before. The previous divide of social class had been partly blurred due to the men mixing in the forces and the women either working together or carrying out charitable work or fund raising.

THOSE WHO ARE COMMEMORATED

As yet, little publicly available documentation can be accessed to verify the small amount of personal information gathered on individuals so the accuracy must be checked in the years to come. However, what is recorded here may encourage members of the community to come forward to verify the data or to add more details about those who served before it is lost forever.

During WW2 there were many more deaths at sea, which in part can be attributed to the upsurge of stealthy submarines. Amble, being a coastal community, experienced many of these with boats torpedoed and sunk or attacked in many parts of England as well as Ireland and Scotland and the far corners of the world such as Cape Verde, Malta, Libya, the Indian Ocean, Crete and Iceland. There were also many flying deaths due to the upsurge in aeroplane warfare.

ALLAN William, Private 5777941, 8th Bn., Royal Norfolk Regiment previously in the Royal Artillery and the Royal Northumberland Fusiliers.

He was born at Morpeth but lived for some time with his parents John, a stonemason, and Ellen, and siblings at Long Row North, Radcliffe before moving to Ivy Street and then Westfield with his wife Elizabeth. He worked as a colliery labourer. He died 26/11/1941, aged 47, and is interred in Amble West Cemetery.

ANDERSON Alwyn (Robert), Flying Officer 148934, 75th Sqdn., Royal Air Force.

His parents Alexander and Hannah Irene lived in Amble although he resided at Gosforth. He died 08/04/1944 and, after being exhumed from Foggi Civil Cemetery, is now interred in Bari War Cemetery in Italy.

ANDERSON Charles Ernest, Able Seaman, S.S. 'Togston', Merchant Navy.

Born at Amble, his parents Charles, a lighterman, and Rachael lived at Gordon Street, Amble but he lived with his wife, Alice Ann, and family at Panhaven Road, Amble. He was a seaman who spoke fluent Danish, Norwegian and Swedish. He first went to sea, for three years, on a Danish vessel which loaded at Amble. He sailed with a number of companies but had been working on the staithes at the harbour for two years before the war began. His ship was travelling from Blyth to London with coal when it was sunk by a motor torpedo boat near Cromer on 08/03/1941. Aged 30, he was one of eight crew who died and are commemorated at Tower Hill Memorial, London.

ANDERSON John William, Chief Engineer 8736, S.S. 'Edwin T. Douglas', Merchant Navy.

His parents John William, a harbour pilot, and Annie lived at Leazes Street with his siblings. Born at Amble, he lived at Panhaven Road with his wife Janet. He died 19/05/1944, of a coronary thrombosis, aged 56 and is interred in Amble West Cemetery.

ANDERSON R.A. thought to be Robert, a seaman DX/18907A, H.M. Sub. P311, Royal Naval Reserves. He died 08/01/1943, aged 26, and is commemorated at Plymouth Naval Memorial.

ARMSTRONG John Robinson, Able Seaman, S.S. 'Togston', Merchant Navy.

Born at Newbiggin, he lived with his parents John Redford, an inshore fisherman, and Annie at George Street, Amble. He had been aboard S.S. 'Hauxley' when it was torpedoed in October 1940. His ship was travelling from Blyth to London with coal when it was sunk by a motor torpedo boat near Cromer on 08/03/1941. Aged 21, he was one of eight crew who died and are commemorated at Tower Hill Memorial, London.

BASTON Robert Allen, Gunner 4270656, 127th H.A.A., Royal Artillery.

He lived with his parents James William, a miner, and Jane at Westfield Estate, Amble. He died 04/09/1944, aged 24, and is interred in Amble West Cemetery.

BAXTER George Robert Horner, Trooper 14375568, 53rd Reg., Reconnaissance Corps, Royal Army Corps formerly Royal Artillery.

He lived with his parents Robert and Polly at Cross Street, Radcliffe where he was born. He died 02/09/1944, aged 20, and is interred in Yaucourt- Bussus Communal Cemetery, France.

BEAL Hugh thought to be Private 4469437, 16th Bn., Durham Light Infantry formerly Royal Artillery. A joiner born at Amble, he lived with his parents John, a miner, and Emma and siblings at Victoria Street, Amble. He died 03/05/1943, age 26, and is commemorated at Medjez-El- Bab Memorial, Tunisia.

BELL John Robert, Trooper 7908548, 51st Leeds Rifles, Royal Tank Regiment, Royal Army Corps formerly Royal Artillery.

Born at Amble, a labourer, he lived with his parents Robert, a miner, and Margaret and siblings at Lime Street, Amble before moving to High Street, Amble. He died 23/05/1944, aged 24, and is interred in Cassino War Cemetery, Italy.

BOLTON Joseph Hagan., Sergeant/ Air Gunner/ Wireless Operator 987466, 150th Sqdn., Bomber Command, Royal Air Force.

A civil service clerk, he lived with his parents John, a colliery deputy overman, and Sarah Ann at Dandsfield Place, Radcliffe where he had been born. They later moved to Wallsend. He was in a wellington bomber which was believed shot down near Scherbeck and he is interred in Reichsald Forest War Cemetery, Germany. He died 07/08/1941, aged 20.

BRODIE Walter, Sergeant 4264829, Nottinghamshire Yeomanry, Royal Armoured Corps

His parents Robert, a miner, and Polly lived at Ladbroke Street, Amble with his sibling but he lived with his wife Ivy Helena at Wooton, Oxfordshire. Born in Amble, he died 03/11/1942, aged 34, and is commemorated at Alamein Memorial, Egypt.

BROWN James, Third Officer, M.V. 'Empire Statesman', Merchant Navy.

Born in Amble, he lived with his parents James, an inshore fisherman, and Aileen Nora and siblings at Gordon Street, Amble. On his first voyage as a third officer, his ship was part of Convoy SLS-56 (thirty-nine ships) travelling from Freetown to Oban and Middlesborough with iron ore and tyres. The engine failed and it was torpedoed and sunk by either U-40 or U-94, west of Ireland. Aged 20, he was one of thirty-two who died 05/12/1940, and is commemorated at Tower Hill Memorial, London.

BROWN James, Master, M.V. 'Empire Statesman', Merchant Navy.

Born at Amble, he became a Second Mate in 1926. He lived with his parents James, a seaman, and Annie Jane and siblings at Gordon Street and later at Panhaven Road, Amble. His ship, which was his first command, was part of Convoy SLS-56 (thirty-nine ships) travelling from Freetown to Oban and Middlesborough with iron ore and tyres. The engine failed and it was torpedoed and sunk by either U-40 or U-94, west of Ireland. Aged 34, he was one of thirty-two who died 05/12/1940, and is commemorated at Tower Hill Memorial, London.

BROWN James, Deckhand, Dredger 'Coquet Mouth', Merchant Navy.

Born at Cresswell to parents Adam and Ann, he lived at Panhaven Road, Amble with his wife Annie Jane. (His son's death is recorded above.) His ship struck a magnetic mine at the entrance to the harbour mouth- 250 yards north east of the south pier. The ship was dredging the North side so that a R. A. F. Air Sea Rescue base could be built there. It was heading out to sea when it struck a magnetic mine. The mines had been laid there to protect coal shipments- the area had been regularly swept to check for loose mines. The ship turned on its side with the foc'sle two to three feet above water. He was one of three crew who died. His body was washed ashore 18/10/1940 but his death is recorded as 04/07/1940, aged 66, and he is interred in Amble West Cemetery.

BROWN John, Bombardier 1742443, 6th Bty., 3rd Maritime Regiment, Royal Artillery formerly Nottinghamshire Yeomanry, Royal Armoured Corps.

Born at Amble, a plasterer, he lived with his parents John, a miner shifter, and Bellilah Agnes at Ladbroke Street, Amble. He died at sea 25/02/1943, aged 30, and is interred in Calcutta (Bhowanipore) Cemetery, India.

BROWN John Stonehouse, Able Seaman, S.S. 'Medjerda', Merchant Navy.

Born at Amble, he lived with his parents Benjamin, a harbour pilot, and Mary Amy at Panhaven Road then Bay View, Amble and his half siblings. His ship, part of Convoy SL-68, carrying iron ore to Middlesborough via Freetown, straggled behind the main body. It broke in half and sank after being torpedoed by U-105 north of Cape Verde. He was one of fifty-four to die 17/03/1941, aged 20, and is commemorated at Tower Hill Memorial, London.

CHRISP Robert Brown, Sergeant/ Wireless Operator/ Air Gunner 982230, 144 Sqdn., Bomber Command, R.A.F. Volunteer.

Born at Amble, working in the building trade, he lived with his parents George, a foreman builder, and Frances at Eastgarth Avenue, Amble. He was in a Hampden bomber which was shot down and crashed near Esnes, Cambrai. He died 31/07/1941, aged 22, and is interred in Cambrai (Route de Solesmes) Communal Cemetery, France.

COATES Cecil, Gunner 1087486, 76th Anti-tank Regiment, Royal Artillery formerly Nottinghamshire Yeomanry, Royal Armoured Corps.

Born at Warkworth, a labourer mending roads, he lived with his parents George, a colliery banksman, and Annie and siblings at John Street then Middleton Street, Amble. He died between 21/01/1942 and 20/05/1942, aged 34, and is commemorated at Alamein Memorial, Egypt.

COULSON Robert, Chief Engineer, S.S. 'British Venture', Merchant Navy.

Born in Amble, he lived with his wife Rena at Wellwood Street, Amble. His parents Edward, a jobmaster, and Mary Ann lived at High Street with his siblings. His ship was torpedoed by Japanese submarine I-27, in the Indian Ocean, 300 miles south of Reunion Island. He died 24/06/1943, aged 37, and is commemorated at Tower Hill Memorial, London.

CRACKETT Sydney, Private 4391928, Corps of Military Police formerly Nottinghamshire Yeomanry, Royal Armoured Corps and Green Howards.

Born at Amble, he had lived with his parents George, a labourer, and Ellenor and siblings at Wellwood Street, Amble. He married Caroline on January 1941 but was killed in Lincolnshire in an accident with a lorry 07/04/1942, aged 23, and is interred in Amble East Cemetery.

CRAM George Edward, Trooper 328838, 'C' Sqdn., Staffordshire Yeomanry formerly Nottinghamshire Yeomanry, Royal Armoured Corps.

Born at Amble, he lived with his parents George, a coal haulier, and Catherine and sibling at George Street, Amble. He died 24/10/1942, aged 22, and is interred in El Alamein War Cemetery, Egypt.

DARLING Cecil, Stoker 1st Class, C/KX 132024, H.M. Submarine 'Turbulent', Royal Navy.

He lived with his mother Elizabeth, a farm worker, at Moor House Cottages, Amble. His ship was sunk by depth charges from motor torpedo boats off the coast of North Sardinia. He died 23/03/1943, aged 22, and is commemorated at Chatham Naval Memorial. He was **Mentioned in Dispatches.**

DARLING G. Nothing is known about this man.

DAVIS Thomas, Able Seaman, M.V. 'Empire Statesman', Merchant Navy.

Born at Amble, he lived with his wife, Isabel Winifred, and family at Gordon Street, Amble. His parents Thomas, a colliery labourer, and Elizabeth lived at High Street, Amble. He was one of four brothers who served in WW2. He had been aboard S.S. 'Hauxley' when it was torpedoed

in October 1940. His ship was part of Convoy SLS-56 (thirty-nine ships) travelling from Freetown to Oban and Middlesborough with iron ore and tyres. The engine failed and it was torpedoed and sunk by either U-40 or U-94, west of Ireland. This was his first deep sea voyage but aged 31, he was one of thirty-two who died 05/12/1940, and is commemorated at Tower Hill Memorial, London.

DAVISON Francis Alfred, Corporal 4268519, 2nd Bn., Royal Northumberland Fusiliers.

His parents George, a colliery fireman, and Margaret lived at High Street, Amble with his siblings. Married to Margaret, he died 06/02/1944, aged 30, and is commemorated at Cassino Memorial, Italy.

DITCHBURN Kenneth Aymer, Private M/12334, Loyal Edmonton Regiment, Canadian Forces.

His parents Robert, a miner, and Georgina lived with his siblings at Marks Row, Amble. He was married to Vivian and lived in Alberta, Canada. He died 18/09/1944, aged 31, and is interred in Gradara War Cemetery, Italy.

DIXON Richard Albert, Fireman, S.S. 'Chevington', Merchant Navy.

Born at Amble, a seaman, his parents were Adam and Grace Ann, but he lived with his wife, Margaret Mary, and family at Gordon Street, Amble before moving to Ladbroke Street, Amble. His ship, travelling from London to Grangemouth with cement was attacked, torpedoed, and sunk by nine E boats. He was one of seven crew and two gunners who died 12/10/1941, aged 36, and is commemorated at Tower Hill Memorial, London.

DOLEMAN John, Able Seaman, LT/JX 210951, H.M. 'Drifter Thistle V', Royal Navy Patrol Service.

Born at Amble, a miner and fisherman, he lived with his parents James, a coal hewer, and Elizabeth and his siblings at Ladbroke Street, Amble then Gordon Street, Amble. He enlisted in July 1940. His ship was mined off Lowestoft. He died 08/05/1941, aged 28, and is commemorated at Lowestoft Naval Memorial.

DOUGLAS Wilfred Y., Private 4273547, 9th Bn., Royal Northumberland Fusiliers.

Born at Amble, he lived with his parents Ormand, a colliery deputy, and Isabella and his siblings at Broomhill Street, Amble. He was a Prisoner of War in Burma, who died from dysentery 11/08/1943, aged 22, and is interred in Thanbyuzayat War Cemetery, Myanmar.

EARNSHAW George, Sapper 2114714, 65th Chemical Warfare Coy., Royal Engineers formerly Royal Northumberland Fusiliers.

Born at Amble, a tea delivery man for Rington's tea, he lived with his parents Albert, a coal teemer at the docks, and Margaret at King Edward Street, Amble. He died 12/12/1942, aged 22, and after being exhumed, was interred in El Alamein War Cemetery, Egypt.

ENGLISH Robert Forster, Mate, Dredger 'Coquet Mouth', Merchant Navy.

Born at Amble, a special constable, he lived at Broomhill Street, Amble but his parents Matthew, a miner manning the pumps, and Margaret and siblings lived at High Street, Amble. His ship struck a magnetic mine at the entrance to the harbour mouth- 250 yards north east of the south pier. The ship was dredging the North side so that a R. A. F. Air Sea Rescue base could be built there. It was heading out to sea when it struck a magnetic mine. The mines had been laid there to protect coal shipments; the area had been regularly swept to check for loose mines. The ship turned on its side with the foc'sle two to three feet above water. He was one of three crew who died 04/07/1940, aged 47, and is interred in Amble West Cemetery.

FORSYTH John Dickenson, Sergeant Pilot 10007363, 97th Sqdn., Bomber Command, R.A.F. Volunteers.

Born at Amble, he attended Edinburgh University studying to be a vet and lived with his parents John, a farmer, and Margaret and siblings at Hope Farm, Amble. He obtained his pilot's licence in Canada. His Lancaster bomber, which had originally left Woodhall Spa to plot U-boats, went missing during a daylight raid over Danzig 11/07/1942. Aged 22, he is interred in Malbork Commonwealth Cemetery, Poland.

GARDNER John, Private 4277417, 9th Bn., Royal Northumberland Fusiliers.

Born at Amble, a road repairman, he lived with his wife Elizabeth at Newcastle, but his parents Frederick, a miner, and Hannah lived at Church Street, Amble. He died 15/02/1942, aged 32, and, after being exhumed from Adam Road and Lornie Road Corner, he was interred in Kranji War Cemetery, Singapore.

GLASS William, Leading Seaman C/SSX 19503, H.M.S. 'Tracker', Royal Navy.

He lived with his parents William, a miner stoneman, and Elizabeth and his siblings at Prospect Place, Amble. He died 03/11/1944, aged 24, and is interred in Chevington Cemetery.

GRAY Albert Edward, Private 14384987, 1st Bn., Queen's Own Cameron Highlanders formerly Seaforth Highlanders.

Born at Warkworth, a bricklayer, he lived with his wife Robertina and parents George, a gardener, and Theodosia and siblings at Albert Street, Amble. He died 06/05/1944, aged 35, and, after being exhumed from Naaga Village, he was interred in Kohima War Cemetery, India.

GREEN W. T. believed to be William Ternent, Sergeant 1699684, R. A. F. Volunteers. He lived with his parents William, a miner hewer, and Mary at Woodbine Street, Amble. He died 22/01/1945, aged 20, when his Wellington bomber, flying in dense cloud, flew into the ground at El Lubban, and is interred in Ramleh War Cemetery, Israel.

HALL Charles, Lance Bombardier 1119175, 160th Field Regiment, Royal Artillery formerly Seaforth Highlanders.

He had been a linotype operator but became an insurance agent branch manager just before the war. His parents Richard, a licenced victualler, and Mary lived in Queen Street, Amble but he lived with his wife Emma also in Queen Street. He died at sea whilst being transported as a prisoner of war. He was aged 35 and is commemorated at Rangoon Memorial, Myanmar.

HASTIE James Linton, 2nd Engineer, M.V. 'Glenmoor', Merchant Navy.

Born at Amble, an apprentice engineer, he lived with his wife Jane at Bede Street, Amble but his parents William, a colliery cashier, and Eliza lived at Newburgh Street, Amble with his siblings. His ship was travelling from Cardiff to Alexandria when it was torpedoed and sunk by U-103 off Ireland. He was one of thirty-one who died 27/11/1940, aged 45, and is commemorated at Tower Hill Memorial, London.

HEDLEY William Barrons, Fireman, S.S. 'Chevington', Merchant Navy.

Born at Radcliffe, a miner who enjoyed singing in the choir, he lived at Newburgh Street, Amble with his wife Mary and family before they moved to North Broomhill. His parents Thomas, a miner hewer, and Mary lived at Back Percy Street, Amble with his siblings. He had survived being torpedoed in October 1940. His ship, travelling from London to Grangemouth with cement was attacked, torpedoed and sunk by nine E boats. He was one of seven crew and two gunners who died 12/10/1941, aged 31, and is commemorated at Tower Hill Memorial, London.

HENDERSON George Mills, Plumber 3rd class, P/MX 54531, H.M.S. 'Barham', Battleship, Royal Navy.

Born at Warkworth, he lived with his parents Edward, a miner, and Hilda at Gordon Street, Amble and his siblings. His ship, torpedoed in North Sidi Barrani, Libya, exploded and he was one of eight hundred and forty-eight crew who died 25/11/1941. Aged 26, he is commemorated at Plymouth Naval Memorial.

HEWITSON Robert, Lance Corporal 1858388, 173rd Tunnelling Coy., Royal Engineers.

Born at Amble, he lived at Westfield Estate with his wife Mary, who later moved to Newcastle. His parents James, a miner shifter, and Martha Elizabeth lived at Newburgh Street, Amble with his siblings. He died 16/12/1941, aged 42, and is interred in Pembroke Military Cemetery, Malta.

HORN David, Chief Officer, S.S. 'Kildare', Merchant Navy.

Born at Amble, working as a master for the Blue Star Line, he lived at Whitby with his wife, Irene Marcia. His parents James, a master mariner, and Christiana lived with his siblings at Oswald Street, Amble. He was lost at sea near Malta 15/01/1940, having last been seen climbing a ladder to a lifeboat after the ship was hit by a mine. Aged 38, he is commemorated at Tower Hill Memorial, London.

HULTGREN Charles Mather, Able Seaman, S.S. 'Chevington', Merchant Navy.

Born at Amble, an apprentice engineer attached to the local fleet, he lived with his parents Captain Charles Gustav, a naturalised Swede and master of 'Bondicar', and Margaret at Dovecote Street with his siblings. He had been aboard S.S. 'Hauxley' when it was torpedoed in October 1940. His ship, travelling from London to Grangemouth with cement was attacked, torpedoed, and sunk by nine E boats. He was one of seven crew and two gunners who died 12/10/1941, aged 36, and is commemorated at Tower Hill Memorial, London.

HUME Robert J., believed to be Gunner 4264804, 5th Maritime Regiment, Royal Artillery formerly Royal Northumberland Fusiliers. His parents were Robert, a carter, and Ellen, who

lived at Berwick with his four siblings, but he lived with his wife Bertha Northorpe at Seaton Burn. He died 08/03/1945, aged 36, and is interred in Longbenton (Dudley) Cemetery.

However, there is a 1939 record of Robert Hume Junior, a motor driver, born in 1917, who was a brother to the man below- but there is no discernable Commonwealth War Grave Commission reference to him.

HUME Sidney, Private 14606979, 2nd Bn., Border Regiment formerly Royal Artillery and Royal Northumberland Fusiliers.

Born at Amble, a plasterer, he lived with his wife, Jane, and family at Percy Street, Amble but his parents Robert, a motor labourer, and Louisa lived at Scott Street with his siblings. He died 13/02/1945, aged 36, and is commemorated at Rangoon Memorial, Myanmar.

JOHNSON John George, Warrant Officer 2nd Class/ Company Sergeant Major 3765035, 1st Bn., Hampshire Regiment formerly King's Liverpool Regiment.

Born at Radcliffe, he lived with his wife, Jane, at North Broomhill but his parents James, a miner, and Mary lived at Long Row North, Radcliffe before moving to Amble with his siblings. He died 04/10/1944, aged 38, and is interred in Arnhem Oosterbeck War Cemetery, Netherlands.

KAY Ronald McDonald, Lance Corporal 5727954, 7th Bn., Royal Sussex Regiment formerly King's Liverpool Regiment.

Born at Amble, a civil service clerk in London and keen sportsman, his parents David, an assurance agent, and Frances lived at Lindisfarne Road, Amble. He died 20/05/1940, aged 20, and is interred in Salouel Communal Cemetery, France.

LISLE Robert, Master, S.S. 'Castlemoor', Merchant Navy formerly a Wireless Operator before 1939.

Born at Cresswell, he lived with his parents Robert, a fisherman, and Sarah at Gordon Street, Amble, before they moved to Ladbroke Street, Amble with his siblings. Robert married Hannah (Helen) who moved to Bristol with their family. His ship was in Convoy HX20 heading from Canada to Middlesbrough with steel ingots and apples when it was believed either to have struck a mine or the ingots had shifted causing the ship to sink. He was drowned 25/02/1940, aged 39, and is commemorated at Tower Hill Memorial, London.

LOCKEY Sydney, Deckhand, Dredger 'Coquet Mouth', Merchant Navy.

Born at Amble, a wharf labourer, he lived with his parents John George, a tugboat master, and Mary Hannah at Leazes Street, Amble then Broomhill Street with his siblings. The ship was dredging the North side so that a R. A. F. Air Sea Rescue base could be built there. It was heading out to sea when it struck a magnetic mine at the entrance to the harbour mouth- 250 yards north east of the south pier. The mines had been laid there to protect coal shipments; the area had been regularly swept to check for loose mines. The ship turned on its side with the foc'sle two to three feet above water. He was one of three crew who died 04/07/1940, aged 35, and is commemorated at Tower Hill Memorial, London.

MILLER Robert Arthur, Fireman/ Trimmer, S.S. 'Togston', Merchant Navy.

Born at Newburn, a donkeyman and miner between sailings, he lived with his wife, Rachel May, and family at Windsor Terrace, Amble. His parents John, a miner, and Lily lived at Church Street, Amble with his siblings. He had served in WW1 when his ship was torpedoed; also six months prior to this voyage he had been on a ship which was torpedoed. His ship was travelling from Blyth to London with coal when it was sunk by a motor torpedo boat near Cromer on 08/03/1941. Aged 41, he was one of eight crew who died and are commemorated at Tower Hill Memorial, London.

MOFFATT William, Private 3607739, 6th Kings Own Scottish Borderers.

Born at Amble, formerly a bricklayer, he lived at Belford with his wife Eleanor but his parents James, a miner, and Margaret lived at Albert Street, Amble with his sibling. He died 16/09/1944, aged 27, and is interred in Kasterlee War Cemetery.

MOSSMAN Robert Stephen, Mess Room Steward, S.S. 'Togston', Merchant Navy.

Born at Amble, he lived with his parents Albert Scott, a cook for the Royal Air Force, and Jessie at Wellwood Street, Amble with his siblings. He had been aboard S.S. 'Hauxley' when it was torpedoed in October 1940. His ship was travelling from Blyth to London with coal when it was sunk by a motor torpedo boat near Cromer on 08/03/1941. Aged 20, he was one of eight crew who died and are commemorated at Tower Hill Memorial, London.

MOSSMAN William Cook, Able Seaman, S.S. 'Hauxley', Merchant Navy.

Twin brother of the above. His ship, part of Convoy F-311, was travelling from London to Warkworth harbour, carrying ballast, when it was torpedoed by German M.T. boat S-18. It was towed but eventually sunk six miles NNW. of Smith's Knoll, Norfolk. He died 17/10/1940, aged 20, and is commemorated at Tower Hill Memorial, London.

MURRAY James Blackett, Messroom Steward, S.S. 'Chevington', Merchant Navy.

Born at Amble, a seaman for over fourteen years, he lived with his parents Samuel, a labourer, and Elizabeth at Gordon Street, Amble with his sibling. His ship, travelling from London to Grangemouth with cement was attacked, torpedoed and sunk by nine E boats. He was one of seven crew and two gunners who died 12/10/1941, aged 30, and is commemorated at Tower Hill Memorial, London.

PARMLEY Thomas, believed to be Corporal T/242443, Royal Army Service Corps formerly Kings Own Scottish Borderers. A drapery salesman, he lived with his wife Alice and family at Newcastle where his parents William, a coal merchant, and Catherine also lived with his siblings. He died 28/0/1945, aged 39, and is interred in Bologna War Cemetery, Italy.

REDPATH Ralph A., Private 1720327, Pioneer Corps formerly Kings Own Scottish Borderers.

Born at Amble, formerly a miner, he lived at Church Street, Amble with his wife, Mary. His parents Alexander, a watchman, and Jane lived at Central Avenue, Amble. He died 03/08/1944, aged 33, and is interred in Amble West Cemetery.

RIDDELL Norman Grey, Wireless Operator/ Gunner 616809, 206th Sqdn., Royal Air Force.

Born at Amble, formerly a clerk for Shell Oil, working for the N.Z. Shipping Company, he had lived with his parents James Robert, a railway platelayer, and Ellen Jane at Station Cottages, Amble with his siblings. Working with Coastal Command, his plane crashed on take-off from Syderstone, Norfolk and he died 20/12/1940, aged 21. He had a military funeral and is interred in Amble West Cemetery.

RUTHERFORD Mark, Donkeyman, S.S. 'Togston', Merchant Navy.

Born at Amble, a sea fireman and previously a miner for five years, he lived with his wife, Sarah (Bessie), and family at Church Street, Amble. His parents John, a miner hewer, and Alice lived at Middleton Street, Amble with his siblings. His ship was travelling from Blyth to London with coal when it was sunk by a motor torpedo boat near Cromer on 08/03/1941. Aged 36, he was one of eight crew who died and are commemorated at Tower Hill Memorial, London.

RYAN James, Sergeant Observer 1019207, 405th R.C.A.F. Sqdn, Bomber Command, Royal Air Force.

Born at Gateshead, he lived with his wife, Sarah, at Amble where his parents James, a grocery manager, and Sarah lived at Lindisfarne Road, Amble with his sibling. Due to engine failure, he went into a spin, crashed and the plane was burnt out. He died in the New Forest, Hampshire, 15/12/1942, aged 30, and is interred in Amble West Cemetery.

SCOTT William Henry (Harry), Flight Sergeant/ Navigator 1486629, 578 Sqdn., Bomber Command, Royal Air Force.

Born at Amble, a keen footballer and swimmer, he worked for a local building firm. He lived with his parents Henry Taylor, a miner working on the electrical haulage system, and Catherine at High Street, Amble with his sibling. He trained in London and South Africa and specialised in aerial photography having won awards whilst flying in a Handley Page Halifax III NA 604 LK-T. His plane went missing over Russelheim, Germany where it is believed he was shot whilst parachuting down. He died 12/06/1942, aged 29, and after being exhumed from Morfelden Old Cemetery, he was interred at Dornach War Cemetery, Germany.

SHEARER Alexander Lloyd Percy, 4th Engineer Officer, M.V. 'Clifton Hall', Merchant Navy.

Born at Radcliffe, he was a colliery fitter before becoming a seagoing engineer. He lived with his wife Ivy at Byron Street, Amble. His parents Alexander, a miner, and Selina lived at Radcliffe then Low Hauxley with his siblings. His ship was crossing the Indian Ocean when it was torpedoed by Japanese submarine 1-20 whilst he was sunbathing on deck. He died 12/06/1942, aged 29, and is commemorated at Tower Hill Memorial, London.

SIMPSON Maurice Thompson, Flight Lieutenant/ Air Bomber 130500, 99th Sqdn., Royal Air Force.

He lived with his parents John Frederick, a miner, and Mary Annie at Amble. His Liberator airplane was in a mid-air collision near Noakhali. Aged 23, he was one of twenty-three who died 21/01/1945, and is interred in Maynamati War Cemetery, Bangladesh.

SMAILES George, Ordnance Coder C/JX216191, H.M.S. 'Salvia', Royal Navy.

Born at Amble, formerly a civil service clerk in London, he had lived with his parents Richard, a colliery winding engineman, and Margaret at Newburgh Colliery, Radcliffe with his siblings. His boat was missing at sea 100 miles west of Alexandria, presumed sunk by U-568, in the battle of Crete and Cape Matapan. He was one of 106 who died 24/12/1941, aged 20, and is commemorated at Chatham Naval Memorial.

STEWART John George, Sergeant/ Rear Air Gunner 566189, 30th Sqdn., Royal Air Force.

He had been an apprentice in the force before the commencement of war. He was stationed in Egypt but his parents John William, a night watchman on the local dredger, and Susan lived at George Street, Amble with his sibling. His Blenheim bomber was shot down and crashed near Soujani and he died 15/11/1940, aged 24, and is commemorated at Tirana Park Memorial Cemetery, Albania.

STONE Noah, Private 4273854, 9th Bn., Royal Northumberland Fusiliers.

Born at Amble, he lived with his wife, Catherine, at Boulmer, but his parents Stephen, a labourer, and Margaret lived at Percy Street, Amble with his siblings. He died 12/09/1944. Aged 25, he is commemorated at Singapore Memorial.

STRAFFEN George Marshall, Fusilier 14518734, 2nf Bn., Royal Scots Fusiliers formerly Royal Northumberland Fusiliers.

Born at Amble, a bricklayer, he lived with his parents Thomas, a carpenter and house joiner, and Margaret at George Street, Amble with his siblings before they moved to Albert Street, Amble. He died 18/01/1944, aged 35, and, after being exhumed, is interred in Minturno War Cemetery, Italy.

STRAFFEN James Octon, Sergeant/ Wieless Operator/ Air Gunner 995426, 142nd Sqdn., Royal Air Force.

Brother of the above, born at Amble, formerly a local builder's clerk, he was a keen cricketer. He lived with his parents Thomas, a carpenter and house joiner, and Margaret at George Street, Amble with his siblings before they moved to Albert Street, Amble. His Wellington IV was shot down without trace on a mission from Grimsby to Hamburg. He was **Mentioned in Dispatches** as he gave first aid to an injured crewman saving his life when taking part in a raid over France. He died 27/07/1942, aged 22, and is commemorated at Runnymede Memorial.

STRAKER Charles Robert, 2nd Engineer Officer, S.S. 'Chevington', Merchant Navy.

Born at Amble, he fought as a Northumberland Fusilier in WWI where he was awarded a **Military Medal.** He then became a miner and lived with his wife, Ellen, and family at Scott Street, Amble but by 1941 had served on the Chevington for fourteen years. His parents John, a gas stoker, and Helen had lived at the Wynd, Amble with his siblings. One of his sons was in the Royal Air Force, took part at Dunkirk but was discharged due to exposure from the sea and beaches there, whilst a daughter was in the Women's Auxiliary Air Force. His ship, travelling from London to Grangemouth with cement was attacked by nine E boats, torpedoed, and sunk by S-105. He was one of seven crew and two gunners who died 12/10/1941, aged 53, and is commemorated at Tower Hill Memorial, London.

SURTEES believed to be Andrew George, Sergeant/ Flight Engineer 944647, 218 (Gold Coast) Sqdn., Royal Air Force. Born at Hexham, he lived with his parents Ernest Dickenson, a seaman, and Alice at Morpeth. His plane was shot down at night whilst laying mines near Rostock and he died 29/04/1943, aged 21, and is interred at Aadum Cemetery, Denmark.

TATE John Henry Kempster, Galley Boy, S.S. 'Condylis', Merchant Navy.

Born at Radcliffe, he lived with his parents Henry Kempster, a joiner, and Elizabeth at the Wynd, Amble with his siblings. His ship, part of Convoy SC-94, was travelling from Sydney, Nova Scotia to London with a cargo of grain and trucks when it was torpedoed and sunk south of Iceland by U660 and U438. He was one of nine who died (twenty-six survived) 10/08/1942, aged 17, and is commemorated at Tower Hill, London.

THOMPSON Robert, Sergeant 427206, 46th Regiment, Reconnaissance Corps, Royal Army Corps formerly Royal Northumberland Fusiliers.

Born at Chevington, he lived with his wife, Maria (Rene), at St. Lawrence's Avenue, Amble. His parents Edward, a miner, and Isabella lived at Radcliffe then Acklington with his siblings. He died 02/03/1943, aged 32, and is commemorated at Medjez-El-Bab Memorial, Tunisia.

TUCK William Plumridge, Second Engineer, S.S. 'Empire Gilbert', Merchant Navy.

Born at Amble, he lived with his parents William, a colliery labourer, and Caroline at George Street, Amble then Acklington Road with his sibling. He died 20/07/1942, aged 33, either of Icterohaemorrhagiac Jaundice (Weil's Disease) or Yellow Fever, was buried at sea and does not appear on the Commonwealth Grave Commission's site.

TURNBULL John Harrison, Chief Engineer, S.S. 'Victoria City', Merchant Navy.

Born at Amble, he lived with his wife, Margaret Ida, at Monkseaton but his parents James, a blacksmith and plumber, and Alice lived at Wellwood Street, Amble with his siblings. His cargo steamer, part of Convoy HX90, was travelling from New York to London when it was torpedoed and sunk by U140. He was one of forty-three who died 02/12/1940, aged 41, and is commemorated at Tower Hill, London.

WALKER Ian T., Nothing further is known except that he lived with his parents Joseph, a colliery blacksmith's striker, and Jane at Smith Street, Amble

WALLACE John, Sergeant/ Pilot 1030121, 1654 HCU, Bomber Command, Royal Air Force.

Born at Hauxley, a miner, he lived with his parents John, a miner hewer, and Margaret Elizabeth at Dandsfield Place, Radcliffe with his twin brother who later became a Commando and survived the war. He obtained his licence in Canada and was in a Lancaster bomber which was involved in a mid- air crash with an Oxford at Burton Lazars near Melton Mowbray. He was one of nine who died 08/04/1943, aged 22, and is interred in Amble West Cemetery.

WHITE George Y., Private 4273349, 9th Bn., Royal Northumberland Fusiliers.

He lived with his parents James Henry, a labourer, and Agnes Spears at Ladbroke Street, Amble with his siblings. He died of Beri-Beri and Diarrhoea 20/09/1945, aged 25, and, after

being exhumed from Tambaya Cemetery, is interred in Thanbyuzayat War Cemetery, Maynamar.

WHITE George Baston, Flight Lieutenant/ Pilot 161409, 189 Sqdn., Bomber Command, Royal Air Force.

A railway clerk who was a keen golfer and musician, he lived with his parents John Edward, a harbour maintenance worker, and Edith May at Panhaven Road. He obtained his licence in Southern Rhodesia and flew twenty-eight missions. He was one of three aircraft who failed to return from an operation of 200 Lancasters attacking Politz, near Stettin 22/12/1944. Aged 23, he crashed near Mandal and after his body was recovered 09/1945, he was interred in Aaseral Churchyard, Norway.

WILLS believed to be William Joseph, Warrant Officer 520893, Royal Air Force. His parents were James and Jane. He died 13/06/1945, aged 29, and is interred in Bari War Cemetery, Italy.

SOME OTHERS WHO DID NOT RETURN AND ARE NOT COMMEMORATED

CADAMY Leslie, Able Seaman, S.S. 'Togston', Merchant Navy.

Although born at Wells, Norfolk, he lived at the Dock Hotel, Queen Street, Amble. His parents Charles, a blacksmith, and Amelia still lived in Norfolk with his siblings. His ship was travelling from Blyth to London with coal when it was sunk near Cromer. He was one of eight who died 08/03/1941, aged 36, and he is commemorated at Tower Hill Memorial, London.

CARR Robert Henry, Sergeant Flight Engineer 1591621, Royal Air Force.

He lived with his parents Robert Henry, a colliery deputy, and Catherine at Centre Row, Radcliffe then Church Street, Amble with his siblings. He died of lung cancer at Westminster Hospital 10/01/1947, aged 21, and is interred in Amble West Cemetery.

ELLIOTT Thomas, Sergeant/ Air Gunner 1002912, 460 Sqdn., Royal Air Force.

His parents Richard, a carting contractor, and Mary lived at Morpeth with his siblings, but he lived with his wife, Doris May, at Amble. He was in a Lancaster bomber flying from Binbrook when he died 23/11/1943, aged 32, and is commemorated at Reichswald Forest War Cemetery, Germany.

FREW William, 332572 Private, 13th Bn., Highland Light Infantry (Glasgow)

His parents had lived in Glasgow, but his father Robert died in WWI, so he lived with his mother Lizzie and his siblings. He died 20/05/1941, aged 29, and is interred in Amble West Cemetery.

GOODFELLOW Edward, Apprentice Seaman, S.S. 'Embassage', Merchant Navy.

Born at Alnwick, his parents Luke Wetheritt, a tobacco spinner, and Eva had lived at Scott Street, Amble with his siblings. His ship was part of convoy 0-S4, going from Leith to Pepel when it was torpedoed and sunk by U-557 off Ireland. Thirty-eight men died and three survived in the water for three days before being rescued. He died 27/08/1941, aged 17, and is commemorated at Tower Hill Memorial, London.

GUY John Edward, Private 3607725, 6th Bn Border Regiment.

He lived with his parents Edward, an agricultural worker, and Agnes and his siblings at New Hall Farm Cottages before they moved to Morpeth. He died 21/06/1944, aged 26, and, after being exhumed 14/11/1944 from Asnelles Cemetery, he was interred in Bayeux War Cemetery, France.

HINE Gordon T. W., Private 4275565, 9th Bn., Royal Northumberland Fusiliers.

Born at Stannington, where he was a haulage contractor, he lived with his wife Elizabeth Jane at Newburgh Street, Amble. His parents Edward, a colliery deputy overman, and Sarah are thought to have lived at Burradon with his siblings. A prisoner of war in Myanamar, he died 24/02/1944, aged 28, of Cerebral Malaria and Cardiac Failure, and is commemorated at Singapore Memorial.

MARSHALL James Frederick, Seaman LT/X20368, H.M. Drifter 'Girl Helen', Royal Naval Reserves Patrol Service.

Born at Hull, his parents John James, a locomotive hose man, and Alice Charlotte lived at Sculcoates with his siblings. He died 06/11/1940, aged 27, and is interred in Amble West Cemetery.

MATTHEWS John Clive, Aircraftsman 1st Class 985497, 938 Balloon Sqdn., Royal Air Force.

He lived with his wife, Grace Irene, at Darlington but his parents Fred, a colliery labourer, and Mary had lived at Leazes Street, Amble with his siblings. He died at Billingham 07/05/1941 as a result of enemy action, aged 27, and is interred in Darlington West Cemetery.

MORTON David, Private 4275760, Royal Northumberland Fusiliers.

Born at North Sunderland, a brickworker, he lived with his wife, Elizabeth Janette, at Marine Road, Amble. His parents Duncan, a showman, and Louisa Mary lived at Signal Cottage, Amble. He was evacuated from Dunkirk with accidental gunshot wounds and died in hospital in Cornwall 13/07/1940. He was 23 and is interred in North Sunderland Cemetery.

ROBINSON Robert, Stewart, S.S. 'Eston', Merchant Navy.

Whilst his parents who were thought to be William, a dock labourer, and Mary are believed to have lived at Blyth then South Shields with his siblings, he lived with his wife, Janet Stephen, at Victoria Street, Amble. His ship was lost, assumed mined, off Whitley Bay 28/01/1940, whilst sailing from Hull to Blyth. Aged 40, he was one of seventeen crew who died and is commemorated at Tower Hill Memorial, London.

SHARRATT George, Trooper 316975, 107th Brigade, 5th Bn., Kings Own Royal (Lancaster) Regiment, Royal Armoured Corps.

His parents Edward George and Phoebe lived with his siblings at Widnes, Lancashire but he lived with his wife, Gladys, at Amble. He died 14/08/1944, aged 24, and, after being exhumed 22/03/1946 from Donnay, he was interred in Banneville-la-Campagne War Cemetery, France.

SMITH James Edward, Chief Engineer Officer, S.S. 'Assuan', Merchant Navy.

Whilst his parents Edward, a mariner, and Anne lived in Back Queen Street, Amble with his siblings, he lived with his wife, Elizabeth Arthur, at South Shields. His ship was capsized and sank seven miles east by south of Longstone whilst sailing from Sunderland to Stromness with coal. He was one of eight who died 17/10/1943, aged 58, and is commemorated at Tower Hill Memorial, London.

STEWART Robert Nairn Main, Leading Aircraftsman 1047393, 2890 Sqdn., Royal Air Force Regiment.

His parents George, a miner, and Elizabeth lived at Victoria Street, Amble with his siblings but he lived with his wife, Mary, at Wellwood Street, Amble. He died 19/10/1944, aged 23, and is interred in Amble West Cemetery.

SOME WHO SERVED AND RETURNED

(Much of this information lacks detail as it has come from newspaper reports.)

ADAMSON William, Private 4276526, Royal Northumberland Fusiliers.

Born in 1919, he was an apprentice bricklayer who lived at Dandsfield Place, Radcliffe with his parents Peter, a miner, and Mary and a sibling. He was a prisoner of war at Sendai between 15/02/1942 and 02/09/1945.

ALLAN Gordon, 13th Bn., Kings Own Scottish Borderers.

Born in 1906, a general labourer, he lived with his wife, Bertha, at Westfield Estate, Amble. His parents Gordon, a marine store dealer, and Joanne lived at Victoria Street, Amble with his siblings. He was in Burma for four years.

ARMSTRONG Norman, Royal Navy.

Born in 1916, he was a builder's labourer who lived with his parents John, an inshore fisherman, and Annie and his siblings at George Street, Amble. He spent four years on escort duty before transferring to Patrol services. He was **Mentioned in Dispatches** in 01/1944. His brother, John Robinson Anderson, in the Merchant Navy died aboard S.S. 'Togston'.

ASTON John Cuthbertson, Private 7th Bn., Royal Northumberland Fusiliers.

Born in 1924, he was a colliery underground machine driver who lived with his parents William, a miner, and Beatrice at Eastgarth Avenue, Amble with his siblings. He took part in the liberation of Holland in 1944.

ASTON Richard, Telegraphist, H.M.S. 'Trumpeter', Aircraft Carrier, Royal Navy.

Born in 1924, he lived with his parents John Edward, a gardener, and Lizzie Jane at 38 King Edward Street, Amble with his siblings. He enlisted 01/1942, was at Scapa Flow and took part in Russian Convoy duty for which he was awarded the **Ushakov Medal**. The convoys transported essential supplies to Russia in sub-zero temperatures whilst in grave danger from German U boats. He had been to Gibralter, Malta, Suez Canal, India, Malaga, and Singapore before being demobbed 06/1946.

HMS Trumpeter

Richard Aston and Ushakov Medal

ASTON William, Private 4391944, Green Howards.

Born in 1919, a brickworker, brother of the above, he enlisted in 1939 and was at Cherbourg, Warvaen and Ypres. He sustained a shrapnel wound to his back and was paralysed from the waist down. He was a prisoner of war at Stalag 344, Lambinowice, Poland before he was repatriated in 1946.

BAILES Edward, Second Engineer, S.S. 'Chevington', Merchant Navy.

Born in 1903, he lived with his wife Robina and family at Northumbria Terrace, Amble. His parents William, a store manager, and Annie lived with his siblings at Edwin Street, Amble.

BAKER-CRESSWELL Addison J., Captain Royal Navy.

Born in 1901, he lived at Hauxley Hall but later retired to Buddle Hall, Bamburgh with his wife Rona Eileen and family. His parents were Addison Francis, a Grenadier Guards Officer, and Idonia Fitzherbert. He had a brother who drowned in 1920 whilst serving in the Royal Navy. From his ship, H.M.S. 'Bulldog', he helped to control the sea routes supplying the British Armies in India and Burma. He was responsible for seeing that hundreds of merchant ships carrying vital supplies reached their destination safely. He commanded a force in the Atlantic in the early days of the U Boat menace, capturing an Enigma coding machine from U-110. He joined the joint intelligence staff and organised the East Indies Escort Force. Later he was appointed as organiser and trainer of all escort forces in the Atlantic operating from the Western approaches into a British seaport town. He was one of those responsible for seeing that millions of tons of vital lease lend war supplies reached Britain from America. He became Director of Naval Intelligence and was awarded a **Distinguished Service Order medal.**

BARCLAY James W., Private, Royal Northumberland Fusiliers.

Born in 1912, he was a miner and keen pigeon fancier, who had been in the Territorials for twelve years prior to the outbreak of war. He lived at Albert Street, Amble with his wife, Georgina, and their family. His father James, a labourer, who had served in WWI lived with his mother, Annie, and his siblings at Greensfield Terrace. He was reported missing 07/1940 but was actually a prisoner of war at Stalag XXA96 & XXB. His uncle, two cousins and a brother-in-law were also reported missing.

BARCLAY W., Private, Royal Northumberland Fusiliers.

Thought to be William B., born in 1924, married to Margaret and living at Back Percy Street, Amble, he had been a Territorial for four years before enlisting 04/1939. He had a variety of employment having been a miner, a sailor, and an agricultural worker. His parents George, a labourer, and Eleanor lived at Westfield Estate, Amble. He was reported missing 07/1940.

BAXTER John 'Jim' thought to be Private 4278533, Royal Northumberland Fusiliers.

Born in 1920, he lived with his parents James, a colliery stoneman, and Alice at Shilbottle with his siblings before moving to Amble. He was a prisoner of war in Malay between 15/02/1942 and 02/09/1945.

BEATY Robert, Private, Royal Northumberland Fusiliers.

Whilst an agricultural worker, he served four years as a Territorial before he enlisted 09/1939. He lived at High Street, Amble with his siblings and parents Joseph, a bakery van man, and Isabella. He was reported missing 07/1940.

BECKINGHAM Everard Miles Hill, Lieutenant, Royal Northumberland Fusiliers.

Born 1909, he lived with his parents Ernest Leonard, a ship owner, and Gertrude Mary at South Avenue, Amble with his siblings. He became a Prisoner of War in Oflag VII-B, Eichstatt, Bavaria.

BENJAFIELD George, Seaman, S.S. 'Chevington', Merchant Navy.

Thought to be born in London in 1907 he lived at the Dock Hotel on Queen Street, Amble. His parents were thought to be Charles, a glass bottle cutter, and Elizabeth who lived in London with his siblings.

BEVERLEY James, Fourth Engineer, M.V. 'Clifton Hall', Merchant Navy.

Born in 1919, he lived with his parents John Taylor, a coal trimmer, and Mary at Percy Street, Amble with his siblings. On 12/06/1942, his ship was torpedoed and sunk by a Japanese submarine in the Red Sea but he survived.

BROWN Muriel, Nurse.

Born in 1911, she lived with her parents George, a fish and chip restaurant owner, and Charlotte and siblings at Amble before they moved to Alnwick. She served in Australia and worked in the Japanese field of war.

CHAMBERS Henry Kewen thought to be Corporal 4275633, 9th Royal Northumberland Fusiliers.

Born in 1918, he lived with his parents Alex, a colliery conveyor man, and Elizabeth at Ashington with his siblings. He was a prisoner of war in Thailand between 15/02/1942 and 02/09/1945.

CHARLTON Dennis, Private 4271600, Royal Northumberland Fusiliers

Born in 1920, he lived at Ivy Street, Amble with his parents who were thought to be Edward and Margaret. He was a prisoner of war in Thailand between 15/02/1942 and 02/09/1945

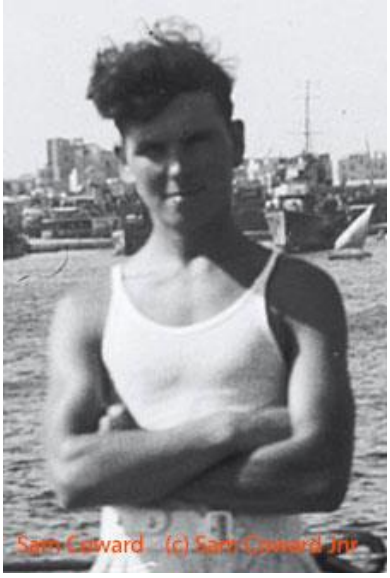
CHARLTON Richard Albert, Seaman/Fireman, Merchant Navy.

Born in 1911 he lived with his wife and family at Gordon Street, Amble and was missing at sea 10/1941.

CLARK William 'Billy', thought to be Private 4272304, Royal Northumberland Fusiliers

Born in 1921, a farm labourer, he lived with his parents William, a coal hewer, and Kate at Leazes Street, Amble with his siblings. He was a prisoner of war in Thailand between 15/02/1942 and 02/09/1945

COWARD Sam, Seaman, H.M.S. ‘Arethusa’, Royal Navy



His parents Samuel and Margaret lived at Sea View, Amble with his siblings. Born at South Shields in 1922, he wrote of his experiences aboard his ship which sailed from Greenock to the Mediterranean via Africa and Cape Horn. Whilst escorting a convoy to Malta, in November 1942, the ship was torpedoed by an Italian aircraft with the loss of one hundred and fifty-six men in the initial explosion. When the torpedo struck, the forepart and bridge were on fire, but he was standing by the port throttle. Although ordered to maintain full speed, he instinctively reduced speed, knowing from experience that if he didn’t, the ship would have gone to the bottom. When his shipmate took over the engine, he made his way up on deck, where he found heavy seas pouring over. He clung to the guard rail before climbing down into the aft engine room which was his ‘action station’. Here was the electrical power where he spent the next twelve hours rigging up emergency leads to fire and ballast pumps, extractor fans etc. The ship took three days to limp into Alexandria where a huge hole the size of a bus was discovered in the hull.

COXON J.W., Chief Officer, S.S. ‘Bondicar’, Merchant Navy.

He lived at Lawson Street, Amble and received an **MBE** for tackling a blazing chamber in his ship. The ship was loaded with high explosives when it was attacked in the Bristol Channel; the torpedo missed but the ship was twice damaged by bombs. He went below and organised fire parties and with two others kept hoses on the blaze for two hours whilst the crew removed the fuses and detonators. He held a Master’s Certificate for 23 years and had served 20 years in the Royal Navy.

CULLINGWORTH Robert, thought to be Leading Aircraftsman 638689, Royal Air Force.

Born in 1921, his parents were John William and Elizabeth. He was a prisoner of war in Osaka between 15/02/1942 and 02/09/1945.

CUTHBERTSON Magnus H., Private, 4273975, Royal Northumberland Fusiliers.

Born in 1919, he lived with his parents Thomas Waters, a labourer, and Frances H. at King Edward Street, Amble and then Links Avenue, Amble with his siblings. He became a Prisoner of War in Stalag 344, Lambinowice, Germany.

DAVIS Alexander, Gunner, Royal Navy.

Born in 1913, he lived with his parents Thomas, a stoker, and Elizabeth at High Street, Amble with his siblings- three of his brothers also served and returned but Thomas died aboard M.V. 'Empire Statesman.'

DAVIS John P., Gunner, Anti-tank Section, Royal Artillery.

Born in 1917, a bricklayer, he was a brother of the above

DAVIS Louis, Private, 1st East Yorkshire Regiment.

Born in 1915, a brother of the above, he served in Italy for seven years.

DAVIS Vincent, First Aid Helper, A.R.P. post.

Born in 1927, a brother of the above.

DAVIS William Joseph W., Leading Aircraftsman, Royal Air Force.

Born in 1912, a civil service cook, married to Anne and living in Marine Road, Amble he was a brother of the above.

DAVISON John Graham, Stewart, S.S. 'Bondicar', Merchant Navy.

Born 1915, he lived with his parents John G., a miner, and Elizabeth at Panhaven Road, Amble with a sibling.

DAVISON Robert S., thought to be Private 3322427

Born 1920, he lived with his parents John E., a colliery puller up pan man, and Isabella at First Avenue, Amble with his siblings. He was a prisoner of war in Fukuoka between 15/02/1942 and 02/09/1945

DAWSON Thomas, Private 4271603, Royal Northumberland Fusiliers.

Brother of the above, born 1918, a miner, he had been in the Territorials for three years. He was reported missing 07/1940 but was a prisoner of war in Stalag XX-B, Malbork, Poland.

DIXON Norman H., Private, Royal Northumberland Fusiliers formerly Royal Tank Corps.

A keen footballer he was in the Reserves, having served in the Royal Tank Corp, and was recalled 09/1939 whilst living with his wife and family at Gordon Street, Amble. He was posted missing 07/1940.

DIXON Peter, thought to be Driver T/131629, Royal Army Service Corps.

Born 1916, he lived with his parents John, a chimney sweep, and Elizabeth at Alnwick. He was a prisoner of war in Hiroshima between 15/02/1942 and 02/09/1945

DOBSON William, Chief Engine Room Artificer, H.M.S. Sub 'Unrivalled', Royal Navy.

Born in 1906, he served twelve years in the Royal Navy. He lived with his parents Matthew, a colliery tub weightman, and Elizabeth at Victoria Street, Amble with his siblings. He was **Mentioned in Dispatches** whilst serving in the Mediterranean.

DODDS Robert J., thought to be Private 4272439, Royal Northumberland Fusiliers.

Born in 1921, a colliery putter, he lived with his parents George, a miner, and Maud at Ivy Street, Amble with his siblings. He was a prisoner of war in Thailand between 15/02/1942 until 02/09/1945.

DOLEMAN George Shell, Fireman/ Trimmer, S.S. 'Bondicar', Merchant Navy.

Born in 1915, he was married to Eileen. His parents James (John), a miner, and Elizabeth lived at Gordon Street, Amble with his siblings. His father was lost off H.M. Drifter 'Thistle V.' 05/1941.

DOLEMAN Thomas D., Seaman, S.S. 'Bondicar', Merchant Navy.

Brother of the above, he was born in 1915.

DOUGLAS Albert Edward, Corporal 4262214, Royal Northumberland Fusiliers.

Born in 1906, he lived with his parents William Farrow, a miner who died in WWI, and Frances at Cross Row West, Radcliffe, with his siblings. He was a Prisoner of War in Germany.

DOUGLAS John Thomas, Seaman, S.S. 'Bondicar', Merchant Navy.

Born in 1903, he lived with his parents Andrew, a miner, and Isabell at Dandsfield Place, Radcliffe with his siblings.

DOUGLAS Ralph, Private, Royal Northumberland Fusiliers.

A carter, he had served nine years in the Territorials and lived at Byron Street, Amble. His father was killed in WWI. He was taken prisoner at Dunkirk and worked in a salt mine near Breslau before being repatriated 20/04/1945.

DOUGLASS George, Steward, S.S. 'Togston', Merchant Navy.

Born 1911, he lived with his wife, Wilhemina, at Windsor Terrace, Amble. His parents James, a miner hewer, and Hannah lived at Leazes Street, Amble with his siblings.

DOUGLASS Selby, Private, Royal Northumberland Fusiliers.

Born in 1906, a miner and part time builder, he lived with his wife, Elizabeth, and family at Greenfield Terrace then High Street, Amble. His parents James, a miner hewer, and Sarah lived at Cross Row East, Radcliffe with his siblings. He enlisted 09/1939 and was a prisoner of war having been captured at St. Valery-en-Caux. He was repatriated 05/05/1945.

DUNCAN William, Electric Linesman/Rigger, S.S. 'Collier', Merchant Navy.

Born 1898, he lived with his wife Margaret and family at Bede Street, Amble.

ELLIOTT James E., Gunner, Royal Artillery.

Born in 1911, a painter, he lived with his wife Sarah and family at Windsor Terrace, Amble. His parents John William, a greengrocer, and Ada lived at Central Avenue, Amble with his sibling. He served in Italy.

FLANHIGAN John, Donkeyman, S.S. 'Hauxley', Merchant Navy.

He lived with his wife, Ruth, and family at Ladbroke Street, Amble. His parents John, a miner hewer, and Jane lived at Henderson Street, Amble with his siblings.

FLANNIGAN Edward, Corporal 42672, 9th R.N.F.Comp.

Born in 1912, he lived with his wife Marian at Byron Street, Amble.

FORSTER Harry (Henry) Lamb, Lance Corporal, Royal Northumberland Fusiliers.

Born in 1907, a miner and band member, he lived with his wife Ella and family at Henderson Street, Amble. His parents, David, and Mary, lived at Centre Row, Radcliffe. He went to France in April 1940, but when helping to evacuate St. Valery in June he was taken prisoner. He escaped later that year at his tenth attempt. In 1941, whilst under heavy machine gun and artillery fire, he held his position then rescued others and was awarded the **Military Medal** for distinguished services in the field. He was the first man from the town to receive this award and on his return home, a dance was held in his honour where he was given money in a new wallet.

GARVIE Robert, Private, Royal Northumberland Fusiliers.

Born in 1918, a miner who had served in the Territorials for five years, he lived with his parents William, a miner hewer, who had fought in WWI, and Elizabeth Jane at John Street, Amble with his siblings. He was reported missing in July 1940.

GLASS Andrew, Lance Corporal, Royal Northumberland Fusiliers.

Born in 1915, a miner, he lived with his wife, Margaret, and family at Long Row South, Radcliffe. His parents William, a miner stoneman, and Elizabeth lived at Prospect Place, Amble with his siblings. He was reported missing

GRAY John Thomas, Corporal/ Bayonet Instructor, Royal Northumberland Fusiliers.

Born in 1916, a miner who had served in the Territorials for seven years, he lived with his wife, Alice, and family at the Wynd, Amble. His parents Walter, a miner hewer, and Eleanor Davidson lived at Back Henderson Street, Amble with his siblings. He was reported missing in July 1940.

GRAY Thomas E., Seaman, S.S.' Chevington', Merchant Navy.

Born in 1912, he lived with his wife, Margaret, at Hope Terrace, Amble. His parents George, a miner, and Annie lived at Henderson Street, Amble with his siblings.

GRIFFITHS Edward 'Eddie', Merchant Marine.

Born 1912, he lived with his parents John Henry, a miner, and Edith Mary at Chevington with his siblings before moving to Amble. He transported coal to the Thames and worked on the East Coast detecting Magnetic Mines. His ship was torpedoed 15/10/1940 and his legs and toes were crushed between the ship and a lifeboat.

GUSTARD Edwin Matthews, Transport Lorry Driver, 'C' Co., Royal Northumberland Fusiliers.

Born 1908, he had worked as a labourer on steamships and for a builder and was a keen cricket and football player. He lived with his parents, William Matthew and Jane Anne, at Edwin Street, Amble with his siblings. He was reported missing in July 1940.

GUTHRIE Henry, Donkeyman, S.S. 'Bondicar', Merchant Navy.

Born in 1882, his parents George, a bootmaker, and Elizabeth lived at George Street, Amble with his siblings.

HALL George, thought to be Private 4273553, Royal Northumberland Fusiliers.

Born in 1921, a wagon driver, he lived with his parents George, a miner, and Jeannie at Leazes Street, Amble with his siblings before he moved to Sea View, Amble. He was a prisoner of war at Sendai between 15/02/1942 and 02/09/1945.

HARDY John James 'Jack' thought to be Lance Corporal 4264206, Royal Northumberland Fusiliers.

Born in 1911, it is thought his parents were Andrew, a miner hewer, and Hannah Jane who lived at the Wynd, Amble with his sibling. He was a prisoner of war at Stalag IV-D, Saxony.

HARKER Thomas, Transport Driver, Royal Northumberland Fusiliers.

Born in 1903, a seaman for seventeen years and a miner, he lived with his wife and family at Henderson Street, Amble. It is thought his parents were Thomas, a miner stoneworker, and Elizabeth Hannah who lived at Acklington Street, Amble with his siblings. He enlisted 09/1939.

HEDLEY Clarence, Private 4274082, 'W' Coy., Royal Northumberland Fusiliers.

Born in 1921, a bricklayer, his parents were William, a builder's labourer, and Alice who lived at Westfield Estate, Amble with his siblings. He was a prisoner of war in Thailand between 15/02/1942 and 02/09/1945.

HEDLEY J., Royal Air Force.

He served in Bangkok, Siam, Madras and Burma; he was marooned for four months in the Sind Valley floods.

HENDERSON George, Private 4275763, Royal Northumberland Fusiliers.

Born in 1908 he was an insurance salesman who lived with his wife, Lily, at South Avenue, Amble. His parents Robert Weightman, a colliery deputy, and Mary Jane moved to North Broomhill with his siblings. He was a prisoner of war in Thailand between 15/02/1942 and 02/09/1945.

HENDERSON Robert Weightman.

Father of the above, born in 1886, a colliery deputy, he lived with his wife, Mary Jane, and family at North Broomhill. He was a prisoner of war in Japan.

HENDERSON John, Royal Air Force and Auxiliary Coastguard.

Born in 1891, he lived with his wife, Jean, and family at Leazes Street, Amble. His parents William, a fisherman, and Elizabeth lived at Henderson Street, Amble with his siblings.

HENDERSON Joseph, Fireman, S.S. 'Bondicar', Merchant Navy.

Born in 1900, brother of the above, he lived with his wife, Jane, and family at John Street, Amble.

HENDERSON Norman, Stewart, S.S. 'Togston', Merchant Navy.

Born in 1922, he lived with his parents James, a miner, and Jane at Smith Street, Amble with his siblings.

HENRY John 'Jack', thought to be born in 1905, a joiner, he is thought to have lived with his wife, Ena, at Acklington Street, Amble where his parents John Robert, a joiner, and Mary also lived with his siblings. He was a prisoner of war.

HEWITT Francis C. 'Frank', Seaman, S.S. 'Amble'., Merchant Navy.

Born in 1904 he lived with his wife, Annie, and family at Henderson Street, Amble. His parents John William and Matilda came from Norfolk.

HOGG Albert, Private, Royal Northumberland Fusiliers, possibly 4269396

Thought to be born in 1913, he was a colliery fitter and keen footballer. His parents were James and Isabella who lived at Dandsfield Square, Radcliffe with his siblings. He was reported missing but later is believed to have been found to be a prisoner of war at Stalag IX-C, Hesse.

HOPE George W.C., Bugler, Royal Northumberland Fusiliers.

Born 1913, a miner and bandsman, he lived at King Edward Street, Amble. It is thought his parents were James H. and Alice J. He was a prisoner of war at Stalag IXC, Liepzig, worked in the salt mines, and was repatriated 20/04/1945

HORN Thomas Sydney, Captain, 'Sydney Star', Blue Line.

He received an **OBE**- Civil Division for Bravery at Sea- and the **Lloyds medal** for bravery at sea. He was born at Amble in 1899 and had lived at Oswald Street, with his parents, James, a master mariner, and Christiana, and siblings. He later moved to Lesbury with his wife,

Gladys, and their family. He joined the Cadets in 1915 and became a Master for foreign going steamships in 1924. In 1938, he was Master of the Blue Star Liner 'Sydney Star' which operated out of Australia into the Mediterranean. In 1941, the ship was part of a convoy transporting troops and ammunition to Malta when it was attacked by E boats. It was shelled, torpedoed, and badly damaged but with the help of a destroyer he transferred all the four hundred and eighty-four officers and men and some crew in forty minutes without a casualty. He effused to leave and left with only a skeleton crew, he got up to full speed and with no trained gunner, organised the crew and manned four guns hoping to make port in Malta. The next day they were attacked three times by torpedo bombers and stukas but repulsed the attacks. The longer the engagement went on, the more the ship listed due to taking on water but he fought to within fifteen miles of his destination and then safely steered through the minefields into harbour.

HOUGH Horace Seddon, Leading Aircraftsman, Royal Air Force.

Born in 1918, he lived with his wife, Alice Mary, at George Street, Amble but his parents James, a labourer, and Phoebe came from Wigan, Lancs. His wife's parents lived at Dovecote Street, Amble.

JEFFERSON Jack, thought to be John S., who was born in 1921 and lived with his parents William, a coal trimmer, and Nellie at George Street, Amble with his siblings before he moved to Dovecote Street, Amble.

JOBSON James, FX 562649, **H.M.S.** 'Ameer', Escort Carrier, Fleet Air Arm, Royal Navy.

Born in 1908, he had been a bricklayer at the waterworks and an ARP stretcher bearer who lived at Acklington Road, Amble with his wife Lily who served as a nursing auxiliary.

JOHNSTON James 'Johnny', Sergeant 2928979, 22nd Independent Parachute Regiment attached 6th Airborne Div. formerly Cameron Highlanders.

Born at Berwick in 1923, he was a pathfinder for the D-Day landings and received the **Croix de Guerre.** He retired to Amble with his wife Vera who was born there.

LEWIS William, 'Bill', Private, 13069224, 216th Coy., Pioneer Corps.

Born in 1919, he lived with his parents William Gibson, a coal carter and delivery man, and Frances at Broomhill Street, Amble with his siblings. He enlisted at Bradford 08/1940 and served in Sicily before en route to Italy, his ship was mined or torpedoed. He later returned home and lived with his wife, Mary, at Henderson Street, Amble.

Bill Lewis on left

LIDDLE John William

Born in 1893 he lived with his wife, Jeannie, at the Wynd, Amble and was a grocer. He had also served in WWI enlisting in the Labour Corp in 1917 and transferring to the West Yorkshire Regiment in 1919. He was discharged in 1920, re-enlisted in the Northumberland Fusiliers in 1922 for two years and then reenlisted at the start of WW2.

LISLE Henry, Boatswain, S.S. 'Amble', Merchant Navy.

Born in 1895, he lived with his wife, Jane, at Blackwood Street, Amble then Newburgh Street. He was aboard in the North Sea with a crew of mostly Amble men when the ship was believed to hit a mine 16/12/1939. There was a terrible explosion, the seventeen-man crew took to the lifeboats and were thankfully rescued some seven hours later suffering from exposure but alive. The ship later drifted ashore badly damaged. He received minor injuries and spent a short time in hospital.

LYE Edward 'Eddie', possibly **LEE**, born 1910, his parents may have been Matthew, a dock coal trimmer, and Martha Ann who lived at Leazes Street, Amble. He was a prisoner of war.

MATTHEWS George R., Boatswain, S.S. 'Togston', Merchant Navy.

Born in 1902, he lived with his wife, Grace, and family at Gordon Street, Amble. His parents John R., a sea fireman, and Mary Ann lived with his siblings in Amble.

MATTHEWS James Edward, Seaman, S.S. 'Hauxley', Merchant Navy.

Brother of the above, born in 1905, he lived with his wife, Mary, at Leazes Street, Amble.

MAVIN William **'**Billy', H.M.S. 'Trumpeter', Aircraft Carrier, Royal Navy.

Born in 1912, he lived with his parents Joseph, a joiner, and Thomasina at Scott Street, Amble with his siblings. He enlisted 01/1942 and took part in Russian Convoy duty out of Scapa Flow. He served in Gibralter, Malta, Suez Canal, India, Malage and Singapore.

McFARLAND J., Private, Royal Northumberland Fusiliers.

A miner and keen footballer, he was reported missing.

MEEKINS Amos H., Private 4273493, Royal Northumberland Fusiliers.

Born in 1915, he lived with his parents, John Benson and Kathleen, at King Edward Street, Amble with his siblings.

MEEKINS John O., Private, Royal Northumberland Fusiliers.

Brother of the above, born in 1918, he was a miner, He was captured at St. Valery-en-Caux, was a prisoner of war in Stalag IXC, Liepzig, worked in the salt mines and was repatriated 20/04/1945.

MEEKINS John Benson, Seaman, S.S. 'Chevington', Merchant Navy.

Born in 1871, father of the above two people, he lived with his wife, Kathleen, and family at King Edward Street, Amble.

MILLER James 'Jim', Private 4274017, Royal Northumberland Fusiliers.

Born in 1918, he lived with his wife, Edna, and family at Byron Street, Amble. He was a prisoner of war at Sendai between 15/02/1942 and 02/09/1945.

MILLER Richard J., Private, Royal Northumberland Fusiliers, possibly 4268380.

An agricultural labourer, born in 1915 and brother of the above, who had been in the Territorials for four years, he lived with his wife Sarah and family at Westfield Estate, Amble. He formed part of the guard of honour at the 1937 coronation. He was reported missing 07/1940 but is believed to have been a prisoner of war in Poland.

MILLER Corporal, 43rd Sqdn., Royal Air Force- 'Fighting Cocks'

He lived at Northumbria Terrace, Amble and enlisted in 1939. He took part in the Battle of Britain and served in the Middle East, North Africa, and Italy. His father served in the Merchant Navy and two brothers served in the Royal Navy.

MITCHELL J., Private 9th Bn., Royal Northumberland Fusiliers possibly 4274219 or 4267799.

James born 1901 or Joseph born 1902, it is thought his parents were Joseph, a plumber, and Annie who lived at Percy Street, Amble and therefore brother of the man below. He was reported missing 05/1940 and then reported as a prisoner of war in either Stalag 344 or XX-A, Poland

MITCHELL Robert W., Fireman, S.S. 'Togston', Merchant Navy.

Born 1897, he lived with his parents Joseph, a plumber and Annie at Percy Street, Amble and his siblings.

MORRISON Gordon, Seaman, S.S. 'Amble', Merchant Navy.

Born in 1889, he lived with his wife, Violet, and his family at Byron Street, Amble.

MORTON Duncan Edward, Private 3322841, Black Watch.

Born in 1915, his parents Duncan and Louisa Mary lived at Signal Cottage, Amble but he lived at Marine Road before moving to Seahouses. He served in Sicily in 1943 and was awarded a Military Medal.

MOSSMAN T., Mess Room Steward, S.S. 'Bondicar', Merchant Navy.

Possibly William Thomas, born in 1888, a coal hewer, who lived with his parents Robert and Elizabeth at Wellwood Street, Amble.

NELSON William 'Bill', Lance Corporal 4274022, 9th Bn., Royal Northumberland Fusiliers.

Born in 1911, a miner, it is thought that his parents were Walter, a labourer, and Jane who lived at Victoria Street, Amble with his siblings. A prisoner of war in Japan.

NICHOL Doris M., Aircraftswoman/ Telegraphist, Women's' Auxiliary Air Force.

Born in 1914, having lived at Smith Street, Amble and previously a bus conductress, she enlisted in 1941 and went to a R.A.F. station on the North East Coast. The camp was bombed including her building, but she carried on working and was awarded the **British Empire Medal** 02/09/1942 for bravery during the air raid. She was honoured at home where she was given some money at a reception at the British Legion hut.

NICHOL J., Fireman/ Trimmer, S.S. 'Bondicar', Merchant Navy.

Born in 1902, possibly John 'Jack', he lived at Broomhill Street, Amble. His parents are thought to be William, a colliery fireman, and Jane who lived at Victoria Street, Amble with his siblings.

However, the 1939 register shows a possible surname misspelling:

NICKALLS James Sproat who was born in 1902 and lived with his wife, Minnie, and their family at Broomhill Street, Amble. His parents were Horatio, a coal trimmer, and Elizabeth who lived at Lindisfarne Road, Amble with his sibling.

OLIVER Gordon, 9th Royal Naval Force.

He was a prisoner of war at Da Lat, Indo China. It is thought he may have been born in 1924, the son of Samuel Bray, a miner stoneman, and Maria who lived at Blyth with his siblings. After the war he became landlord of the Wellwood Arms in Amble.

PARK Joseph 'Joe' thought to be Private 4272692, Royal Northumberland Fusiliers.

Born in 1921, he lived with his parents William, a miner hewer, and Jane at Broomhill Street, Amble with his siblings. He was a prisoner of war in Thailand between 15/02/1942 and 02/09/1945.

PARK Joseph 'Joe', Donkeyman, S.S. 'Amble', Merchant Navy.

Born in 1865, previously a fisherman, he had been a seaman for over fifty years and been in four collisions. He was on board in the North Sea with a crew of mostly Amble men when the ship was believed to hit a mine 16/12/1939. There was a terrible explosion, the seventeen-man crew took to the lifeboats and were thankfully rescued some seven hours later suffering from exposure but alive. The ship later drifted ashore badly damaged.

POGGI Oreste, Boatswain, S.S. 'Hauxley', Merchant Navy.

Born in 1884 in Italy, he lived with his wife, Elizabeth, and family at Newburgh Street, Amble before moving to Windsor Terrace.

PRADEY Edmond, Private, 7th Bn., 'C' Coy, Royal Northumberland Fusiliers.

A miner then a builder's labourer, he lived at Cross Row West, Radcliffe with his wife, Margaret, and family. He had been in the Territorials for eight years and in April 1940 he went to France where he was reported missing 08/1940.

PURUS R., Flying Officer, Royal Air Force.

An ambulance driver before the war, he lived at Acklington Road, Amble. Returning with a Lancaster Bomber from a daylight raid over oil storage tanks in Bordeaux 27/09/1944, his aircraft was damaged. The Flight Engineer was wounded, and the Air Bomber had a hand wound. The fire extinguisher had been set alight by flak and the temperature had blinded him. The port and starboard inner engines were out; the hydraulic speed indicator and engine controls were shot away. He jettisoned everything possible whilst over the sea to lighten the load and raise the height but couldn't get over 1000 feet. He used the emergency air pump to lower the undercarriage and with no flaps or brakes, he landed the aircraft. He hit hard, overshot, and hit a wall but everyone was safe. He was awarded the **Distinguished Flying Cross**. When he came home, he was presented with a silver cigarette case and a cigar casket.

RAMSAY Gilbert, Seaman, S.S. 'Chevington', Merchant Navy.

Born in 1887, he lived with his wife, Jessie, and family at Church Street, Amble.

RICHARDSON William 'Billy' thought to be Private 4275716 or 4275303, Royal Northumberland Fusiliers.

His parents are thought to have been William, a carter, and Ellen Isabella who lived at King Edward Street, Amble with his siblings. He was a prisoner of war at either Stalag IV-F or Stalag IV-D, Saxony.

RICHES Albert E., Private 4273849, 7th Coy., 9th Royal Northumberland Fusiliers

Born in 1923, he lived at King Edward Street, Amble with his parents, Thomas H., and Emma. He was transferred to the Middlesex Regiment early in the war and was in France on D Day. In 1944, he was part of a party of eight men in a forward position near Caen who, cut off from the main body, were forced to retreat after holding their ground against heavy German mortar fire and attacks for some days. Finally, the men gained the hill with four dead and one mortally wounded. They all received a **Military Medal** for their actions.

ROCHESTER Bruce, Private, Royal Northumberland Fusiliers.

Born in 1921, a miner and golf caddy in his spare time, he lived with his parents George, a stonemason, and Sarah at Gordon Street, Amble with his siblings. He was a prisoner of war in Stalag IXC, Liepzig and worked in the salt mines before returning in April 1945.

ROCHESTER George, Lance Corporal 4273341, 6th Bn., 'Y' Coy., Royal Northumberland Fusiliers.

Born in 1921, brother of the above, he enlisted in Amble in May 1939 and became a machine gunner. He was a prisoner of war in Singapore between 15/02/1942 and 02/09/1945 before being discharged in May 1946.

ROWELL Basil, Driver 4273497, 9th then 7th Bn., Royal Northumberland Fusiliers.

Born in 1920, he lived with his parents George, a plumber, and Elsie at Queen Street, Amble with his siblings. He enlisted in March 1939 but became a prisoner of war in Bab 20, Poland in June 1940. He was repatriated in 1945.

RUTHERFORD James, Fireman, S.S. 'Hauxley', Merchant Navy.

Born in 1893, he lived at King Edward Street, Amble with his wife, Dorothy, and family. His father George Robert died, his mother Mary Ann remarried, and they all lived at Gloster Terrace with his siblings and her family.

SAYERS George Stanley, Seaman, S.S. 'Chevington', Merchant Marine.

Born in Sunderland in 1900, he lived with his wife, Frances, at Queen Street, Amble. His parents George, a miner stoneman, and Elizabeth lived at South Shields with his siblings.

SHADFORTH Robert, Fireman/ Trimmer, S.S. 'Bondicar', Merchant Seaman.

Born in 1877, he lived with his wife, Margaret Jane, at Ladbroke Street, Amble.

SHERWIN (SHEWEN) James Andrew, Second Mate, S.S. 'Amble', Merchant Navy.

Born in South Shields in 1897, his parents were James Andrew, a Tyne Waterman, and Elizabeth Ann who still lived there with his siblings. He had been aboard a minesweeper in WWI which was torpedoed but all hands were saved. After serving in WWI, he lived with his wife, Laura, at Northumbria Terrace, Amble. He was aboard in the North Sea with a crew of mostly Amble men when the ship was believed to hit a mine 16/12/1939. There was a terrible explosion, the seventeen-man crew abandoned ship, took to the lifeboats, and were thankfully rescued some seven hours later suffering from exposure but alive. The ship later drifted ashore badly damaged.

SHIELDS William Conway, First Mate, S.S. 'Togston', Merchant Navy.

Born in Newcastle in 1907, he lived with his wife, Annie, at Gordon Street, Amble. His parents William, a house painter, and Susannah lived at Newcastle.

SHOTTON John, Private 4278485, Royal Northumberland Fusiliers.

Born in 1920, he lived with his parents Thomas, a shepherd, and Agnes at Acklington with his siblings. He later married Thomasina and moved to Church Street, Amble. He was a prisoner of war at Nagoya between 15/02/1942 and 02/09/1945.

SINEY James 'Jim', thought to be Aircraftsman 1st Class 1041913, Royal Air Force.

He was a prisoner of war in Malaya between 15/02/1942 and 02/09/1945 and was only five stone and four pounds when he was repatriated.

STANLEY Arthur, Private Royal Northumberland Fusiliers.

Born in 1918, a lorry driver who lived at Gordon Street, Amble, he was reported missing in July 1940.

STANLEY Reginald Cuthbert, Private 4274037, Royal Northumberland Fusiliers.

Born in 1921, he lived with his mother, Lillie, at King Edward Street, Amble. He was a prisoner of war in Thailand between 15/02/1942 and 02/09/1945.

STONE Stephen William, Cook/ Steward, S.S. 'Hauxley', Merchant Navy.

Born in Gateshead in 1905, he had lived with his parents Stephen, a labourer, and Margaret at Percy Street, Amble with his siblings. He married Elizabeth (Gertrude) and moved to Windsor Terrace, Amble with their family.

STEWART Christopher, Seaman.

Born in 1910, his parents were Christopher March, a miner, and Mary Ann who lived at Leazes Street, Amble with his siblings. He married Mary and lived in Gordon Street, Amble with their family.

STEWART Henry, Seaman, S.S,' Chevington', Merchant Navy.

Born in 1912, he lived with his wife- possibly Lillian- at King Edward Street, Amble.

STEWART John W., Seaman, S.S. 'Togston', Merchant Navy.

Born in 1901, he lived at Edwin Street with his wife, Edith, and their family. His parents Robert Dawson, a miner, and Jemima lived at Church Street, Amble with his siblings

STRAKER Alwyn, Coldstream Guards.

Born in 1926, he lived with his parents Oscar Thomas, a gas works manager, and Hilda Pretoria at the Wynd, Amble with his siblings.

STRAKER John 'Jack', Royal Navy.

Born in 1923, brother of the above.

STRAKER Gerald 'Jerry', Armed Forces.

Born in 1931, brother of the above.

STRAKER Charles or William, Armed Forces.

Born in 1914 or 1929, he lived with his parents Charles, a sea fireman, and Ellen at Scott Street, Amble with his siblings. He was at Dunkirk and was discharged due to exposure.

STRAKER William or Charles, Royal Air Force.

Born in 1914 or 1929, brother of the above.

STRAKER Kathleen or Elizabeth, Women's Auxiliary Air Force.

Born in 1925 or 1927, sister of the above.

STRAKER Oscar Thomas, Private, Royal Northumberland Fusiliers.

Born 1919, he lived with his parents James Henry, a miner rolleyman, and Mary E., and siblings at Amble then at Alnwick. He was a prisoner of war in Japan between 15/02/1942 and 02/09/1945.

TAIT Thomas Dixon, Private, Royal Northumberland Fusiliers.

Born in 1918, he had served in the Territorials for five years whilst living with his parents Alexander, a miner hewer, and Agnes at Dandsfield Place, Radcliffe with his siblings. He was transferred to the Gordon Highlanders before embarking abroad. He became a Prisoner of War in July 1940 at Stalag XXA, Gepruft 26.

TEMPLE Peter, Air Gunner, Royal Air Force.

Born in 1913, he had lived with his parents George, a miner, and Margaret Helen and his siblings at Red Row before moving to Fifth Avenue. He was awarded the **Distinguished Flying Cross** for exceptional bravery as an Air Gunner 05/01/1945. He completed thirty-one operations over enemy territory; after 45 completed operations he became an instructor in March 1945. After that he completed another 22 raids before discharge. He was in the first Pathfinder crew to fly from Britain and remained with them. All these men were volunteers. He flew to Cologne, France, Italy, the Low Countries and Germany before being commissioned in 1944.

THOMPSON Frederick, Fireman, S.S. 'Togston', Merchant Navy.

Born in 1896, he lived with his wife, Edna, at Lindisfarne Road, Amble. His parents were Thomas and Annie who lived at Radcliffe.

THOMPSON J.G., Private, Royal Northumberland Fusiliers.

Formerly a caddie to the ducal family at Foxton Golf Course, Alnmouth, he was reported missing. He lived at Lime Street, Amble and enlisted in 1913, but went to France in April 1914. His father was killed in WWI and his grandfather was a retired sergeant.

THOMPSON Thomas, Second Engineer, S.S. 'Hauxley', Merchant Navy.

Born in 1914, he lived with his sibling at Eastgarth Avenue, Amble with his parents Joseph V.B., a cinema operator, and Eleanor Alice.

TWEDDLE Robert, Leading Aircraftsman, 548979 Royal Air Force.

Born in 1917, he lived with his parents Ralph, a miner hewer, and Dorothy at Leslie Row, Radcliffe. A miner and keen sportsman, he played in Amble and Radcliffe Silver Model Band and was often heard playing the Last Post and Reveille at the Radcliffe Remembrance Parades. He had been in the R. A. F. for three years and had served in the Middle East for

sixteen months before being reported missing in the evacuation of Crete, July 1941, but in September he was reported a prisoner of war in Stalag XVIII. He had a brother who served in the armed forces and another, in the Royal Navy, served on a ship which was sunk.

WAKE Albert E., Despatch Rider, Royal Northumberland Fusiliers.

Born in 1919, he had been a miner and served in the territorials for three years and lived at Long Row, Radcliffe. His parents were John Cuthbertson, a miner hewer, and Annie of Gordon Street, Amble. He went to France in April 1940 and was reported missing in that July.

WALLACE John, Private 4273575, Y Coy., Royal Northumberland Fusiliers.

Born in 1920, a bricklayer, he lived with his parents John, a miner hewer, and Alice at Broomhill Street, Amble with his siblings. He was a prisoner of war in Sendai between 15/02/1942 and 02/09/1945.

WARDROPE Sydney, Lance Corporal, Royal Northumberland Fusiliers.

Born in 1919, a miner and keen cricketer, he lived at Dandsfield Place, Radcliffe. His parents Stephen, who died in WWI, and Barbara lived at Hauxley with his siblings. He was reported missing in July 1940. He had a brother who was in the Royal Hussars and served five years in India and Palestine; another brother was in the Lancers and served four years in India and the U.K.

WHITE Jim thought to be Private 6847858, Royal Northumberland Fusiliers.

Possibly James Boyd Stephen, a colliery mechanic, born in 1903 who lived at the Wynd, Amble or James Stuart born in 1903 and living at Long Row South, Radcliffe. He was a prisoner of war in Stalag XX-B, Poland.

WHITE Thomas A., Second Mate, S.S. ‘Hauxley’, Merchant Navy.

Born in 1902 he lived at North View with his wife, Beatrice, and their family.

WHITE William, Private, Royal Northumberland Fusiliers.

Thought to have been born in 1915, a miner and keen pigeon fancier, it is thought his parents were James, a labourer, and Agnes who lived at Ladbroke Street, Amble. He was reported missing in July 1940. He had two brothers who served and were in the evacuation at Dunkirk.

WILSON David

He was a prisoner of war.

WINTER Joseph W., Fireman, S.S. ‘Hauxley’, Merchant Navy.

Born in 1890, he lived at Leazes Street, Amble with his wife, Emma, and their family.

WINTER Joseph W., Fireman, S.S. ‘Hauxley’, Merchant Navy.

Son of the above, he was born in 1917.

WOOD Joseph, Royal Navy.

Thought to have been born in 1902, he is thought to have lived with his wife Margaret and their family at Cliff House, Amble. He was an Auxiliary Coastguard who suffered mortar shell wounds. He was discharged 06/1942 with stomach problems.

WOODCOCK Bart.

He was a prisoner of war.

WRIGHT R. Ainsley (Aynsley), Signaller, Royal Warwickshire Regiment.

Born in Amble, he was a draughtsman whose parents Thomas R. and Dorothea lived in Coventry. His grandparents Ralph and Nora Aynsley lived in Amble. He was reported missing in Flanders in July 1940.

YOUNG Edward, Seaman, S.S. 'Bondicar', Merchant Navy.

Born in 1902 he lived at Newburgh Street, Amble with his wife Gladys and family.

YOUNG J., Chief Yeoman of Signals, H.M.S. 'Savage', Royal Navy.

Possibly John William, born 1912, it is thought his parents were Thomas, a miner hewer, and Nellie who lived at Bridge Street, Amble with his siblings. He received the **DSM** for his part in the sinking of the German Battleship 'Schurnhorst.' He was on board 'Savage' which led the attack and crippled her for the final destruction by H.M.S. 'Jamaica.' He joined when 16 and travelled to many parts of the world. He was **Mentioned in Dispatches** for his part in the evacuation of Dunkirk where his minesweeper made six trips. He also held the **Palestine medal.** Whilst in Russia in 1942 he took part in torpedoing 'Ledia' which was sunk in northern waters.

POSTSCRIPT

Unfortunately, due to the COVID-19 19 restrictions, the proposed board to commemorate the Coquet Mouth tragedy will not be installed this year- 2020- but it is hoped it will still go ahead in the near future.

Discussions about this, led to the idea that being a port town Amble should have a Seafarers Memorial which would be

'For Those in Peril on the Sea'

With heartfelt gratitude for those who help everyone in times of conflict,
hardship and danger despite the perils they face and
the ultimate sacrifice they may be called to make.

Just as for the Amble Clock Tower Memorial, this will be made possible by donations from our wonderful caring community. Warkworth Harbour Commissioners agreed to give one of the original bollards from the old pier; Hindhaugh Homes gave the two anchors which had been outside the Marina Arms building at the bottom of the Wynd. Amble Boat Co. Ltd offered to move them and find a place in the yard where they could be refurbished and assembled to see the shape they might form and then kindly donated the rust inhibitor and chain needed. Sample Building Services drafted the structure layout, shot blasted the anchors, dug the area, laid the concrete, stone and blocks; Willie Gibson paid for the base and provided manual labour. John Bartlett gave some welding materials and manual help; Davey Buddle carried out the welding work. N. & F. Young provided the paint; Craig and Maggie Weir painted as did Michael and Helen Lewis who also donated the plaques. Amble Town Council agreed to the use of an area in the Memorial Gardens and paid for all the relevant permissions required to site it there. It is still hoped to have this in place before the end of this year.

APPENDIX:

Blacksmith's Striker: Employed to assist the blacksmith making all the metal items needed by the mine. The blacksmith would heat the iron then hold it over the anvil for the striker to hit it a heavy blow with a sledgehammer. A very heavy job requiring a strong man.

Coal Hewer- a man who cuts coal, with a pick, extracting it from the coal face**.** Whether the seam is so thin that he can hardly creep into it on hands and knees, or whether it be thick enough for him to stand upright, he is the responsible workman who loosens the coal from the bed.

Coal Putter: This job was to transport the coal from the coal face to the bottom of the mine shaft usually using tubs which were pushed along rails or pulled by pit ponies

Coal Screener: Men who pass the coals over the conveyor belts into the waggons, and take stones, slates, brasses etc. out.

Coal Shifter- a man who labours underground helping the wasteman who clears away the waste of old workings, falls of stone or obstructions.

Coal Teemer/Trimmer- a man who spreads the coal in the wagons or carriages in which it is conveyed along a railway either in the mine or from the railway to the ship's hold. When coals from waggons are dropped into the hold of a vessel, they produce a conical heap which would soon block up the opening or destabilise the vessel. To prevent this, sheets of iron are laid upon the cone as it rises which cause the coals to slide off in all directions; these are placed by men, called trimmers, who with shovels and rakes still further distribute the coal, or trim the cargo.

Colliery Banksman- a man who works at the pit head to dispatch the coals and organise the workforce. He is in charge of loading and unloading the cage, taking the full tubs out and replacing them with empty ones. He signals when to let men up or down the mine.

Colliery Fireman- There are two definitions: His job was to make sure the workings were safe from firedamp. He would be wrapped in wet rags and had a candle or something that was alight on the end of a long pole, which he would thrust into probable gas pockets, thus igniting the firedamp. Or a shotfirer who placed the explosives in the face to break the formation so coal could be extracted.

Colliery Stoneman- responsible for shifting stone from the coal.

Colliery Winding Engineman- a man operating the winding gear and engine which raises and lowers the cage

Conveyorman- responsible for the supervision and maintenance of the rubber conveyor belt which carried the loose coal to be put into tubs further back in the mine. Many men were injured cleaning out dust underneath whilst the belt was still going.

Deputy Overman- a man who sets props, lays tramways, checks the ventilation and all the safety aspects for the men working below ground. He keeps account of all that happens on the shift he oversees.

Donkeyman: This is the crew member whose job it is to deal with the operation and maintenance of any and all assorted machinery other than the ship's main engines. While other information says his duties would include assisting with the main engines. While at sea, donkey engines could be used to operate the anchor windlass and bilge pumps. He could also be called on to perform the duties of Fireman or Greaser and it was not unusual for the Donkeyman to do watch duties. A 'Jack of All Trades' as one might say. On some ships the "Donkey engine/boiler" could be used to supply emergency propulsion. Running steam engines was a dangerous job and that is where his real knowledge and skills was of great importance, even though there was down time while at sea.

Engine wright: A person employed to build, maintain, or repair steam engines Harbour Pilot: A boat pilot with specialised knowledge of the particular port. He guides large ships into the port through the deeper water channel avoiding the shallower flats.

Foc'sle- the area where sailors sleep and congregate while off duty. It is located in the forward part of the ship, also called the bow, and in front of the main mast.

Glass Bottle Cutter- a person employed in the bottle making trade to ensure clean cuts.

Harbour (Trinity House) pilot- a man with specialised knowledge of a harbour. He directed larger ships into port using the deeper water channels so avoiding the shallow flats where they would run aground.

Heapkeeper: Person employed outside to store up the extracted coal dust into heaps- piles.

Jobmaster- a man who ran livery stables and supplied horses, carriages, and drivers for hire.

Lighterman- a man who operated a lighter, a type of flat bottomed boat, often unpowered. He had detailed knowledge of the tides affecting a harbour and the strength and skill to help manoeuvre huge barges into place.

Puller up Pan Man- in some places, men were needed to pull the tubs up an incline or to a point where there was mechanical means to get them out of the mine.

Rolleywayman: He kept the rolleyway- a path high enough for a horse to walk along with the tubs of coal- in good repair so that no time was lost in getting the waggons in and out.

Sea Fireman- on steamships, the person responsible for ensuring the boilers were fuelled. Also, in larger ports a man employed on a specific boat used to fight fires on board other vessels.

Staithes- wooden structures which supported the railway lines bringing the coal trucks down onto the harbour to be emptied into ship's holds for transportation.

Stoker- the man who fed the fuel into the boiler to keep the trains running along the tracks to the disposal point.

Stonemason- responsible for laying bricks or blocks to specification for shoring up or tracks; he also removed large stones from the hewn coal.

Trapper: Usually boys around 8-11 years who operated the ventilation flaps at different parts of the mine. They worked up to eighteen hours a day from 2a.m., in solitude and darkness

until someone passed with tubs of coal. Occasionally men who were no longer fully fit to work in the mines were employed on this very poorly paid job.

Tub Weightman- the person who checked the tubs were filled to the correct weight- some men were paid bonuses for the amount of coal extracted before standardised wages were introduced.

Watchman- a man who kept guard over buildings/ properties especially at night, to deter vandalism and theft.

Crew List/Agreement Starting 16th July 1940

'And it is also agreed that …….in addition to various clauses of the National Maritime Board – crew shall work, coal, cargo, ballast or bunkers where and when required in the interests of the state. The Sailors, Firemen & Donkeymen shall mutually assist each other in various duties of the ship and in defence of the ship by attending and manning armaments, hoses etc., as required by circumstances, also attending Gun Drills as required.'

Commons statement after the attack on the Sydney Star

The episode led to a debate in the House of Commons about the treatment of merchant seamen who were regarded as civilians and therefore safe in conflict. The Admiral of the Fleet thought this a false idea and that merchant seamen should be regarded as fighting men.

Grateful thanks to Andrew Mounsey for the use of some of his wonderful photographs included here: www.andrewmounsey.com