



**The Church Lads' & Church Girls' Brigade
Northern Ireland**

Deeds, Dramatic and Daring



VE DAY



VJ DAY

Men from Northern Ireland Killed in World War Two

Deeds, Dramatic and Daring

Happy 75th Anniversary to the CLCGB Ulster Regiment.

With all the virus restrictions in place, activity in the Church Lads' and Church Girls' Brigade has been severely curtailed. This autumn, the CLCGB Ulster Regiment should have celebrated its 75th Anniversary but for obvious reasons is now unable. The first Brigade companies opened in the Church of Ireland in 1893 and were organised on a diocesan basis, until 1945, when all the Ulster companies were gathered together into one formation; the aforementioned Ulster Regiment.

I was asked to write something to mark the occasion. In 2020, there are also the 75th Anniversaries for VE Day and VJ Day and I thought what better way to mark all the Anniversaries by telling you about the brave CLB men from Northern Ireland who gave their lives in the defence of our freedoms.

Hundreds of men served in all areas of the war effort – Army, Royal Navy, Royal Air Force and Merchant Marine. Thankfully the losses of CLB men in World War Two, 26 men, did not match the dreadful losses in the Great War, at least 155 men. Their deeds of courage are dramatic and daring. I dare you to read this without being moved.

Note – where the age is not given, it is not known.

Written by Johnny Conn, a Staff Officer in the CLCGB NI. June 2020.

My interest in war history began when I started to research my father's contribution to the war effort. I was staggered to find out what lengths ordinary men had to go through. I found that my father, Cecil, was one of thousands of men who left the River Clyde in a convoy of ships to travel around the west coast of Ireland, stop off at Sierra Leone, West Africa, before travelling on to South Africa for a short stop.

From there, he sailed to Bombay, now Mumbai, India, and onwards up the Persian Gulf to Iraq. Following training exercises at Kirkuk, he travelled another 3,000 miles across North Africa to take part in the latter stages of the Desert Campaign.

After further training in beach landings near Tripoli, Libya, he was taken across the Mediterranean and was involved in the landings at Salerno and Anzio, Italy. At Anzio, he became a prisoner of war and spent the next fourteen months in POW Camps.

Cecil Conn was a proud old boy of the 44th Belfast BB Company (Christ Church, Belfast).

The Royal Navy

Able Seaman Joseph Cooper (left), who played rugby for Ulster, served aboard the minesweeper HMS Sphinx. On the morning of 2nd February 1940, a flotilla of ships was minesweeping in the Moray Firth, when the Sphinx was hit by a bomb from a German aircraft which crippled the ship. She was taken under tow but in rough seas she capsized and more than half the crew were lost. (See Appendix 1)

A crewman on a rescue ship remembers the gallant efforts of men, in conditions as bad as could be imagined, going over the side on bowlines to fasten ropes to the men in the sea. He recalls a terrifying night of horror as those who could not be rescued drifted away into the night. For days the bodies of these sailors were found washed up on the shore. Joseph was 24 years old. (St Elizabeth's, Dundonald)



Leading Stoker George Williamson (centre) was killed on 10th December 1941, aged 22. Three days after the attack on Pearl Harbour, he was on board the battlecruiser HMS Repulse when it was sunk by a Japanese attack in the South China Sea. In November 1941, Repulse was assigned to Force Z to deter Japanese aggression against British possessions in the Far East but along with HMS Prince of Wales was sunk while attempting to intercept landings in British Malaya. Repulse was attacked several times, in the first attack being hit by a bomb. In ensuing attacks, she managed to avoid 19 torpedoes and many bombs. In the last attack, she was hit by several torpedoes, listed to port and capsized with the loss of 508 crew. (Carnmoney, Newtownabbey)

Albert (Bertie) Hurlock (right) joined the Navy in 1938 and served on submarines from 1941. The HMS Olympus had seen some action before Hurlock joined the crew, having been bombed while in dock in Malta in July 1940, and bombed again in July 1941. On the 8th July 1942, the Olympus met her final fate when she was mined and sunk shortly after leaving Malta for Gibraltar. Of the 98 personnel on board, only 9 survived, and they had to swim 7 miles back to the island. Bertie was aged 21. (Seago, Portadown)

Leading Supply Assistant J Ewart Beckett was killed on 15th November 1942, aged 21. Ewart was on board the escort carrier HMS Avenger when it left Gibraltar the previous night to return to Britain after work had been completed on her engines. At 3.20am the ship was attacked by U-boat U-155, was hit by a single torpedo and sank with the loss of 516 men. Only twelve members of the crew were rescued. Ewart is buried in Dundonald Cemetery. (St Elizabeth's, Dundonald)



Able Seaman Stafford McKeown was posthumously Mentioned in Despatches after participating in one of the most daring raids of the war. Operation Chariot involved 611 men in an attack on the huge dry dock at St Nazaire on the west coast of France. It entailed crashing an obsolete warship, HMS Campbeltown, into the dock gates laden with delayed explosives, to prevent the huge German battleships like the Tirpitz, sister ship of the Bismark, from undergoing repairs.

HMS Campbeltown and eighteen other smaller gun boats, torpedo boats and motor launches, crossed the English Channel under German Colours turning into the Loire Estuary for the run on the dock gates. By the time the Germans realised, it was too late, and the Campbeltown was rammed at full speed into the dock. However, the smaller craft, many there to bring the attackers home, were hit hard by the German defences. Motor Launch ML262, a small high-speed vessel, had half its men killed on the run in to the dock, including Stafford McKeown, who had only been married two weeks previously. He was killed on 28th March 1942, aged 21. (St Michael's, Belfast)

Of the 611 men on the St Nazaire Raid only 228 returned home, 169 were killed and 215 became prisoners of war. There were 89 awards given for many acts of bravery, including five Victoria Crosses. When the delayed explosives blew, the dry dock was put out of service for the rest of the war. This raid has been the subject of movies and documentaries.

The Army



Fusilier John Waddell was a regular soldier in the 1st Bn Royal Inniskilling Fusiliers which formed part of the 1st Burma Division that was sent to Burma in 1942 to halt the progress of the Japanese Army through South East Asia. Up against a superior enemy, the British and Indian troops were unable to hold back the tide and were forced to retreat. To deny the Japanese the rich oil supplies, the British reached the wells at Yenangaung on 17th April to find that they had already been destroyed by Chinese Forces.

The Division found itself encircled and the following day made an effort to break through the Japanese positions and make for India. In close fighting there were many casualties, and it was here that John Waddell was killed, 18th April 1942. Following a gruelling journey through the jungle, the remnants of the Battalion arrived in India, on 11th June. Some reports of the treatment of prisoners meted out by their Japanese captors make for very distressing reading. Along with 27,000 others, John is commemorated on the Rangoon Memorial. (St Michael's, Belfast)

Gunner William Stanfield, 107th Regiment, Royal Horse Artillery, was killed on 27th May 1942, aged 22, during the Battle of Gazala, west of Tobruk, which began the day before. The German and Italian Forces caught the British Forces by surprise in a flanking movement and pushed the British 8th Army back into Egypt. It was up to units like the 107th Regiment to provide a rear-guard action to cover the retreat of the British Army and this unit was destroyed almost to a man. Rommel's advance was checked at the first battle of El Alamein, giving the Allied Forces time to reorganise and eventually defeat their enemy in North Africa. William was 22 years old. (Seagoe, Portadown)



Lt William (Billy) Moore served in 126 Heavy Anti-Aircraft Regiment, Royal Artillery. The initial role of many artillery units was to defend the RAF airfields in south east England, then after the Battle of Britain was won, the units formed searchlight belts protecting the major urban areas and their important factories. 126 HAA Regiment, as part of the 40th Anti-Aircraft Brigade, was assigned to the Midlands and it is thought that Billy was badly injured while stationed at Nottingham. He died in a military hospital in Belfast on 24th September 1943, aged 27. (St Colman's, Dunmurry)

Billy was a keen sportsman and was captain of a Dunmurry Hockey Club team. The Sunday after his funeral there was a memorial service in St Colman's Church where Rev R C Ellis paid tribute, describing Billy as *sincere in all his work, both as a Sunday School teacher and also as Captain of their company of the Church Lads' Brigade.*

Rifleman Derek Best was fighting with the 38th (Irish) Brigade, composed of Irish line infantry regiments, in North Africa and then Sicily. In September 1943, the Allies invaded the Italian mainland in order to draw German troops away from the Russian front and from France. The 38th Brigade spearheaded the 8th Army's advance northwards and it was tough going, the men involved in a lot of front-line action over a period of two months before being relieved by the 1st Canadian Infantry Division.

Derek died on 2nd December, aged 21, one of seven men of the London Irish Rifles to be killed on the same day fighting in the Adriatic Sector. More than 300 men died with the LIR during their battles in Tunisia, Sicily and mainland Italy. Rfn Best is buried in the Sango River War Cemetery, which contains 2,617 war dead. (Christ Church, Lisburn)

Private William John Creaney was in the Royal Ulster Rifles, 1st Airborne Division. William was one of 16 parachutists of the Special Air Service Regiment engaged on a Special Operations Executive (SOE) duty being dropped into enemy occupied territory near the Morval Mountains in France to provide ammunition to supply local Resistance fighters in their efforts to undermine the Nazi response to the forthcoming Allied Invasion.



From 620 Squadron, the Short Stirling LJ850, known as *Yorkshire Rose*, was one of three Stirlings that took off from RAF Fairford, Gloucestershire, on the night of the 17th June 1944 and was never seen again. It was a foggy night and believed that the aeroplane came down in a ball of flames in the English Channel. Until the Falklands War, the crash represented the worst loss of life for the SAS in an operation. William was 22. (St Aidan's, Belfast)

In 2015, an aviation archaeologist found wreckage that proved to be the final resting place of LJ850 and her 23 men. Permission was sought to excavate the area but the French authorities refused the request stating that the site was a war grave. The families of the dead men, however, are keen for the excavation to go ahead as they feel it is only right that they be given a decent military burial. Five years later and the situation remains unresolved.



Lt Denis Smallman, 7th Bn South Staffordshire Regiment, was killed on 8th July 1944, aged 26. Lt Smallman's Battalion formed part of the 59th (Staffordshire) Division which was sent to France a few weeks after the D-Day landings. Caen had been a D-Day objective and the Division took part in Operation Charnwood, 7th to 9th July, to wrest the City from German hands. The Division casualty lists were so heavy after Caen, 239 dead, 1,090 wounded, and the ensuing battle for the Orne bridgehead, that there were insufficient reinforcements to preserve the Battalion as a fighting unit, its surviving members transferred to other formations. Prior

to the outbreak of war, Denis was the Officer Commanding the Holy Trinity (St Bride's) CLB Company, north Belfast, and took an interest in other church matters.

Guardsman William Simpson enlisted in 1942 when 18 years old. He served with the 3rd Bn Irish Guards and landed in France in June 1944 to fight in the Normandy Campaign. On 29th August, the Guards Division advanced into Belgium towards Brussels which was liberated on 3rd September. Then they pushed on into north east Belgium in the face of stiffening resistance. On 7th September, the Guards took over the bridgehead on the Albert Canal at Beringen, and it was here that, due to enemy shelling, William was killed. He was 20. William was brother to George Simpson of Bomber Command who was killed on a raid in October 1943, whose story can be found in the RAF section. (Seagoe, Portadown)



Samuel R Ritchie joined the Royal Inniskilling Fusiliers in October 1940 and fought in the deserts of North Africa. He was commissioned as an Officer and then transferred to the 7th Bn Seaforth Highlanders, which was part of the 46th Infantry Brigade, 15th (Scottish) Division. A short time after D-Day, the 15th Division was also involved in the fighting in Normandy, in Operation Charnwood, to take Caen from the Germans. There was a huge military bombardment followed by an assault but eventually Caen was taken, the Division moving on into north west Europe. The Division crossed the River Rhine on 24th March 1945 and captured Mehr but there was a strong counter attack by German paratroops. Sam was killed on the 25th March, aged 24. He is buried in the village of Mehr on the east bank of the Rhine. (Willowfield, Belfast)





Private Edmund (Teddy) Daggart, Royal Army Medical Corps, died in Woolaston Hospital, Newport, Wales, on 4th March 1940, aged 21. He is buried in Dundonald Cemetery. Cause of death is unknown. Before the War, Teddy was the Quartermaster of No 5 Detachment British Red Cross Society in Belfast. (St Michael's, Belfast)

Gunner George Pentland (left), Royal Artillery, died on 20th September 1942, aged 26. George served with Headquarters Company of II Corps and died as a result of an accident while based in England. He is buried in the Old Ground Section of Seagoe Cemetery. (Seagoe, Portadown)

Two former Commanding Officers of the Church Lads' Brigade in Northern Ireland had sons serving with the Armed Forces in WW2. **2nd Lt Arthur Balfour Bradshaw**, Royal Corps of Signals Parachute Unit, 1st Airborne, was killed on active service on 14th July 1944, aged 21. Arthur was son of Rev J B Bradshaw, formerly of Aghalee Parish and All Saints, Belfast, who was CO of the CLB in the late 1920s. Rev Bradshaw had died in March the previous year.

Captain Albert Fryer, MM, was Commanding Officer of the Church Lads' Brigade in the mid 1930s and his son, Jack, was with the Parachute Regiment. **Sgt Jack Fryer** was with the 1st Army in Sicily, then Italy, before being wounded and being taken as a POW in October 1944. Jack was a keen member of the Lambeg Jubilee CLB Company.



Armstrong Whitworth Whitley Bomber

The Royal Air Force

As a member of 233 Squadron, Sgt Samuel Morgan flew maritime reconnaissance sweeps across the North Sea out of RAF Leuchars in Scotland. Following the German occupation of Norway, Coastal Command were forced to increase patrols along the Norwegian coast and the Lockheed Hudson was one of a few aeroplanes to have sufficient range. On the night 31st July 1940, Hudson N7224, flown by Australian Pilot Officer James Horan, was shot down on a sortie to Kristianland (south Norway) by a Messerschmitt Bf109; the whole crew including PO Paton, Sgt Cameron and Sgt Morgan were killed. Samuel was aged 21. (St Colman's, Dunmurry)

Sgt Robert Richardson, RAF Volunteer Reserve, was a gunner with 10 Squadron, or *Shiny 10* as it was known. It was the first unit to be equipped with the Armstrong Whitworth Whitley Mark V Bomber, the precursor to the more famous Avro Lancaster, and was used in the first night raids over Germany and Italy. On the night of the 10/11th May 1941, Whitley P5048 took off from RAF Leeming at 2225 hours for a sortie over Hamburg. It was last heard from in a message at 0223 hours reporting that the target had been attacked. On the return home it was shot down by a Messerschmitt Bf110 and crashed near Witzwort with all crew lost. Bobby was 28. He is buried at the Kiel War Cemetery. (Carnmoney, Newtownabbey)



Bobby was a keen musician and promising hockey player, and obtained two certificates from the Royal Humane Society for life-saving. His father presented Ulster Hockey with a cup in his memory and U-15 school boys compete for *The Richardson Cup* annually.

Sgt Richard Major, 58 Squadron, flew with Bomber Command from 1940 until April 1942 when 58 became an anti-submarine squadron under the control of Coastal Command. The Squadron flew the Armstrong Whitworth Whitley changing to the Handley Page Halifax GR Mark II in December 1942. Anti-submarine patrols recommenced in February 1943 and continued until October 1944.

While out on patrol over the Bay of Biscay, at 1548 hours on 15th August 1943, Halifax HR745 came under attack from five Luftwaffe Junkers JU88 fighter planes. The crew of the Halifax had no chance against such odds and the plane went down and all seven crew members were killed. Richard was 28 years old. (Seagoe, Portadown)

Sgt Vernon Green flew with 77 Squadron. Halifax BB238 took off from RAF Elvington just after 8pm on 23rd/24th August 1943 for a night raid over Berlin. The flak and fighter defences for Berlin were formidable and on this raid Bomber Command lost 56 of the 727 aircraft sent on this operation. BB238 was attacked by a Junkers JU88, broke in two and crashed at Görzke, south west of the target. Sgt Green was found dead hanging partly out of his rear turret, his parachute open but his foot trapped in the turret. Two of the crew survived and became POWs; the four who were killed were buried in the Berlin War Cemetery. Vernon was 22 years old. (St Colman's, Dunmurry)



The crew
of Halifax
Bomber
BB238

Pilot Officer George Simpson was a member of 78 Squadron. On the night 22nd/23rd October 1943, his crew flew out of RAF Brighton, Yorkshire, in the Handley Page Halifax Bomber LW293 on route for a night raid on Kassel in Germany. As it started its bombing run it was coned in searchlights and then, all of a sudden, exploded. The Squadron Leader reported the incident when he returned saying there was no possibility of any survivors. The crew were buried in Hanover War Cemetery. He was 23. (Seagoe, Portadown)



George was previously involved in the raid on the Baltic port of Stettin in August which was important as the supply centre for the German armies fighting on the Russian Front. It had to be evacuated. The local newspaper, which carried a report and photograph of his crew, described George, who was home on leave, as *reticent about the activities but eager to finish the job*. The raid on Kassel was described as exceptionally accurate with thousands of homes damaged and people displaced, but more importantly, the Henschel factories which produced the V1 flying bomb were significantly damaged.

Sgt William James Totten Brodie, RAF Volunteer Reserve, was killed on 30th January 1944, aged 21. William joined the RAF directly from the Lisburn Flight of the Air Training Corps and was based at RAF Mildenhall, Suffolk. He was a member of 622 Squadron which operated as a heavy bomber squadron, flying the Avro Lancaster Bomber ED364. William was reported missing while engaged in bombing attacks over Berlin, targeting German industry, later confirmed as killed. (Christ Church, Lisburn)

Sgt Weir Crory belonged to 640 Squadron, a heavy bomber unit based at RAF Leconfield, north east England. Weir flew with his crew in Halifax LW500. On the night of 30th/31st March 1944 there was an enormous bombing raid over Nuremburg involving 779 bombers. Having delivered its load, LW500 turned to fly home only to be shot down and crashed near Abbeville, northern France. (St John's, Newcastle)

A report tells how a Heinkel He 219 fired a burst of cannon into the bomber's starboard wing which exploded. As the bomber went down Rear Gunner Weir Crory continued to fire at the Heinkel. None of the crew of seven survived. Weir was aged 20. The RAF lost 545 crewmen on this raid which was described as *the blackest night in its history*.

Sgt Robert McClure, 101 Squadron, RAF Volunteer Reserve, was killed on 23rd May 1944, aged 20. 101 Squadron was a special duty squadron; its Lancaster Bombers equipped with airborne jammers to cause confusion among the German defences. There was an eighth crew member, the special wireless operator, who was kept isolated from the rest of the crew so that no one knew what he was doing if other crew members were captured. The aircraft carried a full bomb load. (See Appendix 2)

On 23rd May, Lancaster LM395 was attacked by four Junkers JU 88s which flew underneath, firing their cannons. The tail gunner, mid upper gunner and special operator were shot out of existence. The bomber was on fire from the main spar all the way to the rear guns and the order was given to abandon the aircraft. As Bob McClure, the flight engineer, was attempting to get out of the plane, there was an explosion and he was blown through the canopy. He was found dead on the ground with an unopened parachute. (St Elizabeth's, Dundonald)

Deliberately breaking radio silence to conduct the jamming made the aircraft particularly vulnerable to being tracked and attacked resulting in 101 Squadron having the highest casualty rate of any RAF Squadron. Over the duration of the war, 10 squadron lost 47 Whitley Bombers and 109 Halifax Bombers, and 839 air crew were killed. These were the losses of just one squadron and there were hundreds of them. Being in Bomber Command was the most dangerous job of the war. In total, there were 55,573 airmen killed; for every 100 airmen, 55 were killed on operations.

The Merchant Marine

Two CLB men were killed aboard the Belfast built SS Kenbane Head, a cargo ship of the Ulster Steamship Company, named after a rocky outcrop on Northern Ireland's North Coast. Forming part of a large convoy of 38 ships, HX84, it departed Nova Scotia, Canada, on 28th October 1940 bound for Liverpool, via Belfast, and carrying steel, military trucks and maize.

On 5th November, the convoy scattered as it was intercepted by the German pocket battleship Admiral Scheer off Greenland. The Kenbane Head took several direct hits in its cargo holds, engine room, its funnel and rear gun platform, and sank after a blazing fire forced the crew to abandon ship. Twenty-four men were killed in the attack and a further twenty-four were later rescued and taken to St John, New Brunswick, Canada.

Sailor David Allister (right) trained at Gravesend Sea School, passing out with honours, and before the war had sailed all around the world with the Merchant Service. Initially he was reported missing but was later presumed dead, lost through enemy action. His father received a message of sympathy from His Majesty the King. David was 20 years old. (St Michael's, Belfast)



Fireman and Trimmer Marriot (Mart) McAughtry also died on the Kenbane Head. His younger brother, and proud CLB member, **Sam McAughtry**, wrote about his brother's life and experience of the encounter in a memoir entitled *The Sinking of the Kenbane Head*, published in 1977. Sam joined the Royal Air Force, initially serving as ground crew stationed in Cheshire, before being selected for flying duties as a gunner/observer in the Mediterranean Sector. Marriot was aged 27. (St Barnabas', Belfast)

Convoy HX84 lost five ships but would have lost several more but for the sacrifice of the crew of the HMS Jervis Bay, an armed merchant cruiser, there to protect the convoy. Although not adequate for the task, outgunned, and with no chance of survival, the Captain made straight for the Admiral Scheer to hold her fire while the convoy made good its escape. He bought the convoy a precious three hours. Captain Edward Fegen, described by author Alister MacLean as *a big tough Irishman*, was posthumously awarded the Victoria Cross.

John Robert Gourley, known as Jack, was a member of the Carnmoney CLB Company. The Company was known for its prowess on the field of athletics and Jack won gold medals for high jump and long jump at the CLB Championships before the war. Radio Officer Jack Gourley, aged 19, was aboard the SS Treverbyn coming from West Africa to the UK on 21st October 1941 when it was torpedoed and sunk by U-boat U-82, 400 miles west of Ireland. There were no survivors from a total compliment of forty-eight crew members. Convoy SL89 lost another ship, the Serbino, hit by two torpedoes amidships, but most of the crew were rescued.



The Admiral Scheer was sunk on 9th April 1945 by a Royal Air Force bombing raid of the harbour at Kiel, involving over 300 aircraft, and capsized in her home port while undergoing repairs. U-boat U-82 sank eight merchant ships and a warship before being sunk herself on 6th February 1942 in the North Atlantic during an attack on Convoy OS18. HMS Rochester and HMS Tamarisk dropped depth charges on the U-boat. All forty-five submariners were lost.



Pictured – The SS Treverbyn. The SS Kenbane Head was a similar cargo ship.

Appendix 1. An account of the sinking of HMS Sphinx by a 19 years old sailor.

Sphinx Survivors Trapped in Oil. Some of the Crew Choked to death.

Two planes dived at the ship. Their machine guns started, and a bomb hit the ship. The men narrowly escaped but Commander Taylor and four other men were killed. The whole forecastle seemed to lift up and fold back without breaking into fragments. I was amidships dodging machine-gun bullets. So far as I could tell only one bomb actually hit the ship. We retaliated with our guns. The seas were very heavy and it was with difficulty that another vessel got us in tow.

Early next day the towrope parted and we were left almost helpless in the rough seas. Our engines were out of action and our only method of standing up to the waves was by using our steering gear in trying to keep the ship's head to the gale. We drove about for a long time. Then a huge wave hit us broadside and capsized the Sphinx. It all happened very suddenly. I felt her going on her side and could not even shout out before I found myself in the water.



I saw some men going down with the ship, and then found myself clinging to an oar with other men in the darkness. All over the sea was a coating of oil fuel that we had cast out and it must have got into many men's lungs (the oil was poured out by the crew to calm the sea). When I saw a wave coming I held my nose with my fingers until the wave and the oil on it had passed but some water and oil began to choke me.

One of the men near me struck out for a plank but could not have reached it. Heads kept bobbing up all around and men kept calling out words about their families at home. Then a search light showed on the water. I struck out and caught hold of a line that had been thrown out. I was pulled on board a ship utterly exhausted, and when I came round they were offering me something hot to drink. My first thought was to ask how many had been lost, and they told me that 44 had been saved and most of them were aboard the same vessel as myself. (Ship's Compliment 121)

Appendix 2. A letter from Robert Milligan McClure to his sister in Belfast.

Before taking off on an operational flight from which he did not return, 20 years old Robert McClure, RAFVR, flight engineer in 101 Squadron at Ludford Magna, left his farewell letter addressed to his sister, Mrs R Wright, of Dundonald, Belfast.

I should like this letter to be forwarded to my sister if I should not return from this operation. I have written many letters in my life, but in writing this one I find it much more difficult than any yet attempted. First of all, let me say, I don't want you to grieve over my loss. This is the life I chose myself and the job which I am very proud to undertake. In this life I have learnt how to be grateful, because the crew in which I serve are the finest bunch of young men in the world. They are willing to give their lives for the just cause. It's my hope that those who I have left behind will make good cause for which we gave our lives.

This was a poor world before the war began – a quarrelsome and selfish world. I hope the horrors of war will have taught all a lesson and give justice to all. I have always thought how lucky you people have been to live so far away from a battlefield and to continue the quiet life which we now have learned to cherish.

In conclusion let me say, God is with me and all will be well in the end.

Goodbye, but not forever. Robert



Avro Lancaster Bomber



Roll of Honour – Church Lads' Brigade – 1939 to 1945



Men from Northern Ireland killed during the Second World War

David Allister, St Michael's, Belfast, Merchant Marine
J Ewart Beckett, St Elizabeth's, Dundonald, Royal Navy
Derek Best, Christ Church, Lisburn, Royal Ulster Rifles
William J T Brodie, Christ Church, Lisburn, RAF Volunteer Reserve
Joseph Cooper, St Elizabeth's, Dundonald, Royal Navy
William J Creaney, St Aidan's, Belfast, SAS Regiment
Weir Croy, St John's, Newcastle, RAF Volunteer Reserve
Edmund H Doggart, St Michael's, Belfast, Royal Army Medical Corps
John R (Jack) Gourley, Carnmoney, Merchant Marine
Vernon G Green, St Colman's, Dunmurry, Royal Artillery
Albert E (Bertie) Hurlock, Seagoe, Portadown, Royal Navy
Marriott (Mart) McAughtry, St Barnabas', Belfast, Merchant Marine
Robert M McClure, St Elizabeth's, Dundonald, RAF Volunteer Reserve
Stafford McKeown, St Michael's, Belfast, Royal Navy
Richard Major, Seagoe, Portadown, RAF Volunteer Reserve
William C Moore, St Colman's, Dunmurry, Royal Artillery
Samuel Morgan, St Colman's, Dunmurry, Royal Air Force
George Pentland, Seagoe, Portadown, Royal Artillery
Robert (Bobby) Richardson, Carnmoney, RAF Volunteer Reserve
Samuel R (Sam) Ritchie, Willowfield, Royal Inniskilling Fusiliers
George Simpson, Seagoe, Portadown, RAF Volunteer Reserve
William A Simpson, Seagoe, Portadown, Irish Guards
Denis H Smallman, Holy Trinity, Belfast, South Staffordshire Regiment
William J Stanfield, Seagoe, Portadown, Royal Horse Artillery
John Waddell, St Michael's, Belfast, Royal Inniskilling Fusiliers
George A Williamson, Carnmoney, Royal Navy

